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# KUBICA

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**AUTOSPORT.COM**  
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FERRARO/LAT  
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Tatuus to build new-generation Renault single-seaters for junior racing

**RENAULT'S NEW GEN**  
The new Formula Renault 3.5 cars will be built by Tatuus, the Italian manufacturer of junior racing cars. The new cars will be built by Tatuus, the Italian manufacturer of junior racing cars.

### Barwell to run two GT Astons in Le Mans 24 Hours support race

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

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## POLE POSITION

# Here's hoping Kubica will be back in action soon



**SIX WINNERS FROM SIX STARTS. SIX** world champions on the grid. Yet despite all the excitement and riches of driver talent, F1 2012 is still missing something: Robert Jozef Kubica.

I was there when he took his first grand prix win – in Montreal four years ago – and was convinced I'd see him on the top step of the podium in many more grands prix. He was clearly top drawer; his time had come to shine.

That terrible rally crash might have crushed the right side of his body, but not his racing spirit. I'm convinced we'll see him racing again, perhaps not in F1 as his good friend Roberto Chinchero reports on page 8, but the racetracks, and rally stages, have missed him for too long. When he's good to go, it'll be a treat to see him back in action.

One place that could happen in the future is the Le Mans 24 Hours, and you'll find our 44-page preview of this year's event in the centre of the magazine. Sadly, we also mourn a past winner of the event in Roy Salvadori this week. RIP, Salvo.

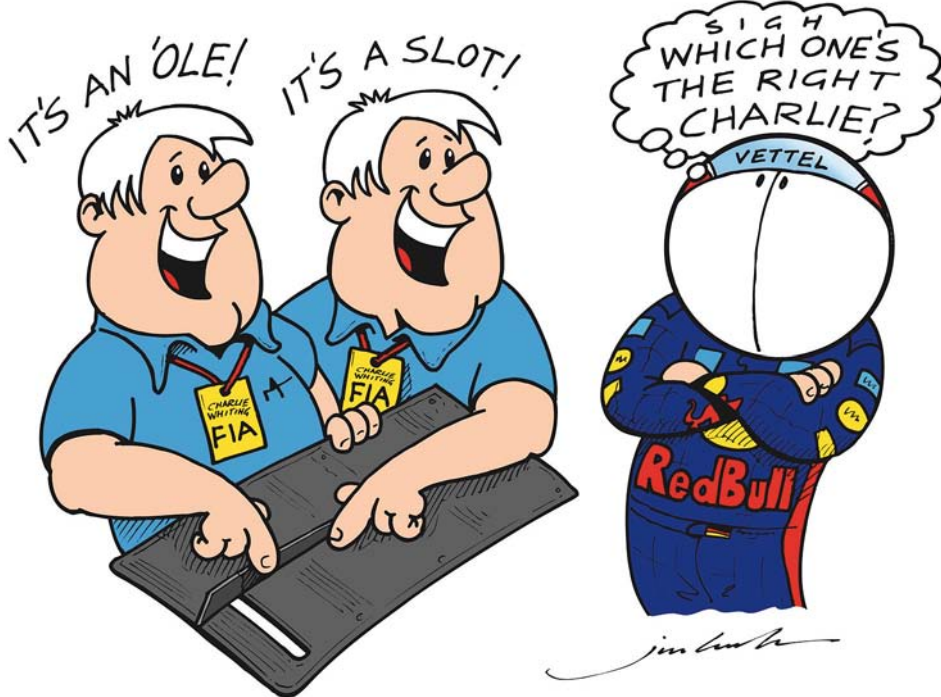
*Bradley*

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## BAMBER'S WEEK



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LE MANS

## Sportscar line-up ready for La Sarthe

The full variety of machinery across five classes – LMP1, LMP2, GTE Pro, GTE Am and New Technologies – was on show at the Le Mans 24 Hour Test Day last weekend ahead of the 80th running of the French endurance classic on June 16-17.

**FREE INSIDE:** 44-page Le Mans 24 Hour guide







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# Kubica return may be outside of F1

Injured star will race again, but F1 could be too much. By ROBERTO CHINCHERO

**R**obert Kubica continues to move closer to a racing comeback, but he faces a battle to make sure that he can return to the cockpit of a Formula 1 car.

The 2008 Canadian Grand Prix winner, who suffered serious injuries to the right-hand side of his body in a rally crash in early 2011, has made enough progress in recent months to allow him to get back behind the wheel. Two months ago he drove rally cars from Skoda and Renault, and sources close to him have revealed that the injuries to his right leg – on which he re-opened a fracture with a fall in January – have healed particularly well.

Recent rally tests went better than expected. Kubica had driven some of the roads before in the Clio S2000, and after quickly matching the times he had set in the past, he was able to better them. As far as he was concerned, a point had been proven.

However, AUTOSPORT understands that the reason he chose to drive a rally car rather than a single-seater or Formula 1 simulator is because he is still fighting to regain

full mobility in his right arm, which remains the final obstacle in his impressive recovery. The rally cars, which were left-hand drive, enabled the 27-year-old more freedom to move his arm than a cramped single-seater cockpit would. The driving position required in an F1 car leaves the elbow almost stuck between a driver's hip and the side of the chassis. This means that most of his movement has to come from the wrist and the forearm – the two areas in which Kubica is having to work hardest during his recovery.

His recent rally tests prompted a lot of speculation about his recovery. But even inaccurate reports about his condition will not prompt Kubica to break his decision to avoid speaking publicly about his progress. He surprised many people by not

**"The press would ask me when I was coming back and I wouldn't know what to say to them"**

Robert Kubica

attending last month's Monaco Grand Prix, despite living in the Principality. His absence was partly down to the fact that he has no interest in attending a grand prix when he is not able to compete, but also because he has vowed not to speak about his return until a comeback is definitely on the cards.

"What's the point of me talking to the press knowing that I wouldn't be able to reply to the first question they asked?" said Kubica. "They would say to me, 'So Robert, when are you coming back?' And I wouldn't know what to tell them."

His desire to avoid putting a timeframe on his recovery is also one of the key reasons that he has shied away from talk of driving an F1 simulator, and why he refuses to be drawn on when he hopes to come back. In the first weeks and months after his accident there was often talk of when he was likely to return, but he was uncomfortable with that because he does not want to rush his recovery, or try to start racing again before he is back to his best.

People close to the Pole report that his morale is still high and his passion for motorsport is strong enough that he will return to racing even if he is never able to compete in F1 again. Some of his closest friends in the paddock are also surprised at the constant level of interest in his condition in the F1 paddock, especially given that drivers are normally quickly forgotten once they are no longer a feature on race weekends.

Kubica has yet to be told by a doctor that he will definitely be able to return to the pinnacle of the sport, but nor has he been told at any point that it is impossible.



This is Kubica at full-tilt in Clio rally car recently



2010 might remain Kubica's last F1 season

## TIMELINE OF ROBERT KUBICA'S RECOVERY

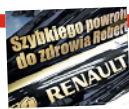
### FEB 6 2011

Suffers severe injuries to right arm, leg, hand in rally crash.



### FEB 11

The Pole's third operation in a week focuses on the multiple fractures to his leg.



### FEB 16

Has an eight-hour operation on his elbow, and will stay in Italy while recovering.

### FEB 18

Is taken out of intensive care at the Santa Corona hospital. Four days later, he begins the rehabilitation process with no further operations planned at this stage.

### MARCH 12

Doctors have to perform a fourth operation to help the mobility of his injured elbow.

### APRIL 24

Discharged from Santa Corona hospital in Italy, 11 weeks after his rally accident.



### MAY 23

Renault moots the idea of a Friday GP drive, but effectively rules out Kubica for 2011.



### JUNE 14

Manager Daniel Morelli hints at return for season finale.





**AUTOSPORT SAYS...**

**GLENN FREEMAN**  
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**W**hen news of Robert Kubica's injuries surfaced after his horrific rally crash last January, the description of damage to the tendons in his right arm and hand stood out to a friend of mine. Having sustained similar damage (though on a much smaller scale and not doing anything as interesting or skilful as driving a rally car) to one of his hands a couple of years ago, he was not convinced when the Renault and Kubica camps were making very positive noises about how soon we would see him back in the cockpit of a Formula 1 car.

Granted, Kubica wouldn't be relying on the NHS for his recovery, but tendons have a mind of their own when it comes to fixing themselves, my mate added.

As doctors close to the Pole eventually pointed out much later in his recovery, repairing tendons is nothing like dealing with muscle damage.

While athletes can often recover quicker than the average person from most injuries due to their impeccable fitness, that offers little benefit in this case.

Our latest report reveals that it is indeed the hand and wrist – where Kubica sustained the worst of the tendon damage – that is holding back his ability to jump into a Formula 1 car.

My friend got enough dexterity back in his hand to play his Xbox, but that wouldn't be enough for a true racer like Robert.



Kubica needs hands back to their best

**AUGUST 28**

Undergoes what is described as a final operation on his damaged elbow. Afterwards, doctors declare the process a "total success".

**SEPTEMBER 11**

Renault sets a mid-October deadline for a decision on the 2012 season. Team principal Eric Boullier later extends that deadline.

**NOVEMBER 23**

Kubica tells Renault he will not be ready for the start of 2012. "I just need more time," he says.



**NOVEMBER 29**

Renault says it is still open to a future with Kubica despite signing returning world champion Kimi Raikkonen for the 2012 season.

**JAN 11 2012**

Kubica's recovery suffers a setback when he re-opens a fracture in his right tibia after falling on ice near his home.



**MARCH/APRIL**

Tests rally cars and a kart as a second F1 season starts without him.

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# Schumacher 'back to his best'

Old foe Jacques Villeneuve believes seven-time champ has rediscovered his magic. By GLENN FREEMAN

**F**ormer Formula 1 world champion Jacques Villeneuve believes Michael Schumacher is back to his best behind the wheel of a grand prix car this year.

Villeneuve, who beat Schumacher to the 1997 world title, believes that the German's pole position lap in Monaco last time out was proof that he is finally feeling at home in the Mercedes team, and with its 2012 car.

"Michael has been going great this year," Villeneuve told AUTOSPORT. "He's driving as well as when he was at his best. He's been impressive all year, and you could see that in Monaco. He's had his fair share of bad luck so far this season, but he's always bounced back."

Villeneuve, who will be in the Montreal paddock this weekend making his debut as a TV expert for Sky Sports at the Canadian Grand

Prix, believes that there is more to Schumacher's improved form this year than Mercedes simply providing him with a faster car. The Canadian cites an engineering reshuffle at the team, which took place last August, as one of the prime reasons. Those

changes last summer included Jock Clear, Villeneuve's former engineer at Williams and BAR, joining Schumacher's engineering team.

"Michael is driving better this year," said Villeneuve. "He's been driving better since he's been with

Jock Clear. That shows you can't be out there alone. You need the right engineer with you who you can trust and who will also understand you.

"Driving is not only about the car, it's psychological. There is a lot going on out there. You need to trust the car and you need to trust the engineers. You need to know that your engineer is going to understand what you require. That makes a huge difference. That's how things were for Michael when he was at Benetton and Ferrari, and it seems that with Jock he has that support again. Now he's working back like he did in his winning days."

Villeneuve also backed Schumacher's claims that he could not get the best out of the first two Mercedes he drove in 2010 and 2011, because they were not to his liking. The German has been able to deliver



Villeneuve thinks Schu's still got it

PICS: LAT, FOTO ERCOLE COLOMBO





Schumacher starred in Monaco qualifying



Rosberg and Red Bulls are in form

## ROSBERG TOPS THE FORM TABLE

Nico Rosberg heads into the Canadian Grand Prix as the in-form man in the 2012 world championship fight.

The German, who didn't have a point after the first two races of the year, has been the highest-scoring driver since then. Starting with his maiden victory in China, he has picked up 59 points, with Sebastian Vettel the next best over the same period with 55.

Rosberg has also reduced his deficit to the championship lead from 35 points post Malaysia to 17 points heading into this weekend. Over all six races of the season, world championship leader Fernando Alonso has averaged 12.7 points per race. But, since getting off the mark in China, Rosberg has averaged 14.75 points.

### F1 2012 FORM TABLE

Points scored in the past four races: China, Bahrain, Spain, Monaco

1	Nico Rosberg	59
2	Sebastian Vettel	55
3	Mark Webber	49
4	Fernando Alonso	41
5	Kimi Raikkonen	35
5	Romain Grosjean	35

### 2012 STANDINGS

1	Fernando Alonso	76
2	Sebastian Vettel	73
3	Mark Webber	73
4	Lewis Hamilton	63
5	Nico Rosberg	59
6	Kimi Raikkonen	51

more consistently in the F1 Wo3 this year, and his qualifying record against Nico Rosberg is currently 3-3. In their previous 38 races as team-mates since his comeback, Schumacher had only outqualified his countryman eight times.

"When the car doesn't suit you, it's not something you can fight," said Villeneuve. "You can be the best driver in the world, but if the car just doesn't feel right to you, and the driving is not second nature, then it becomes very difficult to get those last two or three tenths out of it. You find yourself second-guessing the car and adapting to it

as you drive, rather than it being a flowing part of your body."

Mercedes is one of the fancied runners heading into this weekend's Canadian GP, with its double DRS expected to be of great benefit in qualifying. The Circuit Gilles Villeneuve has the third highest percentage of DRS use on the calendar, at 61 per cent, behind only Monza and Spa. Shanghai, where Mercedes locked out the grid's front row, has only 52 per cent DRS use.

### ➔ P21 COULTHARD'S VIEW

JV believes Clear (r) has made a big difference



## SCHUMACHER IN CANADA

**WINS 7**

**4** FASTEST LAPS **5** SECOND PLACE FINISHES

**17** STARTS

**6** POLES

**433** LAPS LED



## THE TOP SIX... Golden oldies

If Michael Schumacher can finally register win 92, he would join this list of oldest winners

**1 LUIGI FAGIOLI**  
He is credited with victory in the 1951 French GP – aged 53 years and 22 days – after handing his car over to Juan Manuel Fangio following the Argentinian's early retirement.



**2 GIUSEPPE FARINA**  
The first world champion's final victory came in the 1953 German Grand Prix, aged 46 years and 276 days, where he passed the duelling Juan Manuel Fangio and Mike Hawthorn to win by a minute.



**3 JUAN MANUEL FANGIO**  
Fangio was 46 years and 41 days old when he took the fifth victory of his 1957 championship-winning campaign in Germany. It is often considered the most famous win of his career.



**4 PIERINO TARUFFI**  
The Italian won the 1952 season-opening Swiss GP for Ferrari aged 45 years and 219 days on his way to third in the championship that year. He inherited the lead when Farina broke down.



**5 JACK BRABHAM**  
The three-time champion took one win in his final season – the South African GP. He recovered from a first-lap tangle to race his way through to a win aged 43 years and 339 days.



**6 NIGEL MANSELL**  
Mansell's final victory came in the 1994 season finale. Having started from pole, he took the spoils aged 41 years and 97 days after Michael Schumacher and Damon Hill collided fighting for the race lead and the title.







# Roy Salvadori 1922-2012

**TALL, DARK AND BLESSED WITH** matinee-idol looks, Roy Francesco Salvadori's blend of Italian ancestry and English-gent style made him one of British motor racing's most compelling and popular figures of the 1950s and early '60s. He was formidable, too.

Beneath that suave exterior beat the heart of a warrior. He crashed hard and often enough to know his limits – Stirling Moss, he acknowledged, was beyond them – but on his day, at a track he knew well, 'Salvo' could mix it with the best in any type of car.

And he was at *his* best at home, thriving at Aintree, Crystal Palace, his beloved Goodwood, Oulton Park and

Silverstone, while cheerfully conceding that the dips, falls, cambers and directly adjacent unyielding hazards of Continental road circuits sometimes gave him the chills. Yet he won in far-flung Tasmania (in 1961) – and scored his biggest victory at Le Mans.

A member of Aston Martin's World Sports Car Championship squad since its 1953 inception, he had not enjoyed much luck with it, his best result being a second in the '58 Tourist Trophy at Goodwood, co-driven by Jack Brabham.

Teamed with Texan Carroll Shelby, a man of a similar physical stature, for Le Mans in '59, they kept practice to a minimum and raced with commendable

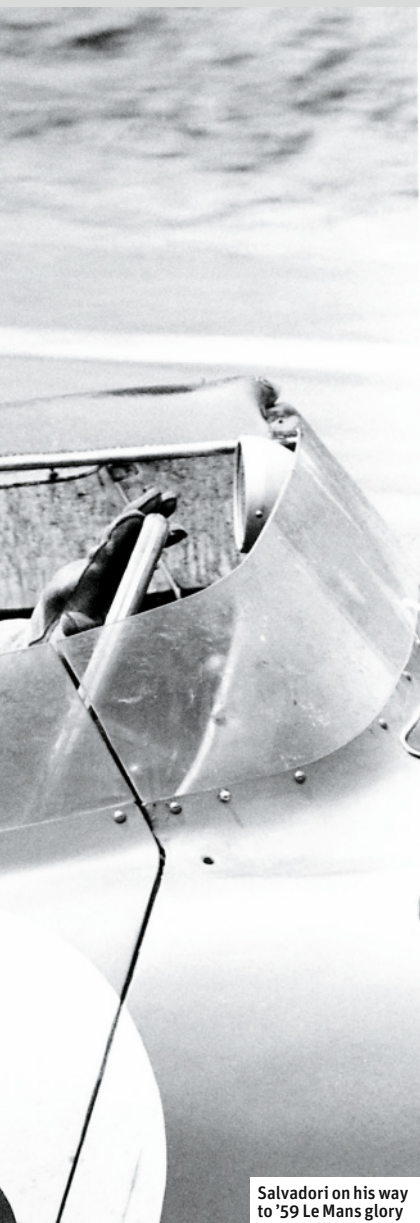
common sense to avoid undue mechanical stress, while remaining in contention. Shelby deserves his credit, too, but a pre-race stomach bug had laid him low, so the work's bulk was borne by Salvadori. He drove his maximum-allowed allocation, tried to ignore his right foot's slow roasting – and permanent scarring – by a rerouted exhaust, and was thus dead beat and somewhat underwhelmed when Shelby brought the travel-stained DBR1 home one lap ahead of the sister car of Maurice Trintignant/Paul Frere.

Salvadori was born on 12 May 1922 in Dovercourt – the Essex seaside town

where his parents, of course, sold ice cream – but moved to London when his family redirected its entrepreneurial spirit to the manufacture of plaster-of-Paris funfair gewgaws.

There was clearly money in it, and Salvadori's subsequent role in the used-car trade – a job in Austerity Britain that possessed more than a hint of underworld menace and reflected kudos – allowed him to play a sizeable role in UK motorsport's post-WWII revival. He tackled sprints in 1946 in a Riley Special, raced the ex-Nuvolari German Grand Prix-winning Alfa Romeo Tipo B in 1947 and finished eighth, five laps down,





Salvadori on his way to '59 Le Mans glory



Development testing for Ford's GT project

second in the Nurburgring 1000Km – in an Ecurie Ecosse Jaguar C-type co-driven by Ian Stewart. In 1954, he began a three-year association with Gilby Engineering's Maserati 250F that brought him much home success. And during this period he also became one of the earliest drivers to prove that Cooper's strange, beetle-backed cars had a future at the highest levels.

Situated just around the corner from Salvadori's Tolworth showroom in suburban Surrey, Cooper was the perfect fit. He joined its GP squad in 1957 – after an underwhelming two-race stand-in stint at Vanwall – and in 1958 enjoyed his best season of F1: fourth in Holland, third in Britain, second in Germany.

More consistent than team-mate Jack Brabham, Salvadori finished fourth in the F1 world championship in a car conceding at least 300cc to its established front-engined rivals.

Brabham, however, held a slight advantage in speed over him – and a distinct edge in terms of ambition, technical expertise and commitment – and so Salvadori switched to Aston Martin's new GP single-seater for 1959. It was a mistake. Despite putting it on the front row for its world championship debut at Aintree, the bitter reality was that the much-delayed front-engined DBR4/250 was outdated the moment it hit the tracks.

Salvadori maintained his Aston allegiance and gave the works team a last major victory, the 1963 Coppa Intereuropa at Monza, aboard its Project 214 GT racer (this defeat of the Ferrari GTOs on their home soil was a personal favourite of his).

In the main, however, the remainder of Salvadori's career was based around a series of profitable partnerships with privateer entrants. He drove single-seaters (F1 and F2), sportscars, saloons and GTs for John Coombs, Tommy Atkins' High Efficiency Motors (another near neighbour) and Maranello Concessionaires, winning in most of



Leading Hawthorn at Zandvoort in 1958

them. At Crystal Palace's 1961 Whitsun meeting, he won four races in a day, in four very different cars. That was Salvadori in a nutshell.

He never did win a grand prix – he might have, had not his Yeoman Credit Cooper lunched its engine when he was catching Innes Ireland's Lotus, the eventual winner, at Watkins Glen in 1961 – and in truth the new elfin 1.5-litre F1 didn't suit his flamboyant technique. At the end of 1962, during which he had been overshadowed by his Bowmaker Lola team-mate John Surtees, he retired from the top tier.

Salvadori's commitment was now sorely tested. Having survived a big

accident in a Cooper at Australia's Warwick Farm early in 1962, he was flung, soaked in fuel, through the Perspex rear window of his crashing Lightweight Jaguar E-type at Le Mans in '63. The ACO's ham-fisted handling of his accident – Salvadori had lost control at 160mph on an unsignalled oil slick – and rescue, and the subsequent official whitewash, left him feeling distinctly ambivalent towards the event that had provided his most famous moment. And it had not done with him yet.

Having finished third there in 1960, alongside a fresh-faced Jimmy Clark in Border Reivers' DBR1, and fourth while winning his GT class in an E-type in 1962, Salvadori was an ideal choice as one of the development drivers for Ford's nascent Le Mans campaign. Those first Ford GTs, however, were spookily unstable at high speed and both Salvadori and Jo Schlesser survived scary accidents at the Le Mans Trials of April 1964.

Fittingly, Salvadori's last race was at Goodwood's 1965 Whitsun meeting – he finished second in a Ford GT40 – and thereafter he acted as a director, advisor and intermediary in the Chipstead Group's purchase of the fading Cooper. After managing its revamped F1 squad from 1966-67, guiding the Surbiton marque to the last two of its 16 GP wins, he retired to his famous apartment overlooking the Monte Carlo circuit.

In an era packed with world-class British talent – Moss, Hawthorn, Hill, Clark, Surtees, Collins and Brooks – Salvadori topped an extremely competitive Second Division. And that is not to damn this charming charger with faint praise.

*Paul Fearnley*



The 1962 season was the driver's last in F1

in the 1948 British GP at Silverstone in a voiturette Maserati.

However, his formative racing career almost came to an abrupt end in May 1951. While leading a race for 2-litre production cars at Silverstone, he chanced to lap a trio of battling backmarkers around the outside at Stowe. His Frazer Nash Le Mans Replica slid wide and was flicked into a series of vicious rolls by a concrete-filled marker barrel. Salvadori, only half-thrown from the car, suffered a fractured skull and bleeding on the brain. He was even administered the last rites, yet was back in action within months. He was tough.

Having again finished eighth in the 1952 British GP, three laps down in a privateer Ferrari 500, Salvadori upped his game. In 1953, he drove for the works Connaught and Aston Martin teams, but scored his best result –



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# THIS WEEK IN F1

## McLAREN-MERCEDES REACHES 300 GPs

McLaren and Mercedes will celebrate the 300th race of their Formula 1 partnership in Canada this weekend. The tie-up, which began at the 1995 Brazilian Grand Prix, has produced three drivers' world championships and one constructors' title.



## PEREZ 'NEEDS MORE EXPERIENCE'

Ferrari president Luca di Montezemolo has suggested that Sergio Perez is not ready to step up to the Scuderia's line-up, following speculation that he will replace Felipe Massa. "He is one of the potential best young drivers for the future but before putting a young driver in a Ferrari I need more experience and more results," Montezemolo told Reuters.



## DOUBLE DRS STILL ON

McLaren continues to evaluate the double DRS pioneered by Mercedes for this year. Team Principal Martin Whitmarsh said: "We're looking at it, and we've got some other ideas. We'll just prioritise what's going to give us the best return on our development time."

## VETTEL NOT GOING ANYWHERE

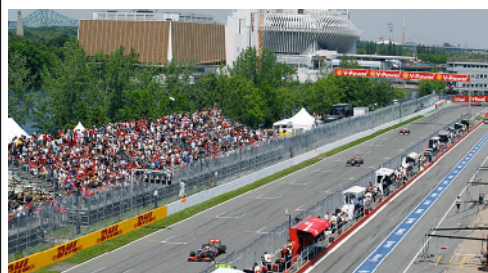
Reigning world champion Sebastian Vettel pledged his future to Red Bull last week following reports that he had signed a pre-contract agreement with Ferrari. "I have been wearing a Red Bull helmet almost my entire career and I don't want to move on," he said.



**“If someone was designing a new track and wanted to put a downhill version of Eau Rouge in it, I'd say go for it. It's a lot of fun this way. The wall? That's not a problem.”**

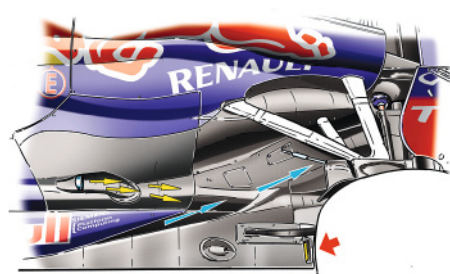


Toro Rosso racer Daniel Ricciardo after driving a Red Bull RB6 in the wrong direction through Spa's most famous corner last weekend.



## SINGLE DRS FOR MONTREAL

The FIA has designated only one DRS zone for this weekend's Canadian Grand Prix, after the Circuit Gilles Villeneuve had two zones last year. DRS use will no longer be allowed on the start/finish straight during the race.



## RED BULL FLOOR ILLEGAL

➔ The controversial holes in the floor of Red Bull's RB8 have been outlawed by the FIA. All teams were notified of the decision late last week. Red Bull will not contest the decision, and its motorsport chief Helmut Marko revealed that the team will not have to modify its car for this weekend's Canadian Grand Prix as it was not planning to run the design anyway.





# CANADIAN GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Real racing will resume in Canada

## Pass masters back to the fore in Canada

After the constrictions of Monaco's streets, overtaking is on menu again at the fast and open Circuit Gilles Villeneuve

There couldn't be more of a contrast between the tight twists and turns of Monaco and the Circuit Gilles Villeneuve, which hosts the Canadian Grand Prix this weekend.

The track is significantly quicker – over 30mph faster based on average speed – and whereas overtaking is almost impossible in Monte Carlo, it should be straightforward in Canada.

Last year, a DRS pass at the end of the back straight was impossible to defend against, so after a Monaco GP that some considered boring, despite the top six running

nose to tail, expect a very different kind of spectacle here.

Five out of six races have been won from the front row in 2012, so a good qualifying session remains vital. The only exception was Malaysia, where Fernando Alonso won from eighth on the grid in a rain-hit race, but generally even the supposedly top teams have struggled to make progress up the field from poor grid positions.

Despite the conventional wisdom, the quickest car/driver combinations are still the ones doing the winning. It will likely be the same in Canada.

➔ P18

TRACK GUIDE AND GARY ANDERSON'S AUTOSPORT SUPERGRID

Monsoon stops play in 2011



Can Massa continue on comeback trail?





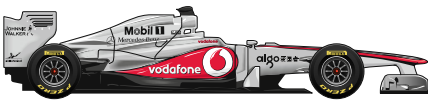


# Team wins in Montreal

## Ferrari 10



## McLaren 8



## Williams 7



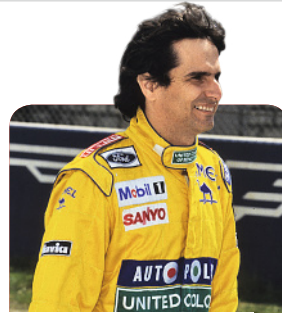
## Brabham 2



## Benetton 2



**7** MICHAEL SCHUMACHER



**3** NELSON PIQUET SR



**2** LEWIS HAMILTON

# Winning drivers

Ayrton Senna 2; Alan Jones 2; Jenson Button 1; Robert Kubica 1; Fernando Alonso 1; Kimi Raikkonen 1; Ralf Schumacher 1; Mika Hakkinen 1; Damon Hill 1; Jean Alesi 1

## Races in Montreal: 32

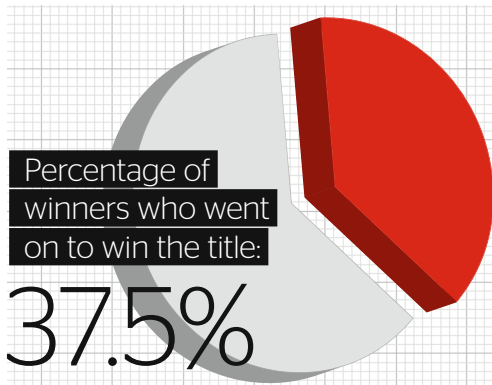


AVERAGE NUMBER OF FINISHERS

12.5

## Average winning margin: 11.616s

Biggest: 42.029s (1983); smallest: 0.174s (2000)



SAFETY CARS 20



## CANADIAN GP TV AND RADIO LISTINGS

### FRIDAY JUNE 8

1445-1650 Free Practice 1 LIVE (Sky Sports F1)

1845-2050 Free Practice 2 LIVE (Sky Sports F1)

1855-2035 Free Practice 2 LIVE (Radio 5 Live Sports Extra)

### SATURDAY JUNE 9

1445-1610 Free Practice 3 LIVE (Sky Sports F1)

1700-1945 Qualifying LIVE (Sky Sports F1)

1855-1945 Qualifying LIVE (Radio 5 Live Sports Extra)

2230-2345 Qualifying Highlights (BBC 1)

### SUNDAY JUNE 10

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2230-2330 Grand Prix Highlights (BBC 1)



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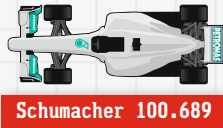
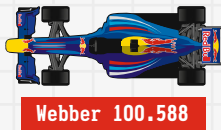
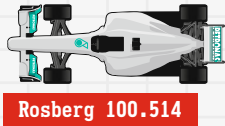
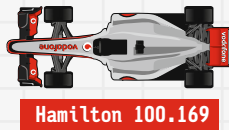
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# GARY ANDERSON'S SUPERGRID

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 after six races compared to the theoretical absolute pace, which is expressed as 100.

100%



Michael Schumacher has moved forward two places due to his fastest lap in qualifying for Monaco. Button slips backwards after failing to make Q3.

Alonso and Raikkonen stay closely matched, but it is now the Ferrari driver who has the edge after qualifying in fifth for Monaco, two places ahead of the Finn.



101%

## FLASHBACK

### VETTEL HANDS BUTTON VICTORY

Jenson Button scored a memorable win after Sebastian Vettel made an uncharacteristic error on the final lap of the 2011 Canadian Grand Prix. Button's path to victory was far from easy, though. He clashed with Lewis Hamilton, picked up a drive-through penalty and suffered a puncture, but prevailed in the 10-lap sprint to the finish after a final safety car.

#### 2011 CANADIAN GP RESULTS

POS	DRIVER
1	Jenson Button (McLaren)
2	Sebastian Vettel (Red Bull)
3	Mark Webber (Red Bull)

## TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT



SOFT



MEDIUM



HARD







Massa demonstrated far better pace in Monaco, and he has now dropped Senna, who was yet again outperformed by team-mate Maldonado.

**Senna 101.968**

**Vergne 102.387**

**AND AS FOR THE REST**  
The lack of high-speed corners in Monaco played into the hands of F1's perennial backmarkers. Glock and Pic made small improvements, but the HRTs came on in leaps and bounds.

**Glock 105.319**  
**Pic 105.704**  
**De la Rosa 106.606**  
**Karthikeyan 107.358**

Kovalainen showed a useful improvement, nosing under the 103.5 per cent barrier on our scale. Petrov languishes behind, with only half his car making the cut.

**Petrov 103.968**

**103%**

**Kovalainen 103.487**

**104%**

**TRACK GUIDE**

CANADA	
NUMBER OF LAPS	70
CIRCUIT LENGTH	2.72 MILES
LAP RECORD	1:13.622 R BARRICHELLO (2004)
UK START TIME	7PM





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# STRAIGHT TALK

## DAVID COULTHARD

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

DC believes Mark Webber will be on a high in Canada following his Monaco victory, but warns that Michael Schumacher shouldn't be ignored after his strong qualifying performance last time out

**M**ark Webber must feel on top of the world right now. From being the guy padlocked to fourth place during the Formula 1 World Championship's early rounds, he's winning again, and that will do wonders for his confidence.

I know as well as any racing driver what a strong result can do for you. Sure, I never won back-to-back grands prix, but I do remember vividly that when I was in my first year in F1 with Williams in 1995, I got a pole position at Monza after not really getting the best out of the car in the races before that.

Suddenly I felt invincible on Fridays and Saturdays, and then had four poles in a row. I didn't feel that anybody was going to beat me. It's amazing what that momentum, and the confidence that goes with it, does for you. You push harder in qualifying, you go for passes that maybe you wouldn't otherwise and you never doubt your own ability.

On the flip side, if you have a bad race, you try to make up for it next

time; overdriving, overcompensating. That can lead to disaster.

I'm sure it's not just me, either. When you're feeling good, you're bound to perform better, and that's what will have been going on with Mark since Monaco.

It seems to me that whenever the Red Bull has been there or thereabouts, at least on a par with the best car, it's often been Mark, and not Seb who's come out on top. Remember the early part of 2010 when the McLaren and the Ferrari were pretty much equal to the Red Bull, and it was Mark who was winning more races than anybody else? It was pretty easy to forget it in 2011 when the Red Bull was the class of the field; a situation that seemed to lend itself to Seb doing brilliant things that Mark couldn't quite match.

Whatever the case, Mark drove beautifully in Monaco and fully deserved to win. He's only three points off the lead of the world

championship now and looks like a genuine contender if the current wide-open fight continues.

### SCHUMACHER'S BIG CHANCE?

Michael had a chance in Monaco. A real chance. Yes, he had to give up pole because of the penalty hanging over him from Spain – a penalty I don't think he got just for the Senna incident, but also because of what he did to Lewis Hamilton in practice – but he was fast on merit in qualifying and would have been in the leading bunch when his engine started crying enough.

Can Michael win in Canada? On the basis of what we saw in Monaco, yes he can. Much like in Shanghai, when Nico Rosberg was in a class of his own all weekend, the Montreal circuit suits cars that are strong on braking, even stronger on traction out of low-speed corners and that use the DRS in the correct way.

The trick is just how far you go towards making your car work with full DRS in qualifying. Maximise it for that session, and you could leave yourself vulnerable in the race because of the lower number of revs you'll be able to run in the 95 per cent of the track with no DRS.

Yes, that's the same situation you have at all circuits, but it's not at every track where you can gain so much by having an extra 5mph at top speed; or rather where you can lose so much by not having it.

The Mercedes certainly has it – or appears to at least – and Michael proved in Monaco that if the conditions are favourable, he still has the speed to be right at the front. I don't think there's ever been a better time for the sport to have a 43-year-old race winner. ❄

Canada may suit both Michael and Mercedes



PIC: TEE/LAT

“Webber's win will have done wonders for his confidence”



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**Nick Heidfeld**

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# MARK HUGHES

## GRAND PRIX EDITOR

High-downforce cars – the Red Bull and McLaren – are qualifying well, but fading in races, while ‘softer’ cars – Williams, Ferrari and Sauber – are the opposite. It’s all part of the guessing-game that is F1 2012

**A**s Red Bull and its rivals argued about the difference a tiny cut in the bodywork might make to the car’s aerodynamics, the evidence from the accumulating data of the new season was suggesting they might all be barking up the wrong tree. A car’s downforce is still a crucial component of its speed, but only tangentially to how it impacts upon the car’s tyre performance. That’s what the pattern of performance this year seems to be suggesting, at any rate.

When they are working properly, the McLaren and Red Bull are the two fastest in qualifying. But in both Malaysia and Barcelona the Williams, Ferrari and Sauber – cars that cannot live with McLaren or an on-form Red Bull in qualifying – were the fastest race cars. It’s as if the McLaren and Red Bull still have a downforce advantage over those cars, but the traits of the tyres mean that can’t always be used in the race.

There may be clues as to what’s happening from the GP3 category, also running on Pirelli tyres. Talking

to one of the frontrunners there, he was saying how last year he struggled to get a good qualifying car but it was always mighty quick on race day. This year he’s switched to a different team and found they run the car much stiffer – and that stiffness works the tyres harder, allowing them to give good grip over a qualifying lap and even if that then means it’s not as good in the race, it doesn’t matter because you then have track position and all the guys that have qualified up there with you have the same problem. Those with a good race set-up will have qualified too far back.

If we accept the notion that the McLaren and Red Bull have more downforce than the Ferrari, Sauber and Williams, it would figure that they need a stiffer set-up. Which in turn would work the tyres well over a single lap but less well over a race stint. This year’s Pirellis have a curious combination of being reluctant to switch on – to get up to temperature quickly enough – but then being prone to heat degradation after a few laps. This would accentuate the pattern whereby the car with higher downforce would be quicker in qualifying but slower in the race.

Meanwhile, the performance pattern of the Lotus suggests it has a lot of downforce in fast and slow corners, but that it somehow has quite gentle tyre use. As if it were able to run a less stiff set-up to look after the tyres despite the high downforce, a combination that would allow it to usually qualify ahead of the Ferrari/Williams/Sauber group but be comparably easy on the tyres. In many ways it could be the ideal compromise, except that to date its inability to

match the single-lap pace of whichever car is quickest in qualifying has proved decisive.

There is another tyre-related competitive mechanism at work too. It used to be that the more you loaded the tyre with downforce, the more the tyre gave you. The first suggestion that tyres were reaching a saturation point – where beyond a certain loading they couldn’t translate any extra downforce in the high-speed corners into more grip as the tyre overheated, breaking down the chemical bonding – actually came in the control tyre Bridgestone days of 2008 and it was something that Ross Brawn commented upon. Going to a harder compound would normally have cured this, but there came a point where the losses it brought in the slow corners couldn’t be overcome by any gains in the fast ones.

By 2010 Bridgestone’s construction tweaks had apparently eliminated that trait, because by then they were strong enough to allow the pole-setting Red Bull RB6 to get through Campsa corner at Barcelona flat in fifth, a full 12mph faster than any other car. But the phenomenon of downforce saturation returned with the switch to Pirellis last year.

So on the one hand we have downforce saturation clumping the speeds of the cars together, narrowing the lap-time difference between great car and good ones. And on the other, we have tyres slow to warm up but quick to then overheat, amplifying suspension stiffness. That makes it far from clear for the teams what the most productive development area will be: is chasing more downforce now an obsolete endeavour? ❧

PIC: KALISZ/GP3



“Is chasing downforce now an obsolete endeavour?”





New livery Toyotas were fourth and fifth quickest

LE MANS

# Toyota takes fight to Audi

Japanese hybrids run faultlessly at Test Day, while Audis suffer reliability problems. By GARY WATKINS

Toyota believes it proved at last weekend's Le Mans Test Day that it can take the fight to Audi in the 24 Hours on June 16-17.

The new TS030 HYBRID lapped within two seconds of the fastest Audi and the Japanese manufacturer's pair of cars ran without issue through the eight hours of testing last Sunday.

The successful day followed a difficult period in the LMP1

machine's development in the wake of a major accident at Paul Ricard in April in which the first TS030 was damaged beyond economical repair.

Toyota Motorsport technical director Pascal Vasselon said: "The test shows that we are in the ballpark and within reach of our rival. What we have learnt from yesterday is that there will be a fight, and we are very happy about that.

"One of the positives was that our cars were running very consistently. I saw two hybrids stopped on track and both were Audis [the number 2 car with a fuel leak and the number 1 car after it stalled in the pitlane]."

Allan McNish topped the timesheets aboard the fastest of the Audi R18 e-tron quattro hybrids. The Briton's 3m25.927s lap was 1.7s quicker than the best Toyota time that was recorded by Alex Wurz.

McNish said that the results of the test reinforced Audi's belief that the Toyotas will be a threat in the race.

"They were always out on track and they were always fast," said McNish, who crashed his Audi at Tertre Rouge in the closing minutes of the test. "They will be better opposition than some people were expecting."

Both Toyota and Audi stressed that they had not been chasing lap times

during the test. Each manufacturer said that it had stuck to its development programme throughout the day, and it is believed that neither attempted a low-fuel run at any time.

That suggests that the resurfacing of the Mulsanne Straight and its chicanes, as well as other key areas, has made the track faster. McNish's mark was 1.7s quicker than the best lap from last year's Test Day and only 0.2s slower than Benoit Treluyer's 2011 pole position time.

Stephane Sarrazin, who was a late addition to the Toyota line-up, did not take part in the test. The Frenchman sustained superficial facial injuries when he was thrown from his bicycle last Saturday. He will be fit to take part in the race.



LMP1 TIMES		
POS	DRIVER (CAR)	TIME
1	A McNish (Audi e-tron)	3m25.927s
2	A Lotterer (Audi e-tron)	3m26.468s
3	L Duval (Audi ultra)	3m26.561s
4	A Wurz (Toyota)	3m27.204s
5	S Buemi (Toyota)	3m28.298s
6	M Bonanomi (Audi ultra)	3m28.765s

PRIVATEER LMP1 TIMES		
POS	DRIVER (CAR)	TIME
1	D Watts (HPD)	3m34.243s
2	A Belicchi (Lola)	3m35.537s
3	N Jani (Lola)	3m36.876s
4	N Minassian (Dome)	3m37.149s
5	P Dumbreck (HPD)	3m37.358s
6	E Collard (Dome)	3m40.385s

LMP2 TIMES		
POS	DRIVER (CAR)	TIME
1	O Pla (Morgan-Nissan)	3m41.291s
2	S Hancock (Zytek)	3m41.738s
3	O Pla (Morgan-Judd)	3m42.036s
4	S Loeb** (ORECA)	3m42.248s
5	P Kaffer (ORECA)	3m42.443s
6	J Charouz (ORECA)	3m42.731s

GTE TIMES		
POS	DRIVER (CAR)	TIME
1	F Makowiecki (Ferrari)	3m58.869s
2	O Gavin (Chevrolet)	3m58.917s
3	G Bruni (Ferrari)	3m59.392s
4	A Simonsen* (Aston Martin)	3m59.938s
5	A Garcia (Chevrolet)	4m00.062s
6	S Mucke (Aston Martin)	4m00.128s

\*GTE Am class; \*\*Not participating in Le Mans 24 Hours

[44-PAGE LE MANS PREVIEW](#)



**LE MANS**

# DeltaWing impresses at Le Mans

**THE EXPERIMENTAL DELTAWING LE MANS**

24 Hours racer came through last Sunday's Le Mans Test Day with flying colours.

The Highcroft Racing team was able to qualify Michael Krumm and Satoshi Motoyama, as both drivers needed to complete 10 laps to be eligible to race. The Nissan-powered car was able to lap within three seconds of its target time and to run for 54 laps without a major problem. It also completed all but one lap on the same set of Michelin tyres.

The designer of the DeltaWing, Ben Bowlby, said: "Meeting those objectives was no mean feat. We've had a tough start to the programme, but things are beginning to line up pretty well."

Krumm and Motoyama, who have not



DeltaWing was only 2s off target

raced at Le Mans since 2005 and 1999 respectively, managed to get through their mandatory 10 laps during the opening hours of the morning session of the Test Day. The Japanese driver then set a 3m47.980s lap, which was not far removed from the 3m45s target set by the race organiser, the Automobile Club de l'Ouest, for the car.

"Our speed was around where we were attempting to be," added the DeltaWing's designer. "We didn't quite

manage a 3m45s, but we never went below half a tank of fuel and we didn't put new tyres on, either."

Bowlby said that he was most pleased with the car's reliability. "There was no evidence beforehand that we would be able to do that kind of distance," he said. "We hadn't been able to do a tenth of that without problems previously."

**➔ 44-PAGE LE MANS PREVIEW**

## IN BRIEF

**Moreau crashed OAK Pescarolo**



**MOREAU TO MISS 24 HOURS**

OAK Racing driver Guillaume Moreau underwent emergency back surgery last Sunday after crashing the team's Judd-powered LMP1 machine. He will miss the race while he recovers. No replacement has yet been named.

**DEBAY JOINS GULF FOR RACE**

French GT and Blancpain racer Ludovic Debay will make his Le Mans 24 Hours debut with Gulf Racing Middle East. He takes the place of Maxime Jousse in the team's Lola-Nissan B12/80, alongside Stefan Johansson and Fabien Giroix.

**BARTHEZ WANTS 2013 DRIVE**

World Cup-winning goalkeeper Fabien Barthez took part in the Test Day aboard a DAMS-run LMPC car as a likely precursor to an attempt on next year's race. The Frenchman will this year take part in the Spa 24 Hours with Jerome Policand's Sofrev ASP Ferrari squad.

**KERR LOSES ADR SEAT**

Ex-British Formula 3 champion Robbie Kerr has been replaced in the ADR-Delta LMP2 team's ORECA-Nissan O3 for the 24 Hours by former Le Mans Series champion Jan Charouz. The move follows the team's failure to secure additional sponsorship.

**PLA DOUBLES UP**

Olivier Pla drove both OAK Racing Morgan LMP2 contenders at the test in the absence of Maxime Martin and Bas Leinders, who will race the team's Nissan-engined version. The Frenchman was 0.5s quicker in the Nissan car than his regular Judd/BMW-engined Morgan.

**ROOKIE PAIR QUALIFY FOR RACE**

Sean Edwards and Bret Curtis, who will make their Le Mans debuts with the ProSpeed Porsche GTE squad, undertook their 10 mandatory laps to qualify for the race with the Imsa team. ProSpeed was racing in the Blancpain Endurance Series at Silverstone at the weekend.

**Imsa ran ProSpeed men**



**LE MANS**

# New Pescarolo endures tough public debut

**THE NEW PESCAROLO O3 LMP1 HAD A difficult debut at the Le Mans Test Day.**

The Aston Martin AMR-One-based car was hit by engine ancillary problems in the morning, and the team then struggled with the aerodynamic balance in the afternoon.

Much of the morning session was lost when the Pescarolo's alternator pulley broke. The team believed this was the result of greater vibration from the new car's V8 Judd engine in comparison to the V10 in its previous car.

Attempts to trim out the car in the afternoon to improve top speed upset its balance. Emmanuel Collard's best lap of 3m40.385s put the Pescarolo second slowest in LMP1 and six seconds behind best privateer Strakka Racing's HPD.

Pescarolo had to go to court to take part in the test after its new car and the Dome it is running were impounded last Thursday. It had to get an injunction overturned that had been brought by driver Julien Jousse, who had been replaced in the team by Stuart Hall.

