

AUTOSPORT

MAY 8 2014 · £3.60

RED BULL'S NEW DUEL

HOW RICCIARDO RATTLED VETTEL



Christian Horner
"Daniel is happier with the car than Seb"

Helmut Marko
"I thought he'd take more races to be on Vettel's level"

→ **FULL ANALYSIS**
WHY SEB IS REALLY GETTING BEATEN

PLUS ALL THE BANK HOLIDAY ACTION

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POLE POSITION

The real battle for F1's title starts here

THE EARLY-SEASON FLYAWAYS SET THE SCENE, BUT the main act of the 2014 Formula 1 World Championship begins at Barcelona's Circuit de Catalunya this weekend.

We're eight weeks into the season now – that's plenty of windtunnel time for teams to set their rapid prototyping systems racing to produce downforce-seeking new parts. Expect meaty upgrades too in terms of power unit software, and squads to become increasingly aggressive in terms of race strategy as they get their heads around this new fuel-flow/hybrid era.

We've analysed the story so far – with our technical expert Gary Anderson crunching the numbers from the opening four grands prix to reveal who's gained and who's lost out the most. He has also identified what each of the major teams needs to do to catch current pacesetter Mercedes (see pages 26-29).

As well as the technical war, the personal skirmish between Red Bull team-mates Sebastian Vettel and Daniel Ricciardo has also been utterly fascinating. We're not used to seeing Vettel regularly outperformed; neither is he! Edd Straw asks the main players why Dan has got Seb rattled on page 16.



Bradley

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PRIVATE EAR



THOMPSON/GETTY

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Cover images: Thompson/Getty, Ebrey/LAT

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Birmingham Superprix Porsche support race, 1988

THE BIG PICTURE

The Honda Civic of local hero Norbert Michelisz led a train of World Touring Cars over Budapest's Szechenyi Chain Bridge ahead of last weekend's races at the Hungaroring





FLAVIANO/DIPPI

This week in F1

F1 DEAL FOR AZERBAIJAN

Azerbaijan claims it has signed a deal to host the European Grand Prix in 2016.

The country's capital Baku has been linked with F1 for several months, but local political chiefs now suggest a contract has been agreed with Bernie Ecclestone to hold a street race in two years' time.

Azad Rahimov, Azerbaijan's Minister of Youth and Sports, was quoted as saying by the *Inside the Games* website that an official announcement will be made imminently.

"We have signed the deal with Bernie Ecclestone and will announce it officially with an event in Baku shortly," he said.

It has yet to emerge whether the grand prix would run on the streets of Baku, which have hosted international GT races for the past two seasons, or on an all-new F1 facility near the city.



History of the European GP

1923-1977

Honorary title of 'European Grand Prix'

is irregularly bestowed on high-profile national GPs, beginning with the Italian GP of '23 and ending with the British GP of '77.



1983-1985

First world championship race dubbed as the European GP held at Brands Hatch in 1983, returning to the Kent circuit two years later for Nigel Mansell's first victory after switching to the Nurburgring in '84.



1993-1997

The race was revived for '93, when Ayrton Senna won famously at Donington Park. It moved to Jerez ('94 and '97) and the Nurburgring ('95 and '96) before disappearing from the calendar for '98.



1999-2012

European GP takes regular residence at the Nurburgring before moving to the Valencia street circuit in 2008. After the 2012 running, the race dropped off the calendar.



British GP victory parade

Organisers of the British GP have announced that Nigel Mansell's 1987 race-winning Williams-Honda FW11 and Lewis Hamilton's McLaren-Mercedes MP4-23, which won in 2008, will be part of this year's parade of victorious cars and drivers. Jackie Stewart's Matra MS80 from 1969 will also appear.



Small teams in cost-cut talks

F1's non-Strategy Group teams have been asked to submit ideas for cutting costs in the sport following a meeting at Biggin Hill. The teams had expressed concerns about the financial state of F1 after plans for a cost cap were abandoned.

F1'S MONEY-SAVING IDEAS

These proposals to save money during the next three seasons are being discussed:

2015

- Tyre-blanket ban
- Fuel-system simplification
- Brake-duct simplification
- Front-wing simplification
- Gearbox and engine use-flow aligned
- Extension of curfew
- Ban on front and rear interconnected suspension systems

2016

- Standard front-impact structure
- Standard rear-impact structure
- Standard final-drive system
- Standard steering rack



2017

- FIA-standard active suspension
- Move to 18-inch wheel rims

For all the breaking news, visit **AUTOSPORT.COM**

It's a monumental step forward from running around in a three-year-old car



Pirelli's Paul Hembery on the advantage of post-GP F1 tests, the second of which will follow this weekend's race in Spain.

HONE/LAT



DUNBAR/LAT

PDVSA pay-off boosts Williams

The Williams team's 2013 profits were boosted by the payoff by former major backer PDVSA. The Venezuelan oil and gas giant is believed to have paid around £15 million to end its sponsorship deal.

BIG NUMBER

£22.1m

The increase in the Williams F1 team's income last year compared with '12.



Lauda: Rosberg to bounce back

Nico Rosberg has what it takes to bounce back against Mercedes team-mate Lewis Hamilton according to the team's non-executive chairman Niki Lauda. "He will [recover] because racing drivers have this [mentality]," said Lauda. "He will get new strategies worked out to not let these things happen again."

THOMPSON/GETTY



Ferrari drivers hail Senna

Kimi Raikkonen and Fernando Alonso joined former drivers and racing fans at Imola last Thursday to mark the 20th anniversary of Ayrton Senna's death

CITTA' DI IMOLA

Ferrari: we chased Senna in '94

Luca di Montezemolo claims he was in talks with Ayrton Senna to bring the Brazilian to Ferrari before he died in 1994.

"He wanted to come to Ferrari and I wanted him," said di Montezemolo, who revealed the two met in Bologna four days before the '94 San Marino GP. "He made

it clear he wanted to end his career at Ferrari, having come close to joining us a few years earlier. We agreed to meet again to look at how we could overcome his contractual obligations at the time."

Senna had previously held discussions with Ferrari for the 1992 season.



Senna was hit by a Ferrari in '94 Pacific GP

LAT

Hamilton to avoid team fights

Lewis Hamilton wants to avoid repeats of the close race between him and team-mate Nico Rosberg in Bahrain. "I was determined to make sure that

in China we were not close, like we were at the last race [in Bahrain]," said Hamilton. "I am going to keep the approach I have."



TEE/LAT



TEE/LAT

McLaren denies Button injury

McLaren has dismissed reports that Jenson Button's participation in the Spanish Grand Prix could be in doubt because of a leg injury. "Jenson decided not to complete the Canary Islands triathlon, but is fit and well and has, contrary to a few rogue media reports, no injuries of any kind," said a McLaren spokesperson.

Centre access for British GP

Fans at the British GP will be able to buy centre-transfer passes for this year's race, the first time since 2003 they have been able to do so. The tickets will offer access to the north section of the centre.



COATES/LAT



STALEY/LAT

Old set-up held back Lotus

Romain Grosjean has revealed that settings carried over from last year's Lotus have held back the team's new machine in the early part of the 2014 season. "We started a little bit on the back foot with a baseline set-up, which wasn't ideal for this year's regulations," he admitted.

REMEMBER WHEN



JULY 6, 2007

Jenson Button sat out Friday afternoon practice at Silverstone in 2007 because of back pain, with Christian Klien taking his place.

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Jonathan Noble

F1's newshound

Former F1 star Derek Warwick believes it's time to start focusing on the positives of this new era, and leave the doom and gloom behind

There are few people you meet in Formula 1 who are more 'glass half full' than Derek Warwick. Having seen it all during his years in stock cars, grands prix racing and sportscars, if you spark up a conversation about anything to do with motor racing, you'll find a man instantly firing on all cylinders.

However, the start to the 2014 season has left even him needing to muster all his enthusiasm to stop getting dragged down by the negativity that's surrounded F1.

"I, like everybody else, was caught up in that whole story from Australia about the noise," he said, chatting during a British Grand Prix media event at Silverstone last week.

"I always take as an example my [car dealership] garage, because they are all F1 nuts," continued Warwick. "Everyone there fell into the same trap of it being negative. But I said to them, hang on a minute, guys, for the first time in many a year, I'm watching racers – the best in the world – driving cars that are biting them. The cars now have too much power and not enough downforce. That's fantastic."

Warwick's perspective backs up a growing belief that the real reason F1 faced such bad PR this year – and has been struggling to convince fans not to turn off – has had little to do with what's been happening on the track. Instead, it has everything to do with the fact that those whose jobs it is to promote the sport and deliver a bigger audience have caused the bad press themselves.

For beyond the noise issue – which everyone now accepts has tapped into the emotions of fans – there's nothing



nothing. So when I see people hurting my sport, I get very defensive about it."

But while all the doom and gloom has undoubtedly caused some damage, equally none of F1's stakeholders has done enough to ram home the message to fans about why the new technology is better, and why it matters to every fan who switches on a television set.

"The real problem that F1 faced at the start of this year was the negative PR from on high"

about the racing this year that can justify ringing alarm bells.

One team may be winning everything, but that's nothing new in our sport, after all. The talk of taxi-cab driving and extreme fuel saving has also proved wide of the mark – some teams are already short filling, for instance. And just wait for Monaco, where the less-thirsty engines may use under 85kg of fuel for the race.

Warwick concurs that the real problem F1 faced at the start of this year was the negative PR from on high.

"That's 100 per cent," he says. "I never understand any sport or any business doing its dirty washing in public.

"Everyone's mentioned Gerald Ratner [former boss of the Ratners jewellery group], who said he sold junk – his company nearly went bankrupt a few years later. So I've been a bit surprised and disappointed by Ferrari, Red Bull and Bernie Ecclestone.

"I put a lot back into my sport as a steward, on the safety side and on the FIA side. I am president of the BRDC and I do what I can for Silverstone. I do it all for

The endless paranoia among the teams that revealing any technical details could hand the opposition an advantage has resulted in very little being said about the brilliance going on under those engine covers.

Last week, the city of Sheffield unveiled a new fleet of buses using the same hybrid technology that's been pioneered in F1. This is exactly the sort of thing grand prix chiefs should be shouting about, because it highlights that the sport is relevant again, and leading with expertise that's going to benefit everyone in years to come.

It's why Warwick, despite the bad press, is still buoyant about the state of F1.

"I'm excited," he said. "I have been an anorak all my life about F1, and I see this as the best era ever.

"But some of the technology is difficult for the punter to understand, because it's not something you can see or touch. You can't watch it work on television like DRS – so we need to show the fans more about what is going on."

I couldn't agree more. ❧

This week in motorsport

Villeneuve back at the Brickyard

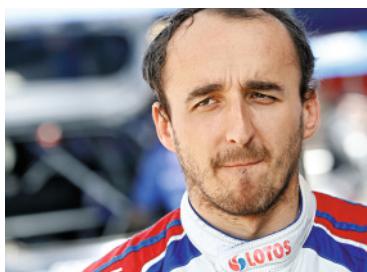
Jacques Villeneuve, the 1997 world champion, completed his Indianapolis 500 refresher programme at the Brickyard last week. The Canadian, winner of the 500 in 1995, completed a best average lap of 217.742mph in his Schmidt Peterson Motorsports Dallara-Honda. Five drivers completed their Rookie Orientation Programme on Monday of this week, with NASCAR star Kurt Busch outpacing Mikhail Aleshin, Jack Hawksworth, Carlos Huertas and Martin Plowman.



LEVITT/LAT

12

Kubica: I'll drive more slowly



MCKEIN/LAT

Robert Kubica insists that he will slow down in Argentina this week in his efforts to complete a World Rally Championship round without crashing.

Despite shunting on every event since his switch to a World Rally Car, Kubica has no regrets about his decision to commit to rallying.

"I knew what I was getting into and I cannot allow the past few months to write off my goals and ambitions," he said. "I will try to change my approach. I must focus more on survival and getting to the finish as opposed to driving as fast as I can."



LABOUNTY/LAT

KESELOWSKI SLATED BY RIVALS

A trio of NASCAR Sprint Cup champions entered into a war of words after a 12-car wreck in last weekend's race at Talladega.

Jeff Gordon and Matt Kenseth blasted Brad Keselowski, who was five laps down following an earlier crash and triggered the pile-up.

"He wasn't doing anybody any favours, nor himself," said points

leader Gordon. "He was probably taking more than he should have been in the situation he was in."

Keselowski said: "I don't know if I just busted my butt on my own or lost a tyre, but I feel bad for everyone that got torn up. We had a lot of close calls and I guess most of them were my fault, but I'm just being real aggressive."

Bulldozers for Prodrive 'icon'



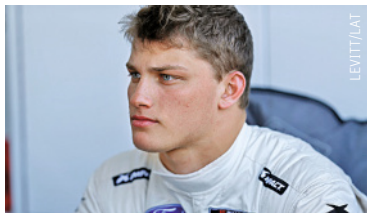
Prodrive's iconic headquarters will be torn down in August and replaced by a retail park.

The firm, which runs Aston Martin's endurance programme, is moving a mile up the road in Banbury, having sold the plot which delivered six World Rally Championships, including drivers' titles for Colin McRae and Richard Burns. Prodrive chairman David Richards said: "It will be an emotional day when the bulldozers move in."

Prodrive celebrates its 30th anniversary this season, and 28 of those years have been alongside the M40.

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Karam gets Indy 500 seat



Reigning Indy Lights champion Sage Karam will join the field for this year's Indianapolis 500 as part of a new multi-year driver-development deal with Chip Ganassi Racing.

The 19-year-old (above), who has already made two starts with Ganassi in Daytona Prototypes this year, will drive a #22 entry jointly entered by CGR and Dreyer & Reinbold. His deal makes him the third member of Ganassi's young-driver line-up, alongside Kyle Larson (NASCAR Sprint Cup) and Dylan Kwasniewski (NASCAR Nationwide).

Meanwhile, Pippa Mann will rejoin Dale Coyne Racing to drive the team's third car at the Indy 500. It will be the Brit's third appearance at the Brickyard.

Australian James Davison is also on the verge of landing a drive in the race, with KV Racing Technology. Davison made two IndyCar starts last year.

BIG NUMBER

33

With Karam and Mann sealing their Indy 500 entries, and Davison almost there, that will bring the grid to the traditional 33 cars.

F3 Middle East winter plan

A Formula 3 Winter Cup could take place in the Middle East as early as 2014-15 if FIA plans reach fruition.

Gerhard Berger, president of the Single Seater Commission, wants a series of events over December and January in line with his drive for F3 to offer a maximum number of races.

The races could mean a shift in teams' winter programmes, away from December tests in Spain and Portugal.



WEC weighs all-pro P2 future

The LMP2 class in the World Endurance Championship could become an all-pro driver category for next season.

The Automobile Club de l'Ouest, the promoter of the WEC, has revealed that it is undertaking a root-and-branch review of the category after only four cars took part in the series opener at Silverstone last month. Removing the requirement for each car to have at least one silver-rated or

amateur driver in its line-up is one of the possible options.

ACO sporting manager Vincent Beaumesnil said: "We have to do something, so we have to look at every possibility. We could imagine a situation where it becomes all-pro or all-silver."

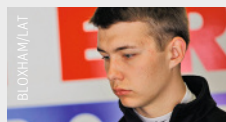
The LMP2 class had seven full entries this year in the WEC, but three cars have missed the first two rounds.

Tuscher back – in GP3

Matheo Tuscher, the man who won Formula 2 races as a 15-year-old in 2012, has lined up a return to action in GP3.

The Swiss (right) has joined his local team

Jenzer Motorsport, which is also bringing Norwegian Pal Varhaug – winner of 2010's inaugural GP3 race – back into competition. Jenzer has confirmed



all three of its drivers in the past week, with China's Adderly Fong switching from Status.

KIA JOINS STCC LINE-UP

South Korean manufacturer Kia is set for its highest-profile racing programme to date, with a three-car squad of Optimas in the Scandinavian Touring Car Championship.

The project, representing the beginning of a three-year programme backed by Kia Sweden, will be run by Brovallen Design, which ran Citroens in the silhouette-based

tin-top series last year.

Clio Cup graduates Andreas Wernersson and Mattias Lindberg will drive, while ex-Volvo ace Linus Ohlsson is also on board for this weekend's series opener at Knutstorp.

Ex-Formula Palmer Audi frontrunner Emma Kimilainen has also secured a STCC drive – the Finn will drive a PWR Racing Saab 9-3.



In brief



FULL GP2 FOR DALY

Conor Daly (above) has extended his deal with GP Lazarus and will now contest the whole of the GP2 Series with the team. The American son of Derek Daly raced with the Italian squad in the opener in Bahrain on a one-off basis. He finished third in GP3 last year.

'CAJUN' INDYCAR?

IndyCar has confirmed that it is investigating the possibility of a race at NOLA Motorsports Park, located just outside New Orleans. The event, which could join the calendar as early as next year, is dependent upon \$4.5 million of upgrades to the 2.75-mile road course, which has hosted Indy Lights testing.

NIGEL VAULKHARD

Bamboo Engineering founder Nigel Valkhard died as a result of injuries from a mountain-biking accident last week. He was 66. Bamboo switched from the WTCC to an affiliation with Craft Racing to compete in the World Endurance Championship this year. The team's drivers – Alex MacDowall, Darryl O'Young and Fernando Rees – will continue to race their Aston Martin.

GT FUTURE NEARS

The broad principles of new regulations for GT racing will be announced by the FIA and the Automobile Club de l'Ouest in Le Mans 24 Hours week next month. The rules, the result of the so-called GT Convergence talks announced in October 2012, will replace GT3 and GTE with closely aligned GT and GT+ classes.

NEW RALLY GB BOSS

The MSA's Ben Taylor has been announced as the new boss of Rally GB. Taylor's official title is managing director of International Motor Sports. He will retain his role as the MSA's development and communications director.

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Nigel Stepney

(1958-2014)

Nigel Stepney, who was killed in an accident on the M20 in the early hours of last Friday morning, was one of the key architects of Ferrari's dominance of Formula 1 during the Michael Schumacher years before achieving notoriety for his involvement in 2007's spy scandal.

Stepney started as an apprentice with the Broadspeed touring car squad before moving into Formula 1 with Shadow. In 1979 he struck up a good relationship with Elio de Angelis, following the Italian to Lotus the following year as number-one mechanic. He established a reputation for rigour and directness, and remained at the team after de Angelis's departure for Brabham. He then worked with Ayrton Senna before joining Benetton in 1989.

He also teamed up with Nelson Piquet at both Lotus and Benetton and was highly regarded by the triple world champion. When the Piquet Racing squad was created to run Olivier Beretta in Formula 3000 in 1992, Stepney was brought in to run it. At the end of that difficult season he received a career-defining job offer.

John Barnard, by now at Ferrari, had worked with Stepney at Benetton. Barnard identified him as able to tighten up a team that was weak operationally. Stepney joined for the 1993 season, meaning he was at Ferrari before Jean Todt, Schumacher, Ross Brawn and Rory Byrne – all rightly cited as decisive in Ferrari's turnaround – but Stepney's organisational qualities were just as important. His attention to detail allowed Ferrari to achieve previously-unheard-of reliability levels.

Twice he was involved in high-profile pitlane incidents. The first was at Imola in 1994, when he was among the Ferrari mechanics hit by the wheel shed by Michele Alboreto's Minardi. The second was in Spain six years later when Schumacher was released from a pitstop before



Schumacher's success owed much to Stepney



Stepney latterly masterminded the JRM Nissan team

Stepney had removed the fuel hose. He was pulled to the ground, but escaped with ligament damage.

Jean Alesi, who drove for Ferrari during Stepney's first three seasons at the team, said on Monday: "I was very sad to hear of this bad news. Nigel was such a hard worker – someone who would really push for the team. I didn't spend very much time with him, but he was part of my success in 1995 [when Alesi won the Canadian Grand Prix] at Ferrari, and he did a super job for the team after I left and Michael [Schumacher] joined."

Johnny Herbert added: "Having worked with Nigel at Benetton and Lotus, I always saw a very driven man with a strict work ethic. He could be very blunt in his efforts to get the best from all around him. When he joined Ferrari with Ross Brawn and Rory Byrne – what I call 'the Benetton team' – he helped create the Ferrari we saw dominate with Schumacher at the wheel."

During Stepney's tenure, Ferrari won five drivers' championships, six constructors' titles and 93 grands prix before he was dismissed under a cloud in July 2007. He was accused of leaking sensitive information to McLaren and also sabotage. This followed Stepney admitting his unhappiness at

the squad in an interview with AUTOSPORT after being passed over for promotion following Ross Brawn's departure.

"I'm not currently happy with the situation within the team," Stepney had said at the time. "I really want to move forward with my career and that's something that's not happening right now."

Stepney was implicated in the spy scandal by the FIA and, although he escaped censure, the sport's governing body recommended teams should not work with him. He was also handed down a 20-month jail sentence in Italy in 2010, although did not serve any time.

Although F1 was over for Stepney, he joined on-board camera specialist Gigawave in 2008, also working with its GT team. In 2010 he joined Nissan-affiliated JRM, where he was integral to developing and running the marque's GT machinery, winning the World GT Championship in 2011 with Lucas Luhr and Michael Krumm. JRM also ran HPD machinery in LMP1, finishing sixth at Le Mans in 2012.

Stepney is survived by partner Ash and daughter Sabine. ☘

HOW RICCIARDO IS BEATING VETTEL

Coming in alongside Sebastian Vettel is a tough task for any driver, but Daniel Ricciardo has had the edge thus far.

EDD STRAW explains how

The Sebastian Vettel doubters are back. To them, the scorecard between the German and Daniel Ricciardo, which currently stands at 3-1 in favour of the Australian both on qualifying performances and race results, is conclusive evidence that Vettel somehow lucked into four consecutive world championships.

But as always in a sport as multi-faceted as grand prix racing, it's not that simple. Ricciardo has made a stunning start to his Red Bull career, justifying

the decision to promote him from Scuderia Toro Rosso, and deserves the plaudits. But the real battle has yet to come.

Ricciardo is driving extremely well. With only 158 laps of pre-season testing under his belt, he had little time to prepare ahead of the campaign and he headed to Melbourne facing up to the possibility of being in the right place at the wrong time. Yet his drive to second on the road in the Australian Grand Prix was superb irrespective of his subsequent exclusion (see panel, page 21).

From trackside, he is one of the drivers who seems most at one with his car, setting it up beautifully for corner entry, loading up the

car progressively on turn-in and then gliding through the turns. Sometimes, this allows him to have a pace advantage on Vettel, and most of the time it also confers a tyre use benefit. Vettel drives very differently and to put the current situation into context, it's necessary to look back to the early stages of 2012.

VETTEL'S FIGHT TO ADAPT

In 2012, the attempt to outlaw exhaust-blown downforce (which, while ultimately unsuccessful, did reduce the effect) meant that the Red Bull RB8 had less rear downforce than its predecessor. Vettel had tailored his driving style superbly to



this exhaust-generated downforce, rotating the rear aggressively on turn in. This is very effective in completing the turn itself quickly, but it's incredibly difficult to ensure that the rear of the car snaps into line rather than continuing to slide.

Exhaust-blown downforce could be summoned to help deal with this, and Vettel was a master at utilising it. At some corners, there was a dramatic difference between the way that the more conventional Mark Webber was using the car and what his team-mate was doing, the German able almost to create critical downforce at will.

But with the effect reduced, Vettel was initially vulnerable in 2012. His struggles

reached their nadir in China that year, when he reverted to the more predictable launch-specification exhaust design. He was promptly outperformed by team-mate Mark Webber, and Adrian Newey spent most of his weekend focused on the Australian's car. Vettel realised he had to get on top of the problem.

A week later in Bahrain, he won through a combination of Red Bull making gains with the rear of the car and tweaks to his own technique.

This year, the exhaust-blown downforce is gone and the removal of the rear beam wing means there is less downforce at the rear. And what downforce there is relies solely on airspeed

for its existence. It's costing Vettel in the slower corners, but this is only half of the equation. The other is the way in which the beefed-up energy recovery systems harvests energy under braking.

The braking feel has changed significantly, thanks to the need to harvest as much as 2MJ per lap from the rear wheels under braking, and the associated brake-by-wire system designed to make millisecond-by-millisecond adjustments to make it possible to drive the car with all of that harvesting going on. At times, the brake bias is wound significantly towards the rear and it has a big influence on stability. The way the system is fine-tuned varies from corner to ►



Ricciardo chased Vettel down in China and beat him comfortably

► corner, making it extremely difficult to accurately and consistently achieve the kind of corner entries Vettel has made his trademark.

For Vettel, adapting to all this takes time. Time that the disastrous pre-season did not afford him.

"Dan is happier with the car than Seb," explains team principal Christian Horner. "Seb is still uncomfortable with the feeling that he is getting from the car. We have seen that before with him, in 2012, but once things come together they come together in a dramatic way for him.

"Sebastian is extremely sensitive to the rear stability on corner-entry and we are seeing that he is not as settled as he would like to be at the moment. Hopefully, as things progress that will improve. So Daniel is doing an extremely good job with the tools that we are giving him so far."

A driving style not ideally suited to the car is no excuse for Vettel. His task is to adapt, especially with Ricciardo providing proof the car can be used more effectively. He is determined to get on top of the RB10 and get it working the way he wants.

Popular wisdom, certainly in the UK, is that Vettel will devote his energies to destabilising his team-mate, but actually his focus will be on the car. He will have a replacement chassis for this weekend's Spanish Grand Prix, although according to the team this was always part of the schedule, and the fightback has to start there.

"Daniel just seems to get more out of the car than I do," says Vettel of the situation. "There are a lot of things that I don't really like at this stage, but in the end we have the same car and the gap is too big than just to be something small in terms of set-up. I know there is not too much difference so we need to have a look and keep working."

RICCIARDO'S SUPER START

Ricciardo just needs to keep doing what he's doing. As a driver, he's a joy to watch, akin to Jenson Button at his best in the way he carries speed through the corner. Like Webber before him, there are times when he is superior to Vettel in the fast corners, and in the slow corners appears able to deal with the demands of the car better. The overall impression whenever he takes to the track is of confidence and decisiveness.

"I do feel comfortable in the car," says

Ricciardo. "There are times where I have had to push it or drive a little bit over the limit and at Melbourne there were a few times I went off in the fast chicane, but I've felt comfortable whether it's trying to be smooth and save the tyres or getting it on the limit. The bottom line is I feel at home here in the team."

The value of a good start cannot be underestimated. When Red Bull decided to take Ricciardo on, he had shown plenty of signs of his class. In qualifying, he was often searingly fast



Horner has been impressed with Ricciardo so far



COMTES/LAT



THOMPSON/GETTY

RICCIARDO v VETTEL THE SEASON SO FAR

During the first four races of the 2014 season, Daniel Ricciardo has beaten Sebastian Vettel three times in both qualifying and the race. Here is how they stack up on qualifying and race performances.

AUSTRALIA

QUALIFYING Ricciardo 2nd Vettel 13th Gap: -2.373s
RACE Ricciardo DQ (2nd on road), Vettel DNF

While Ricciardo impressed, Vettel struggled on Saturday thanks to a Renault software update and then retired with an engine problem that manifested itself at the start of the race. Ricciardo's superb drive to second was struck from the record because the car was found to have exceeded the maximum permitted fuel-flow rate of 100kg/h.

MALAYSIA

QUALIFYING Ricciardo 5th Vettel 2nd Gap: +1.055s
RACE Ricciardo DNF Vettel 3rd

In wet conditions, Ricciardo couldn't match Vettel in qualifying but was on target to finish close behind him in fourth place when he was released from a pitstop with the front-left wheel not properly attached, ruining his race. This is the only weekend during which Vettel outperformed Ricciardo.

BAHRAIN

QUALIFYING Ricciardo (3rd, plus grid penalty) Vettel 11th Gap: -0.393s
RACE Ricciardo 4th Vettel 6th

Ricciardo flew in qualifying, while Vettel fell in Q2 partly down to a gearshift problem. But despite a 10-place grid penalty for the unsafe release in Malaysia, Ricciardo was able to pass Vettel after the safety car period and then get ahead of Hulkenberg's Force India to finish two places ahead of his team-mate.

CHINA

QUALIFYING Ricciardo 2nd Vettel 3rd Gap: -0.505s
RACE Ricciardo 4th Vettel 5th

This was probably Ricciardo's strongest performance of the season so far, comfortably outperforming Vettel in wet conditions in qualifying and then not only passing him, but opening up an advantage of 20.642s by the finish. In China, he was quicker and struggled less with tyre degradation.

Qualifying statistics based on ranking in qualifying before penalties. The gap is calculated based on the last segment of qualifying in which both participated.

and there were some good race performances to back it up. He had ticked all the boxes he could have done while at Toro Rosso, but there were still question marks. There is more to being a top grand prix driver than speed alone. He'd never finished higher than seventh prior to his promotion and it was difficult to be sure whether the inconsistent results at Toro Rosso were down to the car or driver.

"We knew that Dan was quick from the testing he had done for us and on the simulator," says Horner. "The pace has always been there but the question marks in our mind were how was he going to deal with the pressure, how was he going to deal with life in a team much more under the spotlight than Toro Rosso? Then there is the pressure of being Sebastian's team-mate.

"From day one, he has done nothing but impress us with his attitude, his pace, his approach and his racecraft. His performance in Australia was backed up in Malaysia before the problem with the pitstop and then there was the recovery drive from the penalty in Bahrain. Any doubts anybody had about his racecraft or his ability to go through a field [are gone]. We've seen that he is a very strong racer.

"Inevitably, there was an element of risk in our choice and we weren't short of options for this year. But it made the most sense to take Daniel because of the investment that Red Bull placed on him, what we have seen and for the future as well. It's similar to the point that we signed Sebastian as we could see real promise. At that point [before the 2008 German GP], Sebastian hadn't won at Monza or had the second half of the season that he enjoyed. We knew he was

good, we weren't quite sure how good. It's only when you see a driver in your own environment that you recognise how strong they are."

FUTURE RIVALS?

Ricciardo has certainly proved his strength and his phlegmatic approach has made him popular within the team. Both his approach and the way he has settled in has surprised Helmut Marko, boss of Red Bull's junior driver programme.

Often portrayed as only being interested in Vettel, the Austrian deserves to take pride in the fact he has a frontline team with two products of his programme, while at Toro Rosso Jean-Eric Vergne has enjoyed a decent start to the season and rookie Daniil Kvyat has impressed hugely.

"I knew he would be quick, but I thought it would take him a couple of races to be on the level of Vettel," says Marko of Ricciardo. "He surprised us all with his maturity and also when you hear him on the radio, it's like he's sitting with a cup of tea. You have to be brave with young drivers and give them a chance. The team atmosphere is really good, both drivers have good communication and nobody has ever seen Ricciardo not smiling, it doesn't matter what happens!"

The atmosphere in the team has, so far, been good. Vettel's initial "tough luck" directed at an order to let Ricciardo past in China has been interpreted as a declaration of war. But Ricciardo downplayed this after the race, after all he got past Vettel relatively quickly and even if he had got past instantly, it's unlikely the Australian would have been able to do anything about third-placed Fernando Alonso.

Nevertheless, it was certainly a point of ▶

Ricciardo has already established himself within the team



► tension and in a full-blown title fight might have been a catalyst for something more serious.

For Ricciardo, who had been ordered past Vettel in Malaysia (albeit for strategic reasons as he was on faster rubber) and also overtaken him in a straight fight in Bahrain, it was validation that he is able to cut it at the sharp end. And without those title pressures, Ricciardo could afford to be magnanimous about the brief period Vettel held him back in China. Red Bull, meanwhile, insisted Vettel did eventually let Ricciardo past anyway. Whatever the details, the most significant fact is that the German couldn't have done anything to keep the Australian behind, as proved by the rate at which Vettel was dropped.

Ricciardo is simply focused on learning what he can. For while he has had the edge, it hasn't been by much and it will not be long before Vettel makes inroads. Beating a struggling Vettel is one thing, defeating him when all guns are blazing will be a challenge on a whole new level.

"Seeing how he works, how he gives feedback in the briefings, how he works with the engineers is really cool," says Ricciardo. "That's the behind-the-scenes stuff the media doesn't get to see! It's a chance for me to learn and to pick up some things that maybe I can improve. He's very thorough with his feedback.

"Off the track, we've got a lot in common, which probably comes as a surprise to a few people. We are pretty laid back and easy going away from the racing, have a light sense of humour and like a joke. What we both want is to give each other the best battle we can and every time I have finished in front, he has always congratulated me and given me respect. It's a healthy relationship."

NOT A SUPPORT ACT

Ricciardo is more interested in establishing himself as a credible topline F1 driver than making trouble. His start has been excellent, but he has still yet to finish on a GP podium officially.

What is emphatically clear is his determination not to slide into a backup role. In Malaysia, over the radio when told to drop back two seconds behind Vettel while his team-mate was scrapping with Nico Rosberg's Mercedes, a sensible enough instruction given the damage done to tyres by

following closely, he stressed that he wanted to be close enough in case the battle between the pair would give him the chance to make up a place. He has also shown a willingness to battle with Vettel on opening laps, doing so both in Malaysia and Bahrain.

This is where Ricciardo's intelligence comes in. He knows how easy it is to be seen as a soft touch and has taken every opportunity to underline that he's there to win.

"Without trying to take over the team and be



After a tough start to 2012, Vettel went on a winning run



COATES/LAT

the big dog, I've wanted to show the team that I am not here just to run around and collect points," says Ricciardo. "If I can get something more out of it, I will definitely try to do that. I grew a lot at Toro Rosso, but in the first season at least my aggression or confidence on the track was sometimes questionable. It's a case of not showing any weaknesses and proving I am up for a battle if that arises.

"It's the approach I need, the approach I enjoy and it's definitely too early in the season to start backing off. If I show that, I will earn respect from the guys and other people and show that I'm not just the junior driver, I'm a contender."

He has unquestionably shown that. Moving to a top team in a season when it falls short of the standards it has set has led to plenty of drivers struggling in the past, just look at Sergio Perez at McLaren last year. But Ricciardo has kept his head and proved that he belongs at the front of an F1 field.

What he hasn't done is burst Vettel's bubble. It would be naive to expect there not to be a fightback by the German and Ricciardo will need to be at his best to continue to perform even at the same level.

He has shown he's a contender and built the foundations for a very successful career with Red Bull, but four races is too small a sample set to declare that the tables have turned permanently within the team.

But the battle with Vettel is only part of the equation. Ricciardo has shown he can cut it at the sharp end. Few get the chance to do that, fewer still pull it off, making the Australian one of the stars of the season so far. ❧

TEE/LAT



Australian GP drive remains a stand-out despite exclusion

RICCIARDO'S GREATEST DAY

The most important race of Daniel Ricciardo's life never happened, according to the records. Finishing second on the road in Australia was a remarkable effort given the circumstances.

Yes, as measured by the FIA-homologated fuel-flow meter, his car was illegal (although there's every chance that Red Bull's own fuel-rail data was more accurate) and as Adrian Newey has admitted, he would have lost places had it been fully compliant, but that's not the point. He drove beautifully under huge pressure and showed he could cut it at the front.

"To make your debut for this team at your home grand prix, with all the pressures of the first race of the season, with the shocking pre-season that we had and to, despite all of that, turn up, put the car on the front row and drive a very good race with no mistakes was absolutely immaculate," says team principal Christian Horner. "What we are seeing from him is that in the high-pressure moments, he is able to deal [with it]."

You might expect Ricciardo to wallow in self-pity at the fact that he still hasn't, officially, stood on an F1 podium. But instead, he takes the positives from a start to the season that got the most important year of his career off to the best start possible.

"The first race definitely surprised us," he says. "Now, when I look back on it, [pre-season] I wouldn't say helped us, but it did change my approach in that testing was pretty much non-existent. We came into the first couple of races not having anything to lose, or at least with that mindset, so it probably helped me to be more confident, aggressive and decisive."

That does sound like post-hoc rationalisation, effectively saying that a bad thing (the state of the car pre-season) equalled a good thing (doing well in race one). But had the Red Bull still been the best car, Vettel would surely have been odds-on for a 10th consecutive grand prix victory, which would have cast Ricciardo as a support act. But with the pressure eased, Ricciardo put in a performance that acts as a foundation stone not just for his season, but potentially a long frontline F1 career.



THOMPSON/GETTY

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MediaNav 1.2 16V 75 are: Urban 40.4 (7.0); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO₂ Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.





SPANISH GP PREVIEW

Revealing the secrets of Formula 1 front wings

The Circuit de Catalunya is a circuit at which downforce is more influential than at most tracks. **CRAIG SCARBOROUGH** explains how today's complicated designs work

The front wing has become the single most complex aerodynamic part of a Formula 1 car with a role that extends far beyond simply creating downforce at the front axle.

Front wings have always been a means to balance the downforce created by the rear wing. This year's narrower front wings, down 150mm from 1800mm wide, are still more than powerful enough to match the

rear end. This leaves a lot of potential that can be used for other aerodynamic purposes.

The front wing is given a tight dimensional box to sit within, while the central 500mm span is fixed by the mandatory FIA template. This makes the middle of the wing a neutral shape and one that's unable to create downforce.

So the downforce all comes from the multi-element wing's outer

spans. These sections can have anything from three to seven elements. These are aided by one- to three-element cascade winglets sat above them. This multitude of elements allows teams to run their cars' wings with aggressive angles of attack without stalling.

At its tips, the wing requires an endplate. Once, this was a simplistic vertical vane used to seal the low-pressure air beneath the wing from

the high-pressure air above, creating downforce. Now the endplate is partly formed by the wing tips curling down to create a footplate, the separate vanes bonded on above to help turn the airflow.

The extra winglets mounted above the wing, known as cascades, are not to produce downforce. Instead, these are flow-control devices that, along with the endplate, perform a range of aero functions.

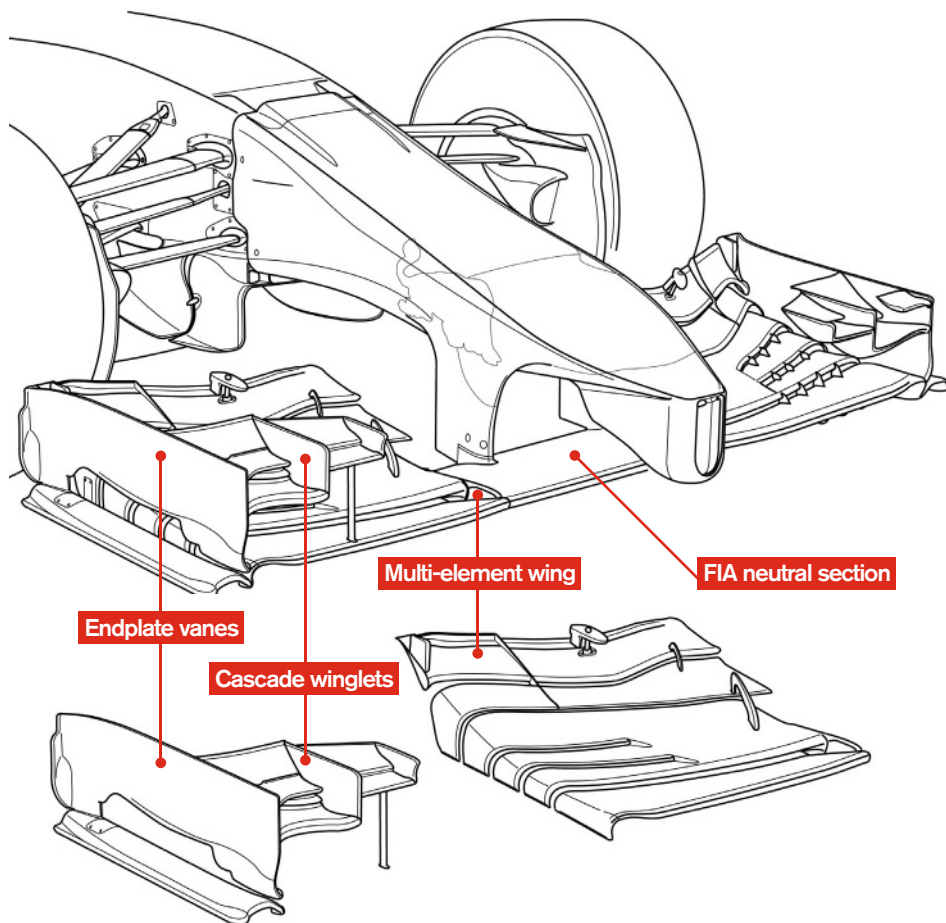
Firstly, the front tyres spinning openly in the airflow create a turbulent wake that creates drag. A distinctive flow structure is shed from the spinning wheel, with powerful vortices created at either side of the tyre both top and bottom. Also, the airflow behind the tyre becomes detached and creates a low-pressure region behind the tyre.

To offset these effects, the front-wing endplate and cascades direct airflow to these areas. Each of these elements sheds a powerful vortex, which counteracts the undesirable vortices naturally created by the tyres.

Further aiding the car's aerodynamics downstream on the car, the front wing tries to send as much of its wake outboard of the front tyre as possible. Even with narrower front wings this year, there is a huge benefit to having the wing sweep airflow out around the front tyres, with an 'outwash' design.

Lastly, the wing sends critical airflow between the front tyres and the chassis. Where the front wing meets the neutral centre section, a carefully shaped joint will send off yet another vortex, known as the Y250 vortex because of its position 250mm from the car's centreline.

The Y250 vortex is used to keep the front-tyre wake clear of the central bodywork on the car.



WHAT TO WATCH OUT FOR

A Red Bull charge

Red Bull has already challenged for podiums despite its disastrous pre-season, which shows the remarkable ability of top F1 teams in the modern era. Renault is improving all the time, and the RB10 certainly doesn't lack downforce, so this race should represent the team's best chance yet of derailing the Mercedes locomotive.



BARON/GETTY

Establishing the pecking order

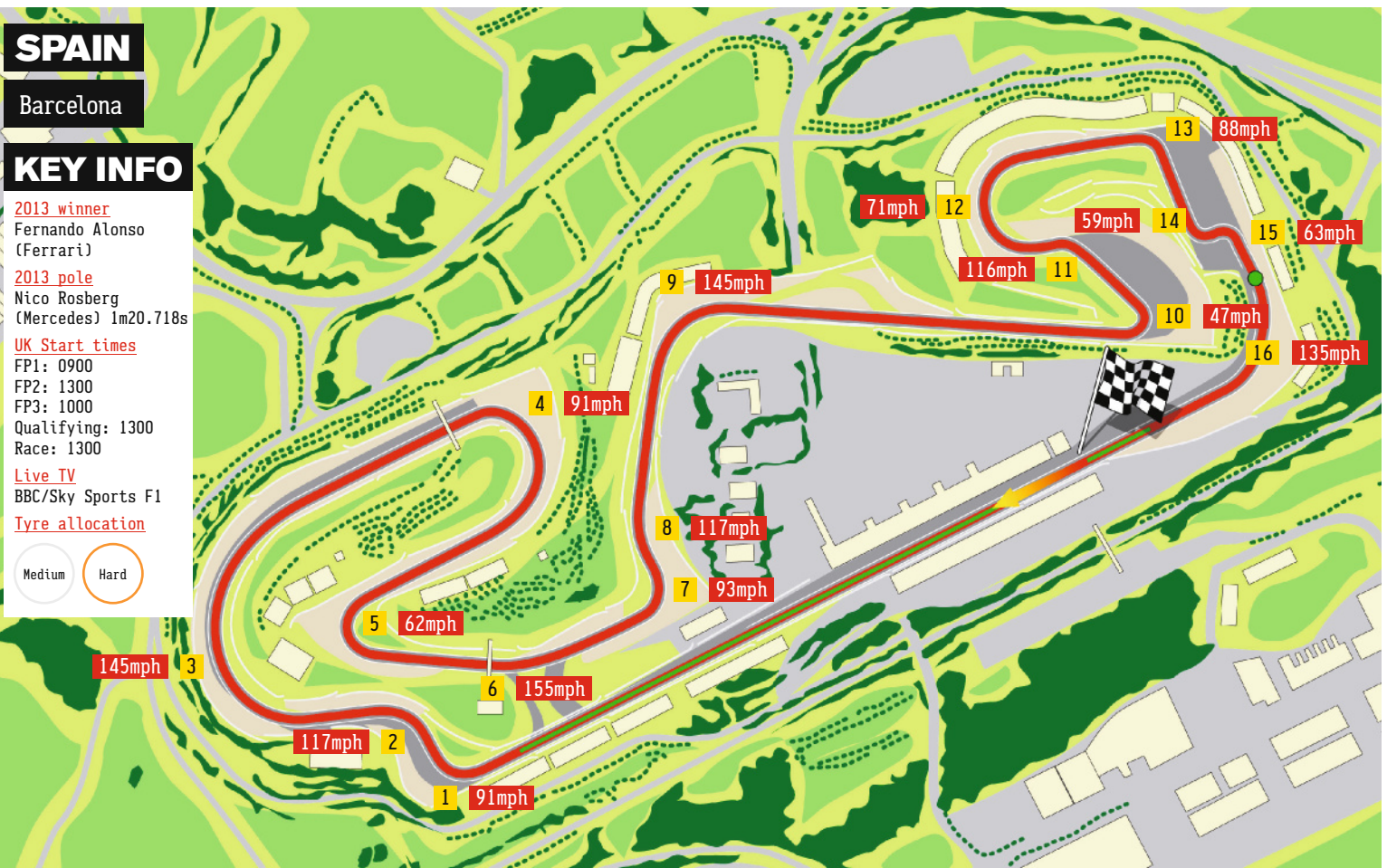
The Circuit de Catalunya is a track known inside out by teams, thanks to its former status as a popular test venue. Its characteristics expose the strengths and weaknesses of F1 cars unlike most others, so the Spanish GP should reveal exactly who the early technical winners and losers are under these latest regulations.



THOMPSON/GETTY

Ferrari's unwanted anniversary

The Spanish Grand Prix marks a full year since the Scuderia last won a Formula 1 race. Fernando Alonso scored a podium last time out in China, but stopped short of hailing the result a breakthrough in Ferrari's troubled early season. The home fans will be desperate to see their hero break Maranello's winless run this weekend.



SPAIN

Barcelona

KEY INFO

- 2013 winner**
Fernando Alonso (Ferrari)
- 2013 pole**
Nico Rosberg (Mercedes) 1m20.718s
- UK Start times**
FP1: 0900
FP2: 1300
FP3: 1000
Qualifying: 1300
Race: 1300
- Live TV**
BBC/Sky Sports F1
- Tyre allocation**
Medium Hard

CLASSIC RACE: 1991

Nigel Mansell kept his slim championship hopes alive with victory in the 1991 Spanish Grand Prix, the first to be held at its now traditional home – the Circuit de Catalunya outside Barcelona.

Mansell's Williams recovered from a slow start to overhaul the McLarens of Ayrton Senna and poleman Gerhard Berger. This race featured that iconic wheel-to-wheel moment between Mansell and Senna, sparks flying as

they sped towards the first corner, dicing for second spot just inches apart at top speed.

The race began wet, and a lurid spin for Senna after he switched to slicks restricted the points leader to a subdued fifth, ahead of double spinner Michael Schumacher's Benetton.

Engine problems eliminated Berger, promoting Alain Prost's Ferrari to second and Mansell's team-mate Riccardo Patrese to third.





Why Spanish GP is key to title battle

All the teams are expected to arrive at Barcelona with significant upgrades for their cars, so the weekend will be a crucial barometer for the rest of the season, says **JONATHAN NOBLE**

Formula 1's return to action in Spain this weekend is being singled out as the race that is likely to define the rest of the 2014 season.

Although Mercedes has been dominant so far, its early advantage was aided by its superior preparation for the challenge of the new turbo regulations. However, with its rivals – especially Red Bull – recovering from their early season woes, and all teams expected to bring much-needed improvements to their car/engine packages for the Circuit de Catalunya event, the form book this weekend could be very different.

The track will not play to the power advantage of the Mercedes as much as venues such as Bahrain and China did, while its aerodynamic demands will put an increased emphasis on out-and-out downforce.



Lauda believes Spain gains will point way to title

THOMPSON/GETTY

Niki Lauda, the non-executive chairman of Mercedes, is clear that performance at the Spanish Grand Prix will be a key indicator for the title battle going forward.

“Barcelona is a very particular circuit,” he told AUTOSPORT. “It’s hard on tyres, and isn’t just about the engine alone. You need a good car/engine combination.”

“It will show who has done the

best upgrades, who is now quickest and who can win races. This will be very important information for me personally to see how the season will continue. If you are on top of your game in Barcelona, then it’s a bit easier. For me it’s a key race.”

The start of the European season is traditionally a time when teams introduce significant aerodynamic updates, but this year the leap forward in aero developments is expected to be bigger than usual.

That’s because much of the early season focus was on understanding the new turbo engines and ensuring reliability at a time when the technology was still very new.

The near-perfect finishing rate in China, with only two cars not taking the chequered flag, shows how much teams have got on top of the 2014 engine technology – which is why

attention is now going to shift to other areas of the car.

As Williams’ head of vehicle performance Rob Smedley has explained, teams are now working on improving all areas of their cars’ performance, which should deliver more intense competition.

“Aerodynamics are equally important to performance – as they have always been,” he said, “as is tyre management.”

“If you want to arrive at the sharp end of the pitlane and be competing week in, week out, then you can’t take your eye off any ball. You have to keep them all in the air, and make sure that, at the end of the day, all the bases are covered.”

Here AUTOSPORT analyses the challenges that each of F1’s major players faces as the season enters its crucial next stage.

MERCEDES

TEAM GAIN/LOSS: **-0.251%**



KEY
TEAM GAIN/LOSS: Performance relative to 2013 based on average pace. Minus figure indicates pace improvement; positive is a loss.

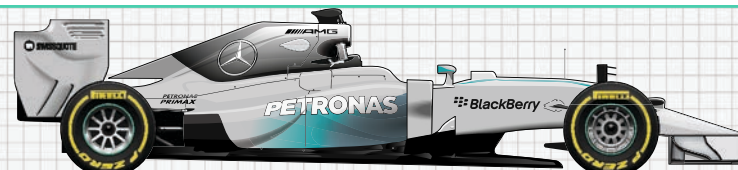
The trouble with being an early frontrunner is that you are always resisting the urge to glance over your shoulder. It's an enviable position to be in, but possessing the sort of competitive advantage Mercedes currently enjoys brings with it a palpable sense of paranoia.

Mercedes knows Barcelona will provide the key test of whether it can sustain its form from the opening races across the balance of the season.

That's why the team's chiefs have



said that they will not be satisfied with just staying ahead of their rivals. They want an even bigger advantage than they have had so far this season.



GARY ANDERSON: MARGINAL GAINS

Barcelona is a circuit that demands a lot from a car – so it normally provides a good indication of how dominant it really is.

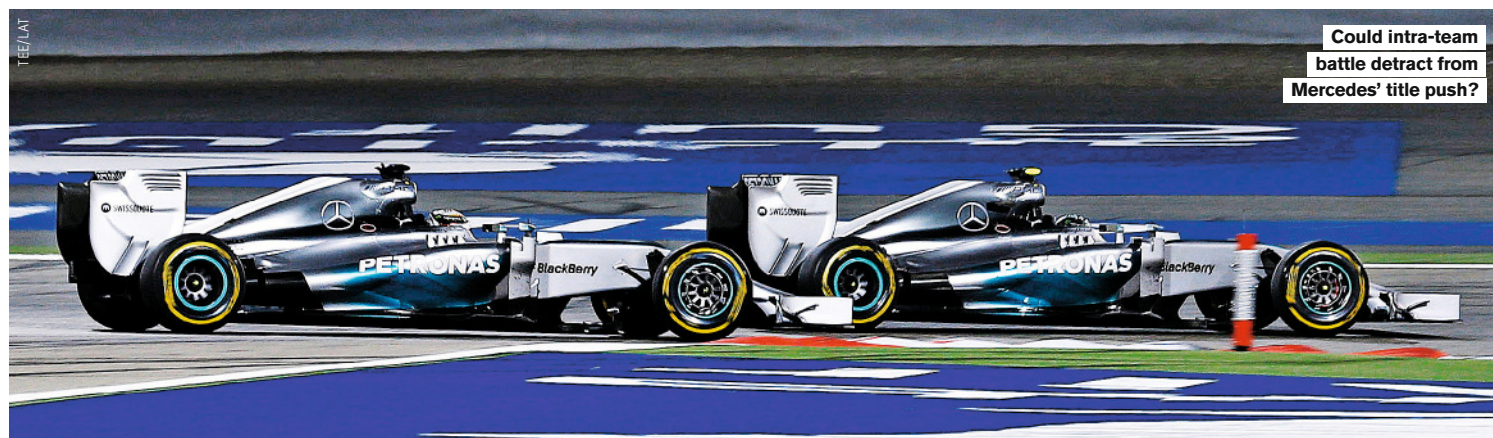
There are question marks over the Mercedes' aerodynamic package and the chassis itself. The W05 looks strong, but all indications from trackside are that it isn't quite at the level of Red Bull's.

Last year, you'd say that the

aerodynamic package was 80 per cent of a car's performance, with 10 per cent in the engine and 10 per cent in everything else (excluding the driver).

This year, it's more like 45/45/10. So while Mercedes unquestionably has had the best package to date, this weekend will give a good idea of where its chassis is.

As for aero development, expect to see further detail work at the front of the car following the introduction of the new short nose in China.



Could intra-team battle detract from Mercedes' title push?

RED BULL

TEAM GAIN/LOSS: **+0.702%**



GAP TO MERCEDES: **+0.936%**



Daniel Ricciardo said in Bahrain that he felt Red Bull would show its "true colours" in Spain, and this race certainly represents its best chance yet of toppling the dominant Mercedes.

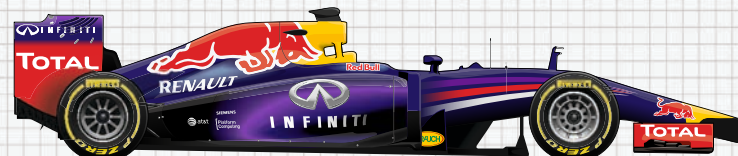
The reigning world champions endured a disastrous pre-season, plagued by reliability issues. This caused some tension with its engine supplier, Renault, which has been under pressure to make improvements after lagging behind Mercedes in the early races.

The fact that Red Bull has already challenged for podiums shows the

KEY
GAP TO MERCEDES: This is AUTOSPORT's pace performance figure. Taking an average based on the fastest lap by each car across a race weekend expressed as a percentage, it shows the deficits teams have compared to the pacesetter Mercedes.

remarkable technical ability of this team, and the impressive levels of downforce generated by the RB10.

Three useful weeks have passed since the last race, and Barcelona should give us a clear idea of whether Red Bull can now really be a factor in this year's title race.



GARY ANDERSON: MORE POWER NEEDED

The Red Bull has always seemed the strongest car aerodynamically, and it's clear that this was still the case in the last grand prix in China. Or, at least, it was when in the hands of Daniel Ricciardo who, unlike Sebastian Vettel, appears to be driving the car to its maximum.

Vettel will have a new chassis this weekend, although this is apparently not because any specific problem was found with the old one. It would

be a surprise, though, if a driver as strong mentally as Vettel needed the boost of a replacement monocoque to get him firing.

Renault has an upgrade for Barcelona, and remains confident that it's possible to make significant inroads into Mercedes' advantage within the engine homologation rules without having to appeal for any other changes.

If Red Bull can start snapping at the heels of the Silver Arrows, it will change the season dramatically.



Renault engine upgrades could yet rescue Red Bull

P28 TURN OVER FOR MORE ANALYSIS

FERRARI

TEAM GAIN/LOSS: **+0.068%** GAP TO MERCEDES: **+0.716%**



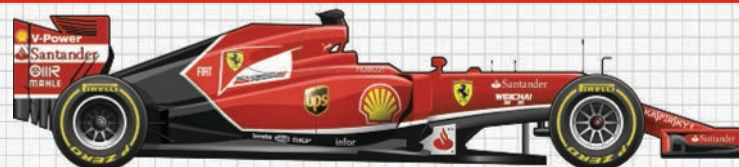
This weekend's race marks the first anniversary of Ferrari's last victory in Formula 1. To a team of the Scuderia's heritage, which demands constant success, this drought is unacceptable.

Team principal Stefano Domenicali has taken the fall for this fallow period and has been replaced by former road car executive Marco Mattiacci.

Fernando Alonso's podium in China appeared to represent a step forward with the F14 T, but he stopped short of labelling the result a breakthrough.



"We need to be more efficient, have better aerodynamics, better traction, better power," said Alonso in China. "We lacked some big performance in the first races."



GARY ANDERSON: MORE GRIP REQUIRED

Ferrari was much stronger in China (a front-limited circuit), and that bodes well for Spain because there are several corners there where it's the front end that gives up before the rear.

It's clear Ferrari's engine needs some improvement, although Barcelona isn't a track that puts a significant premium on power. However, the aerodynamic weaknesses that have made life difficult for it in recent years remain.

Over the past three years, there's been a traction and rear grip deficit. The rear end often gives up and costs time in corners. Last year, Ferrari was having to trim back the front wing to achieve more consistent rear downforce and make the car quicker.

There are also questions about the nose, an area in which you'd expect to see change in the long term. That straightforward design will generate lift on the top surface, and is an area where Ferrari is probably losing out.

Aerodynamics have been at the heart of Ferrari's poor form



28

LOTUS

TEAM GAIN/LOSS: **+2.473%** GAP TO MERCEDES: **+3.126%**



If Williams rose from the ashes last winter, Lotus most certainly fell from grace. 'Team Enstone' finished 2013 as arguably Red Bull's closest challenger, but began this one disastrously, struggling for both speed and reliability.

However, there were signs of



significant improvement last time out in China, as Romain Grosjean made Q3 for the first time this season and looked odds on to claim the team's first 2014 point – before a gearbox problem intervened.

Team owner Gerard Lopez reckoned Renault brought updates worth two seconds per lap to his team in Shanghai. Meanwhile, Grosjean is convinced that Lotus has finally got a handle on how to set up its unique twin-tusk design, so we should finally get a clear indication of the E22's frontrunning potential – if the car runs reliably this weekend.



GARY ANDERSON: AERO STABILITY

Lotus has now run out of excuses. Yes, it missed the first test, but since then it has had plenty of running. And the Renault engine can't be the only thing to blame for its struggles. After all, last year it was well ahead of Toro Rosso, which now has the same power unit, but has been outscored by Red Bull's second team this year.

Watching the car on the track, it doesn't appear to have aerodynamic consistency. Both drivers (Romain

Grosjean in particular) regularly show moments of indecisiveness on turn in, where they appear to be waiting to see what the car's going to do.

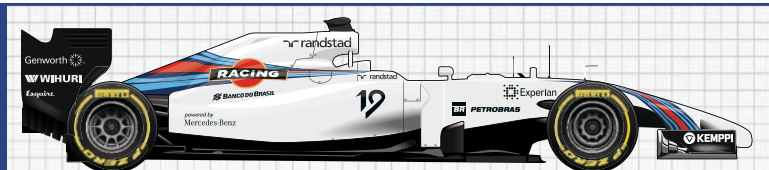
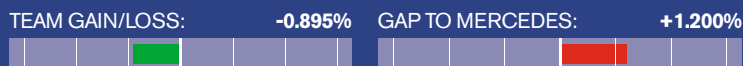
More downforce can come later, but the priority has to be to achieve the stability needed to give the drivers' total confidence.

Progress has been made, and Grosjean would have scored a point or two in China had he finished, but there's still a long way to go for Lotus.



Lotus recovery still a long way off, despite encouraging signs

WILLIAMS



What a difference a winter makes. Last season was a terrible one for Williams, which scored just five points across the entire campaign.

This year has been rather better already. Thirty-six points from four grands prix represents a seven-fold improvement over last year's tally, but there's still a sense that Williams has failed to maximise the potential of its FW36 so far.

Possible podiums went begging in Australia (accident damage) and

Bahrain (rear tyre degradation), while a team orders contretemps (Malaysia) and pitstop mix-up (China) cost yet more valuable points.

Williams has struggled to keep up in the development race in recent seasons, but has recruited the likes of Pat Symonds and Rob Smedley to redress this. Barcelona will represent the acid test of whether this much-loved fallen star has finally turned the corner and can continue to fight consistently in the top 10.

GARY ANDERSON: STRONGER REAR END

From the start of testing, the Williams has had a very good front end, which raises questions about how hard it's working its rear tyres. This has been the main weakness of the car, and there has been a lot of talk about needing more rear downforce.

Perhaps the best solution is not to make the rear end better, but to make the front less strong, until you achieve the right front-rear balance.

If the rear tyres can be kept in good shape, the Williams is undoubtedly a fast car. Perhaps not as quick as the pace Valtteri Bottas showed in Australia, when he seemed to have what it took to finish on the podium, but certainly good enough to get regular top-six results.

Williams has also lost points to errors, both on the driver and the team side, so is also working on tightening up operationally.



Barcelona will be acid test of where Williams really stands

THE REST

McLAREN

TEAM GAIN/LOSS: +0.065%

GAP TO MERCEDES: +1.348%

McLaren has hugely ambitious plans for significant aerodynamic gains, but while there will be upgrades in Spain it won't be until around the Austrian and British Grands Prix in June/July that the big steps forward will be taken. Short term, improvements to the front wing appear to be the priority, with Barcelona's downforce-dependent corners set to expose the weaknesses of the car.



FORCE INDIA

TEAM GAIN/LOSS: +0.133%

GAP TO MERCEDES: +1.339%

The Silverstone-based squad lies a remarkable third in the constructors' championship. Strides were made in the early races with improving rear traction on corner exit. It's hoped that a significant upgrade this weekend will allow Force India to continue to score heavily. The team opted to start the season with a conservative car aerodynamically, so there's room for more gains.



TORO ROSSO

TEAM GAIN/LOSS: +0.308%

GAP TO MERCEDES: +1.783%

With further Renault engine improvements and aerodynamic tweaks scheduled for this weekend, Toro Rosso is hoping to inch towards being a lock-in for Q3 rather than a marginal top-10 contender. Slow-corner performance is the main target for development. This weekend's upgrades are around one-third of a package it plans to phase in over the next four races.



SAUBER

TEAM GAIN/LOSS: +1.175%

GAP TO MERCEDES: +2.647%

The first four grands prix of the season were to be endured rather than enjoyed by Sauber. Its car is as much as 20kg overweight in the case of Adrian Sutil, and Esteban Gutierrez's car is also too heavy, despite the Mexican being the second-lightest driver in the field. So major weight reductions will be seen in Spain, while further aero tweaks will also be introduced.



CATERHAM

TEAM GAIN/LOSS: +1.176%

GAP TO MERCEDES: +5.119%

After a difficult pre-season, Caterham made good progress with its car in the early races. However with Sauber, which it's been pressuring, expecting a big improvement, it'll need to deliver a lot of performance just to stand still. Big gains are needed in downforce, with GPS data showing that the Caterham is generally not as quick as the Marussia in corners.



MARUSSIA

TEAM GAIN/LOSS: +0.278%

GAP TO MERCEDES: +4.446%

The battle between Marussia and Caterham has been made more difficult by engine differences so far, but while the Marussia appears to be the stronger car aero-wise, it needs a good step forward in Spain to avoid losing ground to its eternal rival. More downforce is expected, but there are also gains to be made in terms of the way the Ferrari power unit is used.



Will road racing at Indy work this time?

After last week's IndyCar test at the new Indianapolis road course, **MARK GLENDENNING** looks at the new event's chance of success

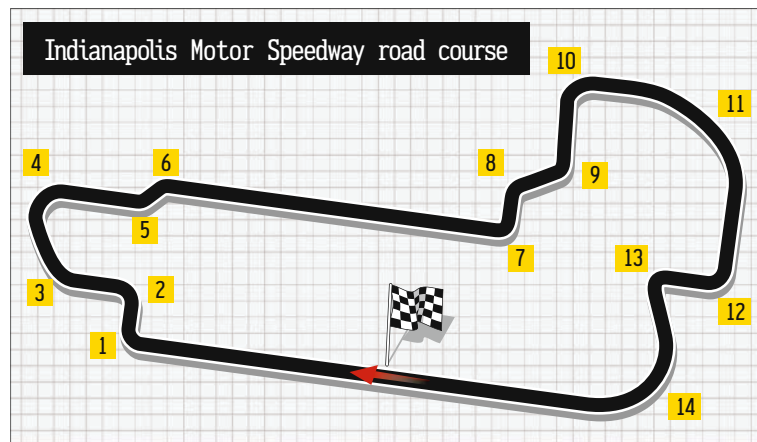


30

Normally, any enlightenment to be gleaned from a press conference comes from the answer to a question, rather than the question itself. But a rare exception presented itself when a cluster of drivers spoke to local media following last week's IndyCar open test on the Indianapolis Motor Speedway road course; the event a precursor to this weekend's inaugural race on the new layout.

Ever since the event was confirmed, the Indy road-course race has had to fight hard to justify its place on the calendar. Some of the criticism amounted to little more than the standard potshots that are fired at any new idea, although last year there was genuine concern from Dario Franchitti, among others, about the possibility that a second race at IMS in May – even on a road course – could dilute the 500.

There was also concern about the layout – at least the version that was left behind by Formula 1. IMS tackled that with aplomb but, for all the praise that the \$5 million worth of reconfigurations and upgrades

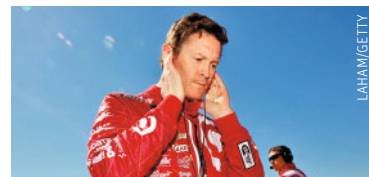


attracted last week, the most telling point of the encounter with the press was a question that revealed just how disconnected IndyCar's support base is – and, perhaps, why a road-course race in May makes sense after all.

“Does it matter to you guys that there's twenty-some-odd cars [entered in the race]?” asked an unidentified journalist. “We're used to 33 for the 500.”

Call this the IndyCar paradox: the

inquirer was a sufficiently well-credentialed Hoosier to know exactly how many cars start the Indy 500 each year, but apparently tuned out the rest of the races to the point that IndyCar's standard field size of ‘twenty-some-odd cars’ was considered a cause for concern. One of the series' biggest problems is getting people who pay attention to one race to stick around for the next one. Addressing this starts in IndyCar's Indiana heartland, and



LAMAM/GETTY

“There have been huge improvements over what was the F1 track. Turns 8-10 are really fast”

Scott Dixon

Mark Miles, CEO of IndyCar and IMS parent company Hulman & Co, hinted that this was a strong argument for racing on the road course in the first place.

“It's going to be so cool to show the drivers off across the country that they race in different conditions, different tracks, different skill sets,” he said. “I think it is about the quality of IndyCar, the diversity of the challenge that the drivers confront, and a different



Will Power leads through Turns 7 and 8, which have been opened up



Six cars started infamous 2005 GP

MOVING ON FROM F1 SHAMBLES

The vague footprint of the layout remains the same, but in almost every other respect the 2014-spec Indianapolis Motor Speedway road course is a world apart from the F1 circuit that is remembered mostly for providing the backdrop to the shambolic 2005 US Grand Prix.

During IndyCar tests late last year the circuit was trialed in both directions before the series settled on running clockwise; the same configuration as F1 used. The slow hairpin that the F1 cars once

navigated through Turn 6 has been replaced by a quick chicane, which in turn leads to a much harder stop at the end of the back straight.

The section that immediately follows has also been opened up, with F1's slow esses making way for an open sequence of corners that then mirrors the oval's Turn 2 before jinking back into the infield ahead of the next section of banking. A hard right leads the cars back onto the long main straight.

A less visible but immensely significant change is to the surface itself, with the previous patchwork having been replaced by high-grip asphalt.

"I thought I had reservations," said road-course veteran Sebastien Bourdais. "The corners looked like they were pretty tight, but minimum speeds are quite a bit higher than expected."



Bourdais: better than anticipated

up is likely to get their money's worth. Several spectator points offer views of multiple corners, and the revised layout drew universal praise from the drivers. The latter should not come as much of a surprise, considering that IMS leaned heavily upon driver feedback from exploratory track tests on the previous configuration last year.

Chip Ganassi Racing driver Ryan Briscoe said: "I think there have been huge improvements over what was [previously] the F1 track, with extending the straight down the middle, slowing down Turn 7, then opening up the next set of Esses in Turns 8, 9 and 10, where it used to be very slow and now it's really fast and challenging."

It was a common sentiment. "I think they've done a great job," said reigning champion Scott Dixon, who was fastest at last week's test. "There are things I could moan about with the car, but not the circuit."

Simon Pagenaud, meanwhile, highlighted the overtaking opportunities. "I think it's going

to be really, really good on restarts because we can pretty much go through Turns 1, 2, 3, 4 side by side," said the Frenchman. "I think it's going to be a pretty good show. It will settle down at some points, but if there's tyre wear it will be exciting again. I think Turns 1, 7 and 12 are good for passing."

The test did prompt some final, minor modifications to the track ahead of the race: a small concrete section was installed to help separate cars exiting the pits from those on the track, and the kerb at Turn 10 was tweaked to prevent drivers from cutting the corner.

Will it be a success? While the most obvious barometer might be the number of bums on seats come raceday, that is only a superficial indicator. The real measure will lie in how many of those people are sufficiently inspired to tune in and watch the same 'twenty-some-odd' cars race around the streets of Belle Isle in Detroit the week after the 500. One-off ticket sales are good, but fan loyalty is priceless. ☘



Down the back straight from Turn 6

feeling for the race at the Indianapolis Grand Prix."

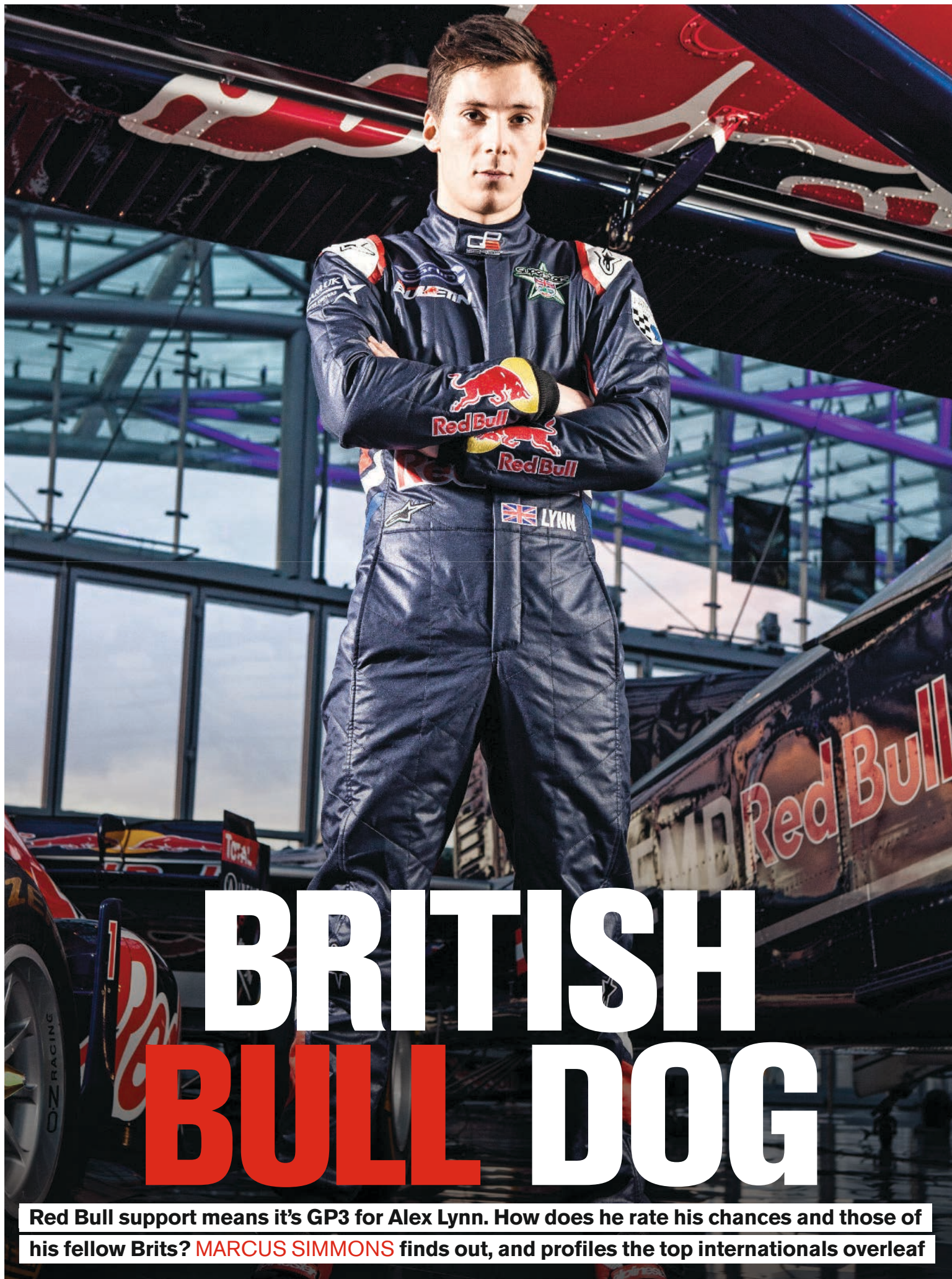
Or in other words: it's a chance to remind the strong population of local Indy 500 diehards that IndyCars don't only race in May, and they don't only race on ovals.

The degree to which the plan is successful obviously hinges upon enough people turning up to watch. IMS has taken this into account with its ticketing strategy: there are packages that bundle

tickets to the road-course race with tickets to the opening practice days for the 500, and the most expensive seat for this weekend is comparable in price to its cheapest counterpart for the 500.

IMS declined to respond to requests from AUTOSPORT for information on ticket sales or crowd forecasts, although unofficial reports have predicted a weekend attendance of 40,000.

The good news is, whoever shows



BRITISH BULL DOG

Red Bull support means it's GP3 for Alex Lynn. How does he rate his chances and those of his fellow Brits? **MARCUS SIMMONS** finds out, and profiles the top internationals overleaf

Any doubts and concerns that might have kept Alex Lynn lying awake at night concerning his switch to GP3 have been dispelled by pre-season testing. The Essex man is shouldering the pressure of the Red Bull Junior programme and the hopes of the Carlin team and, to ramp things up even more, he'd never even driven a GP3 car until he took to the Estoril track for the first official run-out on March 27.

Since then, frontrunning performances in the test sessions at Estoril, Jerez and Barcelona have put him firmly in the forefront of the tipsters' predictions on the eve of the season kick-off this weekend at the Circuit de Catalunya.

If Lynn hadn't crowned his Formula 3 career with victory in last November's Macau Grand Prix, he'd be back with Prema for another season in that category. But that success put a new set of wheels in motion – ones with Pirelli tyres on them.

He took no time to adapt, despite the characteristics of the chunky GP3 car being very different to the high-gripped, low-powered F3. "I couldn't have asked for a better transition," he says. "Being quick straight away has been a real springboard and allowed us to find out which way to go with the car."

Lynn's F3 experience has been vital in this. "F3 taught me everything I know, and I wouldn't be the driver I am today without that experience," he adds. "Half of my learning curve in GP3 has been cut out because I know what I need in a car and how to go about it."

"I'd say you need to adapt to two very different driving styles in GP3 – one for races [teams spend a lot of time in testing on race runs] and one for a qualifying lap. With the qualifying runs, it's fair to say you feel that you're out of control in a GP3 car, but that becomes normal – you have a moment on a new-tyre run, feel that you've lost a second and then you look at the times and feel shocked that you haven't."

"I really enjoy the race runs. In Formula Renault and F3, every lap is a sprint, so it's nice to add a different dimension to your driving."

The Red Bull programme has also helped, says Lynn. "I've really enjoyed being part of it so far," he enthuses. "I've been given a lot of support and tools at my disposal to do a decent job. This can only improve my performance. In a way it's added pressure, but in another it's pressure off, knowing that there's light at the end of the tunnel and that I can progress towards F1 if I do the job."

Does being on the F1 support card in GP3 mean race-weekend access to Red Bull? Will we see Lynn in the garage shots on telly when there's not much going on? "I've been practising that puzzled look at the timing screen!" he jokes. "Yes, I aim to take as much from it as I can and ultimately want to drive the Formula 1 car at some point this year."

To do that, he knows he has to do the business in GP3, in which he'll be up against a field of drivers who – in most cases – he's never raced against. Yet team boss Trevor Carlin has already stated that Lynn's signing represents what will probably be the squad's best chance ever of taking the title.

"There are very few drivers in GP3 I've raced against, but like most racing drivers I watch a lot of races on TV, and I've followed GP3 pretty closely and seen what the score is," says Lynn.

"It's going to be quite tough but I'm confident we'll be there or thereabouts for race wins and the championship. It's been really easy settling in at Carlin – the guys are extremely good, we all get on and the relationship is fantastic. ▶

LYNN ON HIS UK RIVALS...

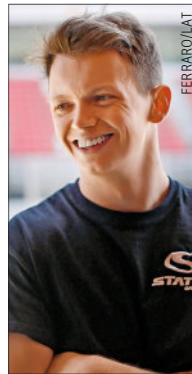
NICK YELLOLY

STATUS GRAND PRIX

Headline result:

Two wins in Formula Renault 3.5 in 2012

Lynn says: "Nick's definitely a contender, and he's going to be looking to do most of his damage early on, when experience counts. Usually GP3 is won at the death, but Mitch Evans proved in 2012 it can be done at the start – Nick's going to be a force all year."



FERRAROLI/LAT

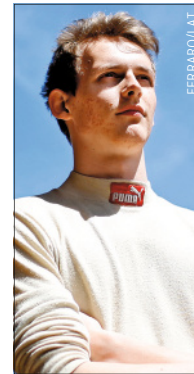
EMIL BERNSTORFF

CARLIN

Headline result:

Third in 2013 Masters of F3

Lynn says: "Working together with Emil at Carlin is going to make us a really strong combination. He's done a really good job in testing. You've always got to beat your team-mate, and I know that if I'm beating him I'll be close to winning races."



FERRAROLI/LAT

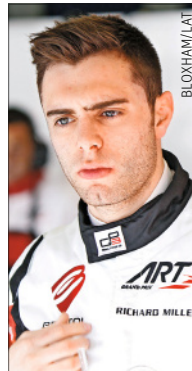
DINO ZAMPARELLI

ART GRAND PRIX

Headline result:

Two podiums in Formula 2 in 2012

Lynn says: "He's been nine times out of 10 the fastest ART driver in testing, and I rate Marvin Kirchhofer [Zamparelli's team-mate]. His experience will help – ART are renowned for being better at races than they look in testing. I'm definitely wary of them."



BLOXHAM/LAT

JANN MARDENBOROUGH

ARDEN INTERNATIONAL

Headline result: Third in LMP2 at

2013 Le Mans 24 Hours

Lynn says: "When I think how much experience I had in karting and Formula Renault, every time Jann does something good it's super-impressive. It's difficult because of his lack of experience, but if he carries on in single-seaters he'll be strong."



BLOXHAM/LAT

DEAN STONEMAN

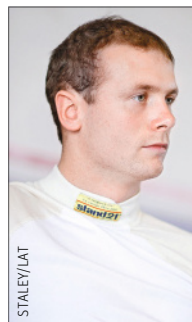
MARUSSIA

MANOR RACING

Headline result:

2010 Formula 2 champion

Lynn says: "He's coming in as a title threat. He definitely knows how to drive a racing car and the Manor team are strong. He's got a chance – another one to be wary of."



STALEV/LAT

RYAN CULLEN

MARUSSIA

MANOR RACING

Headline result:

Eighth in MRF Challenge, 2013-14

Lynn says: "Ryan's a really nice kid and he has Adam Carroll as his driver coach. His experience isn't the greatest but if he gets space to improve he should be doing a decent job by the end of the year."



BLOXHAM/LAT



BLOXHAM/LAT

YELLOLY HAS TITLE-CONTENDING STATUS

Ask Nick Yelloly about his hopes entering his third season of GP3, and the answer is simple: "I'm aiming for the title without doubt."

After finishing sixth last term with Carlin, the Brummie has made the switch to a rejuvenated Status Grand Prix, which has bounced back from a soul-searching 2013 to push to the top of the testing times with Yelloly.

"Status have given me a bloody good car," bubbles Yelloly. "We've been right at the front in testing, and they've been at the top before with Robert Wickens – who should have won the 2010 title – and Alexander Sims. It's now up to me to challenge the whole way."

He'll be helped in this by Dave Stubbs, the

ex-Williams, Stewart and Jaguar F1 team manager, who is now operations director at Status. "His organisational skills and how he gets the team working are fantastic," says Yelloly.

A strong team-mate in the form of Richie Stanaway is further good news: "He lives with Alexander Rossi, who I'm good friends with, so when I heard he might come I called him to say, 'Try and make it happen – it'll be wicked!' We both go in the same direction on set-up too."

For all the good news in testing, Yelloly knows it will be tough. "The competition will be fierce and the Carlin cars look very good," he says, before quipping: "That's obviously all down to the work me and Sims did there last year!"



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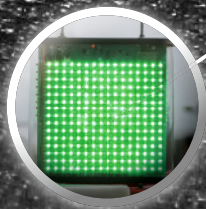
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German F3 champ
Kirchhofer is at ART



INTERNATIONAL CHALLENGE

MARVIN KIRCHHOFER (D)

ART JUNIOR TEAM

2013 German F3 champion

The 20-year-old from Leipzig has taken 22 wins in two seasons of domestic competition, but GP3 will be a whole new level. On the plus side, we know he's good as he trounced German F3 team-mate Emil Bernstorff last season. On the minus side, he was all set to go GP3 with Russian Time (operated by his German F3 team, Motopark) before the death of team principal Igor Mazepa. Luckily, a berth was available at ART and progress has been quietly strong in testing.

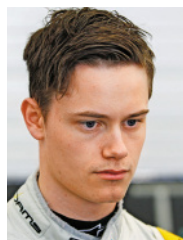


PAL VARHAUG (N)

JENZER MOTORSPORT

2013 Two rounds of GP2

The winner of the inaugural GP3 race – way back in 2010 at Barcelona – has returned to the series with Jenzer, the team with which he took that victory four years ago. Incredibly, he failed to score a single point after his win, and didn't manage to do so in GP2 the following season either. His last full programme was in Auto GP two years ago, but this 23-year-old Stavanger man has been in good form as he returns to the cockpit, setting the second-fastest time in the final test at Barcelona.