**Pescarolo had a troubled run**

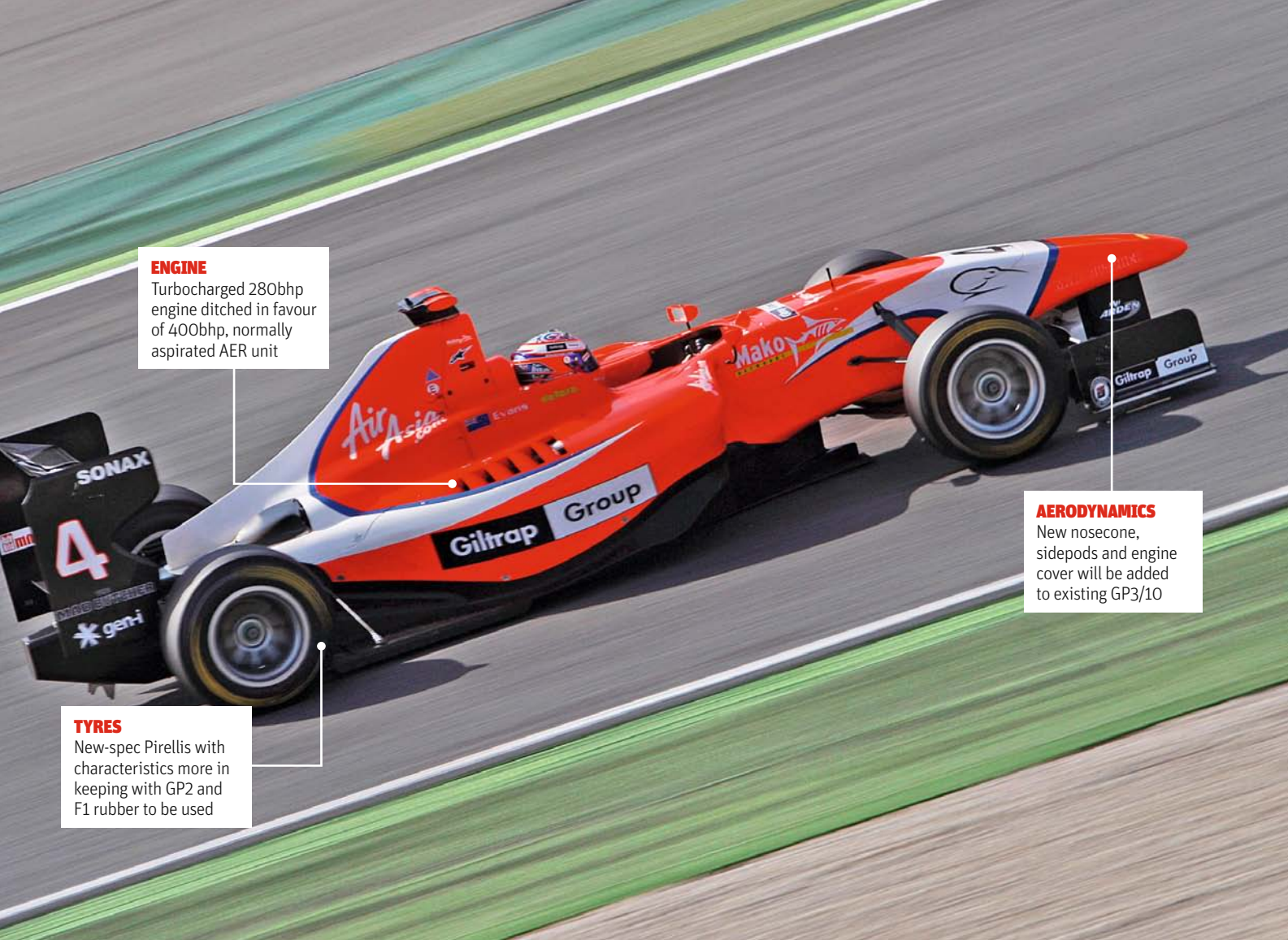


**GREENGT BREAKS COVER AT LE MANS TEST DAY**

The GreenGT H2 hydrogen-electric prototype will take the 'Garage 56' entry reserved for experimental cars at Le Mans next year







**ENGINE**

Turbocharged 280bhp engine ditched in favour of 400bhp, normally aspirated AER unit

**AERODYNAMICS**

New nosecone, sidepods and engine cover will be added to existing GP3/10

**TYRES**

New-spec Pirellis with characteristics more in keeping with GP2 and F1 rubber to be used

GP3

# GP3 cars to be faster in 2013

Series boss says new racer will be three to four seconds a lap quicker and will move category closer to GP2

Next year's revamped GP3 car will have a new 400bhp V6 engine from Essex-based firm AER that will completely shift its position up the single-seater ladder and make it much more challenging to drive.

Series chief Bruno Michel told AUTOSPORT that the decision is aimed at moving the category closer to its big brother, GP2, in 2013, and is not a reaction to fill the niche after Renault Sport uprated its FRenault 3.5 championship this season.

GP2 has habitually had a three-year lifecycle for its hardware, and in similar vein GP3 will stick to its existing Dallara GP3/10 chassis for its first iteration, fitted with an update kit for its nose, sidepods and engine cover. The advent of V6 power means the cars should be three to four seconds a lap faster than the current two-litre turbocharged, 280bhp machines that first raced in 2010.

"After three years, we reassess where we want to be," said Michel. "The car we have now has been quite successful, but we've made some



Michel says GP3 needs to challenge drivers

decisions to adapt it more to what the market requires at the moment. However, I wouldn't say that we've done this because of what other series have been doing.

"The reasons for the changes are that we felt the gap between GP3 and GP2 was a little bit too big. GP3 drivers were taking time to adapt to GP2 when we want them to be able to perform well straight away. We also

wanted to make it a little more selective, because quite often we had 20-22 competitors within a second of each other, and that makes it hard for drivers to make a difference.

"That's why we've opted for a higher level of performance for next year, while keeping downforce the same as we had previously. The car will be harder to drive."

Since GP3's inception in 2010,

champions Esteban Gutierrez and Valtteri Bottas have gone on to seal Formula 1 reserve driver roles on the back of their success. However, the cars' lack of power, combined with the specific driving technique required to harness the turbo delivery — plus a rather insipid engine note — have been criticised.

Michel said that cost had also been a big consideration in the move to go with V6 engines, and that the decision to reuse the current chassis was driven by this.

"Of course the cost issue is massive in all series," he said, "and we wanted to make sure that we could find an engine with this level of power but with similar costs to the one we have now. All the changes to the new car, including the engine and aero work, will be delivered to the teams in an update kit. This will be half the price of a new car."

A test programme is planned to get under way at the end of this month, and the finished product will be revealed to teams in September.



**INDYCAR**

# IndyCar clears air in Detroit

**RAHAL LETTERMAN LANIGAN**

team owner Bobby Rahal believes the tension between IndyCar CEO Randy Bernard and some of the series' team chiefs has been broken after a meeting in Detroit last Saturday.

Bernard caused a stir when he posted a Twitter message last week, claiming that a team owner was trying to get him fired.

Later reports suggested that the teams had grievances ranging from discontent over costs through to elements of various technical rules and commercial agreements. Rahal said that while some of these issues needed to be addressed, Bernard had the paddock's support.

"I thought the meeting was very constructive," Rahal told AUTOSPORT. "I don't think there were any real answers, but the owners certainly made their case and the atmosphere was respectful. I think now IndyCar has to go back and deal with the owners' concerns,



Rahal is confident the tension is over

and we expect to hear something in the next couple of weeks."

Rahal said that many complaints are linked to the initial groundwork for what is now the Dallara DW12 chassis. This was laid out by a committee headed by former Champ Car official Tony Cotman, and caused problems that Bernard inherited.

"The ICONIC committee members are the ones that negotiated the contracts and this [situation] is the

result of their efforts," said Rahal.

"Randy brought people in that he'd been told were the right guys, and he let them do their work. He fully admits that he doesn't know [the technical side]. That's not what he's here for. Other people should be sorting it out, not him."

Bernard said: "The teams have all expressed their support this week. I don't think my position was ever under any threat."

**BTCC**

# Shedden gets new fuel system for Oulton

**HONDA HAS REPLACED THE FUEL system on the Civic of British Touring Car title contender Gordon Shedden in a bid to cure a problem ahead of this weekend's Oulton Park round.**

Both Shedden and his teammate Matt Neal ran at Pembrey last week, but Shedden's car – which has won four of the last five races – suffered with a mystery issue throughout.

"The cars have been in bits since the last round [at Thruxton] and we picked up a problem with fuel surge," said Shedden, who was scheduled to shake his Civic down at MIRA today (Thursday). "We tried all

day to fix it, so we've got a whole new system and fuel tank going in this week. It's a little bit frustrating, but we got some good data from Matt."

Shedden believes that the car can be competitive at Oulton, but is concerned the latest boost changes – which have given most other cars in the series an advantage since Thruxton – could hurt them.

"Because we got it hooked up in the wet [at Thruxton] we've been penalised for the next couple of rounds," said Shedden. "I think we'll struggle with the boost because it's quite stop and start."

Honda has had testing problems



**GP2 could visit Canada**



**GP2**

# GP2 considers Montreal race

**THE GP2 SERIES COULD RACE ON THE Canadian Grand Prix support bill in the future, if it is economically feasible.**

Series boss Bruno Michel confirmed to AUTOSPORT that a Montreal event was considered this year as a possible replacement for last April's double-header in Bahrain should it have been cancelled due to the political situation.

"I'd love to have a race in Montreal," said Michel, "and it's a possibility in the future, but the problem is the cost.

"We have 12 events in GP2, and freight costs are a big issue. Going to the Middle East is quite simple by boat, but North American races mean going by plane. At the moment, I don't think the teams would like this additional outlay."

Michel confirmed that the GP2 series will retain eight dates at European circuits for the 2013 season.

**AUTOSPORT SAYS...**

**CHARLES BRADLEY EDITOR**

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**B**arely a day goes by without another headline being written about a Eurozone country in need of a financial bailout, so it's impossible for a European-based single-seater series to ignore the need to keep budgets in check right now.

Even the GP2 organisation, the 'Waitrose' of the junior stepladder, has acknowledged that with revisions to the next-generation GP3 machine. There was never anything wrong with its Dallara chassis that a boost in power couldn't solve – it always had way too much grip for 280bhp – so that's exactly what it has done. With no need to purchase new chassis, it has halved its update costs, and although consumables will be more expensive (more power means more brake wear, for example) that has to be a good thing.

Although Bruno Michel denies it was the motivator for the move to a V6 engine, this year's boost in speed for Formula

Renault 3.5 has left a niche in the market that GP3 will step neatly into. No longer will GP3 be a Formula 3-ish category; it will now rise above it. And for Michel's purposes, it will dissuade graduates from side-stepping to FR3.5 because the leap to GP2 will be more manageable.

Forget budgets for a second: surely the main advantage is getting rid of that horribly dull engine note? For that alone, we should all be grateful. Bring on a shrill V6!

GP3 pack should sound a lot better



**REMEMBER WHEN...**



**...Ganassi last won in Detroit? Scott Dixon's victory on Belle Isle last weekend was his team's first success there since Alex Zanardi won in his Reynard-Honda 981, 14 years ago.**



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INDYCAR

## DETROIT DIVOTS

Last weekend's Detroit IndyCar race was stopped for two hours after the track surface broke up. Race chiefs say there will be no repeat next year

### IN BRIEF



Busch is suspended

#### BUSCH SUSPENDED FOR POCONO

Former NASCAR Cup champion Kurt Busch has been suspended from this weekend's Pocono race after insulting a TV reporter in an interview after the Dover Nationwide Series event. Busch was already on probation after a pitlane altercation.

#### DRAGON DOWN TO ONE CAR

IndyCar team Dragon Racing will cut down to one car for the rest of the season after failing to secure a full-time second engine from new supplier Chevrolet. Katherine Legge and Sebastien Bourdais will alternate drives in the car.

#### BERGMEISTER LEAVES HOSPITAL

GT racer Tim Bergmeister has been released from hospital less than a month after the Fuji Super GT crash that left him in intensive care. The German, 37, has set an ambitious target of returning for the Sugo Super GT round on July 29.

#### FILIPPI INDYCAR HOPES FADE

Luca Filippi's hopes of joining Rahal Letterman Lanigan's IndyCar team are dwindling, with the Italian struggling to put together a budget. Rahal has a second Honda engine lease in place for him.

#### STANAWAY INJURED AT SPA

Richie Stanaway will be out of action for several weeks after fracturing two vertebrae in a Formula Renault 3.5 crash at Spa last weekend. As AUTOSPORT went to press, it was unclear if he will be fit in time for the next round at the Nurburgring at the end of the month.



Stanaway crashed heavily

INDYCAR

# Lotus green-lights upgrades

IndyCar engine supplier says Indy 500 disaster has spurred it into action

Lotus believes that the embarrassment of being black-flagged in the opening laps of last month's Indianapolis 500 has helped provide the impetus for developments that will help speed-up its efforts to close the gap to its IndyCar Series engine rivals Chevrolet and Honda.

The two Lotus-powered cars of Simona de Silvestro (HVM) and Jean Alesi (Fan Force United) were pulled off the track after just a handful of laps at the Brickyard for being outside 105 per cent of the leaders' pace. Lotus IndyCar project manager Olivier Picquenot told AUTOSPORT that the updates had slowed down during the early part of the season, but said that the public humiliation of being taken out of the race had prompted the parent company to sign off a development programme for the rest of the year.

"We'd been requesting the developments for a long time," he said. "Indy was a big surprise, even for us. We knew we would be slower

than the rest of the field, but not by that much. We support our company and the decisions they make, but the [development] process slowed down a bit. We have the approval now for all the developments we want to do."

Picquenot said that Lotus is actively chasing a second full-time car to share the development load with de Silvestro, but while he is optimistic that the horsepower gap can be closed, he admitted that there has not been enough time to do so ahead of this weekend's return to a superspeedway at Texas. IndyCar

race director Beaux Barfield confirmed to AUTOSPORT last weekend that de Silvestro will be black-flagged again at Texas unless the engine's performance has significantly improved from Indy.

"We will have an improvement for Texas, but we will still be far from the leaders," Picquenot said. "We can't find the power we need [for ovals] in one week. With the time it takes to put the engine updates on the dyno and start running them, we can't expect to see any improvement before July."



De Silvestro was only Lotus driver at Detroit

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Class A5: Petrol cars 3000 - 3500 cc  
Class A4: Petrol cars 2000 - 3000 cc  
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Class A2: Petrol cars 1600 - 2000cc and Turbo engines up to 1600 cc  
Class A1: Petrol cars up to 1600 cc

Class D1: Diesel cars up to 2000 cc  
Class D2: Diesel cars 2000 - 3000 cc  
Silhouette cars Like Solution F, Gomez Competition GC10.1, Gomez Competition GC 10.2, Renault Megane Trophy and a Brokernet Silversting will be assigned to most suitable cars.





WRC

## MEGA MACHINE

Paolo Andreucci gave the Lancia Delta Group S its first run for over 20 years in Italy last week. The manic machine was intended to replace the S4 for 1987 before Group B was banned

## IN BRIEF

Loeb won again



### LOEB WINS FRENCH EVENT

Sebastian Loeb entered last weekend's Rallye du Chablais as a favour to the event organisers, and won by over 5 minutes in his Citroen DS3 WRC. He also tested the car for a day in Italy last week, with team-mate Mikko Hirvonen crashing heavily.

### DELECOUR BACK TO IRC

Francois Delecour, Craig Breen and Hayden Paddon will all make IRC appearances with the HRT Sainteloc Peugeot team this summer. Breen will drive on the Targa Florio, before Paddon takes his seat in San Marino. Delecour gets his outing in Romania.

### STOHL TO MAKE WRC RETURN

Manfred Stohl will make his first WRC start since Rally GB in 2007 when he drives a Brazil World Rally Team Ford Fiesta RS WRC, run by his own outfit, in New Zealand. The 39-year-old Austrian replaces Daniel Oliveira, who will return on Rallye Deutschland in August.

### OLD KID ON THE BLOCK

Ford Fiesta WRC driver Ken Block is also among the 44 entries for the New Zealand event as he returns to the series for the first time since Rally Mexico in March. Dani Sordo will be the Prodrive Mini squad's representative on the gravel event.

### TOUGH US EVENT FOR HIGGINS

Former British Rally Champion David Higgins continues to lead the Rally America National Championship despite a gearbox fault in his Subaru Rally Team USA Impreza forcing him to fight back from 13th overall to second place behind winner Antoine L'Estage.

### WIEGAND MAKES RACE DEBUT

Volkswagen junior Sepp Wiegand made his circuit-racing debut last weekend in the firm's Scirocco-R Cup at Spielberg. The 21-year-old German qualified 19th – 2.5s off polesitter Ola Nilsson – and finished the two races 21st and 17th.

Wiegand raced in Austria



# Rallies threaten rebellion

WRC event chiefs reject 2013 contract suggested by FIA. By DAVID EVANS

The World Rally Championship is facing a rebellion from event chiefs after a new 2013 contract was rejected by individual rallies.

The events were given until June 8 to sign the one-year agreement, which bound them to pay £80,000 for television production, plus timing and safety tracking of their rallies. The events were paid £20,000 for these services by former WRC promoter North One Sport last season.

The organiser of Rallye de France has written to WRC Commission president Jarmo Mahonen detailing why the contract won't work.

The letter said: "We remind you that WRC Commission's internal regulations state that its mission is to set out the WRC calendar and to propose it to the World Council.

There is no stipulation that the commission must validate a condition attached to the signature of a contract with the FIA.

"We also remind you that no constitutional or regulatory prerogative allows you, as president of the commission, to make the establishment of the calendar subject to a rule determined on your own initiative and without any legal basis. Finally, the procedure you have followed, for the second

time, of sending a contract to be returned within such a short period of time, is completely unacceptable... This measure is contrary to the principle of good faith that dictates all negotiations between the FIA and organisers. For this reason, even beyond the important legal and regulatory questions raised by the contract you propose, your procedure must be contested and denounced.

"If you insist on continuing along this path, we will have no hesitation in calling on the World Motor Sport Council to arbitrate."

Mahonen said the cash was vital for next season: "In the current absence of a promoter, the championship needs investment from the manufacturers, the FIA and the organisers."



Mahonen says money is vital

# Hyundai eyeing return to WRC for 2013



Hyundai last competed in '03

HYUNDAI IS SET TO RETURN TO THE World Rally Championship in 2013 with a WRC machine based on its i20 model, according to reports in Germany.

*Auto Motor und Sport* understands the South Korean manufacturer is close to completing a prototype at its Offenheim base, while agreements with several key suppliers have been reached.

Hyundai, which has been in dialogue with the FIA for several months, quit the WRC near the end of the 2003 season

following a largely unsuccessful stint. At the time, it cited a financial dispute with partner team Motor Sport Developments behind its decision to withdraw.

However, the firm had always vowed to return and its current enthusiasm has been fuelled by the possibility of the 2013 WRC featuring Citroen, Ford, Mini and Toyota.

Ford team boss Malcolm Wilson said: "The more manufacturers we can get sends out a clear message the WRC has a lot to offer."



# F1'S MISSING MILLIONS

Grand prix racing is facing a parlous financial state right now. *EDD STRAW* and *DIETER RENCKEN* investigate how the category is faring at a time when its European heartland is enduring such harsh economic conditions

**N**ot so long ago, Formula 1 was replete with manufacturer teams and blue-chip sponsors, and was pulling in more money than ever before. Since 2008, when the darkness of economic crisis fell, things have changed.

It's impossible to get a clear figure on just how much the F1 sponsorship market has dropped by, but estimates from well-placed sources put it at between 20 and 30 per cent. So, taking peripheral factors into account, that could be as much as \$500 million (£325m) per annum lost to the sport.

That drop isn't only reflected in the balance sheets. Just looking at the cars with their empty spaces is revealing. There are fewer deals in F1 and some are done for a lot less cash than before.

There was once an unwritten rule that for a sponsorship deal that included real estate on the car, you didn't go below the \$5m (£3.2m) mark. For some teams, that might have bought you a prime position, while for big players maybe just a small flash.

Today, the rules are very different, with some teams content to earn anything they can get. It would be wrong to paint too bleak a picture, though. There are still some big brands involved in F1 – Santander (worth around £36m a year to Ferrari) and Vodafone spring to mind – but the sport's commercial model is shifting.

Not so long ago, tobacco companies were the big spenders. Now, all are

gone, apart from Philip Morris, which remains a partner of Ferrari in a deal it believes works very well, despite the complete absence of branding. This is reputed to cost the company more than £65m a year. After tobacco came the banks. Today, most of those have departed, too, although Santander, with Ferrari and a far smaller association with McLaren, stays on.

Ferrari's sponsorship manager, Philippe Tardivel, is one of the most highly regarded sponsor hunters in the paddock. He accepts that there are fewer deals on offer, but doesn't see that as a negative. The rise of new media, he says, has transformed the way sponsorship can work, as well as making it more effective than the straight TV spots that companies might have spent cash on previously.

"What the economic downturn has done is refined the 'actors' that are here," says Tardivel. "They are even more dedicated because there wasn't really a strategy before. These days, from the CEO down to the marketing executives, everyone is aligned with the strategy. What we know now is still the traditional model, but we are integrating new elements. It's transitional... we are evolving."

Ferrari is atypical of a 21st-century F1 team thanks to the unique brand values it can offer (see panel, page 35), but there's no question that it's now harder work for everyone to seal deals. It's not that potential sponsors ▶







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Several blue-chip sponsors have left F1





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## FERRARI: A DIFFERENT KIND OF BRAND FOR F1

If Formula 1 is a global brand, so is Ferrari – making it easier for it to survive the roller coaster of global economics.

“The reality is that Europe is affected, but we are bigger than Europe,” says Ferrari sponsorship manager Philippe Tardivel, highlighting his firm’s push into Asia (particularly China) and the Middle East.

“When we talk with multinational companies, we are part of their development, and want to remain so over a number of years,” he says.

Ferrari’s main commercial rivals lie not within the F1 paddock, but are global sports such as the Olympic Games and FIFA World Cup, he adds.

Ferrari’s standing in the market is underscored by its commercial resilience to poor racing seasons. “A good indicator is that, even in years when we have not won the F1

championship, the number of companies [involved with us] never dropped,” he says, “And it increases year by year away from sporting results. It doesn’t affect our overall communication strategy.”

All this enables Ferrari to enjoy long-term partnerships, some of which – Shell and SKF – have run for more than 50 years, while its trade association with Philip Morris stretches back three decades.

Ferrari’s pull places it top in the new and social media stakes, a rapidly developing component in the mix.

“Companies are transferring cash they were investing in TV spots into, for instance, YouTube and other media,” says Tardivel. “They see value in sponsorship because people are after content, and [traditional] advertising doesn’t bring you this.”



Ferrari is global brand in own right



Track success is key to good sponsorship

aren’t out there, but now the average team has to approach many more companies, with a far lower hit rate of any sponsorship proposal making it to the boardroom. With legwork, the money is still there.

It is in the way teams go about landing sponsors that you see the most variety. Take Williams, for example. Its deal with Venezuelan oil giant PDVSA is worth a good £30m a year. The team may have attracted some criticism for taking a paying driver, but the money has made a huge difference to the team’s ability to be competitive.

The return of what might be termed driver-dependent deals is often seen as a bad thing, but given that Pastor Maldonado is a GP2 champion who has now won a grand prix, you can see that this could be considered a positive development. And for a small team like HRT, the €5.5m (£4.4m) that Narain Karthikeyan is reckoned to bring with him is invaluable.

While Williams is what might be termed a fully commercial racing organisation, some other teams are



Maldonado brings big bucks

backed by a benefactor. Much as in the early days of grand prix racing, a wealthy patron is often all it takes. And this kind of approach can create some illusions. Force India, for example, features prominent branding from Kingfisher and Whyte & Mackay, both brands of team co-owner Vijay Mallya, and from Sahara, which recently bought into the outfit.

It’s a similar story at Caterham, where team principal Tony Fernandes’ AirAsia features heavily. There’s nothing wrong with that model, provided the person pumping in the money is willing and able to continue to do so. It’s also not so different from ▶

## CASE STUDY RED BULL AND INFINITI

One of the most ingenious relationships in Formula 1 is the Red Bull Racing/Infiniti partnership, which certainly provides more bang for your bucks in the image stakes than any other current deal.

In a sport once the domain of BMW, Jaguar and Honda, the premium Japanese car brand is perceived as the driving force behind the Renault-powered reigning double world champions.

However, Nissan-owned Infiniti’s contribution is, in fact, purely fiscal – and at a fraction of the total investment incurred by Mercedes, Infiniti’s only direct market competitor in the paddock.

The key lies in ‘Renault’. The F1 champion engine supplier is strategically aligned with

Nissan, and thus has a vested interest in Infiniti’s success, particularly with it now expanding globally. Over the past three years, Infiniti has become Europe’s fastest-growing automotive brand.

The partnership enables Red Bull to cover its engine costs and draw on Infiniti’s automotive resources, while the car firm has co-developed a range of products with double world champion Sebastian Vettel – and endorsed by him – providing a true win-win situation without the commitment/costs of a full-blown F1 programme.

The Red Bull connection endows a youthful image. Given the average age of Mercedes buyers is upwards of 45 years old, that’s gold dust for very little money.

Red Bull gives Infiniti wings





◀ Red Bull's approach, even though in recent years it has put more effort into bringing in commercial partners.

Even Mercedes, a true manufacturer team, has had to go down a very different avenue. Like engine partner McLaren (part-owned by the sovereign wealth of Bahrain), 40 per cent of Mercedes is in the hands of Abu Dhabi's Aabar Holdings. Its investment, along with sponsorship from the likes of Petronas, means that the team can continue with only a relatively low level of financial

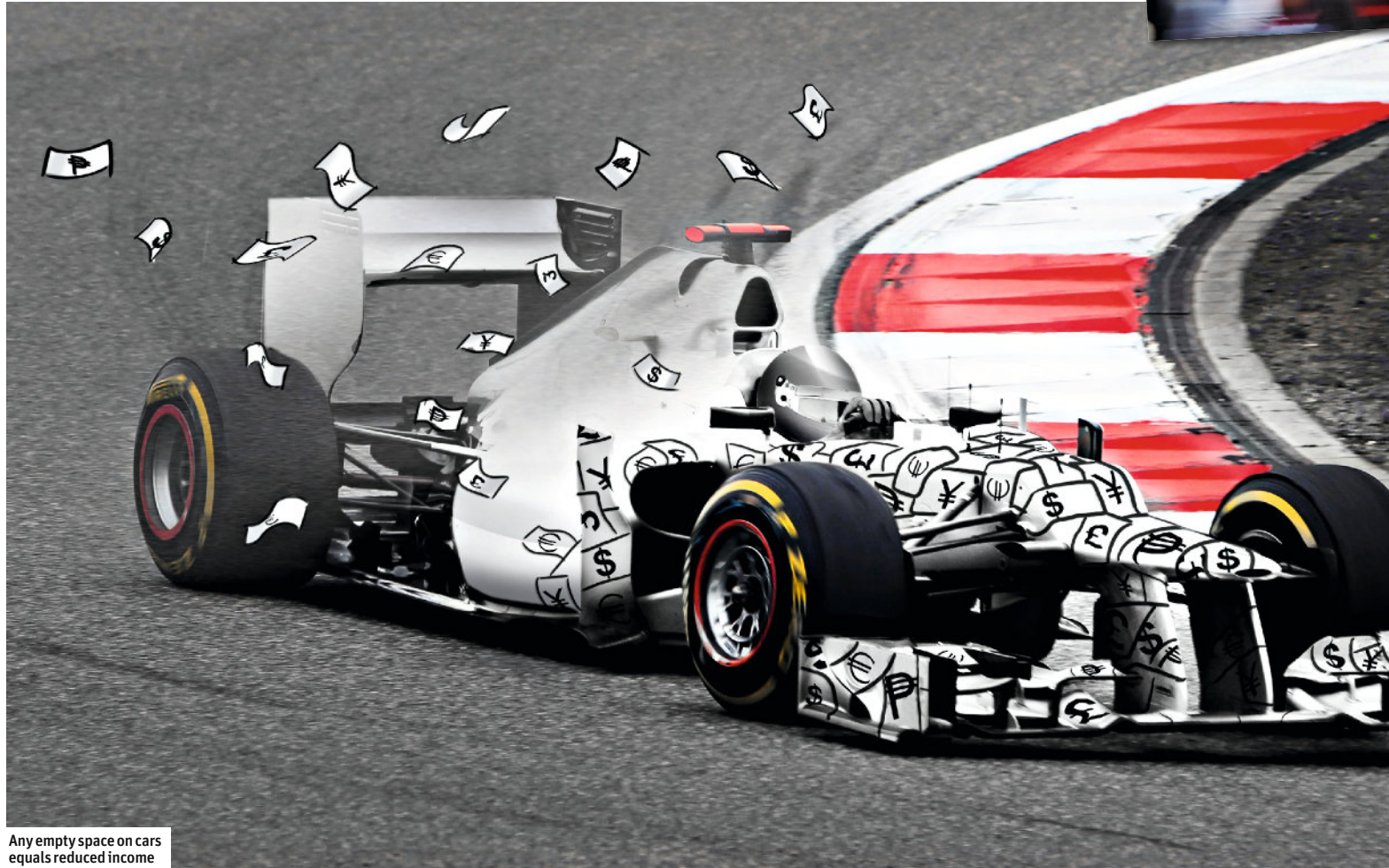
input from the car manufacturer. It's a far cry from the days when the likes of Toyota used to pour money into a black hole to compete in F1.

Perhaps the halfway house is the Genii Capital-owned Lotus team. Genii is a venture capital company. Its owner, Gerard Lopez, is a racing enthusiast, who has dabbled behind the wheel himself. In some ways, it's the model of a 'new' F1 team.

"We probably came in at the worst time," says Lopez. "We took

over a team that had one sticker on its cars, so it was a difficult starting point. But we thought we had a couple of things that were different from other teams. We came into F1 not as a car constructor or as someone who is purely passionate. We are passionate, but we had a heterogeneous platform of business interests. It's perhaps easier for us than for some of the other teams to come at it from that angle."

What Lopez means is that F1 worked as a means to an end for him. Its



Any empty space on cars equals reduced income

## TEAM BY TEAM FINANCIAL HEALTH

### RED BULL

Edgy image increasingly attracts partners – mainly food/beverage – but Red Bull brand overwhelms secondary logos. Commercial model is a carbon copy of the Benetton approach – buy the team, then gradually downsize own branding to grow budget.

EEEEEEEEEEEE

### McLAREN

Conservative, long-term deals with mainly blue-chip clients have stood team in good stead during downturn. Factory/team/race/hospitality/driver activity menu provides total package to sponsors. Commercial strength in depth, backed by Middle Eastern sovereign wealth, but with a fussy image.

EEEEEEEEEEEE

### FERRARI

Attracts premium brands mainly through mystique and 60-year history of iconic marque, which compensates during performance downturns. Partner loyalty exceptional; technical relationships going back five decades. Measured, aesthetic approach to livery.

EEEEEEEEEEEE

### LOTUS

Ownership by B2B specialist Genii eases commercial situation, but big deals slow in materialising. Attracted minor support from blue chips Unilever and Microsoft, but loss of \$15m (£9.7m) Lotus Cars title partnership is a blow. Not yet in profit, so subsidised by Genii.

EEEEEEEEEEEE

### MERCEDES

Only team owned by volume car maker, but deals still not easy to come by despite having Michael Schumacher. Title sponsor Petronas has no global consumer footprint. Secondary support from shareholder Aabar, but some smaller deals are legacy of Brawn GP.

EEEEEEEEEEEE

### WILLIAMS

Lost major partners last year, but is adamant funding is in place for future. The team's massively improved performance has aided situation, particularly strong overtures to Qatar. Heavily reliant on PDVSA, with associated political and driver compromises. Extremely active, though.

EEEEEEEEEEEE





Genii uses Lotus as marketing tool

“The moment somebody walks into the paddock who is a potential sponsor, he has a dollar sign above his head,” says Lopez. “It’s super-competitive and people will be out there like vultures. It’s one of the most fascinating aspects of this. Competition happens at all levels, and it happens on the sponsor side, too. F1 is this highly condensed, testosterone-filled business environment.”

And that fight will remain frenzied. F1 has an almost infinite capacity for spending, so there are untapped millions, probably billions, of pounds that, in an ideal world, the teams would like to be attracting. The fact that even in these economically bleak times the sport can still bring in around three-quarters of what it did at its peak is a positive sign. ❧

geographic reach and the attractiveness of the sport made it the ideal platform for business-to-business networking. For Lopez’s clients, the sticker on the car is a secondary bonus.

What that underlines is just how important F1’s expansion has been. Europe is in an economic hole, but other markets are thriving. As Lopez puts it, while Europe is in the red, other regions beyond that are in the green. And F1 itself? Lopez reckons that the sport is in the yellow, and that it will turn to green as it further exploits the new markets.

The bottom line is this. There is an indelible connection between off-track (commercial) effectiveness and on-track success. Each feeds the other.

Marussia has restructured...



...but needs to get away from back of grid



## SPONSORSHIP SYNERGIES

Abramovich buys into F1



Despite scepticism in the Formula 1 paddock, the Sauber/Chelsea football club tie-up adds value to both for nothing: logo space has value, but no real cost. With exposure being the name of the sponsorship game, and F1 and Chelsea having global fan bases measured in hundreds of millions, awareness of both entities potentially doubles through the simple expedient of badge swapping.

There are other synergies: sport science, joint commercial initiatives, merchandising, events, marketing and other linked sponsorship opportunities – with both parties able to feed off the other without encroaching on their exclusive territories.

The partnership got off to a flying start, with Chelsea’s UEFA Champions League cup final win over, of all teams, Bayern Munich, in, of all places, Munich – home of on-off Sauber owner BMW. This resulted in the F1 team’s hospitality personnel wearing Chelsea strip in Monaco, driving home the message.

Nothing ventured, nothing gained – and neither side has anything to lose.

Sauber carries Chelsea logo



**£** Financially strong    **£** Financially sound    **£** Financially weak

### SAUBER

Club 1 and Chelsea initiatives point to commercial courage, as does support from Telmex, but other deals have been hard to come by despite having Kamui Kobayashi to tap Asian market. Strong Swiss franc reduces dollar buying power, so needs more local support.

EEEEEEEEEEEE

### FORCE INDIA

Relies on financial infusions from owner companies, with little in way of outside support, which is fine provided principals can afford it. Reputation for slow payment points to cash-flow issues, although this is not reflected in performance. Must do a big deal soon.

EEEEEEEEEEEE

### TORO ROSSO

Although Red Bull provides safety net for its junior team, STR has attracted outside sponsorship from host of Middle East entities, pointing to deeper relationships. Sponsors swamped by Red Bull branding. Capital expansion project points to good funding.

EEEEEEEEEEEE

### CATERHAM

Pulled in impressive brands such as Dell and GE, but these small deals are due to links with sister companies, which provide further support. Name-change fiasco last year did the team no favours, while the signing of Vitaly Petrov has yet to bear fruit from the Russian marketplace.

EEEEEEEEEEEE

### MARUSSIA

Team binned original Virgin model, and is now mainly Russian owned, but money is slow in arriving. Restructured technically and downsized recently, so still finding new level. Potential far from realised, and needs to turn performance corner to pull in bigger deals.

EEEEEEEEEEEE

### HRT

Takeover by Thesan Capital eased the team’s cash worries, but meaty deals are still absent. Raft of restructures/relocations affects identity, although move to Madrid may help – if Spanish economy recovers. Plug could be pulled by moneymen, so driver deals critical.

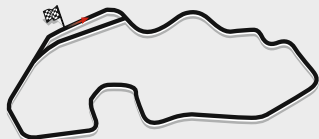
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# DETROIT

UNITED STATES

June 1-3  
IndyCar Series  
Round 6/16



## AT A GLANCE

- Winner **Scott Dixon**
- Pole **Scott Dixon**
- Most laps led **Scott Dixon**
- Fastest lap **Justin Wilson**

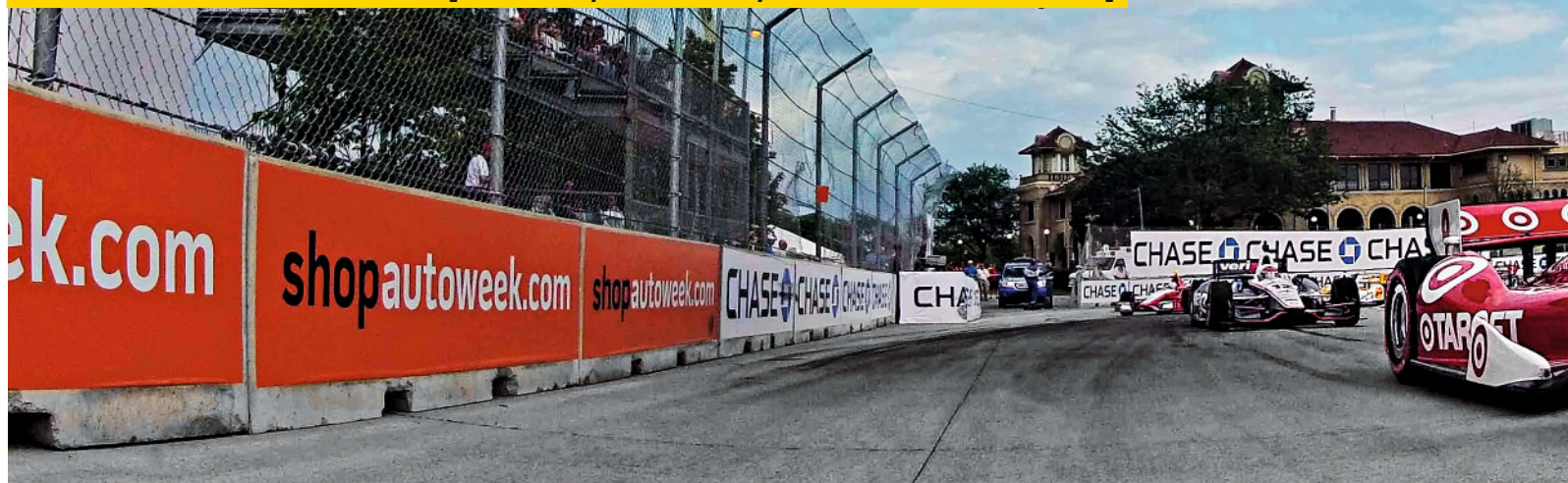


Power fell to fourth by the end



# Dixon wins game of two halves

Ganassi driver dominates despite delays caused by Detroit track break-up



**THE STARK BLACK AND** white of the history books will show that the 2012 IndyCar race on Detroit's Belle Isle was won by Scott Dixon. It will also show that his Ganassi team-mate, Dario Franchitti, finished just behind him and that Schmidt Hamilton Motorsports' Simon Pagenaud was third.

An eagle-eyed reader might pick up on the irony of Honda scoring a 1-2-3 on a circuit where arch-rival GM's global headquarters dominates the skyline behind Turns 13 and 14.

That's all of the simple bits taken care of. The

rest is going to take a little more explaining. For starters, referring to this as a single event is misleading. It was effectively two races with one winner: a feature race, a sprint and an enforced two-hour interval in between. The latter was the result of long strips of polymer asphalt filler – 60 feet long in one spot and five inches thick – being literally sucked out of the track surface by the forces generated by 25 IndyCars.

The organisers were already aware of and monitoring the problem when, on lap 39, Andretti Autosport's James

Hinchcliffe radioed to alert his team to the presence of huge pieces of debris. He then hit one moments later and was spat into the tyres.

Simultaneously, Rahal Letterman Lanigan's Takuma Sato had a non-debris-related trip into the barriers at a different corner. Race control swiftly took advantage of the situation to turn the full-course yellow into a red flag, so it could work out what to do about the deep trenches that had materialised on the racing lines at Turns 5, 6 and 10.

For the next couple of hours track workers fashioned a patch job with

Motor City backdrop as the race gets under way





## RACE RATING

★★★★☆

Interrupted race couldn't faze Dixon, who dominated from start to finish

## MILESTONE

Detroit marked the first time that Chip Ganassi Racing has finished 1-2 on consecutive weekends



## REPORT INDYCAR DETROIT

MARK GLENENNING  
reports



Franchitti leads Rahal and Newgarden



Dixon took race delay in his stride to prevail

cement, while the drivers hung around the pitlane chatting, eating bananas and generally looking a touch uncertain about what to do with themselves.

The fans, by and large, remained in the stands, despite the fact that late afternoon was turning into early evening, rain clouds were gathering and there were no guarantees that the cars would return to the track.

Finally, KV Racing's Tony Kanaan and Penske's Will Power went out to inspect the repair work and decide whether it would be suitable to race on. They gave it the thumbs up, and

race control reduced the length of the remaining competition from 90 laps to 60, meaning that, with 45 laps having been completed before the red flag (including half a dozen under caution), there was going to be a 15-lap sprint to the end.

Two laps were completed under yellows to give the drivers a chance to get a feel for the new surface. Finally, at 6:53pm local time, the green flag was waved. Which, of course, was the cue for it to start raining.

The sudden change in conditions caught Helio Castroneves by surprise, the Penske driver spinning

at Turn 6 and then being hit by Ed Carpenter. A few other drivers, including Ryan Briscoe (Penske), Josef Newgarden (Sarah Fisher Hartman) and Simona de Silvestro (HVM) then had a moment of their own at the next corner, causing yellows to be waved again.

The first restart, however, was significant for a few other reasons, not least of which was Pagnaud mugging Power for second place as the field prepared to take the green. A few places further back, Franchitti, who'd recovered from a midfield grid position to sixth, passed two cars to take himself up to fourth place.

That set the Scot up nicely for the second restart, when he had just enough time to jump past Power and Pagnaud to move into second before Marco Andretti tapped EJ Viso into a spin in the middle of Turn 4, bringing the yellows out yet again. That left Dixon leading but on the harder tyres and Franchitti, having popped up from seemingly nowhere to be right behind him, on the softer, grippier rubber.

"The team got on the radio and said, 'Dario, one [position] back,'" Dixon said. "I'm like, 'You're kidding me!'"

Having already had two likely wins go begging at Barber and Sao Paulo this year, and arguably a third at Indianapolis, Dixon was clearly on a mission ▶

## Why did the track fall apart?

⌚ The Belle Isle layout is made up of several different surfaces, some of which are in better condition than others.

Detroit Grand Prix chairman Bud Denker explained that the problems experienced due to Sunday's race were the result of a poor-quality material being used to patch gaps in some of the concrete sections.

"There is a synthetic rubber material that we use to patch a lot of the concrete areas," he said, "and some of the asphalt areas, too. We use that because it expands and contracts when the track expands and contracts during our winters and summers. When you patch with concrete, it can crack.

"Unfortunately, the aggregate in the concrete was pretty poor, and nothing would stick to it. It was hard to make it stick to the concrete. We were OK through most of the support

races [including Grand-Am and Indy Lights], but when the IndyCars got out there, they created so much suction that they just pulled that stuff off. We hadn't expected that, because we were fine through practice, and qualifying, and all the other races. Then suddenly we had a problem.

"We patched it with a concrete filler because we needed it to dry right away. We patched 20 feet of track in Turn 6, 10 feet in Turn 7, and probably 60 feet in Turn 10. The patches were about five or six inches wide, and five or six inches deep."

Track crew patch the crumbling surface



Drivers had to play dodgeball with debris







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Dario chills during break

**“I did half the race, went back, watched the telecast from the truck, had some Frosted Flakes and came back out and did a 15-lap dash”** Chip Ganassi's Scott Dixon

## REPORT INDYCAR DETROIT



Dixon celebrates his first win of season



Hinchcliffe first to hit debris

did a superb job to qualify in third place, only to miss the start with an electronics problem. That he eventually made it back into the top 10 during the course of the race was a significant achievement.

The tight, physical layout, constantly changing surfaces and savage bumps that make up the Detroit circuit had been cited early in the weekend as a likely factor in shaping the race. However, no one predicted that this would come into play in quite the way that it did – or that it would result in so much... weirdness.

A full moon hung over the track as the trucks finally began their journeys onward, and it's a fair bet that a lot of teams spent those long hours attempting to make sense of what had transpired in the Motor City. ☼

◀ when the greens were waved for the final time.

“Those last six or eight laps behind him, that's the hardest I've ever seen somebody drive a car,” said Franchitti. “Over the crest in Turn 2, I could see about that much air [holding his hands a few inches apart] underneath his inside front tyre. There were sparks flying off the bottom, and he was crossed up everywhere. It was a very impressive performance.”

Dixon admitted that he'd come close to overstepping the limit. “After we'd had a bit of that rain and fog through section eight, I was

slipping and sliding, and I definitely thought I'd spun,” he said. “I actually took my hands off the wheel one time, but luckily it didn't spin out.”

By contrast, the earlier, pre-track-falling-apart phase of the race had all the makings of a cakewalk for the New Zealander. At the time that Hinchcliffe was skating towards the barriers, Dixon held an advantage of more than 10s over second-placed Power, who in turn had a pretty healthy gap over the cars behind him.

The leaders had been allowed to break away from

the pack early on when KV Racing's EJ Viso, who'd qualified a commendable fifth, was unable to summon the same sort of speed for the race. He therefore became the head of a train that eventually grew to include 14 cars, all lapping up to 2s slower than the drivers ahead, and unable to do anything about it due to the lack of overtaking opportunities.

While there was little in the way of passing going on, there was still the odd moment of excitement. Sebastien Bourdais' run of bad luck continued when he developed an engine

problem that not only spelled an early end to his afternoon, but also very nearly accounted for Franchitti when the Scot was caught out by the Dragon car's slower-than-expected speed and ripped off part of his front wing trying to get past.

Other early casualties included Rubens Barrichello, also with an engine problem, and Justin Wilson, who glanced the wall just hard enough to break his suspension in the opening laps.

Alex Tagliani, meanwhile,



Pagenaud impressed again, best of the non-Ganassi cars

## RESULTS

IndyCar Series, round 6 of 16, Detroit (USA), June 1-3

GRID	DRIVER	TIME
2	POWER	1:10.3206
4	PAGENAUD	1:10.8426
6	HUNTER-RY	1:11.4557
8	C'NEVES	1:11.0076
10	WILSON	1:11.3376
12	NEUGARDEN	1:12.1068
14	FRANCHITTI	1:12.3276
16	SERVIA	1:12.5754
18	KANAAN	1:11.8080
20	KIMBALL	1:12.5844
22	ANDRETTI	1:12.6531
24	BARRICHELLO	1:12.4052
1	DIXON	1:10.3162
3	TAGLIANI	1:10.6684
5	VISO	1:11.0852
7	BRISCOE	1:10.9964
9	BOURDAIS	1:11.1624
11	SATO	1:11.8122
13	HINCH'E	1:11.6521
15	CONWAY	1:11.6521
17	RAHAL	1:10.9434*
19	H'BRAND	1:12.5835
21	CARPENTER	1:14.8816
23	JAKES	1:12.8469
25	SILVESTRO	1:12.6014*

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	1h27m39.5053s	1
2	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	+1.9628s	14
3	Simon Pagenaud (F)	Schmidt-Hamilton Motorsports	Dallara-Honda DW12	+2.4773s	4
4	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	+3.5435s	2
5	Oriol Servia (E)	Dreyer & Reinbold Racing	Dallara-Chevrolet DW12	+9.6619s	16
6	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	+10.1676s	18
7	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	+10.6455s	6
8	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+11.1048s	20
9	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	+11.5315s	15
10	Alex Tagliani (CDN)	Bryan Herta Autosport/Curb	Dallara-Honda DW12	+12.5688s	3
11	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	+24.5855s	22
12	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	+26.6600s	21
13	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	+28.4369s	25
14	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	-1 lap	19
15	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	-1 lap	12
16	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	-1 lap	7
17	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	-1 lap	8
18	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	-1 lap	5
19	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	-2 laps	17
20	Takuma Sato (J)	Rahal Letterman Lanigan	Dallara-Honda DW12	38 laps-crashed	11
21	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	38 laps-track broke up/crash	13
22	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	-32 laps	10
23	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	26 laps-throttle	23
24	Sebastien Bourdais (F)	Dragon Racing	Dallara-Chevrolet DW12	24 laps-engine	9
25	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	11 laps-engine	24

POS	DRIVER	PTS
1	Power	232
2	Dixon	206
3	Castroneves	177
4	Franchitti	176
5	Hinchcliffe	176
6	Pagenaud	171
7	Hunter-Reay	169
8	Briscoe	142
9	Kanaan	141
10	Servia	129

Winner's average: 85.013mph.  
Fastest lap: Wilson, 1m12.0651s, 103.408mph.  
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.  
\*10-place grid penalty



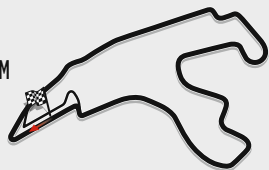
**SPA**

BELGIUM

June 1-3

FR3.5

Round 3/9

**AT A GLANCE**

- Race 1 **Marco Sorensen**
- Race 2 **Kevin Magnussen**
- Poles **Magnussen x2**
- Fastest laps **Jules Bianchi x2**



Magnussen (l) and Frijns made up for race-one errors on Sunday

# Great Danes let off the leash for victory

**Marco Sorensen and Kevin Magnussen took their maiden series wins during a chaotic meeting in Belgium**



Danes Sorensen (l) and Magnussen won races

**RACING DRIVERS ARE**

supposed to be an irrational bunch, particularly in the moments after they have climbed from their cars when the adrenalin is still flowing and the blood is still red hot.

After a thrilling opening race at Spa, the pitlane should have been awash with tempers flaring and blame being thrown around. Instead, calm and logic filled the pitlane. It was a good job everyone was feeling so level-headed, because race two, held in torrential Spa rain, was even wilder.

Race-one winner Marco Sorensen didn't see much of the action, but he did capitalise on the first flashpoint of the weekend. As Sam Bird attacked Kevin Magnussen on the outside at the end of the first lap after a restart, both cut the Bus Stop chicane. Bird tried to slow to allow Magnussen to

re-pass, unaware that the Dane clattered a kerb and was slow onto the straight. Sorensen, the first car to actually take the Bus Stop as it should be, came across "two cars going slowly in front of me, so I went around them".

It looked more dramatic than he made it sound, but after a messy few seconds he was in the lead. As Magnussen, clearly struggling for race pace, picked up where he left off defending from Bird, the race leader was gone.

A lap later, Bird dived down the inside into the Bus Stop. And while he and Magnussen made a better job of taking the chicane, both went so wide that they boxed Robin Frijns on the outside of them, and a canny Jules Bianchi was able to pass all three at once. Bianchi, clearly surprised to be gifted

a podium position having struggled with his car in Belgium, couldn't hide his joy. He even patted himself on the back for his opportunism: "I have to say, it was a very nice move."

So while Bird settled for the final step of the podium, Magnussen's torrid race came to an end when Arthur Pic clattered into the back of him. After such a scrap, the two early leaders could have been forgiven for raging with each other. But there was none of that.

And in regards to Pic, Magnussen even accepted

that "he just misjudged it".

Bird: "I think Kevin defended too heavily, and he compromised his own race by doing so. We handed it to Marco. We could have finished first and second. But it was good, hard racing."