PATRIC NIEDERHAUSER (CH)

ARDEN INTERNATIONAL

2013 13th in GP3, some LMP2

The German-Swiss had a disappointing campaign last season, after finishing seventh in 2012, and for the first time his single-seater career moves out of the environment of his local team Jenzer. Progress with Arden has been solid rather than spectacular for a man who, lest we forget, shared the championship spoils with Sauber F1 protege Sergey Sirotkin when they competed together in Formula Abarth.



ROBERT VISOIU (RO)

ARDEN INTERNATIONAL

2013 11th in GP3; 8th in Auto GP

You'd have got long odds last year on the Romanian teenager beating Red Bull-backed duo Daniil Kvyat and Carlos Sainz Jr to the honour of notching up Arden's first win of the 2013 GP3 campaign, yet he not only did that, but claimed the squad's second of the year as well. They were reversed-grid races though, so the pressure is on for him to step up to be a qualifying pacesetter in his second year with Arden. Testing form has hinted that may happen, but only on occasion.



JIMMY ERIKSSON (S)

KOIRANEN GP

2013 24th in GP3

Every now and then a driver-team combination falls a long way short of expectations, and Eriksson's stint with Status GP last year was pretty near the top of the most baffling of them all. The car was OK – as Alexander Sims proved at the Nurburgring – and Eriksson is good enough to have thrashed Lucas Auer and Tom Blomqvist in German F3. Now that the southern Swede is back in a Baltic environment at Koiranen things are much better, and he topped the Jerez test.



RICHIE STANAWAY (NZ)

STATUS GRAND PRIX

2013 12th in Porsche Supercup; WEC with Aston Martin

The Kiwi is gagging to get back into single-seater racing after injury put a temporary halt to a very promising career early in 2012. Last year he made progress in his aspirations to be a professional driver, showing well with Aston Martin Racing, where he remains this year to contest selected events. He gets along well with new Status team-mate Nick Yelloly. Although testing hasn't yielded any headline results, confidence is high that he'll be a contender.



GP3 SERIES 2014

Team	Driver 1	Driver 2	Driver 3
ART Grand Prix	Alex Fontana (CH)	Marvin Kirchhofer (D)	Dino Zamparelli (GB)
Arden International	Robert Visoiu (RO)	Patric Niederhauser (CH)	Jann Mardenborough (GB)
Koiranen GP	Carmen Jorda (E)	Jimmy Eriksson (S)	Santiago Urrutia (ROU)
Carlin	Alex Lynn (GB)	Emil Bernstorff (GB)	Luis Sa Silva (AO)
Marussia Manor Racing	Patrick Kujala (FIN)	Ryan Cullen (GB)	Dean Stoneman (GB)
Hilmer Motorsport	Ivan Taranov (RUS)	TBA	TBA
Jenzer Motorsport	Pal Varhaug (N)	Matheo Tuscher (CH)	Adderly Fong (PRC)
Trident	Victor Carbone (BR)	Roman de Beer (ZA)	TBA
Status Grand Prix	Nick Yelloly (GB)	Richie Stanaway (NZ)	Alfonso Celis Jr (MEX)



2014 CALENDAR

RD	DATE	LOCATION
1	May 10-11	Barcelona (E)
2	June 21-22	Red Bull Ring (A)
3	July 5-6	Silverstone (GB)
4	July 19-20	Hockenheim (D)
5	July 26-27	Hungaroring (H)
6	August 23-24	Spa-Francorchamps (B)
7	September 6-7	Monza (I)
8	October 11-12	Sochi (RUS)
9	November 22-23	Yas Marina (UAE)

WEC
Spa (B)
 May 3
 Round 2/8

RESULTS

171 LAPS, 744.194 MILES

1	N LAPIERRE (F)/A DAVIDSON (GB)/S BUEMI (CH) LMP1 Toyota Racing Toyota TS040 HYBRID (Q2)	6h01m31.675s
2	L DUVAL (F)/L DI GRASSI (BR)/T KRISTENSEN (DK) LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q6)	+1m13.926s
3	S SARRAZIN (F)/A WURZ (A)/K NAKAJIMA (J) LMP1 Toyota Racing Toyota TS040 HYBRID (Q4)	+1m20.861s
4	N JANI (CH)/R DUMAS (F)/M LIEB (D) LMP1 Porsche Team Porsche 919 Hybrid (Q1)	-1 lap
5	A LOTTERER (D)/M FASSLER (CH)/B TRELUYER (F) LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q3)	-1 lap
6	F ALBUQUERQUE (P)/M BONANOMI (I) LMP1 Audi Sport Team Joest Audi R18 e-tron quattro (Q7)	-2 laps
7	N HEIDFELD (D)/N PROST (F)/M BECHE (CH) LMP1 Rebellion Racing Rebellion-Toyota R-One (Q12)	-10 laps
8	O PLA (F)/R RUSINOV (RUS)/J CANAL (F) LMP2 G-Drive Racing (OAK) Morgan-Nissan LMP2 (Q10)	-11 laps
9	H TINCKNELL (GB)/M GENE (E)/S DOLAN (GB) LMP2 Jota Sport Zytec-Nissan Z11SN (Q11)	-11 laps
10	R BRADLEY (GB)/M HOWSON (GB)/A IMPERATORI (CH) LMP2 KCMG ORECA-Nissan O3 (Q8)	-12 laps
11	K LADYGIN (RUS)/V SHAITAR (RUS)/A LADYGIN (RUS) LMP2 SMP Racing (AF Corse) ORECA-Nissan O3 (Q13)	-13 laps
12	N MINASSIAN (F)/M MEDIANI (I)/S ZLOBIN (RUS) LMP2 SMP Racing (AF Corse) ORECA-Nissan O3 (Q9)	-13 laps
13	G BRUNI (I)/T VILANDER (FIN) GTE Pro AF Corse Ferrari 458 Italia (Q14)	-19 laps
14	J BERGMEISTER (D)/P PILET (F) GTE Pro Porsche Team Manthey Porsche 911 RSR (Q17)	-20 laps
15	D RIGON (I)/J CALADO (GB) GTE Pro AF Corse Ferrari 458 Italia (Q19)	-20 laps
16	S MUCKE (D)/D TURNER (GB)/B SENNA (BR) GTE Pro Aston Martin Racing Aston Martin Vantage V8 (Q15)	-20 laps
17	F REES (BR)/A MACDOWALL (GB)/D O'YOUNG (PRC) GTE Pro Aston Martin Racing Aston Martin Vantage V8 (Q18)	-21 laps
18	M CIOCI (I)/L PEREZ COMPANC (RA)/M VENTURI (I) GTE Am AF Corse Ferrari 458 Italia (Q20)	-22 laps
19	R STANAWAY (NZ)/K POULSEN (DK)/D H HANSSON (DK) GTE Am Aston Martin Racing Aston Martin Vantage V8 (Q27)	-22 laps
20	P LAMY (P)/P DALLA LANA (CDN)/C NYGAARD (DK) GTE Am Aston Martin Racing Aston Martin Vantage V8 (Q26)	-22 laps

In each car, first-named driver started race. Winners' average speed: 123.508mph. Fastest lap: Davidson, 2m01.327s, 129.132mph; LMP2: Pla, 2m10.112s, 120.414mph; GTE Pro: Rigon, 2m19.624s, 112.210mph; GTE Am: Paolo Ruberti (Ferrari 458 Italia), 2m20.020s, 111.893mph. There were 27 starters.

CHAMPIONSHIPS: LMP DRIVERS

1	DAVIDSON/LAP/RE/BUEMI	50	4	BECHE/HEIDFELD/PROST	18
2	WURZ/N/JIMA/SARZIN	34	5	H'LEVY/WEBBER/B'WARD	15.5
3	DUVAL/DI GRASSI/K'SEN	18	6	CANAL/PLA/RUSINOV	14

GTE DRIVERS

1	BRUNI/VILANDER	39	4	TURNER/MUCKE	27
2	BERGMEISTER/PILET	36	5	LIEZT	25
3	MAKOWIECKI/HOLZER	27	6	RIGON/CALADO	25

LMP1 MANUFACTURERS

1	TOYOTA	84	3	AUDI	28
2	PORSCHE	36			

GTE MANUFACTURERS

1	FERRARI	64	3	ASTON MARTIN	43
2	PORSCHE	63			

LMP2 DRIVERS

1	CANAL/PLA/RUSINOV	51	3	MIN'IAN/MEDIANI/ZLOBIN	27
2	HOWSON/BRADLEY	37	4	IMPERATORI	19

GTE AM DRIVERS

1	HANSSON/POULSEN	43	3	LAMY/NYGAARD/D LANA	33
2	CIOCI/COMPANC/VENTURI	34	4	RUGOLO/WYATT	26

POINTS SYSTEM EXPLAINED

Drivers' championships: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. In GTE manufacturers, top two cars from each make score points.

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Toyota sweeps to untroubled victory

The TS040 HYBRID was the class of the field in Belgium, and must now be considered a strong claimant for Le Mans glory. By **GARY WATKINS**

TOYOTA MADE IT TWO WINS FROM TWO STARTS IN the 2014 World Endurance Championship at Spa. The winning TS040 HYBRID shared by Nicolas Lapierre, Sebastien Buemi and Anthony Davidson claimed a clear victory after initially trailing the best of the Porsche 919 Hybrids to firmly install the Japanese manufacturer as the pre-event favourite for next month's Le Mans 24 Hours.

The winning Toyota more or less dominated after Porsche's challenge with its #14 car shared by Neel Jani, Marc Lieb and Romain Dumas faded. Jani converted pole into the lead of the race, and was able to pull away from Lapierre with relative ease. In 10 laps, the German car was more than five seconds up and 10s to the good when the first round of pitstops began.

Buemi almost halved the gap to the Porsche during the first half of his stint, and ended up in front when Lieb took over from Jani and the Porsche lost vital seconds in the pits. An eight-second lead went up to 18s by the time the top two pitted for a third time. They both went for new tyres, a tactic that ultimately didn't work for Porsche, the gap going out to 30s before Lieb handed over to Dumas.

Toyota was firmly in control even when the Porsche hit problems early in the fourth hour. The hybrid system on the 919 shut down shortly after Dumas took the wheel, and the Frenchman was forced to do two slow laps while he cycled through various systems to clear the issue.

None of the other factory cars was able to take the fight to Toyota and stop the #8 crew from

adding to their Silverstone victory. The #7 TS040 wasn't a force around the 4.35 miles of Spa in the hands of Stephane Sarrazin, Kazuki Nakajima and Alex Wurz. They were afflicted by oversteer and a brake balance problem, and were engaged in a battle for second with the best of the Audi R18 e-tron quattros for much of the second half of the race.

The issues meant Nakajima had to abandon his attempt to double stint his Michelins early, while Wurz lost time after coming back out directly behind team-mate Buemi, who was struggling on his old rubber. Wurz also got a screenful of oil and was "flying blind for half a stint", resulting in a quick trip into the gravel at Stavelot.

These myriad problems allowed the #1 Audi shared by Loic Duval, Tom Kristensen and Lucas di Grassi to take the runner-up spot by seven seconds. The truth was that Audi wasn't a contender for victory at Spa – not with its high-downforce entries (the two regular WEC cars), nor its Le Mans-spec car shared by Filipe Albuquerque and Marco Bonanomi.

The Audi lost out to its rivals in sectors one and two at Spa, which had a lot to do with its lesser hybrid punch in comparison with its rivals. The R18's only advantage was an ability to consistently double stint its Michelin tyres.

"We have done the maximum today, but it was just not enough," said Duval. "The car was fantastic, but we are missing some speed."

The second Audi ended up fifth in the hands of Andre Lotterer, Benoit Treluyer and Marcel Fassler



Lapierre, Buemi and Davidson dominated Spa in their Toyota



Porsche had hoped to be higher than fourth

after losing its lap trigger. That forced Lotterer to turn off the hybrid system because "it didn't know where it was on the circuit", which resulted in a short trip into the garage for a replacement.

That put the Audi behind the #14 Porsche. Porsche was confident, though, that the 919 would have gone one better than at Silverstone and finished second but for its issues.

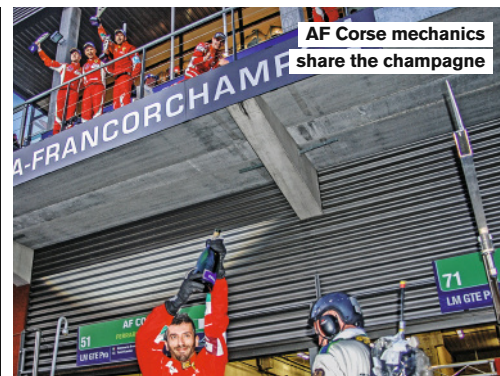
"If you could have been second, and you end up fourth, you have to be disappointed," said Porsche LMP1 technical director Alex Hitzinger.

There was no suggestion from Porsche, however, that it could have beaten Toyota to the victory. The #14 car lost pace after Jani's opening stint, although Hitzinger said there was no apparent reason in the immediate aftermath of the race.

The #20 Porsche endured a disastrous race. It lost two laps with a seized damper during the opening hour and then required two long stops to replace broken right-front driveshafts on its energy retrieval systems. It was a problem that Porsche had encountered previously in testing, and an up-specced component is due to come on stream when the German manufacturer undertakes its second and final endurance test before Le Mans at the Aragon circuit in Spain next month.

Toyota has assumed favourites status courtesy of its results on track rather than team rhetoric, but is being cautious over its chance at Le Mans.

"We've had good preparation, better than last year, but we have to concentrate and get the basics right," said Buemi. "So we'll have to see."



AF Corse mechanics share the champagne

GTE

Bruni and Vilander take assured win

GIANMARIA BRUNI, AIDED AND ABETTED BY team-mate Toni Vilander, pulled off one of those sublime performances that have become a trademark of his five Ferrari and AF Corse GTE Pro honours. The pair didn't put a foot wrong in their 458 Italia at Spa on the way to a first win in Ferrari's title defence.

Bruni converted the surprise pole position he and Vilander had taken in wet conditions and eked out a small advantage over Stefan Mucke in the best of the Aston Martin Vantage GTEs. The lead swapped around when the cars pitted courtesy of Aston Martin Racing's tactic of double stinting its tyres, but Vilander made up much of the lost ground, and then a quick changeover to Bruni gave the winning Ferrari a lead it would never lose.

Not that it was easy. Bruno Senna kept Bruni honest after taking over the best of the Astons, and the Ferrari duo really only had any breathing space in the closing stages. They were credited with one more lap over the second-placed Porsche of Jorg Bergmeister and Patrick Pilet, but only because the overall winner crossed the line between them. The real gap was something less than 30s.

"Our race was not easy, and we never had a big gap," said Bruni, whose Ferrari got new tyres at every pitstop. "We were always having to push, and the team came up with the right strategy."

Aston's decision to double stint was the only one open to it, according to AMR boss John Gaw. He reckoned that the Vantage was still off the pace courtesy of the five millimetre increase in rideheight for this season, even with a reduction of the Vantage's minimum weight by a further 15kg ahead of Spa.

The tactic might have yielded second position for Mucke, Senna (who was present at Spa to prepare for Le Mans) and Darren Turner, but for the extra fuel stop the car was required to make at the end of the race courtesy of its inferior fuel consumption in comparison with its rivals.

Pilet was able to overhaul Davide Rigon in the second Pro class AF Ferrari in the closing stages. The Porsche, which had been hit with a 25kg weight penalty ahead of the race, didn't look like a force early on, but as the track rubbered-in, the 911 became ever more potent. ▶



Bruni and Vilander (left) took GTE honours

GARY WATKINS
SPORTSCAR
CONTRIBUTOR

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SPA PROVIDED THE BEST QUALIFYING session I have ever had the pleasure to witness, I'm pretty sure on that. The prototypes provided a race-worth of drama, all in 30 minutes.

A drying track and the necessary tactic of having to put the first driver in each car back behind the wheel added a new dynamic to the controversial four-lap qualifying procedure, and this time produced something that was thrilling in the extreme to watch. The half hour for the GTE cars was pretty good, too, even though it didn't have the same high drama.

My belief has always been – or perhaps that should now be – that qualifying should be all about man and machine going against the stopwatch around one lap of any given circuit. It's a simple formula, but one that I always thought didn't require any tinkering. I was a fierce critic of the new system on its introduction last season, but my mind has been opened to its merits over the past 12 months thanks to some pretty exciting sessions.

The big question now is whether I'm a true convert. Have the events of last weekend swayed me for good? I'm not entirely sure. There's still a niggling doubt in the back of my mind, and I think we'll need several sessions at Spa levels of excitement if I'm to start preaching the four-lap gospel.

Now, if they could artificially dampen the circuit before qualifying each time...

Dumas, Jani and Lieb added to qualifying excitement



EBREY/LAT

MILESTONE

Porsche's Spa pole position was its first for what might be termed a world sportscar championship event since Hideki Okada topped qualifying at the Fuji round of the 1988 World Sports-Prototype Championship at the wheel of a 962C entered by the From-A team.



EBREY/LAT

G-Drive's Nissan-engined Morgan was clear victor



EBREY/LAT

LMP2

KCMG lucks out to G-Drive once more

THE KCMG TEAM RECKONED IT MIGHT HAVE triumphed over the OAK-run G-Drive squad in LMP2 at the Silverstone opener but for a triple dose of bad luck. The Chinese entrant suggested something similar after the Spa race, and this time the argument that its ORECA-Nissan o3, shared by Richard Bradley, Alex Imperatori and Matt Howson, could have deprived Olivier Pla, Roman Rusinov and Julien Canal of a second straight WEC win was altogether more persuasive.

The Nissan-engined Morgan LMP2 ended up having a clear run to victory, but it was behind in the opening hour when the KCMG ORECA was hit by a problem that would prevent it from finishing no better than third. Bradley, who led from the pole position he and Imperatori had secured in qualifying, had just been overtaken by one of the Toyotas when the front of his car was hit by a piece of flying debris that destroyed its aerodynamic balance for the remainder of the race.

"A Toyota went past me, and it looked like a diffuser fin flew off and hit the front of the car," explained Bradley. "It took off the front-left dive-plane, cracked the bodywork and put a hole in the splitter.

"That lost us a lot of downforce and caused terrible and uneven tyre degradation over the rest of the race. It's a real disappointment, because at the start I wasn't even pushing, and the gap [to Pla] was growing."

The KCMG squad decided that there was little benefit in changing the nose given the damage to

the splitter, which can't be replaced easily. The lack of downforce also meant the team had to abandon its strategy of doing as much of the race as possible on the medium Dunlop tyre, something that it believes would have given it a crucial advantage over the G-Drive car.

Pla and co had it easy after KCMG's issues, although the Frenchman had a few worries of his own in the early stages. He made contact with Bradley at the start and lost a position to Nicolas Minassian, then trailed the lead SMP Racing ORECA-Nissan for a dozen or so laps.

After that, it was plain sailing for the G-Drive squad. Rusinov was able to build a gap over silver-driver Simon Dolan in the Jota Sport Zytek-Nissan Z11SN. The Jota Zytek, which Dolan shared with Harry Tincknell and Marc Gene, was more or less out of it by the time Gene went up against Canal from the start of the fourth hour.

"The start was a bit of a mess, and we knew they [KCMG] were on the medium tyre, so we were expecting a few fast laps from them at the beginning," said Pla. "Our handling was fantastic and the pace very good, even at the end of the second stint on the tyres."

The Jota car had lost time stuck behind the #12 Rebellion early in the race, and was slower in the pits than its rivals, while the team also pointed out that Spa isn't the best of circuits for the high-downforce Zytek chassis (LMP2 rules prevent the use of the homologated Le Mans-spec aero at tracks other than the Circuit de la Sarthe).

Jota's Zytek chassis was not best option for Spa

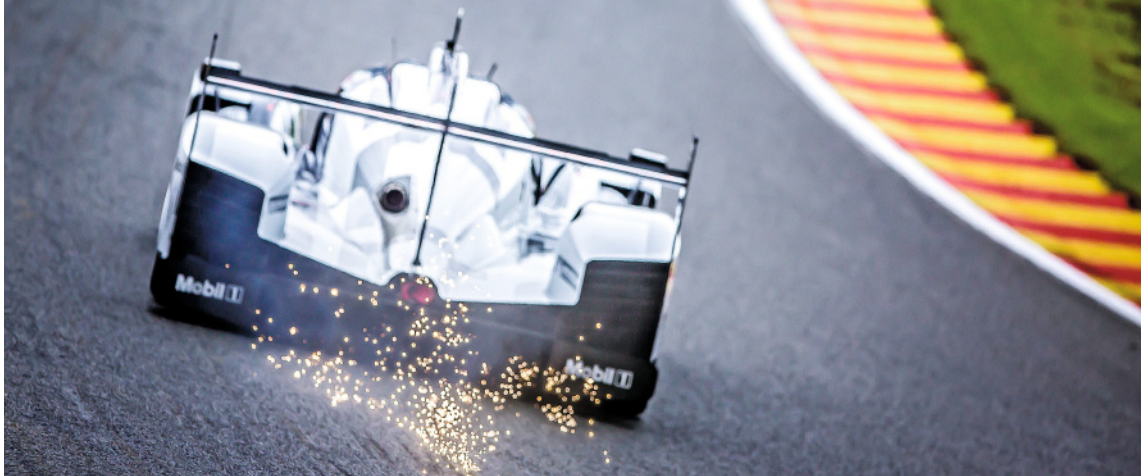


EBREY/LAT



Rusinov gets a shower from Pla (left) and Canal

Lieb took 919 Hybrid to its first pole



Lieb gives Porsche first pole of new era at Spa

MARC LIEB SNATCHED POLE

position for Porsche at only the second time of asking on the German manufacturer's return to top-flight sportscar racing at Spa.

A drying track meant that the first driver out in each car during the 30-minute session returned to the cockpit in a bid to lower the car's four-lap average. Neel Jani, who shared qualifying duties with Lieb in the #14 Porsche 919 Hybrid, had put the car second on the timesheets behind the Toyota of Sebastien Buemi and Anthony

Davidson. Lieb was then able to put two laps in the 2m01s bracket for top spot.

The seven factory LMP1s had all started the session on intermediates, before switching to slicks for the second driver. Because the track was getting drier, the teams had no choice but to send their first driver back out on slicks.

There were new tactical dimensions in GTE qualifying, too. Toni Vilander and Gianmaria Bruni claimed GTE Pro pole for AF Corse Ferrari in conditions expected to favour Porsche's 911 RSR. Bruni jumped

ahead of the Manthey factory car shared by Marco Holzer and Frederic Makowiecki with two super-quick laps under the 2m30s mark on used slicks from the oven, a tactic suggested by Vilander.

The Porsche lost second to the lead Aston Martin Vantage GTE of Stefan Mucke and Darren Turner after the flag had fallen. Aston employed a different tactic to try to make the best of the conditions. Each driver did one fast lap and one slow one on the softer of the Michelin wets to allow them to cool down.



DOUBLE FOR AF CORSE

AF Corse did the double in GTE at Spa, with Marco Cioci, Mirko Venturi and Luiz Perez Compagnon triumphing in the Am ranks. A strong middle stint from bronze-rated amateur Compagnon, and a puncture for the chasing Aston Martin Vantage with Paul Dalla Lana at the wheel ultimately proved decisive in the battle for class honours. Dalla Lana, Pedro Lamy and Christoffer Nygaard looked set for second until their car needed a late fuel stop and dropped behind its sister entry of Richie Stanaway, David Heinemeier Hansson and Kristian Poulsen.

STANAWAY IN RESERVE

Richie Stanaway will be on hand at Le Mans as a reserve for Aston Martin Racing's four-car assault. The Kiwi made his seasonal WEC debut at Spa in the 'Danish' GTE Am Vantage, alongside Kristian Poulsen and David Heinemeier Hansson, but will step down to make way for Nicki Thiim at Le Mans before returning for the remainder of the WEC.

JOTA REVERTS TO ZYTEK

The British Jota Sport team went back to the Zytek chassis it had run in 2012-13 for its Le Mans warm-up at Spa after the previously-unused monocoque that Simon Dolan crashed at the Silverstone European Le Mans Series round last month was declared a write-off. The switch means that Zytek Z11 SN #9 has now finished on the podium at the Spa WEC race for three years in succession – its second last weekend following up on its victory in 2012 and a third place last year.

EXTRA ENTRY IN GTE

AF Corse fielded an additional entry at Spa to prepare its drivers, Raffaele Giammaria, Lorenzo Case and Peter Mann, for Le Mans. The entry it gained for next month's 24 hours is by virtue of finishing second in GTE in the ELMS last year. It will also contest the Imola round of the ELMS on May 18, with the same drivers, in the build-up to Le Mans.

GRAND MARSHAL MASS

Former Le Mans 24 Hours winner Jochen Mass acted as grand marshal at Spa this year. The German, who won the Spa 1000Km fixture in 1982 and '83 when it was part of the first iteration of the World Endurance Championship, waved the cars off on their green flag lap as part of his duties.

Rebellion runs like clockwork

REBELLION RACING SURPRISED both the WEC paddock and itself by getting one of its pair of brand-new LMP1 coupes through the race without problem.

The #12 Rebellion-Toyota R-One shared by Nicolas Prost, Mathias Beche and Nick Heidfeld came through the six hours without delay, even though the team had billed the Spa event as a glorified test after arriving with barely 1000km (620 miles) of running on its two chassis.

Not once did the ORECA-designed and built car have to be taken into its garage, as the team had been predicting before the race, on its way to seventh place.

"We can't believe it," said team manager Bart Hayden. "We're pretty chuffed to be honest, and would've signed up for that before the race."

However, Hayden did admit to some concern at the lack of pace of the new R-One. Its best lap was more than seven seconds slower than



Toyota driver Anthony Davidson's best of the race.

"We were conservative, although the lap times did improve throughout the race," said Hayden. "We have to hold our hands up and say we haven't unlocked the performance of the car yet, but we know there is potential there."

The second Rebellion retired with only 47 laps on the board after a continuation of the electrical problems that prevented it from completing a flying lap in practice and qualifying. A burnt-out lambda sensor eventually brought its run to an end in the penultimate hour.

The Rebellions have now returned to ORECA's workshops at Paul Ricard ahead of a three-day test planned at the French track in the middle of this month.

Rebellion was a surprise finisher





Ferrari squad outfoxes rivals but BMW aces still top table

A risky strategy and a pit blunder helped FF Corse to win at the Rock. By **SCOTT MITCHELL**

AFTER LEAVING OULTON PARK WITH A NEGATIVE points score following individual driver penalties, Rob Barff and Gary Eastwood were keen not to underestimate the value of victory at Rockingham on Bank Holiday Monday.

The FF Corse pairing feared pre-weekend that the second round of the championship would prove to be an exercise in damage limitation. But they were proved emphatically wrong.

A risky pit strategy, coupled with some good fortune when a pitlane light infringement proved less costly than it might have, overturned the apparent pace advantage of Alexander Sims and Marco Attard and resulted in the Ferrari 458 beating the Ecurie Ecosse duo's BMW Z4 by a comfortable 18-second margin.

"I'm really, really pleased," said Barff. "We had a real nightmare of a race at Oulton Park, coming

away with minus points, so we had to come here and score big. We've got championship aspirations and this has to be the start of that, we have to continue this momentum."

The result hinged on a pair of safety car periods and a race plan that Barff described as "Yoda-like" on the part of the FF team.

A safety car shortly before the pit window opened wiped out Attard's six-second lead over Derek Johnston, bringing Eastwood – up from seventh on the grid and revelling in a car he felt was "in the sweet spot" – onto the tail of the Triple Eight BMW after an early battle with Andrew Howard's Aston Martin had left the Ferrari a dozen seconds adrift.

But when John Gaw beached his Aston Vantage in the same place as Tania Mann had just a few laps earlier, FF's plan came into action. While

Attard, Johnston and Howard had already vacated their cars for Sims, Luke Hines and Jonny Adam, Eastwood continued to circulate and built a two-lap lead by the time he eventually came in.

As the rest of the field continued, slowly, behind the safety car Barff was able to rejoin with a significant advantage, though that was halved when he had to serve a drivethrough penalty for ignoring a red light at the end of the pitlane.

"We gambled on a safety car and it gave us a gap," said Barff. "It made my job really easy."

As Barff stroked his 458 to the finish, polesetter Sims was cruising to an equally comfortable second. The former single-seater star looked every inch a BMW factory driver after taking over from Attard, making short work of Adam, Joe Osborne (in for Lee Mowle in the second Triple Eight BMW) and then AF Corse's Richard Lyons to vault from fifth to second within a matter of laps.

He gave chase to Barff but finished 18.4s in arrears – without their 20-second penalty for winning race two at Oulton, they might well have won. Second, though, was still a fine return in the circumstances, and they had less to lament than the other victorious crew from a fortnight ago.

Ahmad Al Harthy and Michael Caine were well-placed after qualifying sixth and the former was fifth – despite being delayed when Phil Dryburgh went off at Deene while fourth – as the pitstops began. A planned late stop looked set to vault the Motorbase car into contention for the victory, but that was scuppered when the safety car was scrambled to deal with Gaw's stricken



Howard/Adam
Aston took fifth
despite issues



FF Ferrari took much-needed enduro win



Academy Motorsport G55 took victory as rivals hit trouble

BRITISH GT4 ROCKINGHAM (GB), MAY 5

Ginetta empire strikes back in GT4

A GINETTA PAIRING RETURNED TO THE TOP STEP OF the British GT4 podium after rookie Oli Basey-Fisher and Matt Nicoll-Jones emerged ahead after a dramatic Rockingham encounter.

It had been something of a repeat of the opening weekend at Oulton Park in the early stages, with the Century Motorsport-run Ginetta G55 of 2013 GT4 champion Rick Parfitt Jr and team-mate Tom Oliphant making much of the early running, along with the Beechdean Aston Martin Vantage duo of Ross Wylie and Jake Giddings

Parfitt and Oliphant qualified on pole and the former was flawless for the entirety of his stint, managing a safety car period with ease and handing a good lead to Oliphant. He seemed set to pick up where his team-mate left off but, for the third race in a row, the pairing hit trouble. Another mechanical failure – this time a broken driveshaft – caused Oliphant to pit, and they lost several laps before he eventually re-emerged.

Their dramas promoted Wylie and Giddings to the front, though they had their own issues to

contend with. First, Wylie received a drivethrough penalty while running second for overtaking under yellows. An issue for the Issy Racing Lotus Evora of Oz Yusuf and Gavan Kershaw then handed them the initiative back, before an unscheduled fuel stop for Wylie after a problem during the original pitstop dropped them back to second.

Through it all came Nicoll-Jones, who was left to ease the G55 to the finish with Wylie 20 seconds in arrears. The Aston pairing of Andrew Jarman and Devon Modell claimed another podium, but dropped behind Giddings and Wylie in the points.

RESULTS (2 hours, 73 laps)

1 Oli Basey-Fisher/Matt Nicoll-Jones (Ginetta G55); **2** Ross Wylie/Jake Giddings (Aston Martin Vantage) +20.511s; **3** Andrew Jarman/Devon Modell (Vantage); **4** Paul McNeilly/Jamie Stanley (G55); **5** Barrie Baxter/Dan Cammish (Porsche 911); **6** Adrian Barwick/Bradley Ellis (G55). **FL** Giddings 1m32.547s (79.74mph). **Points 1** Giddings/Wylie, **64**; **2** Jarman/Modell, **62.5**; **3** Basey-Fisher/Nicoll-Jones, **43.5**; **4** Oz Yusuf/Gavan Kershaw, **33**; **5** Tania Mann/Matt Draper, **29**; **6** Morten Dons/Aleksander Schjerpen, **26**.

Aston while the team's stop was taking place. That meant the pitlane entry was closed off – a revised regulation introduced for the weekend – but an error from race control meant the red light at the pit exit was also on, and Caine sat helpless as his rivals regained the advantage and he tumbled down the order. He salvaged 10th, but team boss David Bartrum was furious with the error – officials admitted it was an unfortunate mistake.

That removed one Aston from the battle for the final podium spot, but three more were in contention in its wake. Tom Onslow-Cole, whose Strata 21 outfit has switched from a Nissan GT-R NISMO to the V12 Vantage, led the charge after getting ahead of Adam's Beechdean example, with Richard Abra keeping a watching brief just behind.

The Astons hounded Hines' BMW, which was in turn giving Lyons a hard time for third. Hines

gradually pulled clear of Onslow-Cole as the former British Touring Car racer turned his attention to fighting off Adam, a feat he achieved after the better part of 30 minutes of unrelenting pressure.

Lyons delivered a similar drive to keep Hines at bay to clinch third on the road, but he and Pasin Lathouras were hit with a 10-second penalty and the Thai youngster given three points on his licence for an incident with Jon Minshaw earlier in the race.

That promoted Hines and Johnston to third and Onslow-Cole/Paul White to fourth, the duo claiming top Aston honours ahead of Adam/Howard (the car struggling in the second half of the race with what was feared to be an exhaust issue) and Abra/Mark Poole on their first outing in the car in the championship.

Lyons and team-mate Lathouras were demoted to seventh, while Mowle and Osborne – ninth on the road after the latter went off challenging team-mate Hines for fourth – were also penalised, dropping to 11th, with the former having his licence marked for contact with Jody Firth's Trackspeed Porsche.

Indeed, the Porsche outfit endured another nightmare weekend. Firth and Hughes finished 15th, last of the GT3 runners five laps down, after an incident-filled race that included a small fire. Their team-mates Phil Keen and Minshaw failed to finish after the latter, having already been accosted by Lathouras, broke the 997 GT3 R's radiator after hitting Sir Chris Hoy's Nissan.

Another frontrunner, the United Autosports



Barff and Eastwood now have a positive score in the points race!

Audi, also struck trouble. Matt Bell and Mark Patterson qualified third but the latter had an altercation with a GT4 car early on and, having missed several laps while mechanics worked on the R8 LMS ultra in the garage, they retired before mid-distance.

RESULTS (2 hours, 79 laps)

1 Gary Eastwood/Rob Barff (Ferrari 458 Italia); **2** Marco Attard/Alexander Sims (BMW Z4) +18.411s; **3** Derek Johnston/Luke Hines (Z4); **4** Paul White/Tom Onslow-Cole (Aston Martin Vantage); **5** Andrew Howard/Jonny Adam (Vantage); **6** Mark Poole/Richard Abra (Vantage); **7** Pasin Lathouras/Richard Lyons (458 Italia); **8** John Dhillon/Aaron Scott (458 Italia); **9** Paul Bailey/Andy Schulz (Vantage); **10** Ahmad Al Harthy/Michael Caine (Vantage). **Fastest lap** Sims 1m25.381s (86.43mph). **Points 1** Attard/Sims, **52**; **2** Howard/Adam, **45**; **3** Johnston/Hines, **38.5**; **4** Al Harthy/Caine, **32.5**; **5** Lathouras/Lyons, **26**; **6** Eastwood/Barff, **25.5**.



Ecosse BMW and Beechdean Aston lead the field at start

WTCC Hungaroring (H) May 4

Round 3/12



RESULTS

RACE 1: 14 LAPS, 38.108 MILES

1	YVAN MULLER (F)	25m57.292s
Citroen Total Citroen C-Elysee WTCC; Grid: 1st-1m48.727s		
2	JOSE MARIA LOPEZ (RA)	+1.282s
Citroen Total Citroen C-Elysee WTCC; Grid: 2nd-1m48.761s		
3	TIAGO MONTEIRO (P)	+8.961s
Castrol Honda (JAS) Honda Civic WTCC; Grid: 4th-1m49.166s		
4	GABRIELE TARQUINI (I)	+13.980s
Castrol Honda (JAS) Honda Civic WTCC; Grid: 5th-1m50.576s		
5	MEHDI BENNANI (MA)	+14.747s
Proteam Racing Honda Civic WTCC; Grid: 6th-1m49.745s		
6	NORBERT MICHELISZ (H)	+16.672s
Zengo Motorsport Honda Civic WTCC; Grid: 11th-1m49.421s		
7	SEBASTIEN LOEB (F)	+17.475s
Citroen Total Citroen C-Elysee WTCC; Grid: 3rd-1m49.113s		
8	TOM CORONEL (NL)	+22.863s
ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 8th-1m50.428s		
9	GIANNI MORBIDELLI (I)	+27.891s
Munnich Motorsport Chevrolet RML Cruze TC1; Grid: 9th-1m50.728s		
10	HUGO VALENTE (F)	+36.287s
Campos Racing Chevrolet RML Cruze TC1; Grid: 10th-1m52.123s		

Winner's average speed: 88.04mph. Fastest lap: Muller, 1m50.119s, 88.995mph.

RACE 2: 14 LAPS, 38.108 MILES

1	MORBIDELLI	26m15.851s
Chevrolet; Grid: 2nd		
2	MONTEIRO	+0.350s
Honda; Grid: 7th		
3	VALENTE	+1.206s
Chevrolet; Grid: 1st		
4	CORONEL	+5.104s
Chevrolet; Grid: 3rd		
5	MULLER	+5.435s
Citroen; Grid: 10th		
6	LOPEZ	+5.605s
Citroen; Grid: 9th		
7	TOM CHILTON (GB)	+6.306s
ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 4th-1m49.757s		
8	TARQUINI	+7.828s
Honda; Grid: 6th		
9	LOEB	+8.308s
Citroen; Grid: 8th		
10	MICHELISZ	+8.842s
Honda; Grid: 11th		

Winner's average speed: 87.00mph. Fastest lap: Monteiro, 1m51.088s, 88.218mph.

DRIVERS' CHAMPIONSHIP

1	LOPEZ	115	6	VALENTE	47
2	MULLER	105	7	MORBIDELLI	37
3	LOEB	84	8	CHILTON	36
4	MONTEIRO	65	9	BENNANI	26
5	TARQUINI	48	10	MICHELISZ	23

YOKOHAMA TROPHY

1	ENGSTLER	65	3	FILIPPI	33
2	DI SABATINO	49	4	TANIGUCHI	10

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



Muller made it look easy in race one...

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Morbideilli on the top step with Monteiro (left) and Valente

Morbideilli breaks Citroen monopoly

JOSE MARIA LOPEZ MAY HAVE ADMITTED TO surprising himself by establishing an early points lead in the World Touring Car Championship, but at the Hungaroring the Argentinian honestly pinpointed the moment in the weekend when his burgeoning self-confidence was finally curtailed.

"In Q1, I was quickest – I felt confident. Q2, I made a mistake – but was still P2 and fastest Citroen. Q3..." Lopez paused and fleetingly appeared to look for an explanation on the press-room ceiling. "I don't know what happened. Maybe it was just the real Yvan Muller coming out!"

Muller's inspired pole position would set up a feature race win. As at Le Castellet a fortnight earlier, Muller reaped the biggest points haul of the dominant C-Elysee trio. The reigning champion has been playing catch-up in the standings since the front of his car was wiped off by an out-of-control Chevrolet in Marrakech.

Citroen's opposition will have been motivated to maximise their post-Hungary test programmes after the French manufacturer achieved another top-three lock-out in qualifying – this despite the 'handicap' of 60kg in compensation ballast.

The Citroen winning streak would come to end sooner than many had expected, though. Indeed, even the man who brought the playing of the *Marseillaise* on the podium to an end was surprised. Superstars champion Gianni Morbidelli emerged as the unheralded knight to draw the sword from the

stone. The Italian produced a faultless drive, including maintaining his composure after receiving a last-lap nudge from Tiago Monteiro. The thrilling finish to race two did much to lessen the imprint of a processional opener.

The odds on a Citroen monopoly of the podium positions in race one were lengthened away from line. Third qualifier Sebastien Loeb was impotent to prevent a fast-starting Monteiro from steaming past. Loeb's late-braking attempt to re-establish a C-Elysee worm resulted in the nine-times World Rally champion sliding wide at Turn 1. Loeb dropped to seventh, behind Monteiro's factory Honda team-mate Gabriele Tarquini and customer Civic WTCC competitors Mehdi Bennani and Norbert Michelisz.

Thereafter, Loeb was unable to make any headway. Sadly, he was not alone. The top eight remained static from the conclusion of lap one to the chequered flag.

"Budapest is a difficult circuit to overtake on," reasoned winner Muller, who outwardly appeared to have exerted minimal effort from his sparring with Lopez, but revealed he had dug deep during the early laps. "Fortunately, I had good start, then I pushed as hard as I could to open a small gap to Jose. When it reached around 1.8 to 2s, I said, 'OK, I'll just control my gap and take care of my tyres.'"

From the front row of race two, Morbidelli survived being squeezed towards the pitwall by reversed-grid polesitter Hugo Valente. The Camozzi-sponsored Chevy driver grabbed a lead he would maintain until the end.

Monteiro, up from seventh place on the grid, applied pressure throughout, but the relative strengths of his Civic WTCC compared to the RML-built Cruze fell unfavourably for the Portuguese. Monteiro was unable to come within striking distance of Morbidelli at the circuit's noted overtaking point, Turn 1.

In a frenetic last lap, the lead pair would clash at the entrance to the Turn 6 chicane (see story, right). The incident allowed Valente to recover lost ground, and the trio was covered by just 1.2s at the chequered flag.

If the Hungaroring was the Wild West, Tom Coronel assumed the role of outlaw who uprooted the railway tracks before the Citroen express could make its expected progress through field. Coronel delivered a masterly defensive drive to hold Muller and Loeb at bay for fourth.



...celebrating his second win of the campaign

IN THE PADDOCK

PETER MILLS
WTCC CONTRIBUTOR

@Peter_Autosport



THERE IS A PADDOCK STORY THAT IN one of this year's early World Touring Car Championship rounds, Gianni Morbidelli raised his hand in a drivers' briefing and asked if it was normal for everyone to be driving into each other.

Yvan Muller's offer to give the Italian some tips may have raised sniggers, but the Frenchman's 'generosity' appears redundant in the wake of Morbidelli's performance at the weekend.

The Superstars champion earned major kudos and proved that his reacclimatisation to front-wheel drive is now nearing

completion after soaking up race-long pressure from Tiago Monteiro.

For Munnich Motorsport, Morbidelli's win was its second successive success in a Hungaroring reversed-grid race, following Rob Huff's victory aboard a SEAT Leon in the team's debut WTCC season last year.

The change to TC1 regulations presented difficulties for all of the customer Chevrolet teams, given the limited timeframe to prepare for the WTCC Marrakech season opener.

After evaluating the new machine at Portimao, Morbidelli admitted he had yet to extract the most from the front-wheel-drive Cruze, as he adapted a technique honed in a four-wheel-drive Superstars Audi in 2013.

"We were ready just one week before the first race in the championship," said Morbidelli, "so I was never focused on finishing first. Honestly, the first time I even



Is Morbidelli now at one with his front-wheel-drive Cruze?

FLAMAND/DPPI

considered a victory was when I woke up this morning.

"But when I thought back to the other races, and how much faster the Citroens were than everybody, I was really expecting to see them in my mirrors. This result has

surpassed our expectations. I'm very proud, and I want to dedicate this win to the team. We had a big delay [in our preparation], but this result has given us big motivation and will help recharge our batteries."

Who'd dare offer Morbidelli advice now?



Muller: ballast ended our run

REIGNING WORLD TOURING

Car champion Yvan Muller believes the the addition of 60kg in success ballast to his Citroen for the first time this season was a strong element in ending the French manufacturer's 2014 winning streak in race two.

The slowing effect of the extra weight was estimated at 0.8s a lap, but Muller also stated that other factors had contributed to his fourth place.

"The track didn't help us, the other cars have made progress and the weight made it difficult when I was stuck behind [Tom] Coronel," said Muller. "Altogether it was a bit more complicated for us. The important thing is Citroen is still the pacesetter."

Win not easy, admits Morbidelli

VICTOR GIANNI MORBIDELLI admitted race two had been "very stressful", after surviving a last-lap clash with Tiago Monteiro.

"It looked easy, but it wasn't," said the Italian. "I was a little quicker in some corners, Tiago was faster in others, so the gap was like elastic."

A long brake pedal had disrupted Morbidelli's race-one progress, and a minor recurrence of the issue on the final lap of race two contributed to the contact with Monteiro.

"I didn't have a lot of problems with the brakes in the second race, but I did have to pump the pedal

because it was getting a little long," explained Morbidelli. "Unfortunately, when I came out of the corner before the chicane, I forgot to push the pedal, probably because I was too focused on my mirrors, so it was a little long, and I couldn't stop as I could before. It was my one small mistake."

Monteiro also took some responsibility for the knock, saying: "For sure I got a bit onto him on the last lap. Then he got a little sideways, so I decided to lift off on the exit, but that gave the opportunity for Hugo [Valente] to catch us."



The Italian earned his race-two bubbly

FLAMAND/DPPI

LE MEUR/DPPI



BORKOVIC LOSES POLE

Dusan Borkovic (above) lost a 10th place qualifying position and pole for race two when his Campos Chevrolet failed a rideheight check. The Serbian's qualifying times were cancelled, but he was allowed to start from the back.

MICHELISZ MISSES OUT

Hungarian crowd favourite Norbert Michelisz's hopes of repeating a 2012 home victory ended when his Zengo Motorsport Honda suffered a suspension breakage in qualifying. Michelisz was unable to set a lap in Q2.

TANIGUCHI JOINS WTCC

NIKA Racing and Yukinori Taniguchi kicked off their 2014 WTCC campaign at the Hungaroring. Last year's WTCC Asia Trophy winner drove the first Honda Civic WTCC car, which was raced by Tiago Monteiro in 2012.

LEAK STOPS RUSSIAN

Lada racer Mikhail Kozlovskiy was the only driver who failed to be classified in race two. The Russian (below) stated that a loose pipe under the bonnet was the likely culprit for a fluid leak that damaged his head gasket.



FLAMAND/DPPI

MILESTONE

First win for the RML-built TC1 Chevrolet Cruze and the maiden WTCC victory for Gianni Morbidelli.



FLAMAND/DPPI

Teams instigate test programme

HONDA AND LADA ARE TARGETING a post-Hungaroring test for performance gains prior to this weekend's Slovakia round.

In addition to testing in Hungary on Tuesday and Wednesday, Lada plan a three-day post-Slovakia test programme at the Slovakia Ring.

"We're still learning how to get the maximum out of what we've got," said Lada racer Rob Huff. "So far, we've had three lots of two half-hour practice sessions to try to learn, and that's not enough because the cars have changed completely. We're having



Lada plans post-race tests

FLAMAND/DPPI

development parts made and hopefully they'll arrive in time for the Slovakia test."

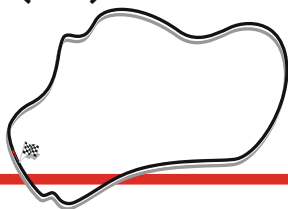
Honda's Tiago Monteiro revealed that a steady supply of small upgrades to the Civic WTCC is anticipated.

BTCC

Thruxton (GB)

May 4

Round 3/10



RESULTS

RACE 1: 16 LAPS, 37.696 MILES

1	ANDREW JORDAN (GB) Eurotech Honda Civic	21m03.891s
2	MATT NEAL (GB) Honda (Dynamics) Honda Civic Tourer	+1.283s
3	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic Tourer	+2.760s
4	MAT JACKSON (GB) Motorbase Ford Focus ST	+7.304s
5	ROB COLLARD (GB) WSR BMW 125i M Sport	+10.467s
6	JASON PLATO (GB) MG (Triple Eight) MG6	+10.623s
7	ALAIN MENU (CH) BMR Volkswagen Passat CC	+10.796s
8	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	+11.309s
9	ADAM MORGAN (GB) Ciceley Mercedes A-class	+11.496s
10	SAM TORDOFF (GB) MG (Triple Eight) MG6	+12.848s
11	JACK GOFF (GB) Hard Vauxhall Insignia	+15.988s
12	FABRIZIO GIOVANARDI (I) Motorbase Ford Focus ST	+16.782s
13	TOM INGRAM (GB) Speedworks Toyota Avensis	+22.545s
14	NICK FOSTER (GB) BMW 125i M Sport	+28.063s
15	GLYNN GEDDIE (GB) United Autosports Toyota Avensis	+28.627s

Winner's average speed: 107.37mph. Fastest lap: Jordan, 1m17.687s, 109.17mph.

Pole: Jordan, 1m16.192s, 111.31mph.

Soft tyres not used due to abrasiveness of circuit. Special hard compound used.

RACE 2: 13 LAPS, 30.628 MILES

1	SHEDDEN Honda	17m05.908s
2	JORDAN Honda	+0.319s
3	COLLARD BMW	+2.221s
4	NEAL Honda	+5.078s
5	M JACKSON Ford	+6.107s
6	TURKINGTON BMW	+6.348s
7	PLATO MG	+9.068s
8	MORGAN Mercedes	+9.308s
9	GOFF Vauxhall	+9.571s
10	GIOVANARDI Ford	+11.976s
11	TORDOFF MG	+12.107s
12	INGRAM Toyota	+12.263s
13	MARC HYNES (GB) MG (Triple Eight) MG6	+16.507s
14	ARON SMITH (IRL) BMR Volkswagen Passat CC	+18.004s
15	GEDDIE Toyota	+20.173s

Winner's average speed: 107.47mph. Fastest lap: Shedden, 1m17.603s, 109.29mph.

Pole: Jordan. Rob Austin (Audi A4) finished 14th on the road but was excluded for contact.

RACE 3: 19 LAPS, 44.764 MILES

1	TURKINGTON BMW	30m13.931s
2	M JACKSON Ford	+3.272s
3	GIOVANARDI Ford	+5.649s
4	JORDAN Honda	+5.983s
5	GOFF Vauxhall	+6.726s
6	SHEDDEN Honda	+7.232s*
7	SMITH VW	+7.518s
8	MORGAN Mercedes	+7.711s
9	TORDOFF MG	+9.418s
10	COLLARD BMW	+10.489s
11	MENU VW	+10.724s
12	ROB AUSTIN (GB) Rob Austin Racing Audi A4	+13.206s
13	INGRAM Toyota	+13.489s
14	DAVE NEWSHAM (GB) AmD Tuning Ford Focus ST	+13.946s
15	HYNES MG	+16.183s

Winner's average speed: 88.84mph. FL: Neal, 1m17.664s, 109.20mph. *Inc 1-sec penalty.

CHAMPIONSHIP

1	JORDAN	141	6	COLLARD	88
2	SHEDDEN	133	7	M JACKSON	79
3	TURKINGTON	123	8	TORDOFF	75
4	NEAL	110	9	MORGAN	49
5	PLATO	106	10	GIOVANARDI	47

Welch and Scott get acquainted



POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers. Additional point for being fastest in qualifying, and for leading a lap.

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Jordan steps it up as Hondas dominate

The Honda Civics again set the pace around Thruxton and it was the reigning champion who starred for Eurotech. By **KEVIN TURNER**



TWO YEARS AGO, ANDREW JORDAN TOOK A SUPERB Thruxton pole but crashed out at the first corner of the opening race. Last year he looked set for victory until a tyre failure on the last lap. This season he converted qualifying top spot into a first and a second to move into a clear championship lead.

In some ways that sequence mirrors Jordan's rise from a promising rapid youngster to a regular challenger. And this year it would be easy to argue he has improved again to become the current BTCC benchmark. Pacsetting performances are now almost expected.

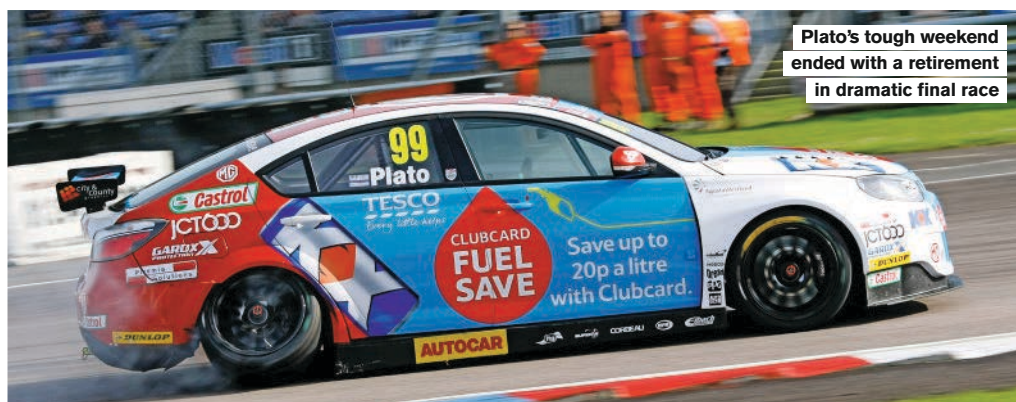
"I feel more relaxed than before," confirmed the reigning champion. "I felt I had to win the championship. I still want to win, but it's matured me. I'm enjoying it more now that I've won it. But equally I'm still obsessed with winning."

His father and Eurotech team boss Mike Jordan agrees. "He takes it all in his stride," he added. "When he was new to touring cars, he was desperate, desperate to win. Now he's not desperate to do anything any more."

That more relaxed approach, combined with his own abilities around Thruxton and the Eurotech Honda Civic hatchback, helped Jordan to dominate practice and qualifying. He then controlled race one, looking after the tyres in the early stages while under intense pressure from a feisty Mat Jackson before drawing away. A second place followed, despite 45kg of success ballast, before a fourth in a dramatic reversed-grid finale helped him to an eight-point lead in the title race.

"I've always gone well here, from the first test," said Jordan. "You just click with some circuits. I'm happy with the car moving around and you've got to let it do that a bit over the bumps. It's having confidence in the car."

Eurotech's part in the success shouldn't be overlooked either. Despite not being able to use ace engineer Adam Hardy full-time this season (due to DTM and GT commitments), Jordan Sr's outfit has maintained its high level, with the man himself leading a three-man engineering team on the car it already knows very well.



Plato's tough weekend ended with a retirement in dramatic final race



Jordan leads race one as Jackson completes move into second place



The Civic Tourers had their most impressive showing thus far

At Thruxton, the Civic has always been a force too, and Jordan Jr conceded it is the right machine for the job. "In my opinion the Honda is the best handling car," he added. "Everyone thinks Thruxton is a power track, but a lot of it is momentum based. You need a good chassis."

That view was backed up by the performances of the two works Civic Tourers. Matt Neal and Gordon Shedden made it a Honda 1-2-3 in qualifying and did the same in the opening race, once they'd fought their way back by Jackson.

After recovering from an optimistic lunge on Jordan on the first lap of race two that dropped him to third, Shedden came through to defeat the man who replaced him as champion and take the estate's second victory of 2014.

The new Tourer was the only one to get near the Eurotech machine all weekend, helped by its aerodynamics and VTECH engine, giving it good speed in a straight line, as well as the usual positive Civic handling traits.

Honda/Dynamics team manager Peter Crolla agreed that the circuit, at which Hondas have now won seven of the last nine BTCC races, suits the car: "The layout of the car and the way the weight is distributed was always going to be good at fast, flowing circuits, and they don't come more fast and flowing than Thruxton.

"We're making progress with the car. It's more different to the hatchback than we expected and Andrew has shown the hatch is still a force to be reckoned with, but I'll be disappointed if we can't take the fight to him this season."

Crolla conceded Jordan is currently a serious threat, but believes the Tourer is still getting better. "I think Andrew has got momentum and confidence," he added. "I think the hatchback is at the peak of its development; there's more to come from the Tourer. I think it's a good all-rounder."

Shedden, who is now second in the table after another strong weekend, also expects the station wagon-bodied version of the NGTC Civic to



Jordan continues to hold the number one spot

continue improving: "We're not quite there yet compared to the hatch, we're going to keep tweaking," he said. "It's a bit of a knife-edge.

"You've got to beat everyone, but Andrew is on the crest of a wave."

One of the Honda's strengths is the way it looks after its tyres. The new tougher rubber Dunlop brought to Thruxton helped cut out the blow-outs of previous seasons, but still some cars worked them harder than others.

Even the Motorbase Ford Focus, a car often lighter on its tyres than most rivals, used them harder than the Civics, but the squad nevertheless enjoyed a good weekend.

After incidents and poor qualifying curtailed his efforts at Brands Hatch and Donington Park, Jackson finally got a clean run.

Fourth in qualifying made him best of the non-Hondas and was his highest spot since Silverstone in October 2012, also the weekend of his last BTCC victory. Jackson demonstrated his usual fine racecraft by briefly grabbing second in race one after a superb opening few corners. He couldn't hold the works Hondas back and a slow puncture hurt him later on, but the 2008 runner-up was still able to come home fourth, which he followed up with fifth in race two. He then overcame team-mate and reversed-grid polesitter Fabrizio Giovanardi to lead a Motorbase two-three in the final encounter.

It was a timely boost for the team, which has battled to find the sweet spot with an apparently difficult machine. "We've changed little bits," said Jackson. "Although we haven't shown the results, we have been in a much better place this season than we were last year. Thruxton is one of those places you've got to be at one with the car and that's been our problem. But it's very stable out the back, which is what you need. It's doing everything I expect it to do. We're the best of the rest, with the BMWs."

The other team to come away from Thruxton with healthy points was WSR, despite the rear-wheel-drive BMWs general dislike of the high-speed circuit. Collard, ever more comfortable with the revised 125i M Sport, qualified eighth and came through to fifth and third in the opening races. Things went awry in a crazy finale (see story, page 47), but still it was an encouraging performance.

"We've had a great day today at our home circuit," said Collard, who only managed one podium on his way to a disappointing 13th in the table last year. "Third place felt like a win."

Team-mate Colin Turkington struggled to 13th in qualifying and managed two spins on a highly unusual Saturday, but moved forward in every race. That culminated in a classy victory in the ▶



Giovanardi defended well after starting from pole in race three...

► third event after a sublime opening lap and two fine restarts. Each time he built an advantage, he had to do it again thanks to the safety car being called upon.

“The rear-end was a knife-edge, like last year,” said Turkington of the qualifying issue. “We were optimistic before we came, but the harder tyre throws a curveball.”

“It’s always been our toughest track and we can never compete with Honda here. With rear-wheel drive once it starts to go you’ve got to get off the throttle. The car was much better in race trim – we really chewed the fat on Saturday night – but we’ll expect more from the tracks where we know the car works well.”

Those circuits are not far away. Two race-three wins this season means Turkington is still well within range of the championship and three of the next four rounds should be good hunting grounds for him. The WSR BMWs scored two podiums at Oulton Park last year, before Turkington went on to dominate both the Croft and Knockhill events to put himself in title contention. At least one team boss has suggested the 2009 champion could win every race at Croft...

Also hoping for a turnaround after Thruxton will be the Triple Eight MG squad, and it had

the fastest car at Oulton last year. Donington dominators Jason Plato and Sam Tordoff were never factors at Thruxton, underlining how the close nature of the 2014 field can throw different teams to the front depending on which cars suit which circuits. The MG6 has never been at its best in Hampshire.

“We haven’t got quite the set-up just right,” said Plato, who came into the round tied with Jordan at the top of the table but left 35 points behind in fifth. “We’ve been a little safer than perhaps we should have been [on cambers and suspension settings], but that’s because we haven’t been able to get the set-up we want.”

Tordoff believes the pendulum will soon swing back towards the team. “It’s important not to panic; it’s the peaks and troughs of the BTCC,” he said. “I think the Hondas are better through the complex and chicane, and the bumps out the back unsettle the car. I fully expect to go to Oulton and be up at the front.”

That may well be the case, but the worry for the opposition is that, at the moment, the Hondas are up at the front everywhere. And with four podiums secured already with 36kg or more of success ballast on board, Andrew Jordan is currently the man asking all the questions. ❧



...but team-mate Jackson was the quicker Ford driver

DRIVER BY DRIVER



1 **ANDREW JORDAN**

Qualifying: 1 Race: 1/2/4

Felt Civic was a bit too loose in R2, but otherwise hard to see how the event could have been better.



30 **MARTIN DEPPER**

Qualifying: 16 Race: R/19/18

R1 contact aside, another solid weekend as he continues to learn and build confidence about NGTC.



5 **COLIN TURKINGTON**

Qualifying: 13 Race: 8/6/1

Bounced back well from a poor Saturday. Start and restarts in bitty finale were absolutely spot on.



10 **ROB COLLARD**

Qualifying: 8 Race: 5/3/10

On it all weekend and deserved first podium of 2014. Probably wishes the meeting had finished after R2.



9 **ALAIN MENU**

Qualifying: 9 Race: 7/18/11

Drivethrough for starting out of position hurt R2, but showed flashes of good pace. Fine charge in R3.



40 **ARON SMITH**

Qualifying: 30 Race: 22/14/7

Free practice shunt meant he missed qualify. From there, it was a case of making his way through the pack.



80 **TOM INGRAM**

Qualifying: 5 Race: 13/12/13

Starred in qualify, but team tyre pressure blunder made R1 a struggle and fightback proved tough.



11 **SIMON BELCHER**

Qualifying: 25 Race: R/23/R

Broken splitter put him back in practice. Flat-spotted tyres in R1 and then big crash at Church in R3.



Turkington bounced back from a poor qualifying to win final encounter

IN THE PADDOCK

KEVIN TURNER
FEATURES EDITOR

@KRT917



IT ALMOST GOES WITHOUT SAYING that staying out of trouble is important in any championship. But with close racing and contact common in the BTCC, not upsetting rivals can be particularly important.

Despite some good rivalries, like Jason Plato v Matt Neal, most of the BTCC frontrunners usually show each other healthy respect. At Thruxton, though, the Honda-Rob Collard clashes demonstrated how points can vanish if a driver feels aggrieved. Neal felt he lost a possible podium after things kicked off with Collard.

"It's looking at the big picture on the day," said Eurotech's Mike Jordan. "It's important for the championship not to make enemies."

Apart from an aggressive chop on Shedden during the frantic finale, Andrew Jordan kept his nose clean, as he did during 2013. Indeed, his battle with Plato at Silverstone was one both picked out as a highlight. That can only breed further mutual respect the next time they find themselves squabbling over the same bit of track.

Of course, sometimes you can just be unlucky, Plato being an innocent victim of the Adam Morgan-Collard incident in the finale. But not giving your rivals reasons to hit you seems pretty sensible to me.



Collard was in the firing line

Neal and Collard clash in finale

TWO OF THE 2014 TITLE RIVALS

were involved in incidents as the reversed-grid finale got too physical.

Rob Collard's WSR BMW tagged the back of Adam Morgan's Mercedes in the complex on the opening lap. As Morgan battled to keep control, he hit Jason Plato, putting the MG6 out of the race.

Collard was later touched by the Honda Civic Tourers of both Gordon Shedden (at the chicane) and Matt Neal (approaching the complex) before clashing with the later.

Collard was given a verbal warning for the contact at Campbell that meant Neal scored no points, but felt the victim. "I came under a constant barrage from the works Hondas," he said. "They were hitting me left and right.

"Shedden turned into me at the chicane

and I had to straight-line it. Neal hit me approaching the complex. It's outrageous from supposedly professional drivers."

Neal saw things differently. "I think Rob was just a chaos machine," he said. "In the incident with me he got a bit skew-whiffy through Allard and I got a run on him. He twigged that I had the inside and squeezed me so much he got into a tank-slapper and I had the choice of keeping my foot in and firing him off or backing off.

"I backed out of it and he was still having a tank-slapper so he braked early [for Campbell]. I went around the outside. As we're about to go into a right-hander he turned left and kept his foot in.

"It wrecked my race, but I'm not going to fall out about it. We've raced cleanly against each other."

Drivers escape Church crashes

SIMON BELCHER AND OLLIE JACKSON

are in doubt for the Oulton Park round next month after high-speed crashes at Thruxton.

Belcher's Handy Motorsport Toyota Avensis and Jackson's Welch-run Proton Gen-2 both went off at the Church right-hander in the final race. Both escaped unscathed, but their teams face a race against time to get the cars ready for Oulton on June 7-8.

Belcher told AUTOSPORT: "Something on the front-right broke and the car turned left. There's a lot broken so we just don't know what broke first.

"Oulton is questionable at the moment. The shell's gone and we're light on budget because it's our first year."

Dan Welch, who runs Jackson's car, was more confident: "It's done a lot of damage - there's a hole in the engine, it's ripped the gearbox apart, and the shell's damaged, but we'll work like crazy to get it out for Oulton."



Proton damage was extensive



4 MATT NEAL

Qualifying: 2 Race: 2/4/23
Happy with car and well on his way to a big points haul before things got chaotic in finale.



52 GORDON SHEDDEN

Qualifying: 3 Race: 3/1/6
Fine win in R2, but was given a one-second penalty for overtaking Goff under yellows in R3.



99 JASON PLATO

Qualifying: 6 Race: 6/7/R
Felt traffic (the works Hondas) prevented a top-four in qualify. MG not a force come the races.



88 SAM TORDOFF

Qualifying: 7 Race: 10/11/9
Couldn't get the MG quite as high up the field as his team-mate, but did manage three points finishes.



88B MARC HYNES

Qualifying: 17 Race: 16/13/15
"Need to do better" was his own honest assessment. His hopes in R1 not helped by starting in third gear.



33 ADAM MORGAN

Qualifying: 10 Race: 9/8/8
There or thereabouts once again. He just needs to find a little more from the Merc to get to the front.



18 NICK FOSTER

Qualifying: 15 Race: 14/R/20
Some way off team-mates but grabbed attention by stopping R2 with barrier jumping at Church.



6 MAT JACKSON

Qualifying: 4 Race: 4/5/2
His best BTCC event for a long time. Consistent threat at the front and led Motorbase's charge.



7 FABRIZIO GIOVANARDI

Qualifying: 12 Race: 12/10/3
Took opportunistic first podium since return in R3, but was a step behind team-mate Jackson all weekend.



44 JACK CLARKE

Qualifying: 23 Race: 19/17/22
Continues to find things tough in his rookie campaign, but enjoying the BTCC and gaining experience.



17 DAVE NEWSHAM

Qualifying: 18 Race: R/20/14
Pace better than results suggest. Quality speed and avoiding trouble still the main hurdles to overcome.



43 LEA WOOD

Qualifying: 24 Race: 18/16/17
Not entirely happy with the balance at a circuit that punishes a lack of testing. He'll expect more at Oulton.



31 JACK GOFF

Qualifying: 11 Race: 11/9/5
Struggled with balance early in weekend, but was a constant top-10 threat and looked strong in R3.



39 WARREN SCOTT

Qualifying: 20 Race: R/R/R
Got two penalty points (and lost three from his championship tally) for incident with Dan Welch in R2.



101 ROB AUSTIN

Qualifying: 21 Race: 17/DQ/12
Turbo issues in R1, then excluded from R2 (14th) for the contact that sent Foster off the road at Church.



54 HUNTER ABBOTT

Qualifying: 22 Race: 24/R/16
Flat-spotted tyres with lock-up in R1, then had power problem in R2. Still enjoying the racing though.



20 JAMES COLE

Qualifying: 14 Race: R/20/R
Good quality effort, despite the 'glare' of the new white shell in rebuilt car! Spinning Scott took him off in R1.



21 GLYNN GEDDIE

Qualifying: 19 Race: 15/15/R
Things looked promising in practice before the balance mysteriously vanished. Still scored points.



28 CHRIS STOCKTON

Qualifying: 29 Race: R/R/21
Electronic problem with the fuel system was the start of a difficult raceday in under-developed Cruze.



16 AIDEN MOFFAT

Qualifying: 27 Race: 20/21/19
Got closer to the pace as the weekend progressed, at the scene of his best pre-season testing crash.



48 OLLIE JACKSON

Qualifying: 26 Race: 23/25/R
Another tough event for the new Proton, culminating in substantial off for Jackson in the final race.



12 DAN WELCH

Qualifying: 28 Race: 21/24/24
Still not happy with Proton's straightline speed, but had a cleaner weekend than his team-mate.



Max Chilton supported Hynes

P49
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**Brabham scored first car
wins at track where dad
David won in Class B F3**



BRITISH FORMULA FORD THRUXTON (GB), MAY 3-4

Brabham breaks duck, then repeats

SAM BRABHAM SCORED HIS FIRST FORMULA FORD WIN on Saturday, after promising to do so for quite some time, and then repeated the victory in race three.

Brabham was beside himself after throwing away an enormous lead in the previous event at Donington, and proved his keenness to make up for it by claiming an accomplished first win in race one at Thruxton, following a lengthy safety car.

The son of ex-F1 racer David led convincingly from pole, but was being caught by Harrison Scott when an almighty shunt befell fourth-placed Chris Mealin at the Club Chicane, as he flew over the back of Jayde Kruger's car under braking and piled backwards, at barely abated speed, into the tyrewall.

The race was neutralised for seven laps as Mealin was extracted and the tyrewall rebuilt, but on the resumption Brabham calmly eased away from Scott and impressive series returnee Ashley Sutton, who had benefited most from the exit of Mealin and Kruger (whose shock absorber mounting and pushrod were broken in the initial impact).

Although his winning margin was only half a second at the flag Brabham, who was concerned about fuel levels before the safety car, had this one well under control. "It's unreal, what a great feeling after waiting so long," he beamed. "I knew I was capable of managing the gap after the restart."

Juan Rosso came through to finish fifth from ninth on the grid, following battery issues that kept him stranded in the pits for much of qualifying, and the Argentinian took full advantage of his reverse-grid pole to dominate race two, pulling over 3s clear of race-long pursuer Max Marshall, who was fourth in race one.

Marshall made one mistake at the chicane on lap 11, which led Scott to attack him, then Brabham to attack Scott, and – by the time this swarm arrived at the Complex – Sutton nipped past Brabham while the other positions remained the same. "It felt good to pick-off the first-race winner," Jamun racer Sutton smiled later.

In Sunday's third race, Brabham led from start to

finish, with Kruger getting closest at Campbell on the opening lap but never looking like making a move thereafter. Scott was on course for third when he tripped over tardy backmarker Greg Holloway on the exit of Club and spun into the pit entry.

Sutton thus inherited his second podium of the weekend, having fought past Marshall at the Complex. Rosso battled from the back to finish fifth.

● Charles Bradley

RESULTS

Race 1 (13 laps) 1 Sam Brabham (Mygale M12-SJ); 2 Harrison Scott (M13-SJ) +0.504s; 3 Ashley Sutton (M12-SJ); 4 Max Marshall (M12-SJ); 5 Juan Rosso (M12-SJ); 6 James Abbott (M13-SJ).

Fastest lap Marshall 1m12.040s (117.73mph).

Race 2 (17 laps) 1 Rosso; 2 Marshall +1.870s; 3 Scott; 4 Sutton; 5 Brabham; 6 Jayde Kruger (M12-SJ). **FL** Brabham 1m11.910s (117.94mph) **record. Race 3 (17 laps) 1 Brabham;** 2 Kruger +0.709s; 3 Sutton; 4 Marshall; 5 Rosso; 6 Abbott. **FL** Sutton 1m12.430s (117.10mph). **Points 1 Kruger, 203;** 2 Scott, 200; 3 Rosso, 195; 4 Marshall, 192; 5 Abbott, 178; 6 Brabham, 164.

GINETTA GT4 SUPERCUP THRUXTON (GB), MAY 3-4

Pittard's double but Watson's hoisted

DAVID PITTARD SCORED HIS FIRST GINETTA GT4 victory at Thruxton on Saturday afternoon, and then repeated the feat less than three hours later.

Charlie Robertson outqualified Pittard by 0.003s for pole, but Pittard surged into the lead of race one as Robertson tumbled down the order, ending the first lap fifth. Pittard looked likely to come under attack from Carl Breeze, but his slide at the chicane at the end of lap two meant Pittard was able to break the tow. It wasn't until the closing stages that Breeze loomed large in Pittard's mirrors again; by then it was too late.

"I can't quite believe that just happened," said Pittard, who promptly repeated his victory in race two. Again, he nailed his start to perfection and kept Breeze at arm's length. The top six in both Saturday races were the same, with the only

change of positions after the first lap being Tom Oliphant passing Andrew Watson for third in a classy move through Cobb and Segrave, and Robertson jumping ahead of Will Burns at the Club Chicane with a handful of laps to go.

In Sunday's reverse-grid race, Watson held off the challenge of Breeze into Campbell on the opening lap, and then pulled away with ease to win by over 13s to claim the points lead from Pittard. Breeze initially clung to second, but began to lock-up his front-right wheel from lap six, and by lap 12 Pittard picked him off.

Breeze fell to fifth, as Charlie Woodhead passed him at Club, and then Oliphant (victim of a slow start and being jumped by Woodhead exiting Club) went by when Breeze ran wide at Campbell.

● Charles Bradley



**Double winner Pittard
was on top form**

RESULTS

Race 1 (11 laps) 1 David Pittard; 2 Carl Breeze +0.727s; 3 Tom Oliphant; 4 Andrew Watson; 5 Charlie Robertson; 6 Will Burns. **FL** Pittard 1m15.816s (111.87mph). **Race 2 (16 laps) 1 Pittard;** 2 Breeze +3.842s; 3 Oliphant; 4 Watson; 5 Robertson; 6 Burns. **FL** Pittard 1m15.743s (111.97mph). **Race 3 (16 laps) 1 Watson;** 2 Pittard +13.151s; 3 Harry Woodhead; 4 Oliphant; 5 Breeze; 6 Jamie Orton. **FL** Watson 1m17.047s (110.08mph). **Points 1 Watson, 230;** 2 Pittard, 227; 3 Oliphant, 213; 4 Robertson, 204; 5 Breeze, 166; 6 Luke Davenport, 157.

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GINETTA JUNIOR THRUXTON (GB), MAY 3-4

Caroline & Zelos claim rookie wins

IN A RACE AROUND THE HAMPSHIRE SPEEDBOWL reminiscent of a Talladega NASCAR slipstreamer, complete with a final corner 'big one' (of sorts), rookie Jamie Caroline scored his first Ginetta Junior success on Sunday after a frenetic duel with front row starters Jack Mitchell and Ben Pearson.

Pearson lined his car up at an angle on the startline, and duly swept across the bow of points leader Mitchell, who dropped to fourth over the opening corners as the fast-starting Caroline and Lando Norris demoted him.

Mitchell regained third from Norris at Segrave (Norris would later plough off there), as Caroline – who was making copious use of the kerbs all around the circuit – passed Pearson with an ultra-brave lunge at Goodwood. Mitchell slipped past Pearson for second at Church, and then appeared to have repeated the move on leader Caroline. But that move led to a three-wide exit and, as Mitchell and Caroline touched, Pearson hit the front once more.

Having dropped briefly to third, Caroline took just a lap to repass Mitchell (who ran wide at Club) and Pearson, pulling the move for the lead on the latter around the outside of Noble. Mitchell came back into the frame for the win by passing Pearson at Allard on the last lap, which set up a grandstand showdown with Caroline into the Club Chicane.

Leader Caroline braked so late that he clattered over all the kerbs but kept control to seize victory, as Mitchell spun all on his own down to sixth. "It was my first time leading, and they kept coming at me, but I kept fighting back," said the winner. Pearson took second, ahead of Dan Zelos,



Pearson leads but Caroline (right) won

who charged through to third from seventh, from James Kellett and Jamie Chadwick.

Zelos made it two rookie winners in Saturday's race, which was slightly marred by an opening lap shunt at the Complex that removed Mitchell and Norris, and dropped Kellett to the back. Poleman Pearson led the opening three laps until a mistake exiting the chicane allowed Zelos to drag past him into Allard. Caroline also starred in this bout, climbing from sixth to second, benefiting as Pearson and Chadwick duelled and jumping ahead

of them both. Chadwick beat Pearson to finish third. ● Charles Bradley

RESULTS

Race 1 (both 9 laps) 1 Dan Zelos; 2 Jamie Caroline +2.658s; 3 Jamie Chadwick; 4 Ben Pearson; 5 Jack Rawles; 6 William Taylforth. **Fastest lap** Caroline 1m32.006s (92.18mph).

Race 2 1 Caroline; 2 Pearson +0.817s; 3 Zelos; 4 James Kellett; 5 Chadwick; 6 Jack Mitchell. **FL** Kellett 1m32.314s (91.87mph).

Points 1 Mitchell, 166; 2 Ryan Hadfield, 130; 3 Pearson, 126; 4 Caroline, 125; 5 Zelos, 108; 6 Lando Norris, 100.



Bushell fends off Pattison (right) and Colburn

RENAULT CLIO CUP UK THRUXTON (GB), MAY 4

Bushell, Colburn avoid the Clio chaos

MIKE BUSHELL AND JAMES COLBURN SHARED THE wins in two wild, action-packed Clio capers.

Bushell (who was touch-and-go for this event after his Donington startline smash) grabbed the race one lead he'd hold to the finish as poleman Lee Pattison fell behind Colburn and Josh Cook, although Pattison quickly repassed Cook for third.

Pattison then passed Colburn with a spectacular lunge at Club. But Cook, who also got by Colburn, grabbed second from the struggling Pattison (one of many to break a front damper) after a safety car restart, following Alex Morgan being sent into the Club tyrewall by a clashing Paul Rivett (who'd go out with a throttle issue) and Ant Whorton-Eales.

Race two took place belatedly after extra time was allowed for teams to fix suspension damage from earlier, and plastic marker bollards were used to dissuade drivers from using the kerbs. Some hope!

Bushell made a poor start from pole, so Colburn

leapt through to lead from row two. Pattison chased him hard for the first 10 laps until he was punted out by a spinning Ash Hand at Club.

Rivett, who started ninth, surged up to second and chased down Colburn on the final lap, the duo straightlining the Club chicane, but Colburn held on to win. Bushell finished third after struggling early on with a flatspotted tyre, but was dropped to fourth, behind Cook, by the stewards.

● Charles Bradley

RESULTS

Race 1 (13 laps) 1 Mike Bushell; 2 Josh Cook +2.902s; 3 Lee Pattison; 4 Ash Hand; 5 James Colburn; 6 Devon Modell. **FL** Pattison 1m24.370s (100.52mph) **establishes record.**

Race 2 (12 laps) 1 Colburn; 2 Paul Rivett +0.231s; 3 Cook; 4 Bushell; 5 Alex Morgan; 6 Jordan Stilp. **FL** Bushell 1m24.728s (100.10mph). **Points 1 Cook, 156;** 2 Bushell, 135; 3 Morgan, 127; 4 Colburn, 126; 5 Ant Whorton-Eales, 108; 6 Rivett, 102.

PORSCHE CARRERA CUP THRUXTON (GB), MAY 4

Meadows restores series dominance

MICHAEL MEADOWS SCORED HIS FIRST DOUBLE WIN of the Porsche Carrera Cup season at Thruxton, taking two assured victories ahead of Josh Webster.

After his "lapse of concentration" at Donington, Meadows was in imperious form and led every lap. Webster took a cheeky look down the inside at the complex on the opening lap in race one, but that's as close as he got to the double champion all day.

Webster, who was 0.15s off Meadows in qualifying, admitted he "couldn't respond to Michael today" and struggled with his tyre life in race one, but was happier in race two as he finished 6s closer – but still a couple of seconds in arrears.

Guest driver Oscar King took third in race one, just pipping Victor Jimenez after the Spaniard made a mistake at Allard. Jimenez responded well in race two, finishing right in Webster's wheeltracks as King trailed in fourth, with Paul Rees and racing returnee Mark Cole taking fifth and sixth each time.

● Charles Bradley

RESULTS

Race 1 (21 laps) 1 Michael Meadows; 2 Josh Webster +8.291s; 3 Oscar King; 4 Victor Jimenez; 5 Paul Rees; 6 Mark Cole.

FL Meadows 1m14.814s (113.36mph) **establishes record.**

Race 2 (19 laps) 1 Meadows; 2 Webster +2.282s; 3 Jimenez; 4 King; 5 Rees; 6 Cole. **FL** Meadows 1m15.387s (112.50mph).

Points 1 Meadows, 123; 2 Webster, 107; 3 Jimenez, 92; 4 Rees, 78; 5 Steven Liquorish, 48; 6 Peter Kyle-Henney, 47.