Magnussen took his hardship very well, bearing in mind that at the time he had no idea he would win race two from pole position.

"When the safety car came I didn't do a good enough job of keeping my tyres warm," he admitted. And in response to Bird's comment that he defended too much, he

reasoned: "A lot of the people fighting have a lot of points already. I don't, so I had to go for it. I don't see why those guys were the ones pushing so hard."

Frijns slid down the order as the race went on but, like Magnussen, he was open about his errors after finishing a disappointing P7.

"I made a few big mistakes," he said. "The car wasn't 100 per cent but maybe that was because of me. I was unlucky, in the wrong place at the wrong time, but it's nobody's fault. It's my fault."

Bird kept the philosophical theme going when he barely flinched upon learning that he had been put to the back of the race-two grid because his car ran out of fuel during qualifying. "Maybe the old Sam would have got disheartened, I'm just going to overtake as many cars as I

Bianchi (r) passes three cars in one go





## RACE RATING

★★★★☆

Racing was so good in the dry that there was no need for the rain that disrupted Sunday

“When I found out I was starting last my target was to get into the top 10 and grab a few points. But to get a top five is just amazing”

Sam Bird after charging from 26th to fifth in race two

REPORT  
FR3.5 SPA

GLENN FREEMAN  
reports



Williamson was quick in the wet, but wanted it dry

can,” he responded. He would charge through the field after a mid-race stoppage to take fifth and retain his championship lead.

Magnussen and Frijns got rewards for their race-one honesty too, with the Dane taking his first win and Frijns joining him on the podium. They had enjoyed a brief scrap for the lead, swapping places in the pits and then again on the out-lap. But they were split by Nick Yelloly, who entered the pits just as the safety car came out.

Magnussen didn't get to take the chequered flag first. The wet conditions offered Lewis Williamson a chance to forget his troubles with Arden Caterham, and he was hanging in with the leaders until the safety car period. But as he was a couple of seconds behind Yelloly, he

missed the cut-off point as the pits were closed. His team then left him out without a stop, meaning he crossed the line first and picked up a 60-second penalty. Was he annoyed? Hardly. In fact, despite the bad weather enabling him to haul a difficult car up front, he wished it had been dry!

“We got done by the timing of the safety car,” he said. “But the biggest shame is that we wanted to try a load of changes for the car in the dry and we didn't get to see how much better we've made things.”

With the season he's having, through little fault of his own it must be said, Williamson could have been forgiven for being far from his chirpy self. But that wasn't the done thing at Spa last weekend. ❄

### FORMULA RENAULT EURO CUP

## Nato at peace for first victory

Formula Renault Eurocup honours at Spa went to two of the current form men in the moment, as Norman Nato and Daniil Kvyat each took a victory.

Nato's race-one success was his first in the Eurocup, but the Frenchman is already a three-time winner this year in the Formula Renault ALPS series, which he is leading. After stealing the lead from rookie pole-sitter Pierre Gasly off the line, Nato had to sustain pressure lap after lap from Stoffel Vandoorne. The Belgian was desperate to land a victory on home soil, but he was unable to attempt a pass as his engine hit the rev limiter every time he was tucked up in the leader's tow.

For Gasly, the satisfaction of scoring a pole position and a podium finish so early in his rookie season seemed to outweigh the disappointment of not holding onto top spot. Championship leader Kvyat seemed more jubilant with his fourth place, having starred

with a patient drive through the field from 10th on the grid.

The Red Bull-backed Russian, who won both races at the season-opening round at Aragon, took centre stage again on Sunday to make it three wins from four this season. He made a rocket start from third on the grid to snatch the lead before Eau Rouge (the first corner as the Eurocup races started from the support race grid), passing poleman Andrea Pizzitola and Oliver Rowland as the lights went out. Pizzitola spun seconds later at the top of Eau Rouge, and a wall of spray on the run to Les Combes resulted in a chaotic few seconds with cars spinning across the track and Dan De Zille's stranded car getting hit almost head-on by Victor Franzoni.

After a long red flag Kvyat controlled the race, while Formula Renault NEC points leader Jake Dennis was an impressive second as a wild card entry. The Racing Steps Foundation-backed Briton had slotted into third at the start

ahead of stable-mate Rowland before the red flag, and then caught Vandoorne napping on the restart to take second.

“I didn't think I would be up here this weekend so it's a great result,” said Dennis. “I thought that as a wild card I could take a little bit more of a risk than some of the others.”

**RACE 1** 1 Norman Nato, 12 laps in 29m24.851s; 2 Stoffel Vandoorne, +0.444s; 3 Pierre Gasly; 4 Daniil Kvyat; 5 Alex Riberas; 6 Paul-Loup Chatin. **RACE 2** 1 Kvyat, 6 laps in 37m53.347s; 2 Jake Dennis, +2.583s; 3 Vandoorne; 4 Oliver Rowland; 5 Chatin; 6 Miki Weckstrom. **Points** 1 Kvyat 87; 2 Vandoorne 60; 3 Nato 52; 4 Chatin 29; 5 Rowland 24; 6 Gasly 21.

First Eurocup win for Nato



## RESULTS

Formula Renault 3.5, Spa (B), June 1-3, round 3 of 9

### RACE 1 GRID

1 M'NUSSSEN 1:57.423	2 BIRD 1:57.492
3 SORENSSEN 1:57.623	4 BIANCHI 1:57.822
5 HUERTAS 1:57.982	6 FRIJNS 1:58.249
7 ALESHIN 1:58.267	8 R'ENZMETZ 1:58.382
9 MULLER 1:58.440	10 PIC 1:58.541
11 STEVENS 1:58.533	12 MOVE 1:58.638
13 YELLOLY 1:58.702	14 G'MULLER 1:59.148
15 ROSSST 1:59.190	16 NEGRAO 1:59.435
17 N'SENKO 1:59.532	18 WILL'SON 1:59.684
19 GHIRELLI 1:59.876	20 AMBERG 1:59.933
21 VENTURINI 2:00.053	22 CUNHA 2:00.220
23 FORESTI 2:00.538	24 KORJUS 2:04.276
25 STANAWAY no time	26 N'LITSKIY no time

### RACE 1 - 21 LAPS, 91.308 MILES

POS	NAME	TEAM	TIME	GRID
1	Marco Sorensen (DK)	Lotus	46m10.968s	3
2	Jules Bianchi (F)	Tech 1 Racing	+2.081s	4
3	Sam Bird (GB)	ISR	+4.639s	2
4	Mikhail Aleshin (RU)	Team RFR	+14.966s	7
5	Nico Muller (CH)	International Draco Racing	+15.375s	9
6	Jake Rosenzweig (USA)	ISR	+22.451s	8
7	Robin Frijns (NL)	Fortec Motorsports	+25.361s	6
8	Walter Grubmuller (A)	P1 Motorsport	+28.324s	14
9	Nick Yelloly (GB)	Comtec Racing	+28.923s	13
10	Nicolay Martsenko (RU)	BVM Target	+29.238s	17
11	Alexander Rossi (USA)	Arden Caterham	+30.121s	15
12	Andre Negrao (BR)	International Draco Racing	+30.527s	16
13	Will Stevens (GB)	Carlin	+30.973s	11
14	Daniil Move (RU)	P1 Motorsport	+31.704s	12
15	Arthur Pic (F)	DAMS	+31.822s	10
16	Giovanni Venturini (I)	BVM Target	+33.860s	21
17	Yann Cunha (BR)	Pons Racing	+47.383s	22
18	Zoel Amberg (CH)	Pons Racing	+1m10.076s	20
19	Lewis Williamson (GB)	Arden Caterham	+1m51.553s	18
20	Vittorio Ghirelli (I)	Comtec Racing	-1 lap	19
21	Kevin Magnussen (DK)	Carlin	18 laps - accident	1
NC	Richie Stanaway (NZ)	Lotus	-7 laps	25
R	Lucas Foresti (BR)	DAMS	7 laps - spin	23
R	Carlos Huertas (COL)	Fortec Motorsports	5 laps - mechanical	5
NS	Kevin Korjus (EST)	Tech 1 Racing	clutch	-
NS	Anton Nebylitskiy (RU)	Team RFR	electrical	-

### RACE 2 GRID

1 M'NUSSSEN 2:18.733	2 FRIJNS 2:19.431
3 BIANCHI 2:19.800	4 WILL'SON 2:19.801
5 YELLOLY 2:19.999	6 MULLER 2:20.139
7 G'MULLER 2:20.195	8 R'ENZMETZ 2:20.477
9 MOVE 2:20.560	10 SORENSSEN 2:20.872
11 STEVENS 2:20.962	12 ROSSST 2:20.996
13 KORJUS 2:21.027	14 STANAWAY 2:21.169
15 GHIRELLI 2:21.373	16 HUERTAS 2:21.832
17 NEGRAO 2:21.900	18 PIC 2:21.752*
19 N'LITSKIY 2:22.750*	20 N'SENKO 2:23.038
21 CUNHA 2:23.198	22 AMBERG 2:23.525*
23 VENTURINI 2:24.742	24 ALESHIN 2:25.243
25 FORESTI 2:29.085*	26 BIRD 2:19.605**

### RACE 2 - 18 LAPS, 78.326 MILES

POS	DRIVER	TIME/REASON	GRID
1	Magnussen	1h02m43.958s	1
2	Yelloly	+2.682s	5
3	Frijns	+6.820s	2
4	Muller	+9.688s	6
5	Bird	+12.820s	26
6	Grubmuller	+14.643s	7
7	Sorensen	+15.611s	10
8	Stevens	+17.457s	11
9	Martsenko	+20.322s	20
10	Venturini	+23.429s	23
11	Cunha	+27.977s	21
12	Negrao	+28.427s	17
13	Korjus	+29.596s	13
14	Move	+36.684s	9
15	Nebilitskiy	+41.765s	19
16	Williamson	+49.940s***	4
17	Bianchi	+54.040s	3
18	Rosenzweig	+56.803s***	8
R	Rossi	13 laps - electrical	12
R	Huertas	8 laps - accident	16
R	Stanaway	8 laps - accident	14
R	Pic	7 laps - accident	18
R	Ghirelli	6 laps - spin	15
R	Amberg	6 laps - spin	22
R	Aleshin	5 laps - electrical	24
R	Foresti	4 laps - puncture	25

### CHAMPIONSHIP TABLES

POS	DRIVER	PTS
1	Bird	70
2	Frijns	61
3	Yelloly	51
4	Sorensen	45
5	Magnussen	43
6	Bianchi	36
7	Muller	32
8	Rossi	25
9	Korjus	24
10	Aleshin	16

POS	TEAM	PTS
1	ISR	78
2	Fortec Motorsports	74
3	Tech 1 Racing	60
4	Carlin	59
5	Lotus	53
6	Comtec Racing	51

KEY R=Retired; NS=did not start; NC=not classified; \*best time deleted for causing red or yellow flags; \*\*all times deleted for running out of fuel; \*\*\*60s added to race time for not making pitstop  
**Race 1** Winner's average speed: 118.744mph. Fastest lap: Bianchi, 2m00.928s, 129.555mph. **Race 2** Winner's average speed: 74.937mph. Fastest lap: Bianchi, 2m18.796s, 112.903mph.



# SPIELBERG

AUSTRIA

June 2-3

DTM

Round 4/10



## AT A GLANCE

→ Winner **Edoardo Mortara**

→ Pole **Mortara**

→ FL **Timo Scheider**



Audi Sport head Wolfgang Ullrich (l) congratulates Rosberg team chief Arno Zensen



Mortara held off Tomczyk and Paffett

# Mortara makes it all add up for Audi

The economics undergraduate resisted race-long pressure from two former champions to seal his first series victory



Lead trio got this close on lap 32

IT PROBABLY WASN'T THE kind of celebration Edoardo Mortara would have wished for after taking the biggest win of his career, but after breaking his DTM duck in only his second year in the series at Spielberg last weekend, the Italian shunned a potentially raucous party, fuelled by Audi's favoured Hofmul beer, in favour of something rather less fun.

"I'm very close to finishing my economics degree," said the Italian after the race. "In fact,

I have one of my major exams tomorrow, so I have to get back to Geneva [where he is at university] tonight.

"It's a shame, but the next race at Norisring isn't too far in the future. Maybe we can win there too and then we can have a double celebration."

Mortara's win was, bizarrely, born out of a spin into the gravel on Friday practice – a legacy of overconfidence in a car finally doing what he wanted for the first time

all year. That confidence grew in qualifying when he was second fastest in Q3 and then took pole in Q4.

"And then I had too much grip at the start, so I messed up."

Too much grip?

"Yeah. I had new tyres and laid the rubber down on the grid on the formation lap, so when the lights went out the tyres stuck to the track like chewing gum. The start was terrible, but I braked so late on the outside and used the run-off to keep the lead."

Mortara's drive was serene as he resisted race-long pressure from both Gary Paffett and Martin Tomczyk – pressure that came to a head at the second round of mandatory tyre changes.

Mortara's stop came on lap 31 – one lap after Paffett's. As Gary exited the pits, the superior momentum of the HWA Mercedes brought the championship leader onto the tail of the Rosberg Audi. Mortara moved left and then back to the right as

the pair approached the braking zone for the Remus Kurve, Paffett briefly putting two thirds of his C-coupe onto the grass and making slight contact with the rear of the A5 on the incline. Importantly, he did not get past, and instead would be forced to back off for the remainder of the race, his air intake having filled with grass clippings and therefore failing to cool his engine sufficiently.

A lap later and Tomczyk – third before the stops – left the pits in an



## RACE RATING

★★★★☆

Drama, overtaking, crashing, and a race-long lead battle

## MILESTONE

First DTM win for an Italian since Nicola Larini at Singen in '94



## REPORT DTM SPIELBERG

JAMIE O'LEARY  
reports



Scheider's brilliant recovery netted him P6



## Spielberg: diary of a destruction derby

unexpected lead, but this time it was Mortara who had the superior drive out of Turn 1 and just managed to out-drag the 2011 champion into Remus.

Looking for his first win for BMW, Tomczyk attacked at the next corner, tagging the back of his rival and sending him wide. Again, his own bad exit prevented the move from coming off.

Mortara said: "With Gary I think it was a little bit my fault and I'm sorry for that. I couldn't see exactly where he was; the mirrors on these cars are not great.

"With Martin he was a bit ambitious on cold tyres, and to be honest, I thought I'd had it when he hit me, but it was OK."

His maiden series win was a clear sign that after a run of error-strewn weekends dating back to Valencia last year, Mortara is back to his very best.

It was also yet more proof that Rosberg team principal Arno Zensen is a shrewd judge of driver potential. It was, after all, he who handed future stars Gary Paffett and Mike Rockenfeller their DTM debuts. He was in no doubt about Mortara's ability when the then F3 Euro Series champion first tested one of his Audi A4s.

"I remember when Edo first tested a DTM car," he said. "There were eight, 10, 12 very good drivers at that test – rookies, but very good rookies. Afterwards, I said to Dr Ullrich, 'If I have to have two, I want Edo, [Filipe] Albuquerque or [Romain] Grosjean'. And I got Edo and Albuquerque, so I got my wish."

Zensen paid tribute to his team, which won for the first time in the DTM since Klaus Ludwig's double at Hockenheim at the end of the 1995 season.

"Of course with the exception of 2000, this is the first year when we've had the same cars as the main teams in the 'new' DTM, and when you have the old machines it's never easy. I never had any doubt that we could win if we had the right opportunity.

"We messed up at Brands Hatch. We had a fourth place for Albuquerque, but we had a bad pitstop and lost it all. Today I wanted safe pitstops above all else. The guys were fantastic."

Not as fantastic as the guy behind the wheel, though, and if Mortara continues producing the goods, Audi's latest winner could soon surpass his stablemates' status. ☘

“It wasn't like a DTM race. It was more like a destruction derby,” said Filipe Albuquerque after a bruising encounter that brought him P8 at Spielberg.

He wasn't wrong. Although the longest race in the championship's history (at over 126 miles) was thrilling, it was positively migraine-inducing for those taking part.

With even the class of the field – Mortara, Paffett and Tomczyk – all bumping each other at one point or another, not a single car emerged from the 47-lapper without at least a bruise on their machine. Some fared much worse.

Those least-affected, Abt Audi's Mattias Ekstrom and Jamie Green's HWA Mercedes, circulated just behind the lead three all race and both finished within 5.5s of the winner.

Those most affected, like title contender Bruno Spengler and Mike Rockenfeller, were left without a straight panel between them. Both drivers were part of an eight-way scrap for P6 that also involved Albuquerque's Rosberg Audi, Joey Hand's RMG BMW and Rockenfeller's Phoenix Audi team-mate Miguel Molina.

The bumping didn't stop as the worst-damaged machines fell by the wayside, but at least Rockenfeller was able to steal

seventh from Hand with three laps to go after a clean move into the last turn. Albuquerque also following him past.

All three were behind Timo Scheider though who, after colliding with Augusto Farfus on lap 11 and taking a trip through the gravel at the Goldschlosser Kurve, was the fastest man for the remainder of the event and hauled his Abt Audi up to a superb sixth after a drive equal to Mortara's.

Andy Priaulx and Christian Vietoris collided on lap one, putting both out within seconds of a lesser brush between Dirk Werner and Adrien Tambay that produced the same unhappy result.



## RESULTS

DTM, round 4 of 10, Spielberg (A), June 2-3

GRID	DRIVER	TIME
1	MORTARA	1:26.171
2	PAFFETT	1:26.292
3	EKSTROM	1:26.319
4	TOMCZYK	1:26.408
5	HAND	1:25.927
6	SPENGLER	1:25.963
7	GREEN	1:26.022
8	A'QUERQUE	1:26.294
9	WERNER	1:26.309
10	SCHUMACHER	1:26.340
11	FARFUS	1:26.068
12	MOLINA	1:26.251
13	R'FELLER	1:26.274
14	VIETORIS	1:26.320
15	TAMBAY	1:26.449
16	SCHIEDER	1:26.519
17	MERHI	1:26.605
18	PRIAULX	1:26.620
19	WICKENS	1:26.725
20	WOLFF	1:26.914
21	FREY	1:27.057
22	COULTHARD	1:27.117

### 46 LAPS, 126.366 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Edoardo Mortara (I)	Team Rosberg	Audi A5	1h12m30.277s	1
2	Martin Tomczyk (D)	RMG	BMW M3	+1.068s	4
3	Gary Paffett (GB)	HWA	Mercedes C-coupe	+2.142s	2
4	Mattias Ekstrom (S)	Abt Sportsline	Audi A5	+2.769s	3
5	Jamie Green (GB)	HWA	Mercedes C-coupe	+5.406s	7
6	Timo Scheider (D)	Abt Sportsline	Audi A5	+35.351s	16
7	Mike Rockenfeller (D)	Phoenix Racing	Audi A5	+37.260s	13
8	Filipe Albuquerque (P)	Team Rosberg	Audi A5	+38.062s	8
9	Joey Hand (USA)	RMG	BMW M3	+39.419s	5
10	Augusto Farfus (BR)	RBM	BMW M3	+39.904s	11
11	Ralf Schumacher (D)	HWA	Mercedes C-coupe	+43.567s	10
12	Roberto Merhi (E)	Persson Motorsport	Mercedes C-coupe	+50.339s*	17
13	Robert Wickens (CDN)	Mucke Motorsport	Mercedes C-coupe	+1m05.670s	19
14	Susie Wolff (GB)	Persson Motorsport	Mercedes C-coupe	+1m05.161s	20
15	Rahel Frey (CH)	Abt Sportsline	Audi A5	+1m06.988s	21
R	Bruno Spengler (CDN)	Schnitzer Motorsport	BMW M3	33 laps-damage	6
R	David Coulthard (GB)	Mucke Motorsport	Mercedes C-coupe	22 laps-brake balance	22
R	Miguel Molina (E)	Phoenix Racing	Audi A5	17 laps-damage	12
R	Dirk Werner (D)	Schnitzer Motorsport	BMW M3	1 lap-acc damage	9
R	Andy Priaulx (GB)	RBM	BMW M3	1 lap-acc damage	18
R	Christian Vietoris (D)	HWA	Mercedes C-coupe	0 laps-accident	14
R	Adrien Tambay (F)	Abt Sportsline	Audi A5	0 laps-suspension	15

POS	DRIVER	PTS
1	Paffett	83
2	Ekstrom	47
3	Green	44
4	Spengler	43
5	Tomczyk	36
6	Mortara	31
7	Rockenfeller	31
8	Vietoris	20
9	Farfus	16
10	Scheider	16

\*5s added to race time. Winner's average: 104.556mph. Fastest lap: Scheider, 1m27.027s, 98.450mph.



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**THERE MAY BE NO Peugeot this year, but there's still plenty to get excited about at the 80th Le Mans 24 Hours.**

For a start, Toyota returns to take the fight to a mighty four-car Audi assault. A win on its debut is probably too much to ask, but the Japanese company has a rich sportscar history and it will be interesting to see how much of a challenge it can put up.

There's also the intrigue of how the hybrids get on. Both Audi and Toyota have brought versions of the new technology, but as Gary Watkins discovers in his in-depth analysis, it could still be a more conventional R18 turbodiesel that takes the flag come Sunday afternoon.

Even more innovative is the DeltaWing, which takes the special 'Garage 56' slot for alternative technologies. The car's look may not be to everyone's taste, but there's no questioning the value of the ethos behind the project, and it showcases just the sort of thinking Le Mans organiser the ACO wants to encourage.

LMP2 has one of its finest entries, while the hardest-fought battle often comes in the GT ranks. This year should be no exception, with Ferrari, Porsche, Chevrolet and Aston Martin all in with a shout for honours.

With so many competitive cars, it'll be more important than ever to make it through without serious delays, despite the punishment the flat-out contest always inflicts on cars, drivers and teams.

We hope you find our guide to the greatest endurance race in the world useful, whether you plan to sit back and enjoy the show at home or make the pilgrimage to France. Enjoy.

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# CAN A HYBRID WIN LE MANS?

Big players Audi and Toyota are both bringing new technology to the French endurance classic this year, but will it be enough for victory?  
By **GARY WATKINS**



Hybrid heavyweights:  
It's Audi versus Toyota

**H**istory could be made at the 80th running of the Le Mans 24 Hours as international endurance racing enters a new era. Hybrid technology graced the Circuit de la Sarthe as long ago as 1998 and finally raced on its hallowed asphalt for the first time last year, but now the manufacturers in the shape of Audi and Toyota have grabbed the baton.

That means a car equipped with an energy-retrieval system could take what remains, even with the return of a fully-fledged, FIA-sanctioned world

championship, the biggest prize in sportscars.

But that's only a 'could', even though it's unlikely that any of the privateers in the LMP1 prototype class could upset the manufacturer hegemony at Le Mans and score the first victory for a true independent since 1997. That's because there is a manufacturer racing at Le Mans with non-hybrid cars, and again it's Audi.

The German manufacturer has split its 2012 Le Mans campaign, as well as its assault on the FIA World Endurance Championship, between hybrid

and non-hybrid cars based on the R18 turbodiesel coupe that beat the now-departed Peugeot to victory in last year's 24 Hours. It should be pointed out that Audi is not averse to hedging its bets. Think back to its debut at La Sarthe in 1999 and the twin assault with the R8R and R8C.

Audi's factory Joest Racing squad fields a giant entry of four cars made up of two hybrids known as R18 e-tron quattros and two non-hybrids called R18 ultras. Its Japanese rival, meanwhile, has kept it simple for its return to Le Mans after an absence of ▶





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◀ 12 years and fields two cars out of its Cologne-based Toyota Motorsport GmbH operation called TSO30 HYBRIDS.

**CAN TOYOTA WIN LE MANS IN 2012?**

That depends on who you are talking to. The Japanese manufacturer's senior management has never made any bold predictions about winning on its return to the Circuit de la Sarthe, while Audi has predictably never written off its rival's chances in public.

The rhetoric from TMG has always been that it's aiming to be the fastest hybrid at Le Mans, but has always stressed that finishing the race without major problems would always be a big ask. That stance didn't change when Toyota was forced to cancel the race debut of the TSO30 HYBRID, scheduled for round two of the WEC at Spa last month in the wake of a major accident in testing at the end of April. The shunt, in which the only TSO30 at that point was effectively written-off, not only forced TMG to miss Spa, it also severely interrupted its testing schedule.

Alex Wurz, who has led development of the TSO30 HYBRID after leaving Peugeot for Toyota at the end of last summer, took a more optimistic line than his team bosses on the launch of the car in January and even talked about a first-time-out victory. Four months on, he has now downgraded his assessment of his and his employer's chances.

"We all have to be realistic that we are fighting against someone in Audi who has dominated Le Mans for more than a decade," says the Austrian, who is bidding to join the select band

**"We don't have any feel for where Toyota are going to be - but we are expecting them to be quick"**

*Audi's Allan McNish*

of drivers who have won Le Mans with three different manufacturers. "I still feel that over 24 hours, they will be stronger than us. We can't catch up in four and half months what they have done in a decade or more."

That said, Audi driver Allan McNish isn't writing off Toyota's chances. After all, he knows all about the technical strengths of the German organisation masterminding the TSO30 programme: he could have won Le Mans driving the GT-One for the German squad in 1999, back in the days when it was still known as Toyota Team Europe, and then graduated with the Japanese manufacturer to Formula 1.

"The Toyota is an unknown quantity and I don't have any feel for where they are going to be," said McNish, who is racing an e-tron with regular team-mates Tom Kristensen and Rinaldo Capello, "but we are expecting them to be quick. I believe there is every chance that they will be there or thereabouts."

"They were very fast when they fronted up at Le Mans in 1998 [with the GT-One] and that group knows how to build a good car. There's no reason at all to believe that they won't have come up with

a car that is competitive in the race as well as qualifying. I've been involved in Le Mans projects where there have been issues in testing and then the car has run sweetly in the race."

There have been problems for Toyota during the three endurance simulations it has undertaken in the run-up to Le Mans - a number that's only one down on the original four planned. TMG has let us know that Anthony Davidson hit an animal during the last test at Paul Ricard in mid-May, but it hasn't been specific about any of the other issues that it has admitted have interrupted its running at these tests.

Tales of major engine problems, including test-stopping failures, will probably remain uncorroborated, unless the same issues raise their head again in the race.

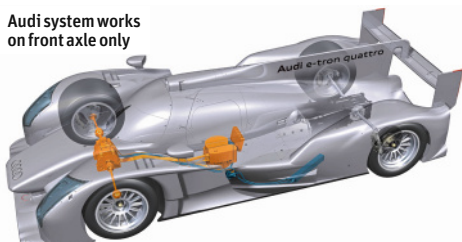
The conclusion has to be that Toyota can't challenge Audi over the full distance, it's just too early. This is, after all, a development year for a manufacturer that was at one stage planning merely to test the TSO30 through 2012. The project, as Wurz says, is running on an "extremely ambitious timeline".

**WILL AUDI'S HYBRID OUTPACE ITS SISTER?**

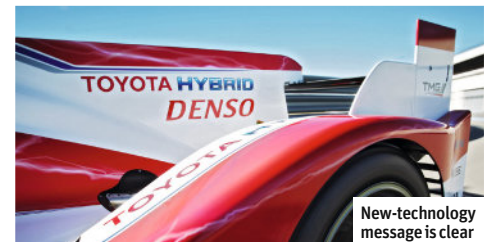
That's surely the real question that needs to be answered here given the likelihood that Toyota isn't going to win Le Mans. And the answer is yes, R18 e-tron *should* have the legs of the ultra. Or least that's what just about every expert in the field of hybrid powertrains is saying.

Those involved in the stillborn Peugeot hybrid project, on which the axe fell in January, are very ▶

Audi system works on front axle only



Plenty for the Audi drivers to focus on



New-technology message is clear



#1 Audi e-tron was second in Spa WEC





Test crash has reduced the TS030's pre-race mileage



Wurz (tallest!) has revised his optimism



Fassler/Lotterer/Treluyer share one of Audi's e-trons

◀ much in the hybrid-to-win camp. Bruno Famin, technical director at the in-house Peugeot Sport competitions department throughout the French manufacturer's five-year sportscar adventure, reckons that if there are no unforeseen circumstances, then a hybrid will win.

"This is the year to win Le Mans with a hybrid car," he says. "The 908 Hybrid4 was developed for that. Its level of performance was very good and we were confident of its reliability."

Nicolas Minassian, who opted not to renew his contract with the French manufacturer shortly before it pulled the plug, has a similar viewpoint. The first man to test the 2012 Peugeot hybrid, as well as the first-generation 908 hybrid demonstrator of 2008, reveals that what the Automobile Club de l'Ouest at Le Mans is calling Rechargeable Energy Storage Systems gained the 908 seven or eight tenths around a three-mile circuit.

"A hybrid offered a big gain and we were at the early stage of development," he says. "You really felt it when the system was switched off, it was as though you had some kind of problem. That's when you understand the difference."

Two of the pioneers of hybrid technology both believe that pure physics suggest that a car with energy-retrieval is the more competitive option.

"In theory the hybrid should walk it; the advantages of running a hybrid mean it should win," says Bill Gibson, whose Zytek organisation was behind the Panoz Q9 hybrid that failed to pre-qualify at Le Mans in 1998 and subsequently raced for the only time at that year's Petit Le Mans enduro at Road Atlanta. "The problem is that there is more to go wrong because of the complexity of all the systems. Reliability could be a big issue for the hybrids, especially in this first year."

Flybrid boss Jon Hilton says that the Swiss Hope team's ORECA-Lehmann O1, the first hybrid to race at Le Mans, was quicker with its energy-retrieval systems than without.





R18 ultra won Spa and may have Le Mans edge

### DIFFERENT STROKES

Audi and Toyota rocked up to Le Mans with very different LMP1 hybrids challengers. They are both coupes, as is the modern trend, but that's about where the similarities end.

The Audi R18 e-tron quattro is a turbodiesel (of course) using a lightened version of the single-turbo V6 that made its debut in last year's R18 TDI. The Toyota TSO30 HYBRID, on the other hand, is powered by an all-new, normally-aspirated V8 that shares only its architecture with the customer unit that drives Rebellion Racing's privateer Lola coupes.

Audi uses a spinning flywheel, developed by Williams Hybrid Power, to store the kinetic energy retrieved under braking. Toyota has opted for a fully-electric system using supercapacitors that offer a bigger punch of energy than batteries. Think along the lines of the flashbulb in a camera, and you'll get the picture, if you'll pardon the pun.

The differences don't stop there. Audi has opted to recycle its energy through the front axle, hence its e-tron quattro monicker. It is a four-wheel-drive car, albeit on a part-time basis.

Toyota experimented with energy retrieval on both the front and rear axles, before opting for a rear set-up for packaging reasons.

"We back-to-backed the Hope car with the system and without it," he says, "and it was faster as a hybrid, and by a considerable amount."

The Audi's pair of front-mounted 75kW electric motor-generator units can give the e-tron a short boost of potentially as much as 200bhp seven times a lap around the Circuit de la Sarthe. According to Famin, Gibson and Hilton that's worth every bit the two-litre disadvantage in fuel capacity that comes with running a hybrid.

#### WHAT DOES AUDI SAY?

McNish reckons the push - or rather pull in the Audi's case - provided by the recycled energy isn't what every one believes it to be.

"In our all simulations, it is not a heck of a difference between the two cars because of the limits on how much energy you can use and the number of times you can use it each lap," he says. "It's there, but if you are slower through the corners..."

That aborted comment, to which we shall return, is a telling one.

#### THE EVIDENCE SO FAR

Understanding what happened on the respective debuts of Audi's pair of 2012 Le Mans challengers at Spa in May isn't easy. On the face of it, the e-tron was faster in the wet, courtesy of its part-time four-wheel-drive, and the non-hybrid ultra was the more nimble racing car in dry conditions, and was able to go one lap longer on the fuel courtesy of those extra two litres.

Audi, the factory Joest team, and its drivers insist it wasn't quite as simple as that. Joest technical director Ralf Juttner has suggested that it just so happened that the e-trons ended up with a set-up that worked in the wet and the ultras with one better optimised for dry conditions.

McNish suggests that the pace of the two e-tron's in the wet conditions might have had

less to do with their part-time four-wheel drive or their set-up, but the men behind the wheel. Kristensen and Andre Lotterer are, of course, established Audi drivers. Former Peugeot driver Marc Gene, a stand-in for the injured Timo Bernhard, and newcomer Marco Bonanomi were racing one of the German manufacturer's prototypes for the first time.

"The two drivers in the ultras were making their Audi debuts," McNish says. "They were never going to take big risks when it was pissing down."

McNish also points out that there's inevitably more to learn with the e-tron than the ultra: "The hybrid systems add an extra dimension, no question, and track time was limited at Spa. Hopefully with the Test Day and lots of running in Le Mans week, we will be able to get more of a handle on the car."

There are also differing circuit characteristics to factor in to what is clearly a complicated equation. The big braking and long straights of Le Mans should mean a hybrid can gain more than at the fast and flowing Circuit de Spa-Francorchamps.

#### WHAT ABOUT McNISH'S SPA POLE?

The half-second gap between poleman McNish and the second-placed ultra in qualifying offers little insight into the relative race pace of the two Audi contenders. The rules for hybrids in qualifying trim give them a clear advantage over their conventional rivals

Hilton explains this well: "The rules allow you to release a lot of energy, 500kJ per straight. That particular car [the Audi] can't store 500kJ per straight: I can say that confidently because we can't either. In the race, it is probably releasing 400kJ per straight, but in qualifying it can release 500kJ per straight because it is fully charged before going out, because it starts the lap fully brimmed and finishes it empty."

The rules state that a hybrid can only release

500kJ between each of the seven nominated braking zones, but there is no limit in the rules on the storage capacity of the system. That means a hybrid could have the full power boost during qualifying.

#### CONCLUSIONS AND 'GUESSTIMATIONS'

"Because of what we know from our own back-to-back tests, I can only imagine that the Audi hybrid is overweight or its weight distribution has a negative effect, which is not offset by the extra performance of the hybrid," adds Hilton.

Audi has not stated that the e-tron has hit the scales right on the 900kg limit for P1 machinery. It has, however, made much of the diet that the R18 has gone on to shed the weight necessary to incorporate the hybrid systems, with the implication that it has made the weight with the e-tron.

That weight loss means the ultra has a significant amount of kilos to play with to optimise the weight distribution. What's more, a flywheel mounted in the cockpit and the front driveshafts and motor/generator units will have raised the centre of gravity of the R18.

That brings us back to McNish's comment about being "slower through the corners". Optimised weight distribution and a lower centre of gravity would have that effect.

Calculations based purely on the result of the Spa WEC race, won by the R18 ultra driven by Gene, Romain Dumas and Loic Duval, suggest a conventional Audi will win this year's Le Mans 24 Hours by three or perhaps four laps. The laws of physics suggest the result will go the other way.

Qualifying for the 24 Hours on the Wednesday and Thursday won't reveal a true picture of the balance between the Audi e-tron quattro and the ultra. We're probably going to have to wait until darkness has fallen on Saturday night before we know who is in the pound seats. ❧



# A SUN THAT YET TO RISE





# HAS

Toyota is back this year, still searching for its first Le Mans win. *GARY WATKINS* takes a look back to establish why it failed in the past



First Le Mans came with Dome in 1985

**T**oyota had an almost permanent presence at the Le Mans 24 Hours for a decade and a half. It came with prototypes and GT machinery, turbocharged and normally aspirated powerplants, and teams run from Japan, Britain and Germany. Yet there was one constant over that period: an uncanny ability to fall just short.

The Japanese manufacturer missed just two years at Le Mans between first dipping its toes in the Group C waters with a Toyota-engined Dome in 1985 and its all-guns-blazing GT-One programme of 1998-99. The original Dome-built contender, which evolved into a Toyota-badged car in 1987, is now largely forgotten, along perhaps with the Japanese GT-based Supras that kept the marque in the game in 1995-96. The cars best remembered, of course, are the challengers for glory at the ultimate test of endurance racing.

Its twin-turbo V8 Group C car that started life in 1989 as the 89CV and ended up as the 94CV five years later, the V10-engined 3.5-litre TSO10, and the GT-One homologation special all might have won the big prize for Toyota. The reasons why each of them could do no better than second place are complicated and range from organisational failings to downright bad luck.

## **FIRST ATTEMPTS - THE 89CV-94CV**

The twin-turbo 89CV was the first ground-up Toyota Group C design. The manufacturer had been feeling its way into Group C racing since the early 1980s when the TOMS team ran a Toyota-engined March in the Japanese Sports-Prototype Championship way back in 1983, but now Toyota was getting serious. Or at least trying to.

The 89CV wasn't a bad car, reckons Geoff Lees, who drove all Toyota's important Le Mans contenders down the years. He points out that he was briefly on pole and would have started from the front row at Le Mans in 1989 if his time hadn't been scrubbed out for what was effectively a paperwork infringement.

"It was a big step forward on what we had before, especially as the old four-cylinder car used to twist its engine block if you turned the boost up," says the Briton. "The car was quick over one lap, but the problem was that the V8 used too much fuel and we had to turn the boost down in the race."

When Lees suggests that the car was "reliable enough" to have won Le Mans, he's talking about

its years as a manufacturer entry in 1989-90. Long after the V8 car had been retired by the factory, an updated version of the 89CV run by the Japanese SARD team almost proved strong enough to win.

Only a broken gear linkage with 90 minutes to go prevented Toyota from scoring a surprise victory and limited Eddie Irvine, Jeff Krosnoff and Mauro Martini to second place in 1994 behind the winning Dauer 962LM Porsche.

## **LOSING TO PEUGEOT - THE TSO10**

Anyone who drove the Toyota TSO10, the Japanese manufacturer's take on the 3.5-litre Group C formula of the early '90s, will tell you it was a better car than the double Le Mans-winning Peugeot 905. And the same goes for a least one driver who didn't.

When Tony Southgate, the designer of the TSO10, arrived at Ferrari in 1993, he was told by Mauro Baldi, the Peugeot stalwart then leading development of the new 333SP World Sports Car, that the Toyota had the legs of French car.

"He told me that in the quick sections, they struggled to stay with us," recalls Southgate. "We were quicker around the corners because we had more aero."

The TSO10 may have had the better chassis, but it was let down by its driveline. Its normally-aspirated V10 powerplant and its gearbox weren't a match for what Peugeot had to offer.

Southgate's arrival at Ferrari also gave him an insight into the Pug's horsepower numbers courtesy of Gilles Simon, who'd headed up the engine programme at Peugeot and then followed Jean Todt to Italy.

"He told me that they could rev to 12,000rpm whereas we went to 11,200," explains Southgate. "That was a fair chunk of horsepower, which they always had in hand."

But Southgate and everyone else involved in the TSO10 project didn't need anyone to tell them about the shortcomings of the gearbox. Gear-selection problems had hindered the car on its Le Mans debut in 1992, but the 'boxes had lasted, partly as a result of the wet conditions.

Engine problems proved more of a bugbear for the TSO10 that year. The engine in the car that finished second, albeit six laps down on the winning Peugeot 905 Evo 1 bis, in the hands of Kenny Acheson, Pierre-Henri Raphanel and Masanori Sekiya, barely made it across the line. ▶

Late drama denied debut win in 1998

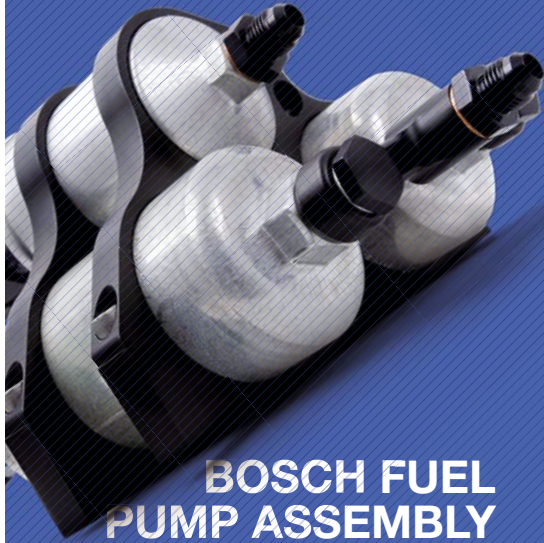


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Group C TS010 was unreliable

reason. The gearbox sump plug had fallen out, after being insufficiently tightened during the previous change of internals.

Would the Toyota have won? Lees certainly thinks so. "I'd just handed over to Thierry, gone for a shower and changed into my best overalls," he recalls. "I was full expecting us to be on the top step of the podium."

Veteran Lees had disappeared from the Toyota line-up 12 months later, but Kelleners and Boutsen, now joined by 1998 winner Allan McNish after Porsche's withdrawal from top-line sportscar racing, had similar expectations in 1999. Buoyed by a successful series of endurance simulations at Paul Ricard, there was, this writer remembers, an unbelievable confidence in the Toyota camp ahead of Le Mans.

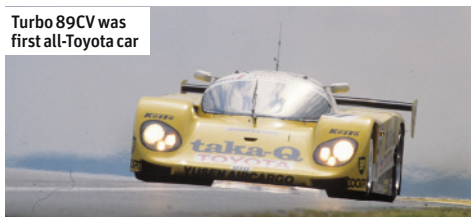
Everyone remembers that the best of the BMW V12 LMRs was nearly four laps up when a freak problem put JJ Lehto in the wall in the Porsche Curves on Sunday morning. Few recall that the Bimmer had been battling with one of the Toyotas during the night. An equally bizarre problem put the GT-One out of the race and Boutsen in hospital: he was hit up the rear when a Porsche 911 missed its braking point for the Dunlop Chicane.

Kelleners has no doubts that the Toyota had the pace to beat the BMW in a straight fight. "We felt that we just needed a clean run to be able to pull away," says the German. "We didn't see the BMW as a threat. We knew we were faster, not by seconds, but we were quicker."

The other Toyota that looked capable of beating the BMW, the car shared by Martin Brundle, Emmanuel Collard and Vincenzo Sospiri, had gone out earlier in the night. Brundle had punctured a tyre on debris on the Mulsanne Straight and been unable to haul the car back to the pits.

Even so, the retirement of the Schnitzer BMW Lehto shared with Tom Kristensen and Jorg Muller unexpectedly thrust Toyota back into the fight. Its third-string car, the Japanese-crewed GT-One driven by Ukyo Katayama, Toshio Suzuki and Keiichi Tsuchiya, battled with the winning BMW through the penultimate hour.

The BMW had a narrow advantage, but Toyota calculated that Katayama, who had set fastest lap of the race during the battle, would exit the pits after his final stop 15s behind with 30 minutes of the race left to run. A puncture for the Japanese driver - after he'd been forced onto a kerb by a privateer BMW - ensured there was no grandstand finish. ❌



Turbo 89CV was first all-Toyota car

**"I had a shower and changed into my best overalls. I was fully expecting us to be on the top step of the podium"**

**Geoff Lees**

**GT LEGEND - THE GT-ONE**

The Toyota GT-One goes down in the history books as a failure. Perhaps even an abject failure. The car made two Le Mans starts - and competed in one other race - and doesn't have a victory to its name. Yet it could have been different. Very different. All that stood between the Andre de Cortanze-designed machine and Le Mans victory were a couple of overdoses of misfortune.

The GT-One, developed at the same Cologne facility as this year's TS030 HYBRID, might have won Le Mans in both 1998 and '99. It was almost certainly the fastest car both years, but that bad luck means it has just one second place to its name.

The Toyota driven by Lees, Ralf Kelleners and Thierry Boutsen appeared to be on-course for victory on the GT-One's race debut. Even after two changes of gearbox internals, the car had a 40-second lead over the chasing Porsches with 80 minutes to go.

Then the transmission failed again, stranding Boutsen out at Arnage. Human error was the

◀ Southgate was responsible for the TS010 chassis, but the gearbox was an in-house design at the Toyota Racing Development department, which also built the car. His suggestion after 1992 was to switch to an off-the-shelf Xtrac gearbox.

"I got a quote from Xtrac and it was something like £165,000 for five gearboxes custom made for them with Xtrac internals," recalls the Englishman. "When I put this to Toyota, they couldn't believe it was so cheap. They couldn't go for it because they would have lost face by using a British gearbox."

The TOM'S GB squad that ran the TS010s did, briefly at least, wrest the build of the gearboxes from Japan and Acheson remembers completing a 24-hour test at Paul Ricard without problem. Come Le Mans, and the cars were running Japanese-assembled transmissions again with a new linkage designed in Japan.

All three cars needed at least one change of rear-end over the course of the race and a Toyota finished no better than fourth behind the three 905s.



Southgate (l) chats with Lees



Eddie Irvine and co: second in '94





# CHANGING THE SHAPE OF LEMANS

It'll be the easiest car to spot at the 24 Hours, but just why is the DeltaWing going to Le Mans? **GARY WATKINS** looks for answers

**H**ow did the most technologically interesting racing car designed and built in decades come about? The answer is simple: the radical DeltaWing Nissan, a racing car that looks and works like no other, was conceived through boredom. The machine that could have become an IndyCar and has now morphed into an experimental lightweight Le Mans 24 Hour racer is essentially a reaction to one-make racing.

The brains behind the DeltaWing, expatriate Briton Ben Bowlby, admits he was bored in his role as chief technical officer at Chip Ganassi Racing. He considers himself a racing-car designer, and he wasn't doing much of that.

"The catalyst to getting and down and having a little think about the future was the simple fact that everything I was involved with at Ganassi was spec racing, and I'm including NASCAR and Grand-Am in that," he explains. "Everything we were involved with - NASCAR, Grand-Am and IndyCar - was, to a greater or lesser extent, spec racing.

"The sport in which I am involved is called motor racing and I know there is always a lot of interest from the fans in the cars and the technology. The car is meant to be the star, but that factor is being removed from the equation in the





The DeltaWing tested at Sebring in March...

name of either improving the show or reducing costs. To a certain extent neither of those was being achieved."

That realisation led to Bowlby starting to think outside of the box.

"There was this idea of the Global Race Engine, the automotive industry's dream of an engine that could be used across multiple platforms," Bowlby continues. "The starting point for DeltaWing was how to make an IndyCar do 230mph powered by a 1.6-litre GRE engine with only 300bhp. That's when the simulation juggling began on how to get contemporary performance with the power and efficiency of the future."

The shape and form of the DeltaWing resulted from that process. Bowlby started looking at a wide variety of solutions.

"One was to have a single driving wheel at the back and two wheels at the front as a way of reducing drag," he explains. "I realised that had no merits and would be a really bad way to go. Then I thought, 'hang on, let's flip it around'. Then we had traction like a dragster and extraordinary braking capability. That's when it all started making sense."

The DeltaWing sports car, the DeltaWing DW LM12 to give it its full name, initially had similar aims to the original IndyCar concept, which was



...but is unlikely to worry Audi at Le Mans

ultimately not chosen as the basis of the new formula that came into effect this year. And that was to achieve similar levels of performance of the existing cars running at the front of the grid.

Bowlby and the DeltaWing group, which includes American Le Mans Series founder Don Panoz, Duncan Dayton (whose Highcroft squad is running the car) and All American Racers boss Dan Gurney, talked about achieving LMP1 levels of performance with half the power and using half the fuel with a car weighing almost half the 900kg of a conventional LMP1. That target was subsequently

downgraded by the Automobile Club de l'Ouest at Le Mans after it was invited to take up the 'Garage 56' grid spot for environmentally-friendly cars showcasing new technology. It wants the DeltaWing to nestle between the LMP1 and LMP2 machinery on the timesheets and set the car a target time of 3m45s for the 8.47-mile Circuit de la Sarthe.

Bowlby is confident of achieving that mark. What he isn't so sure about is finishing the race. The DeltaWing Le Mans racer was announced a year ago in Le Mans, two days before the 24 Hours, ►





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**CHASSIS**

The DeltaWing Le Mans racer is built around the monocoque from the Aston Martin AMR-One. This necessary shortcut gave the DeltaWing team a chassis that had already passed the necessary crash tests around which to build the Le Mans car.

**TYRES**

The DeltaWing programme became real in the eyes of many last October when Michelin signed up as a tyre supplier and technical partner. The front tyres are just 4.5 inches wide, but tyre wear is expected to be very light.



**GEARBOX**

Bespoke EMCO gearbox hits the scales at just 30kg. The original idea for the car to run with torque vectoring – essentially an active differential – as a cornering aid has been abandoned for time reasons. The car will run with an open diff.

**AERODYNAMICS**

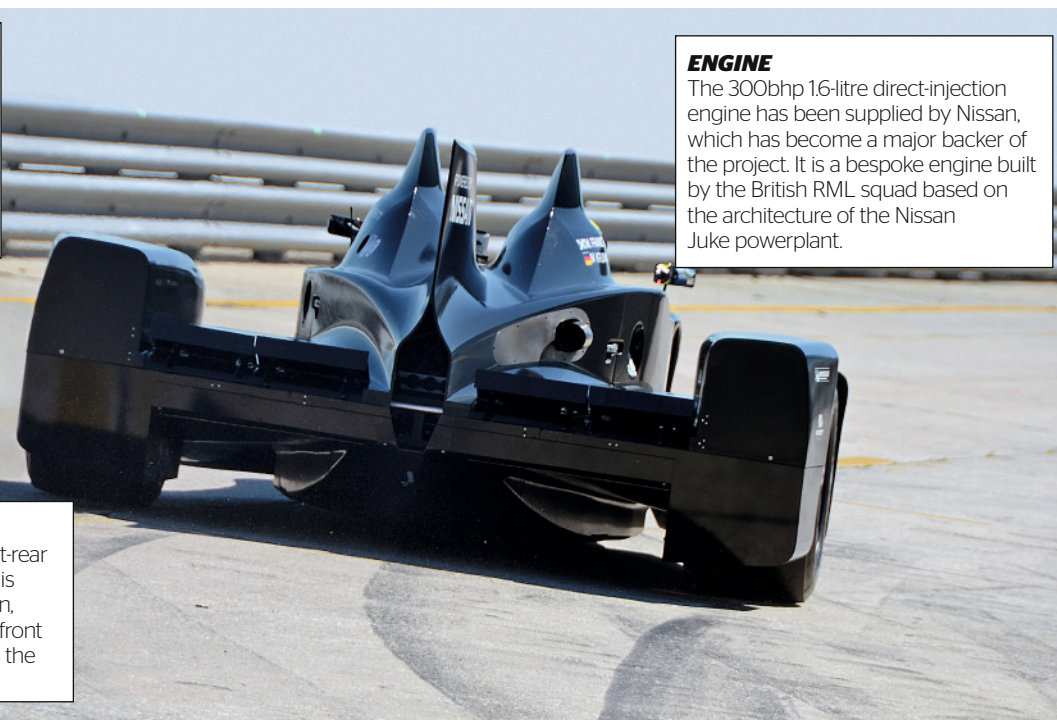
Downforce is made without conventional wings; the downforce is created under the car. The delta wing shape produces an ultra-low-pressure area by creating a counter-rotating vortex tripped off each side of the car.

**WEIGHT DISTRIBUTION**

Key to the DeltaWing concept is the front-rear weight distribution. The percentage split is 28-72. That gives the car amazing traction, and reduced loads at the front allow the front subframe to use the same mountings as the nose box from the AMR-One.

**ENGINE**

The 300bhp 1.6-litre direct-injection engine has been supplied by Nissan, which has become a major backer of the project. It is a bespoke engine built by the British RML squad based on the architecture of the Nissan Juke powerplant.



◀ but the project didn't begin to ramp up until the end of last summer and the timescale inevitably slipped. The plan was to have the car up and running last December, but it didn't hit the track until the beginning of March.

"It is possible that we will finish, but it is more likely that we won't," says Bowlby. "It is extremely difficult to have any certainty about finishing because every component was new and untested as of March 1. If I said we were going to finish Le Mans, everyone would say I was nuts."

It's unclear what the future holds for the DeltaWing beyond this year's Le Mans 24 Hours. Dayton has said he wants to take the car back to

**"It's extremely difficult to have any certainty about finishing because every component is new"**

*DeltaWing's Ben Bowlby*

La Sarthe next year, but that's unlikely. The ACO has already ruled that out, and the 'Garage 56' slot will go to another experimental challenger.

There's a good chance that it could race on an invited basis, in much the same way as Porsche's

911 GT3-R Hybrid did, later this year in an event or events running to Le Mans rules. Panoz, meanwhile, has floated the idea of a class for DeltaWings in the ALMS for 2013.

Yet the success of the DeltaWing will not be measured in years to come on what it achieves on the racetrack, either at Le Mans this season or at some later date. It will be a success if it begins to change the way the motorsport industry thinks.

"We're trying to make a statement," says Bowlby. "We're aiming to go out there and achieve the same speeds as a top-class racing car using only half the fuel. We are challenging perceptions of conventional racing." ❖



# LE MANS' NE

The LMP2 class contains a raft of British talent hoping to score class honours at La Sarthe. **GARY WATKINS**

**RYAN DALZIEL**

He's been a regular in US sportscars since the middle of the noughties, notched up his first Daytona Prototype podium as long ago as 2006 and has won the Daytona 24 Hours. So it seems strange to think that it's taken until now for Ryan Dalziel to get a chance at the Le Mans 24 Hours.

That's a *real* chance, of course, because the expat Brit did make a fleeting appearance on the Circuit de la Sarthe in 2010 with the Paul Gentilozzi-run RSR Jaguar team. Two years on, he now makes his Le Mans debut proper with the Starworks Motorsport squad with which he is contesting the full FIA World Endurance Championship and the Grand American Sportscar Series.

Grand-Am's DP class is the arena in which the 30-year-old Scot has made his name as a sportscar driver, a fact that largely explains his absence from Le Mans down the years. Grand-Am is off the radar of the majority of manufacturers and teams competing at Le Mans. Not that Dalziel is complaining.

"I am very realistic in what people are looking for," he says. "That's why I didn't pursue any opportunities I had for Le Mans particularly hard. I always thought 'why would I employ me?' if I was a European team owner."

The false-start to Dalziel's Le Mans career with RSR (he didn't get to drive the Jag GT2 car in the race) came about because he was contesting the American Le Mans Series with the team. He knew that the opportunity to return would come about in similar circumstances.

Dalziel has raced for Starworks since, and before that for team boss Peter Baron's SAMAX squad. Venezuelan Enzo Potolicchio, the Scot's Grand-Am team-mate since mid-2011, had a budget from his home country and the ambition to go to Le Mans. Hence Dalziel's name being back on the entry list, this time in a car capable of winning its class.

The Starworks Honda Performance Development ARX-03b LMP2 has already triumphed in the WEC opener at Sebring in March. Dalziel, Potolicchio and star team-mate Stephane Sarrazin (who has now been replaced by Tom Kimber-Smith after the Frenchman's recruitment by Toyota) overcoming the Level 5 HPD in a thrilling battle in the final hour.

Dalziel is genuinely excited about going back to Le Mans. "The pinnacle of motorsport in my mind was the Indy 500, but I missed out on that," he says. "Even though the Jag experience wasn't what I was hoping for, I realised that Le Mans is every bit as big or bigger as an event. Le Mans is an incredible place with an incredible atmosphere."

"It was an honour to be there, even if we were at rear of the grid. Now I've made it back, I don't think I could imagine not being at Le Mans."

**No.44 STARWORKS MOTORSPORT**

HPD-Honda ARX-03b  
Ryan Dalziel (GB)  
Enzo Potolicchio (YV)  
Tom Kimber-Smith (GB)



**ALEXANDER SIMS**

Alexander Sims had one target when his deal with the Gravity driver-management scheme came to an end last winter: to keep on driving and racing. Eight months on, he's a test and development driver for the McLaren MP4-12C GT3 and about to make his Le Mans 24 Hours debut as part of a short programme of races in LMP2 with the Status Grand Prix squad.

"I knew I didn't have the money to stay on the single-seater ladder," says Sims, "so my main objective was to continue racing."

First port of call for this former winner of the McLaren AUTOSPORT BRDC Award was the British race team's automotive arm. That led to a deal as a test and development driver for its GT3 contender. He was subsequently able to secure the finance to race the Status team's Lola-Judd/BMW B12/80 in the European Le Mans Series, a deal that was then extended to include a Le Mans drive alongside Yelmer Buurman and Romain Janetta.

McLaren, which has already talked openly about its desire to build a GTE car capable of taking it



# WEST BRITS

caught up with three newcomers making their first appearance in the French endurance classic



## ALEX BRUNDLE

It was perhaps inevitable that Alex Brundle would end up in sportscars given father Martin's history in the discipline. Though 'end up' is actually the wrong term. Brundle Jr is racing in LMP2 with the Nissan-backed Greaves Zytek squad this year as part of his ongoing motorsport education.

"This is all about broadening my horizons and to make me more employable," says the 21-year-old, who is dovetailing his assault on the 24 Hours and the European Le Mans Series with a season of GP3.

"I strongly believe this will make me a better racing driver. Sportscar racing teaches you things that you don't learn in Formula 3, let alone any of the one-make single-seater categories. Drivers like Michael Schumacher and Mark Webber came through high-level sportscar racing, and it did them a power of good."

Brundle isn't sure where his career path will take him, although admits his sportscar programme is his priority right now. When the ELMS and GP3 calendars collide, he will be racing the Greaves Zytek Z11SN rather than his Carlin Dallara.

"I want to continue in single-seaters, but I also want to be a professional racing driver," he says. "I know that the deal with Nissan could open doors."

### No.42 GREAVES MOTORSPORT

Zytek-Nissan Z11SN  
Alex Brundle (GB)  
Martin Brundle (GB)  
Lucas Ordenez (E)

back to Le Mans, was supportive of the move.

"Even if I'm not racing a GT car, the experience I am gaining is still relevant," says Sims. "Thankfully Status offered me a very competitive deal and I had a few sponsors through my father's company who could make it happen."

Sims was keenly aware that he needed to bring finance to get his foot in the sportscar door, but he feels that 2012 has to be a watershed season.

"This is the last year that I'm planning to bring money to race," says the 24-year-old. "You've got to draw a line in the sand and stop paying."

The aim for Sims in 2013 is to be a fully-paid professional. Whether that's in a prototype or a GT car, he's not too fussy.

### No.30 STATUS GRAND PRIX

Lola-Judd/BMW B12/80  
Alexander Sims (GB)  
Yelmer Buurman (NL)  
Romain Iannetta (F)







# ASTON MARTIN'S REVIVAL

Ferrari, Porsche and Chevrolet are expected to battle it out for GTE honours, but Aston Martin has rejoined this ultra-competitive class to make up for its 2011 disaster in the prototype ranks. **By SAM TREMAYNE**

**J**ust one year after the abject failure of the AMR-One LMP1 prototype, Aston Martin Racing is allowing itself to dream of Le Mans glory once again. Its new GTE project may still be in its infancy, but strong early showings suggest its Vantage project could be a dark horse for class victory in the French classic.

The marque has tasted GT success before, of course, ending a 48-year wait for success back in 2007 with the DBR9 in GT1.

The car won again in 2008, but the GT landscape has changed significantly since. Old rival Corvette Racing is still arguably the team to beat, but the Vantage will also have to fend off stiff competition from a number of top Porsche and Ferrari squads that have long been the benchmarks as GT2 became GTE.

For that reason, AMR is keeping its expectations in check. Managing director John Gaw says: "It's a tough, tough class, so we set realistic goals. We want to be top-five first year, regular podium finishers in the second and winners in the third.

"That said, that doesn't exclude trying to win or being on the podium though. I have no doubt that if we have a reliable race we will be at the front and

that we have as good a chance as anyone of winning Le Mans this year."

The Vantage's early-season form backs up the assertion. After taking a podium on its debut at Sebring, AMR led in both the Spa 6 Hours and Laguna Seca's American Le Mans Series round. The V8 machine also started the California event on the class pole courtesy of long-time works driver Darren Turner.

"When we got to Sebring we weren't really sure

what to expect," says Turner, "but the guys did a great job and it all came together. Then we led at Spa until we had a one-off gearbox problem, and at Laguna we were on pole and led again, so all the signs suggest we have a good car under our belt."

But Le Mans is not just a test of pace, but also of reliability. In the two years Aston Martin did win, it spent the least time in the pits of any car, not just in GT1, but in the entire race – a crucial advantage. Even so, such is the strength of the

Vantage has shown pace so far in 2012





L to r: Mucke/Turner/  
Fernandez lead GTE Pro

class that you can't afford to sit back and be the tortoise to everyone else's hare.

"Absolutely not - we're certainly not going to run a slow pace just to get reliability," says Gaw. "We were on pole at Laguna but I suspect we've not yet seen the 2012-spec Ferrari, Porsche and Corvette run truly flat out."

Turner adds: "Any excessive time in the pits will blow your chances of a win, but it's a sprint race from the start. We're up against well-oiled machines like Corvette, which is always massively strong, and everyone will be right up there. The unexpected has a habit of happening in a 24-hour race."

AMR knows better than most how to cope with the unexpected, not only through its two previous GT1 victories but also via the experience gained in prototypes, and even with the disastrous AMR-One. After banishing any talk of a hangover from last year - and it's worth remembering much of the 2011 crew was on duty for the '07 and '08 victories - Gaw admits AMR's recent history at La Sarthe could be key.

"There is a lot of experience at Aston Martin Racing about what it takes to win at Le Mans," he says. "There are definitely things that are different on the car at Le Mans than other circuits: the set-up, the aero, the preparation. We try to deliver a car that works well in all circumstances but we also know you need to do something special for Le Mans."

This year, AMR's hopes rest on the two Vantages entered individually in the GTE Pro and GTE Am classes - a deliberate decision, Gaw says, to "showcase the Vantage in both classes".

Turner, long-term Aston Martin stable-mate Stefan Mucke and Adrian Fernandez (who was with the team in its prototype days) will take the reins in the Pro class. Christoffer Nygaard, Kristian Poulsen and Allan Simonsen will share the Am machine. It is, as Gaw excitedly reports, a "brilliant line-up in both classes".

"There's real momentum in the team right now," he continues. "The guys have worked hard over the past six months to develop a car that I think has surprised a few people. We have got a car we can win with - and the team knows how that feels, because we've been there before."

Turner knows the team will also need that extra Le Mans ingredient: a little bit of luck. "The potential is there, but a lot has to come together to make it happen," he says. "We go there to fight hard and hopefully we can have a good result - which would be to finish. A podium would be great; a win amazing. We have an outside chance. We're pretty much the dark horses." 🐎

AMR success now hinges on Vantage

## WORKS/PRODRIVE-RUN ASTON MARTINS AT LE MANS

### 2005 GT1 (DBR9)

Results: 3rd, Retired

The new Aston Martin DBR9 makes a sensational start to its career by winning the GT1 class at the Sebring 12 Hours and taking Silverstone's Tourist Trophy. Darren Turner/David Brabham/Stephane Sarrazin take third at Le Mans as the Chevrolet Corvette team wins the first La Sarthe bout of the Chevy-Aston battle.



### 2006 GT1 (DBR9)

Results: 2nd, 5th

With Larbre Competition running Aston Martin's factory effort in the European Le Mans Series, AMR focuses its efforts in the US. Wins come at Lime Rock, Mosport and Monterey - for Sarrazin/Pedro Lamy - and Utah and Petit Le Mans for Turner/Tomas Engle, although Corvette prevails by a narrow margin in the GT1 championship. At Le Mans, Turner/Engle/Andrea Piccini guide the #007 to second.



### 2007 GT1 (DBR9)

Results: 1st, 4th

Brabham/Turner/Rickard Rydell end Aston Martin's 48-year wait for Le Mans glory by winning the GT1 class. The trio finish one lap ahead of their Corvette rival, and a remarkable fifth overall.



### 2008 GT1 (DBR9)

Results: 1st, 4th

One year on from AMR's first GT1 class victory at Le Mans, the feat is repeated. Brabham and Turner are once again involved, partnered this time by Antonio Garcia in a DBR9, resplendent in the classic blue-and-orange Gulf livery.



### 2009 LMP1 (Lola-Aston Martin B09/60)

Results: 4th, 11th, Rtd

2009 heralds a switch into prototypes, with AMR competing in the LMP1 class with the Lola-Aston Martin B09/60. Jan Charouz/Stefan Mucke/Engle have a fine run to take fourth overall and top the unofficial petrol-powered class.



### 2010 LMP1 (Lola-Aston Martin B09/60)

Results: 5th, Rtd

Alongside contributing to a new involvement in FIA GT1, AMR continues to race the Lola-Aston Martin B09/60. Problems limit the #007 to fifth in class and sixth overall, but Turner/Sam Hancock/Juan Barazi are set for a fine fourth when the engine blows in the final hour.



### 2011 LMP1 (AMR-One)

Results: Rtd, Rtd

The extremely ambitious and ill-fated new AMR-One ends in abject failure for the organisation in 2011. In its first event, at Paul Ricard, it laps at LMP2 pace and is plagued by mechanical issues. The race at Le Mans is a disaster, with both cars managing a total of six laps thanks to engine issues.





# Strength in depth: 56 cars for the 24 Hours

This year's Le Mans entry is assessed by GARY WATKINS, from the LMP1 and LMP2 racers to the GTE supercars





 Denotes World Endurance Championship entry
**LMP1**

The LMP1 prototype rulebook is largely unchanged following major revisions for 2011 that included a downsizing of engine capacity, though there have been tweaks aimed at equating the performance of diesel and petrol cars. Most significantly, the fuel capacity for turbodiesels has been reduced from 65 to 60 litres, while the rulemakers have tried to reduce the diesel's power by seven per cent. The so-called grandfathered cars that ran at Le Mans last year - the likes of the V10 Judd-engined Pescarolo - finally disappeared after a swansong at the Sebring FIA WEC opener in March. The demise of the old cars means that all prototypes now have to run the Formula 1-style shark fin, introduced for last season as a means of preventing prototypes becoming airborne should they snap sideways. Another change, devised to work in conjunction with the fin, is the openings in the wheel arches.



## Audi Sport Team Joest Audi R18 e-tron quattro



**#1**  
 Andre Lotterer (D)  
 Benoit Treluyer (F)  
 Marcel Fassler (CH)

**#2**  
 Allan McNish (GB)  
 Tom Kristensen (DK)  
 Rinaldo Capello (I)

Audi hedges its bets by running two R18 e-tron hybrids and two non-hybrids, which combine to make its largest factory assault since the year of the German firm's Le Mans debut in 1999. The hybrid crews comprise last year's winning line-up and the crew they are in the process of usurping as Audi's superteam - for which Capello makes one last Le Mans appearance. McNish and co had the upper hand when Audi ran last year's R18 TDI at Sebring, but the younger line-up was on top as the best hybrid runner at Spa. The hybrid systems showed no problems over six hours at Spa and have been the same in testing, according to Audi. On the evidence of the Spa WEC round, the e-tron is not a match for the ultra in dry race conditions, although Audi and the factory Joest team claim it was not clear cut.



**AUTOSPORT SAYS** Don't bet against a hybrid being on pole



## Audi Sport Team Joest/North America Audi R18 ultra



**#3**  
 Romain Dumas (F)  
 Loic Duval (F)  
 Marc Gene (E)

**#4**  
 Mike Rockenfeller (D)  
 Oliver Jarvis (GB)  
 Marco Bonanomi (I)



Audi newboy Duval, who starred in ORECA's Peugeot 908 in 2010-11, joins a reshuffled line-up in the lead conventional Audi turbodiesel. The Frenchman takes the place of the DTM-focused Rockenfeller, who joins up with Jarvis and Bonanomi in the second R18 ultra. They arrive respectively from the DTM and a 2011 role as test and reserve driver. Timo Bernhard is still recovering from a neck injury sustained in testing the week after Sebring and has been replaced by former Peugeot Le Mans winner Gene, who played a crucial role in the ultra's Spa WEC victory, the only public head-to-head confrontation between the two 2012-spec Audis. They are meant to be the same bar all the e-tron's gizmos, but there must be some advantages in terms of weight distribution for the ultra. That could explain its advantage on a dry circuit in Belgium.

**AUTOSPORT SAYS** Spa victory for the ultra makes the conventional Audi the bookies' favourite



## Toyota Racing Toyota TSO30 HYBRID



**#7** Alex Wurz (A)  
Nicolas Lapierre (F)  
Kazuki Nakajima (J)

**#8** Anthony Davidson (GB)  
Sebastien Buemi (CH)  
Stephane Sarrazin (F)



Toyota finally makes its Le Mans comeback, after more than a decade away, with a hybrid project that started as long ago as 2005. Cologne-based Toyota Motorsport GmbH is masterminding the Japanese manufacturer's campaign, as it did in GT-One times in 1998-99, with a petrol-powered car that at one stage was destined to stay on the test track in 2012. This is very much a low-key assault in conjunction with the ORECA team, but one that had to be ramped up when Peugeot axed its sportscar programme (Toyota arguably saved the World Endurance Championship). Competing with Audi at Le Mans was always going to be a big ask for a project that didn't get the green light until October, more so after a major accident in testing interrupted TMG's development programme.

**AUTOSPORT SAYS** Don't expect Toyota to challenge Audi in year one, particularly over 24 hours

## Rebellion Racing Lola-Toyota B12/60



**#12** Neel Jani (CH)  
Nick Heidfeld (D)  
Nicolas Prost (F)

**#13** Andrea Belicchi (I)  
Jeroen Bleekemolen (NL)  
Harold Primat (CH)

The Swiss-funded Rebellion operation, run out of Surrey by Bart Hayden's Sebah squad, returns to Le Mans to make its third assault on LMP1 with a pair of upgraded Toyota-engined Lolas of 2009 (#13) and 2010 (#12) vintage and a black-and-gold livery courtesy of a link-up with Lotus. The team, which is contesting the WEC with both cars after fielding a solo car in last year's ILMC, has tweaked its driver line-up, bringing ex-Formula 1 star Heidfeld for three races in the lead car and putting

Primat alongside highly-rated Belicchi for the full season (those are changes that surely send out mixed messages about the team's aspirations). The new update on the Lola coupe design is clearly a step forward from the bespoke aero package Rebellion ran last year. Now with a race under its belt (it only had two days at Valencia with the revised cars ahead of its impressive debut at Spa), the team looks well set to repeat its best-of-the-rest sixth-place result from last year.



**AUTOSPORT SAYS** Rebellion should be the fastest privateer and, with two cars, must be favourite for unofficial class honours

## OAK Racing OAK-Pescarolo-Judd LMP1



OAK downgrades from two P1s to one for Le Mans in the wake of its giant four-car attack - across the two prototype classes - last year. Another aero update has kept the ageing Pescarolo design in the petrol ballpark, witness Moreau's Sebring qualifying performance, but the team has yet to string it together with the Judd-powered car in a race this year.



**#15** Guillaume Moreau (F)  
Bertrand Baguette (B)  
Dominik Kraihamer (A)

**AUTOSPORT SAYS** Team needs to recapture late-2011 ILMC form to challenge for privateer 'class'



## Pescarolo Team Pescarolo-Judd 03



Henri Pescarolo's squad, the top privateer for more than a decade at Le Mans, has finally parked its 01 design that had its roots in a Courage of 2000 vintage in favour of a new car built around the monocoque and suspension of the ill-fated Aston Martin AMR-One. The project is behind schedule courtesy of financial problems. They allowed just a shakedown and one brief run at Magny-Cours ahead of the Test Day. Hall was a last-minute addition to the driver line-up at the behest of Roald Goethe, the owner of the AMR-One, who provided the finance to finish the car.



#16



Emmanuel Collard (F)  
Jean-Christophe Boullion (F)  
Stuart Hall (GB)

**AUTOSPORT SAYS** *There can be no repeat of the 'best-of-the-rest' results behind the factories that were Pescarolo's trademark*

## Pescarolo Team Dome-Judd S102.5



Japanese constructor Dome made a late decision to blow the dust off its S101 coupe that made its only previous start at Le Mans in 2008. Veteran engineer Ricardo Divila then brokered the deal for Pescarolo to run the car, reworked to the latest regulations and fitted with Judd's 3.4-litre V8 in place of its original V10. Testing has been limited, but the team believes it has resolved the electronic glitches that blighted its Spa 6 Hours with a switch from the Zytek to the Megaline paddleshift system.



#17

Nicolas Minassian (F)  
Sebastien Bourdais (F)  
Seiji Ara (J)

**AUTOSPORT SAYS** *The Dome lacks mileage, but there were signs at Spa that it can mix it with the best petrol P1s*

## Strakka Racing HPD ARX-03a



Silverstone-based Strakka moves back to LMP1 with the latest Honda Performance Development design after two successful years with the US constructor in LMP2, which included that top-six at Le Mans in 2010. P1 will, of course, be a harder nut to crack, though the early hours of the Spa WEC race suggest that it can mix it with the best petrol privateers. There's a question mark over Strakka's ability to challenge for unofficial petrol honours over the full distance because, in Leventis, it has the only true amateur competing in P1.



#21



Danny Watts (GB)  
Jonny Kane (GB)  
Nick Leventis (GB)

**AUTOSPORT SAYS** *Strakka will be hard pressed to improve on its fifth place of 2010, even with a P1 car*

## JRM Racing HPD ARX-03a



The British JRM squad moves to the prototype WEC ranks after winning last year's FIA GT1 World title with Nissan. Brabham and Dumbreck move with the team, while Chandhok should become the first Indian to start the 24 Hours. The decision was made late and the car finished in the paddock at Sebring. That said, the team had a podium chance when the suspension collapsed late on. The team had a difficult Spa and has perhaps unduly modest expectations for Le Mans.



#22



David Brabham (AUS)  
Peter Dumbreck (GB)  
Karun Chandhok (IND)

**AUTOSPORT SAYS** *If everything clicks for JRM, it must have the potential to fight for petrol honours*



## TEAM BY TEAM GARAGE 56 & LMP2

### GARAGE 56

This one-car class was instigated by the Automobile Club de l'Ouest at Le Mans for 'Cars Displaying New Technologies' in 2011. There were no takers that year, but for '12 there were three bids for the extra 56th pitbox built at the turn of the decade. The DeltaWing, a joint venture led by Highcroft Racing boss Duncan Dayton and American Le Mans Series founder Don Panoz, got the nod over the GreenGT hydrogen-fuel-cell prototype, unveiled at the Le Mans Test Day earlier this month, and long-time Le Mans entrant Yves Courage, who had plans for a battery-powered prototype.

### Highcroft Racing DeltaWing-Nissan DW LM12



**#0** Michael Krumm (D)  
Marino Franchitti (GB)  
Satoshi Motoyama (J)

The car that could have been the future of IndyCar makes its race debut - and perhaps its only race start - in the hands of two-time ALMS champion team Highcroft bearing the 'number' 0 in homage to the 00 on the Rover-BRM gas turbine of 1963. Highcroft oldboy Franchitti was the first nominated driver, while the partnership with Nissan that stretches beyond an engine deal means that Krumm and Motoyama return to Le Mans (Krumm hasn't been since 2005, Motoyama since 1999). Highcroft faces an uphill task with a car that first turned a wheel 101 days before the 24 Hours, but has proved it works at high speed at Motorland Aragon and has overcome the gearshift problems that blighted its early testing.



**AUTOSPORT SAYS** The DeltaWing team, quite rightly, isn't predicting a race finish

### LMP2

The cost-capped LMP2 formula and its pro-am format for privateers, which came into force for last season, has been a runaway success, at least in its ability to attract entries. A maximum price of €355,000 (around £309,000) and other cost controls go a long way to explaining the 20-car entry in P2 for the 24 Hours. The flip side is that the constructors are struggling to make a profit from selling the machinery at this price; their hope is that they make money on spares and consumables over the life of the car. The Pro-Am format demands that there is at least one amateur or 'silver'-rated driver in each car alongside the 'platinum' and 'gold' aces.

### Signatech Nissan ORECA-Nissan O3



**#23** Franck Mailleux (F)  
Olivier Lombard (F)  
Jordan Tresson (F)



**#26** Pierre Ragues (F)  
Nelson Panciatici (F)  
Roman Rusinov (RUS)



The French Signatech squad, still best known for its single-seater exploits as Signature, continues its sportscar adventure into a fourth season, for the first time retaining the same car-engine package for a second year. The team continues its relationship with Nissan, which means that Tresson, the second winner of the Playstation GT Academy, gets to race at Le Mans. Signatech finally expanded to two cars at Spa with the backing of Russian oil company G-Drive, but it has so far failed to notch up a decent result courtesy of accident and incident. The pace has been there, however: the #23 car was running second when it crashed out on oil and #26 was quick.

**AUTOSPORT SAYS** Either of these strong line-ups has the potential to make up for Signatech's slow start



## OAK Racing Morgan-Judd/BMW & Morgan-Nissan



The P2 version of OAK's Pescarolo-based design has got a new name in Morgan and an aerodynamic makeover since last year. Pla's qualifying pace at Sebring suggests that the Morgan is a match for anything in class, though it has also resulted in a smaller restrictor for the Judd V8. That partly explains OAK's decision to hedge its bets and put a Nissan engine in its second car.



#24



Olivier Pla (F)  
Matthieu Lahaye (F)  
Jacques Nicolet (F)

#35

Bas Leinders (B)  
Maxime Martin (B)  
David Heinemeier Hansson (DK)

**AUTOSPORT SAYS** Two strong line-ups must give OAK a shot at class honours

## ADR-Delta ORECA-Nissan O3



Alan Docking Racing, which once ran Mazda's factory Le Mans campaigns, and motorsport engineering consultancy Delta have teamed up to mount an attack on the WEC, with an eye on a rapid move to P1. A near-miss at Spa shows that the team and driver line-up are already exploiting the ORECA-Nissan package to good effect.



#25



Robbie Kerr (GB)  
John Martin (AUS)  
Tor Graves (GB)

**AUTOSPORT SAYS** Potential frontrunners, despite a driver line-up with only one Le Mans start to its name

## Gulf Racing Middle East Lola-Nissan B12/80



Giroix is back at Le Mans as a team owner for the first time since 1997, two years after his Jacadi-sponsored McLaren finished fifth. The Frenchman fields a pair of Nissan-engined Lolas in the full WEC out of workshops in France and Dubai for a driver line-up best described as mixed. Sixth place for the lead car at Spa shows potential is there.



#28



Stefan Johansson (S)  
Fabien Giroix (F)  
Maxime Jousse (F)

#29



Jean-Denis Deletraz (CH)  
Steve Quick (GB)  
Keiko Ihara (J)

**AUTOSPORT SAYS** If this team continues to improve, Johansson and co may spring a surprise

## Status Grand Prix Lola-Judd/BMW B12/80



This Anglo-Irish single-seater squad has expanded into sports cars in its own right in 2012. The team has been competitive at every turn so far, finishing on the podium in its European Le Mans Series debut at Paul Ricard and being up there in the times at Spa prior to a big off from Sims that rendered the car *hors de combat*.



#30

Alexander Sims (GB)  
Yelmer Buurman (NL)  
Romain Iannetta (F)

**AUTOSPORT SAYS** The pace should be there, but this is another line-up short on Le Mans experience

## Lotus Lola-Judd/BMW B12/80



Lotus finally makes it to LMP2 courtesy of a link-up with a team that last year operated the HRT Formula 1 squad. The Kolles-owned Kodewa group, which ran Audi R10s at Le Mans in 2009-10, fields a Lola coupe in F1-style black-and-gold livery and with Lotus badges on its Judd/BMW engine. Team has far from disgraced itself so far.



#31



Thomas Holzer (D)  
Mirco Schultis (D)  
Luca Moro (I)

**AUTOSPORT SAYS** A repeat of Sebring top six would be a decent result for this trio



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## Level 5 Motorsports HPD-Honda ARX-03b



This US team, whose focus in 2012 is on the American Le Mans Series, returns to Le Mans for a second attempt, this time with Honda Performance Development's latest offering after a late-season swap during '11 from last year's Lola machinery. Close second in class at Sebring bodes well for Le Mans.



**#33** Christophe Bouchut (F)  
Luis Diaz (MEX)  
Scott Tucker (USA)

**AUTOSPORT SAYS** *This team-car-driver combination must be a potential frontrunner*

## Jota Zytek-Nissan Z11SN



British-squad focusing on ELMS moves back to the prototype ranks with old supplier Zytek after death of AMR-One project brought relationship with Aston Martin to an end. Virtually untested Jota Zytek looked quick on debut at Paul Ricard ELMS race, then came through to take victory on merit in front of the WEC regulars at Spa in May.



**#38** Sam Hancock (GB)  
Simon Dolan (GB)  
Haruki Kurosawa (J)

**AUTOSPORT SAYS** *Surprise pace of silver-rated Dolan and Zytek reliability suggest Jota can challenge for victory*

## Race Performance ORECA-Judd/BMW 03



Swiss team running in ELMS returns to Le Mans for a third year on the trot and the second with the ORECA-Judd package, this time with the underrated ex-Megane Trophy ace Hirschi alongside team owner Frey and Meichtry. Ended up fifth at Ricard ELMS opener courtesy of a clean run rather than consistent pace.



**#40** Jonathan Hirschi (CH)  
Michel Frey (CH)  
Ralph Meichtry (CH)

**AUTOSPORT SAYS** *Reliability card could get the team into the top six in class for a third straight year*

## Greaves Motorsport Zytek-Nissan Z11SN



Last year's class-winning squad at Le Mans returns with a pair of new-build Zyteks. Martin Brundle returns to the race after 10 years away to partner son Alex in car usually raced in ELMS, while Julian leads the line-up in the team's WEC entry. ELMS car ran competitively at Ricard opener, but WEC entry isn't a frontrunner once Julian climbs out.



**#41** Elton Julian (USA)  
Ricardo Gonzalez (MEX)  
Christian Zügel (D)

**#42** Martin Brundle (GB)  
Alex Brundle (GB)  
Lucas Ordóñez (E)

**AUTOSPORT SAYS** *Greaves hopes rest on Brundle car, which has one of the best line-ups in class*

## Extreme Limite ARIC Norma-Judd/BMW MP 2000



Nantes-based team returns for second Le Mans assault with the Norma, the first P2 built to cost-capped regulations. Team boss Patrice Roussel steps down from driving duties, leaving the handy Rosier, a graduate of the racing school at Le Mans, to lead the line-up. Big shunt on a one-off in the WEC could affect Le Mans preparations.



**#43** Fabien Rosier (F)  
Philippe Thirion (F)  
Philippe Haezebrouck (F)

**AUTOSPORT SAYS** *Package has neither the pace nor the reliability needed to challenge in ultra-competitive field*

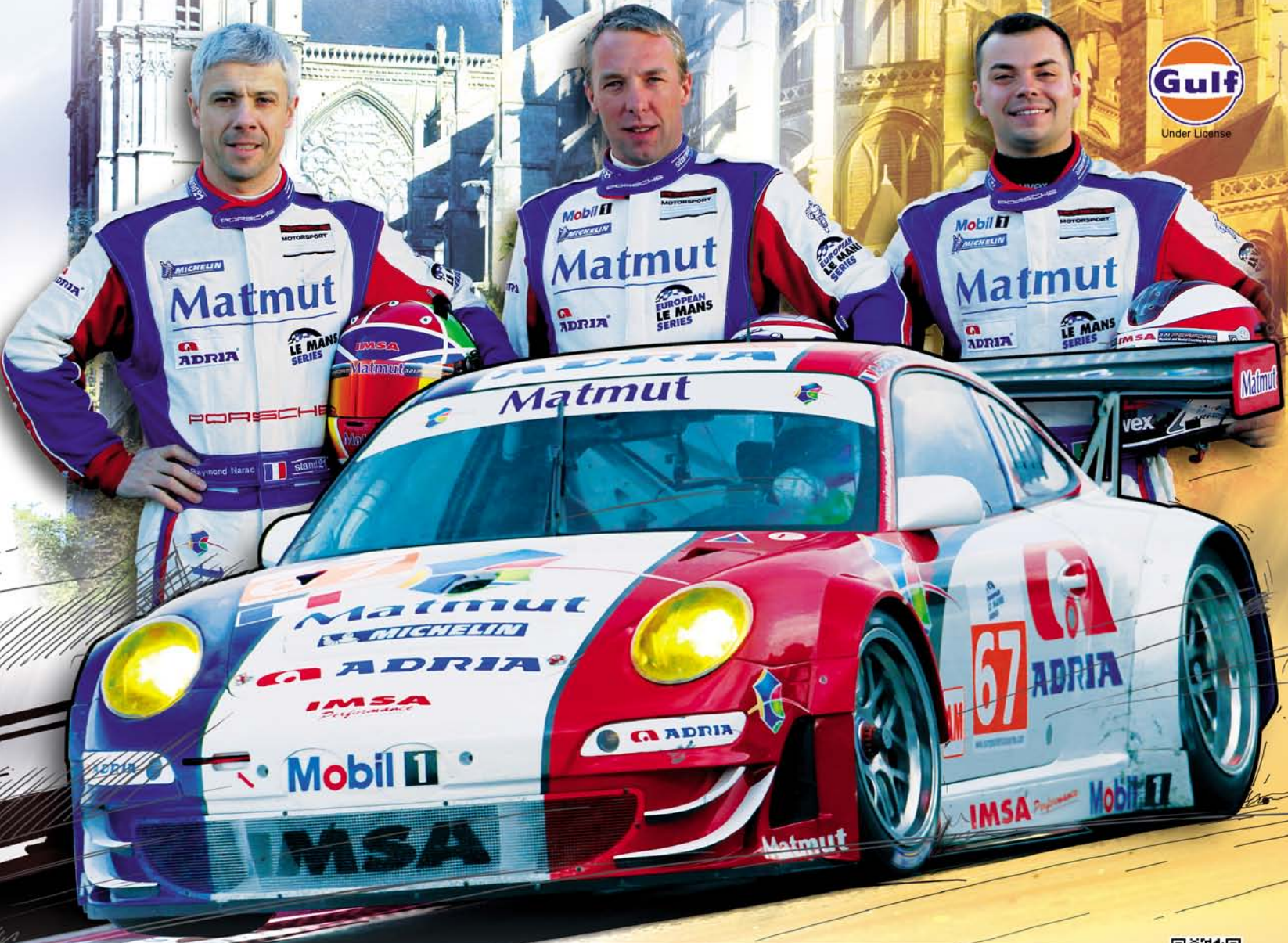


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## Starworks Motorsport HPD-Honda ARX-03b



Long-time Grand-Am entrant Peter Baron's team has expanded into the 'other' code of sportscar racing at the behest of Venezuelan backers who wanted to go to Le Mans. Dalziel and Potolicchio are joined at Le Mans by 2011 class winner Kimber-Smith, who takes the seat vacated by Toyota-bound Stephane Sarrazin. The team proved its worth on home ground with a win at Sebring.



#44  
WEC

Ryan Dalziel (GB)  
Tom Kimber-Smith (GB)  
Enzo Potolicchio (YV)

➤ **AUTOSPORT SAYS** *If this team masters Le Mans on its first visit it will be right up there*

## Boutsen Ginion Racing ORECA-Nissan O3



The Belgian squad that takes its name from Thierry Boutsen, the brother-in-law of team boss Olivier Laine, makes its Le Mans debut after moving up into LMP2 last year via Formula Le Mans. It had a solid first year, but its 2012 campaign in the ELMS got off to a false start at Paul Ricard with a fire in practice.



#45

Shinji Nakano (J)  
Bastien Briere (F)  
Jens Petersen (D)

➤ **AUTOSPORT SAYS** *Difficult to judge a team bugged by inconsistency*

## Thiriet by TDS Racing ORECA-Nissan O3



TDS has made an immediate impact on its graduation to prototypes, winning twice in last year's LMS and at the ELMS opener this season. The team appears to have a perfect driver line-up for its Le Mans debut: Beche is an undoubted star of tomorrow, Tinseau is an experienced old hand and Thiriet is improving all the time.



#46

Mathias Beche (CH)  
Christophe Tinseau (F)  
Pierre Thiriet (F)

➤ **AUTOSPORT SAYS** *TDS has to be among the class favourites - even on its Le Mans debut*

## Murphy Prototypes ORECA-Nissan O3



Irishman Greg Murphy - an ex-single-seater racer, not the Aussie-rules V8 star - has put together an ELMS assault for 2012 together with RLR Motorsport. The team showed pace in the ELMS at Ricard with Hughes and Firth, and came close to a victory in the WEC at Spa when ex-Formula Renault 3.5 contender Hartley joined the squad.



#48

Warren Hughes (GB)  
Brendon Hartley (NZ)  
Jody Firth (GB)

➤ **AUTOSPORT SAYS** *Strong line-up and compact team could challenge on evidence of Spa*

## Pecom Racing ORECA-Nissan O3



The AF Corse-run Pecom team has swapped from Lola-Judd to ORECA-Nissan for its second year in the prototype ranks, in which it is contesting both the WEC and the ELMS, while Ayari has replaced Argentinian Matias Russo. The Pecom ORECA has shown it has the speed so far this season, but it's yet to have a clean race.



#49

Pierre Kaffer (D)  
Soheil Ayari (F)  
Luis Perez Companc (RA)

➤ **AUTOSPORT SAYS** *A potential frontrunner, but only if the incident magnet is turned off*



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## GTE PRO/AM

The class formerly known as GT2 underwent a rebranding after the 2010 race when it was named GTE - which stands for GT Endurance - with the disappearance of the old GT1 category from Le Mans. GTE is once again split into two self-explanatory sub-divisions: GTE Pro allows all-professional driver rosters, while GTE Am, in which the machinery must be at least one year old, is for pro-am line-ups. There's a slight difference between the LMP2 and GTE pro-am concepts - only one professional gold or platinum-rated driver is allowed in each car in GTE Am. Rule changes for 2012 have allowed Chevrolet, Porsche and Aston to build their respective class challengers out to the width of the Ferrari 458 Italia, the fastest car in class last season.

### AF Corse Ferrari 458 Italia



AF again fields three cars, but this time it has two strong pro line-ups with the arrival of Bertolini and Beretta for the full WEC. The Italian team has had only an average start to its season, but there's little doubt that the 458 remains the benchmark in GTE. The Ferrari is almost certainly quicker than its rivals, who all agree that the 458 has yet to show its full potential, and has a fuel-consumption advantage.



- #51  Gianmaria Bruni (I)  
Giancarlo Fisichella (I)  
Toni Vilander (FIN)
- #71  Andrea Bertolini (I)  
Olivier Beretta (MC)  
Marco Cioci (I)
- #81 Matt Griffin (IRL)  
Niki Cadei (I)  
Piergiuseppe Perazzini (I)

**AUTOSPORT SAYS** *If either #51 or #71 has a clean run, it should win the class*

### Corvette Racing Chevrolet Corvette C6.R



Chevrolet arrives back in France as reigning Le Mans champ with a revised driver line-up. Olivier Beretta was given the heave-ho and has been replaced as a full-timer by Garcia, while Grand-Am GT star Taylor took the Spaniard's place as third driver for the enduros. The wider 2012 version of the Corvette GTE is a step up from last year's car and is already a winner in the ALMS.



- #73 Jan Magnussen (DK)  
Antonio Garcia (E)  
Jordan Taylor (USA)
- #74 Oliver Gavin (GB)  
Tommy Milner (USA)  
Richard Westbrook (GB)



**AUTOSPORT SAYS** *The jury is out on whether the improved Corvette can take the fight to Ferrari*

### Team Felbermayr-Proton Porsche 911 GT3-RSR



The factory-backed Felbermayr team arrives at Le Mans on the back of a WEC class win at Spa, but the line-up of works drivers in the lead car know they've got their work cut out. That victory owed much to the rain and Felbermayr's tactical nous. The 2012 reworking of the ageing 997-shape GT3-RSR wasn't the step forward hoped for and, though improving, is unlikely to run at the sharp end.



- #77  Marc Lieb (D)  
Richard Lietz (A)  
Wolf Henzler (D)
- #88  Paolo Ruberti (I)  
Gianluca Roda (I)  
Christian Ried (D)


**AUTOSPORT SAYS** *Strong driver line-up in Sebring-winning Am car at least gives Felbermayr a shot at some honours*

### Aston Martin Racing Aston Martin Vantage GTE



The AMR works team steps down to what is probably its natural home after its prototype sojourn. The reworked version of the V8-powered car that first raced in 2008 is a step forward over last year's machine and, crucially, has kept the performance breaks granted to its former iteration. The Vantage has shown it has the speed, and an encouraging endurance simulation at Sebring suggests that the reliability is there too. The team has linked up with Young Driver to run an Am car with what must be the best line-up in class.



- #97  Darren Turner (GB)  
Stefan Mucke (D)  
Adrian Fernandez (MEX)
- #99 Christoffer Nygaard (DK)  
Kristian Poulsen (DK)  
Allan Simonsen (DK)

**AUTOSPORT SAYS** *A dark horse for Pro honours and surely one of the favourites for Am silverware*



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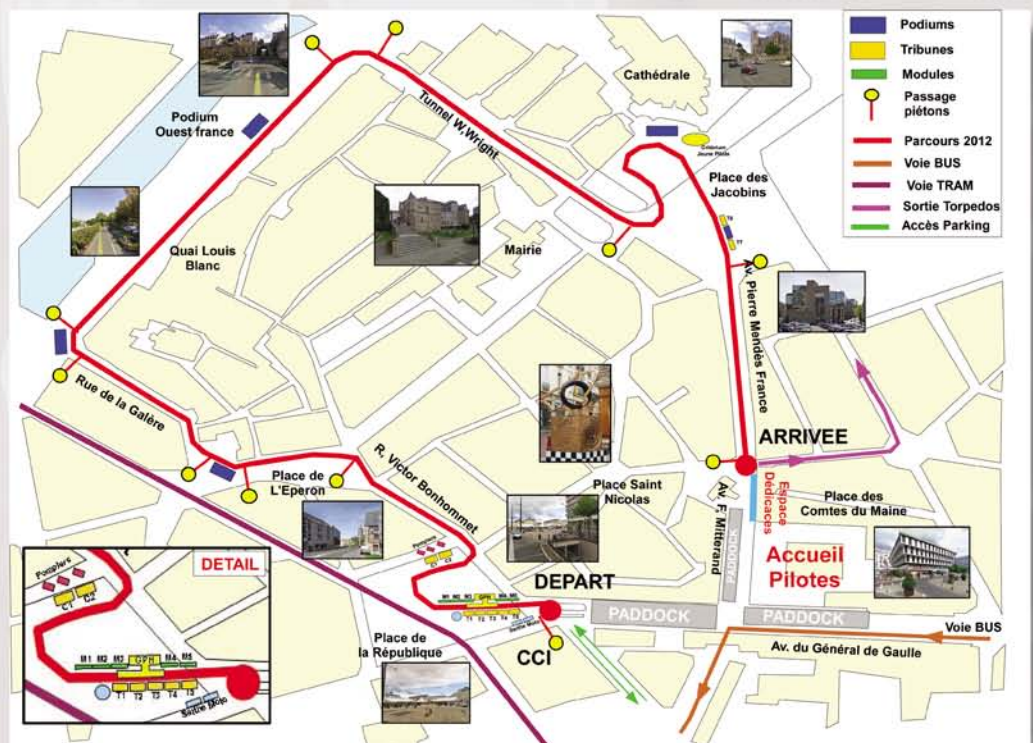
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## Luxury Racing Ferrari 458 Italia



The French Luxury team, now in its third year and only its second at this level, continues to stride towards the front of the GTE pack. With ex-Risi Competizione engineer Mark Schomann in place for the full season, and former Ferrari factory driver Melo installed alongside the mercurial Makowiecki, Luxury is looking increasingly the equal of AF Corse.



- #58  Gunnar Jeannette (USA)  
Frankie Montecalvo (USA)  
Pierre Ehret (D)
- #59  Frederic Makowiecki (F)  
Jaime Melo (BR)  
Dominik Farnbacher (D)

**AUTOSPORT SAYS** *Luxury must be in with a shot of victory in both GTE sub-divisions*

## JMW Motorsport Ferrari 458 Italia



JMW proved that there's life after Rob Bell - its long-time team leader who is now a McLaren test-and-development driver - by winning the class at the Paul Ricard European Le Mans Series opener with Cocker and Walker at the wheel of its Ferrari. Historic racer Wills joins them for Le Mans for his second start in the 24 Hours.



- #66 Jonny Cocker (GB)  
James Walker (GB)  
Roger Wills (NZ)

**AUTOSPORT SAYS** *Presence of amateur Wills in the line-up must limit JMW's GTE Pro chances*

## Flying Lizard Motorsports Porsche 911 GT3-RSR



The Lizards return to Le Mans as one of only two factory-backed Porsche teams and, like last year, also field a car for team boss Neiman in the GTE Am division. The ageing Porsche is unlikely to be quick enough to give the team the Le Mans class win it has been chasing since 2005, even with three factory drivers aboard its Pro car.



- #79 Darren Law (USA)  
Spencer Pumpelly (USA)  
Seth Neiman (USA)
- #80 Jorg Bergmeister (D)  
Patrick Long (USA)  
Marco Holzer (D)



**AUTOSPORT SAYS** *The Lizards can surely only win if the Ferraris and Chevys hit problems*

## Larbre Competition Chevrolet Corvette C6.R



This multi-title-winning French team expands to two cars for its second year with Chevrolet in the GTE Am class. Ex-Peugeot driver Lamy returns to the Larbre fold to bolster the line-up that claimed class honours at Le Mans last year, while Belloc leads the #70 car that finished a strong second in class at the Sebring 12 Hours.



- #50  Pedro Lamy (P)  
Julien Canal (F)  
Patrick Bornhauser (F)
- #70  Jean-Philippe Belloc (F)  
Christophe Bourret (F)  
Pascal Gibon (F)

**AUTOSPORT SAYS** *Larbre will be up there again but the opposition is stronger this year*

## AF Corse-Waltrip Ferrari 458 Italia



NASCAR team boss Michael Waltrip has firmed up the relationship with AF Corse, with which he and Kauffman raced in last year's 24 Hours, in this joint venture. Waltrip is busy on TV duty, so Vickers steps in to fulfil his ambition of racing at Le Mans - he will be aiming to put his shunt in the warm-up at the Spa 6 Hours behind him.