DTM

Hockenheim (D)

May 4

Round 1/10



RESULTS

42 LAPS, 119.37 MILES

1	MARCO WITTMANN (D)	1h06m40.548s
	RMG BMW M4; Qualifying: 2nd-1m32.419s	
2	MATTIAS EKSTROM (S)	+12.869s
	Abt Sportsline Audi RS5; Qualifying: 5th-1m32.624s	
3	ADRIEN TAMBAY (F)	+14.879s
	Abt Sportsline Audi RS5; Qualifying: 1st-1m32.272s	
4	MIKE ROCKENFELLER (D)	+17.593s
	Team Phoenix Audi RS5; Qualifying: 10th-1m32.717s	
5	TIMO GLOCK (D)	+21.780s
	MTEK BMW M4; Qualifying: 8th-1m32.603s	
6	BRUNO SPENGLER (CDN)	+23.513s
	Schnitzer Motorsport BMW M4; Qualifying: 3rd-1m32.600s	
7	MARTIN TOMCZYK (D)	+24.082s
	Schnitzer Motorsport BMW M4; Qualifying: 7th-1m33.113s	
8	AUGUSTO FARFUS (BR)	+24.913s
	RBM BMW M4; Qualifying: 11th-1m32.739s	
9	TIMO SCHEIDER (D)	+26.138s
	Team Phoenix Audi RS5; Qualifying: 9th-1m32.706s	
10	JOEY HAND (USA)	+34.759s
	RBM BMW M4; Qualifying: 16th-1m32.885s	
11	PASCAL WEHRLIN (D)	+53.857s
	HWA Mercedes C-coupe; Qualifying: 15th-1m32.840s	
12	GARY PAFFETT (GB)	+57.264s
	HWA Mercedes C-coupe; Qualifying: 14th-1m32.834s	
13	MIGUEL MOLINA (E)	+59.161s
	Abt Sportsline Audi RS5; Qualifying: 23rd-1m32.787s (excluded from qualifying)	
14	PAUL DI RESTA (GB)	+1m00.858s
	HWA Mercedes C-coupe; Qualifying: 18th-1m33.639s	
15	CHRISTIAN VIETORIS (D)	+1m02.062s
	HWA Mercedes C-coupe; Qualifying: 21st-1m34.242s	
16	NICO MULLER (CH)	+1m02.479s
	Team Rosberg Audi RS5; Qualifying: 12th-1m32.756s	
17	VITALY PETROV (RUS)	+1m06.591s
	RSC Mücke Mercedes C-coupe; Qualifying: 22nd-1m34.367s	
18	ROBERT WICKENS (CDN)	+1m11.152s
	HWA Mercedes C-coupe; Qualifying: 20th-1m33.875s	
19	DANIEL JUNCADELLA (E)	-1 lap
	RSC Mücke Mercedes C-coupe; Qualifying: 19th-1m33.746s	
20	MAXIME MARTIN (B)	-1 lap
	RMG BMW M4; Qualifying: 13th-1m32.792s	
21	ANTONIO FELIX DA COSTA (P)	38 laps-accident damage
	MTEK BMW M4; Qualifying: 4th-1m32.608s	
22	EDOARDO MORTARA (I)	31 laps-puncture
	Abt Sportsline Audi RS5; Qualifying: 6th-1m32.898s	
R	JAMIE GREEN (GB)	2 laps-accident damage
	Team Rosberg Audi RS5; Qualifying: 17th-1m32.986s	

DRIVERS' CHAMPIONSHIP

1	WITTMANN	25	6	SPENGLER	8
2	EKSTROM	18	7	TOMCZYK	6
3	TAMBAY	15	8	FARFUS	4
4	ROCKENFELLER	12	9	SCHEIDER	2
5	GLOCK	10	10	HAND	1

MANUFACTURERS' CHAMPIONSHIP

1	BMW	54	3	MERCEDES	0
2	AUDI	47			

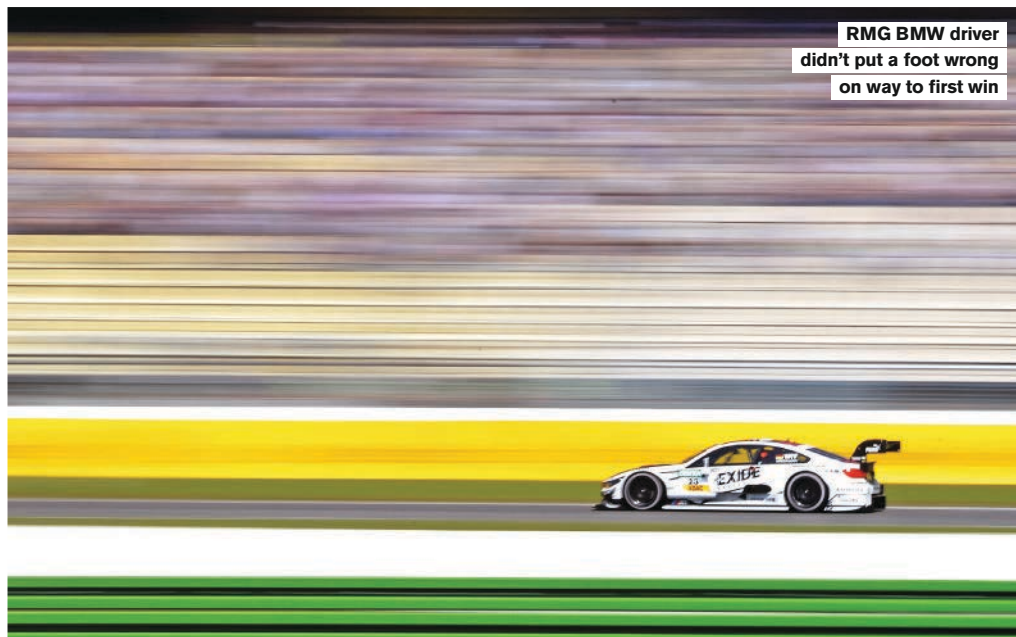
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RMG BMW driver didn't put a foot wrong on way to first win

Wittmann judges his first DTM victory to perfection

THERE'S ONLY ONE WORD TO DESCRIBE MARCO

Wittmann's maiden DTM win – flawless.

The RMG BMW driver was superb on race day in Baden-Württemberg, cruising to a trouble-free, well-deserved 12.8s victory, a first in the category for both driver and team.

Despite the relatively comfortable gap between Wittmann and Mattias Ekstrom at the finish, the margins in the race were incredibly small. Having started on the option tyre, on the front row, it was imperative that Wittmann make ground early and drive a perfect race.

After quickly clearing polesitter Adrien Tambay, Wittmann did just that. He and the Abt Audi driver, who was also on the softer tyre, avoided squabbling, instead pulling away and distancing themselves from the rest of the pack. Importantly this included the midfield drivers who had started on the standard-compound tyre and who were going to come hunting late in the race.

The plan worked a treat. Wittmann emerged on the harder tyre a good 37s down the road from the best of the drivers switching to the softs and, with another mistake-free stint, that was that.

"Adrien and I didn't really have a big fight at the start of the race," said Wittmann. "We had quite a clear getaway and no time lost on track, which was important to be safe, even during the latter stages."

It didn't work out quite the same way for Tambay, however. Despite running second for the majority of the race, he was run down by Ekstrom, the best of those who went on to the option tyre later. The reason Ekstrom caught him was because of one small imperfection. While chasing Wittmann, Tambay ran wide at Turn 1. To avoid a penalty, he had to lose two seconds on that lap – enough to drop him out of the DRS zone.

It was also enough to leave him vulnerable to Ekstrom late in the race. The Swede had started fifth, but had dropped to ninth before the stops.

"That's a result I can live with," was Ekstrom's reaction after the race, while Tambay admitted that he was happy enough with third, given that he's never scored points inside the first five races of a DTM season before.

Behind the top three, reigning champion Mike Rockenfeller charged home on the options to grab



Ekstrom (right) and Rockenfeller rode their luck

fourth place, the Phoenix Audi driver basically replicating Ekstrom's strategy.

While there is little doubt that Ekstrom and Rockenfeller played their strategy cards right, particularly after starting fifth (Ekstrom) and 10th (Rockenfeller), they did have a little bit of luck along the way.

Firstly, for much of the race it seemed that it was Abt Audi's Edoardo Mortara who was most handily positioned to make the standards-to-options strategy work. The Italian put in the best of the first stints out of those drivers on the harder rubber, and was well and truly on course for a podium. But a front-left puncture with 11 laps to go put paid to his chances, and cleared the way for a grateful Ekstrom.

There was also some help in the form of Antonio Felix da Costa (MTEK BMW) and Timo Scheider (Phoenix Audi) coming together a little under 10 laps from the end. Da Costa punted Scheider at the hairpin while they were running third and fourth. Da Costa wound up 21st and Scheider 10th, while Ekstrom got an easy passage into third place.

At the other end of the field, Mercedes had an absolute shocker. Having struggled in qualifying, the HWA cars split their strategies in the race. Christian Vietoris and Robert Wickens made good progress after starting on the options. They ran inside the top 10, but dropped off hugely on the standard tyre to finish 16th and 18th respectively.

Those who started on the standard tyre fared a little better, but it was still a pointless weekend for Mercedes. Pascal Wehrlein was Merc's best finisher, back in 11th. "We have to try to score points, but we won't be fighting for the podium [at Oschersleben next time out] was Gary Paffett's grim summation, after finishing 13th.

IN THE PADDOCK

ANDREW VAN LEEUWEN
DTM CONTRIBUTOR

@av1me1bourne



GIVEN THAT THE ONE-STOP ERA OF the DTM is only one race old, it's difficult to make too many clear-cut calls on what works and what doesn't.

For example, starting from front row looks to be a bit of a tactical headache. On the one hand, who wants to give up that fantastic track position by starting on the standard tyre and falling back into the field? It seems nuts.

At the same time, starting on the softs has its potential problems as well. OK, for Marco Wittmann and Adrien Tambay putting the options on first worked perfectly at Hockenheim.

However, a safety car at pretty much any stage of the race may well have derailed that plan entirely. Failing that, a poor start or a small off could also have had huge implications.

So, play it safe and start on the standards regardless of grid position, right? That's not a trouble-free bet, either, particularly if you're near the front of the grid and there are others around you on the softs. Dropping rapidly backwards through the field during the frantic opening laps of a race puts you at real risk of being punted off.

Both options involve an element of risk, and it's too early to say which is the best one to take. It's a nightmare for the strategists, but fun for us watching on from the sidelines.



New tyre strategy causing headaches

Drivers want longer on track

LEADING DTM DRIVERS HAVE

called for an increase in track time during race weekends.

The German series currently uses a very compact format, with meaningful running limited to one 90-minute practice session and a three-part qualifying on Saturday, followed by a single race on Sunday.

It's a schedule that isn't universally popular with the drivers.

"We should drive more, because the spectators come for that," said Timo Glock. "They come for the race action, not to see the cars in the pitlane. And I'm not here to stand around in the pits and do more marketing events than driving. I'm here for driving. So it should be changed in the future, in my opinion."

Both Gary Paffett and Mattias Ekström agreed with Glock.

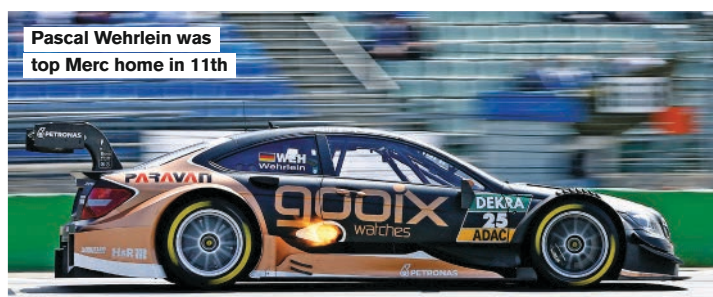
"These days, you turn up with your car set up, and that's pretty much what you race with," said Paffett. "You get very little time to actually change it and make it better."



Fans come to see their heroes out on track

"All we need is a 60-minute session on the Friday just to do some testing and some running. Then we can change things overnight for Saturday. Unfortunately, Saturday morning is the first opportunity we get to see what the car is like – and we're qualifying the same day."

"I could live with a two-day weekend, but with a qualifying session and a race on both the Saturday and the Sunday," added Ekström. "This I would fancy a lot more. To have 10 races in a whole year is pretty limited. I could race way more than I do. I think it's too little."



Pascal Wehrlein was top Merc home in 11th

Mercedes gets off to bad start

MERCEDES HAD A WEEKEND to forget. Five of its seven drivers were knocked out in Q1 on Saturday, and those that remained scored zero points from Sunday's race.

On Sunday evening, Mercedes DTM programme chief Wolfgang Schattling was left to reflect on a troubling start to the season.

"[The race] was a continuation of what we experienced in qualifying," he said. "There was no improvement to be seen."

"Disappointment is the overall feeling. But we have to go from here. We have to improve, and we have to work hard to get where we want to be – at the front."

PRICE OF SUCCESS

Marco Wittmann, Timo Glock, Bruno Spengler, Martin Tomczyk, Augusto Farfus and Joey Hand will all cop a 5kg weight penalty for the next round of the DTM at Oschersleben. All Mercedes drivers will shed 5kg, while the Audi will be unchanged.

PIT SLIP FOILS MARTIN

Despite Marco Wittmann's win, it wasn't a perfect day for Team RMG. Maxime Martin's chances of a points finish evaporated during his pitstop, when he was released without his front-left wheel being properly attached.

DI RESTA'S LOW RETURN

Paul di Resta finished a creditable third best of the HWA Mercedes on his comeback to the DTM. Unfortunately, given the manufacturer's poor showing at Hockenheim, that translated to only 14th place for the Scot.

GLOCK IN FLYING START

Timo Glock had a solid day out in his MTEK BMW, finishing fifth. The former Toyota Formula 1 driver started on the option tyres, and made a blinding start (ninth to fifth on the first lap), which set up his race.



BARON/BONGARTS/GETTY

BIG NUMBER

60

Marco Wittmann's victory at Hockenheim was BMW's 60th win as a manufacturer in the DTM. Harald Grohs was the first BMW winner, at Zolder in 1984.

Da Costa sorry for 'silly' error

RACING DRIVERS AREN'T FAMOUS

for admitting when they've made a mistake but, to MTEK BMW pilot Antonio Felix da Costa's credit, he did just that after his clash with Phoenix Audi racer Timo Scheider.

Da Costa, who generally starred on his debut in the DTM, crashed into Scheider at the hairpin while they were squabbling over third place.

"The collision was a bit silly," said da Costa. "It was my mistake, and I apologised to Timo because I ruined his race – and I ruined mine too."



MTEK BMW driver contrite after clash

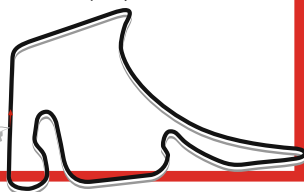
"I had no intention of passing him, but then he went wide, and I did a late dive in. It wasn't intentional. I felt stupid."

Euro F3 Hockenheim (D)

May 3-4



Round 2/11



RESULTS

RACE 1: 22 LAPS, 62.527 MILES

1	LUCAS AUER (A)	35m03.745s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 1st-1m32.387s		
2	ED JONES (UAE)	+7.120s
Carlin Dallara-Volkswagen F312; Qualifying: 3rd-1m32.547s		
3	JORDAN KING (GB)	+11.625s
Carlin Dallara-Volkswagen F312; Qualifying: 10th-1m32.740s		
4	TOM BLOMQVIST (GB)	+17.173s
Carlin Dallara-Volkswagen F312; Qualifying: 6th-1m32.602s		
5	FELIX ROSENQVIST (S)	+19.993s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 8th-1m32.688s		
6	MITCH GILBERT (AUS)	+21.056s
Fortec Motorsport Dallara-Mercedes F313; Qualifying: 12th-1m32.860s		
7	JAKE DENNIS (GB)	+22.142s
Carlin Dallara-Volkswagen F312; Qualifying: 11th-1m32.786s		
8	FELIX SERRALLES (USA)	+23.266s
Team West-Tec Dallara-Mercedes F314; Qualifying: 13th-1m32.990s		
9	ESTEBAN OCON (F)	+23.731s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 5th-1m32.588s		
10	SPIKE GODDARD (AUS)	+25.410s
T-Sport Dallara-NBE F312; Qualifying: 16th-1m33.183s		

Winner's average speed: 106.999mph. Fastest lap: Auer, 1m32.401s, 110.732mph.

RACE 2: 22 LAPS, 62.527 MILES

1	OCON	35m24.768s
Qualifying: 2nd-1m32.044s		
2	ANTONIO GIOVINAZZI (I)	+0.969s
Carlin Dallara-Volkswagen F312; Qualifying: 3rd-1m32.105s		
3	JONES	+2.387s
Qualifying: 4th-1m32.164s		
4	AUER	+2.836s
Qualifying: 7th-1m32.258s		
5	BLOMQVIST	+3.227s
Qualifying: 11th-1m31.655s (includes 10-place grid penalty)		
6	NICHOLAS LATIFI (CDN)	+4.346s
Prema Powerteam Dallara-Mercedes F314; Qualifying: 9th-1m32.314s		
7	ROSENQVIST	+5.222s
Qualifying: 6th-1m32.228s		
8	SERRALLES	+6.183s
Qualifying: 8th-1m32.278s		
9	KING	+6.962s
Qualifying: 19th-1m32.871s		
10	DENNIS	+8.339s
Qualifying: 10th-1m32.327s		

Winner's average speed: 105.940mph. Fastest lap: Blomqvist, 1m32.711s, 110.362mph.

RACE 3: 22 LAPS, 62.527 MILES

1	MAX VERSTAPPEN (NL)	35m44.690s
Van Amersfoort Racing Dallara-Volkswagen F314; Qualifying: 1st-1m32.185s		
2	OCON	+0.860s
Qualifying: 2nd-1m32.242s		
3	ANTONIO FUOCO (I)	+1.777s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 5th-1m32.257s		
4	AUER	+6.141s
Qualifying: 7th-1m32.382s		
5	GIOVINAZZI	+6.842s
Qualifying: 3rd-1m32.251s		
6	DENNIS	+7.608s
Qualifying: 9th-1m32.512s		
7	KING	+11.840s
Qualifying: 19th-1m32.937s		
8	ROY NISSANY (IL)	+25.411s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 24th-1m33.483s		
9	GUSTAVO MENEZES (USA)	+26.429s
Van Amersfoort Racing Dallara-Volkswagen F312; Qualifying: 16th-1m32.829s		
10	RICCARDO AGOSTINI (I)	+29.114s
EuroInternational Dallara-Mercedes F312; Qualifying: 22nd-1m33.360s		

Winner's average speed: 104.956mph. Fastest lap: Fuoco, 1m33.080s, 109.924mph.

DRIVERS' CHAMPIONSHIP

1	OCON	103	6	KING	48
2	FUOCO	67	7	LATIFI	46
3	BLOMQVIST	67	8	JONES	43
4	AUER	63	9	GIOVINAZZI	42
5	VERSTAPPEN	53	10	ROSENQVIST	24

POINTS SYSTEM EXPLAINED In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

FOR IN-DEPTH RESULTS
forix.autosport.com



Ocon leads from
Giovinazzi, as Fuoco
is spun around

French talent stretches series lead at 'Oconheim'

LOTUS JUNIOR ESTEBAN OCON TOOK A DECENT championship lead away from Hockenheim, and what's more troubling for his rivals is that the gap could easily be bigger.

The Prema Powerteam-run Frenchman looked nothing like a rookie throughout the three races across the weekend. He was on the podium twice, demonstrating a level of consistency lacking from his title rivals, and would have made it six-straight top threes (including round one at Silverstone) if it hadn't been for a problem completely beyond his control.

The problem in question occurred in the first race. While Ocon was powerless to stop Lucas Auer streaking to a comfortable win, he was more than in control of third place behind Ed Jones.

Then, just corners from the end of the race, Ocon's Mercedes engine stuttered, struggling to find any fuel. Ocon slowed dramatically, and third place quickly turned into ninth.

On Sunday morning the young Frenchman bounced back. With a measured drive well beyond his 17 years, Ocon controlled the second race of the weekend, doing just enough to lead home Antonio Giovinazzi.

Another mature drive in the third race came as he followed Max Verstappen home to second place. In total, the weekend yielded a 36-point lead for Ocon in the championship — not bad given what happened in the first race.

"Race one is behind me," he said after the final encounter. "I did a good race, but there are things you can't control. It was a problem with the fuel pressure.

"Second and first is good for the points, so we

did a good job. It's a good position to be in, but it's too early to speak about the championship. We will take it race by race."

Verstappen's highs and lows were much more extreme than Ocon's. The 16-year-old Dutch sensation took both himself and Nicholas Latifi out of the first race when he misjudged his run into the hairpin, making contact.

He then qualified second for races two and three, which turned into a double pole when it was revealed that Tom Blomqvist, who had set both the fastest lap times, had taken an engine change because of a problem before the session, resulting in 10-place grid penalties for both remaining races.

But Verstappen didn't even make the start of the second race, when an electrical problem left him stranded on his way to grid.

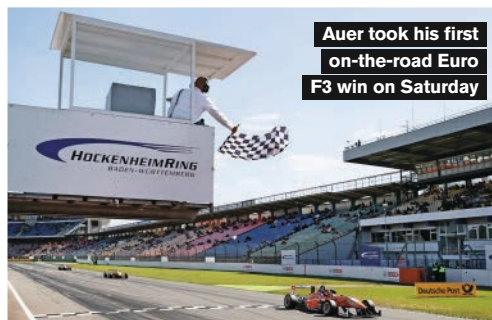
It all came together for Verstappen in the final race of the weekend when he recorded his first F3 win — and also the first in the championship for the Van Amersfoort Racing team. He headed an all-rookie podium, with Ocon preoccupied with the shadowing Antonio Fuoco, his Prema team-mate. "I was really determined to do a good job," said Verstappen. "I had to take some points."

Meanwhile, the Saturday morning race belonged to Auer. The Austrian was peerless, with a near-perfect drive to provide relief for the Mucke Motorsport team after a Silverstone disaster. "I had a good start, a good first lap, and I could control the pace in the end," he said. "It's a very special feeling, I have to say."

Like Ocon, Auer enjoyed a consistent weekend, finishing fourth in the other two races to move into fourth in the standings, just three points behind Fuoco and Blomqvist.

Speaking of Blomqvist, the Briton had a trying weekend, despite having plenty of pace. He was fourth in race one, before that stunning double pole, which was actually two 11th-place starts thanks to the engine change. He turned one of them into an impressive fifth, but then failed to finish the final race of the weekend after contact on the first lap left him on the sidelines.

What's worse, the Carlin man still needs to serve one more 10-place grid penalty at the next round, on the streets of Pau.



Auer took his first on-the-road Euro F3 win on Saturday

IN THE PADDOCK

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THERE'S A CURIOUS LITTLE QUIRK IN the new-for-2014 engine regulations in the F3 European Championship.

Drivers are now forced to use the same engine for an entire season, a move that pushes the manufacturers into building bulletproof motors, which will in turn help maintain costs. Good plan.

But there is an asterisk next to the rule, and a note that excuses a driver from having to take the mandatory three-race, 10-place grid penalty that accompanies any engine changes – and that's if the engine is damaged in a crash.

The idea is obviously to avoid a driver innocently ploughed into by a fellow competitor being forced to take the penalty, which I get.



Blomqvist paid heavy price for new VW engine

But if an engine just gives up all on its own, the driver has to cop a grand total of 30 grid spots' worth of penalties on the cheek – like Tom Blomqvist at Hockenheim. Or, like Tatiana Calderon, if a driver needs to switch cars because of circumstances beyond his or her control, the penalty still applies. Where is the insurance policy for those unforeseen events?

Technically speaking, a driver can make a

mistake, back his car into the wall, and escape the penalty. But a much more uncontrollable variable, like a failure or an entrant problem, can set them back a long way. I'm not saying the whole concept should be scrapped – it's a good idea – but I do wonder if that out-clause will be exploited at some point.

Maybe it should just be tough biscuits, regardless of the situation.



CALDERON SWITCH...

Tatiana Calderon (above) has switched to a full Mucke Motorsport-owned and run car for the remainder of the season, although the Colombian is still entered by Jo Zeller Racing for series admin purposes. She raced a Zeller car, prepared by Mucke, at Silverstone but Sandro Zeller returned to the seat of that machine for Hockenheim.

Jones carries on good form

CARLIN RACER ED JONES ADMITS

he is surprised at how competitive he has been so far this season.

The Dubai-born driver finished on the podium twice at Hockenheim (second in race one, third in race two), representing a good start at this level after winning the European F3 Open title in 2013.

"I knew it was going to be hard from the beginning," he said. "I've been working really hard with the team over the winter, spending a lot of time at the factory working with the mechanics on the car, as well as in the simulator and with data. With racing, the more work you put in, the better you go.

"But I'm a bit surprised that I'm there so quickly. Let's just keep it that way!"

Rosenqvist's balance problem

FELIX ROSENQVIST SAYS

that inconsistency in balance is playing a part in his disappointing start to the 2014 season.

The Mucke Motorsport driver showed signs of speed over the weekend, but failed to score bulk points. His best result of the meeting was fifth in race one – a far cry from the form that saw him

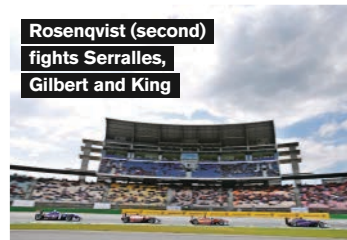
challenge for the title last season.

"I'm quite surprised, to be honest," he said. "In qualifying I feel the car is good enough for the top three, but then it's back to square one. The front is so much weaker in the race. It's inconsistent, and in the end we are really confused with what's going on.

"At least one of us in the team is always quick [team-mate Lucas Auer won the first race]. The speed is in the team – we just need to be more consistent."

The Swede was in contention for a podium in race three, only for an engine problem to leave him stranded on the sidelines.

The good news is that it's unlikely to require a new engine for Pau.



Rosenqvist (second) fights Serralles, Gilbert and King



King (right) joined Auer (centre) and Jones on podium

Brit is the King of fast getaways

A CONCERTED EFFORT ON

practising race starts during winter testing was key to Jordan King's first podium of the season, according to the Carlin driver.

King jumped from 10th on the grid to fourth on the first lap on Saturday, setting him up to finish third.

"I worked hard with Carlin over the winter

to improve my starts, because last year that was something I could improve on," he said.

"You stop at the end of pitlane and do half a dozen starts, but there's never any structure to it. We needed to work on a good procedure for a start. We sat down and looked at what I think works, what they think works. It's just trying different things."

...PLUS GRID PENALTY

Thanks to that switch, Calderon was the first driver of the season to cop the grid penalties for changing an engine at Hockenheim, after taking her best qualifying position to date of 17th.

IT'S 'JACQUES DENIS'

Briton Jake Dennis's triumph in the rookie class was celebrated by the French national anthem while he was on the top step of the podium. France's Esteban Ocon had been leading the class until his last-lap fuel problem...

OCON TRIES PAU

Ocon may be about to make his Pau debut this weekend, but he has already had a sneaky look at the circuit – he did a couple of laps in a road car after a recent media event.

TRACK-LIMIT DRAMAS...

Ignoring track limits was a favourite pastime in practice and qualifying for the drivers – to the point where the series staged an extra drivers' briefing after the second practice session specifically to address the issue.

...COST RACE POINTS

Despite the extra warning, Ed Jones and Mitch Gilbert both got pinged for using too much Tarmac in race three, drive-through penalties costing them both the opportunity of points finishes.

Winner Verstappen explores the limits



XPB/LAT

BIG NUMBER

100

Dallara F312 chassis 004 became the first current-generation F3 car to start 100 races in race three at Hockenheim. Carlos Sainz Jr made 49 of those starts in 2012, Jordan King the 51 since.

Sato: more wins
and a stretched
series lead



ALL PICS: PHOTO-4/AUTOGP

AUTO GP HUNGARORING (H), MAY 3-4 RD 3/8

Sato proves he's Hungary for success

56

KIMIYA SATO'S DOUBLE VICTORY AT the Hungaroring had appeared an unlikely prospect in the immediate aftermath of a storm-hit qualifying session. The onset of torrential weather, which forced a 45-minute suspension of activities, arrived at the worst moment for the Japanese racer. Having missed a window of opportunity to set a time when track conditions were at their best, Sato was left ninth on the grid.

But as Paul Ricard a fortnight ago, when Sato was forced to start from last, the Euronova Racing driver demonstrated that an adverse grid position can be swiftly overturned by playing an on-demand 'audacious-start' trump card.

Away from the lights in race one, Sato launched himself past five cars to grab fourth into Turn 1. "My start was huge, but it's all about how you warm up the tyres," the Japanese explained modestly.

Polesitter Markus Pommer was



Home hero Kiss (right) with Roda



Pommer's rear wheel – and hopes – make a flying exit

beaten off the line by Hungarian crowd favourite Tamas Pal Kiss, and slotted into second spot at the conclusion of lap one. Behind the lead pair, Sam Dejonghe was fully occupied in third fending off a tenacious Sato.

Sato would pass Dejonghe's Virtuosi UK car for third into Turn 2 on lap seven. Zele Racing-run Kiss had extended a 4.7s lead when Sato finally passed Super Nova man Pommer for second into Turn 1 four laps later. In his first lap in clean air, the championship leader lapped a second and a half faster than Kiss, who relinquished his lead with his mandatory stop for two new Kumho tyres.

As Kiss pulled up to his mark,

team boss Michael Zele was jolted by the state of his charge's wear-rate and questioned the wisdom of the pre-arranged decision to change the rears.

"High tyre wear was the same problem for everyone down the pitlane, but when I saw Tamas's front tyres during the pitstop I got a shock," revealed Zele. "I thought, he has got to do, how many more... 15 laps! On those!"

Pommer had followed Kiss into the pitlane, but a miscommunication in the Super Nova pit resulted in an unfastened left-rear wheel shooting off into the fast lane. The ex-Formula 2 race winner would finish sixth on the road before being slapped with a 35-second penalty.

Faced with a dramatically altered balance when he resumed the track, Kiss adopted some unorthodox techniques. "Into Turn 2 I was putting wheels on the grass on the inside just to get the thing to turn," said Kiss.

Three laps from home, Sato was presented with the same issue on exiting from his stop. But last year's Auto GP title challenger had leapfrogged Kiss by staying out and secured a 1.2s margin of victory.

After contending with a deranged steering arm in race one, reigning champion Vittorio Ghirelli – making his series return with Super Nova – was best of the rest behind a flying Sato in race two. The Italian finished a comfortable three seconds clear of Dejonghe, who took Virtuosi's second podium of the weekend, following Andrea Roda's effort in race one.

● Peter Mills

RESULTS

Race 1 1 Kimiya Sato (Euronova Racing), 23 laps in 37m20.978s; 2 Tamas Pal Kiss (Zele Racing), +1.215s; 3 Andrea Roda (Virtuosi UK); 4 Kevin Giovesi (Eurotech Engineering); 5 Sam Dejonghe (Virtuosi); 6 Yoshitaka Kuroda (Euronova). **Race 2 1 Sato**, 18 laps in 29m41.627s; 2 Vittorio Ghirelli (Super Nova International), +7.220s; 3 Dejonghe; 4 Giovesi; 5 Roda; 6 Markus Pommer (Super Nova). **Points 1 Sato, 114**; 2 Kiss, 75; 3 Pommer, 65; 4 Giovesi, 58; 5 Roda, 53; 6 Dejonghe, 41.

**INTERNATIONAL GT OPEN
NURBURGRING (D),
MAY 3-4 RD 1/8**

Corvettes on top in GT opener

THE CHEVY CORVETTES OF NICKY Pastorelli/Miguel Ramos and Nick Catsburg/Maxime Soulet shared the wins in two well-supported races at the Nurburgring.

But for first-corner contact between Catsburg and Ramos in race one, it could easily have been a double victory for SRT-run duo Catsburg and Soulet. Following a frantic start it was reigning champion Andrea Montermini who made the early running in his Ferrari from Ramos and Daniel Zampieri (Ferrari), but a lengthy safety car period meant that the field was still bunched heading into the round of pitstops.

Ramos was first in to hand over the V8 Racing Corvette to Pastorelli, the Italo-Dutchman putting together a searing string of laps to jump up the order. This meant that when Niccolo Schiro emerged (having taken over the Villorba Corse Ferrari from Montermini), Pastorelli was in pursuit and rapidly took the lead. An error from Schiro then allowed Roman Mavlanov (in for Zampieri)



Pastorelli and Ramos won the first race

to jump into second, with Soulet snatching third in the closing stages.

Sunday's race was more straightforward for Catsburg/Soulet and they led throughout, after early pressure from Pastorelli. Zampieri/Mavlanov took a promising if distant second, and Montermini/Schiro completed the podium.

Russian Bears/SMP Ferrari duo Viacheslav Maleev/Jose Perez Aicart claimed GTS class honours on Saturday from the AF Corse Ferrari shared by Irishman Matt Griffin and Briton Duncan Cameron. The following day, a storming drive in the

second half of the race from Andrea Piccini gave him and Giorgio Roda the class win in another AF Ferrari.

It was a trying weekend for Britain's Archie Hamilton, who suffered a catalogue of mechanical issues in his V8 Racing Corvette, before a race-two spin ended an entertaining drive through the pack.

Ex-GP2 champion and Lotus Formula 1 third driver Davide Valsecchi never got to race and was fortunate to escape a monumental qualifying crash, vaulting the barrier in his Eurotech Lamborghini.

● Ben Evans

RESULTS

Race 1 1 Nicky Pastorelli/Miguel Ramos (Chevrolet Corvette C6.R), 32 laps in 1h10m08.400s; 2 Daniel Zampieri/Roman Mavlanov (Ferrari 458 Italia GT3), +4.566s; 3 Nick Catsburg/Maxime Soulet (Chevy); 4 Andrea Montermini/Niccolo Schiro (Ferrari); 5 Jose Perez Aicart/Viacheslav Maleev (Ferrari); 6 Mirko Venturi/Joel Camathias (Ferrari). **Race 2 1** Catsburg/Soulet, 30 laps in 1h01m35.202s; 2 Zampieri/Mavlanov, +6.967s; 3 Montermini/Schiro; 4 Pastorelli/Ramos; 5 Venturi/Camathias; 6 Andrea Piccini/Giorgio Roda (Ferrari). **Points 1** Catsburg/Soulet, 36; 2 Zampieri/Mavlanov, 36; 3 Pastorelli/Ramos, 32; 4 Montermini/Schiro, 24; 5 Piccini/Roda, 17; 6 Camathias, 15.

SUPER TC2000 ALTA GRACIA (RA), MAY 4 RD 3/12

All-the-way Spataro beats Fineschi for maiden win

EMILIANO SPATARO CLAIMED HIS first Super TC2000 win after leading all the way from pole position aboard his Renault Fluence.

He had to work hard for it, keeping the Peugeot of Damian Fineschi just over one second from his rear bumper for most of the race, before Fineschi renewed his attacks late in the race.

Fabian Yannantuoni made it two Renault drivers on the podium, going at it all race with the Fiats of Facundo Ardusso and Mariano Werner.

Championship leader Norberto Fontana was given a grid handicap under the series' penalty system after winning the opening two rounds, and

then took a drive-through penalty after a misunderstanding with Nestor Girolami. Agustin Canapino, winner of one heat in his Chevy Cruze (Spataro won the other), failed to start due to mechanical issues.

● Tony Watson

RESULTS

1 Emiliano Spataro (Renault Fluence), 25 laps in 41m00.935s; 2 Damian Fineschi (Peugeot 408), +0.760s; 3 Fabian Yannantuoni (Renault); 4 Facundo Ardusso (Fiat Linea); 5 Mariano Werner (Fiat); 6 Matias Munoz Marchesi (Chevrolet Cruze). **Points 1** Norberto Fontana, 61; 2 Ardusso, 57; 3 Werner, 52; 4 Nestor Girolami, 47; 5 Spataro, 45; 6 Yannantuoni, 35.



Sandy Stuvik scored a win and a second

EUROFORMULA OPEN NURBURGRING (D), MAY 3-4 RD 1/8

Stuvik takes up series lead after Palou causes shock

LAST YEAR'S RUNNER-UP SANDY Stuvik established himself as the man to beat in the opening rounds of the rebranded EuroFormula Open (formerly Euro F3 Open), with a victory and second place.

But in the first race the Thai was a distant second to the sensational Alex Palou, the teenaged Spanish karting graduate romping clear to give Campos Racing its first win in the series since 2012. The final spot on the podium was keenly contested and eventually decided in favour of Yu Kanamaru after Briton Cameron Twynham faded with clutch dramas.

Twynham was on the rostrum on Sunday, after race-long pressure

from West-Tec team-mate Tanart Sathienthirakul. The pair chased home Stuvik and his RP Motorsport stablemate Artur Janosz. Palou was a mid-race retirement from second, after a mechanical issue.

● Ben Evans

RESULTS

Race 1 1 Alex Palou, 16 laps in 30m20.726s; 2 Sandy Stuvik, +2.929s; 3 Yu Kanamaru; 4 Artur Janosz; 5 Tanart Sathienthirakul; 6 Cameron Twynham. **Race 1 1** Stuvik, 16 laps in 30m23.066s; 2 Janosz, +10.306s; 3 Twynham; 4 Sathienthirakul; 5 Che One Lim; 6 Damiano Fioravanti. **Points 1** Stuvik, 44; 2 Janosz, 30; 3 Palou, 27; 4 Twynham, 23; 5 Sathienthirakul, 22; 6 Kanamaru, 16.



Spataro leads from shadow Fineschi

Winning Extreme
Speed HPD heads
Prototype pack



UNITED SPORTSCAR LAGUNA SECA (USA), MAY 4 RD 4/13

Extreme Speed team turns P2 into P1

LOCAL FAVOURITE JOHANNES VAN Overbeek produced a stunning performance on Sunday for Extreme Speed Motorsports to score the first win for a P2 car in the new United SportsCar Championship, sharing the winning HPD ARX-03b with team co-owner Ed Brown.

The talk prior to Laguna Seca was about the Balance of Performance between the powerful Daytona Prototypes and the more-nimble P2 cars, which the classic Californian road course was always expected to favour. So it proved, as P2 cars occupied three of the top four grid positions, led by van Overbeek.

It was an impressive effort by the 41-year-old, who had never driven anything close to a prototype prior to the start of last year, even though his time was almost two seconds slower than the ALMS P2 pole from 2013.

The opening stages of the two-

hour race were entertaining as Michael Valiante, in the Spirit of Daytona Coyote-Chevrolet that Richard Westbrook had qualified second, fought off the attentions of Gustavo Yacamán in the OAK Racing Morgan-Nissan he would share with Alex Brundle.

Brown drove a solid stint before handing over to van Overbeek after 20 minutes. The alternative strategy unfolded with the Californian tracking down Jordan Taylor (Wayne Taylor Racing Dallara Corvette) and taking the lead with an opportunist manoeuvre in Turn 4 with 15 minutes remaining.

Gearbox failure cost ESM teammates Scott Sharp and Ryan Dalziel a chance of victory, while Yacamán/Brundle lost a lot of ground after their car was damaged in an incident with Westbrook at the Corkscrew.

A typically entertaining GTLM

battle saw Jan Magnussen and Antonio Garcia combine for a second successive win for the #3 Corvette.

BMW Team RLL opted for a two-stop strategy for Andy Priaulx/Bill Auberlen, which culminated in Auberlen tracking down the factory Porsche of Richard Lietz/Nick Tandy for second in the closing minutes. Tandy's aggressive defence ended predictably when he received an 'assist' from the Californian under braking for the final corner. Auberlen snuck past to grab the place while Tandy was penalised for having edged Auberlen off the track on a couple of occasions, dropping him to an aggrieved ninth.

The PC and GT-Daytona cars had their own two-hour race, which ended dramatically when the GTD-leading Flying Lizard Audi R8 LMS of Nelson Canache and polesitter Spencer Pumpelly ran out of fuel inside the final mile.

Venezuelan Canache controlled the early stages and Pumpelly knew his strategy would leave him tight on fuel as the clock ticked away. Cruelly, the engine picked up the last dregs at the famed Corkscrew. Although Pumpelly did his best to coax his car to the finish, he was passed for the lead with just two corners remaining, and was then unable to manage the final hundred yards uphill to the finish line. The car was classified sixth.

Luis Diaz (8Star Motorsports) passed early leader Duncan Ende

(RSR Racing) for the overall and PC lead but, by the time the pitstops had been completed, both cars had fallen behind Renger van der Zande who had taken over the Starworks car from German Mirco Schultis. Sean Rayhall, who relived Diaz, challenged the Dutchman for the lead before spinning with just over 10 minutes remaining.

● Jeremy Shaw

RESULTS

1 Ed Brown/Johannes van Overbeek (HPD ARX-03b), 87 laps in 2h00m02.604s; 2 Ricky Taylor/Jordan Taylor (Dallara Corvette DP), +5.833s; 3 Memo Rojas/Scott Pruett (Riley-Ford DP); 4 Christian Fittipaldi/Joao Barbosa (Coyote Corvette DP); 5 Michael Valiante/Richard Westbrook (Coyote); 6 Boris Said/Eric Curran (Coyote). **GTLM 1 Jan Magnussen/Antonio Garcia (Chevrolet Corvette C7.R)**; 2 Andy Priaulx/Bill Auberlen (BMW Z4 GTE); 3 Pierre Kaffer/Giancarlo Fisichella (Ferrari 458 Italia); 4 Wolf Henzler/Bryan Sellers (Porsche 911 GT3-RSR); 5 Oliver Gavin/Tommy Milner (Chevy); 6 Dominik Farnbacher/Marc Goossens (SRT Viper GTS-R). **PC/GTD Race 1 Mirco Schultis/Renger van der Zande (ORECA-Chevrolet FLM09)**; 2 Luis Diaz/Sean Rayhall (ORECA); 3 Duncan Ende/Bruno Junqueira (ORECA). **GTD Markus Palmtala/Dane Cameron (BMW Z4)**. **Points 1 Fittipaldi/Barbosa, 127**; 2= Pruett/Rojas & Taylor/Taylor, 124; 4 Brown/van Overbeek, 113; 5 Gustavo Yacamán, 108; 6 Valiante/Westbrook, 105. **GTLM 1 Priaulx/Auberlen, 123**; 2 Magnussen/Garcia, 118; 3= Richard Lietz/Nick Tandy & Milner/Gavin, 111; 5 Michael Christensen/Patrick Long, 110; 6 Farnbacher/Goossens, 107.



Magnussen and Garcia made it two on the trot

Donut time for Hamlin
after Talladega win

NASCAR SPRINT CUP TALLADEGA (USA), MAY 4 RD 10/36

Hamlin makes the most of 'easy' finish

DENNY HAMLIN WAS ABLE TO WIN A Talladega NASCAR Sprint Cup race without the usual final-corner anxiety thanks to a last-lap yellow.

Officials could not apply the green-white-chequered procedure as the midfield incident that triggered the caution happened just as the leaders received the white flag. Initial hopes that they could race back to the line under green were stymied when a chunk of Justin Allgaier's Chevrolet's bodywork landed on the front straight.

That meant second- and third-placed Greg Biffle and Clint Bowyer had to back off and follow Hamlin home as the Joe Gibbs Racing Toyota driver clinched his first points race win of 2014. Brian Vickers and AJ Allmendinger completed the top five.