- #61  Rui Aguas (P)  
Brian Vickers (USA)  
Robert Kauffman (USA)

**AUTOSPORT SAYS** *If Vickers masters Le Mans, this crew could be a dark horse in GTE Am*



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## JWA-Avila Porsche 911 GT3-RSR



Long-time sportscar amateur Daniels returns to Le Mans for only his second attempt on the big race and his first as an entrant after gaining a full entry for the WEC with a reshelled ex-Flying Lizard Porsche run by James Watt Automotive. Experienced Palttala and Camathias have joined Daniels, but JWA has so far failed to trouble the class frontrunners.



#55



Paul Daniels (GB)  
Markus Palttala (FIN)  
Joel Camathias (CH)

**AUTOSPORT SAYS** Daniels and co will have to conjure up something special to get near the podium

## Krohn Racing Ferrari 458 Italia



American team with former Williams and McLaren Formula 1 superstar engineer David Brown at the helm has upgraded from the Ferrari 430 it ran in last year's ILMC to a 2011-spec 458 for its WEC campaign. So far the squad hasn't recaptured the form that produced two class wins and runner-up spot in the GTE Am points last season.



#57



Niclas Jonsson (S)  
Michele Rugolo (I)  
Tracy Krohn (USA)

**AUTOSPORT SAYS** Increased competition in class will make life tougher for Krohn

## Imsa Performance Matmut Porsche 911 GT3-RSR



The Imsa Performance Porsche squad, based just up the road from Le Mans in Rouen, is back for its eighth consecutive 24 Hours. A team that won GT2 outright as a factory-backed team in 2007 has found its natural home in GTE Am, a class it dominated in last year's LMS. Victory in front of the WEC regulars at Spa bodes well for Le Mans.



#67

Nicolas Armindo (F)  
Raymond Narac (F)  
Anthony Pons (F)

**AUTOSPORT SAYS** Much will depend on pace of debutant Pons, who has only been racing for two years

## ProSpeed Competition Porsche 911 GT3-RSR



This former FIA GT2 title-winning team returns to Le Mans for attempt number three, this time with a pro-am roster led by Porsche Supercup race winner Edwards. The presence of the Briton in the ProSpeed Porsche is the good news; the bad news is that this trio have only one Le Mans start between them.



#75

Sean Edwards (GB)  
Bret Curtis (USA)  
Abdulaziz Al Faisal (SA)

**AUTOSPORT SAYS** Team's target of a GTE Am podium sounds ambitious

## JMB Racing Ferrari 458 Italia



Paul Ricard-based JMB is back at a race it first contested in 1997, though team founder Jean-Michel Boudesche, who oversaw its sportscar successes of the late 1990s and early 2000s, is no longer at the helm. Its Ferrari has already proved its worth in the ELMS, albeit in the Pro class with former factory driver Jaime Melo at the wheel.



#83

Alain Ferte (F)  
Manuel Rodrigues (P)  
Philippe Illiano (F)

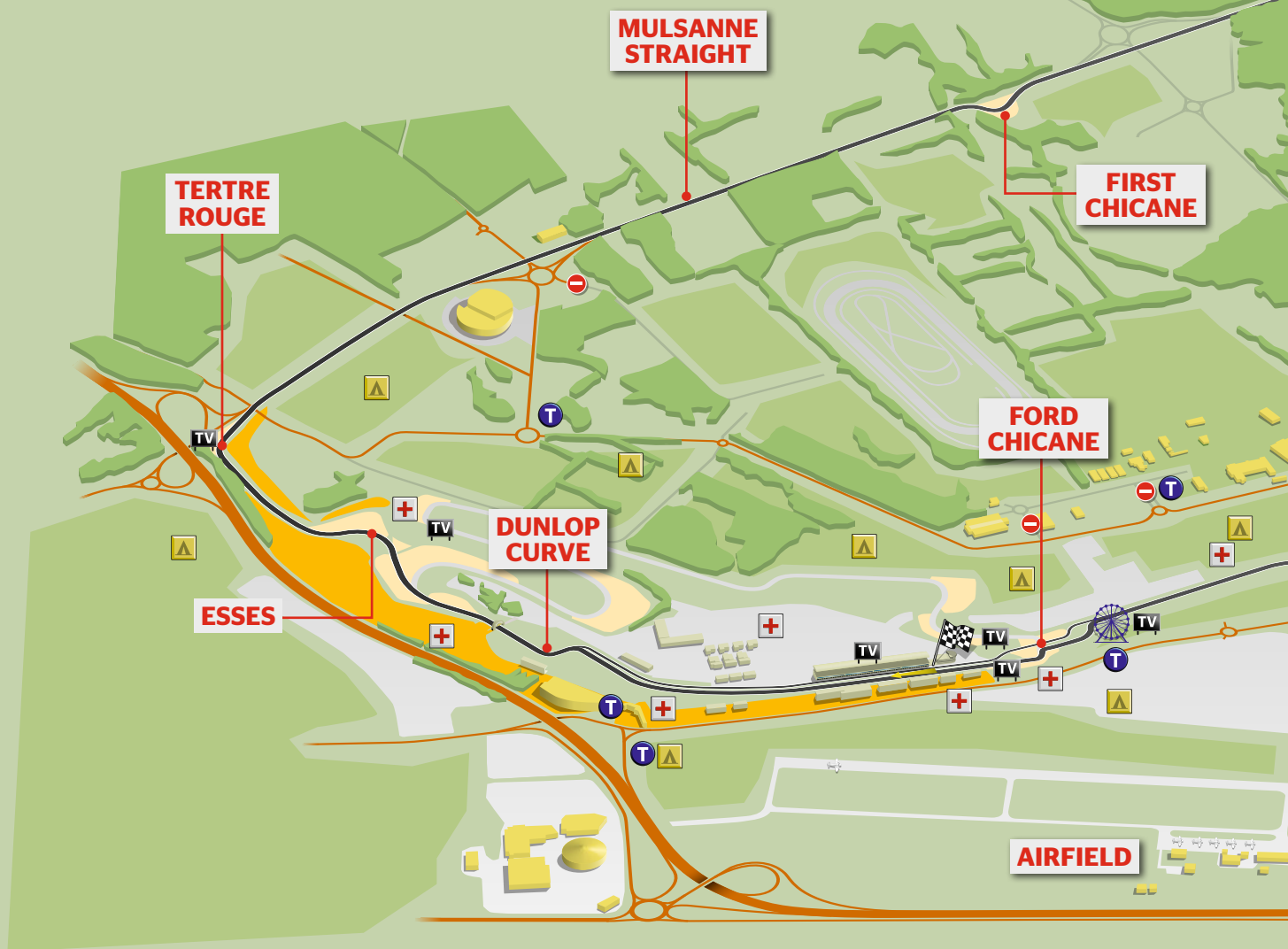
**AUTOSPORT SAYS** A repeat of last year's fourth in class may be a big ask



# CIRCUIT GUIDE

Warning: everywhere is much further away than it looks. Still, you've got 24 hours, plus two days of qualifying, to get around the Circuit de la Sarthe and get the full LM experience

- KEY**
-  Spectator area
  -  First aid
  -  No entry
  -  Tram stops
  -  Camping areas
  -  TV screens

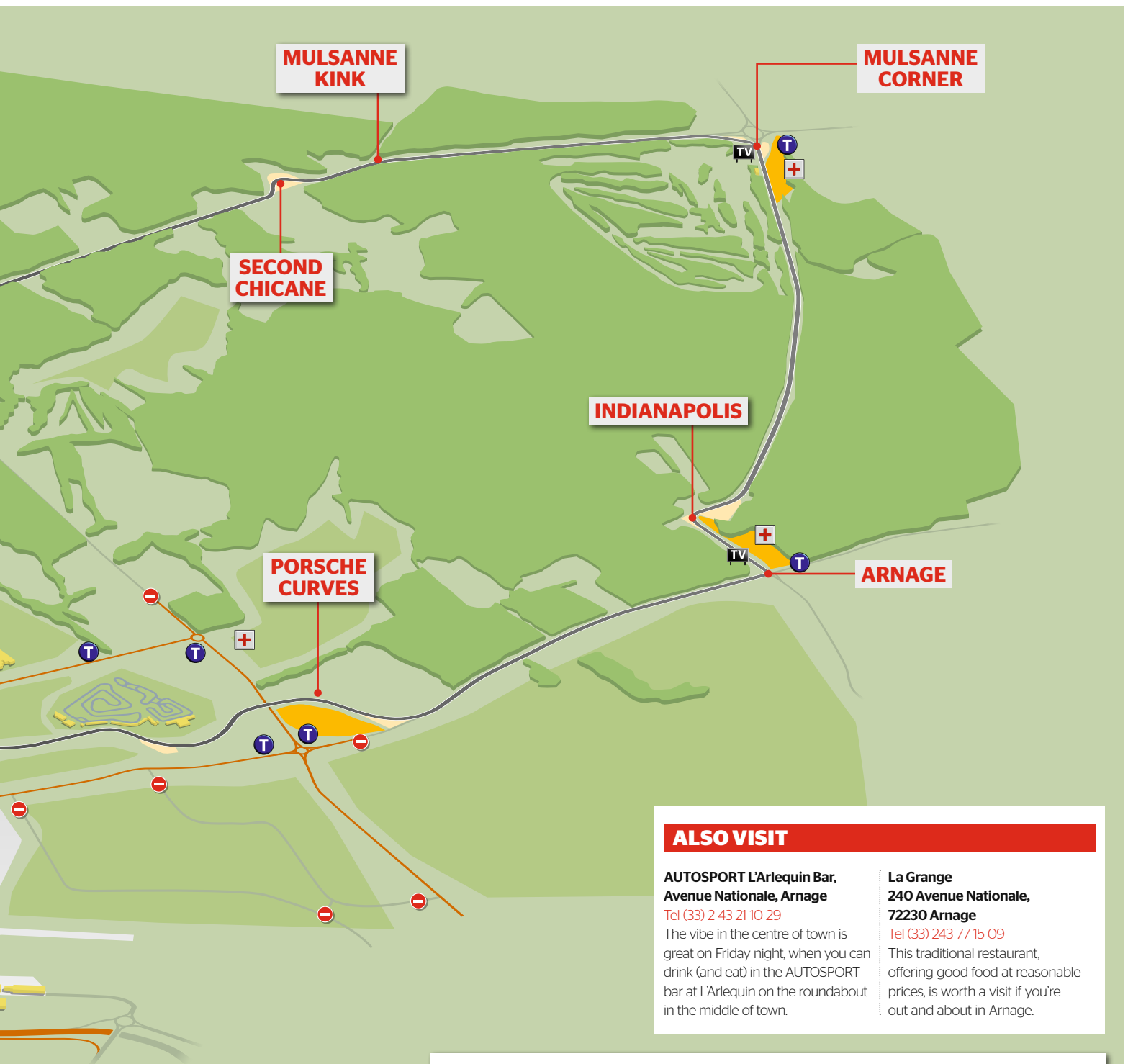


TIMETABLE		
<b>SUNDAY JUNE 10</b> 1430-1900 Scrutineering	race free practice	<b>FRIDAY JUNE 15</b> 1000-2000 Pitlane walkabout
<b>MONDAY JUNE 11</b> 1000-1800 Scrutineering	2200-2400 Qualifying	1800-1900 Drivers' parade (city centre)
<b>TUESDAY JUNE 12</b> 1700 Drivers' autograph session	<b>THURSDAY JUNE 14</b> 1600-1700 Group C support race qualifying	<b>SATURDAY JUNE 16</b> 0900-0945 Warm-up
<b>WEDNESDAY JUNE 13</b> 1600-2000 Free practice 2030-2130 Aston Martin support	1730-1830 Aston Martin support race qualifying	1005-1050 Group C support race
	1900-2100 Qualifying	1115-1200 Aston Martin support race
	2200-2400 Qualifying	1500 80th Le Mans 24 Hours



A bit slower than an LMP1 car





### ALSO VISIT

#### AUTOSPORT L'Arlequin Bar, Avenue Nationale, Arnage

Tel (33) 2 43 21 10 29

The vibe in the centre of town is great on Friday night, when you can drink (and eat) in the AUTOSPORT bar at L'Arlequin on the roundabout in the middle of town.

#### La Grange 240 Avenue Nationale, 72230 Arnage

Tel (33) 243 77 15 09

This traditional restaurant, offering good food at reasonable prices, is worth a visit if you're out and about in Arnage.

### USEFUL CONTACTS

#### TICKETS

[www.lemans.org/en/tickets](http://www.lemans.org/en/tickets)

#### BREAKDOWN COVER

[www.theaa.com/breakdown-cover/european-breakdown-cover.jsp](http://www.theaa.com/breakdown-cover/european-breakdown-cover.jsp)

Tel 0800 072 3279

#### LE MANS TAXIS

Radio Taxi du Mans

Tel (33) 2 4324 9292

Taxis Stations Gare

Tel (33) 2 4324 9999

Le Mans Taxi Radio (33) 2 4382 0707

#### FOLLOWING THE LE MANS 24 HOURS

Radio Le Mans 91.2FM

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

[www.lemans.org](http://www.lemans.org)

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

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

#### GETTING THERE/INFO

[www.eurotunnel.com/uk/tickets](http://www.eurotunnel.com/uk/tickets)

Tel 08443 35 35 35

(from France 0810 63 03 04)

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

08716 64 21 21

(from France 0825 120 156)

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

0844 371 8021

[www.24lemans.co.uk](http://www.24lemans.co.uk)

WATCH IT LIVE ON 

#### CLASSIC BRITISH WELCOME

Saint Saturnin, June 15

[www.classicbw.org](http://www.classicbw.org)





# ALL THE FACTS AND FIGURES



Jaguar took a one-two in 1990

## LE MANS 24 HOURS PAST WINNERS

**1923** (May 26-27)

Andre Lagache (F)/  
Rene Leonard (F)

**Chenard & Walcker #9**

**1924** (Jun 14-15)

Francis Clement (GB)/John Duff  
(GB) **Bentley 3-litre #8**

**1925** (Jun 20-21)

Gerard de Courcelles (F)/Andre  
Rosignol (F) **La Lorraine #5**

**1926** (Jun 12-13)

Robert Bloch (F)/Andre

Rosignol (F) **La Lorraine #6**

**1927** (Jun 18-19)

Dudley Benjafield (GB)/Sammy  
Davis (GB) **Bentley 3-litre #3**

**1928** (Jun 16-17)

Woolf Barnato (GB)/Bernard

Rubin (GB) **Bentley 4.5-litre #4**

**1929** (Jun 15-16)

Woolf Barnato (GB)/Sir Henry

Birkin (GB) **Bentley Speed Six #1**

**1930** (Jun 21-22)

Woolf Barnato (GB)/

Glen Kidston (GB)

**Bentley Speed Six #4**

**1931** (Jun 13-14)

Sir Henry Birkin (GB)/Earl Howe

(GB) **Alfa Romeo 8C-2300sc #16**

**1932** (Jun 18-19)

Luigi Chinetti (I)/Raymond  
Sommer (F)

**Alfa Romeo 8C-2300sc #8**

**1933** (Jun 17-18)

Tazio Nuvolari (I)/

Raymond Sommer (F)

**Alfa Romeo 8C-2300sc #11**

**1934** (Jun 16-17)

Luigi Chinetti (I)/

Philippe Etancelin (F)

**Alfa Romeo 8C-2300sc #9**

**1935** (Jun 15-16)

Louis Fontes (BR)/

Johnny Hindmarsh (GB)

**Lagonda M45R #4**

**1936** NO RACE

**1937** (Jun 19-20)

Robert Benoist (F)/Jean-Pierre

Wimille (F) **Bugatti 57Gsc #2**

**1938** (Jun 18-19)

Eugene Chaboud (F)/  
Jean Tremoulet (F)

**Delahaye 135M #15**

**1939** (Jun 17-18)

Pierre Veyron (F)/Jean-Pierre

Wimille (F) **Bugatti 57Gsc #1**

**1940-1948** NO RACE

**1949** (Jun 25-26)

Luigi Chinetti (I)/Lord Selsdon

(GB) **Ferrari 166MM #22**

**1950** (Jun 24-25)

Louis Rosier (F)/Jean-Louis

Rosier (F) **Talbot-Lago #5**

**1951** (Jun 23-24)

Peter Walker (GB)/

Peter Whitehead (GB)

**Jaguar C-Type #20**

**1952** (Jun 14-15)

Hermann Lang (D)/Fritz Riess

(D) **Mercedes-Benz 300SL #21**

**1953** (Jun 13-14) Duncan

Hamilton (GB)/Tony Rolt (GB)

**Jaguar C-Type #18**

**1954** (Jun 12-13)

Jose Froilan Gonzalez (RA)/

Maurice Trintignant (F)

**Ferrari 375 #4**

**1955** (Jun 11-12)

Ivor Bueb (GB)/Mike Hawthorn

(GB) **Jaguar D-Type #6**

**1956** (Jul 28-19)

Ron Flockhart (GB)/

Ninian Sanderson (GB)

**Jaguar D-Type #4**

**1957** (Jun 22-23)

Ivor Bueb (GB)/Ron Flockhart

(GB) **Jaguar D-Type #3**

**1958** (Jun 21-22)

Olivier Gendebien (B)/Phil Hill

(USA) **Ferrari 250TR58 #14**

**1959** (Jun 20-21)

Roy Salvadori (GB)/

Carroll Shelby (USA)

**Aston Martin DBR1 #5**

**1960** (Jun 25-26)

Paul Frere (B)/

Olivier Gendebien (B)

**Ferrari 250TRS #11**

**1961** (Jun 10-11)

Olivier Gendebien (B)/Phil Hill

(USA) **Ferrari 250TR61 #10**

**1962** (Jun 23-24)

Olivier Gendebien (B)/Phil Hill

(USA) **Ferrari 250P #6**



Gendebien/Hill celebrate in '58



1971: 917 distance record lasted 39 years



Bentley's fourth win came in 1929

**1963** (Jun 15-16)

Lorenzo Bandini (I)/Ludovico

Scarfiotti (I) **Ferrari 250P #21**

**1964** (Jun 20-21)

Jean Guichet (F)/

Nino Vaccarella (I)

**Ferrari 275P #20**

**1965** (Jun 19-20)

Masten Gregory (USA)/

Jochen Rindt (A)

**Ferrari 250LM #21**

**1966** (Jun 17-18)

Chris Amon (NZ)/

Bruce McLaren (NZ)

**Ford GT40 Mk2 #2**

**1967** (Jun 10-11)

AJ Foyt (USA)/Dan Gurney

(USA) **Ford GT40 Mk4 #1**

**1968** (Sep 28-29)

Lucien Bianchi (B)/Pedro

Rodriguez (MEX) **Ford GT40 #9**

**1969** (Jun 14-15)

Jacky Ickx (B)/Jackie Oliver (GB)

**Ford GT40 #6**

**1970** (Jun 13-14)

Richard Attwood (GB)/Hans

Herrmann (D) **Porsche 917 #23**

**1971** (Jun 12-13)

Helmut Marko (A)/Gijs van

Lenep (NL) **Porsche 917 #22**



**1972** (Jun 10-11)  
Graham Hill (GB)/  
Henri Pescarolo (F)  
**Matra-Simca MS670 #15**

**1973** (Jun 9-10)  
Gerard Larrousse (F)/  
Henri Pescarolo (F)  
**Matra-Simca MS670B #11**

**1974** (Jun 15-16)  
Gerard Larrousse (F)/  
Henri Pescarolo (F)  
**Matra-Simca MS670C #7**

**1975** (Jun 14-15)  
Derek Bell (GB)/Jacky Ickx (B)  
**Mirage-Ford M8 #11**

**1976** (Jun 12-13)  
Jacky Ickx (B)/Gijs van Lennep (NL) **Porsche 936 #20**

**1977** (Jun 11-12)  
Jurgen Barth (D)/Hurley Haywood (USA)/Jacky Ickx (B) **Porsche 936 #4**

**1978** (Jun 10-11)  
Jean-Pierre Jaussaud (F)/Didier Pironi (F) **Renault-Alpine A442 #2**

**1979** (Jun 9)  
Klaus Ludwig (D)/Bill Whittington (USA)/Don Whittington (USA) **Porsche 935 #41**

**1980** (Jun 14-15)  
Jean-Pierre Jaussaud (F)/Jean Rondeau (F) **Rondeau-Ford M379B #16**

**1981** (Jun 13-14)  
Derek Bell (GB)/Jacky Ickx (B) **Porsche 936/81 #11**

**1982** (Jun 19-20)  
Derek Bell (GB)/Jacky Ickx (B) **Porsche 956 #1**

**1983** (Jun 18-19)  
Hurley Haywood (USA)/Al Holbert (USA)/Vern Schuppan (AUS) - **Porsche 956 #3**

**1984** (Jun 16-17)  
Klaus Ludwig (D)/Henri Pescarolo (F) - **Porsche 956B #7**

**1985** (Jun 15-16)  
Paulo Barilla (I)/Klaus Ludwig (D)/John Winter\* (D) **Porsche 956B #7**

**1986** (May 31-Jun 1)  
Derek Bell (GB)/Al Holbert (USA)/Hans Stuck (D) **Porsche 962C #1**

**1987** (Jun 13-14)  
Derek Bell (GB)/Al Holbert (USA)/Hans Stuck (D) **Porsche 962C #17**

**1988** (Jun 11-12)  
Johnny Dumfries (GB)/Jan Lammers (NL)/Andy Wallace (GB) **Jaguar XJR-9LM #2**

**1989** (Jun 10-11)  
Stanley Dickens (S)/Jochen Mass (D)/Manuel Reuter (D) **Sauber-Mercedes C9 #63**

**1990** (Jun 16-17)  
Martin Brundle (GB)/Price



Winning 936 leads away in 1976 race

Cobb (USA)/John Nielsen (DK) **Jaguar XJR-12 #3**

**1991** (Jun 22-23)  
Bertrand Gachot (B)/Johnny Herbert (GB)/Volker Weidler (D) **Mazda 787B #55**

**1992** (Jun 20-21)  
Mark Blundell (GB)/Yannick Dalmas (F)/Derek Warwick (GB) **Peugeot 905 #1**

**1993** (Jun 19-20)  
Christophe Bouchut (F)/Geoff Brabham (AUS)/Eric Helary (F) - **Peugeot 905 Evo 1 bis #3**

**1994** (Jun 18-19)  
Mauro Baldi (I)/Yannick Dalmas (F)/Hurley Haywood (USA) **Dauer Porsche 962LM #36**

**1995** (Jun 17-18)  
Yannick Dalmas (F)/JJ Lehto (FIN)/Masanori Sekiya (J) **McLaren F1 GTR-BMW #59**

**1996** (Jun 15-16)  
Davy Jones (USA)/Manuel Reuter (D)/Alexander Wurz (A) **Porsche WSC95 #7**

**1997** (Jun 14-15)  
Michele Alboreto (I)/Stefan Johansson (S)/Tom Kristensen (DK) **Porsche WSC95 #7**

**1998** (Jun 6-7)  
Laurent Aiello (F)/Allan McNish (GB)/Stephane Ortelli (F) **Porsche 911 GT1-98 #26**

**1999** (Jun 12-13)  
Yannick Dalmas (F)/Pierluigi Martini (I)/Joachim Winkelhock (D) **BMW V12 LMR #15**

**2000** (Jun 17-18)  
Frank Biela (D)/Tom Kristensen (DK)/Emanuele Pirro (I) **Audi R8 #8**

**2001** (Jun 16-17)  
Frank Biela (D)/Tom Kristensen (DK)/Emanuele Pirro (I) **Audi R8 #1**

**2002** (Jun 15-16)  
Frank Biela (D)/Tom Kristensen (DK)/Emanuele Pirro (I) **Audi R8 #1**

**2003** (Jun 14-15)  
Rinaldo Capello (I)/Tom Kristensen (DK)/Guy Smith (GB) **Bentley Speed 8 #7**

**2004** (Jun 12-13)  
Seiji Ara (J)/Rinaldo Capello (I)/Tom Kristensen (DK) **Audi R8 #5**

**2005** (Jun 18-19)  
Tom Kristensen (DK)/JJ Lehto (FIN)/Marco Werner (D) **Audi R8 #3**

**2006** (Jun 17-18)  
Frank Biela (D)/Emanuele Pirro (I)/Marco Werner (D) **Audi R10 TDI #8**

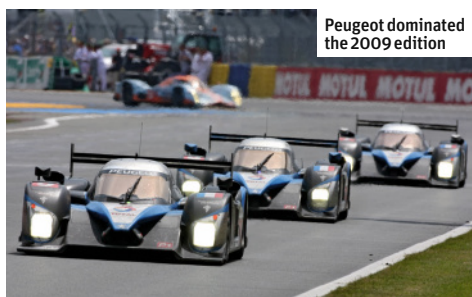
**2007** (Jun 16-17)  
Frank Biela (D)/Emanuele Pirro (I)/Marco Werner (D) **Audi R10 TDI #1**

**2008** (Jun 14-15)  
Rinaldo Capello (I)/Tom Kristensen (DK)/Allan McNish (GB) **Audi R10 TDI #2**

**2009** (Jun 13-14)  
David Brabham (AUS)/Marc Gene (E)/Alexander Wurz (A) **Peugeot 908 HDi #9**

**2010** (Jun 12-13)  
Timo Bernhard (D)/Romain Dumas (F)/Mike Rockenfeller (D) **Audi R15+ TDI #9**

**2011** (Jun 11-12)  
Marcel Fassler (CH)/Andre Lotterer (D)/Benoit Treluyer (F) **Audi R18 TDI #2**



Peugeot dominated the 2009 edition

## FIA WORLD ENDURANCE CHAMPIONSHIP 2012 CALENDAR



Sebring kicked off the new WEC...



...which then headed to Spa

**MARCH 17**  
Sebring 12 Hours (USA)

**MAY 5**  
Spa 6 Hours (B)

**JUNE 16-17**  
Le Mans 24 Hours (F)\*

**AUGUST 26**  
Silverstone 6 Hours (GB)

**SEPTEMBER 15**  
Sao Paulo 6 Hours (BR)

**SEPTEMBER 29**  
Bahrain 6 Hours (BRN)

**OCTOBER 14**  
Fuji 6 Hours (J)

**OCTOBER 27**  
Shanghai 6 Hours (PRC)

\*double points round

## WEC STANDINGS



### DRIVERS'

1	<b>Romain Dumas/Loic Duval</b>	<b>43</b>
2	Rinaldo Capello/Tom Kristensen/Allan McNish	41
3	Marc Gene	25
4	Marcel Fassler/Benoit Treluyer/Andre Lotterer	19.5
5	Timo Bernhard	18

### LMP1 MANUFACTURERS'

1	<b>Audi</b>	<b>52</b>
---	-------------	-----------

### LMP1 PRIVATE TEAMS'

1	<b>Rebellion Racing</b>	<b>37</b>
2	Strakka Racing	33
3	JRM Racing	27
4	Pescarolo Team	25
5	OAK Racing	8

### LMP2 TEAMS'

1	<b>ADR-Delta</b>	<b>36</b>
2	OAK Racing	31
3	Starworks Motorsport	29
4	Greaves Motorsport	27
5	Gulf Racing Middle East	24

### GTE MANUFACTURERS'

1	<b>Porsche</b>	<b>68</b>
2	Ferrari	67
3	Chevrolet	30

### GTE PRO TEAMS'

1	<b>AF Corse</b>	<b>43</b>
2	Team Felbermayr-Proton	43
3	Luxury Racing	16
4	Aston Martin Racing	15

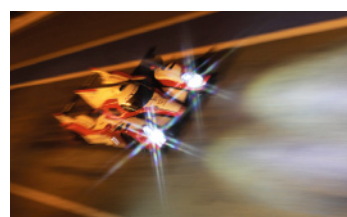
### GTE AM TEAMS'

1	<b>Team Felbermayr-Proton</b>	<b>50</b>
2	Larbre Competition	36
3	Krohn Racing	20
4	JWA-Avila	20
5	Luxury Racing	17



## Entry list 2012

No	DRIVERS	TEAM	CAR
<b>LMP1</b>			
1	Andre Lotterer (D) Marcel Fassler (CH) Benoit Treliuyer (F)	Audi Sport Team Joest	Audi R18 e-tron quattro
2	Allan McNish (GB) Rinaldo Capello (I) Tom Kristensen (DK)	Audi Sport Team Joest	Audi R18 e-tron quattro
3	Marc Gene (E) Romain Dumas (F) Loic Duval (F)	Audi Sport Team Joest	Audi R18 ultra
4	Oliver Jarvis (GB) Marco Bonanomi (I) Mike Rockenfeller (D)	Audi Sport North America	Audi R18 ultra
7	Alex Wurz (A) Nicolas Lapierre (F) Kazuki Nakajima (J)	Toyota Racing	Toyota TSO30 Hybrid
8	Anthony Davidson (GB) Sebastien Buemi (CH) Stephane Sarrazin (F)	Toyota Racing	Toyota TSO30 Hybrid
12	Nicolas Prost (F) Neel Jani (CH) Nick Heidfeld (D)	Rebellion Racing	Lola-Toyota B12/60
13	Andrea Belicchi (I) Harold Primat (CH) Jeroen Bleekemolen (NL)	Rebellion Racing	Lola-Toyota B12/60
15	Guillaume Moreau (F) Bertrand Baguette (B) Dominik Kraihamer (A)	OAK Racing	OAK-Pescarolo-Judd LMP1
16	Emmanuel Collard (F) Jean-Christophe Boullion (F) Stuart Hall (GB)	Pescarolo Team	Pescarolo-Judd 03
17	Nicolas Minassian (F) Seiji Ara (J) Sebastien Bourdais (F)	Pescarolo Team	Dome-Judd S102.5
21	Nick Leventis (GB) Danny Watts (GB) Jonny Kane (GB)	Strakka Racing	HPD ARX-03a
22	David Brabham (AUS) Karun Chandhok (IND) Peter Dumbreck (GB)	JRM Racing	HPD ARX-03a
<b>LMP2</b>			
23	Jordan Tresson (F) Franck Mailleux (F) Olivier Lombard (F)	Signatech Nissan	ORECA-Nissan 03
24	Jacques Nicolet (F) Matthieu Lahaye (F) Olivier Pla (F)	OAK Racing	Morgan-Judd/BMW 2012 LMP2
25	John Martin (AUS) Robbie Kerr (GB) Tor Graves (GB)	ADR-Delta	ORECA-Nissan 03
26	Pierre Ragues (F) Nelson Panciatici (F) Roman Rusinov (RUS)	Signatech Nissan	ORECA-Nissan 03
28	Fabien Giroix (F) Maxime Jousse (F) Stefan Johansson (S)	Gulf Racing Middle East	Lola-Nissan B12/80
29	Keiko Ihara (J) Jean-Denis Deletraz (CH) Steve Quick (GB)	Gulf Racing Middle East	Lola-Nissan B12/80
30	Alexander Sims (GB) Yelmer Buurman (NL) Romain Iannetta (F)	Status Grand Prix	Lola-Judd/BMW B12/80
31	Thomas Holzer (D) Mirco Schultis (D) Luca Moro (I)	Lotus	Lola-Judd/BMW B12/80
33	Scott Tucker (USA) Christophe Bouchut (F) Luis Diaz (MEX)	Level 5 Motorsports	HPD-Honda ARX-03b
35	David Heinemeier Hansson (DK) Bas Leinders (B) Maxime Martin (B)	OAK Racing	Morgan-Nissan 2012 LMP2
38	Sam Hancock (GB) Simon Dolan (GB) Haruki Kurosawa (J)	Jota	Zytek-Nissan Z11SN
40	Michel Frey (CH) Ralph Meichtry (CH) Jonathan Hirschi (CH)	Race Performance	ORECA-Judd/BMW 03
41	Christian Zugel (D) Elton Julian (USA) Ricardo Gonzalez (MEX)	Greaves Motorsport	Zytek-Nissan Z11SN
42	Alex Brundle (GB) Martin Brundle (GB) Lucas Ordenez (E)	Greaves Motorsport	Zytek-Nissan Z11SN
43	Fabien Rosier (F) Philippe Thirion (F) Philippe Haezebrouck (F)	Extreme Limite ARIC	Norma-Judd/BMW MP2000
44	Enzo Potolicchio (YV) Ryan Dalziel (GB) Tom Kimber-Smith (GB)	Starworks Motorsport	HPD-Honda ARX-03b
45	Bastien Briere (F) Jens Petersen (D) Shinji Nakano (J)	Boutsins Ginion Racing	ORECA-Nissan 03
46	Pierre Thiriet (F) Mathias Beche (CH) Christophe Tinseau (F)	Thiriet by TDS Racing	ORECA-Nissan 03
48	Jody Firth (GB) Brendon Hartley (NZ) Warren Hughes (GB)	Murphy Prototypes	ORECA-Nissan 03
49	Luis Perez Companc (RA) Pierre Kaffer (D) Soheil Ayari (F)	Pecom Racing	ORECA-Nissan 03
<b>GTE Pro</b>			
51	Giancarlo Fisichella (I) Gianmaria Bruni (I) Toni Vilander (FIN)	AF Corse	Ferrari 458 Italia
59	Frederic Makowiecki (F) Jaime Melo (BR) Dominik Farnbacher (D)	Luxury Racing	Ferrari 458 Italia
66	Jonny Cocker (GB) James Walker (GB) Roger Wills (NZ)	JMW Motorsport	Ferrari 458 Italia
71	Andrea Bertolini (I) Olivier Beretta (MC) Marco Cioci (I)	AF Corse	Ferrari 458 Italia
73	Antonio Garcia (E) Jan Magnussen (DK) Jordan Taylor (USA)	Corvette Racing	Chevrolet Corvette C6.R
74	Oliver Gavin (GB) Tommy Milner (USA) Richard Westbrook (GB)	Corvette Racing	Chevrolet Corvette C6.R
77	Richard Lietz (A) Marc Lieb (D) Wolf Henzler (D)	Team Felbermayr-Proton	Porsche 911 GT3-RSR
80	Jorg Bergmeister (D) Patrick Long (USA) Marco Holzer (D)	Flying Lizard Motorsports	Porsche 911 GT3-RSR
97	Stefan Mucke (D) Darren Turner (GB) Adrian Fernandez (MEX)	Aston Martin Racing	Aston Martin Vantage GTE
<b>GTE Am</b>			
50	Patrick Bornhauser (F) Julien Canal (F) Pedro Lamy (P)	Larbre Competition	Chevrolet Corvette C6.R
55	Paul Daniels (GB) Markus Palmtala (FIN) Joel Camathias (CH)	JWA-Avila	Porsche 911 GT3-RSR
57	Tracy Krohn (USA) Niclas Jonsson (S) Michele Rugolo (I)	Krohn Racing	Ferrari 458 Italia
58	Pierre Ehret (D) Frankie Montecalvo (USA) Gunnar Jeannette (USA)	Luxury Racing	Ferrari 458 Italia
61	Robert Kauffman (USA) Rui Aguas (P) Brian Vickers (USA)	AF Corse-Waltrip	Ferrari 458 Italia
67	Anthony Pons (F) Raymond Narac (F) Nicolas Armindo (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR
70	Christophe Bourret (F) Pascal Gibon (F) Jean-Philippe Belloc (F)	Larbre Competition	Chevrolet Corvette C6.R
75	Abdulaziz Al Faisal (SA) Bret Curtis (USA) Sean Edwards (GB)	ProSpeed Competition	Porsche 911 GT3-RSR
79	Seth Neiman (USA) Darren Law (USA) Spencer Pumpelly (USA)	Flying Lizard Motorsports	Porsche 911 GT3-RSR
81	Piergiuseppe Perazzini (I) Matt Griffin (IRL) Niki Cadei (I)	AF Corse	Ferrari 458 Italia
83	Manuel Rodrigues (P) Philippe Iliano (F) Alain Ferte (F)	JMB Racing	Ferrari 458 Italia
88	Christian Ried (D) Gianluca Roda (I) Paolo Ruberti (I)	Team Felbermayr-Proton	Porsche 911 GT3-RSR
99	Christoffer Nygaard (DK) Kristian Poulsen (DK) Allan Simonsen (DK)	Aston Martin Racing	Aston Martin Vantage GTE
<b>New Technologies</b>			
0	Marino Franchitti (GB) Michael Krumm (D) Satoshi Motoyama (J)	Highcroft Racing	DeltaWing-Nissan DW LM12





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# SILVERSTONE

GREAT BRITAIN

June 3

Blancpain Endurance Series  
Round 2/6



## RACE RATING

★★★★☆

Great racing for two hours before BMW pulled clear to crush the opposition

## REPORT BES SILVERSTONE

Marc VDS trio were triumphant



# BMW's silver (and yellow) lining under grey clouds

### MARC VDS RACING

continued its 100 per cent record in the Blancpain Endurance Series this year as Markus Palttala, Bas Leinders and Maxime Martin won by more than a minute in tricky conditions at Silverstone.

Coupled with its late-season surge in 2011, the Belgian outfit has now won the last four races on the bounce.

"Statistics will tell you that we will not continue winning," said Leinders. "So we have to take our chances when they come. The

opposition is still there, though – McLaren, Audi and Mercedes are all a big threat to us this season."

Some fantastic racing was on offer for the first two hours, despite the race being started under a safety car thanks to the appalling weather (just as at the Monza season-opener in April).

Polesitter Frank Kechele built an initial lead in his Vita4One BMW as the similar Marc VDS-run machine started by Palttala fell back to fourth. An early stop dropped the Marc VDS

car down to 25th, but then team manager Leinders took over and brilliantly charged up from 25th to relieve 2011 champion Greg Franchi (who had stepped in for Kechele) of the lead.

However, in doing so, Leinders had asked too much of his wet tyres on a drying track, and was forced to slacken his pace as he concluded his stint.

That allowed WRT driver Laurens Vanthoor to bring his Audi onto Leinders' rear bumper and then take the lead after the pair made contact at Stowe.

Vanthoor pulled out a 5s lead, but hit traffic on his in-lap. Leinders, seeing the commotion ahead of him, got the hammer down and was just 1.6s behind as the pair pitted together.

The WRT mechanics fumbled a wheelnut on their car, ensuring Vanthoor's co-driver, Edward Sandstrom, exited behind Leinders' replacement Martin.

Martin was in no mood to

continue the battle, and instead pulled clear of his rival. By the fifth hour he was more than a minute ahead while the Audi driver – who later complained of a lack of grip during this period – struggled on a surface that was by now greasy, rather than wet.

Only once the track was fully dry could Stephane Ortelli – running third in the second WRT Audi with Christophers Haase and Mies – start lapping at the same pace as the BMW.

"We lost for two reasons," said WRT team manager Pierre Dieudonne. "One is Maxime Martin, who is really good in that car. The other is we had no grip in the conditions. However, we don't know why. That is the mystery. Perhaps we need it to be fully wet or fully dry."

Fourth was the Pro-Am Cup-winning Lamborghini Gallardo of Marc Hayek/Peter Kox, with Blancpain chief Hayek catching Jeroen den Boer late in the race and

pulling a brave move to gain the place at Brooklands.

Honours in the Gentlemen's Trophy fell to the Audi R8 of Jocke Mangs/Jan Brunstedt/Mikael Bender, which passed the similar car of Robert Hissom/Pierre Hirschi with a lap to go.

● David Addison

### RESULTS

**1 Markus Palttala/Bas Leinders/Maxime Martin (BMW Z4 GT3)**, 73 laps in 3h00m04.708s; 2 Andrea Piccini/Laurens Vanthoor/Edward Sandstrom (Audi R8 LMS Ultra), +54.792s; 3 Christopher Haase/Christopher Mies/Stephane Ortelli (Audi); 4 Peter Kox/Marc Hayek (Lamborghini Gallardo LP600); 5 Stephane Lemeret/Jeffrey van Hooydonk/Jeroen den Boer (BMW); 6 Eugenio Amos/Alessandro Bonacini/Giacomo Petrobelli (Ferrari 458 Italia). **Points** 1 Palttala/Leinders/Martin, 50; 2 Sandstrom/Vanthoor, 36; 3 Haase/Mies/Ortelli, 23; 4 Daniel Zampieri/Stefano Gattuso/Davide Rigon, 20; 5 Marco Bonanomi, 18; 6 Piccini, 18.



BMW and Audi crews celebrate



# ALGARVE

PORTUGAL

June 2-3  
WTCC  
Round 7/12



## AT A GLANCE

- Race 1 Yvan Muller
- Race 2 Alain Menu
- Pole Gabriele Tarquini
- FLs Muller/Menu



'Michel Vaillant' leads the pack in race two



# Vaillant effort in Portugal

All went to plan for Chevrolet in race one, with Yvan Muller taking the win, but race two belonged to Alain Menu's comic-book alter ego

Muller beats Tarquini away at start of race one

**THE SWAY OF YOUR INNER** child determined whether you viewed Portimao's WTCC weekend as a routine box of wins ticked off by Chevrolet on its march to the title, or preferred to indulge in the world of make-believe and mark down the RML-prepared factory team's success in race two as one for newcomer Team Vaillante.

Although not overly familiar to native English-

speaking motorsport fans, French comic book racer Michel Vaillant has been going for more than 50 years. Alain Menu, elder statesman of Chevy's driver line-up, may not have been around for quite that long, but the Swiss required a little cosmetic attention to dye some grey hair in preparation for his role imitating a treasured character from his formative years. Indeed,

Menu and Chevrolet went to extremes of detail promoting Vaillant's latest series of adventures, set in the world of the WTCC.

The 'Vaillante makeover' was applied to pit perch, team clothes and a transporter. Chevrolet Europe motorsport manager Eric Neve embraced the idea in a gesture intended to appeal to a new generation of fans. Most remarkably, the Chevrolet logos on Menu's car were replaced with Vaillant Vs.

So how had Neve got that approved? "Well, Vaillant is not well known in English-speaking markets, so you can imagine the difficulty I would have had convincing people from Chevrolet in the USA and UK what we wanted to do," he smiled, "So

I just decided to tell them: "This is what we're doing."

Menu would take time to come to the fore, as victory in the feature race was again disputed by his RML Chevy team-mates and title favourites Yvan Muller and Rob Huff. Less predictably, Lukoil Racing's Gabriele Tarquini was also in the mix.

Tarquini had a quiet preceding meeting in Austria. But on a circuit where he had tested during the winter, he was fastest in practice and would take pole for the first time since Monza's season opener.

"The Chevys usually want to be only just ahead, so as not to show their hand," said Tarquini. "But in Q1 I was playing, too. I didn't go 100 per cent, so maybe I surprised them in Q2."

This notion was refuted by Muller. "Does anyone really think we planned to qualify second, fourth and ninth?" he countered.

The matter became irrelevant when Muller immediately passed Tarquini at Turn 1 from the rolling start. Huff also made up ground, passing Norbert Michelisz's Zengo BMW to grab third. Muller regulated his lead over the closing stages, and the trio were covered by less than a second at the flag.

Menu had much work to do from his fifth row starting position. "The Vaillant magic certainly hasn't rubbed off so far," he said after qualifying.

On the opening lap, Menu's woes appeared to worsen when he made sharp

Menu makes convincing comic-book racing hero





## RACE RATING

★★★★☆

Furious battle between Tarquini and the Chevrolets, and debut win for 'Michel Vaillant'

## MILESTONE

Oriola had the "best day" of his life, finishing second in race two



## REPORT WTCC ALGARVE

PETER MILLS  
reports



contact with Tarquini's team-mate, Aleksei Dudukalo. Menu emerged unscathed from the clash, swiftly picking off former Portuguese grand prix driver Tiago Monteiro for sixth on lap four. Two laps later, he passed Tom Coronel's ROAL Motorsport BMW on the pit straight.

Not even Tarquini could accuse Menu of sandbagging in race two. In little more than three laps, the Swiss extended a six-second lead over reversed-grid polesitter Pepe Oriola's Tuenti Racing Leon.

As Menu celebrated a dominant victory, Oriola described taking second place as: "The best day of my life." The result was totally deserved for the Spaniard, who was denied a similar result by a puncture in Slovakia.

Coronel had led Oriola on lap one, before being

demoted into third at the Turn 6 hairpin on the next tour. "This kid is smart for 17," said Coronel, who was satisfied with the final place on the podium. "We had a good battle, but my tyres were going away in the last laps. There was nothing I could do about Michel Valliant, he's the best driver on the planet."

Greater excitement was provided by the fight for fourth. Tarquini held the position, hounded by Muller and Huff, in the opening laps. On lap eight, Tarquini's defensive line into Turn 1 left him unable to resist Muller.

Huff's attempt to emulate his title rival ended in contact when Tarquini cut across his path into Turn 2. The Briton somehow exited the corner in fourth place, ahead of a recovering Muller, as Tarquini limped back to the pits. ❌

## Brits back in mix with varying success

Rob Huff celebrated his 200th race as a professional touring car driver in Portimao. However, while another solid performance in the Algarve kept the Cambridge racer's championship challenge on track, the fortunes of the WTCC's other British racers were more varied.

Special Tuning's long-awaited switch to the latest-spec WTCC engine for Tom Boardman's Leon failed to provide the anticipated jump in performance. "We pinned too many hopes on it

too soon," said Boardman. "It fired up first time, but the weekend has been a bit of a nightmare. I was hit up the back in race two – those opening laps were a demolition derby."

For the first time since Hungary last month, there were six Brits on the grid. James Thompson returned to continue development work on the Lada Granta. The double British Touring Car champion showed occasional top-10 pace in free practice, but the weekend was marred by power steering problems.

"Towards the end of first practice, the power steering failed," said Thompson. "On the first lap I lost a lot of time, but it was the [circuit] breaker that was popping out. I had to physically hold it in while also steering. In qualifying, we had the same thing, but found a way to change the differential to help load the steering."

"I was also modulating the throttle to get the steering rocking. It's not an ideal way to drive these cars, and it's physically tough. I need to eat some more spinach!"



## RESULTS

FIA World Touring Car Championship, round 7 of 12, Autodromo Algarve (P), June 2-3

### GRID RACE 1

2 MULLER 1:54.232	1 TARQUINI 1:53.966
4 HUFF 1:54.932	3 MICHELISZ 1:54.598
6 CERQUI 1:55.036	5 CORONEL 1:54.982
8 MONTEIRO 1:55.088	7 WEBER 1:55.087
10 ORIOLA 1:55.323	9 MENU 1:55.114
12 DUDUKALO 1:55.618	11 BENNANI 1:55.488
14 O'YOUNG 1:55.842	13 ENGSTLER 1:55.811
16 D'ASTE 1:55.892	15 MACDONALL 1:55.891
18 NG 1:56.080	17 THOMPSON 1:55.926
20 SABATINO 1:56.499	19 BOARDMAN 1:56.260
22 CHILTON 1:57.117	21 NASH 1:56.554

### RACE 1 - 11 LAPS, 31.803 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	21m20.620s	2
2	Gabriele Tarquini (I)	Lukoil Racing Team	SEAT Leon WTCC	+0.336s	1
3	Robert Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+0.951s	4
4	Norbert Michelisz (H)	Zengo Motorsport	BMW 320 TC	+6.699s	3
5	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+13.669s	9
6	Tom Coronel (NL)	ROAL Motorsport	BMW 320 TC	+17.053s	5
7	Tiago Monteiro (P)	SUNRED (Tuenti)	SEAT Leon 1.6T	+20.172s	8
8	Alberto Cerqui (I)	ROAL Motorsport	BMW 320 TC	+20.422s	6
9	Pepe Oriola (E)	SUNRED (Tuenti)	SEAT Leon WTCC	+21.134s	10
10	Alex MacDowall (GB)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+21.723s	15
11	Stefano D'Aste (I)	Wiechers-Sport	BMW 320 TC	+22.453s	16
12	Franz Engstler (D)	Team Engstler	BMW 320 TC	+26.142s	13
13	Darryl O'Young (PRC)	Special Tuning Racing	SEAT Leon WTCC	+29.066s	14
14	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon WTCC	+29.813s	19
15	Pasquale di Sabatino (I)	Bamboo-Engineering	Chevrolet 1.6T	+34.752s	20
16	Tom Chilton (GB)	Arena Motorsport	Ford Focus S2000 TC	+42.163ss	22
17	James Thompson (GB)	Lada Sport	Lada Granta Sport	-1 lap	17
18	Charles Ng (PRC)	Team Engstler	BMW 320 TC	-2 laps	18
R	James Nash (GB)	Arena Motorsport	Ford Focus S2000 TC	7 laps-accident	21
R	Mehdi Bennani (MC)	Proteam Racing	BMW 320 TC	7 laps-accident	11
R	Gabor Weber (H)	Zengo Motorsport	BMW 320 TC	4 laps-accident	7
R	Aleksei Dudukalo (R)	Lukoil Racing	BMW 320 TC	2 laps-accident	12

### RACE 2 - 11 LAPS, 31.803 MILES

POS	DRIVER	TIME	GRID
1	Menu	21m34.180s	2
2	Oriola	+3.200s	1
3	Coronel	+5.160s	6
4	Huff	+6.961s	7
5	Muller	+8.280s	9
6	Cerqui	+8.626s	5
7	MacDowall	+15.007s	15
8	Monteiro	+15.874s	3
9	Engstler	+16.264s	13
10	Michelisz	+18.128s	8
11	Thompson	+19.832s	21
12	Weber	+23.542s	4
13	O'Young	+28.326s	14
14	Ng	+28.581s	17
15	Chilton	+30.552s	20
16	Dudukalo	+50.602s	12
17	Di Sabatino	10 laps-accident	19
18	D'Aste	10 laps-accident	16
19	Tarquini	8 laps-acc damage	10
R	Nash	7 laps-testing parts	22
R	Bennani	3 laps-accident	11
R	Boardman	2 laps-acc damage	18

### CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Muller	245
2	Huff	227
3	Menu	210
4	Coronel	140
5	Tarquini	134
6	Oriola	107
7	Michelisz	106
8	D'Aste	84
9	Monteiro	45
10	Bennani	43

### INDEPENDENTS

POS	DRIVER	PTS
1	Oriola	106
2	Michelisz	96
3	D'Aste	73

### MANUFACTURERS

POS	MANUFACTURER	PTS
1	Chevrolet	578
2	BMW Customer	389
3	SEAT Customer	370

Race 1 Winner's average: 89.403mph. Fastest lap: Muller, 1m54.541s, 90.87mph. Race 2 Winner's average: 88.46mph. Fastest lap: Menu, 1m56.018s, 89.71mph.



**INTERNATIONAL RACES & RESULTS**  
**NASCAR SPRINT CUP**  
Dover (USA), Rd 13/36

**QUICK RESULTS**  
→ Winner **Jimmie Johnson**  
→ Pole **Mark Martin**  
→ Most laps led **Johnson**  
→ Points leader **Greg Biffle**

**RACE RATING** Plenty of action to entertain in midfield, even if win was predictable  
★★★★☆



Johnson (48) heads Newman (39) and Kenseth (17) at Dover

**HENDRICK MOTORSPORTS** continued its fantastic recent form as Jimmie Johnson romped to victory around Dover's 'monster mile'.

Johnson wasted no time in getting his Chevy into the lead, out-dragging polesitter Mark Martin at the start, a move he would repeat with great success throughout the 400-lapper.

Johnson's only real rival was his team-mate Jeff Gordon. The four-time champion started 14th, but eventually worked his way to the front, passing Johnson with relative ease. But within a handful of laps he was slipping back down the order with a handling imbalance that forced him to pit off-schedule.

Gordon's crew played the cautions to perfection to get

him back on the lead lap, but he could only work his way up to 13th by the finish.

This left Richard Childress Racing's Kevin Harvick to take the fight to Johnson, which he did with a great restart after the final caution period. But his Impala simply lacked the pace of Johnson's and he had to be content with second, which was a fine result after he'd dropped to the back after missing his pitstall mid-race.

Matt Kenseth took third in his Roush Fenway Ford, closing to within a point of the series lead in the process. His team-mate Greg Biffle just held on to the top spot with an 11th-place finish.

Dale Earnhardt Jr showed the strength of the Hendrick package with a

solid run to fourth, while Clint Bowyer was a top-10 runner throughout in his Michael Waltrip Racing Toyota and claimed fifth. His team-mate Martin struggled to run at the pace of the leaders and gradually slipped back. He finished 14th.

On his first visit to Dover as a Cup driver, Aric Almirola had a breakthrough result for Richard Petty. He drove with confidence and aggression to take an excellent sixth.

There was a huge 13-car crash early on in the race, triggered when Landon Cassill, Tony Stewart and Regan Smith got together. Juan Pablo Montoya was also involved as the Colombian's frustrating season continued.

● Connell Sanders Jr

**RESULTS**

**1 Jimmie Johnson (Chevrolet Impala)**, 400 laps in 3h15m23s; 2 Kevin Harvick (Chevy), +2.550s; 3 Matt Kenseth (Ford Fusion); 4 Dale Earnhardt Jr (Chevy); 5 Clint Bowyer (Toyota Camry); 6 Aric Almirola (Ford); 7 Martin Truex Jr (Toyota);

8 Joey Logano (Toyota); 9 Kasey Kahne (Chevy); 10 Marcos Ambrose (Ford). **Points** 1 Greg Biffle, 486; 2 Kenseth, 485; 3 Earnhardt, 476; 4 Denny Hamlin, 464; 5 Johnson, 453; 6 Truex, 441; 7 Harvick, 440; 8 Tony Stewart, 407; 9 Kyle Busch, 406; 10 Bowyer, 405.

**LOGANO TAKES LAST-GASP NATIONWIDE WIN AT DOVER**

Joey Logano (18) took his Joe Gibbs Toyota past Ryan Truex with five laps to go to win when his team-mate was boxed in by heavy traffic. Elliott Sadler kept his points lead.



CURRENT STANDINGS

- 1 Sebastian Vettel ◇ 27,255
- 2 Mark Webber ◇ 20,825
- 3 Fernando Alonso ▲ 19,160
- 4 Jenson Button ▼ 18,958
- 5 Lewis Hamilton ▼ 18,797

Ranking the world's best drivers.....

**WHAT HAPPENED THIS WEEK**

Jimmie Johnson's Dover win moved him up two spots to 14th while Matt Kenseth (12) also gained two spots. Kyle Busch (15) and Tony Stewart (16) slid three each – Busch succumbing to an engine failure and Stewart involved in an early multi-car pile-up.

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





AUTO GP ALGARVE (P), JUNE 2-3, RD 5/7

# Quaife-Hobbs double leaves Brit on verge of crown

**ADRIAN QUAIFE-HOBBS HAD** a sensational weekend at the Algarve circuit, breaking Lotus F1 driver Romain Grosjean's record of five Auto GP wins in a season and becoming the first driver to score a double victory in a race weekend.

From pole position in race one, the Super Nova racer demonstrated strong pace on used medium-compound Kumhos, and was only troubled when passing a stubborn, out of sequence, Francesco Dracone (Virtuosi UK) five laps from home. Despite the slight scare, Quaife-Hobbs recorded a dominant nine-second margin of victory.

His biggest title rival, Pal Varhaug, endured a frustrating weekend. The Norwegian's qualifying effort was disrupted by low fuel pressure that left him fifth on the grid. But the Virtuosi driver used an early pitstop to progress to second by the end.

Euronova Racing driver Sergey Sirotkin made

Varhaug work hard for the spot. The fast-starting Russian exited the pitlane from his mandatory tyre change marginally ahead of Varhaug on lap 10, but on cold tyres was passed on the uphill run out of Turn 6.

Quaife-Hobbs' title chances received a boost at the start of race two when Varhaug and Sirotkin clashed. Varhaug was unable to restart, but Sirotkin recovered from the early delay to briefly hound polesitter Chris van der Drift for second. Sirotkin dropped back in the closing laps as he struggled on tired, soft Kumho rubber, and was 1.4s adrift of the Kiwi by the end.

But there was no stopping Quaife-Hobbs, who from eighth on the reversed-grid made each of his passing manoeuvres on-track to record a remarkable victory.

Van der Drift's hopes of adding to his Marrakech win were dented by two early appearances by the safety car – to deal with



Quaife-Hobbs took a double win in Portugal

Varhaug's stricken machine and then after a collision between Zele Racing's series debutant Juan Carlos Sistos and Quaife-Hobbs' Super Nova team-mate Victor Guerin.

Manor MP driver van der Drift was the only man in the field to start on new, soft tyres, but had little option other than to

pit earlier than planned for his switch to used hards due to the appearance of the safety car.

Quaife-Hobbs is now a full 73 points ahead of Varhaug with only two rounds to go, meaning that a double-podium at Curitiba next time out will land him the title.

● Peter Mills

## RESULTS

**Race 1** 1 **Adrian Quaife-Hobbs**, 18 laps in 29m42.999s; 2 Pal Varhaug, +9.044s; 3 Sergey Sirotkin; 4 Victor Guerin; 5 Sergio Campana; 6 Facu Regalia. **R2** 1 **Quaife-Hobbs**, 18 laps in 31m19.348s; 2 Chris van der Drift, +5.451s; 3 Sirotkin; 4 Campana; 5 Regalia; 6 Giancarlo Serenelli. **Points** 1 Quaife-Hobbs, 196; 2 Varhaug, 123; 3 Sirotkin, 115; 4 van der Drift, 102; 5 Regalia, 68; 6 Campana, 63.

INDY LIGHTS DETROIT (USA), JUNE 3, RD 5/12

# Yacaman denies Webb in Detroit demonstration

**GUSTAVO YACAMAN** rebounded from a crash in qualifying to take a superb victory in last weekend's Indy Lights race on Detroit's Belle Isle.

The Colombian started from sixth on the grid in his Team Moore Racing Dallara

and steadily worked his way up the order during the opening laps, defying the conventional wisdom that passing is all-but-impossible on the tight track.

By lap 25 he was sitting in second behind Oli Webb, who up to that point had led

the entire distance a day after giving Sam Schmidt Motorsports its 50th pole position in the series.

Shortly afterwards Yacaman pulled off a neat switchback move to take the lead and he then saw off a late charge from his

countryman Carlos Munoz, who had passed Webb shortly afterwards, to claim his second career win.

"The car was insanely good, and it was doing things I couldn't believe it was doing," he said.

Webb was disappointed to again miss out on a win after running strongly, and said that his car had been strong everywhere bar the one possible passing spot.

"Unfortunately the car was slow in the complex leading onto the back straight and that was where the main passing chance was," said Webb. "It cost us."

The race switched to a timed event following a

lengthy spell under yellows when Irishman Peter Dempsey crashed his Younessi car heavily on lap 14, causing extensive damage to the barriers.

Title rivals Esteban Guerrieri and Sebastian Saavedra collided on the final lap and finished sixth and seventh.

● Mark Glendenning

## RESULTS

**1 Gustavo Yacaman**, 40 laps in 59m14.147s; 2 Carlos Munoz, +0.164s; 3 Oli Webb; 4 Victor Carbone; 5 Tristan Vautier; 6 Esteban Guerrieri. **Points** 1 Guerrieri, 203; 2 Vautier, 193; 3 Sebastian Saavedra, 187; 4 Yacaman, 163; 5 Carbone, 154; 6 Munoz, 142.



Yacaman held off the advances of Munoz



SUPERSTARS SERIES MUGELLO (I), JUNE 2, RD 4/9

# Larini fends off Herbert, but Sini has the last laugh



Larini broke clear in the opening race

**WITH A RACE WIN AND A** non-finish, Andrea Larini's Superstars weekend at Mugello was like a rollercoaster ride. A pacesetter across both races, the Romeo Ferraris Mercedes driver managed to balance good and bad luck in the space of a few hours.

Larini made a good start to race one and was knocking on the door of the leaders on the run into San Donato. Suddenly, Sandro Bettini swerved left, clipping Larini and launching himself into the back of his Dinamic BMW team-mate Thomas Biagi.

That, in turn, took out Larini's team-mate Camilo Zurcher before Gianni Morbidelli (Audi Sport Italia) and Andrea Boffo (Ferlito Motors Jaguar) got involved as well. But, having unwillingly played a part in starting the pile-up, Larini escaped with

only a broken exhaust. Even better, he found himself leading the race, with Johnny Herbert's Swiss Team Maserati in tow. What followed was an epic battle. With sparks trailing from the back of his Mercedes, Larini held off a ferocious challenge to take an impressive win. Herbert even got his nose in front part-way through the final lap, but it wasn't enough. However, Larini's luck went astray in race two. Starting eighth, he was on a climb, but it was cut short when he caught Ferlito's Max Pigoli. Exiting San Donato, Pigoli gave Larini no room, causing the two to touch, and then spin across the track. Herbert, another on his way through the field, smashed into Pigoli's stranded Jaguar and all three retired on the spot. That cleared the way for Francesco Sini to take a surprise win in his Solaris Motorsport Chevrolet. Helped by a front-row start, Sini opened up a big enough

gap to hold off a late charge from Dinamic team-mates Stefano Gabellini and Biagi. Series leader Johan Kristoffersson had a quiet weekend, but a fourth and a seventh meant more useful points. Morbidelli, however, missed the second race thanks to the damage sustained in the first. ● Andrew van Leeuwen

**RESULTS**  
**Race 1** **Andrea Larini** (Mercedes C63-AMG), 11 laps in 28m40.453s; 2 Johnny Herbert (Maserati Quattroporte), +0.421s; 3 Stefano Gabellini (BMW M3); 4 Johan Kristoffersson (Audi RS5); 5 Vitantonio Liuzzi; 6 Max Pigoli (Jaguar XF); 7 Francesco Sini (Chevrolet Lumina); 8 Ananda Mikola (Mercedes); 9 Paolo Meloni (BMW); 10 Mauro Cesari (Maserati). **Race 2** **1 Sini**, 11 laps in 28m04.029s; 2 Gabellini, +0.731; 3 Thomas Biagi (BMW); 4 Mikola; 5 Liuzzi; 6 Cesari; 7 Kristoffersson; 8 Paolo Meloni; 9 Max Mugelli (Mercedes); 10 Nico Caldara (Mercedes). **Points** 1 Kristoffersson, 101; 2 Biagi, 84; 3 Liuzzi, 82; 4 Larini, 70; 5 Sini, 66; 6 Gianni Morbidelli, 64.

BRITISH RALLY CHAMPIONSHIP JIM CLARK RALLY (GB), JUNE 1-3, RD 4/6

# Two in a row for Cronin on Jim Clark

**KEITH CRONIN SECURED HIS** second straight British Rally Championship win by dominating the Jim Clark Rally last weekend. Trailing Jarkko Nikara after Friday's opening pair of stages, the two-time British champion got his act together the following day and racked up fastest times on six of the eight runs during Saturday. Nikara began to drop back as he gradually lost his gears one by one. By the time the 'box had cried enough on stage nine, Irishman Cronin, driving a similar DS3 R3, was left

with a lead of almost a minute over Tom Cave. That gap halved due to an off for Cronin on stage six — a legacy of a broken brake pedal. But the lead was soon restored as Cronin got the hammer down even more as the afternoon progressed. Cave, also in a Citroen, upped his pace on Sunday, but was still no match for Cronin as he took two further stage wins on Sunday to seal victory by over a minute. "It feels fantastic to have won two rallies in a row, especially the Jim Clark,

which is the only asphalt event of the series," said Cronin. "We're now only two points behind the lead, and with two rounds remaining there's everything to play for." After a sterling performance, Jonathan Greer completed the podium in his Citroen, helping the French manufacturer claim a clean sweep of the top three. WRC Academy star Elfyn Evans was the best non-Citroen driver in fourth in his Ford Fiesta, meaning that he still clings onto some semblance of the championship lead; albeit level on points with Cave. Cronin is now only two points further back. Finishing fifth was Osian Pryce in his Citroen, 11.1s ahead of round-one winner Mark Donnelly. Making his competitive debut on

asphalt, Pirelli Star Driver Jukka Korhonen took a solid seventh-place finish. ● Rachel Cavers

**RESULTS**  
**1 Keith Cronin/Marshall Clarke** (Citroen DS3 R3), 2h09m34.7s; 2 Tom Cave/Craig Parry (Citroen) +1m16.5s; 3 Jonathan Green/Gordon Noble (Citroen); 4 Elfyn Evans/Dale

Furniss (Ford Fiesta R2); 5 Osian Pryce/Lestyn Williams (Citroen); 6 Mark Donnelly/Dai Roberts (Renault Clio R3); 7 Jukka Korhonen/Dai Roberts (Skoda Fabia); 8 Matthew Cathcart/James Morgan (Ford); 9 Callum Black/Paul Wakely (Citroen); 10 Chris Ingham/Ieuan Thomas (Renault Twingo R2) **Points** 1= Evans & Cave, 60; 3 Cronin 58; 4 Donnelly 49; 5 Pryce 44; 6 Peter Taylor, 28.



Cronin leapt to victory



## INTERNATIONAL RACES & RESULTS

### GRAND-AM

Detroit (USA), Rd 5/13

### QUICK RESULTS

- Winners **Darren Law/Joao Barbosa**
- Pole **Jon Fogarty**
- Fastest lap **Law**
- Points leaders **Ryan Dalziel/Enzo Potolicchio**

### RACE RATING

★★★★☆

Processional race livened up by late caution

## REPORTS WORLD OF SPORT



Action Express finished one-two

GRAND-AM DETROIT (USA), JUNE 2, RD 5/13

## Detroit victory for AE Corvette pair

**JOAO BARBOSA AND DARREN LAW** narrowly held off their Action Express team-mates David Donohue and Terry Borcheller to win around the streets of Detroit.

Donohue had held the advantage through the middle phase of the race, but lost the lead to Barbosa in the second of the team's

Riley Corvette DPs while trying to get around Scott Sharp's GT Ferrari. Barbosa quickly opened a gap, only to lose it again during a brief spell under yellows for debris on the track.

The green flags waved again with eight laps left, and while Donohue kept Barbosa in sight, he was

unable to find a way past. The final margin between the pair was 0.440s.

"We'd been very close to winning before, but for whatever reason, it didn't happen," Barbosa said. "We were really motivated to get a good result for Chevy."

Scott Pruett and Memo Rojas were third in their

Ganassi Riley-BMW, just ahead of polesitters Jon Fogarty/Alex Gurney (Bob Stallings Corvette). Early on, Ricky Taylor/Max Angelelli (Wayne Taylor Corvette) had enjoyed a long stint in the lead before hitting the wall and pitting for repairs.

With the GM world HQ forming a backdrop to the race (and a substantial part of the Detroit GP event logo), the home team's victory was backed up with a win by Chevy duo Jordan Taylor/Paul Edwards in GT.

● Mark Glendenning

### RESULTS

**1 Joao Barbosa/Darren Law (Riley Corvette DP)**, 72 laps in 2h00m28.233s; 2 David Donohue/Terry Borcheller (Riley Corvette), +0.440s; 3 Scott Pruett/Memo Rojas (Riley-BMW MkXXVI); 4 Jon Fogarty/Alex Gurney (Riley Corvette); 5 Oswaldo Negri Jr/John Pew (Riley-Ford); 6 Ryan Dalziel/Enzo Potolicchio (Riley-Ford). **Points** 1 Dalziel/Potolicchio, 142; 2 Law, 141; 3 Negri, 138; 4 Donohue, 138; 5 Pruett/Rojas, 138; 6 Max Angelelli/Ricky Taylor, 134.

## IN BRIEF



Palma hammered it

### SUPERSTARS GT SPRINT

Andrea Palma won both Mugello races in his Black Team Ferrari 458 after beating Ivan Capelli to pole. Kessel Ferrari driver Capelli was second on each occasion.

### CARRERA CUP GERMANY

Norbert Siedler took his maiden series win at Spielberg for Konrad Motorsport. Tolimit driver Sean Edwards won race two while Kevin Estre's pair of second places moved the Attempto driver into the points lead.

### VW SCIROCCO-R CUP

Ola Nilsson increased his series lead with two wins at Spielberg, the Swede coming from eighth in the reversed-grid second race to victory. Adam Gladysz and Dennis Trebing each took a second place.

### NASCAR TRUCK SERIES

Despite spinning early, Todd Bodine won at Dover when rain forced an early end to racing. The Red Horse Toyota driver beat Parker Kligerman's Dodge and Kevin Harvick's Chevy.

### EUROCUP MEGANE TROPHY

Bas Schothorst kept up his 100 per cent record with a double win at Spa for TDS. Kevin Gilardoni and Niccolo Nalio each had a second with single-seater convert Albert Costa third in race two, all for Oregon.

### FERRARI CHALLENGE

A double win for Alessandro Balzan at Mugello put him into the Pirelli Trophy title hunt while Bjorn Grossman and Max Blancardi each took a second place. Alexy Basov won both Coppa Shell races.



Balzan did the double

McLaughlin (l) won races; McIntyre (back) the title

V8 SUPERTOURERS HAMPTON DOWNS (NZ), JUNE 2-3, RD 3/6

## A tale of two Macs in a trio of Hampton thrillers

**JOHN McINTYRE PIPPED** Jonny Reid by just two points to become the first champion in New Zealand V8 SuperTourers.

While 18-year-old Scott McLaughlin raced his Holden Commodore to victory in all three races at Hampton Downs, former A1GP star Reid was forced out of race two with a gearbox failure while McIntyre toughed it out with similar worries in the third and final race.

A last-lap pass for P8 in that finale gave Ford driver McIntyre the title for the series' sprint section.

McIntyre lost radio contact with his crew, but felt he needed to pass Paul Manuell's Holden to win the title.

"I got a run on Paul out of Turn 4 and passed

round the outside of Turn 5," McIntyre said. "It was a bit do-or-die."

McLaughlin battled with fellow Holden man Andy Booth, who would probably have had one win but for the high number of safety car periods while he was leading. "I never want to see another in my life," Booth said.

Greg Murphy (Holden) scored a trio of top-five finishes to take third in the series, despite missing a round while recovering from an operation.

The final race featured an intense scrap between Murphy and McLaughlin, the youngster winning by less than a second.

"Murph has been my hero since I was eight years old," he said. "I'll never forget this race."

The three-round endurance series, which decides both the enduro and overall titles, gets underway in September.

● Bernard Carpinter

### RESULTS

**Race 1 1 Scott McLaughlin (Holden Commodore VE)**, 20 laps in 21m40.491s; 2 Andy Booth (Holden), +2.718s; 3 Jonny Reid (Ford Falcon FG); 4 Greg Murphy (Holden); 5 John

McIntyre (Ford); 6 Kayne Scott (Holden). **Race 2 1 McLaughlin**, 25 laps in 31m53.977s; 3 McIntyre; 4 Andre Heimgartner (Holden); 5 Murphy; 6 Andy Knight (Ford).

**Race 3 1 McLaughlin**, 35 laps in 41m40.604s; 2 Booth, +0.868s; 3 Murphy; 4 Reid; 5 Heimgartner; 6 Ant Pedersen (Ford). 6 Ant Pedersen (Ford). **Points** 1 McIntyre 2021, 2 Reid 2019, 3 Murphy 1742, 4 Booth 1651, 5 Kayne Scott (Holden) 1498, 6 Ant Pedersen (Ford) 1468.





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**INTERNATIONAL RACES & RESULTS**  
**F3 EURO SERIES**  
Spielberg (A),  
Rd 3/8

**QUICK RESULTS**  
→ Race 1 **Raffaele Marciello**  
→ Race 2 **Will Buller**  
→ Race 3 **Daniel Juncadella**  
→ Poles **Felix Rosenqvist/Buller**

**RACE RATING** A classic F3 weekend: close racing, bumps and mistakes  
★★★★☆

**REPORTS**  
**WORLD OF SPORT**

F3 EURO SERIES & FIA EUROPEAN FORMULA 3 CHAMPIONSHIP SPIELBERG (A), JUNE 2-3, RD 3/8 & 4/10

## Charging Buller holds his nerve in Austria



Buller (11) led Lewis from the off in Race 2

**WILL BULLER CLAIMED HIS** maiden F3 Euro Series win with a commanding drive at Spielberg last weekend.

The British driver put his Carlin Dallara-Volkswagen on pole for the opening race by virtue of having set the fastest second-best time of anybody, but was quickly under pressure from precocious series leader Raffaele Marciello.

The Prema driver passed at the uphill Remus Kurve on the third lap, braking so late that he had to use the asphalt run-off area to complete the move, and

then forcing Buller to turn sharp right to avoid tangling wheels as he rejoined.

"I thought I'd have to give the position back," said Marciello. "So I asked on the radio, but they said, 'No, the stewards say it's OK'"

While Marciello sped off to victory, Buller and five others were given drive-through penalties for failing to slow for yellow flags for a spun backmarker. A promising second became an uninspiring eighth in one fell swoop.

Conversely, that result gave him pole for the

reversed-grid second race, and after fending off the attentions of the fast-starting Michael Lewis at Remus on the opening lap, he was then unchallenged.

"Great feeling after some of the difficulties we've had this year," said Buller. "But that's a reversed-grid win and I want a proper one to add to it now."

Buller added a second place in race three, resisting strong pressure from Pascal Wehrlein's Mücke car before drawing away towards the end.

Wehrlein had inherited

second in race one when Carlos Sainz Jr spun into the pitwall, but he was unable to get by either Prema driver Lewis or ma-con's Tom Blomqvist in race two later in the day, the pair taking their best Euro Series results in second and third.

Wehrlein was on course for third in race three, but ran wide at the final corner and was passed by Sven Muller's Prema car a few laps from home.

That third race was won by Daniel Juncadella, who had joined Buller in receiving a drive-through in race one and then stalled his Prema Dallara in race two to give him only minimal points on each occasion. His 14-second margin of victory on Sunday not only showed his pace, but moved him back into the Euro Series lead.

After his race-one win, 17-year-old Marciello, who still leads the fight for the FIA European F3 Championship, made no impression from eighth on the reversed grid and then stalled from the second row on Sunday, carving his way up from

16th to eighth by the flag.

The worst weekend was had by Felix Rosenqvist, who had topped qualifying for Mücke Motorsport. One of the sextet that ignored the race-one yellows (after spinning under pressure from Sainz), two tangles with Lucas Wolf's URD car put him out of race two, and a jumped-start from pole earned him a drive-through in the finale, ruining his weekend totally.

● Jamie O'Leary

### RESULTS

**Race 1 Raffaele Marciello (Dallara-Mercedes-Benz F312)**, 26 laps in 40m02.450s; 2 Pascal Wehrlein (DM), +0.966s; 3 Jazeman Jaafar (D-Volkswagen); 4 Sven Muller (DM); 5 Tom Blomqvist (DV); 6 Michael Lewis (DM). **Race 2 1 Will Buller (DV)**, 13 laps in 19m14.359s; 2 Lewis, +1.266s; 3 Blomqvist; 4 Muller; 5 Jaafar; 6 Wehrlein. **Race 3 1 Daniel Juncadella (DM)**, 26 laps in 37m59.634s; 2 Buller, +14.633s; 3 Muller; 4 Wehrlein; 5 Sainz; 6 Lewis. **Points Euro Series** 1 Juncadella, 109; 2 Marciello, 103; 3 Sainz, 82; 4 Buller, 81; 5 Wehrlein, 72; 6 Muller, 71. **FIA European F3** 1 Marciello, 137; 2 Juncadella, 115; 3 Sainz, 96; 4 Wehrlein, 66; 5 Buller, 60; 6 Rosenqvist, 58.

TTA ANDERSTORP (S), JUNE 2, RD 2/8

## Tin-top veterans on song as Volvo runners dominate

**FREDRIK EKBLUM HEADED** a Volvo one-two in the second round of the new TTA Series at Anderstorp in Sweden.

The former Swedish Touring Car champion ran second early on in his Polestar S60, but dived past his team-mate Robert Dahlgren on lap five to seize an advantage that he would not relinquish.

"My car was great, I am really pleased," said the Swede, who has taken the points lead ahead of Linus

Ohlsson. "I got a decent start and was able to catch Robert quickly. Victory and championship lead, it can't get much better than this."

Fredrik Larsson completed the podium in his West Coast BMW, while his team-mate Richard Goransson put in a great performance to climb from 11th, after a qualifying off, to fifth in the race. Between him and Larsson was Tommy Rustad (Volvo).

Ex-Formula Renault 3.5 champion Alx Danielsson

joined the Brovallen Citroen squad for Anderstorp and finished sixth, one spot ahead of Ohlsson's Tido/PWR Saab.

● Carl Svensson

### RESULTS

**1 Fredrik Ekblom (Volvo S60)**, 22 laps in 35m05.461s; 2 Robert Dahlgren (Volvo), +1.838s; 3 Fredrik Larsson (BMW SR); 4 Tommy Rustad (Volvo); 5 Richard Goransson (BMW); 6 Alx Danielsson (Citroen C5). **Points** 1 Ekblom, 49; 2 Linus Ohlsson, 34; 3 Goransson, 26; 4 Larsson, 25; 5 Dahlgren, 21; 6 Rustad, 12.




Ekblom delivered the goods in Sweden

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The successful candidate will demonstrate sound industry knowledge and expertise within motorsport and aerospace arenas to drive, develop and maintain the supply process and strategic purchase planning of materials.

A prerequisite to creative thinking and problem solving, good attention to detail and the ability to work alone or as part of a team with a flexible approach to working hours is a must. Whilst identifying new suppliers, maintain and develop core relationships with existing suppliers to negotiate optimum quality, price and delivery to placing purchase orders.

Excellent communication skills are a must as you will be liaising with all internal and external departments and suppliers to achieve time delivery requirements and the ability to work to tight timescales is a considerable advantage.

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### Trackside Controls System Engineer

We also have a vacancy for an experienced control systems engineer to support our Race Team at all F1 races and tests. Successful candidates will help ensure the smooth running of the control systems trackside, as well as supporting development activities outside the trackside environment. To fulfil this challenging role; proven skills in the support and analysis of electro-mechanical control systems must be demonstrated, along with the ability to work under pressure as part of a team.

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Due to expansion the following opportunities have become available within our Manufacturing Departments.

### Dayshift/Nightshift Inspectors \_Ref: LF1-INS1

Candidates will need to have good individual skills in all metrology areas, with a high level of competence on CMM and Cimcore Arms and a strong knowledge of Pc-Dmis software.

### Dayshift/Nightshift Composite Laminators/Fitters \_Ref: LF1-COM9

Candidates will be responsible for the manufacture of quality composite race car components whilst maintaining the highest levels of productivity. Applicants will have had extensive experience within an F1 composite environment and will have demonstrated a high degree of competency in associated disciplines.

### Nightshift Machinists \_Ref: LF1-MAC2

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Please apply in writing with current CV, salary expectations and quoting job reference number to:

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Closing date 21st June 2012

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## SENIOR AERODYNAMICIST - REF: EL299

Are you a creative thinker, an expert in aerodynamics and good at inventing novel aerodynamic concepts? We have a vacancy for a Senior Aerodynamicist reporting to a Team Leader within the Aerodynamics department.

Your primary focus will be to develop/invent concepts that deliver aerodynamic performance and refining these into raceable solutions - this requires strong personal drive and an unrelenting approach.

Candidates will require minimum Bachelor of Engineering (Aerospace or Aeronautical) and should be highly competent in aerodynamics and fluid mechanics. Knowledge of CFD will be beneficial whereas good communication and team working skills are essential.

Closing date: Friday 29th June 2012.

## TRACK AERODYNAMICIST - REF: EL811711

A vacancy has arisen for a Track Aerodynamicist reporting into the Head of Aerodynamics Performance Group.

The successful candidate will have a strong aerodynamics background with a highly analytical nature and the ability to generate innovative solutions to the challenges which confront the group on a day to day basis.

The role will involve the development of an analytical tool set, therefore programming skills and an interest in simulation methods would be highly beneficial but not essential. In addition, the role is likely to involve travel; it is therefore essential that the candidate is able to deliver the highest standard of work whilst working in a high pressure environment.

Candidates will require minimum Bachelor of Engineering (Aerospace or Aeronautical). For candidates without trackside experience, the ability to demonstrate time management, rapid learning and good communication skills will be essential.

Closing date: Friday 29th June 2012.

Flexibility in hours and approach is required, along with a 'can do', 'team-playing' attitude and the ability to work under minimal supervision, to strict deadlines.

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Lotus F1 Team has a number of vacancies within our Engineering Department, giving the chance for highly capable Engineers/Designers to join an organisation with the highest ambitions.

### Composite Design Engineer

**\_Ref: LF1-DES4**

You will be working in the Composite Section of our Design Office. Your primary responsibilities will be to undertake the designing and detail specification of various composite components such as Front & Rear Wings, Chassis & Impact Structures and Bodywork. Your duties will also include specifying and detailing production/assembly tooling, jigs and testing fixtures. Previous knowledge and experience of current composite manufacturing techniques is of prime importance.

### Reliability Section Head

**\_Ref: LF1-DES6**

You will be working in our Design Office and your primary responsibility will be to manage the Reliability Section. You will lead a small team of engineers dedicated to fault rectification design actions. In addition, the section carries responsibility for managing the lifing system and organising all activity associated with the mock-up car. Your section will be required both to enable the speedy rectification of identified faults and also to operate proactively to prevent faults occurring at the design stage. This important role requires an engineer with an unusual blend of experience, leadership, initiative, innovation and, above all, a demonstrated ability to interact effectively with company personnel at all levels.

Candidates for all positions should have:

- Engineering Degree or similar.
- 3 – 5 years' experience in F1, motorsport or aerospace industry.
- CAD system usage experience (preferably Catia V5).

Candidates must be self-motivated, capable of working with minimal supervision to tight deadlines, and be confident in communicating in a team environment. They must show a willingness to individually add performance on to the race car and take personal ownership for their design activities into the manufacture/trackside environments.

Please apply in writing with current CV, salary expectations, details of your notice period and quoting job reference number to:

Human Resources  
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Closing date 21<sup>st</sup> June 2012

### Mechanical Design Engineer

**\_Ref: LF1-DES5**

You will be working in the Mechanical Section of our Design Office. Your primary responsibilities will be to undertake the scheming and detailing of mechanical systems/components such as Suspension, Steering, Hydraulic, Fuel System, Engine Installation/Cooling and Driver Controls. In addition, while it is not required that you should be a composites specialist you should be confident to design non-structural composite material components such as Brake Ducts. Your duties will also include specifying and detailing any necessary tooling, jigs or testing fixtures.

### Stress Engineer

**\_Ref: LF1-DES7**

You will be working in the Stress Analysis Section of our Design Office. Your primary responsibility will be to undertake the structural analysis of metal/composite components and assemblies using the latest Finite Element techniques. Your duties will include the definition of the relevant test procedures in close liaison with the designer and the R&D department to achieve successful structural sign off and to assist with problem solving for those parts. Experience of metal and composite structural analysis experience in F1, motorsport or aerospace industry is of prime importance. Candidates should have exposure in the usage of some of the following:

- Abaqus & Hyperworks (especially Hyperview and Hypermesh)
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## Combe removes barriers after driver backlash

### Circuit relents over measures to curb corner-cutting



Tyre stack on the left apex of the Esses was removed

**CASTLE COMBE CIRCUIT** has removed tyre barriers installed to prevent corner-cutting at its chicanes, following competitor concerns over safety.

The tyre stacks, which were wrapped in conveyor belt to make them solid, were inserted on the left-hand apexes of Bobbies and the Esses before the first meeting of the 2012 season.

Some competitors complained that the tyre barriers were in an unsafe position and were likely to cause serious damage to single-seaters and lightweight sportscars if struck.

The barriers were removed for last Monday's Bank Holiday race day.

Experienced Caterham racer Patrick Havill threatened to never race again at Combe while the barriers were in place. He said: "I felt very aggrieved about it

and am pleased to see they have now relented and removed them.

"It was done without consultation, by people who have never sat in a single-seater or a Caterham.

"I don't like to call it a victory, because if they'd listened to everyone in the first place we wouldn't have had this problem."

The removable barriers were installed following a routine MSA circuit inspection over the winter. MSA technical director John Symes said the barriers were safe and widely used at other circuits, such as Oulton Park.

Symes said: "There has long been an issue at Bobbies and the Esses with competitors cutting the apex on entry, the second apex, and then running wide on exit. This damages the run off areas and in turn increases the risks of cars inverting. It's all part of addressing the

issue of drivers respecting track limits, a topic that has received plenty of publicity of late.

"In the past what are usually referred to as 'flip flops' (lightweight plastic bollards) have been used, [but] competitors simply drive at them and once they have been hit a few times they generally break; not satisfactory.

"One option discussed was to use free-standing tyre barriers. It's a common enough technique, not only in the UK but worldwide. The obvious comparison is at Oulton Park, where such arrangements have been in place at Brittens and Knickerbrook for probably 15 years. Competitors quickly learn not to hit them and such barriers may be hit perhaps once or twice in a year.

"The barriers are heavy enough that you would not want to hit them for there is a reasonable chance you will suffer damage. At the first meeting where these were in place [at Combe], the MSA Steward noted that the only drivers that commented about these barriers were those competing in the Castle Combe championships. Drivers from other championships said nothing. Presumably those drivers have encountered them elsewhere and know the score.

"The reality is that if you go beyond the track limits, for whatever reason, at any race circuit, there is a risk of striking a barrier and damaging your vehicle."

The track was unavailable for comment as AUTOSPORT closed for press.

Bobbies also reverted to plastic bollard system



PICS: OLLIE READ

#### AUTOSPORT SAYS...

**BEN ANDERSON**  
NATIONAL EDITOR

ben.anderson@haymarket.com



#### JAMES TUCKER HAS Poured

more than just his heart and soul into making the Britcar 24 Hours a success. He has invested plenty of time and energy - and no little money - into making the event a highlight of the UK racing calendar.

But despite strong entries since its inception in 2005, and spectators up from the low hundreds to several thousand last year, the Silverstone 24 has gone from making Tucker a tidy profit to costing him an arm and a leg (see page 73).

The problem is one that all race organisers face right now: how to run an event profitably when rising costs are squeezing your margins?

The Britcar 24 Hours may be 50 times more popular than it was in its inaugural year, but that's not enough to offset a three-fold increase in the essential costs of circuit hire and medical crews over the same period.

Something's got to give, and Tucker clearly can't afford to keep subsidising the 24 Hours - no matter how close he is to it emotionally.

Unless costs come down, or significantly more spectators come flocking through the gates, Tucker may be left with little choice but to run the race once every two years, relocate to a cheaper venue, or bin the event entirely. Let's hope it doesn't come to that.

#### Extra contact details

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

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# 'New' Formula Renault for 2013

Tatuus to build next-generation Renault single-seaters for junior racing



New Tatuus will retain existing Renault engine

**FRENCH MANUFACTURER** Renault will introduce a new two-litre single-seater racing car into its junior championships next season, built by former technical partner Tatuus.

The car, which Renault is describing as an "upgraded version" of the current Barazi-Epsilon-designed model, will retain the existing engine, mechanicals and

wings, but feature a new tub, bodywork and floor.

Renault expects the Tatuus to be stronger, 15kg lighter and to produce 30 per cent more downforce than the previous car – without increasing drag. It will run in Renault's Eurocup, NEC and ALPS championships next season.

Renault Sport's motorsport technical manager Francois Champod

said the revised car would comply with the latest FIA safety standards and would be expected to lap "about one second quicker on a 4km track" than the old car, which replaced Tatuus's previous FR 2.0 design for the 2010 season.

Renault is also hopeful that the new Tatuus will form the basis of a revived Formula Renault UK championship in 2013.

Champod said: "We are working hard to again have a championship in the UK for next year. Things are not finalised yet, but we are talking with a lot of people there.

"The UK has always been so important for motorsport in general, and for single-seaters in particular. For us it was a really difficult decision to cancel this year, and this is not something we want to last too long."

## British GT

### Jelley replaces Tandy in Brit GT

**FORMER PORSCHE CARRERA CUP** and British Touring Car race winner Stephen Jelley will drive a Motorbase Porsche in this weekend's Rockingham British GT round.

Nick Tandy and Steve Parish have raced Motorbase's second Porsche 997 so far this season. Tandy is not available for the whole season, and Jelley has been drafted in for Rockingham on a one-off deal.

Team boss David Bartrum said: "If we end up testing a few drivers to be



Jelley will race Motorbase's British GT Porsche

with Steve, it could be a good thing. I wanted someone sensible to replace Nick. Stephen's got a lot of Porsche experience and he'll be good for Steve. It was an easy choice."

Rockingham will be the first two-hour British GT race of 2012 and has attracted 26 cars. The McLaren MP4-12C of 2011 champion Jim Geddie has not entered.

## Smart 4two Cup

### Renault ace makes Smart move

**FORMULA RENAULT BARC RACE** winner James Theodore had his first outing of the season after receiving a last-minute call to compete in the Smart 4two Cup at Brands Hatch last weekend.

Theodore, 20, finished third in FR BARC in 2010, but only contested a handful of races in 2011.

Despite never having driven a tin-top on a track before, Theodore qualified fourth and second in the damp for the two races. He ran third in race one, before slipping to fourth with an overheating engine. In the

second race, he finished seventh after receiving a drive-through penalty for not respecting the track limits.

Theodore said: "It's a good little championship. The cars are quite kart-like, and because they're so small you can get really close."



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Le Mans

## Barwell to run two GT Astons in Le Mans 24 Hours support race

### SUCCESSFUL GT RACING OUTFIT

Barwell Motorsport will field two Aston Martins in the 45-minute Aston Martin Festival race in support of the Le Mans 24 Hours later this month.

Barwell will run the Aston Martin DBRS9 owned by Paul Whight in the GT3 class, with Whight and Barwell managing director Mark Lemmer sharing driving duties.

Barwell has campaigned the DBRS9 since 2006, taking two British GT titles.



DBRS9 to Le Mans

Lemmer said: "I've been involved with the DBRS9 since the project was started by AMR in 2005, so this is a great way to sign off on our association in style."

Barwell will also enter American duo Fred Schrader and Kevin Buckler in the GT4 category. The pair will drive a 2011-specification Aston Martin Vantage GT4.

Buckler owns successful American racing team The Racers Group (TRG) and took GT2 class honours in the Le Mans 24 Hours in 2002 as an owner-driver.

"Returning to Le Mans with a great friend as my co-driver and the storied Aston marque will be something really special," said Buckler.

"We have had some amazing moments and good runs at the epic 24-hour event."

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Combe Fords put on a fine show

Following some unfortunate pre-event grid cancellations, Castle Combe's paddock was sparsely populated on Monday, with just five classes providing eight races. The Formula Ford contest, however, was one of the greatest I have witnessed, with six competitors fighting for victory and superbly clean driving. That 20 minutes of sport was magical - unless you were a Higgins family member.

The action out front was breathtaking, and I was privileged to see it unfold from the gallery overlooking Tower corner, the overtaking place of choice of late. Inside or outside, Ben Norton made heart-stopping moves stick, but it was a tribute to his rivals that I saw no contact. Only a stunning effort by Steven Jensen denied the 2009 champion victory after they teetered through the right-hander abreast on the final lap.

As I wasn't commentating and had a budding young reporter to show round, I seized a rare opportunity to remind myself of the wonderful range of vantage points on offer by walking the whole lap. From Quarry for the Saloon opener via the panoramic view from 1960s Mini racer-turned-speaker David George's box at Old Paddock (Sports & GTs), to the exit of Camp for the card closers. A lot of knowledgeable folk were

congregated at the key points and they got their money's worth.

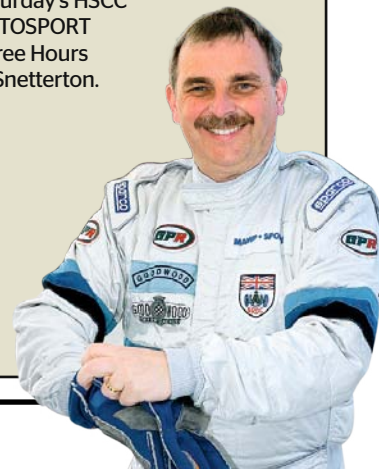
It was great to see the big sports prototypes back, and Tony Sinclair's wins in the works Jade 3 were popular. Now powered by a three-litre 400bhp Nissan V6 engine, the chassis is that in which I scored the model's first victory at Brands Hatch with 3.5-litre Chrysler power in October 2007. It also evoked fond memories of Tony's older Jade Trackstar design, in which I'd finished second at Combe earlier that year.

The other event in the resident trilogy, the hotbed of tin-top excellence, had lots of doorhandling and another superb performance from Will di Claudio, who extended his points lead with a class-winning third in his Peugeot 106 GTi.

The next event at the Chippenham circuit, on June 16-17, should get the paddock chock-full of cars with two dozen races over two days. While the Anglo-Japanese Sportscar Weekend will be heaving with Mazda MX5s and Lotuses, double-headers for each of the local series will be the fans' favourites and play key roles in all three title races.

Go see for yourself, although first I'm looking forward to Saturday's HSCC AUTOSPORT Three Hours at Snetterton.

“The Formula Ford race was one of the greatest I have witnessed, with six cars fighting for victory”



Want2race

## Goff becomes driver scheme judge

RENAULT CLIO CUP CHAMPIONSHIP leader Jack Goff has been confirmed as one of the instructors for the 2012 Want2race event.

Goff has taken two wins in Clios already this season and will help judge candidates for the second edition of the Want2Race scheme on June 22 at Blyton Park circuit in Lincolnshire. The winner will be awarded an ARDS race licence and Lotus Elise Trophy test.

The event will use Lotus Elise cars, a 3D Formula 1 simulator and karts. It will aim to assess participants' car control and driving technique. Want2win has also invested in a Clio Cup car, which will be at Blyton, and Goff



Renault Clio contender Goff joins Want2race

will be on hand to demonstrate what the car can do.

Goff, 21, said: "This concept is a great way for drivers to have a fun experience, learn new skills and potentially walk away as a real racing driver like me."

Smart 4two Cup

## Smarts target 24-hour Spa enduro

### ORGANISERS OF THE FLEDGLING

Smart 4two Cup are hoping to promote a series of endurance races next season with a view to hosting their own 24-hour event in 2014.

Smarts are likely to get longer races in 2013/14



Former Britcar racers James Palmer and Paul Bates are in the second season of a three-year deal with Britcar to run its single-make category for the German micro-cars. They hope to extend that arrangement and use Britcar's experience with endurance races to introduce their own event.

Bates said: "We want to go for longer races and [eventually] do a 24-hour event at Spa - similar to what they have for the Fun Cup.

"We'll start with six-hour and 12-hour events, and see how they go, but I think 24 hours would be great."





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**IN BRIEF**



Dickenson claimed Spielberg Clio victory

**IRISHMAN DAVID DICKENSON WON**

from pole on his Renault Clio Cup Bohemia debut at Spielberg last weekend for Team Pyro-Target and added a third place in race two. His team-mate, former BTCC racer Chris Swanwick, was 17th and 12th.

**JOHN MEALE GUIDED HIS AUSTIN**

Cooper S to victory in the Classic Saloons at Brands Hatch last Sunday. He resumed racing earlier this year, having been out of the sport since 1995. It was 19 years since he last raced at Brands Hatch.

**EX-CARRERA CUP AND HISTORIC**

Group C racer Andrew Purdie had his first-ever race at Oulton Park last Saturday when he contested the Porsche Club races in a Porsche 964. He briefly led the first race before finishing fourth, but crashed out of the second at Old Hall. "It was probably the biggest impact I have ever had," he said.

**FORMER MONOPOSTO CHAMPION**

and GT racer Lee Atkins has joined the Porsche Club Championship this season, with a new Boxster. He left last Saturday's Oulton Park races with extensive damage after a heavy off at Lakeside in the second race, having worked up to fifth in the first, from 16th on the grid.

**FORMER NORTH WEST FORMULA**

Ford 1600 star Mike Bibby returned after an eight-year lay off when he contested the Northern FF1600 Pre-90 race at Oulton Park last Saturday in a Reynard 86FF. He qualified fourth and finished in the same position. "I was runner up in the championship in 2004 to Chris Chisnall, but haven't raced since. I will do some more Oultons but haven't the time for any others," he said.

**PILBEAM DRIVER SEAMUS MORRIS**

won last Saturday's Cultra Hillclimb in Northern Ireland. Morris topped a 79-car field in the Thoroughbred Sports Car Club Northern Ireland event, with a time more than eight tenths quicker than Graham Thompson's GTR Turbo.

Pillbeam took Northern Irish hillclimb glory



**Britcar**

# Cost fears for Silverstone 24

Financial viability of Britcar enduro in doubt



Britcar 24 Hours has become a popular event

**THE FUTURE OF THE SILVERSTONE**

24 Hours is once again in doubt amid the rising costs of running the event.

The GT enduro was first held in 2005 before being reduced in length in 2009 due to economic reasons. It returned to full 24-hour status in 2010.

Although organiser James Tucker confirmed the seventh edition would take place this year, the future beyond 2012 is doubtful due to the expense of holding the event.

"Costs have just got out of control - the services and everything that goes with it," said Tucker. "From day one it's been financed out of my own pocket,

but I'm not prepared to put my own money in any more. I'm looking to retire and stabilise the company so that Britcar and the staff will continue.

"The 24-hour race needs so much time and energy and the physical costs - fuel, tyres, the circuit - has caused us to look at it."

Tucker confirmed that the inaugural Silverstone 24 Hours made a profit, but said that since then it has "been going down and down and down due to costs. Last year we made a loss."

Although competitor interest is running at "record levels", with over a third of registered competitor interest

coming from the top GT classes, and the number of spectators rising in recent years, the event costs a lot of money to run thanks to circuit hire, medical provision and other factors.

"Competitors will not pay any more," added Tucker. "The number of tickets [sold] has increased, but it's not enough. The 24-hour race is not working.

"We are in consultation with Silverstone to try to find ways of making it cheaper."

AUTOSPORT understands that holding the race every two years is one option being considered. It could also move to a cheaper venue.

**AUTOSPORT 3 Hours**

## Fleming targets 3 Hours double



Fleming is out to repeat 2011 win

**NICK FLEMING IS GUNNING FOR** back-to-back AUTOSPORT 3 Hours victories in this Saturday's sixth edition, centrepiece of the HSCC's annual visit to Snetterton.