Biffle had led the most laps and was one of several drivers who managed to spend a long stint at the front of what was generally a three-abreast pack featuring most of the field. Dale Earnhardt Jr looked similarly strong at times, but was left kicking himself for not positioning his car better in the closing stages as he ended up 26th. Kevin Harvick was Hamlin's main rival at the head of the train late on but fell to seventh in the last scramble between yellows.

Inevitably several potential contenders were eliminated in the traditional Talladega pile-ups. Brad Keselowski, already several laps down after a clash with Danica Patrick, prompted the first when he lost control mid-pack. Drivers caught up

included surprise polesitter Brian Scott, Jeff Gordon and Matt Kenseth.

A solo spin for Jimmie Johnson caused the other major crash with 14 laps to go, with Joey Logano the most competitive driver wiped out.

● Connell Sanders Jr

RESULTS

1 Denny Hamlin (Toyota Camry), 188 laps in 3h17m16s; 2 Greg Biffle (Ford Fusion); 3 Clint Bowyer (Toyota); 4 Brian Vickers (Toyota); 5 AJ Allmendinger (Chevrolet SS); 6 Paul Menard (Chevy); 7 Kevin Harvick (Chevy); 8 Kasey Kahne (Chevy); 9 Kyle Larson (Chevy); 10 Ricky Stenhouse Jr (Ford). **Points 1 Jeff Gordon, 347;** 2 Matt Kenseth, 344; 3 Kyle Busch, 343; 4 Dale Earnhardt Jr, 328; 5 Carl Edwards, 328; 6 Joey Logano, 305; 7 Jimmie Johnson, 304; 8 Biffle, 300; 9 Ryan Newman, 299; 10 Vickers, 297.

SUPER GT FUJI (J), MAY 4 RD 2/9

Nissan pair shakes off delays for victory

WITH THE NISSANS SHOWING SUCH great speed on the Fuji circuit's long straight, Joao Paulo de Oliveira and Hironobu Yasuda took full advantage to win in their Hoshino Impul GT-R.

The pairing took pole position in a Nissan 1-2-3 wipeout at the front of the grid, and de Oliveira was unlucky to twice have his lead wiped out by the safety car in the early stages of the race. The Brazilian lost further time at the first pitstop when the left-rear wheelnut jammed, costing

the car 10 seconds before Yasuda resumed down in third place.

That put the NISMO Nissan of Ronnie Quintarelli and Tsugio Matsuda into the lead, followed by the Cerumo Lexus of Kohei Hirate and Yuji Tachikawa. Yasuda overtook the Lexus, and then moved into the lead when the NISMO crew struck electrical problems mid-race.

Behind the Cerumo car, another Lexus – the Le Mans team entry of Kazuya Oshima and Yuji Kunimoto

– completed the podium, from Michael Krumm and Daiki Sasaki in the Kondo Nissan.

First-round winners Andrea Caldarelli and Daisuke Ito lugged 40kg of success ballast to fifth, from the Oliver Jarvis-driven SARD Lexus.

With Kazuki Nakajima on WEC duty at Spa, Ryo Hirakawa took his place alongside James Rossiter in the TOM'S Lexus team. Rossiter had a spectacular battle with Quintarelli, but Hirakawa spun the car down the order in a clash with a backmarker.

● Jiro Takahashi

RESULTS

1 Joao Paulo de Oliveira/Hironobu Yasuda (Nissan GT-R), 110 laps in 3h07m18.438s; 2 Yuji Tachikawa/Kohei Hirate (Lexus RC F), +24.568s; 3 Kazuya Oshima/Yuji Kunimoto (Lexus); 4 Michael Krumm/Daiki Sasaki (Nissan); 5 Daisuke Ito/Andrea Caldarelli (Lexus); 6 Hiroaki Ishiura/Oliver Jarvis (Lexus); 7 Juichi Wakisaka/Yuhi Sekiguchi (Lexus); 8 Tsugio Matsuda/Ronnie Quintarelli (Nissan); 9 James Rossiter/Ryo Hirakawa (Lexus); 10 Naoki Yamamoto/Jean-Karl Vernay (Honda NSX). **Points 1 de Oliveira/Yasuda, 31;** 2= Ito/Caldarelli & Oshima/Kunimoto, 26; 4 Tachikawa/Hirate, 15; 5 Ishiura/Jarvis, 13; 6 Krumm/Sasaki, 8.

De Oliveira and Yasuda
scaled mountain to win

NASCAR NATIONWIDE

Elliott Sadler survived a red-flag-inducing collision with five laps to go to take his first win of the season at Talladega in his Joe Gibbs Racing Toyota. The clash sent Ryan Blaney into the wall and caught up points leader Chase Elliott, who finished down in 19th. Chris Buescher took a career-best second, right behind Sadler.

BRAZILIAN FORMULA 3

Pedro Piquet made it five wins out of six with a double at Brasilia. Using the ultra-fast outer circuit, Piquet took pole at an average of 124.118mph and beat Lukas Moraes and Artur Fortunato in race one. In the reversed-grid second race, he went from sixth to first to defeat Vitor Baptista by more than 20 seconds.

BRAZILIAN TOURING CAR

Sixth place in race one at Brasilia and a win in the second promoted Ricardo Mauricio (Honda Civic) to the top of the points. The first race was dominated from pole position by rookie Gabriel Casagrande. Driving a Chevrolet Cruze, he headed home the Toyota of Allam Khodair. Mauricio beat Alceu Feldmann (Honda) and Vitor Meira (Ford Focus) in race two.

SPORTS CAR CHALLENGE

Talented youngsters Trent Hindman and John Edwards (BMW M3) extended their Continental SportsCar Challenge lead by adding their first victory of the year at Laguna Seca for Fall Line Motorsports to their previous pair of second-place finishes. Veteran Randy Pobst and Andy Carbonell (Freedom Autosport) headed a Mazda MX-5 sweep of the ST class.

MIDDLE EAST RALLY

Nasser Al-Attiyah led the Jordan Rally from start to finish, winning 17 of the 21 special stages to open up a 24-point series lead. The Qatari beat Khalid Al-Qassimi by over two minutes in his Ford Fiesta RRC to claim an eighth victory in Jordan and his 53rd career MERC win. Al-Qassimi, driving a Citroen DS3 RRC, won four timed tests and finished well clear of half-brother Abdullah Al-Qassimi.

EURO V8

A drive-through penalty prevented a double Vallelunga win for ex-DTM racer Tomas Kostka. The Czech, in an Audi, was adjudged at fault for a collision between team-mate Davide Stancheris and the BMW of Max Mugelli that resulted in Mugelli barrel-rolling out of race one. As a result, Francesco Sini gave his Chevrolet Camaro its first win. Kostka (below) took race two after a battle with Audi team-mates Stancheris and Ermanno Dionisio.





MacLeod leads Cao to Rockingham double

BRITISH FORMULA 3 ROCKINGHAM (GB), MAY 4-5 RD 1/7

MacLeod foiled in opener hat-trick bid

THE OPENING ROUND OF THE BRITISH Formula 3 season started and finished in complete contrast for race winners Sam MacLeod and Matt Rao.

MacLeod appeared unflappable at Rockingham, sticking his Fortec Motorsport-run car on pole position before cruising to a pair of comfortable race wins ahead of team-mate Martin Cao.

The first of those came after fellow front-row starter and team-mate Rao, having already outbraked himself at Deene on lap one, retired after contact with Peter Li at the same corner.

By Rao's own admission the move

was clumsy and it also gave him work to do in race two. As MacLeod romped to another triumph, Rao was left to fight through from seventh, but his recovery was limited to fourth behind Alice Powell.

With MacLeod and Rao filling the front row for the third race, the prospect of a proper fight for the win between the two quickest drivers finally looked likely – but, as in race one, it was over by the second corner.

This time it was MacLeod who erred. First, excessive wheelspin handed Rao the lead before they'd even reached the Turn 1 banking,

and the double victor's eagerness to atone for the poor getaway was to be his undoing.

He ducked out from behind Rao as they braked for Deene but clipped his team-mate and flew off down the escape road into retirement.

Rao got away without damage, and went on to record the biggest winning margin of the weekend. Cao made it a trio of Fortec one-twins by finishing as runner-up for the third time, albeit 14 seconds behind the winner, with Double R Racing's Andy Chang repeating his race-one third place.

● Scott Mitchell

RESULTS

Race 1 Sam MacLeod (Dallara-Mercedes F312), 22 laps in 31m15.109s; 2 Martin Cao (D-M F312), +4.132s; 3 Andy Chang (D-M F312); 4 Camren Kaminsky (D-M F313); 5 Alice Powell (D-Volkswagen F308); no other finishers. **Fastest lap** MacLeod, 1m19.490s (92.84mph). **Race 2** 1 MacLeod, 23 laps in 31m16.889s; 2 Cao, +3.462s; 3 Powell; 4 Matt Rao (D-M F312); 5 Kaminsky; 6 Chang. **FL** MacLeod, 1m20.561s (91.60mph). **Race 3** 1 Rao, 23 laps in 31m07.845s; 2 Cao, +14.124s; 3 Chang; 4 Kaminsky; 5 Peter Li (D-V F308); no other finishers. **FL** Rao, 1m20.208s (92.01mph).

Points 1 Cao, 45; 2 MacLeod, 39; 3 Chang, 35; 4 Rao, 33; 5 Kaminsky, 30; 6 Powell, 18.

BRITISH RALLY PIRELLI CARLISLE (GB), MAY 3-4 RD 1/6

Pryce keeps his run going

OSIAN PRYCE MIGHT HAVE MISSED out on last year's British Rally Championship title, but the Welshman maintained his recent domination of the series with his fourth consecutive BRC win on last Saturday's series-opening Pirelli Carlisle RB Foundation Rally.

Pryce's progress towards victory on the 10-stage Kielder event was largely unhindered as he took fastest time on nine of the gravel tests through England's northernmost woods. Pirelli Star Driver Daniel McKenna was the only other driver to get a look-in in terms of scratch times – he was quickest at the last on his way to second.

Pryce was delighted with his first win of the season. "Very happy,

everything went to plan," he said. "It's my fifth time on the Pirelli and probably the first time I've had any luck on it, so it's very long overdue. We quickly realised that, at 90 per cent, we could still beat Daniel, so that's what we did. We haven't taken any risks at all."

McKenna was pleased with his pace given his low gravel experience.

Callum Black looked to be on target to complete an all-Citroen podium until he slid off on the final stage. Such is the popularity of the DS3 that, when Black's car went out, the similar machine of David Carney stepped up to take the place, albeit more than five minutes down on Pryce. Irishman Dean Raftery was fourth despite a myriad of problems



Pryce is on a roll since late 2013

including a puncture and bent rear beam. The Irishman's determined efforts paid dividends with first in the Rally Two category – he also collected top Fiesta Sport Trophy points and the Ravenol Oils Newcomers' Trophy.

Fiesta driver Gus Greensmith was the top Junior.

● David Evans

RESULTS

1 Osian Pryce/Dale Furniss (Citroen DS3 R3T), 1h25m26.4s; 2 Daniel McKenna/Arthur Kierans (Citroen), +46.0s; 3 David Carney/Ray Fitzpatrick (Citroen); 4 Dean Raftery/Aileen Kelly (Ford Fiesta R2); 5 Calvin Beattie/Emmet Sherry (Ford); 6 James Ford/Michael Gilbey (Citroen). **Points** 1 Pryce, 20; 2 McKenna, 18; 3 Carney, 16; 4 Raftery, 15; 5 Beattie, 14; 6 Timothy Cathcart, 13.



Jubilant Solberg celebrates win

WORLD RALLYCROSS MONTALEGRE (P), MAY 3-4 RD 1/12

Solberg stars to win inaugural World Rallycross round

NORWEGIAN RALLY STAR PETTER

Solberg was unable to contain his emotion after winning the first round of the new World Rallycross Championship at Montalegre.

The former World Rally champion switched to the European Rallycross series last year but, despite setting the pace at a number of events, was unable to claim a maiden victory. He put that right in Portugal, dominating the final from pole position in his Citroën DS3.

Solberg claimed the first corner

after the start, despite Andreas Bakkerud making a better getaway. Bakkerud and OlsbergsMSE Ford Fiesta team-mate Reinis Nitiss immediately took their joker lap, followed by Koen Pauwels.

The Marklund VW Polos of Toomas Heikkinen and Anton Marklund therefore ran second and third. When the pair took their joker on lap five they were passed by the OlsbergsMSE duo to steal the remaining podium positions.

Solberg took his joker on the final

tour but remained unchallenged.

Jacques Villeneuve had a difficult first weekend in rallycross. The Canadian got a puncture in heat two and missed the start of heat three when his Peugeot 208 developed a water leak in the paddock. Despite finishing heat four, Villeneuve was unable to qualify for the semi-finals.

Double European champion Timur Timerzyanov topped the order at the Intermediate Classification but finished fourth in his semi-final and missed out on a place in the final.

British driver Liam Doran failed to start the first two heats with technical problems. He set good times in the later heats but made it no further.

● Hal Ridge

RESULTS

1 Petter Solberg (Citroën DS3), 6 laps in 4m02.081s; 2 Andreas Bakkerud (Ford Fiesta), +2.358s; 3 Reinis Nitiss (Ford); 4 Toomas Heikkinen (Volkswagen Polo); 5 Anton Marklund (VW); 6 Koen Pauwels (Ford Focus). **Points 1 Solberg, 29; 2 Nitiss, 24; 3 Heikkinen, 21; 4 Bakkerud, 20; 5 Timur Timerzyanov, 19; 6 Marklund, 18.**



Bortolotti leads the field away

FORMULA ACCELERATION 1 NAVARRA (E), MAY 3-4 RD 2/8

Double Dutch for Melker

NIGEL MELKER TOOK A DOUBLE FOR the Dutch team as the second Formula Acceleration 1 round followed just a week after the first – but the second win only came after rival Mirko Bortolotti was penalised.

Poleman Melker didn't make the best start in Saturday's opener, allowing Italy representative Bortolotti into the lead, but a small mistake by the double Algarve winner allowed Melker past.

Slovakia's Richard Gonda completed the podium from ex-Formula Ford Festival victor Dennis Lind, the Dane subbing for Felix Rosenqvist – cup-tied on F3 duty – in the Sweden car.

Bortolotti took his third win of the year on the road in race two, but a

pitstop infraction – in which his wheel rolled down the pitlane – meant a demotion to second.

Germany's Sebastian Balthasar recovered well, after getting no laps in practice and qualifying due to an engine problem, to take third.

● Julian Carax

RESULTS

Race 1 1 Nigel Melker, 19 laps in 30m45.637s; 2 Mirko Bortolotti, +11.514s; 3 Richard Gonda; 4 Dennis Lind; 5 Rodolfo Gonzalez; 6 Sergio Campana. **Race 2 1 Melker**, 27 laps in 45m16.292s; 2 Bortolotti, +6.349s; 3 Sebastian Balthasar; 4 Armando Parente; 5 Luis Michael Dorrbecker; 6 Oliver Campos Hull. **Points 1 Bortolotti, 83; 2 Melker, 81; 3 Balthasar, 43; 4 Parente, 30; 5 Felix Rosenqvist, 25; 6 Gonda, 20.**

GERMAN CARRERA CUP HOCKENHEIM (D), MAY 3-4 RD 1/9

Bamber is equal to Eng

PHILIPP ENG AND EARL BAMBER

share the championship lead after taking a win and a third place apiece from the opening round.

Austrian Eng led the opening race all the way from pole, as front-row partner Jim Pla bogged down and got stranded mid-pack.

Making his debut in the German series, Asian Carrera Cup champion Bamber moved up to hound Nicki Thiim all the way for second place, feeling that with just one more lap he could have passed the Dane.

With Klaus Bachler on WEC duty at Spa, Christopher Zochling stood in and took a strong fourth.

Thiim battled for the lead of the second race with Christian Engelhart, until a collision pushed

the Dane to the back and sparked a drive-through penalty for Engelhart.

Porsche junior Connor de Phillippi moved into the lead, but the American was unable to resist Bamber, the New Zealander moving in front with four laps to go.

Behind Eng, Robert Lukas took fourth from ex-F3 racer Sven Muller.

● Marco Wiebelhausen

RESULTS

Race 1 1 Philipp Eng, 14 laps in 24m15.920s; 2 Nicki Thiim, +3.170s; 3 Earl Bamber; 4 Christopher Zochling; 5 Connor de Phillippi; 6 Christian Engelhart. **Race 2 1 Bamber**, 18 laps in 31m17.814s; 2 de Phillippi, +1.763s; 3 Eng; 4 Robert Lukas; 5 Sven Muller; 6 Robert Renauer. **Points 1= Eng & Bamber, 36; 3 de Phillippi, 30; 4 Zochling, 22; 5 Muller, 19; 6 Thiim, 18.**



Bamber made superb debut

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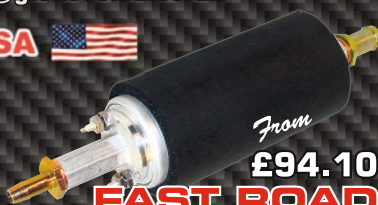


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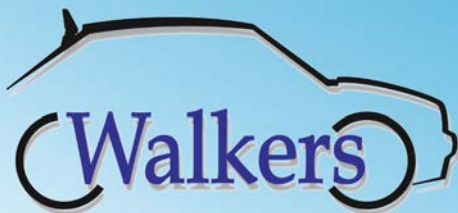


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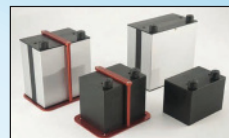


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The Sunoco Challenges have sped off to a great start with over 150 racers now signed up - this is bound to be an exciting chase to the finish line at the end of the season!

The prize for the Sunoco Whelen Challenge is a fully paid for race seat in the Marsh racing run Whelen sponsored Chevrolet Corvette Daytona Prototype during the Rolex 24 At Daytona in January 2015. The Sunoco 200 Challenge offers the winner a chance to compete in the 200 mile endurance race in a Chevrolet Camaro which takes place on the Friday before the Rolex 24 At Daytona.



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Huff could join burgeoning grid with Mondeo



EBREY/LAT

Huff eyes Super Touring race

WTCC star tests Ford Mondeo ahead of Silverstone Classic encounters

FORMER WORLD TOURING CAR champion Rob Huff is planning to contest the Silverstone Classic in a Ford Mondeo Super Tourer.

Huff, who is an experienced historic competitor, drove the Richard Meins-owned car at the Classic media day last week. He hopes to compete in one of the races at the July 25-27 event.

"I raced Richard's GT40 at Goodwood last year," said Huff, who could also drive an Austin Healey in another of the Classic's contests. "The Mondeo needs a bit of work done on it before they start racing it, but it's a fantastic car.

"I grew up watching these cars in the 1990s and they were my inspiration to want to be a racing driver, especially in touring cars."

GT RACE THE NEXT TARGET

Silverstone Classic organisers are hoping to extend the 1990s theme and introduce a race for GT cars next year after announcing a new high-speed demonstration for the 2014 event.

The 90s GT Legends will cater for GT cars of the 1994-2000 era and will put on a 25-minute run on each day of this year's meeting.

International GT racing guru Stephane Ratel has tried to launch a series for the same cars in the past as part of his contemporary racing packages, but the hope is that the concept will work better at large historic meetings.

Event director Nick Wigley said: "We want to be different to other historic events and we're always looking for something new. This

will bring in new spectators and we hope it will encourage cars out. Maybe it will spawn a series; that's what we'd like."

Wigley added that although he had no plans to launch a series, he hoped the initiative would result in races run by others, as happened with historic Super Touring.

"These cars are not that expensive to buy, if complicated to run," he said. "We're hoping this will be the biggest gathering of 1990s GTs since they raced in period. I think it will lead to something."

It is hoped that a McLaren F1 GTR long tail, Ferrari F40LM, Lister Storm, Dodge Viper GTS-R and a Lotus Esprit V8 will be part of the demonstration.

F1 AND F3 GATHERINGS

Organisers are also targeting the record for the number of F1 cars in a demonstration run, with Sir Stirling Moss set to lead the parade, to mark 50 grands prix at Silverstone.

"The team is always keen on going for records and this year we are doing a parade of GP cars, with the help of the HGPCA, Masters, plus some other invited cars," added Wigley. "We are looking to get over 100 cars, which has not been done before."

The new F3 races, for machines of the 1971-84 era, are expected to attract around 50 entries.

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IT SAYS A LOT ABOUT THE STATE

of motorsport that a grid of 29 British GT cars was something of a disappointment at Rockingham while the seven-car British Formula 3 field was sad but unsurprising. I could bleat on about how it painted a good picture of the concerns facing single-seater racing in Britain at the same time as highlighting how good our domestic GT championship is. In fact, I will.

Rockingham was a microcosm for the sport as a whole. GT racing is on the up, with great variety and more and more drivers realising that switching to sportscars is not just a sensible approach, but almost essential to procure a career in racing.

British F3, in contrast, is on the ropes. One paddock member at the heart of the British movement said he had "no idea" why the grid was so small. It didn't help that there was a European Formula 3 round taking place at Hockenheim, or a Euroformula Open meeting at the Nurburgring, but to muster only seven cars was below-par.

It is ludicrous to think F3 cars have become irrelevant as a stepping stone for young drivers – look at the current strength of the FIA-backed European series – and leading figures are adamant that the cost-cutting measures for this season mean it is now as cost-effective as competing in European Formula Renault.

The successes of Oliver Rowland, Jake Dennis and Matt Parry overseas have been great, but the exodus out of Britain is unfortunate. It seems to be etched into young drivers' minds to leave the UK as quickly as possible.

A lot of work went into making sure those seven-car races took place at Rockingham – but the phrase 'use it or lose it' uncomfortably springs to mind when considering the category's domestic future.

Brit F3 is on the ropes



EBREY/LAT



GTs of the 1990s will get high-speed runs

EBREY/LAT



Onslow-Cole/White Vantage was lead Aston at Rockingham

EBREY/LAT

British GT

Onslow-Cole in Aston British GT switch

TOM ONSLOW-COLE AND team-mate Paul White will contest the remainder of the British GT season in an Aston Martin Vantage having ditched their Nissan GTR-NISMO after just one round.

After being classified 16th twice in the Nissan at the opening round at Oulton Park, the Strata 21 duo was the lead Aston pairing at Rockingham, finishing fourth.

Onslow-Cole passed factory

AMR drivers Jonny Adam and Richard Abra in the race to net fifth on the road, and they were later promoted to fourth when the lead AF Corse Ferrari was penalised.

"I believe it is for the rest of the season," admitted Onslow-Cole. "The Nissan was quick but difficult; the Aston is the championship-winning car. What's nice about it [finishing first of the Astons] is I passed two of them on the track and

that's very satisfying. It's a great car to drive and there's still more to come from it."

Fellow Aston Martin customer team Motorbase replaced John Hartshorne with Liam Griffin alongside Rory Butcher for the two-hour Rockingham race.

Butcher and ex-British Touring Car racer Griffin, who contested the Aston Martin GT4 Challenge races with brother Kieran, were forced to

start from the back of the GT3 pack as a compromise from series organisers to allow the late change to the entry, while Griffin was also not allowed to take part in one of the free practice sessions.

"I have hardly any rear-wheel-drive experience so it was a bit harsh," said Griffin, who had his first experience of the GT3 car. "All things considered it was quite good. I'd hope to do a couple more races."

British GT

M-Sport Bentley among Rockingham absentees

M-SPORT'S BENTLEY CONTINENTAL GT3 was one of several cars missing from the second round of the British GT Championship at Rockingham.

Steven Kane and Humaid Al Masood did not take part in the meeting due to an ongoing personal issue for Al Masood, which had previously forced M-Sport to draft in Rembert Berg at the last minute for the opening round at Oulton Park.

The duo is expected to race together in the Bentley for the first time at the next round at Silverstone, where the Rosso Verde Ferrari of Hector Lester and Benny Simonsen will also return. Their absence from Rockingham was pre-planned and they could also miss Snetterton due to

Lester's business commitments.

The Jones twins' GT3 McLaren, Von Ryan's similar MP4-12C and Declan Jones's BMW M3 GT4 were also absent from the Rockingham round.

Organisers are optimistic all three will be back for the Silverstone round, which should attract the year's biggest grid.



Generation Bentley was lone Continental

EBREY/LAT

GT Cup

GT4 champion to make Triple Eight BMW race debut



Ratcliffe will join Johnston in Z4

EBREY/LAT

BRITISH GT4 CHAMPION RYAN

Ratcliffe will make his GT3 race debut in Triple Eight's BMW Z4 at the GT Cup round on the Brands Hatch Grand Prix circuit this month.

Ratcliffe will partner Triple Eight British GT driver Derek Johnston for the meeting, his first race outing since joining the established squad's new driver-development programme.

Johnston, who also took part in last year's GT Cup races at Brands, said the

May 17-18 meeting was a good chance to gain experience on the little-used GP layout that will host the British GT Championship in August.

"We're doing this race together to give Ryan a race run in the GT3 car, and for me it's a test session for our British GT round there," said Johnston.

"We're leaving our car in British GT-spec other than the tyres. Both of us are getting something out of it so it ticks everybody's boxes."

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Porsche Carrera Cup GB

Welch car joins depleted Thruxton Carrera Cup grid

JUST 10 CARS STARTED THE Porsche Carrera Cup GB races at Thruxton from an 11-car entry.

With Karl Leonard, fifth in points, absent due to a business commitment in Ireland, the entry was further depleted when Justin Sherwood crashed his Team Parker car on his first lap in qualifying.

"I just lost the back, it snapped on me and I spun into the tyres," said the uninjured Sherwood of his crash on the exit of Noble. His car will require a new front-right corner and rear-end subframe before the next round at Le Mans.

One new face on the 2014 grid was



JARVORIX

Sherwood's crash stopped him racing

Porsche racing returnee Mark Cole, who made a one-off with Welch Motorsport after a seven-year break from racing.

He qualified an impressive fourth, and finished sixth twice, as he evaluates a full-time return to the series next year.

HUMBLE PYE

The voice of club racing



Pye took in tin-top action at Thruxton

EBREV/LAT

The BTCC is in fine health but supports are lacking

Following a second excellent grassroots 750 Motor Club race meeting in eight days at Silverstone on Saturday, I grabbed the rare opportunity to attend Sunday's BTCC event at Thruxton. With no report to pen into the small hours of Monday, I thoroughly enjoyed my relaxed day in the sun. Even if escaping from the main car park through one gate took a shambolic hour.

The BTCC is back to top form, with seven champion drivers and a capacity grid spanning 11 car marques, albeit only two – Honda and MG – 'constructors' entries. Eight were represented in the top 12 in qualifying, split by 0.854s! The turnout of the cars is sensational and the depth of numbers impressive as they rasp by.

Andrew Jordan and Gordon Shedden's victories in very different Honda Civics – and Colin Turkington's reversed-grid triumph, the race of the day – were nothing new. For me, the hero was Jack Goff, 23, who battled the Ford Focuses of Mat Jackson and Fabrizio Giovanardi mightily in his BMR Vauxhall Insignia in the finale. But for two safety car interventions, Goff would have finished at least fourth.

It is an indication of the investment required – exacerbated by model life cycles – that some BTCC support classes are so thinly populated, despite big live audiences and TV coverage. As it happened the most accessible, the 'junior schools' for the pretty Ginetta G40s and latest quirkily styled turbo Renault Clios, generated the most exciting action. I was pleased to see former 750MC champions James Colburn (2008 Saxmax) winning and Josh Cook (2010 Stock Hatch) up

there in the latter.

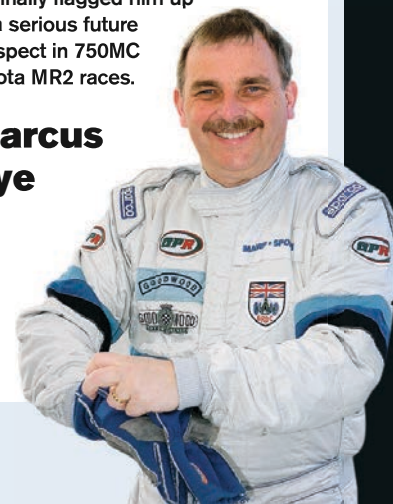
New-for-2014, the Porsche Carrera Cup GB's 460bhp Type 991 GT3s are gorgeous, but there are too few of them. Like the growling Ginetta G55s in the GT4 Supercup, the Porsches underlined that one-make competition in rampant and aerodynamically efficient cars does not guarantee great racing at all types of track. That said, the

"It is an indication of the investment that is required that some supports are so thin"

four-car Porsche battle behind the pros was a highlight.

All power to defending double champion Michael Meadows (who made driving his Porsche look so simple), but 2012 McLaren AUTOSPORT BRDC Award finalist Josh Webster was impressive too. Overtaking also proved difficult in big Ginettas, although I was sorry to have missed David Pittard's maiden wins, a Saturday double, having originally flagged him up as a serious future prospect in 750MC Toyota MR2 races.

Marcus Pye



CONKMAN

Mealin unhurt in huge FFord shunt

British Formula Ford racer Chris Mealin escaped serious injury after a massive crash at the Thruxton chicane while battling Jayde Kruger. "I saw a gap and went for it," he said. "All I can remember after we touched wheels was seeing blue sky, so I just braced and shut my eyes. I banged my knee but otherwise I'm fine. I'll be back at Oulton."

British Formula Ford

Sutton wants full Jamun deal after FFord return

ASHLEY SUTTON RETURNED TO the British Formula Ford Championship in impressive style by scoring two podium finishes first time out with the former champion Jamun Racing team.

Sutton, who began the season with Meridian but skipped the Donington Park round, finished third in race one at Thruxton on Saturday, and followed that up with a fourth and another third.

The ex-Formula Vee racer hopes to complete the season with the team.

"I'm really pleased, I honestly didn't expect it," said Sutton, who is being advised by former BTCC-winning team boss Vic Lee. "I only did 15 laps here in testing with Meridian, but I started fresh in my mind in qualifying, and was delighted to get P5 on my last lap."

"It's been a wise decision to join Jamun – you can see why they've won so many titles. We're still two rounds short with our budget to complete the season, but frontrunning results like this will help."



Sutton netted double podium

EBREV/LAT



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Kenny joined busting Radical pack in Germany



GRDC began at Rockingham

In brief

GRDC kicks off

Charles Ferguson became a double winner as Ginetta's new Racing Drivers' Club kicked off at Rockingham last weekend. The series, which helps drivers through their ARDS test and includes the ownership of a race and road-legal G40R, made its bow on the British GT programme with 12 cars.

MX5 ace to Supercup

Dominant BRSCC Mazda MX5 champion Tom Roche will contest the club's SuperCup championship for the remainder of 2014. Roche, who has also raced in British GT, skipped the first meeting of the main MX5 series and took part in the second SuperCup race at Silverstone in the opening round. He will continue to run with his Blendini Motorsport team.

Hand hit with penalty

Renault Clio Cup UK frontrunner Ash Hand has earned a five-place grid penalty for the next race at Oulton Park. He spun at the chicane and took out Lee Pattison in race two at Thruxton last weekend. Mike Bushell lost third place in that race when he was given a 0.5s penalty for gaining an unfair advantage, dropping him behind Josh Cook.

Neal Jr makes debut

Henry Neal, son of triple British Touring Car champion Matt, made his racing debut in Scottish Legends at Knockhill last weekend. A spin and a mechanical failure hindered Neal Jr in the first two races, but he scored his first finish with 10th, from the back of the 17-car finale.

Mondello Festival plan

A Formula Ford 1600 event modelled on the Irish Formula Ford Festival will be held at Mondello Park this summer. The June 7-8 Vivion Daly Memorial Trophy will offer a prize pot of €6000 across its classes. Cliff Dempsey Racing will field two cars.

Radical

Olympic star in Radical debut

OLYMPIC GOLD MEDAL CYCLIST

Jason Kenny made his European car racing debut at the Nurburgring last weekend, driving a works Radical SR3 in the European Masters.

Kenny, who is still competing in cycling events this season, took third in class in race one and fourth in race two.

"It was amazing, but I didn't know what to expect," he said. "I'd never been to the track before testing, but it's unbelievable.

"I am doing one race at a time as they are offered."

SR8 drivers Tristan Viidas and Christian Kronegard shared the victory spoils in Germany. Debutant and reigning SR3 Challenge champion Bradley Smith led race one until a "big moment" lost him places to Marco Cencetti and Bradley Ellis, subbing for former GT racing partner Alex Mortimer.

Chris Hyman took over from Ellis and was soon ousted from the lead by Viidas, who won by over 14 seconds, with Smith reclaiming second despite clutch issues. James Littlejohn led the whole of the

first stint in race two, with Kronegard an equally comfortable second and Viidas battling for third with Alex Kapadia. Tony Wells took over from Littlejohn but hit tyre problems and received a drive-through penalty, leaving Kronegard well clear of Viidas for the win.

Ex-Formula 2 racer Tom Gladdis also took part in the meeting, his first race for 18 months, and recorded a ninth place and a retirement. "I'm hoping to do the whole championship, but it's not certain yet," he said.



Parry will drive guest R300

Caterham

R300 race debut for Parry

CATERHAM FORMULA 1 JUNIOR

Matt Parry will race a Superlight R300 in the marque's flagship series at Donington Park this weekend.

The McLaren AUTOSPORT BRDC Award winner, whose main programme this year is in the Formula Renault Eurocup, has been part of the team's driver-development programme for four years.

"I went to Donington last year as a spectator and loved it," said the 20-year-old Renault NEC champion. "I really wanted to take part so, when I was invited to take the guest seat, I absolutely jumped at the chance.

"I've driven a Caterham Seven once before; it's a sportscar unlike any other so I can't wait to get behind the wheel of the R300."

COLIN POOL 1949-2014

COLIN POOL, WHO DIED ON

Saturday aged 62 following a short fight with cancer, was in love with the romance of old racing cars.

Through a successful property development business, he was able to indulge in restoring and driving them for many years.

Well respected in historic and Thundersports racing in the 1980s, Pool was a capable and generous competitor who earned BRDC membership and shared his cars with Ian Flux, the late David Leslie and Bill Wykeham, among others.

Pool sprang to prominence with a Chevron B19 but also raced Osellas, a Tiga-Hart TS86 sportscar, Group C2 ADA, Lola Frissbee GR3 Can-Am car and an ex-James Hunt McLaren M23.



Hondas will be out in force at Oulton

Super Touring

More Hondas for Oulton BTCC support

MORE HONDA ACCORDS WILL join the Super Touring Car Championship for the British Touring Car support event at Oulton Park in June.

James Dodd qualified his ex-James Thompson machine on pole for the Thruxton season opener and Stewart

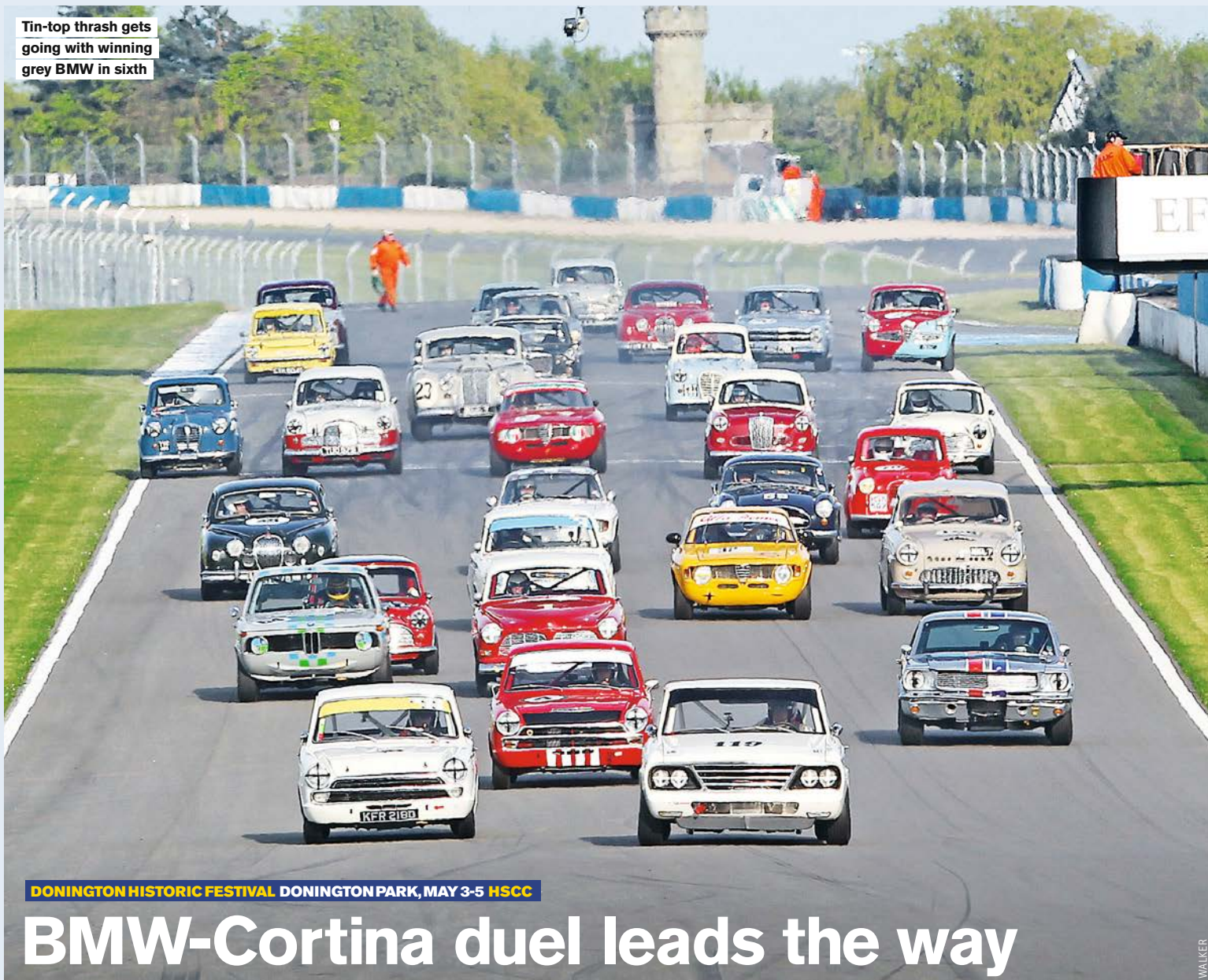
Whyte was also competitive in his Accord.

Now experienced competitor Ric Wood is planning to race a 1997 example, while Alex Schooledge will drive an MSD-built 1996 version. Former SEAT Leon Supercopa racer Max Goff should make it five Accords with his

ex-Peter Kox 1998 machine.

Organiser Dave Jarman has confirmed that more than 20 Super Tourers are already part of the June 7-8 event. "We've got 22 Super Tourers entered," he said. "It'll be one of the biggest Super Touring grids since the day."

Tin-top thrash gets going with winning grey BMW in sixth



DONINGTON HISTORIC FESTIVAL DONINGTON PARK, MAY 3-5 HSCC

BMW-Cortina duel leads the way

IT'S DIFFICULT TO TELL THAT THE Donington Historic Festival is only four years old given the eclectic range of iconic cars in action.

Two that provided tremendous excitement were Sean McNerney's BMW 1800TiSa and the Lotus Cortina of Martin Stretton (taking over from David Tomlin) in the HRDC's Celebration of the British Touring Car Championship race.

The pair had a ding-dong battle at the front after the John Young/

Howard Wise Cortina retired from the lead with a loss of oil pressure and the brakes had worn out on the rare Studebaker shared by Nick Whale and Richard Dutton.

Stretton was determined to pass McNerney after the stops, taking to the grass, getting sideways and locking wheels in his attempts to wrestle the lead from the BMW. He did succeed briefly but McNerney quickly reclaimed the place and won by the narrowest of margins as

Stretton was persistent to the flag. "That was good fun, but the car was getting too sideways at times!" reckoned Stretton.

The Masters Pre-'66 GT contest was another thriller, one thrown wide open when leaders Carlos Monteverde/Gary Pearson were handed a drive-through penalty for passing the safety car. That left Oliver Bryant catching Simon Hadfield's similar AC Cobra for the lead in the final 20 minutes. Despite

Bryant's desperate attempts – and the awkward backmarkers – the Hadfield/Leo Voyazides car clung on to win by a tenth of a second.

That pair had a tough Sunday with reliability issues costing them dear but Monday brought some Bank Holiday cheer as they also controlled the Masters Pre-'66 Touring Cars contest in their Ford Falcon.

A number of anniversaries were celebrated over the weekend, including 50 years of the one-litre Formula 3 screamers. Steve Seaman grabbed the lead into Redgate on lap two from Ian Bankhurst in the Historic F3 opener, and Bankhurst was unable to fight back as he lost power, handing second place to Simon Armer.

Race two was all about one driver: Dean Forward. He lived up to his name, surging from the back to the front in the first four laps, having taken over his father's Brabham, following problems with his Tecno. Seaman was second with Jim Blockley completing an all-Brabham podium.