Derek Bennett's Chevron B8s are unbeaten in the retrospective of the late 1950s/early '60s event to date.

Last year's winner Fleming returns (going solo), and Philip Nelson/Dave Methley, Chris Lillingstone-Price/Tim Lyons

will make strong teams in sister cars.

Graeme and James Dodd (Ginetta) should also be contenders and George Douglas's similar G16 has been in contention before.

The Elva effort comprises Joe Twyman/Gary Wright (Mk8) and American Mike Malone/Rick Hall (Mk7S) among the 26-car field.

There is also an intriguing Ford GT40 entry from Finn Pii Ketvel and partner Maria Garbagliati.

**Pageant of Power**

## Nest of Cobras for Pageant

**SEVEN AC COBRAS, CELEBRATING** the 50th anniversary of the famous GT, are among the entries for the fifth Cholmondeley Pageant of Power on June 15-17.

Around 80 cars will take to the Cheshire course, with historic racers Justin Law, Rick Hall and Kevin Kivlochan among the Cobra contingent.

Law will also appear in Jaguar XJ220 and XJR-15 machinery, and the Ford Transit SuperSportVan, while the Sinsheim Auto & Technik Museum will again bring its 47-litre BMW 'Brutus'.

BRMs from the Donington Collection will also join the Ed McDonough-driven Mercedes W196 streamliner recreation in the Post-War Grand Prix Cars split.

Gates open at 0800 on each of the three days of the event, which also includes flying displays, military, jet ski and hovercraft demonstrations, and parades.





BRITISH ENDURANCE CHAMPIONSHIP BRANDS HATCH, JUNE 2

## Morcillo and White too hot to handle at Brands Hatch

THERE WAS AN impressive line-up for the headline event, especially at the sharp end of the grid where the Mosler MT900R of Javier Morcillo/Paul White sat on pole position alongside the Paul Bailey/Andy Schulz Ferrari 430.

Morcillo stormed away at the start and began to pull away. Bailey held second place for the early laps, but Chris Beighton's Marcos was gaining ground and soon demoted Bailey to third. Michael Millard's Rapier SR2 was making similar progress and pushed the Ferrari back to fourth.

After 25 laps Lee Mowle managed to overhaul Bailey as Beighton stopped with collapsed rear suspension.

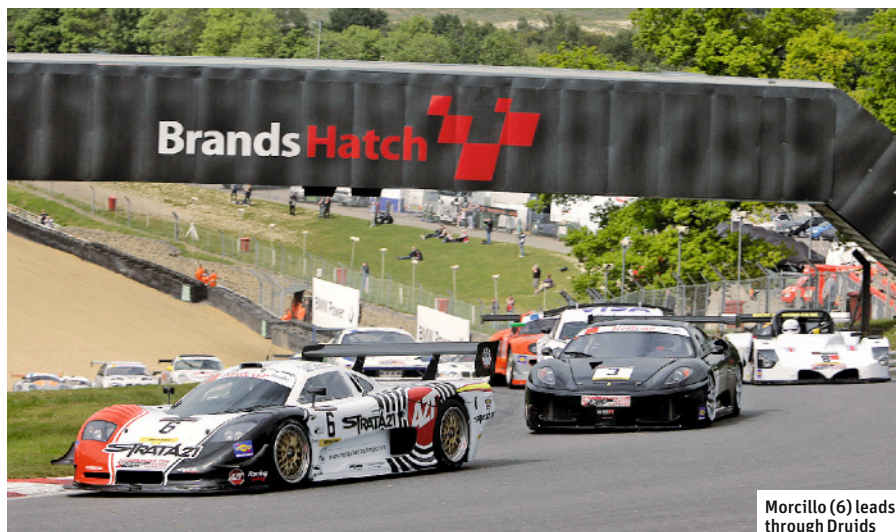
Millard and Mowle were

lucky to take their pitstops immediately before a safety car period. Millard resumed in fifth, behind Adam Sharpe's Porsche.

There were some anxious moments when a tow-truck forced the safety car to slow – and the cars immediately following ground to a halt at Paddock. At the restart, the Mosler, with White now at the wheel, resumed with a big lead over Martin Byford's Lotus Evora, which had still not stopped after an hour and a half!

When Byford finally pitted, co-driver David Green resumed in fourth, behind Andy Schulz, who had been flying in the Ferrari started by Bailey.

With only nine minutes to go Ian Heward had to



Morcillo (6) leads through Druids

retire the rapid Rapier SR2 from second.

White brought the Mosler home to victory, three-quarters of a lap ahead of Schulz, who was two laps up on George Murrells, in for Mowle.

“I just needed to consolidate on Javier's good work,” said White,

“but traffic was a bit of a problem.”

David Green extended the Evora's championship lead with fourth overall and a class win.

● Kerry Dunlop

**RESULTS (135 LAPS)** 1 Javier Morcillo/Paul White (Mosler MT900R); 2 Paul Bailey/Andy

Schulz (Ferrari 430) +38.935s; 3 Lee Mowle/George Murrells (Ginetta G55); 4 David Green/Martin Byford (Lotus Evora); 5 Simon Phillips/Pete Storey (Ferrari 458); 6 Adam Sharpe/Tom Jones/David Pittard (Porsche 996). **Class winners** Green/Byford; Phillips/Storey; Sharpe/Jones/Pittard. **Fastest lap** Morcillo 46.837s (92.84mph).



Moore (Escort) led home Whittaker

CLASSIC THUNDER TOURING CARS BRANDS HATCH, JUNE 3

## Moore wins as accident shortens the contest

### THE PATTERN

changed constantly in this topsy-turvy event.

It should have developed into a battle between Mark Biggers, who put his steroid-sucking Skyline on pole, and fellow front-row starter Garrie Whittaker, who had been drifting his BMW beautifully through Paddock Hill Bend during a very wet qualifying session.

But Whittaker spun off at Paddock on the warm-up lap and although he

recovered in time to take up his front-row position he was hit with a penalty.

Colin Tester (Sierra) got the jump on Biggers and Whittaker but they soon repassed him. And then Matt Moore's Escort steamed past Tester too.

As Moore homed in on Whittaker, the leading Nissan began to misfire and the Escort surged through. But the drizzle intensified and Moore's slick tyres became a handicap and his

lead over Whittaker soon diminished. Then the red flags came out: the SEAT of Ilsa Cox was stranded.

A five-minute restarted race was led all the way by Moore, from Whittaker and Paul Dobson's Mazda RX7.

● Kerry Dunlop

**RESULTS (6 LAPS)** 1 Matthew Moore (Ford Escort Cosworth); 2 Garrie Whittaker (BMW M3) +0.815s; 3 Paul Dobson (Mazda RX7); 4 Colin Tester (Ford Sierra Cosworth); 5 Mark Biggers (Nissan Skyline); 6 Alexander Owen (Ford Sierra Cosworth). **CW** Whittaker; Biggers; Lawrie Dunster (BMW M3); Brian Lilley (Ford Escort); Simon Sheridan (Ford Fiesta XR2). **FL** Moore 51.460s (84.50mph).

CHAMPION OF BRANDS FF1600 BRANDS HATCH, JUNE 3

## Barnett conquers rain

JOSH BARNETT notched up his second win of the season in difficult conditions, but it was no easy ride.

The clear favourite claimed pole in his Van Diemen RFO0, but he bogged down at the start and could only take a face-full of spray from Oliver White (RFO1) as they raced away. It was nip and tuck between these two for the rest of the encounter.

Adam Quartermaine seemed secure in third spot, but in the closing stages he came under pressure from Gaus Ghinn. He fell off on the penultimate lap and Ghinn raced through to make it a Van Diemen 1-2-3.

Meanwhile, Barnett began to harry the leader even more than before and with a lap to go White spun out at Clearways. As Barnett

raced on to victory, White made a hasty recovery and held on to take second place ahead of Ghinn.

Adam Higgins just got the better of Miles Johnston in a frantic fight for fourth, while Stuart Kestenbaum was sixth in his venerable Reynard FF89.

Afterwards Barnett said: “I thought I had the wrong settings but the car came to me as the race wore on. My third win in this series feels very special.”

● Kerry Dunlop

**RESULTS (17 LAPS)** 1 Joshua Barnett (Van Diemen RFO0); 2 Oliver White (Van Diemen RFO1) +7.344s; 3 Gaus Ghinn (Van Diemen RFO0); 4 Adam Higgins (Van Diemen RF94); 5 Miles Johnston (Van Diemen RF92); 6 Stuart Kestenbaum (Reynard FF89). **FL** Barnett 52.021s (83.59mph).





FF1600 racers enjoyed closely fought action throughout

QUAIFE MN SALOONS BRANDS HATCH, JUNE 2

# Eve's Sapphire is too strong for rivals



Eve leads the pack through Paddock

**PAUL EVE DOMINATED** at Brands Hatch last Saturday, taking his first two race victories.

His success in the first outing was helped by an incident at the first corner, when second-row starter Ashley Hargreaves (Peugeot 306) left his braking too late and took out Malcolm Wise (Escort Cosworth), who had

started from the front row. Hargreaves apologised for the error.

Gavin Thomson (205) went grass-tracking at the next corner, so Eve gained a lead he never lost.

"It all opened up for me on the first lap," admitted the delighted winner.

Thomson recovered well and moved up to second, but on the

penultimate lap he lost out to hard-charging Hargreaves. Jez Francis and his little Nova came from nowhere to finish fourth ahead of Tony Paxman (Escort) and Alan Phillips (Sierra).

It was a lot closer in the second race, even though Hargreaves went off at Paddock again and brought out the safety car.

Eve thought he could cruise to victory, but Malcolm Wise, who had started from the back after his first-race incident, really turned up the wick and almost caught the winner on the line.

Hargreaves might have caught the winner before Wise, but once again he locked up, briefly skidded off the track at Graham Hill Bend and had to settle

for fourth, behind Thomson's Pug.

Phillips was fifth and Bill Richards drove well to finish sixth with his little Mini.

● Kerry Dunlop

**RESULTS (17 LAPS)** 1 Paul Eve (Ford Sierra Sapphire); 2 Ashley Hargreaves (Peugeot 306) +1.382s; 3 Gavin Thomson (Peugeot 205); 4 Jez Francis (Vauxhall Nova); 5 Tony Paxman (Ford Escort); 6 Alan Phillips (Ford Sierra Sapphire). CW Hargreaves; Thomson; Francis; Nick Proudlock (Ford Escort Mk.1). FL Hargreaves 52.334s (83.09mph).

**RACE 2 (14 LAPS)** 1 Eve; 2 Malcolm Wise (Ford Escort Cosworth) +0.242s; 3 Thomson; 4 Hargreaves; 5 Phillips; 6 Bill Richards (Rover Mini Clubman). CW Thomson; Hargreaves; Peter Osborne (Renault Clio); Proudlock. FL Wise 51.612s (84.25mph).

## BRANDS IN BRIEF



Minis were unbeatable in the wet

### CLASSIC SALOONS

John 'Bunter' Meale revelled in the damp conditions and he romped past fellow Mini pilots Roger Ebdon, Phil Manser and Jim Burrows and then pulled away to win by six seconds. Burrows again made the best start in race two, but this time he held on to win from Manser and Ebdon. Meale started from pole but the diff dragged him down the slope and he never quite recovered.

### BLUE OVAL SALOONS

Former champion Craig Rainer led his first race of the season from start to finish in his Mk2 Escort. Ashley Bird's XR4 began to eat into the leader's advantage as Rainer chose a wetter line to cool his tyres, but he was still two seconds down at the finish. Colin Tester (Sierra) was a lonely third, ahead of a frantic battle for fourth won by Piers Grange (Escort Mk2).

### CLASSIC GROUP 1

David Howard admits he dislikes wet-weather racing, but he still dominated both races with his Jaguar XJ12 and cemented his second win with a brave move on Tim Scott-Andrews' V8 Rover – at Graham Hill Bend of all places! Jason Christie made the most of his manageable Escort to finish third twice, but was pushed all the way by Mark Osborne (Triumph) and Riorden Welby (Rover SD1).

### SMART 4TWO CUP

David Moore, unbeaten so far this season, continued with two more wins but only after a tremendous place-swapping battle for the lead with polesitter Jake Jackson. In race two Jackson once again set the fastest lap but his fast-in, slow-out technique caused him to tag the tail of Moore's car and he fell back on the last lap. Sarah Moore was third each time.

### David Moore defends his lead



PRE '93 TOURING CARS BRANDS HATCH, JUNE 3

# Stanford recovers from spin to take silverware

**JACK STANFORD**, racing for the first time this season, claimed pole in Pre-93 Touring Cars at Brands, but it was points leader Lawrie Dunster who made the better start.

For the next two laps these two were mostly side-by-side until they spun in unison at Surtees.

Nigel Innes inherited a lead that proved short-lived because Stanford made a quick recovery, caught him within a couple of laps and then went on to win.

Bellamy had been settled in third, but Dunster bounced back to claim the final podium place.

Richard Millar's Sierra Cosworth broke the BMW ahead of Malcolm Wise.

Roger Stanford, Jack's father, fought back well from a penalty to take seventh spot.

● Kerry Dunlop

**RESULTS (19 LAPS)** 1 Jack Stanford (BMW M3); 2 Nigel Innes (M3) +15.922s; 3 Lawrie Dunster (M3); 4 Paul Bellamy (M3); 5 Richard Millar (Ford Sierra Cosworth); 6 Malcolm Wise (Sierra Cosworth). CW Innes; Roger Stanford (M3); Daniel Smoughton (M3); Simon Sheridan (Ford Fiesta XR2). FL J Stanford 1m03.807s (68.15mph).



Pitstops ruined Nye's race

BRITCAR PRODUCTION CUP BRANDS HATCH, JUNE 2

# Symons wins in M3 rout

**DAVID NYE'S SEAT** surged away from pole to lead Carl Breeze and Peter Cunningham in the Britcar Production race at Brands.

But Michael Symons' BMW took second after a few laps and began to lap quickly. On lap 27, Nye dived into the pits for an unscheduled stop, the first of many that ruined his race. That left Symons in the lead from Adam Hayes and Michael Cox; 1-2-3 for BMW after 60 laps.

Mark Cunningham took over from his father and was threatening for third until his SEAT slowed with just five minutes to go. So

after 90 minutes Symons' solo effort was rewarded with a comfortable win over Hayes and Cox.

"I got a bit giddy after 100 laps" said the winner.

● Kerry Dunlop

### RESULTS (100 LAPS)

1 Michael Symons (BMW M3); 2 Adam Hayes/Mark Radcliffe (M3) +6.858s; 3 Dave Cox/Michael Cox (M3); 4 Tom Howard/Carl Breeze (Ginetta G40); 5 Mark Cunningham/Peter Cunningham (SEAT Leon Supercopa); 6 Steve Kent/Peter Mouldsdale (M3). CW Howard/Breeze; Martin Parsons/Chris Knox (BMW MINI Cooper S); Kent/Mouldsdale. FL Symons 50.716s (85.74mph).



Dunster (65) and Stanford tangled





MA5DA MX5 MK1 CADWELL PARK, JUNE 2-3

## Jenkins jumps Puddle to extend podium run

**IT HADN'T STOPPED** raining for 17 hours when Rhys Jenkins beat Richard Puddle to take his second win of 2012 and extend his podium streak to eight.

The Bicester driver started on row two and grabbed the lead from Matthew Lambert at Park on lap two, but already it was clear ex-Fiat racer Puddle was on fire. Having prayed for rain, he climbed from eighth to third in two laps, before diving by Lambert to take second at Mountain.

Puddle took the lead on the penultimate lap, but an error at the Mountain let Jenkins back in.

Earlier, Alex Preston had finally taken his first win. Early leader Ed Gay got

mugged at the Mountain and shuffled back to fourth on lap two, but it took four more laps for Preston to hit the front. Ex-Toyota MR2 racer Alan Henderson led in between, but lost second to James Blake-Baldwin.

Blake-Baldwin had won a race the previous day after a cat-and-mouse game with Lambert, having scythed ahead at Park on lap three.

Previously unbeaten in 2012, Tom Roche showed fallibility at Cadwell. He had race three in the bag when he hit the grass and spun spectacularly down Park Straight on the final lap, gifting victory to Ben Short.

Roche made amends in the final race, fighting back past Short at Park on the final lap, where race one



Jenkins chases Puddle at soggy Cadwell Park

winner Adam Gore exited from third place.

● Ian Sowman

**RESULTS (12 LAPS) 1 Adam Gore;**

2 Simon Goddard +4.589s; 3 Rhys Jenkins; 4 Richard Lambert;

5 William Blackwell-Chambers;

6 Brian Chandler. **Fastest lap Gore**

1m46.904s (73.18mph). **RACE 2**

**(11 LAPS) 1 James Blake-Baldwin;**

2 Matthew Lambert +1.878s; 3 Alex Preston; 4 Charlie Charman; 5 Brett Smith; 6 Richard Puddle. **FL**

Blake-Baldwin 1m46.948s (73.15mph). **RACE 3 (11 LAPS) 1 Ben**

**Short;** 2 Tom Roche +8.323s; 3 Alan Henderson; 4 Ed Gay; 5 Martin

Tolley; 6 Andy Coombs. **FL Roche**

1m57.478s (66.59mph). **RACE 4**

**(10 LAPS) 1 Preston;** 2 Blake-

Baldwin +3.537s; 3 Henderson;

4 Smith; 5 Gay; 6 Tolley.

**FL Preston** 1m57.880s (66.36mph).

**RACE 5 (10 LAPS) 1 Jenkins;**

2 Puddle +0.564s; 3 M Lambert;

4 Eduardo Rodrigues; 5 David

Neidell; 6 Chandler. **FL Puddle**

1m57.741s (66.44mph).

**RACE 6 (11 LAPS) 1 Roche;** 2 Short

+0.272s; 3 Robinson; 4 Goddard;

5 Coombs; 6 R Lambert. **FL Gore**

1m57.425s (66.62mph).



Bowers came out on top for the first time

FORD FIESTA CADWELL PARK, JUNE 2-3

## Two new Fiesta winners as Cooper crashes out

**TWO NEW ST WINNERS** celebrated success at Cadwell Park as points leader Jason Cooper endured a trying weekend.

After easily claiming pole on Saturday, Cooper got the wet weather he wanted for Sunday's pair of races – but not the start he wished for in the opener. “I was trying for a granny start, and it stalled,” he shrugged.

Nicholas Bowers therefore emerged in front, with last year's Si champion John Langridge wresting second from Andrew Wilmot at Coppice on the start of lap two. Cooper passed Wilmot shortly after a safety car restart, but it didn't do him much good, as the two cars in front had a moment in Hall Bends and Cooper crashed heavily in

avoidance. When red flags flew, Bowers was credited with his maiden victory.

Cooper burned from the stern in race two (mechanic Dave Gray having won the Endeavour award for getting the bashed Fiesta race-ready), climbing to fifth in short order but finding Saghir Hussain's mount too wide to pass.

Donington winner Aaron Trigwell led at first, but Langridge reeled him in and went by at Chris Curve on mid-distance, before gaining a clear win – the first since his graduation.

David Elsom was the top Si in the first race, but a spin in the second elevated Ian Scruton.

● Ian Sowman

**RESULTS (5 LAPS) 1 Nicholas**

**Bowers (ST);** 2 John Langridge (ST)

+0.921s; 3 Andrew Wilmot (ST);

4 Aaron Trigwell (ST); 5 Saghir

Hussain (ST); 6 David Abbott (ST).

**Class winners** David Elsom (Si);

Nikolas Barton (Zetec). **FL Jason**

**Cooper (ST)** 1m53.102s (69.17mph).

**RACE 2 (11 LAPS) 1 Langridge;**

2 Trigwell +9.763s; 3 Bowers;

4 Hussain; 5 Cooper; 6 Wilmot.

**CW Ian Scruton (Si); Barton.**

**FL Cooper** 1m50.491s (70.80mph).

ALFA ROMEO CADWELL PARK, JUNE 2-3

## Star turn from Shrubbs

**FOR THE SECOND** time in three events, the Alfas had their race halted due to a crash in the opening seconds.

Several racers were sidelined at Silverstone, but only Robin Eyre-Maunsell (75) was ruled out after this accident, triggered by excessive wheelspin for poleman Stephen Dymoke (156).

Despite damage, Dymoke was able to restart from the back and he fought to third, although he couldn't catch Bryan Shrubbs's 33 (which had gearbox troubles in qualifying) and Guy Hale (147).

**In wet conditions on**

Sunday, Barry McMahon – fourth on Saturday – took his first-ever Alfa win in his ex-STCC 156, having passed Shrubbs at Mansfield on lap one.

● Ian Sowman

**RESULTS (9 LAPS) 1 Bryan**

**Shrubbs (33);** 2 Guy Hale (147)

+6.330s; 3 Stephen Dymoke (156);

4 Barry McMahon (156); 5 Roger

McMahon (Fiat Punto); 6 Anthony

George (33). **CW Hale;** R McMahon;

George; Ray Foley (GTV); Neil

Smith (147). **FL Dymoke**

1m40.521s (77.82mph). **RACE 2**

**(10 LAPS) 1 B McMahon;** 2 Guy

Hale +1.338s; 3 Shrubbs; 4 Alastair

Kellett (Fiat Punto); 5 Smith; 6 R

McMahon. **CW Shrubbs;** Kellett;

Smith; Graham Seager (GTV). **FL B**

**McMahon** 1m53.548s (68.89mph).



Dymoke spins up as Shrubbs leads





Short led in Post-89 Formula Ford, but not for long...

PORSCHE CLUB OULTON PARK, JUNE 2

## Sumpter takes double win as Morris runs out of luck



Sumpter couldn't believe his fortune

**YOU EITHER HAVE THE** luck or you don't, and Peter Morris didn't, seeing two probable wins disappear in Mark Sumpter's favour.

Morris took the high line around Andrew Purdie at Shell on the second lap and emerged as the leader, but Sumpter was closing in. Sumpter passed Purdie

and grabbed the lead into Old Hall, but it stayed close until Morris pitted: "Part of the throttle broke into Lodge," he explained.

Sumpter was left to take his second win of the year, but the battle for second continued, before Mark Proctor finally shook off Ben Demetriou.

It was Morris' turn to chase in race two, as Sumpter made a better getaway at the start. They swapped into Cascades on the sixth lap, but after building a decisive lead Morris was thwarted by the safety car.

A one-lap sprint from the green flag was one lap

too many for Morris. "The temperature was high and the car just snapped away at Knickerbrook," he said after spinning to 18th.

"I couldn't believe it – I wasn't intending trying anything dubious," added a surprised Sumpter, having inherited his second win of the day.

● Peter Scherer

**RESULTS (12 LAPS) 1 Mark Sumpter (964 C2);** 2 Mark Proctor (993 C2) +3.603s; 3 Ben Demetriou (Boxster S); 4 Andrew Purdie (964 C2); 5 Lee Atkins (Boxster S); 6 Kevin Harrison (964). **CW** Paul Follett (964 CS). **FL** Proctor 2m02.037s (79.41mph).

**RACE 2 (12 LAPS) 1 Sumpter;** 2 Mark McAleer (996 C2) +0.727s; 3 Proctor; 4 Chris Dyer (968 C2); 5 Marcus Carniel (Boxster S); 6 Follett. **CW** Follett. **FL** Peter Morris (996 C2) 1m55.309s (84.04mph).

### IN BRIEF



Returnee Fletcher took a Jedi victory

#### FORMULA JEDI

Points leader Andrew Dunn was sidelined with engine problems at Cadwell, giving Richard Mitcham the chance to strike back after his Anglesey woes. He won the first race, but lost out to flying returnee James Fletcher at the penultimate corner in Sunday's encounter.

#### MA5DA MX5 CUP

Luke Herbert was as dominant at Cadwell as Chrissy Palmer had been at Anglesey, winning all three races. He blitzed the first two, but had to drive around the outside of Palmer at Park to wrap up the reversed grid encounter.

#### SCOTTISH FIESTAS

Scott Robertson was a clear winner of the first Cadwell race from Dave Colville, as George Orr climbed to third. After the leaders tangled, Wayne Macauley took an overall win in his XR2 on Sunday, beating all of the STs.

#### POST-89 FF1600

There were only eight cars for the race at Oulton. Martin Short's Van Diemen soon lost the lead to James Hammonds' Mygale, which built a gap. However, once John Murphy's Van Diemen had broken away from the scrap for second, Hammonds' days were numbered.

#### SCOTTISH CLASSICS

Andy Smith's Morgan took two easy wins at Oulton. David Holroyd's Lotus Elan kept Robert Marshall's Escort at bay in race one for second, and Marshall had to settle for third again in race two, behind Raymond Boyd.

#### SCOTTISH LEGENDS

It was a battle of the Braces at Oulton, with Nick making it two heat wins after ousting son Dean on the last lap. They battled with Ross Marshall for the final, but Dean spun at Knickerbrook on the last lap and Nick ran out of gears.



Father and son Brace starred in Legends

SCOTTISH MINI COOPER CUP OULTON PARK, JUNE 2

## Brothers Sleigh the rest for Oulton Park double

**THE SLEIGH BROTHERS** took centre stage and topped the Scottish Mini podium in both races.

Although David led the first from the start, he had Kenneth Brewster, brother Tim and Kenny McLeod inches behind.

Brewster nosed ahead as they completed lap two and Tim went by too after David took to the grass at Lodge a few laps later.

It was still any one from three on the last lap, with Tim nosing ahead into Old Hall before throwing it away by overshooting the Knickerbrook chicane, a move copied by Brewster.

They both made the podium still, but David took the top step.

"I spent too long looking behind," Tim admitted.

It was much easier for David in the second race, once he passed Malcolm McNab to lead from lap two.

Tim took second again after a brief duel with Brewster, while Steven Clarke snatched third on the last lap as McNab finished in fifth place.

● Peter Scherer

**RESULTS (BOTH 7 LAPS) 1 David Sleigh;** 2 Tim Sleigh +0.172s; 3 Kenneth Brewster; 4 Steven Clarke; 5 Kenny McLeod; 6 Malcolm McNab. **FL** D Sleigh 2m07.993s (75.71mph).

**RACE 2 1 D Sleigh;** 2 T Sleigh +2.771s; 3 Clarke; 4 K Brewster; 5 McNab; 6 Steven Brewster. **FL** Clarke 2m06.639s (76.52mph).



Jones (31) fought Parkington to win

PRE-90 FF1600 OULTON PARK, JUNE 2

## Jones beats Dolan to win

**ANY ONE OF THREE** drivers could have won the Northern FF1600 Pre-90 race, before Stuart Jones finally took the spoils.

Jones' Reynard SF89 had the edge over Ian Parkington's 84FF and Mike Bibby's 86FF at the start, and as Nigel Dolan's Van Diemen made it three for second, Jones started to build a lead.

Bibby went wide at Island and lost second to Parkington, before dropping behind Dolan into Knickerbrook.

Parkington closed down Bibby's lead gradually and

went side by side with him into Old Hall before forging ahead at Island.

However, Jones pulled a carbon copy of the manoeuvre a lap later to claim the win, with Dolan following through to clinch second spot.

● Peter Scherer

**RESULTS (11 LAPS) 1 Stuart Jones (Reynard SF89);** 2 Nigel Dolan (Van Diemen RF86) +0.577s; 3 Ian Parkington (Reynard 84FF); 4 Mike Bibby (Reynard 85FF); 5 Ian Ellis (Reynard 89FF); 6 Mario Sarchet (Van Diemen RF85). **CW** Dolan; Graham Leggett (Crosle 25F). **FL** Parkington 1m50.767s (87.49mph).

The Sleighs go at it in Scottish Minis







MG METRO CUP, MALLORY PARK, JUNE 4

## Victories to the two Toms as rivals get caught out

**TOM SANDERSON** added his name to the 2012 Metro Cup roll of honour after chaotic early exchanges at Mallory Park ruled the regular winners out of contention.

The rolling-start format caught a number of drivers unawares, with a shabby beginning to race one developing into frenetic early laps at the sharp end.

Mike Williams led initially in his Rover 100, but he was immediately under attack from Neal Gardiner's Metro at the Esses. Sanderson made it three abreast at the hairpin, splitting new leader Gardiner and Williams by the end of the lap.

Williams briefly got the lead back at Gerard's on the

second lap, although Gardiner hit the front again on Stebbe Straight. Going into Gerard's for the third time there was contact between the lead pair, resulting in them both going off piste.

That left Sanderson (Metro) in the lead, and although Tom Grainger (100) was a constant shadow, he was unable to break through.

Tony Howe was third with fastest lap – once he had passed Paul Ashton at the exit of the hairpin.

Williams briefly got back to sixth, but retired on the final lap after a short scrap with Tim Davies. Gardiner finished seventh.

A much more orderly start to race two resulted



Sanderson leads Grainger

in 17-year-old Grainger sweeping ahead into Gerard's for the first time.

Howe got by Sanderson into the Esses second time through, and thereafter tried to find a gap in Grainger's defences, but to no avail – in spite of Grainger losing a mirror. Sanderson recovered to

second on the final lap and boldly drove around the outside at the hairpin in a vain effort to grab the lead.

Gardiner was fourth and Williams, having started 24th, annexed fifth.

● Ian Sowman

### RESULTS (BOTH 11 LAPS)

**1 Tom Sanderson;** 2 Tom Grainger

+0.241s; 3 Tony Howe; 4 Paul Ashton; 5 Jonathan Woodcock; 6 Tim Davies. **Class winners** Grainger; Ray Kershberg; Jonathan Agar. **Fastest lap** Howe 56.510s (86.00mph).

**RACE 2 1 Grainger;** 2 Sanderson +0.239s; 3 Howe; 4 Neal Gardiner; 5 Mike Williams; 6 Woodcock.

**CW** Sanderson; Agar. **FL** Gardiner 56.470s (86.06mph).



Sparrow heads huge Citroen 2CV train

CITROEN 2CV MALLORY PARK, JUNE 4

## Sparrow flies high despite breaking the golden rule

**THE GOLDEN RULE** OF Citroen 2CV racing is not to lead the race going into the final lap – but that fact made no difference to former champion Pete Sparrow, who won anyway.

Wayne Cowling led initially, with Sparrow ending the first lap in second as Peter Rundle fell back to fourth.

Sparrow crawled into the lead on lap three, finishing at the Esses a move he started at Gerard's, and he

remained at the helm until the sixth lap when Cowling and Rundle edged him back.

Sparrow went from fourth to the lead on the penultimate tour, and managed to hold on as Philip Myatt and Rundle vied for second. Having started ninth, Alec Graham shuffled up to fourth.

Starting from the back for race two, Sparrow could only make it as far as sixth. Up front, Simon Clarke (in for Wayne Cowling), led but

had to retrieve it from Nick Paton along Stebbe Straight on the final lap. Graham followed him through when Paton cut the grass at the Esses.

Michael A Fox and Sammie Fritchley swapped fourth before settling in that order, while a multi-car shunt at the Esses on lap three ruled out Katy Storey.

● Ian Sowman

### RESULTS (BOTH 9 LAPS) 1 Pete Sparrow;

2 Philip Myatt +0.273s; 3 Peter Rundle; 4 Alec Graham; 5 Wayne Cowling; 6 Nick Paton.

**FL** Cowling 1m07.478s (72.02mph).

**RACE 2 1 Simon Clarke;** 2 Graham

+0.545s; 3 Paton; 4 Michael A Fox;

5 Sammie Fritchley; 6 Sparrow.

**FL** Clarke 1m07.406s (72.09mph).

MGB50 MALLORY PARK, JUNE 4

## Inspired Newall wins

**A WARM WELCOME** from the villagers of Kirkby Mallory inspired Andrew Newall to victory in the latest MGB50 race at Mallory Park's Motors TV Live Raceday.

“It was great to see the union flags on the side of the houses in support of the race,” he said.

“It was either that or the Jubilee...”

With the addition of several other MGs of historic interest to fill the grid for the TV cameras, the race was dubbed the ‘Queen's Diamond Jubilee Celebration Race’.

Whether Her Majesty followed proceedings on Motors TV was unclear, but she would have witnessed Marc Campfield – sideways star of the Castle Combe event – take the lead at the end of lap one, having started fourth.

“I outraked myself into the hairpin, but I let

him go as I knew he had engine problems,” said Newall, who had started on pole. Sure enough, Campfield followed fellow frontrunner Mark Ashworth into the pits.

Newall therefore won as he liked in the ex-works car, with Andrew Bentley second.

Peter Endney was able to make a mid-race break for third in traffic.

Will Linley wrapped up an entertaining fight for fourth after Martin Richardson and Adam Gittings (in the Ashley GT) both had spins.

● Ian Sowman

### RESULT (31 LAPS) 1 Andy Newall

(MGB); 2 Andrew Bentley (MGB) +15.648s; 3 Peter Endney (MGB); 4 Will Linley (MGB); 5 Adam

Gittings (MG Ashley GT); 6 Martin Richardson (MGB). **CW** Gittings;

Stuart Dean (MG Dick Jacobs

Special); Shaun Rainford (MG

1100). **FL** Newall 57.263s

(84.87mph).





Newall headed 'Diamond Jubilee' celebration at Mallory

FF1600 CASTLE COMBE, JUNE 4

# Jensen interceptor heads off Norton



Orgee heads the FF1600 pack with Jensen lurking

**STEVEN JENSEN MADE** it four winners from the first four rounds of the FF1600 championship, in the best race in ages.

The Kevin Mills Racing Spectrum pilot withstood incredible pressure from a rampant Ben Norton as 1.24s blanketed the top six.

Poleman Norton made a

dismal start – “I don’t know what happened with the clutch” – the Wiltshire College Spectrum driver coming round ninth at the end of a frantic opening lap, in which Bob Higgins slithered into the barrier at Quarry to avoid him.

Thereafter, however, the 2009 champion was

mighty. Fifth (on the tail of birthday boy Alex Ames, Nathan Ward, early pacesetter Roger Orgee and new leader Jensen) at a safety-car interlude (for Adam Higgins’ Van Diemen, stranded by a snapped upright) he still had much to do.

Jensen dropped back from the Honda pace car, then booted it through Bobbies as his pursuers were bottled up.

With seven laps remaining, though, he needed all his advantage.

Orgee filled his mirrors initially, but Norton skated, wheels locked, inside Ames’ Ray into Tower, then rounded Ward to close on the frontrunners.

Having deposited Orgee on the penultimate lap,

Norton attempted the outside line at Tower last time round.

Jensen clung to the inside as they traversed the apex abreast, kept his nose ahead into Bobbies and just had the momentum to stay ahead.

“It was very, very, competitive today,” beamed Jensen for whom the Driver of the Day accolade was “the cherry on the cake”.

● Marcus Pye

**RESULTS (15 LAPS)** 1 Steven Jensen (Spectrum O11b); 2 Ben Norton (Spectrum O10b) +0.234s; 3 Roger Orgee (Van Diemen RF00); 4 Nathan Ward (Spectrum O11c); 5 Luke Cooper (Swift SC10); 6 Alex Ames (Ray GR507). **CW** James Raven (Swift SC95); David Cobbold (Van Diemen RF89). **FL** Norton 1m11.345s (93.34mph).

## IN BRIEF



Butler's Focus remains undefeated

### BARC SE TIN TOPS

Ian Butler (Focus) remained unbeaten for 2012 at Mallory. Andrew Ashton (Metro) and Steve Rothery (Clio) tormented him in race one, then the 205s of Andrew and Curtis Mitchell ganged up on him in race two, although Andrew was later excluded on weight.

### BARC SE INTERMARQUE

Nothing could stop Tommy Field from taking his Hot Rod Tigra to a convincing double win at Mallory. Keith White twice recovered from tardy starts in his BMW Z4 to take a pair of seconds.

### MONOPOSTO

Steve Patania spun out of second in the first race moments after a clip from Kevan McLurg's older Dallara at Mallory. Richard Purcell's version fended off Dave Connor's Jedi to win that one, then won the second after passing Patania at the Esses.

### MIGHTY MINIS

Engine work by Paul Inch and Neil Slark transformed veteran Jonathan Lewis's car and he bagged a fine pair of wins at Combe. Chris Slade and David Marcussen earned seconds, ahead of *Emmerdale* actor Kelvin Fletcher on his first visit.

### OPEN SPORTS & GT

Tony Sinclair doubled-up in the fun race at Combe, but “a mass of oil and dust at Quarry [after Jade team-mate Simon Hardwick caused a stoppage] meant my heart was in my mouth.” Bob Berridge (Aquila) zapped Craig Fleming's Juno for second.

### COMBE SALOONS

Leader Adam Prebble (Rover 220) went too deep into Quarry after a safety car, but his shadow Tony Hutchings (Audi TT) did too, thus the status quo was maintained.

Prebble survived moment to win



SPORTS & GT CASTLE COMBE, JUNE 4

# Past master Sinclair puts his Jade back on top

**FORMER SPORTS & GT** champion Tony Sinclair reminded seasoned spectators of the Jade 3's pace by blitzing allcomers on a rare Combe outing for the 400bhp Nissan V6-powered prototype he designed and built.

Returnee Andrew Shanley – who has bought back the ex-Louis Davidson Radical Prosport – headed Sinclair briefly at the start, then drove his heart out to keep him in sight as Simon Tilling recovered from another tardy start.

Reigning champ Tilling snuck ahead, only to be surprised when Shanley

dived inside him during lappery into the Esses.

The race was stopped when Stephen Bracegirdle backed his Nemesis into the Tower tyres, having passed Nigel Mustill's Aquila in the company of Gary Prebble's Mitsubishi Evo.

● Marcus Pye

**RESULTS (12 LAPS)** 1 Tony Sinclair (Jade-Nissan 3); 2 Andrew Shanley (Radical-Suzuki Prosport) +4.729s; 3 Simon Tilling (Radical-RPE SR3 t/c); 4 Josh Smith (Radical PR6); 5 Simon Hardwick (Jade-Chrysler 3); 6 Craig Fleming (Juno-Ford Duratec TR250). **CW** Shanley; Gary Prebble (Mitsubishi Lancer Evo). **FL** Sinclair 1m03.701s (104.55mph).



Winner Patterson chases Morgan

SUPER MIGHTY MINIS CASTLE COMBE, JUNE 4

# Patterson picks up two

**GARY PATTERSON WON** both Super Mighty Minis races, although until the final lap of the opener he was locked in a breathless battle of wits with pal and arch-rival Chris Morgan.

A defensive switch through Hammerdown resulted in light contact, which flicked Morgan into the belting. “I couldn’t be more gutted, it’s my least favourite win ever,” admitted Patterson.

A huge paddock effort got Morgan’s car patched up for race two, in which he was fourth, from the back of the 18-car grid, inside a lap.

Having briefly nosed past Elliot Stafford for second, Morgan had to settle for third.

Bob Bennetts, who jostled diligently from seventh to second in race one, ousting Neven Kirkpatrick, fell late in the closing stanza.

● Marcus Pye

**RESULTS (BOTH 18 LAPS)** 1 Gary Patterson; 2 Bob Bennetts +5.551s; 3 Neven Kirkpatrick; 4 Elliot Stafford; 5 Neil Slark; 6 Patrick Ford. **FL** Stafford 1m25.046s (78.31mph). **RACE 2** 1 Patterson; 2 Stafford +10.066s; 3 Chris Morgan; 4 Ford; 5 Slark; 6 Kirkpatrick. **FL** Morgan 1m24.857s (78.48mph) record.



Sinclair won in his rapid Jade





EUROPEAN RALLYCROSS NYIRAD, JUNE 3

# Russia beats America in Hungarian battle

**THE HUNGARIAN** round of the European Rallycross Championship was about East against West, Russian versus American. This time it was Russia that won out, Timur Timerzyanov taking his second win of the year in the fourth round of the series and grabbing the points lead by beating American Tanner Foust.

Neither man has any margin for error in the championship, which is split into two five-round halves, with drivers able to count four scores from each half. Timerzyanov missed round one and Foust was absent from round three, so each needs every point in what looks like being a hard-fought title battle.

Timerzyanov took the A

final pole with fastest times in the first two heats, Foust topping the third to line up second with Michael De Keersmaecker third. Liam Doran shared the second row with Alexander Hvaal, but was last off the grid after his Citroen DS3 bogged down, this only the start of Doran's troubles.

Timerzyanov led all the way, but came close to crashing it away. "I nearly crashed on the Joker Lap – I hit the wall but did not lift and managed to steer away," he said.

There were millimetres between him and Foust as he rejoined, with the Citroen driver beating the Ford by half a second.

Neither Davy Jeanney nor Mats Lysen finished their first heat on Saturday



Timerzyanov's Citroen defeated Ford of Foust

but recovered well, Lysen straight into the A final, where he took third, while Jeanney won the B final and progressed to fifth.

In between was Hvaal, ending an eventful race in fourth. He'd been close to De Keersmaecker, who went off, and Doran, who crashed on the last lap and was taken to hospital, having collapsed after getting out of his DS3. He

was released with bruising.

Kevin Procter failed to qualify, losing his second heat after a clash with Timerzyanov and the third through gearbox problems.

After spinning away a win last time out, Derek Tohill did not put a wheel wrong and completed the weekend unbeaten to take his second 2012 win and the TouringCar points lead. ● Tim Whittington

**RESULTS**

**SUPERCAR A FINAL (6 LAPS)**

1 Timur Timerzyanov (Citroen DS3); 2 Tanner Foust (Ford Fiesta VII) +0.5s; 3 Mats Lysen (Renault Clio III); 4 Alexander Hvaal (Citroen C4); 5 Davy Jeanney (C4); 6 Liam Doran (DS3); 7 Guttorm Lindefjell (Skoda Fabia); 8 Michael De Keersmaecker (Ford Focus II).

**POINTS 1** Timerzyanov, 53;

2 Doran, 48; 3 Foust, 41; 4 Hvaal, 34; 4 Lysen, 32; 5 De Keersmaecker, 32; 6 Lindefjell, 28.



Willis came through the murk for victory

BRITISH HILLCLIMB CHAMPIONSHIP SHELSLEY WALSH, JUNE 3

# Willis overcomes rain to take Shelsley double

**TREVOR WILLIS** mastered appalling wet conditions to qualify fastest for both shoot-outs and then take two victories at Shelsley Walsh.

Scott and Roger Moran were Willis' closest threats, taking a second and third each. Although Scott's

efforts weren't enough for victory, he remains a healthy 13 points ahead of Willis in the title race.

Willis has for many years taken his own unique way to the top using OMS chassis, first in the two-litre category, then the Unlimited class, usually

with less power than others.

"There is a surprising amount of grip when it's very wet and you're on the right tyres," he said. "My confidence is high when that happens. It started to dry after the first run-off, but as rain returned I knew another win would be on."

Now sharing the GWR Raptor Extreme full time, instead of running two cars, Lee Adams and Jos Goodyear also got very close. They still do not have full wet tyres for their car

and the use of hand-cut intermediates may have hampered their efforts. However, this did not stop Goodyear getting third best time of the day and a fine class win over his team-mate for a healthy nine MSA Leaders Championship points.

Wallace Menzies recently fell from joint first to sixth in the points, but started to claw back last time out. He continued at Shelsley and overtook Tom New to move up to fifth overall.

Will Hall continues to develop his new Force-Nissan and collected enough points to overtake the other success story of Gurston Down, Alex Summers, who could not qualify for either Shelsley run-off despite a class win.

John Bradburn's three points were enough to also move him above Summers into ninth in the standings.

Nev Rollason scored each time in his first career run-offs.

● Eddie Walder

**ROUND 9** 1 Trevor Willis (3.2 OMS-Powertec) 28.04s; 2 Scott Moran (3.5 Gould GR61X-NME) 28.82s; 3 Roger Moran (3.5 Gould GR61X-NME) 28.93s; 4 Wallace Menzies (3.2 DJ Firestorm-Cosworth) 28.96s; 5 Lee Adams (1.6 GWR Raptor Extreme) 29.07s; 6 Will Hall (3.5 Force WH-Nissan) 29.98s; 7 Jos Goodyear (1.6 GWR Raptor Extreme) 30.10s; 8 John Bradburn (3.5 Gould GR55-Cosworth) 30.55s; 9 Tom New (4.0 Gould GR55-Judd EV) 31.15s; 10 Neville Rollason (1.6 OMS 25-Suzuki) 31.19s; 11 Richard Spedding (1.6 Force-PC-Suzuki) 31.49s; 12 Deryk Young (4.0 Gould GR51-Judd EV) 31.90s.

**ROUND 10** 1 Willis 27.89s BT.D; 2 R Moran 28.55s; 3 S Moran 28.59s; 4 Goodyear 28.70s; 5 Adams 28.82s; 6 Menzies 28.86s; 7 New 29.44s; 8 Hall 29.64s; 9 Spedding 29.86s;

10 Rollason 29.90s; 11 Bradburn 29.93s; 12 Young 31.79s.  
**Class winners** Nigel Burke (2.0t Subaru Impreza) 37.81s; Ash Mason (2.0 Westfield SEI) 35.85s; Simon Jenks (2.3 Caterham CSR) 38.40s; Keith Murray (1.4t Audi 80 Quattro) 34.23s; Mike Turpin (2.2s Vauxhall VX220) 34.99s; Les Mutch (2.5 Dax Rush-Rover KV6) 32.98s; George Emmerson (1.7 Mallock Mk21) 36.98s; Ewan Cameron (1.2s Farley Special-JAP) 43.76s on handicap; Graham Wynn (1.6 Force LM-Suzuki) 31.27s; Terry Clifford (Pilbeam MP43-Millington) 33.52s; Mark Riley (0.5 Creamer-JAP F3) 42.75s; Goodyear 28.22s; Alex Summers (1.3s DJ Firehawk-Suzuki) 31.57s; Willis 27.95s.  
**POINTS 1** S Moran, 93; 2 Willis, 80; 3 R Moran, 71; 4 Adams, 53; 5 Menzies, 47; 6 New, 43; 7 Goodyear, 36; 8 Hall, 30; 9 Bradburn, 24; 10 Summers, 23.





Rob Spencer gets things a little wrong driving his MGB

PETER MORGAN MEMORIAL TROPHY, CLASSES C, D, E & R DONINGTON PARK, JUNE 4

## Wurr pips Goddard despite Old Hairpin mistake...



Wurr (left) and Goddard both went off during epic battling

**MATTHEW WURR'S** Plus 8 came out on top of a terrific Morgan scrap with Phil Goddard after both made mistakes that could have proved decisive.

Andy Smith led the opening lap from pole, but

soon had to give best to Goddard. They stayed together for a couple of laps, allowing Wurr to close in. Out of Goddard's for the sixth time Wurr got a run on Smith to snatch second, before

staking his victory claim.

Goddard survived the pressure until lap 12 of 23. "I went wide at Coppice and had to go through the gravel and ease it back on," he explained. Wurr was left clear, but Goddard still

managed to rejoin before Smith arrived.

As the laps ran out, Goddard was handed a second chance. "I was too fast into the Old Hairpin, ran wide and was nearly off," Wurr explained.

Goddard retook the lead, only for Wurr to grab it back exiting Goddard's with a lap to go.

Smith retained a lonely third over Richard Plant, while Tony Lees completed the top five after a race-long duel with Andy Green (aided by Green spinning on the last lap).

● Peter Scherer

### RESULTS (23 LAPS)

1 Matthew Wurr (Plus 8); 2 Phil Goddard (Plus 8) +0.379s; 3 Andy Smith (Plus 8); 4 Richard Plant (4/4); 5 Tony Lees (Plus 8); 6 Robin Pearce (Plus 8). CW Plant; Pearce. FL Goddard 1m17.542s (91.88mph).

FUN CUP SNETTERTON, JUNE 2

## Eco snatches late victory from Team Honeywell

**WITH THE FORMAT FOR** Saturday's engrossing Six Hour Fun Cup race at Snetterton tweaked to require pitstops every half hour, it was always going to be frantic. But it was the lead battle between Eco Racing and Team Honeywell that stole the show.

Having run second for most of the first half, Eco got a break when the day's only safety car period erased Honeywell's patiently compiled half-minute lead.

Although Honeywell emerged from the final pitstops with a five-second advantage, Paul Abraham's flat-out stint ensured Eco snatched a decisive lead as they swept side by side into the last lap. "It was win or

rust!" enthused Abraham.

Scarab/Indigo Racing took third overall and victory in the petrol-engined class, while Dominos Track Torque completed a remarkable comeback from an opening-lap crash to finish fourth.

● Oliver Timson

### RESULTS (6 HOURS - 233 LAPS)

1 Eco Racing/Solutions (Paul Abraham/Tom Mills/Jason Simon); 2 Team Honeywell (Neil Plimmer/Geoff Fawcett) +0.554s; 3 Scarab/Indigo Racing (Abraham de Groot/Stephen Johansen); 4 Dominos Track Torque Racing (James Swift/Henry Dawes); 5 JPS/Race Logic (Julian Thomas/Joachim Ritter/Nigel Greensall); 6 JPR/Ecurie Escargot (Will Pembroke/James Somerton). CW Scarab/Indigo Racing. FL Abraham 1m28.220s (80.96mph).

Eco (left) pipped Honeywell late on



Goddard leads Morgan pack

AERO RACING MORGAN TROPHY, CLASSES A, B, C, R, F & I DONINGTON, JUNE 4

## ...then Goddard hits back

**PHIL GODDARD AND** Matthew Wurr resumed their earlier battle in the Aero Trophy encounter.

Goddard started from pole, but only just held off Andy Smith at the start. Wurr soon got up into second, as Jeremy Knight closed in too, and the top four began to pair off.

Wurr bided his time in second and, when Goddard outraked himself into Goddard's chicane, got the run into Redgate.

"Then I did exactly the same and he got me back," admitted Wurr.

"Fantastic, I was flat-out

all the way," said the victorious Goddard.

Behind, Knight had taken third into Redgate on lap six, but was unable to consolidate and allowed Smith to repossess a couple of laps later.

● Peter Scherer

### RESULTS (16 LAPS)

1 Phil Goddard (Plus 8); 2 Matthew Wurr (Plus 8) +0.436s; 3 Andy Smith (Plus 8); 4 Jeremy Knight (Plus 8); 5 Richard Plant (4/4); 6 Ray Higgs (Plus 8). CW Plant; Sharlie Goddard (Plus 8); Simon Orebi-Gann (Roadster); Bruce Stapleton (Plus 8). FL Wurr 1m18.020s (91.31mph).

## IN BRIEF



Martin-Jones took Radical to victory

### SPORTS V SALOON

Paul Martin-Jones' Radical SR3 led at Donington from Redgate on the opening lap. Once Matthew Wurr's Morgan Plus 8 had got past the fast-starting Hornet of Ian Fletcher, Wurr began to close, but the Radical's pace proved too much.

### MGBCV8 & RAFMSA

After falling back to seventh with a tardy start, Paul Martin-Jones' polesitting Radical SR3 recovered to take a dominant win at Donington. Rob Spencer's MGB GTV8 led initially, but shortly after losing second to Ken Paton's Jaguar D-Type Spencer retired, promoting Ian Prior to fourth with MG honours.

### PETER MORGAN C-E & R

Simon Orebi-Gann secured his first outright race win, when his Roadster topped the Peter Morgan Memorial Trophy Class C, D, E & R race at Donington. Tony Rivers had set the pace after a couple of swaps, but collided with a backmarker at Redgate, leaving Sharlie Goddard to grab second on the last lap.

### THOROUGHbred SPORTS

With closest rival John Wilkes an early retirement, Ken Paton's Jaguar D-type replica was able to build on a first-lap lead in the combined Thoroughbred Sports & Aero Morgan Trophy race at Donington. Ian Prior's MGB GT V8 was second from lap six, after duelling with Rob Spencer.

### XR CHALLENGE

Craig Brookfield was a double winner in the XR Challenge at Donington. His XR2 was in charge from the opening lap of race one, with John-Ifan Jones' XR3i second throughout. It was a reverse grid for race two, but Brookfield hit the front at Redgate on lap six, leaving Ralph Fernihaugh to battle for second with Michael Heath.



A double fell to Brookfield's Fiesta XR2



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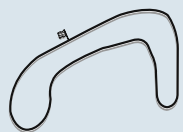
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3	15th April	Daytona Sandown Park	Grand Prix
4	20th May	Lydd, Kent	Clubman
5	17th June	Whilton Mill, Northants	National Circuit
6	8th July	Daytona Milton Keynes	International Extra
7	19th August	PF International, Lincs	Extended Circuit
8	16th September	Daytona Milton Keynes	International
9	21st October	Rye House, Herts	Raceway Circuit
10	18th November	Daytona Sandown Park	Alternate

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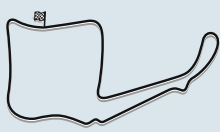
# SPORTS EXTRA RESULTS ROUND-UP



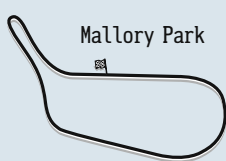
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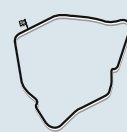
Cadwell Park



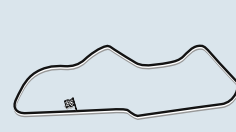
Oulton Park



Mallory Park



Castle Combe



Donington Park

John Murphy's Van Diemen RF90 won Post-89 FF1600 at Oulton



Jardine (Ray GR11). **CW** Hammond. **FL** Murphy Im49.312s (88.65mph).  
**SCOTTISH CLASSIC SPORTS & SALOONS (8 LAPS)** 1 Andy Smith (Morgan Plus 8); 2 David Holroyd (Lotus Elan 26R) +1.578s; 3 Robert Marshall (Ford Escort RS); 4 Raymond Boyd (Porsche 911); 5 Donald Laird (Lotus Elan); 6 Jimmy Crow (Ford Escort RS Mk1). **CW** Nic Boyes (Mini Cooper); Laird; Marshall; Boyd; Holroyd. **FL** Marshall 2m03.857s (78.24mph). **RACE 2 (8 LAPS)** 1 Smith; 2 Boyd +1.805s; 3 Marshall; 4 Holroyd; 5 Laird; 6 Crow. **CW** Boyes; Laird; Marshall; Boyd; Holroyd. **FL** Smith 2m00.390s (80.49mph).  
**SCOTTISH LEGENDS (6 LAPS)** 1 Nick Brace; 2 Carol Brown +0.694s; 3 Paul O'Brien; 4 David Hunter; 5 Dean Brace; 6 Gerard McCosh. **FL** D Brace 2m16.569s (70.96mph). **HEAT 2 (6 LAPS)** 1 N Brace; 2 D Brace +0.105s; 3 O'Brien; 4 Hunter; 5 Ross Marshall; 6 Brown. **FL** N Brace 2m01.485s (79.77mph).  
**FINAL (8 LAPS)** 1 Marshall; 2 Brown +2.235s; 3 Hunter; 4 O'Brien; 5 N Brace; 6 D Brace. **FL** D Brace 2m00.831s (80.20mph).

2 Steve Patania (Dallara F301) +2.468s; 3 Ward; 4 Connor; 5 Spire; 6 Blockley. **CW** Ward; Blockley; Needham; Joe Venor (Lola T644E). **FL** Purcell 43.268s (112.32mph).  
**MIDGETS AND SPRITES (24 LAPS)** 1 Paul Sibley (MG Midget); 2 Ted Reeve (Midget) +24.553s; 3 James Dunkley (Midget); 4 Paul Campfield (Progey Sprite); 5 David Morrison (Midget); 6 Dominic Mooney (Sebring Sprite). **CW** Campfield; Mooney; Ian Hulett (Sprite); Tim Storrar (Midget). **FL** Sibley 50.592s (96.06mph).  
**RACE 2 (23 LAPS)** 1 Sibley; 2 Reeve +1.989s; 3 Andrew McGee (Sprite); 4 Brian Bedford (Sprite); 5 Nigel Lackford (Sprite); 6 Sam Healey (Progey Sprite). **CW** McGee; Bedford; Storrar. **FL** Sibley 50.407s (96.41mph).

**DONINGTON PARK**  
MSCC, JUNE 4

**SPORTS V SALOONS (12 LAPS)** 1 Paul Martin-Jones (Radical SR3); 2 Matthew Wurr (Morgan Plus 8) +20.943s; 3 Ian Fletcher (Fletcher Hornet); 4 Ray Higgs (Plus 8); 5 Greg Dixon-Smith (Morgan +4SS); 6 Darren Howe (VW Golf). **CW** Wurr; Dixon-Smith. **FL** Martin-Jones 1m17.681s (91.71mph).  
**MGB CV8 & RAFMSA (5 LAPS)** 1 Paul Martin-Jones (Radical SR3); 2 Ken Paton (Jaguar D-type Replica) +20.792s; 3 Ian Fletcher (Fletcher Hornet); 4 Ian Prior (MGB GT V8); 5 Simon Cripps (MGBGT); 6 Matt Preston (Stuart Taylor Locost). **CW** Ian Longhurst (MGB Roadster); Mike Harris (MGB); James Wheeler (MGB Roadster); Cripps; Prior. **FL** Martin-Jones 1m19.819s (89.25mph).  
**PETER MORGAN TROPHY, CLASSES C, D, E & R (22 LAPS)** 1 Simon Orebi-Gann (Roadster); 2 Sharlie Goddard (Plus 8) +18.705s; 3 Paul Burry (Plus 8); 4 Kelvin Laidlaw (Roadster); 5 Martin Watson (Roadster); 6 Steve McDonald (Plus 8). **CW** Goddard; Jack Bellinger (Plus 8); William Plant (+4SS). **FL** Orebi-Gann 1m22.373s (86.49mph).  
**THOROUGHBREDS, AERO MORGAN TROPHY & TECHNICALS CUP, CLASSES D & E (5 LAPS)** 1 Ken Paton (Jaguar D-type Replica); 2 Ian Prior (MGB GT V8) +20.320s; 3 Rob Spencer (MGB GT V8); 4 Chris Edwards (Triumph TR6); 5 William Plant (Morgan Plus 4SS); 6 Jack Bellinger (Morgan Plus 8). **CW** Richard Thorne (Plus 4); Babak Parsian (MGB Roadster); Prior; Bellinger; Plant. **FL** Prior 1m21.548s (87.36mph).  
**XRs (BOTH 14 LAPS)** 1 Craig Brookfield (XR2); 2 John-Ian Jones (XR3i) +5.024s; 3 Ralph Fernihaugh (XR2); 4 Michael Heath (XR2); 5 Christopher Nylan (XR3i); 6 Tony Rudd (XR2). **CW** Jones. **FL** Fernihaugh 1m28.138s (80.83mph).  
**RACE 2 (1 Brookfield); 2 Fernihaugh +0.683s; 3 Heath; 4 John Biddulph (XR2); 5 Nylan; 6 Rudd. CW Nylan. FL Fernihaugh 1m27.950s (81.00mph).**

**BRANDS HATCH**  
BRITCAR/BARC, JUNE 2-3

**CLASSIC SALOON CHAMPIONSHIP (13 LAPS)** 1 John Meale (Austin Cooper S); 2 Jim Burrows (Austin Mini Cooper) +6.482s; 3 Phil Manser (Morris Mini Cooper); 4 Julian Crossley (Morris Mini); 6 Steven Sprigg (Ford Lotus Cortina).  
**Class winners** Burrows; Sprigg; Andy Messham (Austin Mini); Luc Wilson (Austin A40); Pietro Caccamo (Lancia Fulvia); Stuart Radford (Triumph 2000).  
**Fastest lap** Meale 1m09.160s (62.87mph).  
**RACE 2 (4 LAPS)** 1 Burrows; 2 Manser +1.788s; 3 Roger Ebdon (Austin Mini Cooper S); 4 Richard Sprigg (Ford Anglia); 5 Crossley; 6 Meale. **CW** Meale; Messham; Wilson; Jeremy Knight (Austin A35); Radford. **FL** Burrows 1m01.252s (70.99mph).  
**BLUE OVAL SALOONS (8 LAPS)** 1 Craig Rainer (Ford Escort Turbo Mk1D); 2 Ashley Bird (Ford Sierra XR4i) +1.921s; 3 Colin Tester (Ford Sierra Cosworth); 4 Piers Grange (Ford Escort Mk1D); 5 Laki Christofouru (Ford Escort Mk1D); 6 Paul Nevill (Ford Escort RS2000). **CW** Grange; Steven Horner (Ford Fiesta XR2i); Lewis Gent (Ford Fiesta).  
**FL** Rainer 58.450s (74.39mph).  
**CLASSIC GROUP 1 TOURING CAR CHAMPIONSHIP (16 LAPS)** 1 David Howard (Jaguar XJ12); 2 Tim Scott-Andrews (Rover Vitesse) +0.119s; 3 Jason Christie (Ford Escort RS2000); 4 Mark Osborne (Triumph Dolomite Sprint); 5 Riorden Welby (Rover Vitesse); 6 William Jenkins (BMW 3.0CSL). **CW** Scott-Andrews; Christie; Osborne; Jenkins; Ken Lark (Alfa Romeo GT Junior); Neil Bray (Ford Fiesta); Dave Messenger (Alfa Romeo 75); Jonathan Griffin (Alfa Romeo Giulia Super); Neil Adams (BMW M3); Tony Crates (Ford Lotus Cortina); Peter Smart (Alfa Alfusud T1).  
**FL** Scott-Andrews 56.884s (76.44mph).  
**RACE 2 (14 LAPS)** 1 Howard; 2 Scott-Andrews +4.750s; 3 Christie; 4 Welby; 5 Bray; 6 Malc Best (Ford Capri). **CW** Scott-Andrews; Christie; Bray; Messenger; Lark; Griffin; Gary Fletcher (Vauxhall Firenza); Jenkins; Crates; Adams; Smart. **FL** Howard 1m02.717s (69.33mph).

**CADWELL PARK**  
BRSCC, JUNE 2-3

**FORMULA JEDI (45 LAPS)** 1 Richard Mitcham; 2 Andrew Ward +71.57s; 3 Barry Armstrong; 4 Paul Butcher; 5 Dan Clowes; 6 Hugh Smith. **FL** Mitcham 1m23.286s (93.93mph).  
**RACE 2 (12 LAPS)** 1 James Fletcher; 2 Mitcham +0.578s; 3 Jonathan Packer; 4 Butcher; 5 Michael Watton; 6 Armstrong. **FL** Fletcher 1m39.454s (78.66mph).  
**MASDA MXS CUP (ALL 8 LAPS)** 1 Luke Herbert; 2 Jordan Stip +3.774s; 3 Paul Sheard; 4 Adam Gore; 5 Abbie Eaton; 6 Chrissy Palmer. **FL** Herbert 1m58.727s (65.89mph). **RACE 2 (1 Herbert); 2 Stip +7.556s; 3 Palmer; 4 Sheard; 5 Gore; 6 Matthew Davies. FL Sheard 1m55.460s (67.75mph). RACE 3 (1 Herbert); 2 Palmer +0.691s; 3 Stip; 4 Gore; 5 Sheard; 6 Eaton. FL Herbert 1m55.75s (65.74mph).**  
**SCOTTISH FORD FIESTAS (9 LAPS)** 1 Scott Robertson (ST); 2 Dave Colville (ST) +7.274s; 3 George Orr (ST); 4 Peter Cruickshank (XR2); 5 Wayne Macauley (XR2); 6 Blair Murdoch (ST). **CW** Cruickshank. **FL** Robertson 1m46.684s (73.33mph). **RACE 2 (7 LAPS)** 1 Macauley; 2 Colville +10.066s; 3 Robertson; 4 Craig Taylor (XR2); 5 John Sheridan (XR2); 6 Stephen Ward (ST). **CW** Colville. **FL** Robertson 2m04.161s (63.01mph).  
**FORD FIESTA JUNIORS (8 LAPS)** 1 Jack Mitchell; 2 Charles Ladell +0.663s; 3 Aiden Moffatt; 4 Bobby Thompson; 5 Freddie Lee; 6 Ben Wilcox. **FL** Ladell 1m49.748s (71.28mph). **RACE 2 (9 LAPS)** 1 Mitchell; 2 Wilcox +0.419s; 3 Lee; 4 Thompson; 5 Moffatt; 6 James Manning. **FL** Lee 1m49.454s (71.47mph).  
**MASDA MXISOR (9 LAPS)** 1 Adam Gore (MX5); 2 James Blake-Baldwin (MX5) +4.059s; 3 Carl Powell (MX5); 4 Kevin Dengate (MX150R); 5 Andy Coombs (MX5); 6 Martin Tolley (MX5). **CW** Dengate. **FL** Dengate 1m44.588s (74.82mph).  
**RACE 2 (9 LAPS)** 1 Dengate; 2 Jonathan Blake (MX150R) +1.5691s; 3 Blake-Baldwin; 4 Simon Goddard (MX5); 5 Coombs; 6 Tolley. **CW** Blake-Baldwin. **FL** Blake 1m45.047s (74.47mph).

**MALLORY PARK**  
BARC/MOTORS TV LIVE, JUNE 4

**BARCSE TIN TOPS (BOTH 12 LAPS)** 1 Ian Butler (Ford Focus); 2 Steve Rothery (Renault Clio) +0.762s; 3 Graham Richardson (Vauxhall Nova); 4 Andrew Mitchell (Peugeot 205); 5 Curtis Mitchell (Peugeot 205); 6 Andrew Ashton (Rover Metro). **CW** Rothery; Richardson; C Mitchell; John Wild (Rover Metro). **FL** Rothery 53.153s (91.43mph).  
**RACE 2 (1 Butler); 2 C Mitchell +0.834s; 3 Chris Whiteman (Honda Civic); 4 Rothery; 5 Ashton; 6 Glen Rossiter (Renault Clio). CW C Mitchell; Whiteman; Wild. FL Whiteman 52.685s (92.24mph).**  
**BARCSE INTERMARQUE (14 LAPS)** 1 Tommy Field (Vauxhall Tigra); 2 Keith White (BMW Z4) +4.409s; 3 Richard Smith (Vauxhall Tigra); 4 Mick Robertson (VW Corrado); 5 Robert Singleton (Caterham 7); 6 Simon Smith (BMW Z4). **CW** Robertson; Singleton; John Chasey (Caterham 7). **FL** Field 46.983s (103.44mph).  
**RACE 2 (13 LAPS)** 1 Field; 2 White +2.308s; 3 R Smith; 4 Robertson; 5 Singleton; 6 S Smith. **CW** Robertson; Singleton; Chasey. **FL** Field 47.002s (103.39mph).  
**MONOPOSTO (BOTH 14 LAPS)** 1 Richard Purcell (Dallara F301); 2 Dave Connor (Jedi Mk6) +0.123s; 3 Dax Ward (Jedi Mk6); 4 Anton Spire (Tatuus); 5 Jim Blockley (Ralt RT3); 6 Christian Parker (Seward F1010). **CW** Connor; Blockley; Ammon Needham (Van Diemen RF82); Ian Wood (Royale RP33). **FL** Purcell 44.174s (110.01mph). **RACE 2 (1 Purcell);**

**CASTLE COMBE**  
CCRC, JUNE 4

**COMBESALOONS (15 LAPS)** 1 Adam Prebble (Rover 220 Turbo); 2 Tony Hutchings (Audi TT) +0.848s; 3 William di Claudio (Peugeot 106GT); 4 Tony Dolley (Peugeot 206GT); 5 Mark Funnell (Mini Cooper S); 6 Dyrr Ardash (Ford Fiesta). **CW** di Claudio; Charles Hyde-Andrews-Bird (Fiesta). **FL** Mark Wyatt (Vauxhall Astra) 1m15.992s (87.64mph).  
**MIGHTY MINIS (17 LAPS)** 1 Jonathan Lewis; 2 Chris Slade +3.924s; 3 Kelvin Fletcher; 4 Dan Palmer; 5 David Marcussen; 6 Gregory Jenkins. **FL** Slade 1m30.995s (73.19mph). **record RACE 2 (16 LAPS)** 1 Lewis; 2 Marcussen +9.894s; 3 Fletcher; 4 Slade; 5 Nicholas Lyford; 6 Palmer. **FL** Lewis 1m31.747s (72.59mph).  
**OPEN SPORTS & GT CHALLENGE (6 LAPS)** 1 Tony Sinclair (Jade-Nissan 3); 2 Bob Berridge (Aquila-Chevrolet GRI) +1.059s; 3 Chris Fleming (Juno-Ford Duratec TR250); 4 Josh Smith (Radical-Suzuki PR6); 5 Norman Lackford (Radical-Suzuki ProSport); 6 Neil Harris (Radical-Kawasaki SR4). **CW** Stuart Dixon (Lotus-Ewigas). **FL** Sinclair 1m04.807s (102.76mph).

Jonathan Lewis leads the Mighty Mini horde at Combe



**SMART 4TWO CUP (BOTH 20 LAPS)** 1 David Moore; 2 Jake Jackson +0.730s; 3 Sarah Moore; 4 James Theodore; 5 Simon Horrobin; 6 Ben Anderson. **FL** Jackson 1m01.001s (71.28mph).  
**RACE 2 (1 D Moore); 2 Jackson +1.048s; 3 S Moore; 4 Malken Rasmussen; 5 Anderson; 6 Horrobin. FL Jackson 1m01.019s (71.26mph).**

**OULTON PARK**  
BRSCC, JUNE 2

**NORTHERN FF1600 POST-1989 (11 LAPS)** 1 John Murphy (Van Diemen RF90); 2 James Hammond (Mygale SJ01) +0.828s; 3 David McArthur (Van Diemen LA10); 4 Martin Short (Van Diemen JL012K); 5 Neil Winn (LA10); 6 Jamie



Tommy Field took Intermarque double at Mallory Park in Tigra



## YOUR SAY

What you think of the motorsport news of the past week



Off-track excursions looked the norm in DTM

### Drivers, know your limits

Recently we learned that new efforts are being made in the UK to get drivers to stay within track limits, with penalties being handed out to those who stray.

Anyone who watched the DTM round from Austria would have seen the drivers use all the track and more – at the first corner on every lap it seemed they were heading down the old circuit the grand prix used to run on...

Not a good example being set by either the drivers or the stewards who allowed this behaviour to go unpunished.

**Keith Quinnell**, by email

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

#### I must take issue with

Christopher Hughes (May 31). The figure of 'only' three deaths in 30 years just refers to F1 – what about IndyCar, WRC etc?

Those championing safety would I think be disappointed with the view that the look of the proposed new rollbar is 'ridiculous' – so what?

It is only by airing ideas and thinking of every possible solution that improvements are found. The pursuit of safety must never be abandoned for the sake of 'design'.

**Andy Maclean**  
Churchill, Oxon

#### I couldn't agree more with

Christopher Hughes. I really don't think that a rollhoop facing the driver would work.

How is the driver going to be able to see out if they install the rollhoop on the front of the car? Judging from the mock-up photos, not very well at all!

**Richard Field**  
Cheltenham

#### Finally, now that Michael

Schumacher has done enough to prove that his comeback was worth it, other drivers are lining up to sing his praises.

Like him or not, Schumacher is still worthy of his presence on the grid after demonstrating in Monaco that he still has what it takes to put a car on pole position.

Add the huge fanbase to the equation and there's no reason why he shouldn't sign up for at least another season.

**Duncan Sabiston**  
Didcot

#### Prior to Michael

Schumacher's comeback it had always been his teammate that might suffer mechanical problems or a procedural snafu.

I'd always assumed since he was the focus of his team's efforts, perhaps there was a subconscious element to 'making sure' with his car. The second driver might not get that extra turn of a screw or wiggle of a hose to make sure all was well.

Now at Mercedes, Nico Rosberg is the future and so the team may psychologically be 'making sure' more on his car. Leaving Michael in the uncomfortable position of failure for the want of an extra tweak of a nut.

**Paul Irwin**  
Bexleyheath

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### TOP FIVE ON OUR WEBSITE

1. WEBBER DENIES BACKING UP RIVALS
2. RED BULL FORCED TO CHANGE FLOOR DESIGN
3. BUTTON DEFENDS SCHUMACHER RETURN
4. FERRARI BOSS PLAYS DOWN PEREZ'S CHANCES
5. FERRARI HALTS WORK AFTER EARTHQUAKE

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#### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

FROM THE FORUM - [forums.autosport.com](http://forums.autosport.com)

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- Paul Hembery Doesn't Get It
- Likelihood of Montreal protests

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)



# THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts



**GARMIN NUVI 1490 LMT SAT NAV**  
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Aviators and sailors among you will know Garmin satellite navigation products are trusted implicitly. And the firm's automotive kit is equally well thought of, too. This latest, portable model, available exclusively in Halfords, is only 15mm thick and comes with a 5" widescreen and super-clear graphics.

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The battery will last up to four hours if you're on foot, but the in-car charger will see to it that this time next week, you'll be able to stick the Nuvi on the dashboard with the mounting pad that comes with it, type in 'Le Mans' and go!

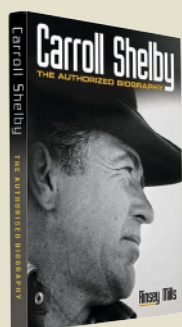


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**WHELDON INDY MODEL**  
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Greenlight Collectibles has produced this 1:18-scale replica of the Bryan Herta Autosport Dallara-Honda driven to a last-gasp victory in last year's Indy 500 by the late Dan Wheldon. The William Rast clothing range-sponsored machine comes with removable bodywork - which reveals typically superb detail.



**CARROLL SHELBY BIOG**  
£25  
autosport.com/shop

Rinsay Mills's authorised biography of the tough Texan, published just before his death last month, is a thrills-and-spills tale of his on- and off-track life, from Le Mans victory with Aston Martin to the phenomenon that was his AC Cobra. Like the man, this book will surprise and delight you equally.



**BENTLEY LE MANS T-SHIRT**  
£20  
petrolthreads.co.uk

One of Petrolthreads' latest retro Ts, this one features the Woolf Barnato/Glen Kidston Bentley Speed Six thundering to the British marque's fifth win at Le Mans in 1930. Available in blue, charcoal or sports grey, and in long-sleeve and hoodie spec, it'd be a good one to don in La Sarthe next weekend.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: ACO LE MANS 2012 PROMO FILM**



**SEARCH FOR:** Clip promotionnel des 24 Heures du Mans 2012 (2:59)  
Need a little soul-stirring to get those endurance-racing juices flowing before heading over to France next week for the 80th Le Mans 24 Hours? Then watch this short-but-sweet Automobile Club de l'Ouest promo film. It should do the trick...



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## ROCKINGHAM (F3/GT)

June 9-10

Admission: £15

Tel: 01536 500500

Rockingham hosts the fourth round of the British Formula 3 Championship. Carlos Sainz Jr leads Jazeman Jaafar by three points with Jack Harvey trailing a further 18 points behind. British GT accompanies the F3 pack to Rockingham, with Duncan Cameron and Matt Griffin leading the way in their Ferrari 458. Support comes in the form of Formula Ford, the Volkswagen Racing Cup and the Ginetta GT5 Challenge.

## SNETTERTON (HSCC)

June 9-10

Admission: £13

Tel: 01953 887303

The HSCC is hosting a packed meeting at Snetterton with Historic Road Sports, 70s Road Sports, Historic Touring Cars, Guards Trophy 3 Hours, Historic Formula Ford, Classic Racing

Cars, Classic Formula 3, Historic Formula 3, Historic Formula Junior, Historic Formula Ford 2000 and Classic Clubmans.

## BRANDS HATCH (BRSCC)

June 9-10

Admission: £13

Tel: 01474 872331

## CADWELL PARK (VSCC)

June 9

Admission: £16

Tel: 01507 343248

## LYDDEN (SEMSEC)

June 9

Admission: £12

Tel: 01304 830557

## SILVERSTONE (BARC)

June 10

Admission: £9

Tel: 0844 3728200

## MONDELLO PARK

June 10

Admission: £10

Tel: +345 45 860200

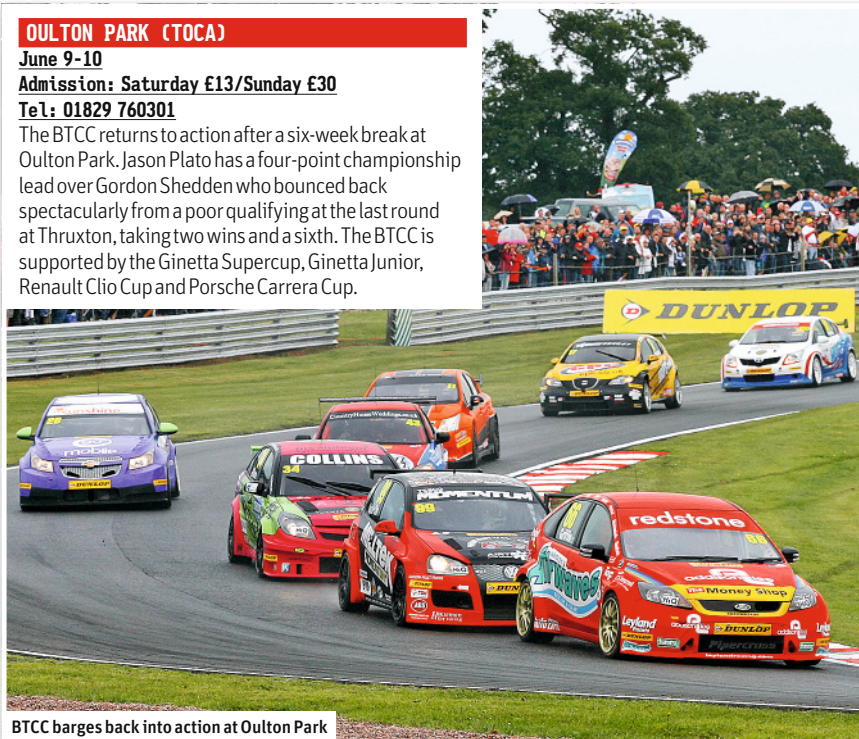
## OULTON PARK (TOCA)

June 9-10

Admission: Saturday £13/Sunday £30

Tel: 01829 760301

The BTCC returns to action after a six-week break at Oulton Park. Jason Plato has a four-point championship lead over Gordon Shedden who bounced back spectacularly from a poor qualifying at the last round at Thruxton, taking two wins and a sixth. The BTCC is supported by the Ginetta Supercup, Ginetta Junior, Renault Clio Cup and Porsche Carrera Cup.



BTCC barges back into action at Oulton Park

## FORMULA 1 WORLD CHAMPIONSHIP

Rd 7/20

Montreal, Canada

June 10

formula1.com

With six different winners so far this year who would bet against a seventh? Lewis Hamilton will be keen to chalk his name up and Michael Schumacher, who performed brilliantly in Canada last year, will be hoping his torrid run of results will come to an end after landing pole position time last time out in Monaco.



Montreal hosts the seventh GP of 2012

## INDYCAR SERIES

Rd 17/16

Texas, USA

June 9

indycar.com

## FIA GT1 SERIES

Rd 4/10

Slovakia Ring, Slovakia

June 9-10

gt1world.com

## GRAND-AM

Rd 6/13

Mid-Ohio, USA

June 9

grand-am.com

## NASCAR SPRINT CUP

Rd 14/36

Pocono, USA

June 10

nascar.com

## NASCAR TRUCK SERIES

Rd 7/22

Texas, USA

June 8

nascar.com

## EUROPEAN RALLY C'SHIP

Rd 4/12

Bulgaria

June 8-10

rally-erc.com



Grand-Am heads to the Mid-Ohio roadcourse



## Television

### THURSDAY JUNE 7

1105-1310 **Motors TV**  
NASCAR Nationwide: Dover Highlights  
1515-1545 **Motors TV**  
Porsche Supercup: Monaco Highlights  
1900-1930 **Sky Sports F1**  
F1 Legends: Jackie Stewart  
2300-0030 **Sky Sports F1**  
Formula 1: Monaco Highlights

### FRIDAY JUNE 8

0800-0830 **British Eurosport**  
Formula Renault 3.5: Spa Highlights  
1210-1310 **Motors TV**  
WRC: Acropolis Highlights  
1445-1650 **Sky Sports F1 LIVE**  
F1: Canadian GP Free Practice 1  
1845-2050 **Sky Sports F1 LIVE**  
F1: Canadian GP Free Practice 2  
2300-0000 **Sky Sports F1 LIVE**  
The F1 Show  
2235-2305 **Motors TV**  
Inside Grand Prix: Canada

### SATURDAY JUNE 9

1200-1230 **ITV4**  
DTM: Spielberg Highlights  
1430-1600 **ESPN**  
FIA GT1: Slovakia Qualifying Repeat  
1445-1610 **Sky Sports F1 LIVE**  
F1: Canadian GP Free Practice 3  
1545-1750 **Motors TV**  
NASCAR Nationwide: Dover Highlights  
1700-1945 **Sky Sports F1 LIVE**  
Formula 1: Canadian GP Qualifying  
1750-1855 **Motors TV**  
Grand Prix de Pau Historique Review

### 2130-0035 **Motors TV LIVE**

Grand-Am: Mid-Ohio Race  
2230-2345 **BBC1**  
F1: Canadian GP Qualifying highlights  
0130-0400 **Sky Sports 1 LIVE**  
IndyCar Series: Texas

### SUNDAY JUNE 10

0900-0930 **Motors TV**  
The Grid  
0930-1130 **Motors TV**  
Grand-Am: Mid-Ohio Highlights  
1130-1600 **ITV4 LIVE**  
BTCC: Oulton Park  
1330-1500 **ESPN LIVE**  
FIA GT1: Slovakia Race  
1600-1800, 2000-2200 **Sky Sports 4**  
IndyCar: Texas Repeat  
1700-2200 **Premier Sports LIVE**  
NASCAR Sprint Cup: Pocono  
1730-2215 **Sky Sports F1 LIVE**  
Formula 1: Canadian GP  
2230-0030 **BBC1**  
F1: Canadian GP Highlights  
2300-0030 **Sky Sports F1**  
Formula 1: Canadian GP Highlights  
2340-0115 **Motors TV**  
Superstars: Mugello Replay  
0130-0330 **BBC3**  
Formula 1: Canadian GP Highlights

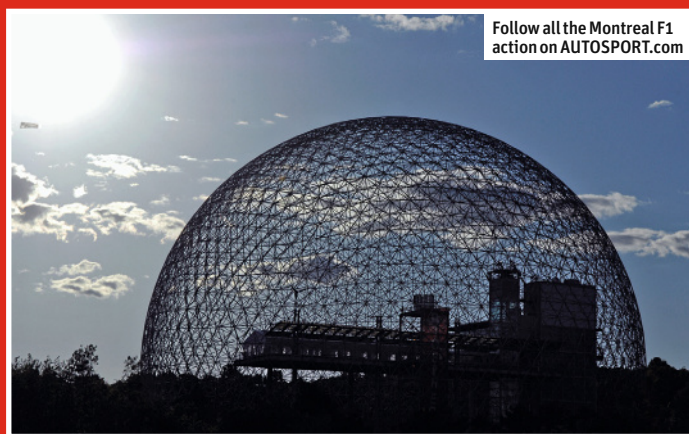
### MONDAY JUNE 11

1300-1400 **ESPN**  
FIA GT1: Slovakia Review  
1900-2345 **Sky Sports F1**  
Formula 1: Canadian GP Re-run

## Online

### **AUTOSPORT.COM PLUS**

Coming up in our premium web content this week



Follow all the Montreal F1 action on AUTOSPORT.com

### CANADIAN GRAND PRIX COVERAGE

For in-depth coverage of how the Canadian GP weekend develops straight from the paddock in Montreal, visit AUTOSPORT.com over the race weekend. Featuring expert analysis from Mark Hughes, Jonathan Noble & Glenn Freeman

### JACQUES VILLENEUVE

The 1997 world champion shoots from the hip on what he thinks about unpredictability in Formula 1 this year



### TOP 50 LE MANS CARS

AUTOSPORT's staffers come up with a list of their definitive Le Mans racers



## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

"EXCUSE MY RUDERY, BUT stuff the jubilee!/From Princess A to Princess Bea, and all their work for charity/Every royal lion's head, on every boiled and frying egg/And every sodding polo team, in Hello! bloody magazine."

Not my words, those of anti-monarchist indie rockers Carter USM. Of course, I donned my Union Flag waistcoat and treads like a loyal subject on Sunday afternoon, but instead of the majesty (no pun intended) of watching boats sailing down the Thames in the pouring rain, it's my job to watch live motorsport.

Instead of what appeared to be an

afternoon-long episode of a new show called *Britain's Got People*, I kicked off with Superstars at Mugello. Now that's what I call entertainment, despite the gibbering commentator's efforts to ruin the fun and games.

In the breaks between the action, Motos GP, 2 and 3 served up some fantastic two-wheeled stuff before the main event of the day: DTM from Spielberg. Fair play to ESPN for showing the pre-race build-up, a cracking event, and post-race interviews, but I had to GOL (guffaw out loud) when it showed about three seconds of the press conference before cutting away with an ironic

"ESPN: miss nothing" logo!

As Motors TV wasn't showing the Silverstone Blancpain Endurance race until later, live streaming came to my rescue as I tucked into Victoria Sponge cake and tea (jubilee crockery, natch).

But the real villain was Eurosport. NO live WTCC. NO live Renault World Series. Just wall-to-wall French Open tennis. And ITV4, what the merry hell were you playing at? No re-runs of The Sweeney or The Professionals. Just the

same bleedin' tennis as Eurosport. And from FRANCE of all places!

So while licking the final crumbs of my commemorative shortbread, it was up to our American cousins – well, they love the Royals – to save my day, with NASCAR on Premier Sports and concrete drying, I mean IndyCars, on Sky Sports, before crawling under my Charles & (RIP) duvet.

Rule Britannia!  
Revved Up

"What the merry hell was ITV4 playing at during the Jubilee? Showing the same French tennis matches as Eurosport"



Susie Wolff provided some DTM entertainment on ESPN



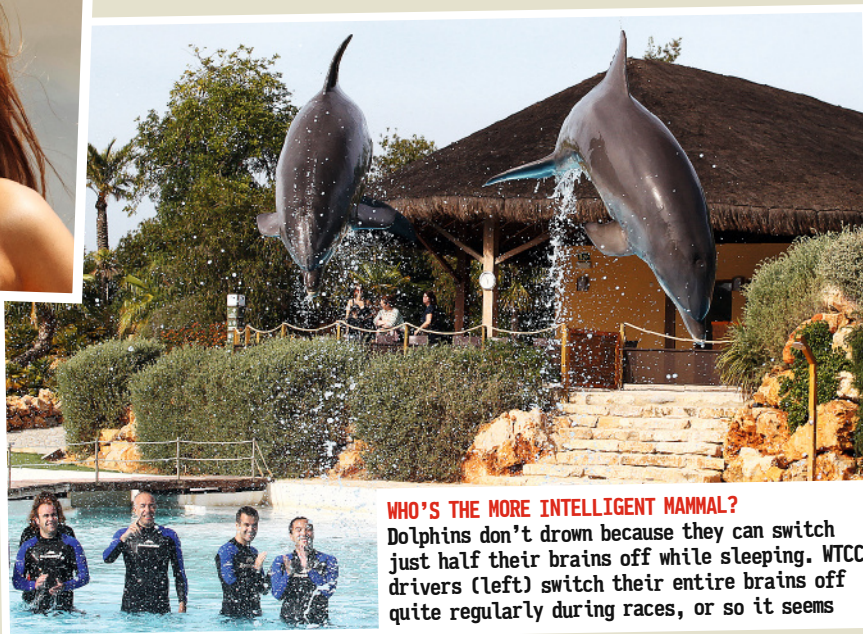
# THE WEEK IN PICTURES

Our lensmen pounding the beat, from Austria to the US via Portugal



**HOT DOG, JUMPING FILIPE...**  
Audi's Filipe Albuquerque gets some air as the DTM returned to Spielberg at the weekend

**SHE'S IN POLE POSITION FOR A START**  
The DTM grid girls added to the picturesque scenery in Austria



**WHO'S THE MORE INTELLIGENT MAMMAL?**  
Dolphins don't drown because they can switch just half their brains off while sleeping. WTCC drivers (left) switch their entire brains off quite regularly during races, or so it seems

**MONTOYA BEARS THE BRUNT**  
Juan Pablo Montoya came off worst in a big NASCAR pile-up at Dover



PICS: XPB/LAT, SMITH/GETTY

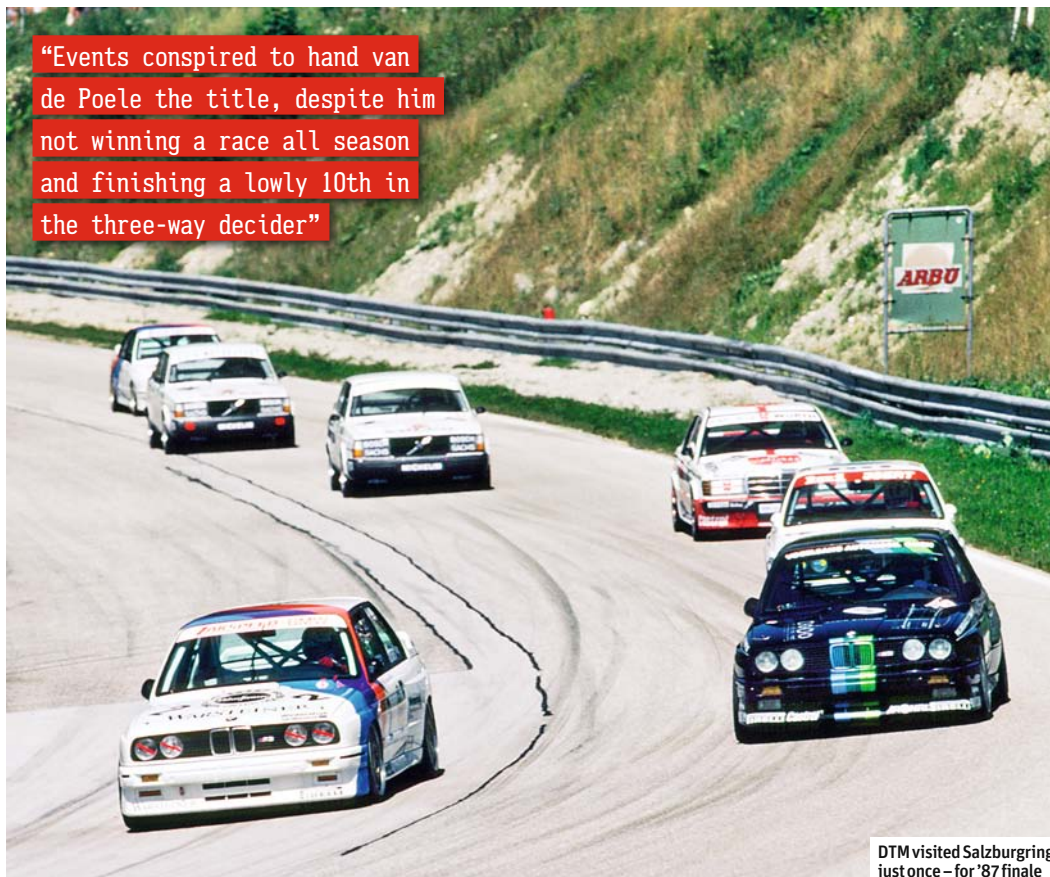
**NEXT WEEK** CANADIAN GRAND PRIX REPORT  
WILL WE GET A SEVENTH WINNER? **DON'T MISS IT!**



# FROM THE ARCHIVE

DTM finale, Salzburgring, August 23 1987

“Events conspired to hand van de Poele the title, despite him not winning a race all season and finishing a lowly 10th in the three-way decider”



DTM visited Salzburgring just once – for '87 finale

WITH DTM PRODUCING ONE OF ITS MOST EXCITING RACES in recent years last weekend at Spielberg, we take a trawl through the archives to the series' first trip to Austria, a tense finale to the 1987 season at the Salzburgring in which all three title protagonists' bids threatened to come undone.

Twelve points was all that covered the BMW pair of Eric van de Poele and Marc Hessel, first and third in the table, and Ford's Manuel Reuter in second heading into the Austrian showdown. All three were still in the hunt for the Deutsche Tourenwagen Meisterschaft title.

Ford drafted in two WTCC stars to bolster Reuter's challenge, placing Armin Hahne in a Wolf Racing Sierra RS Cosworth and Steve Soper in a Grab Motorsport-run Sierra XR4 Ti. Reuter himself had an RS500 for the occasion.

The promised BMW support for Zakspeed team-mates van de Poele and Hessel failed to materialise, handing Ford an initiative it duly seized when the three Sierras led away from the start.

Reuter's chances lasted just 15 laps when he suffered a tyre failure and plummeted down the order. Van de Poele suffered a similar fate, leaving Hessel – running fourth – on the brink of title glory.

Knowing that he simply had to cruise home in order to seal that success, Hessel's Zakspeed team hung out a 'slow' signal – which was the cause of an apparent mix-up of disastrous proportions.

Believing the sign to be an instruction to wait for van de Poele, Hessel slowed dramatically on the final lap. Eight cars came through as he effectively stopped yards before the finish line. He then crawled over the line in ninth, with van de Poele finishing behind him in 10th.

The championship, however, was a different matter. Hessel's self-inflicted slide was enough to hand van de Poele the title and to promote Reuter, who set the fastest lap of the race as he fought back to finish 12th, into second. Hessel ended the year in third, four points behind his team-mate.

Events therefore conspired to hand van de Poele the crown, despite him not winning a race all season and finishing a lowly 10th in the three-way decider.

Having also won the Spa 24 Hours that year, van de Poele's career flourished: he drove for the Lamborghini Modena, Brabham and Fondmetal F1 squads and went on to score success in sportscar racing. Hessel's, by contrast, stalled, and within a year his DTM opportunity was over.

## THIS WEEK IN...



JUNE 4 1998

**JUAN PABLO MONTOYA CLAIMED HIS** second Pau F3000 victory this week in 1998, moving back to the top of the drivers' championship. In doing so, the Colombian took an advantage that resulted in him beating Nick Heidfeld to the title at season's end.

Montoya had almost brought about his own downfall during qualifying when he crashed heavily at Foch, having already set four laps good enough for pole. His Super Nova team worked through the night however, and he took up the pole slot on what was a greasy surface following pre-race rain.

With the whole field starting on slicks, there was a degree of chaos to the race as 13 of the 23 runners retired. Montoya nevertheless remained serene throughout, incredibly lapping the entire field en route to a dominant victory over Brazilian Max Wilson.



PICTURE: BMW GROUP ARCHIVE



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# JUAN FANGIO II

■ San Antonio 2 Hours IMSA GTP ■ September 2, 1990 ■ Eagle HF90-Toyota ■ From pitlane to Victory Lane



Fangio won four IMSA races for Eagle in 1990

**AS I ALWAYS USED TO SAY:** the difference between winning or breaking down in the lead on the very last lap is getting the chance to thank the team from the top step of the podium. And that's fortunately what happened for me in San Antonio, Texas in 1990.

It's not difficult to choose this race over others – it was one of those races in which the chances were nil, but the result was great.

San Antonio was a demanding street track, the surface was rough and the temperatures were high. I think we broke about three engines during the weekend, so we didn't get much track time at all. I don't remember where I qualified, but it wasn't important – I'd be starting from the pitlane...

After the raceday warm-up, we decided to change the gearbox ratios to get lower rev-drop between changes. Just as we were about to go to the grid – I was strapped in, helmet on – the gearbox completely locked up. The All American Racers guys were all over the car, with the great Dan Gurney on the radio telling me, 'Don't worry Juan, I think

**"We passed each other three times during those final four laps. I lost both mirrors against the walls and Chip's Nissan, but I held on to win"**

we'll be able to make it...'

Finally, the car was back together, but we still had to get from the garage to the grid, and the route was packed with people. The other cars had already started their four parade laps, but we made it to the pit area and finally I heard Dan's voice, 'Start it Juan, you can

start it now and go to the end of the pitroad.'

I waited for the very last car to pass and finally I was away – with two hours to make it pay.

I soon passed a lot of cars but the numerous yellow-flag periods meant I had to wait to keep my charge going. I found I was quicker

by taking a higher gear in all the corners to keep up the momentum.

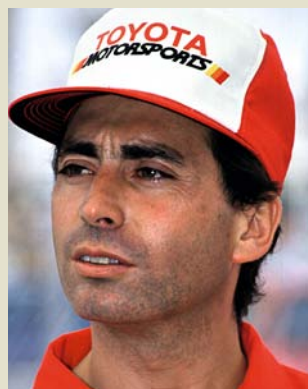
With only nine laps to go, I was up to fifth place. There were only a few minutes left for me to make the hours of hard work by the AAR team worthwhile.

I was behind Chip Robinson, Geoff Brabham, James Weaver and John Paul Jr – all of them excellent drivers – so I knew it would not be an easy job to pass them.

I got lucky on a restart and moved up to fourth, then third. I then passed reigning champion Brabham, so with four laps to go I was second, behind Chip. We passed each other three times during those final four laps. I lost both mirrors against the walls and Chip's Nissan, but I held on to win.

In Victory Lane the team was there to greet me. I tried to open the door, but it just fell off because it was so bashed! The race was over and I just felt a great feeling of peace, the same peace I feel today. Almost with tears in my eyes, I can say one more time, 'Thank you guys, you are the best!' ✨  
*Juan Fangio II was talking to Tony Watson*

## IN PROFILE



### ARGENTINIAN JUAN FANGIO II

is the nephew of five-time world champion Juan Manuel Fangio. He began racing in local Formula Renault in 1980 and graduated to Codasur F2 and FIA F3000. A move to the US led to Indy Lights outings and then full-time sportscars in IMSA with AAR. He won 21 races – including the Sebring 12 Hours twice – and two drivers' titles. He dabbled in ChampCar with AAR before retiring at the end of the '90s to focus on farming at home.



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\*\* 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)  
 \* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.

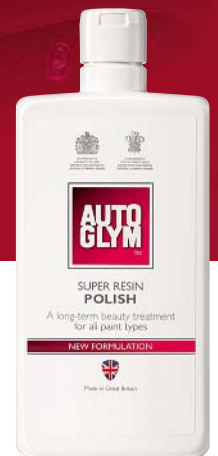




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