The 2014 season is also an important year for Maserati as



O'Shea's Cooper won first Maserati thrash but was excluded from race two

RESULTS

HRDC CELEBRATION OF THE BTCC (31 LAPS)

1 Sean McInerney (BMW 1800 TiSa) 46m01.694s (79.93mph); 2 David Tomlin/Martin Stretton (Ford Lotus Cortina) +1.199s; 3 Nicholas King (Ford Mustang); 4 Andy Harrison/Barrie Williams (Austin Cooper S); 5 Ken Lark (Alfa Romeo Giulia Sprint GT); 6 Malcolm Harrison/Patrick Watts (Volvo Amazon). **Class winners** King; A Harrison/Williams; M Harrison/Watts; Geoff Gordon/Richard Meaden (Alfa Romeo Giulietta Ti); Geoff Turral/Richard Frankel (Alfa Romeo Giulia Sprint GT); Denis Welch/Malcolm Verey (Jensen 541R); Andrew Allen (Austin A35). **Fastest lap** Stretton 1m25.952s (82.88mph).

MASTERS GENTLEMEN DRIVERS PRE-'66 GT (62 LAPS)

1 Leo Voyatzides/Simon Hadfield (AC Cobra) 1hr30m30.700s (81.31mph); 2 Grahame Bryant/Olly Bryant (Cobra) +0.155s; 3 Michael Gans/Andy Wolfe (Cobra); 4 Nigel Reuben/Mike Whitaker (TVR Griffin); 5 Carlos Monteverde/Gary Pearson (Jaguar E-type); 6 Martin Melling/Jason Minshaw (E-type). **CW** Mark Martin/Martin Stretton (Lotus Elan); James Bellinger/Keith Ahlers (Morgan +4 SLR); John Davison (Elan); Simon Ashworth/Mark Ashworth (TVR Grantura). **FL** O Bryant 1m20.580s (88.41mph).

MASTERS PRE-'66 TOURING CARS (42 LAPS)

1 Leo Voyatzides/Simon Hadfield (Ford Falcon) 1hr01m08.59s (81.54mph); 2 Karsten Le Blanc/Nigel Greensall (Ford Mustang) -1 lap; 3 Neil Brown/Ross Hyett (Mustang); 4 Sean McInerney (BMW 1800Ti); 5 Gregory Thornton (Mustang); 6 Josh Beebee/Robert Beebee (Austin Mini Cooper S). **CW** McInerney; Beebee/Beebee; Neil Cawthorn (Ford Lotus Cortina); Gisella Ketvel/Sam Hancock (Alfa Romeo Giulia Ti). **FL** Voyatzides 1m23.511s (85.31mph).

HISTORIC FORMULA 3 (19 LAPS) 1 Steve Seaman

(Brabham BT21) 25m48.243s (87.35mph); 2 Simon Armer (March 703) +29.512s; 3 Urs Muller (Lotus 20/22); 4 Leif Bosson (Brabham BT26); 5 Julian Maynard (Chevron

B17); 6 Klaus Bergs (Brabham BT28). **CW** Muller; Greg Thornton (Cooper T52). **FL** Ian Bankhurst (Alexis HF802) 1m18.964s (90.22mph). **RACE 2 (18 LAPS) 1 Dean Forward (Brabham BT21) 24m17.478s (87.91mph);** 2 Seaman +15.249s; 3 Jim Blockley (Brabham BT21B); 4 Armer; 5 Muller; 6 Paul Waine (De Sanctis 69).

MASERATI CENTENARY TROPHY (18 LAPS) 1 Michael O'Shea (Cooper Maserati Monaco T61) 26m00.447s (82.11mph); 2 Alan Minshaw (Maserati T61 Birdcage) +2.186s; 3 Chris Wilson (Cooper Maserati T61); 4 Stephen Bond (Maserati 250S); 5 Guillermo Fierro (Maserati 250F); 6 Gordon McCullough (Maserati 200SI). **FL** O'Shea 1m25.094s (83.72mph). **RACE 2 (19 LAPS) 1 Jason Minshaw (T61 Birdcage) 26m03.428s (86.51mph);** 2 Bond -1 lap; 3 Steve Hart (Maserati 300S); 4 Wilson; 5 Adam Painter (Maserati 4CS); no other finishers. **FL** Minshaw 1m20.193s (88.84mph).

STIRLING MOSS TROPHY (44 LAPS) 1 Chris Ward/Andrew Smith (Lister Costin) 1hr00m25.109s (86.44mph); 2 Paul Woolley/Richard Shaw (Cooper Monaco) +1m16.513s; 3 Keith Ahlers/James Bellinger (Lola Mk1 Prototype); 4 Tony Wood/Barry Wood (Lister Knobbly); 5 Roberto Giordaneli (Lister Chevrolet Knobbly); 6 Mark Lewis/Julian Mazjub (Lister Knobbly). **CW** Woolley/Shaw; Ahlers/Bellinger; Philip Champion/Sam Stretton (Lotus XI Le Mans); Keith Fell/Stephen Bond (Maserati 250S); Simon Edwards (Rejo MkIV). **FL** Woolley/Shaw 1m19.370s (89.76mph).

MARTINI TROPHY (BOTH 22 LAPS) 1 David Gathercole (Lola T210) 25m32.838s (102.18mph); 2 Robert Oldershaw (Lola T212) +54.964s; 3 Jonathan Loader (Chevron B19); 4 Mark Richardson (Lola T290); 5 David Carrington-Yates (Chevron B16); 6 John Taylor (B19). **CW** Oldershaw; Carrington-Yates. **FL** Gathercole 1m08.004s (104.76mph).

RACE 2 1 Ian Flux (Osella PA3) 25m35.188s (102.02mph); 2 Michele Liguori (Lola T296) +34.309s; 3 Loader; 4 Julian Hire (Chevron B26); 5 Richardson; 6 Simon Ashworth (B16). **CW** Liguori; Ashworth. **FL** Gathercole 1m08.324s (104.27mph).



Touring Car legend Soper was a winner in Ford Capri

FIA MASTERS HISTORIC SPORTS CAR (48 LAPS)

1 Oly Bryant/Grahame Bryant (Lola T70 Mk3B) 1hr00m45.682s (93.77mph); 2 Mike Donovan (T70 Mk3B) -1 lap; 3 Jason Wright (T70 Mk3B); 4 Emanuele Benedini (Chevron B16); 5 Tim Cousins/Steve Hart (Chevron B23); 6 Mike Wrigley (B16). **CW** Benedini; Cousins/Hart; Andrew Newall (Chevron B8); David Cuff/Steve Soper (Ford GT40); Mark Bates (Porsche 911 RSR); Grant Tromans/Martin Stretton (T70 Mk3B). **FL** Stretton 1m09.440s (102.59mph).

HISTORIC TOURING CAR CHALLENGE FOR 1965-85 TOURING CARS (23 LAPS) 1 Steve Soper/John Young (Ford Capri) 30m32.753s (89.34mph); 2 Patrick Watts/Nick Swift (MG Metro Turbo) +1m12.547s; 3 Chris Scragg (Jaguar Broadspeed XJ12C); 4 Simon Watts/Roberto Giordaneli (Datsun 240Z); 5 Richard Postins (Rover TWR Vitesse); 6 Charlie Williams/Chris Williams (Rover SD1). **CW** Watts/Swift; Scragg; Watts/Giordaneli; Postins; Anthony Robinson/Robb Gravett (Triumph Dolomite Sprint). **FL** Soper/Young 1m15.961s (93.79mph).

RACE 2 (22 LAPS) 1 Scragg 30m07.170s (86.66mph); 2 Postins +54.468s; 3 Watts/Swift; 4 John Young/Andrew Smith (Jaguar TWR XJS); 5 David Thomas (Ford Capri); 6 Williams/Williams. **CW** Postins; Watts/Swift; Robinson/Gravett; Chris Keen/Holman Blackburn (Ford Capri). **FL** Scragg 1m17.505s (91.92mph).

WOODCOTE TROPHY (42 LAPS) 1 Fred Wakeman/Patrick Blakeney-Edwards (Cooper T38) 1hr00.38.787s (82.20mph); 2 Carlos Monteverde/Gary Pearson (Jaguar D-type) +12.797s; 3 John Ure (Cooper Bristol T24/25); 4 Malcolm Harrison/Patrick Watts (Cooper Bristol T25); 5 Ben Eastwick (D-type); 6 Karsten Le Blanc (Austin-Healey 100S). **CW** Ure; Le Blanc; Mark Midgley/Chris Woodgate (Aston Martin DB3); Martin Rich/Simon Butler (Jaguar C-type). **FL** Pearson 1m24.329s (84.48mph).

MOTOR SPORT 90TH ANNIVERSARY TROPHY FOR PRE-WAR SPORTSCARS (BOTH 19 LAPS) 1 Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash Supersports) 31m21.556s (71.88mph); 2 Ewen Getley (Bentley 3/4 1/2) +21.982s; 3 Clive Morley (Bentley 3/4 1/2); 4 Rudiger Friedrichs (Alvis Speed 20 SA); 5 Philip Champion/Steve Stanton (Frazer Nash Supersports); 6 Jonathan Turner (Squire Short Chassis). **CW** Getley; Friedrichs; Turner. **FL** Charles Gillett/Steve Smith (Frazer Nash Supersports) 1m33.345s (76.32mph). **RACE 2 1 Wakeman/Blakeney-Edwards 30m52.909s (72.99mph);** 2 Sam Stretton (Alta Sports) +22.524s; 3 Getley; 4 Morley; 5 Friedrichs; 6 Ewan Cameron/Sue Darbyshire (Morgan Super Aero). **CW** Stretton; Getley; Turner. **FL** Wakeman/Blakeney-Edwards 1m33.860s (75.90mph).

PRE-'63 GT (39 LAPS) 1 Gary Pearson/Jackie Oliver (Ferrari 250 GT Berlinetta SWB) 1hr01m03.981s (75.80mph); 2 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra) +4.923s; 3 Carlos Monteverde/Gary Pearson (Aston Martin DB4); 4 James Cottingham/Jeremy Cottingham (Jaguar E-type); 5 John Burton (E-type); 6 Graham Wilson/Andy Wolfe (Lotus Elite). **CW** Hunt/Blakeney-Edwards; Monteverde/Pearson; Wilson/Wolfe; Bill Wykeham/John Emberson (Morgan +4 Supersports). **FL** Pearson/Oliver 1m23.202s (85.62mph).

U2TC PRE-'66 UNDER TWO LITRE TOURING CARS (42 LAPS) 1 Andrew Banks/Max Banks (Alfa Romeo Giulia Sprint GTA) 1hr00m42.876s (82.10mph); 2 Jackie Oliver/Richard Shaw (BMW 1800 TiSa) +5.931s; 3 Dion Kremer (Ford Lotus Cortina); 4 Neil Brown/Richard Dutton (Cortina); 5 Grant Tromans/Richard Meaden (Cortina); 6 Sean McInerney (BMW 1800 TiSa). **CW** Oliver/Shaw; Robert Beebee/Josh Beebee (Austin Mini Cooper S); Geoff Gordon (Alfa Romeo Giulietta Ti). **FL** Banks/Banks 1m24.824s (83.99mph).



Seaman scored a first and a second in historic F3

the marque celebrates its 100th anniversary. Michael O'Shea won the opening centenary race in his Italian-engined Cooper Monaco T61 but was disqualified second time around for overtaking Jason Minshaw under a yellow flag. Minshaw's Birdcage thus picked up the laurels.

Another driver to miss out on a win was Bobby Verdon-Roe whose Ferrari started to overheat in the closing stages of the Stirling Moss Trophy. The Chris Ward/Andrew Smith Lister picked up the pieces.

Ian Flux and David Gathercole were the class of the Martini Trophy field and took a win apiece. Flux was on course for race-one honours but had to stop with a lap to go as bodywork had come out of place, which risked overheating his Osella. In race two it was Gathercole's turn to have trouble as he spun his Lola when dicing with Flux - who had surged through from the back.

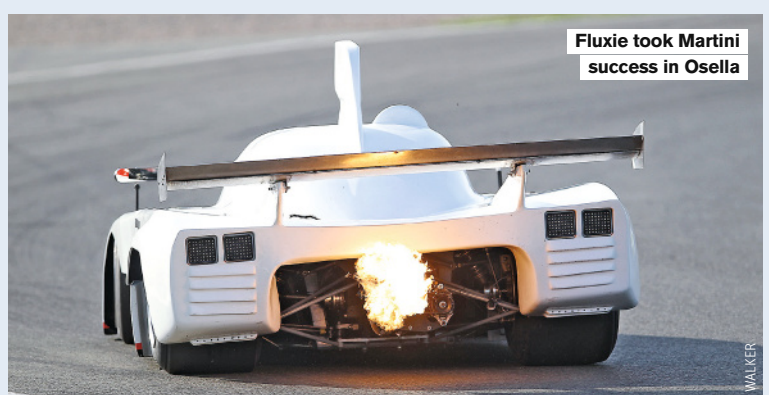
Lolas were also to the fore in the FIA Masters Historic Sports Car race, with the father-and-son T70 of Grahame and Oliver Bryant



Pearson and Oliver topped pre-1963 GT field in Ferrari

dominant. They were helped by early leader Grant Tromans spinning at McLeans when his brakes failed.

Touring car ace Steve Soper and John Young (Capri) won the opening HTCC race after polesitters Chris Ward and Gary Pearson had a power-steering issue with their Jaguar XJS. There was no repeat in race two as a vibration forced Soper into retirement. Instead Chris Scragg's Jaguar XJ12C claimed the spoils after passing a sideways Nick Swift into Redgate at the start.



Fluxie took Martini success in Osella

Gary and John Pearson couldn't convert pole in the Woodcote Trophy into a win as an ignition-coil problem ended their race early. Gary consoled himself with second in another Jaguar D-type, this time sharing with Carlos Monteverde, who had a great duel with the Cooper T38 of victors Fred Wakeman and Patrick Blakeney-Edwards in the early stages.

There was more success for the pair, this time in a Frazer Nash, as they picked up two comfortable wins

in the Pre-War races. Sam Stretton (Alta) stormed through the pack in both thrashes but unreliability put paid to his race-one charge, though he did bag second in race two.

Jackie Oliver and Gary Pearson claimed victory in Pre-'63 GTs but the veteran racer didn't take top spot in the U2TC encounter. The Alfa of Andrew and Max Banks passed the BMW 1800 Oliver was sharing with Richard Shaw early on and stayed clear to take victory.

● Stephen Lickorish

Gray has now got his
Spire working well
and won twice



SILVERSTONE, MAY 3-4 750MC

Bikesports tandem ride for pacy Gray

JONES

A SOLID MONTH OF DEVELOPMENT, and correct soft-compound Dunlop tyres, have transformed Tim Gray's centre-seat Suzuki Hayabusa-powered Spire GT3 since Donington Park's 750 Motor Club Bikesports championship opener. His 55.340s (106.69mph) pole time on Silverstone's national circuit last Saturday was sensational, as were his two lap record-shattering wins.

"We have traction off the line now and are back to where we should be," said Gray.

Closest rival Jon-Paul Ivey (Radical PR6) led the second race's opening lap, but, once passed, he was dispirited by Gray's vitesse. "Now he's got it sorted, Tim will win every race," he said.

Giving a Radical SR3 its debut (as

successor to his Inverter design), 1979 European FF2000 champion Adrian Reynard blew the first start, but finished a fast and astonishingly consistent class-winning third later.

Nineteen Renault Clio 182 Sports started the inaugural standalone event, which top qualifier Mark Armstrong was gutted to miss, having hung almost 10,000 revs on his engine when he hooked third gear instead of fifth with pole already his.

Both races were top quality, with former Stock Hatch champions 'Patch' Fletcher and Jeff Humphries winning one apiece after frantic scraps that went all the way. Series architect Matt Fincham ran with them – having finished rebuilding his engine at 2.30am after a Friday testing drama – with determined

rivals, notably Caterham dicer Daniel Livingstone, Mark 'Monster' Hammersley and Ben Seybold jostling in his wake.

Defending RGB champion Matt Higginson bagged a double although John Cutmore – the only competitor to lap in under a minute – was ahead for 100 metres in race two before spinning his works Spire, as he had in the opener. Aided by traffic, Cutmore clawed his way back onto Higginson's tail. Meanwhile, Scott Mittell demonstrated the potential of his father's latest creation with third and a challenging second across the rounds. James Walker's Phoenix twice pipped Stephen Bell's AD Arion for front-engined honours after gripping duels.

A 21-car 750 Trophy entry harboured intriguing small-bore featherweights and a diverse range of Austin 7 derivatives. Barry Pike (John Giles Special) won both bouts, although Dane Christian Pedersen's supercharged Monoposto Austin and A7 convert Michael Harvey (John Britnell Special) enjoyed turns in the lead.

Tim Myall's A7 Pigsty Mk13

triumphed in race one's Austin division after Gregan Thruston's car broke, but became precariously interlocked with Mike Peck's venerable machine on the apex of Brooklands later. It took marshals several laps to disentangle them, leaving veteran John Skeavington and his screaming Ulster to shade David Whetton and Andrew Hobson, with 1.35s splitting the trio at the chequer.

Neither enduro was close-fought out front. Ex-Monoposto 1000 and Formula Jedi champion Rob Horsfield's hot Toyota MR2 Turbo dominated the 45-minute Roadsports bout, whistling clear of Anthony Day's Lexus V6-engined Roadster, with Martin Gambling and Matt Cherrington's BMW Z3 third.

John Wilson annihilated allcomers in the 75km race to mark the host club's 75th anniversary – only first-lap spinner Graham Walden's TVR Tuscan remained unlappped by the flying MGB GTV8 – but was more delighted that Scott Racing's detective work had licked a fuel pressure problem he'd been chasing for a year and a half!

● Marcus Pye

RESULTS

BIKESPORTS (BOTH 20 LAPS) 1 Tim Gray (Spire GT3) 19m03.68s (103.25mph); 2 Jon-Paul Ivey (Radical PR6) +3.49s; 3 James Breakell (PR6); 4 Adrian Reynard (Radical SR3); 5 Richard Stables (PR6); 6 Matt Carter (PR6). **Class winner** Reynard. **Fastest lap** Gray 56.50s (104.50mph).

RACE 2 1 Gray 19m01.16s (103.47mph); 2 Ivey +4.99s; 3 Reynard; 4 Breakell; 5 Stables; 6 Doug Carter (PR6). **CW** Reynard. **FL** Gray 56.27s (104.92mph) **record**.

RENAULT CLIO 182 (BOTH 12 LAPS)

1 Patrick Fletcher 14m19.70s (82.41mph); 2 Jeff Humphries +1.24s; 3 Matt Fincham; 4 Daniel Livingstone; 5 Mark Hammersley; 6 Ben Seybold. **FL** Seybold 1m09.89s (84.48mph) **establishes record**.

RACE 2 1 Humphries 14m14.12s (82.95mph);

2 Fletcher +0.70s; 3 Fincham; 4 Hammersley; 5 Seybold; 6 Daniel Spencer. **FL** Humphries 1m10.31s (83.97mph).

RGB (BOTH 14 LAPS) 1 Matt Higginson (Spire GT3)

14m20.38s (96.07mph); 2 John Cutmore (GT3) +0.96s; 3 Scott Mittell (Mittell MC-52B); 4 Paul Rogers (Contour RGB09); 5 Duncan Horlor (GT3); 6 Alastair Boulton (GT3). **CW** James Walker (Phoenix). **FL** Cutmore 59.89s (98.58mph).

RACE 2 1 Higginson 14m18.06 (96.33mph); 2 Mittell +2.47s; 3 Rogers; 4 Horlor; 5 David Wale (GT3);

6 Cutmore. **CW** Walker. **FL** Cutmore 59.99s (98.42mph).

750 TROPHY (BOTH 11 LAPS) 1 Barry Pike (JGS III)

14m27.20s (74.89mph); 2 Michael Harvey (JB Special) +6.72s; 3 Christian Pedersen (Austin 7 Monoposto s/c); 4 Cliff Ringrose (Rapid); 5 John Schultz (JoMo); 6 Helen Gilfillan (Centaur Mk16). **A7 winner** Tim Myall (Austin Pigsty Mk13). **FL** Harvey & Pike 1m17.11s (76.57mph).

RACE 2 1 Pike 14m40.02s (73.80mph); 2 Harvey +14.73s; 3 Roger Rowe (RWR); 4 Pedersen; 5 Ringrose; 6 Schultz. **A7** John Skeavington (Austin 7 Ulster). **FL** Pike 1m17.15s (76.53mph).

ROADSPORTS (39 LAPS) 1 Rob Horsfield (Toyota MR2

Turbo) 45m35.43s (84.18mph); 2 Anthony Day (MR2 Roadster) +26.29s; 3 Martin Gambling/Matt Cherrington (BMW Z3); 4 Steve Hewson/Robert Gillham (Porsche 924S); 5 Rebecca Jackson (Porsche Boxster); 6 Simon Phillips/Lewis Batchelor (MR2 Roadster). **CW** Gambling/Cherrington; Leighton Norris/John Sadler (Porsche 944). **FL** Horsfield 1m06.43s (88.88mph) **record**.

750MC 75TH ANNIVERSARY 75KM (28 LAPS)

1 John Wilson (MGB GTV8) 29m54.96s (92.10mph); 2 Graham Walden (TVR Tuscan) +45.91s; 3 Alec Hammond (Chevron B8/R); 4 Nigel Brown (Sylvia Phaser); 5 Mark Wright/Bernie Chodosh (Chevrolet Corvette); 6 Phil Walker (MGB GTV8). **CW** Walden; Hammond; Walker; Mark Bowd (Ford GT40/R); Charles Best (Westfield Eleven). **FL** Wilson 1m02.33s (94.72mph).



Fletcher leads as
new Clio field
gets going

PORSCHE CLUB BRANDSHATCH, MAY 3 MGCC

Engine woes blow double for Bradshaw

TOM BRADSHAW EXPERIENCED BOTH joy and frustration at Brands Hatch last Saturday, claiming an impressive first race win before seeing his hopes of a double success vanish before race two had even started, enabling Peter Morris to secure the glory.

Former Carrera Cup racer Bradshaw's 996 was never headed in race one, building up a sizeable lead over the chasing pack. Behind, the fast-starting Mark Sumpter was coming under pressure from Morris.

Morris worked his way past Sumpter at Druids on lap six of 27 and immediately set after Bradshaw. A succession of quick laps meant he rapidly reeled in the 996, but Bradshaw held his nerve to win by just 0.152 seconds.

Sumpter completed the podium, ahead of a great three-car battle for fourth place, involving Adrian Slater, Mark McAleer and reigning champion John McCullagh.



Bradshaw takes the flag for race-one win

Engine issues thwarted Bradshaw from lining up on pole for the second encounter, handing Sumpter the chance to make another flier from third on the grid, and lead Morris and McAleer into Paddock.

McAleer's hopes ended when he spun into the gravel at Paddock, leading to a brief safety car period. Once racing resumed, Morris pushed Sumpter hard, with Slater not far behind in third.

After applying relentless pressure, Morris finally made the decisive move for the lead on lap 22 of 26

and went on to take the victory by just under two seconds.

● Mark Libbeter

RESULTS (27 LAPS) 1 Tom Bradshaw (996 C2) 25m19.129s (77.28mph); 2 Peter Morris (996 C2) +0.152s; 3 Mark Sumpter (964 C2); 4 Adrian Slater (964 C2); 5 Mark McAleer (996 C2); 6 John McCullagh (Boxster S). **CW** Stuart Ings (Boxster 2.7); John Williams (911 Carrera). **FL** Morris 51.378s (84.63mph). **RACE 2 (26 LAPS) 1 Morris 25m45.217s (73.17mph);** 2 Sumpter +1.712s; 3 Slater; 4 McCullagh; 5 Kevin Harrison (964 C2); 6 Paul Winter (996 C2). **CW** Ings; Williams. **FL** Morris 51.884s (83.81mph).

Sanderson took two dominant victories



MG METRO CUP BRANDSHATCH, MAY 3-4 MGCC

Fierce battling as Sanderson bags a pair

AFTER DIFFERENTIAL PROBLEMS denied him a double success in the Silverstone opener in March, Tom Sanderson made amends in superb style, securing two dominant race victories in the Metro Cup contests at Brands Hatch.

Sanderson converted his race one pole position into a lead he would never surrender. Behind, Mike Williams held second, chased by Jack Ashton and the impressive Ben Rushworth. Williams lost power and retired on lap 11 and Rushworth dived past Ashton at Paddock to claim the runner-up spot two laps later.

Rushworth was at the heart of some thrilling action in the second

contest, too. As Sanderson eased to his second lights-to-flag victory from Williams, racing newcomer Rushworth was embroiled in a fraught battle for third with Ashton and David Javes.

Javes held the position in the early stages, leaving his pursuers to fight over fourth. Over several laps, Rushworth tried to wrestle the position away from Ashton by overtaking him round the outside of Druids. After eventually getting by, he then snatched third from Javes at Paddock on lap seven of 16 and began to ease away. Before the finish, Ashton claimed fourth from Javes with a fine move at Surtees.

Sixth place went to class B winner

Jonathan Woodcock, adding to his race one success and maintaining his unbeaten start to the season.

● Mark Libbeter

RESULTS (BOTH 16 LAPS) 1 Tom Sanderson (Rover Metro GTi) 15m36.518s (74.29mph); 2 Ben Rushworth (Rover Metro) +9.527s; 3 Jack Ashton (Rover Metro GTi); 4 David Javes (MG Metro Turbo); 5 Oliver Hood (Rover Metro 100); 6 Tony Howe (MG Metro Turbo). **CW** Jonathan Woodcock (Rover Metro GTi); John Gould (MG ZR 105). **FL** Sanderson 57.560s (75.54mph). **RACE 2 1 Sanderson 15m34.640s (75.57mph);** 2 Mike Williams (Rover Metro) +7.280s; 3 Rushworth; 4 Ashton; 5 Javes; 6 Woodcock. **CW** Woodcock; Les Tyler (MG ZR). **FL** Sanderson 57.539s (75.57mph).



In brief

Thoroughbreds

Ian Prior initially held the advantage in a shortened race one at Brands on Sunday, but a last-lap move by eventual winner Russell McCarthy and Neil Fowler ultimately relegated him to third. Fowler pushed hard to deny McCarthy (above) a double success later in the day, but slight contact with a backmarker late in the race stunted his progress.

Ecurie GTS

The combination of Tom Smith and his MGB Roadster proved unbeatable at Brands, cantering to two crushing wins. Peter Barnard steered his Elva Courier MkIV to a brace of seconds, with Pete Foster's Triumph TR4 and Robi Bernberg's TVR Grantura securing a third-place finish apiece.

Ferrari Open

Gautam Singhanian emerged the victor of Sunday's first race, after an initial three-car lead battle was broken when John Seale's 458 succumbed to a water leak and Ivor Dunbar was black-flagged for trailing bodywork. Singhanian doubled his tally in the afternoon's second contest, leading home Marcus Hoggarth by more than 20 seconds.

Quaife MN saloons

With closest rival Dale Gent sidelined by driveshaft problems in Sunday's first race, followed by a terrifying high-speed pit-straight spin to leave him facing oncoming traffic in race two, Rod Birley was an unchallenged winner in both races, each time leading home the Class B Ford Focus of Ian Butler.

Mazda MX5 Supercup

There was plenty of thrilling action behind him, but David Chapman (below) was a dominant winner in race one at Brands on Saturday, defeating Mike Comber and Paul Sheard. Comber got his revenge in the second encounter, beating a charging Chapman by a mere 0.050s after the latter had been forced to fight back from a poor start.



AVON TYRES



Prebble pressured Akers (2) into an off

CASTLE COMBE, MAY 5 **CCRC**

Prebble prevails after Akers shunts

CASTLE COMBE SALOONS LEGEND

Gary Prebble hopped into sidelined friend Rob Ballard's SEAT Leon and ended up winning from pole.

Russell Akers and Tony Hutchings had jumped him early on, setting up a stunning three-way lead dice. Akers clung on until crashing at Quarry on the penultimate lap, with an ecstatic Prebble leading Hutchings home.

Kevin Bird escaped a first-lap tangle with David Challenger, and benefited from Class C giantkiller Adrian Slade's retirement, to finish third in the Renault Megane his son

Charles had taken to second in round one. Tony Dolley held off Mark Wyatt in Class B, with Class C winner Carl Loader close behind, while David Rose dominated Class D.

Kevin Mills Racing trio Ashley Crossey, Nathan Ward and Roger Orgee spent lap after ultra-tense lap inches apart in Combe Formula Ford. Ward briefly led on lap four before being pushed back to third. He split them again, only to slide off at the Esses – suspecting a car issue or fluid on the track – then retired as his Spectrum refused to pick up power.

Ward's excursion cost Orgee momentum and meant Crossey won by 1.3s, comfortably his biggest margin of the race. Amid bizarrely high attrition – with mechanical problems also halting Felix Fisher, Adam Higgins and Ed Moore while in top-six spots – Luke Cooper cajoled a dying engine home in third, just ahead of Richard Higgins. Pre-1990 runner David Cobbold again defeated plenty of newer cars in fifth overall.

Paul Corbridge earned a pair of MR2 victories. He kept Nathan Harrison at arm's length in race one, then took plenty of heat from Neale Hurren in race two, Hurren having narrowly failed to separate Hyundai Coupe winner Jon Winter from third earlier on. Aaron Pullan couldn't take up his race one pole due to alternator issues, but produced an epic charge from last to third in race two.

Both Nippon Challenge races were dominated by Adam Lockwood's Nissan 200SX ahead of James Janicki (Nissan Skyline). Simon James surged from 31st to third in race one to win

the concurrent Tricolore Trophy, repeating the result in less-dramatic fashion in a second race shortened by Jon Lord violently rolling his Toyota Celica at Camp. He escaped unhurt.

Poleman Nick Holden's Toyota GT86 needed rebooting after launch-control dramas in race one, leaving him a distant last. He recovered to seventh, but his day ended when he lost a wheel in the Sports/GT race.

Combe returnee Simon Norris's Mitsubishi toyed with Keith Dunn's Caterham for a few laps before easing away with that event.

The Sports-Prototype field grew slightly for its second round, which was dominated by Simon Tilling on what is likely to be a one-off Combe appearance for his new Honda-powered Ligier. Easter winner Norman Lackford had to settle for second, as Steve Bracegirdle overcame Mike Roberts for third. Milner dominated the bonus Open race, with Dave Scaramanga best of the tin-top contingent.

● Matt Beer

Crossey was pressed hard in FF1600



RESULTS

CASTLE COMBE SALOONS (15 LAPS) 1 Gary Prebble (SEAT Leon Cupra) 19m30.281s (85.36mph); 2 Tony Hutchings (Audi TT) +2.754s; 3 Kevin Bird (Renault Megane); 4 Tony Dolley (Peugeot 206 GTi); 5 Mark Wyatt (Vauxhall Astra); 6 Carl Loader (Citroen Saxo VTS). **Class winners** Dolley; Loader; David Rose (VW Lupo). **Fastest lap** Russell Akers (Vauxhall Astra) 1m15.777s (87.88mph).

CASTLE COMBE FF1600 (15 LAPS) 1 Ashley Crossey (Spectrum 011b) 18m25.778s (90.34mph); 2 Roger Orgee (Van Diemen RFOO) +1.319s; 3 Luke Cooper (Swift SC92); 4 Richard Higgins (Van Diemen JL12); 5 David Cobbold (Van Diemen RF89); 6 Paul Barnes (Swift SC92). **CW** Cooper; Cobbold; Jonathan Greenwood (Dulon MP15). **FL** Cooper 1m12.929s (91.32mph).

MR2 RACING SERIES & HYUNDAI COUPE CUP (BOTH 11 LAPS) 1 Paul Corbridge (Toyota MR2 Mk1) 15m56.177s (76.61mph); 2 Nathan Harrison (MR2 Mk1) +1.718s; 3 Jon Winter (Hyundai Coupe); 4 Neale Hurren (MR2 Mk1); 5 Eddie O'Kane (MR2 Mk1); 6 David Mustarde (MR2 Mk1). **CW** Winter. **FL** Paul Highton (MR2 Mk1) 1m25.336s (78.04mph).

RACE TWO 1 Corbridge 15m45.998s (77.44mph); 2 Hurren +1.234s; 3 Aaron Pullan (MR2 Mk1); 4 Harrison; 5 Highton; 6 Winter. **CW** Winter. **FL** Pullan 1m23.501s (79.75mph).

NIPPON CHALLENGE AND TRICOLE TROPHY (12 LAPS) 1 Adam Lockwood (Nissan 200SX) 15m37.060s (85.28mph); 2 James Janicki (Nissan Skyline) +24.406s; 3 Simon James (Citroen Saxo VTS); 4 Curtis Mitchell (Peugeot 205 GTi); 5 Ian Collins

(Renault Clio); 6 Jason Newman (Peugeot 306). **CW** James; Mitchell; Collins; David Clark (Renault 5 GT Turbo); Karen Phillips (Subaru Impreza); Ben Roberts (Mazda MX5); Kevin Middleton (Mazda MX5); Jon Winter (Renault Clio); William Hornsey (Peugeot 106 Rallye); Tony Collier (Toyota Celica). **FL** Lockwood 1m15.313s (88.43mph). **RACE 2 (8 LAPS)** 1 Lockwood 10m26.548s (85.03mph); 2 Janicki +6.938s; 3 James; 4 Newman; 5 Mitchell; 6 Collins. **CW** James; Newman; Mitchell; Clark; Phillips; Middleton; Roberts; Hornsey; Collier. **FL** Lockwood 1m16.654s (86.88mph).

CASTLE COMBE SPORTS & GT (15 LAPS) 1 Simon Norris (Mitsubishi Lancer Evo 9) 17m57.001s (92.75mph); 2 Keith Dunn (Caterham C400) +2.339s; 3 Chris Milner (Caterham CSR); 4 Tim Woodman (Caterham 7); 5 Ilsa Cox (SEAT Leon Cupra); 6 Barry Squibb (Mitsubishi

Lancer Evo 9). **CW** Dunn; Cox; Stuart Hignall (VW Golf VR6); JJ Ross (Ford Fiesta ST). **FL** Norris 1m09.842s (95.35mph).

CASTLE COMBE SPORTS RACING (18 LAPS) 1 Simon Tilling (Ligier JS49T) 20m00.566s (99.85mph); 2 Norman Lackford (Radical PR6) +30.422s; 3 Steve Bracegirdle (Nemesis RWE98); 4 Mike Roberts (Radical SR8); 5 Robert Gillman (Radical Clubsport); 6 Neil Harris (Nemesis). **CW** Lackford; Gillman. **FL** Tilling 1m05.394s (101.84mph).

CASTLE COMBE OPEN SPORTS V SALOONS (10 LAPS) 1 Chris Milner (Caterham CSR) 12m38.455s (87.81mph); 2 Dave Scaramanga (VW Vento) +50.117s; 3 Martin Perry (Fiat Coupe); 4 Paul Hatton (Ford Focus Zetec); 5 JJ Ross (Ford Fiesta ST); 6 Kieren Simmons (Ford Fiesta). **CW** Scaramanga. **FL** Milner 1m13.995s (90.00mph).

EBREV/LAT



Strandberg won the third GT5 race at Rockingham

GINETTA GT5 CHALLENGE ROCKINGHAM, MAY 4-5

Strandberg joins Gamble and Simms as GT5 winners

JUST AS IN THE OULTON PARK opener, the Ginetta GT5 races at Rockingham were won by three different drivers. This time, George Gamble and Gary Simms were joined by Swede Dennis Strandberg.

Gamble managed to build a lead in the first race, aided by the scrap behind, and took the flag a comfortable winner.

The chase was initially led by Simms before Ollie Chadwick and Mark Davies joined him. Simms held on until lap seven, when Chadwick headed the trio. But a lap later Davies moved to the fore and Simms dropped to fourth. Chadwick



Simms was a threat once again

finally secured the place on the last lap, from Simms and Davies.

Chadwick and Davies were out of the second race on the opening lap, after a touch at Deene that also

dropped Strandberg from second to last. Simms set the pace, and although Gamble was a racelong shadow he couldn't find a way past. Fredrick Mortensen was a lonely third, with Strandberg recovering to fourth on the penultimate lap.

After a brief safety car intervention, Simms took charge of race three, but was reeled in by Strandberg and finally lost out into Yentwood on lap seven.

Gamble and Davies also caught and passed Simms. Davies claimed second on the final lap, while Simms also lost out to Chadwick.

In the G20s, Stuart Pearson

proved totally unbeatable.

● Peter Scherer

RESULTS (10 LAPS) 1 George Gamble 16m34.751s (74.18mph); 2 Oliver Chadwick +6.381s; 3 Gary Simms; 4 Mark Davies; 5 Dennis Strandberg; 6 Callum Pointon. **G20 winner** Stuart Pearson. **FL** Chadwick 1m37.772s (75.48mph). **RACE 2 (9 LAPS) 1 Simms 15m08.868s (73.07mph);** 2 Gamble +0.371s; 3 Fredrick Mortensen; 4 Strandberg; 5 Matt Flowers; 6 Robert Gaffney. **G20** Pearson. **FL** Strandberg 1m38.709s (74.76mph). **RACE 3 (12 LAPS) 1 Strandberg 21m09.438s (69.76mph);** 2 Davies +1.283s; 3 Gamble; 4 Chadwick; 5 Simms; 6 Pointon. **G20** Pearson. **FL** Chadwick 1m38.591s (74.85mph).

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VW RACING CUP ROCKINGHAM, MAY 5

Mason wins one and loses one

REIGNING CHAMPION AARON Mason added to his win tally in the first race but toured home in last place in the second after losing engine power, with James Greenway taking the spoils.

Mason was joined by David Sutton and Joe Fulbrook in an early break in race one, with Fulbrook snatching second on lap five of 13 before problems struck.

"I was just going for the lead and my power-steering exploded, putting fluid on my rear tyres and



Mason narrowly leads the bumper field at race one start

I went off," said Fulbrook.

Mason was in a good position, but a mistake meant he couldn't relax.

"I was building a good lead and then outraked myself and so he was back with me," Mason explained. Sutton stayed close but didn't get another chance, while Stefan di Resta (brother of DTM racer Paul) made the most of a lock-up from Greenway to ease clear in third.

Greenway, Sutton and Tom Barley

had broken clear by the third lap of race two, with Sutton leading into Deene on the fifth lap. David Fairbrother joined in and was challenging for second but overshoot, as Greenway hit the front again.

Sutton regained the lead, only to suffer gearbox problems. Greenway took his first saloon car victory, with Barley snatching second on the final lap from Sutton.

● Peter Scherer

RESULTS (13 LAPS) 1 Aaron Mason (Scirocco) 21m21.698s (74.85mph); 2 David Sutton (Scirocco) +0.859s; 3 Stefan di Resta (Scirocco); 4 James Greenway (Scirocco); 5 Tom Barley (Golf GTI); 6 Philip House (Scirocco). **FL** di Resta 1m36.761s (76.27mph). **RACE 2 (12 LAPS) 1 Greenway 19m56.468s (74.01mph);** 2 Barley +0.350s; 3 Sutton; 4 Josh Caygill (Scirocco); 5 James Walker (Golf GTI); 6 Stewart Lines (Scirocco). **FL** Mason 1m37.933s (75.35mph).



Di Resta scored a podium

EBREV/LAT



Gronkowski (33) and Carroll had superb battles

SCOTTISH FF1600 KNOCKHILL, MAY 4 SMRC

Carroll and Gronkowski star in two duels

EARLY-MORNING FOG CAUSED THE GRID to be arranged in championship order and meant that April's double winner Jordan Gronkowski started on pole ahead of returning former champion Graham Carroll.

Gronkowski defended robustly at Clark at the start of race one, but the 2008 title winner was not deterred, pulling an audacious move around the outside of Duffus Dip a few corners later. This was the race-winning move as Carroll pulled clear, with teenager Ciaran Haggerty taking up the baton from Gronkowski at the start of lap three.

Haggerty was a couple of seconds off the lead but closed up dramatically on the last lap as the leader hit traffic. Carroll was delighted "to get a wee win under the belt".

Gronkowski was satisfied with his third place on the basis that it was his first dry-weather running of the year, but it meant little as the cars lined up for a soaking second race.

Carroll led away from pole and pulled a gap on Gronkowski in difficult conditions. Unfortunately, Haggerty spun at Scotsman on the first lap and was forced to recover through the pack.

Within a few laps Gronkowski was in a rhythm and almost took the lead at the hairpin on lap five of 12. Ultimately, it was worth the wait for he exacted a copy of Carroll's winning move from race one to go around the outside of Duffus on lap seven.

Incredibly, Carroll got the lead back in the same place a lap later and this led to a series of passes and repasses. Adam MacKay and Haggerty closed too and the top four were covered by just two seconds at the flag. Gronkowski timed his final move perfectly to take the win.

"I have to thank him [Carroll] for

one of the best races I've ever been in," said a grateful Gronkowski, who retains a slim championship lead.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS) 1 Graham Carroll (Van Diemen RF91) 11m11.673s (81.77mph); 2 Ciaran Haggerty (Ray GR14) +0.164s; 3 Jordan Gronkowski (Van Diemen RF90); 4 Adam MacKay (Ray GR09); 5 Matthew Chisholm (Van Diemen RF92); 6 Neil Broome (Swift SC93K).

RACE 2 1 Gronkowski 13m34.719s (72.77mph); 2 Carroll +0.599s; 3 MacKay; 4 Haggerty; 5 Chisholm; 6 Clay Mitchell (Ray GR13). **FL** Haggerty 1m01.072s (74.94mph).



Thirlwall and Tanner shared the wins

SCOTTISH MINIS KNOCKHILL, MAY 4 SMRC

Thirlwall two, Tanner one

JOE TANNER IMMEDIATELY ASSERTED himself at the hairpin on the opening lap of race one. As the lead changed, former champion Oliver Mortimer seized the moment to demote points leader Ken Thirlwall further.

The drama of this race developed and the top three swapped places numerous times. Thirlwall timed his move perfectly and boldly held the outside line at Duffus at the start of the final lap to grab the win.

Tanner took the lead early on in race two but his momentum was halted by a safety car period for a stranded car. Mortimer snuck past Thirlwall after the restart and this provided Tanner with enough

breathing space to seal the win.

Thirlwall started fourth for the finale but passed Malcolm McNab on lap four to take the advantage and was never challenged again.

● Jonathan Crawford

RESULTS (ALL 9 LAPS) 1 Kenneth Thirlwall 13m30.192s (50.84mph); 2 Joe Tanner +0.681s; 3 Oliver Mortimer; 4 Malcolm McNab; 5 Chris Reid; 6 David Sleigh. **FL** Thirlwall 1m03.538s (72.03mph). **RACE 2** 1 Tanner 17m00.140s (40.38mph); 2 Thirlwall +0.473s; 3 Mortimer; 4 Sleigh; 5 Reid; 6 McNab. **FL** Thirlwall 1m07.169s (68.14mph). **RACE 3** 1 Thirlwall 10m16.210s (66.84mph); 2 Mortimer +3.982s; 3 Sleigh; 4 McNab; 5 Reid; 6 Alan Waugh. **FL** Mortimer 1m07.111s (68.20mph).

SCOTTISH FIESTAS KNOCKHILL, MAY 4 SMRC

Unstoppable Macaulay

WITH AIDEN MOFFAT AWAY RACING in the BTCC, championship leader Wayne Macaulay was largely unchallenged for the victory in both races and was comfortably ahead of former XR2 champion and ST newcomer Peter Cruickshank.

The highlight came from the pace of the top XR2 runners who, in damp conditions, were able to race with the more modern machinery.

XR2 driver Hamish Smart picked his way past the STs to run as high as third in race one. This battle was frenetic and there was contact aplenty at the hairpin. This proved the undoing of many of the key contenders, and Steven Gray was

left an open goal for the final podium slot in his XR2.

The scrap for the race-two podium started off in a similar vain, but Gray once again prevailed to follow the STs home.

● Jonathan Crawford

RESULTS (BOTH 12 LAPS) 1 Wayne Macaulay (ST) 12m42.916s (71.99mph); 2 Peter Cruickshank (ST) +4.288s; 3 Steven Gray (XR2); 4 Adrian Blantford (XR2); 5 Josh Orr (XR2); 6 John Balfour (XR2). **FL** Macaulay 1m02.498s (73.23mph). **RACE 2** 1 Macaulay 13m31.534s (67.67mph); 2 Cruickshank +19.809s; 3 Gray; 4 Balfour; 5 Jim Deans (XR2); 6 Duncan Langton (XR2). **FL** Macaulay 1m06.599s (68.72mph).



Macaulay was the class of the field

NATIONAL RESULTS ROUND-UP

BRANDS HATCH INDY
MAY 3-4, MGCC



THOROUGHbred SPORTSCARS/PETER BEST INSURANCE (6 LAPS) 1 Russell McCarthy (MGB GT) 5m32.925s (78.37mph); 2 Neil Fowler (MGB GT) +0.643s; 3 Ian Prior (MGB GT); 4 Andrew Young (MGC GT); 5 Ken Deamer (MGB GT); 6 Simon Cripps (MGB Roadster). **Class winners** Young; Deamer; Cripps; Chris Dear (Midget); James Walpole (MGB Roadster); Martyn Clews (Midget). **Fastest lap** McCarthy 53.456s (81.34mph).

RACE 2 (17 LAPS) 1 McCarthy 15m34.093s (79.14mph); 2 Fowler +1.904s; 3 Deamer; 4 Cripps; 5 Young; 6 Tom Diment (MG ZR 190). **CW** Young; Deamer; Cripps; Dear; Richard Wilson (MGB Roadster); Clews. **FL** McCarthy 53.318s (81.55mph).

ECURIE GTS (BOTH 26 LAPS) 1 Tom Smith (MGB Roadster) 25m37.866s (73.51mph); 2 Peter Barnard (Elva Courier MkIV) +10.716s; 3 Pete Foster (Triumph TR4); 4 Rob Cull (TVR Grantura Mk3); 5 Richard McKoen (Triumph TR4A); 6 Mike Harris (MGB Roadster FIA). **CW** Foster; John Hilbery (Lotus Elite S2). **FL** Smith 58.464s (74.38mph). **RACE 2** 1 Smith 25m43.675s (73.24mph); 2 Barnard +22.830s; 3 Robi Bernberg (TVR Grantura Mk3); 4 Foster; 5 Cull; 6 McKoen. **CW** Foster; Robin Ellis (Lotus Elite). **FL** Smith 58.745s (74.02mph).

FERRARI OPEN (30 LAPS) 1 Gautam Singhania (458 Challenge) 25m31.317s (85.19mph); 2 Graham Reader/Tony Jones (430 GT3) +40.629s; 3 Lars Kinell (458 Challenge); 4 John Shirley (360 Challenge); 5 Paul Ugo/Robi Bernberg (360 Challenge); 6 Ivor Dunabr (458 Challenge). **CW** Shirley; Vance Kearney (F355 Challenge). **FL** Dunabr 49.085s (88.59mph). **RACE 2 (46 LAPS)** 1 Singhania 40m10.231s (82.99mph); 2 Marcus Hoggarth (458 Challenge) +21.135s; 3 Jones/Reader; 4 Ugo/Bernberg; 5 Kinell; 6 Darren Laverty/Lee Moulden (F355 Challenge). **CW** Ugo/Bernberg; Moulden/Laverty. **FL** Singhania 49.203s (88.38mph).

QUAIFE/MIN SOUTH EAST SALOONS (7 LAPS) 1 Rod Birley (Ford Escort WRC) 6m16.238s (80.90mph); 2 Ian Butler (Ford Focus) +6.210s; 3 Paul Eve (Ford Sierra Sapphire); 4 Jamie Liptrott (BMW M3 E36); 5 Tony Paxman

(Ford Escort Mk1); 6 Bob Hosier (SEAT Leon). **CW** Butler; Liptrott; Paxman; Andy Woods-Dean (Renault Megane); Tom Bridger (Rover 220 Turbo); Chris Whiteman (Honda Civic Type R). **FL** Birley 52.978s (82.08mph).

RACE 2 (12 LAPS) 1 Birley 10m52.084s (80.02mph); 2 Butler +1.948s; 3 Liptrott; 4 Hosier; 5 Paxman; 6 Woods-Dean. **CW** Butler; Liptrott; Paxman; Woods-Dean; Peter Osborne (Renault Clio); Neal Gardiner (Rover Metro). **FL** Birley 52.754s (82.43mph).

MAZDA MX5 SUPERCUP (BOTH 22 LAPS) 1 David Chapman 20m50.740s (76.49mph); 2 Mike Comber +8.415s; 3 Paul Sheard; 4 Abbie Eaton; 5 Liam Murphy; 6 Tom Roche. **FL** Matt Davies 56.043s (77.59mph). **RACE 2** 1 Comber 20m53.771s (76.30mph); 2 Chapman +0.050s; 3 Sheard; 4 Murphy; 5 Eaton; 6 Roche. **FL** Chapman 55.653s (78.13mph).

FERRARI FORMULA CLASSIC (20 LAPS) 1 Nigel Jenkins (328 GTB) 20m14.877s (71.58mph); 2 Gary Culver (328 GTB) +0.481s; 3 Nicky Paul-Barron (328 GTB); 4 Peter Everingham (328 GTB); 5 Chris Compton-Goddard (308 GTB); 6 Nick Taylor (Mondial). **CW** Everingham; Compton-Goddard; William Morwood (308 GT4). **FL** Jenkins 54.876s (79.24mph).

RACE 2 (22 LAPS) 1 Culver 20m32.171s (77.64mph); 2 Jenkins +4.357s; 3 Paul-Barron; 4 Tim Walker (328 GTB); 5 Compton-Goddard; 6 Darren Wilson (328 GTB). **CW** Walker; Compton-Goddard. **FL** Jenkins 54.866s (79.25mph).

TIN TOPS (6 LAPS) 1 Chris Whiteman (Honda Civic Type R) 5m33.863s (78.15mph); 2 Barnaby Davies (Toyota Starlet GT Turbo) +0.522s; 3 Kenny Coleman (Honda Civic); 4 Vic Hope (Honda Civic Type R); 5 Peter Osborne (Renault Clio); 6 Cliff Pellin (Ford Fiesta). **CW** Davies; Osborne; Neal Gardiner (Rover Metro). **FL** Whiteman 54.693s (79.50mph).

MG TROPHY (BOTH 16 LAPS) 1 Chris Bray (ZR 190) 15m06.429s (76.76mph); 2 Paul Luti (ZR 190) +0.197s; 3 Ross Makar (ZR 190); 4 Robin Walker (ZR 190); 5 Jake Fraser-Burns (ZR 190); 6 Vince Pain (ZR 160). **CW** Pain; Paul Bryson (ZR 160). **FL** Makar 55.633s (78.16mph).

RACE 2 1 Bray 15m03.713s (76.99mph); 2 Makar +3.434s; 3 Walker; 4 Pain; 5 Richard Marsh (ZR 170); 6 Paul Savage (ZR 170). **CW** Pain; Ian Boulton (ZR 160). **FL** Bray 55.149s (78.85mph).

MG BCV8 (11 LAPS) 1 Russell McCarthy (BGT V8) 9m56.366s (80.21mph); 2 Simon Cripps (BGT V8) +0.783s; 3 Ollie Neaves (BGT V8); 4 Neil Fowler (BGT V8); 5 Ian Prior (BGT V8); 6 Robert Spencer (BGT V8). **CW** Bob Luff (B Roadster); Babak Farsian (B Roadster); Spencer. **FL** Cripps 53.188s (81.75mph).

RACE 2 (16 LAPS) 1 R McCarthy 15m42.071s (73.85mph); 2 Neaves +0.795s; 3 Spencer McCarthy (BGT V8); 4 Fowler; 5 Prior; 6 Cripps. **CW** Mike Harris (B Roadster FIA); Farsian; Spencer. **FL** R McCarthy 53.061s (81.95mph).

MG MIDGET AND SPRITE CHALLENGE (17 LAPS) 1 Paul Sibley (Midget) 15m25.376s (79.88mph); 2 David Weston (Midget) +3.153s; 3 James Dunkley (Midget); 4 Ed Reeve (Midget); 5 Nigel Pratt (Midget); 6 Stephen Watkins (Midget). **CW** Pratt; Carl Chadwick (Midget); Nigel Lackford (Frogeye Sprite); Paul Campfield (Frogeye Sprite). **FL** Sibley 52.696s (82.52mph). **RACE 2 (13 LAPS)** 1 Sibley 11m56.952s (78.65mph); 2 Weston +5.154s; 3 Reeve; 4 Andy Southcott (Midget); 5 Campfield; 6 Pratt. **CW** Southcott; Chadwick; Lackford; Campfield. **FL** Sibley 53.355s (81.50mph).



Boyd's 911 and the Morgan of Gilmartin tasted Knockhill success

ROCKINGHAM
GT SUPPORTS, MAY 4-5

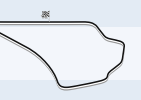


AMR GT4 CHALLENGE (BOTH 37 LAPS) 1 Kevin Norville/Calum Lockie 1h00m34.672s (75.12mph); 2 Kieran Griffin/Liam Griffin +53.510s; 3 Tom Black/Chris Kemp; 4 Paul Cripps; 5 David Tinn/John Dickson; 6 Richard Taffinder/Tim Eakin. **FL** Lockie 1m31.816s (80.37mph).

RACE 2 1 Norville/Lockie 1h00m44.332s (74.92mph); 2 Black/Kemp +18.977s; 3 Griffin/Griffin; 4 Taffinder/Eakin; 5 Mike Brown; 6 Tinn/Dickson. **FL** Lockie 1m31.220s (80.90mph).

GINETTA RACING DRIVERS CLUB (BOTH 11 LAPS) 1 Charles Ferguson 20m57.033s (64.58mph); 2 Matthew Lowe +2.661s; 3 Gregory Stuart; 4 John Wall; 5 Keith Sinclair; 6 Shawn Fleming. **FL** Ferguson 1m49.006s (67.70mph). **RACE 2** 1 Ferguson 20m24.343s (66.30mph); 2 Stuart +0.454s; 3 Lowe; 4 Wall; 5 Fleming; 6 Sinclair. **FL** Lowe 1m49.118s (67.63mph).

KNOCKHILL
SMRC, MAY 4



SCOTTISH BMW COMPACT CUP (BOTH 12 LAPS) 1 Steven Dailly 13m54.813s (65.79mph); 2 Alan Kirkaldy +9.413s; 3 Mark Souter; 4 Stephen Russell; 5 Gary Clark; 6 Carol Brown. **FL** Kirkaldy 1m08.367s (66.94mph). **RACE 2** 1 Dailly 13m33.383s (67.52mph); 2 Kirkaldy +1.278s; 3 Souter; 4 Ross Marshall; 5 Cliff Harper; 6 Brown. **FL** Dailly 1m06.494s (68.83mph). **SCOTTISH CLASSIC SPORTS AND SALOONS**

(BOTH 12 LAPS) 1 Raymond Boyd (Porsche 911) 12m57.755s (70.61mph); 2 Tommy Gilmartin (Morgan +8) +3.901s; 3 Stan Bernard (Porsche 911); 4 Jimmy Crow (Ford Escort); 5 Harry Simpson (Ginetta G4); 6 Michael Connon (Lotus 7). **CW** Gilmartin; Simpson; Crow; Jim Grant (Lotus Elan); George Leitch (Ford Fiesta). **FL** Bernard 1m03.583s (71.98mph). **RACE 2** 1 Gilmartin 13m31.606s (67.67mph); 2 Boyd +1.741s; 3 Bernard; 4 Simpson; 5 Connon; 6 Crow. **CW** Boyd; Simpson; Crow; Grant; Leitch. **FL** Gilmartin 1m05.840s (69.51mph).

SCOTTISH SALOON AND SPORTSCARS (BOTH 12 LAPS) 1 Ian Donaldson (Mitsubishi Evo) 10m50.018s (84.49mph); 2 Charlie Shaw (Ford Focus) +1.581s; 3 Graham Davidson (Noble M400); 4 Paul Brydon (BMW M3); 5 Andrew Morrison (SEAT Leon Cupra); 6 Alister Robertson (Ginetta G50). **CW** Davidson; Morrison; Will Aitken (Fiesta Mk2 XR2); William Ross-Taylor (Mazda MX5). **FL** Shaw 15.048s (89.65mph). **RACE 2** 1 Davidson 11m41.074s (78.34mph); 2 Shaw +8.431s; 3 Gary Wait (Ford Escort); 4 Robertson; 5 Morrison; 6 Fiona Kindness (Subaru Impreza). **CW** Shaw; Morrison; Aitken; Ross-Taylor. **FL** Davidson 56.236s (81.38mph).

SCOTTISH LEGENDS (8 LAPS) 1 David Hunter 8m17.443s (73.60mph); 2 Paul O'Brien +0.150s; 3 John Paterson; 4 Duncan Vincent; 5 David Newall; 6 Robbie Burgoyne. **FL** Vincent 1m00.372s (75.81mph). **HEAT 2 (8 LAPS)** 1 Hunter 9m16.226s (65.83mph); 2 Paterson +2.862s; 3 O'Brien; 4 Vincent; 5 Newall; 6 Euan McKay. **FL** Paterson 1m08.049s (67.26mph). **FINAL (10 LAPS)** 1 Paterson 11m37.157s (65.65mph); 2 McKay +2.482s; 3 Newall; 4 Hunter; 5 Vincent; 6 O'Brien. **FL** Newall 1m08.299s (67.01mph).



Lockie (in black) led Aston contingent at Rockingham



Bray won both MG Trophy bouts at Brands Hatch

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AUTOSPORT, ISSN number 0269946X, is published weekly by Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW11 9BE, United Kingdom. The US annual subscription price is \$235. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Haymarket Media Group, Teddington Studios, Broom Road, Teddington TW11 9BE. Air Business Ltd is acting as our mailing agent.

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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Belcher's Toyota ploughed off at high-speed Church

Lucky escape for the BTCC

In a week where we've reflected on the events of 20 years ago, and praised how safety in motorsport has advanced since the tragedies at Imola, I was horrified by what I saw at Thruxton last weekend.

How on earth is one of the fastest corners in the UK, Church, not protected with a better crash barrier? To have a row of trees and bushes lining a 130mph-plus corner wasn't acceptable in the 20th century, let alone 2014.

As far as I'm concerned, the BTCC had an extraordinarily lucky escape with the three accidents on Sunday. I fail to see how a simple barrier can't be erected. OK, Thruxton holds a limited amount of racing, but thank goodness the cars that went off go through stringent safety examinations.

Thruxton is a unique challenge for drivers and it would be sad to see it lost from the calendar, but urgent action needs to be taken.

Chris Thomas, West Midlands

I've never been to Thruxton so don't know its ins and outs that well, but to me the outside 'wall' at Church looked like a few tyres in a very feeble pile.

Surely after so many scary offs over the BTCC weekend it's time to erect a barrier there, protected by three or four rows of banded tyres?

Mark Noble
By email

I am looking forward to the Spanish Grand Prix this weekend. Three weeks of missing the glorious sound of the new cars is almost too much to bear.

I have become so attuned to the new lower-decibel level that I can now detect other interesting noises.

For instance in China I noticed a definite whining sound coming from Sebastian Vettel's Red Bull, and a distinctly purposeful humming from the other. One can tell a great deal from little noises.

Paul Caldwell
Widnes, Cheshire

The reason F1 is still so popular is only because Ferrari is still competing in it.

The much-loved red cars are the only reason a lot of other manufacturers are still in F1 and so they deserve to be rewarded for their belief in the sport.

Mario Ottaviano
By email

We are only into the third round of the BTCC and I note from Thruxton that the new track-limits rules seem to have been abandoned. Car after car dived all four wheels across the kerbs in the BTCC and other races, with not a naughty boy flag in sight.

Grahame Butterworth
Belton, Doncaster

I would like to reply to your reader who said all Formula 1 teams should be treated the same (May 1).

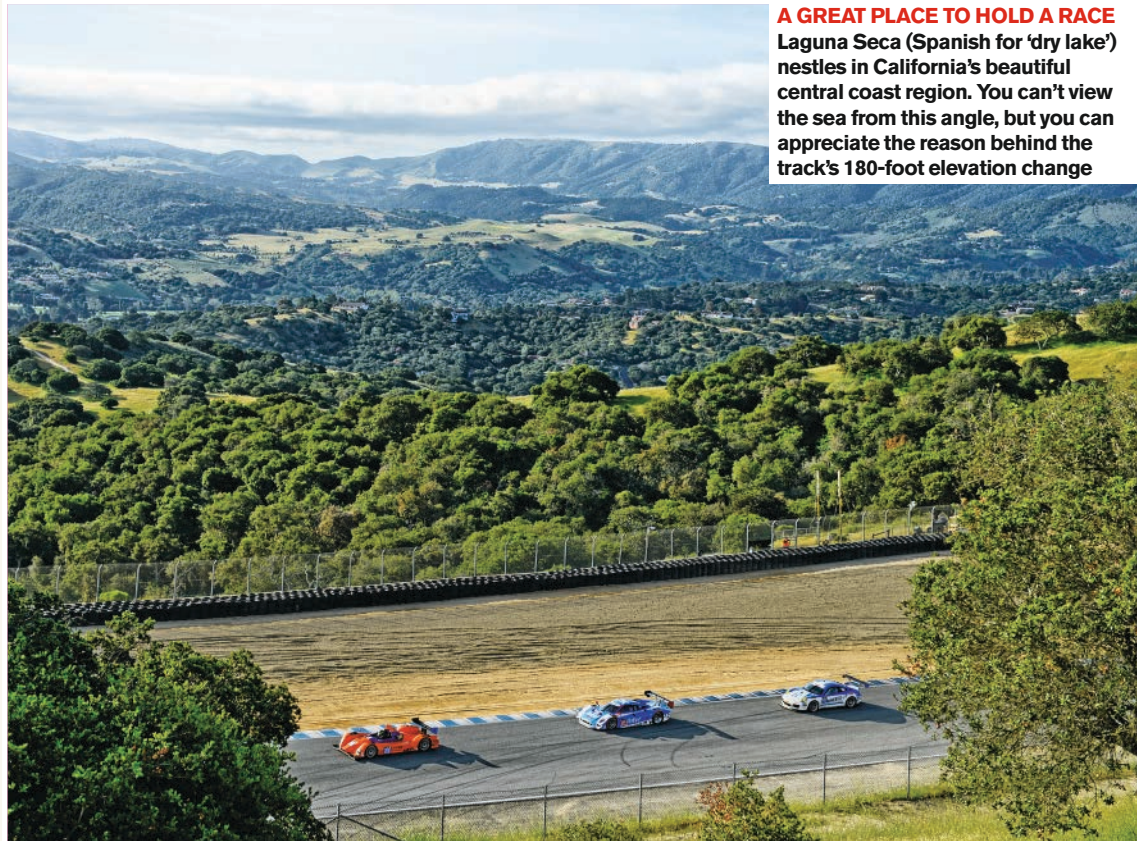
Why shouldn't F1's successful teams get more money from the sport? Red Bull was the joke Jaguar team, and Mercedes was BAR. Both are now successful through hard work and good management. And without Ferrari there would be no F1.

It's up to the back-of-the-grid teams to work harder, rather than whinge.

Nick Binns
Wirksworth, Derbyshire

In pictures

Images around the globe, from California to Imola via London and Alabama



A GREAT PLACE TO HOLD A RACE Laguna Seca (Spanish for 'dry lake') nestles in California's beautiful central coast region. You can't view the sea from this angle, but you can appreciate the reason behind the track's 180-foot elevation change

DOLE/LAT

SENNA TRIBUTE AT IMOLA... F1 stars past and present honoured the memory of the three-time F1 world champion at Imola on the 20th anniversary of his death



AYRTON SENNA
TRIBUTE 1994 / 2014
Città di Imola
FP Formula

... AND THE ROYAL ALBERT HALL Peter Ratcliffe paraded a Senna-liveried car around London last Thursday. Eagle-eyed readers will notice it's actually a Williams, not a McLaren...



STALEY/LAT

NOT-SO-MELLOW YELLOW AT 'DEGA It wouldn't be Talladega without a 'big one'. Here, Joey Logano (22) hits the wall with Kurt Busch (41) and David Ragan (34) after Jimmie Johnson had spun



GRAY/THEN/GETTY

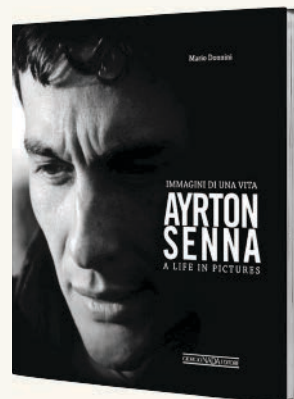
In the shops

Desirable new releases

SENNA CAREER PICS BOOK

£40 – autosport.com/shop

Ayrton Senna - A Life in Pictures relives the great Brazilian driver's career through hundreds of brilliant colour photographs. From his early days in karting, through British FFord and his decade in F1 with Toleman, Lotus, McLaren and Williams, the vast selection of images comes with anecdotes from those who knew Senna.



CLARK/MASON CAPRI 1:43

£26.99 – autosport.com/shop

It may look like a humble Ford Capri, but this is Corgi's 1:43 diecast replica of the works Mk1 3000 GT used by Roger Clark and Tony Mason in the 1973 Avon Tour of Britain. The British rallying aces were leading the 1000-mile event, made up of races and rallies, but retired at half-distance with a broken distributor.



SUZUKA 130R T-SHIRT

£25 – t-lab.eu

The great-corner-loving folk at T-lab have added Suzuka's 130R left-hander to a roster that already includes Corkscrew, Eau Rouge, Karussell and Parabolica. If you don't know where they are, you don't need to. The 100 per cent T-shirt comes in a choice of white or natural (beige-ish).



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WHAT'S ON

ON TRACK IN THE UK

ANGLESEY

BRSCC

May 10-11

www.angleseycircuit.com

It's a busy meeting in North Wales, with the National Formula Ford 1600 Championship descending on the circuit. The BRSCC Mazda MX5 pack is also in attendance, as are the Ford Fiesta, Fiesta Junior and XR Challenge competitors.

BRANDS HATCH

MSVR

May 10-11

www.brandshatch.co.uk

A celebration of small British tin-tops is held in Kent this weekend courtesy of the Brands Mini Festival. The bigger brother of the classic Cooper takes centre stage with the Mini Challenge while the Mini Miglia, Mini Se7en and Mighty Mini races will be an exhibition in close, frenetic competition. Additional support comes from the Champion of Brands/Super Series Formula Ford 1600 races.

CROFT

DDMC

May 10-11

www.croftcircuit.co.uk

In addition to the usual offerings

in the north-east, the Toyo Porsche and Porsche Club series add a bit of production sportscar flavour to Croft this weekend. The Northern Saloon and Sportscar Championship is the circuit's traditional category.

KNOCKHILL

British Rallycross

May 10-11

www.knockhill.com

The return of former champion Ollie O'Donovan means points leader Julian Godfrey has extra reason to keep an eye on his mirrors when the British Rallycross Championship reconvenes at Knockhill. Grids were down for the Belgian overseas round and, although they are still quite small for the trip north of the border, the racing is sure to be fast and furious.

DONINGTON PARK

BRSCC

May 10-11

www.donington-park.co.uk

Britcar's races, Caterham Superlights, Supersport, Tracksport and Roadsport and the Alfa Romeo Championship make up an eclectic programme at Donington Park.



Minis will entertain at Brands Hatch

GARY HAWKINS

OULTON PARK

AMOC

May 10

www.oultontpark.co.uk

Oulton plays host to the Jaguar XK Series and a mix of HRDC and AMOC classes on Saturday. Joining the Jags are the former's Touring Greats and Allstars, and AMOC's Inter Marque, 50s Sports Cars and Equipe GTS.

BISHOPSCOURT

May 10-11

[Leinster Car Club](http://www.leinstercarclub.org)

[bishopscourt.org](http://www.bishopscourt.org)

SILVERSTONE

CSCC

May 10-11

www.silverstone.co.uk

A bumper CSCC meeting at Silverstone includes nine different classes on offer. The new Porsche Production Cup and Jaguar Saloon and GT Championship are the non-CSCC interlopers. The club's own categories – including the packed Magnificent Sevens and revived Classic K – form the majority of the bill.

SNETTERTON

BARC

May 10-11

www.snetterton.co.uk

Snetterton's two-day meeting includes races for the Kumho BMW series and a variety of rorty tin tops that include the Blue Oval Series, Thunder Saloons and Pre-'83 Touring Cars.

BARBON MANOR

British Hillclimb

[Liverpool Motor Club](http://www.liverpoolmotorclub.org)

May 10

www.barbonhillclimb.co.uk

ON TRACK AROUND THE WORLD

SPANISH GRAND PRIX

Formula 1 World Championship

Rd 5/19

[Barcelona, Spain](http://www.barcelona.spain)

May 11

[f1.com](http://www.f1.com)



PORSCHE SUPERCUP

Rd 1/9

[Barcelona, Spain](http://www.barcelona.spain)

May 11

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

INDY LIGHTS

Rd 4/10

[Indianapolis, Indiana, USA](http://www.indianapolis.indiana.usa)

May 9-10

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

WORLD TOURING CARS

Rd 4/12

[Slovakia Ring, Slovakia](http://www.slovakia.ring)

May 11

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

NASCAR SPRINT CUP

Rd 11/36

[Kansas Speedway, USA](http://www.kansas.speedway.usa)

May 10

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

ADAC GT MASTERS

Rd 2/8

[Zandvoort, Netherlands](http://www.zandvoort.netherlands)

May 10-11

[adac-gt-masters.de](http://www.adac-gt-masters.de)

SCANDINAVIAN TOURING CARS

Rd 1/6

[Knutstorp, Sweden](http://www.knutstorp.sweden)

May 10

[stcc.se](http://www.stcc.se)

GP2 SERIES

Rd 2/11

[Barcelona, Spain](http://www.barcelona.spain)

May 10-11

[gp2series.com](http://www.gp2series.com)

GP3 SERIES

Rd 1/9

[Barcelona, Spain](http://www.barcelona.spain)

May 10-11

[gp3series.com](http://www.gp3series.com)

INDYCAR SERIES

Rd 4/15

[Indianapolis, Indiana, USA](http://www.indianapolis.indiana.usa)

May 10

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

RALLY ARGENTINA

Rd 5/13

[Villa Carlos Paz, Argentina](http://www.villa.carlos.paz)

May 8-11

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

EUROPEAN FORMULA 3

Rd 3/11

[Pau, France](http://www.pau.france)

May 10-11

[fiaf3europe.com](http://www.fiaf3europe.com)

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY MAY 8

1400-1445 **Sky Sports F1 LIVE**
Spanish GP: Drivers' press conference

FRIDAY MAY 9

0845-1100 **Sky Sports F1 LIVE**
Spanish GP: Free practice 1
0855-1035 **BBC2 LIVE**
Spanish GP: Free practice 1
1100-1150 **Sky Sports F1 LIVE**
GP2: Barcelona free practice
1245-1450 **Sky Sports F1 LIVE**
Spanish GP: Free practice 2
1300-1435 **BBC2 LIVE**
Spanish GP: Free practice 2
1450-1530 **Sky Sports F1**
GP2: Barcelona qualifying

SATURDAY MAY 10

0845-0910; 1255-1325 **Motors TV**
WRC: Argentina, day 1 highlights
0945-1115 **Sky Sports F1 LIVE**
Spanish GP: Free practice 3
0955-1105 **BBC2 LIVE**
Spanish GP: Free practice 3
1115-1205 **Motors TV**
European F3: Pau, race 1
1200-1445 **Sky Sports F1 LIVE**
Spanish GP: Qualifying
1220-1430 **BBC1 LIVE**
Spanish GP: Qualifying
1435-1550 **Sky Sports F1 LIVE**
GP2: Barcelona feature race
1615-1700 **Sky Sports F1 LIVE**
GP3: Barcelona race 1
2030-2300 **ESPN LIVE**
IndyCar: Indianapolis road course race
0000-0430 **Premier Sports LIVE**
NASCAR Sprint Cup: Kansas

SUNDAY MAY 11

0800-0825, 1740-1805 **Motors TV**
WRC: Argentina, day 2 highlights
0820-0905 **Sky Sports F1 LIVE**
GP3: Barcelona race 2
0825-1120, 1255-1740 **Motors TV LIVE**
Monaco Historique races
0930-1030 **Sky Sports F1 LIVE**
GP2: Barcelona sprint race
1045-1130 **Eurosport LIVE**
Porsche Supercup: Barcelona
1120-1205 **Motors TV**
European F3: Pau, race 2
1200-1300 **Eurosport LIVE**
WTCC: Slovakia Ring race 1
1200-1715 **Sky Sports F1 LIVE**
Spanish GP
1215-1515 **BBC1 LIVE**
Spanish GP
1515-1615 **BBC Red Button LIVE**
Spanish GP forum
1630-1730 **Eurosport 2 LIVE**
WTCC: Slovakia Ring race 2
1700-1800 **ESPN LIVE**
WRC: Argentina powerstage
1805-1850 **Motors TV**
European F3: Pau, race 3
1900-1940 **BBC3**
Spanish GP highlights

MONDAY MAY 12

0900-0935; 1105-1135 **Motors TV**
WRC: Argentina, day 3 highlights
2100-2205 **Motors TV**
British GT: Rockingham highlights

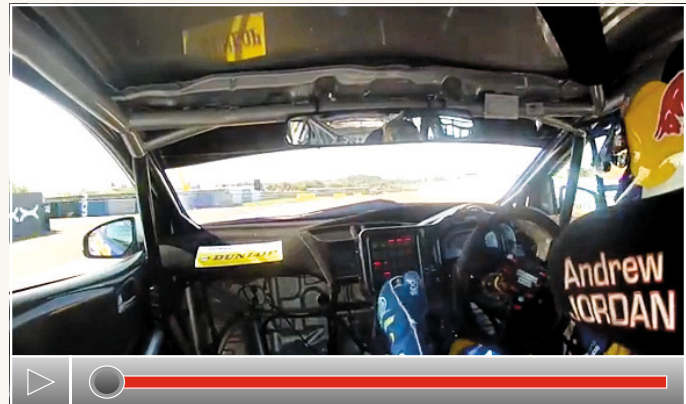
TUESDAY MAY 13

2100-2305 **Motors TV**
Monaco Historique highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube ANDREW JORDAN'S BTCC THRUXTON POLE HAT-TRICK



SEARCH FOR: Andrew Jordan on the edge in Thruxton qualifying (1:43)
Ride onboard with British Touring Car champion Andrew Jordan in his Eurotech Honda Civic as he bounces his way round the super-fast Hampshire circuit to record a third consecutive pole position. The 24-year-old went on to win the first race, as well.

AUTOSPORT+
Exclusive content coming up in our premium website this week

AUTOSPORT's Ben Anderson argues that it would be foolish to dismiss Sebastian Vettel after four tough races, while Gary Anderson (no relation!) answers your questions and assesses the practice form after the Spanish Grand Prix practice sessions. Plus, extensive coverage of the weekend's motorsport events.

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Revved up over what's on the box

The era when television conveyed the fervent post-race atmosphere of the grand prix paddock by switching to an often windowless studio containing Jim Rosenthal, Simon Taylor and Tony Jardine sitting at desks seems like a different century. And that's because it was.

These days, Formula 1 presenters are in the thick of the noise and emotion outdoors after the race, with the sounds of the crowd and the paddock as their backdrop, diving in and out of team celebrations/recriminations. And the evocative positives of this definitely outweigh the cheesy negatives (Eddie Jordan 'meeting the people'). Sky Sports even binned the only indoor aspect of its coverage by deciding that its Skypad

touch screen should be out amid the elements. It's not just F1 where this approach works either – a saturated Knockhill British Touring Car Championship meeting is definitely



best anchored by Steve Rider in the pitlane in a sodden anorak.

But bar the season-opener in Qatar, fledgling broadcaster BT Sports has preferred the "...and back to the studio in London" approach for its MotoGP coverage – and that's provided a reminder of how much this format flattens the ambience of a live sports broadcast.

While Marc Marquez's domination is denying MotoGP of some of its usual emotive drama this year, last weekend's Jerez race still attracted a fervently passionate crowd of 117,001 people (yes, they counted them that precisely) going crazy for Spain's latest hero. All of which was absent from the post-race analysis coverage where Melanie Sykes

and pundits James Toseland and Steve Parrish were echoing around a very quiet East London studio, with just a large but very static picture of Marquez and a token pit garage toolchest to signify that they were talking about a MotoGP race from a few minutes earlier rather than any of the other myriad sports on the BT bill.

There's a lot of promise in the commentary and pitlane line-up in the BT Sports package, which is still finding its feet, but every return to the studio costs the show energy, and there's a limit to the insight that even ex-racers can offer when they haven't spent the weekend in the paddock or trackside. Heck, even EasyJet flies to Spain guys...
Revved Up

Mike Jordan

“I spent most of the race with half a turn of opposite lock out of the corners”

■ Pirelli Porsches ■ Birmingham ■ August 29, 1988 ■ Porsche 911 2.7 RS ■ Victory on home streets



Jordan tamed his local circuit for a big Porsche win

THE RACE THAT MEANS MOST to me personally is the 1988 Birmingham Superprix Porsche race. I'd won one of the lower Porsche classes the year before, and was in the quickest class in '88, racing people like Tiff Needell in a works 944 and Tony Dron in a 928. This race was around the streets of Birmingham, my home town.

We were doing quite well in the championship but this was the one we wanted to do well at. It was supporting a round of FIA Formula 3000, so it was quite a big thing for us. We did quite a few evenings' testing around the city centre because it was pretty obvious where the track was going to be laid out. The race cars at the time were road legal and we had a couple of major decisions to make because one of our backers also raced in the series in a completely different Porsche.

We did a couple of test runs in each car round the circuit to see which one was going to have the best gearing. It was very late at

night, in fact the very early hours of the morning, so you just had to choose your moment about how fast you went down the Middleway past the mosque, which was probably about 130mph!

We decided that my car, the 2.7 RS, was definitely the car to have. I qualified second, although the guy who was on pole had a turbo problem on the way to the grid.

I made a reasonable start, but one of the other turbo cars took the lead. I dived passed him halfway round the first lap and then had 10 laps of defending like hell. He got level with me a few times but I was absolutely determined that it was the race I was going to win.

The car was great – you spent most of the race with half a turn of opposite lock on out of every

corner, which was fantastic, and at the end I had little Armco scuffs on both rear arches. It was a big event, there were a lot of fans there and the atmosphere was tremendous.

At the time we didn't have the press coverage that you have now, but the race got live ITV coverage because the F3000 race had been red-flagged a couple of times so we got a live TV slot.

As a local lad in a Birmingham race it was a huge buzz. I was trying hard to move into touring car racing for 1989 and we had some guests from Peugeot with us. I thought, 'whatever it takes I have to win this race. If we do well they will probably lend us a works car for next season.'

We held on to win it and did get the Peugeot loan deal for the 1989 BTCC. Of all the Porsche wins I've had, that was probably the most enjoyable. I don't drive through Birmingham much now, but when I do I can still remember exactly what it was like. ☑

Mike Jordan was talking to Hal Ridge

PROFILE



MIKE JORDAN BEGAN RACING

in 1979 in a Classic Saloon Morris Minor. His career has included many victories in saloons, Porsches and GT racing. In 2001, he won the British Club Driver AUTOSPORT Award, and five years later he became the oldest BTCC winner, aged 48. Still racing in historics, Jordan runs the Eurotech Racing concern and guided son Andrew to the 2013 BTCC drivers' crown.

NEXT WEEK FULL SPANISH GP REPORT
Plus: IndyCars at Indianapolis; Rally Argentina



Porsche Carrera Cup GB

Meadows takes early championship lead

The latest 460hp Type 991 911 GT3 Cup has delivered some fine race action across the opening six races of the 2014 Porsche Carrera Cup GB season and next on the schedule is the sensational support race to the Le Mans 24-hour race.

Guest racer Ben Barker (Parr Motorsport) scored an impressive double win at Brands Hatch as Michael Meadows (Samsung UHD TV Racing) scooped maximum points. Meadows then shared the wins at Donington Park with Carrera Cup Scholarship driver Josh Webster (Redline Racing). As rain fell, Webster made an inspired decision to switch to wet weather tyres and scored a memorable victory.

At Thruxton, Meadows set the standard to build his early season advantage to 16 points over Webster, with Victor Jimenez (Redline Racing) holding third in the points from Paul Rees (In2 Racing).

In Pro-Am1, Karl Leonard (Team Parker Racing), Justin Sherwood (Team Parker Racing) and Graeme Mundy (In2 Racing) have all taken victories, while Pro-Am2 is even more wide open as Steve Liquorish (Team Parker Racing), Peter Kyle-Henney (Parr Motorsport), Will Goff (In2 Racing) and Kelvin Fletcher (Redline Racing) all battle for the title.

In the coveted teams' championship, Redline Racing has taken the early advantage thanks to the combined scores of Webster and Jimenez.

Now, after a spring break, will be the most prestigious race in the 12-year story of the Carrera Cup GB with a support race at the Le Mans 24-hour (14 June). As Porsche returns to Le Mans to bid for overall victory, the Carrera Cup GB will join with Carrera Cup France to stage a spectacular race on Saturday ahead of the round-the-clock race.

To keep up with all the latest news, images and video from the Porsche Carrera Cup GB, please visit the championship's 'Trackside' web platform at <http://porscherracinggb.porsche.com>

Provisional 2014 Driver Championship points positions

1	Michael Meadows	123
2	Josh Webster	107
3	Victor Jimenez	92
4	Paul Rees	78
5	Steven Liquorish	48
6	Peter Kyle-Henney	47
7	Karl Leonard	44
8	Justin Sherwood	36
9	Jake Hill	34
10	Graeme Mundy	33

Pro-Am1 category

1	Karl Leonard	51
2	Justin Sherwood	37
=	Graeme Mundy	37
4	Rob Smith	19

Pro-Am2 category

1	Steven Liquorish	63
2	Peter Kyle-Henney	55
3	Kelvin Fletcher	33
4	Will Goff	29

Provisional 2014 Team Championship points positions

1	Redline Racing	199
2	In2 Racing	145
3	Samsung UHD TV Racing	123
4	Team Parker Racing	84

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Official fuel consumption for the SEAT Leon Cupra in mpg (litres per 100km); urban 32.5 (8.7) – 34.4 (8.2); extra-urban 49.6 (5.7) – 52.3 (5.4); combined 42.8 (6.6) – 44.1 (6.4). CO₂ emissions 154 – 149g/km.

Standard EU test figures for comparative purposes and may not reflect real driving results. Acceleration 0–62mph in 5.7–5.9 seconds.