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McLAREN-HONDA IS BACK!

Jenson's delight as F1's most successful combo reforms for 2015

Why new works
deal ensures
frontline future



15-PAGE INDY 500 SPECIAL

MANSELL AT INDY RETRO
He made IndyCar rival F1
...and Bernie hated it!



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GTi IS BACK



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO₂ emissions (g/km) for the 208 GTi are: Urban 34.4 (8.2), Extra Urban 60.1 (4.7), Combined 47.9 (5.9) and CO₂ 139 (g/km).

NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT

POLE POSITION

Honda's return is great news for F1

THE RETURN OF HONDA NOT ONLY TAKES McLAREN back into the realm of genuine manufacturer-supported teams, but it's also a ringing endorsement for the FIA and its new-for-2014 engine regulations.

While there are legitimate concerns about the cost of a fundamental technical change at a time when money is so tight, the aging V8 motors were increasingly out of touch with the technology being developed for road-car use.

But the advent of new, smaller-capacity turbocharged units with an even greater amount of 'green' harvested boost on tap makes the sport a far more legitimate use of R&D resource.

Of course the Honda deal doesn't start until 2015, leaving McLaren as very much the customer outfit with Mercedes as the final 18 months of their contract runs down.

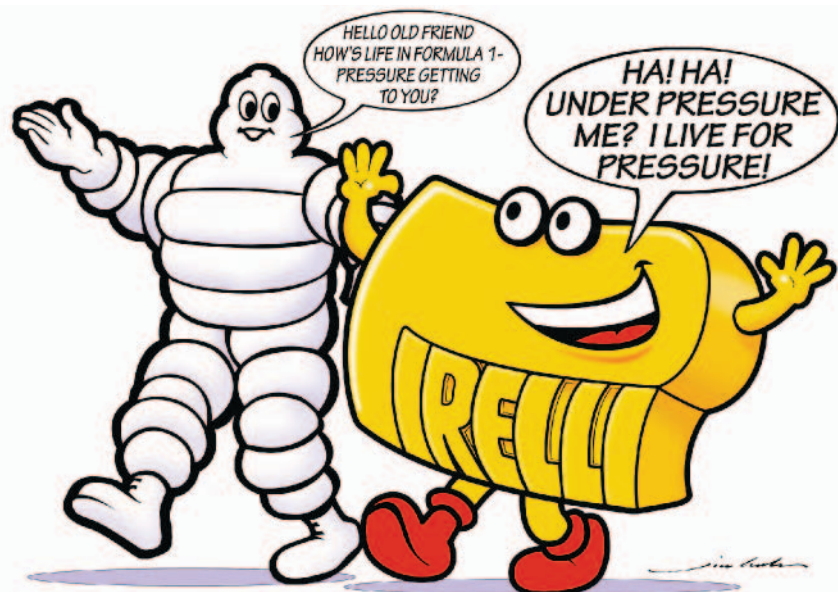
● This weekend is probably the best on the motorsport calendar, with a packed programme at Monaco and an intriguing Indianapolis 500 in prospect across the Atlantic. But if you fancy actually getting out and seeing some race action, the British GT round at Silverstone boasts a record 48-car entry and should be a fantastic spectacle.



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BAMBER'S WEEK



FIND US ON



Cover Image: LAT
Inset: IMS

PIT & PADDOCK

6 **THIS WEEK IN F1**

9 **MARK HUGHES: MPH COLUMN**

10 **THIS WEEK IN MOTORSPORT**

12 **HONDA BACK WITH McLAREN**

With the title-winning partnership reunited for 2015, Edd Straw analyses the significance of the deal, while Adam Cooper remembers 1988-1992

18 **MONACO GRAND PRIX PREVIEW**

Tech secrets; facts and figures; TV times

21 **MARTIN BRUNDLE COLUMN**

The ex-F1 racer and Sky commentator on the challenge of racing on the streets of Monaco

DEBRIEF

24 **F1 TECH DIRECTOR RESHUFFLE**

How the F1 teams' focus on shoring up technical strength has created a frenetic transfer market

26 **X GAMES RALLYCROSS**

Is the US series more about the sport or the show?

FEATURES

28 **INDIANAPOLIS 500 PREVIEW**

The full 33-car qualifying line-up revealed; Three-time winner Dario Franchitti on the secrets of success at The Brickyard; How to engineer a car to tackle the great race; Ryan Hunter-Reay is ready to make his mark for Andretti; Conor Daly on life as a rookie; Nigel Mansell's Indy 500 memories

RACE CENTRE

46 **EUROPEAN RALLY; NASCAR ALL-STAR; V8 SUPERCARS**

52 **DTM BRANDS HATCH**

54 **EUROPEAN F3 BRANDS HATCH**

56 **WTCC SALZBURGRING**

58 **SUPERSTARS BRNO**

60 **ELMS IMOLA**

63 **NURBURGRING 24 HOURS**

CLUB AUTOSPORT

75 **NEWS**

Record British GT entry for Silverstone; Steve Soper to return in GT40 at Silverstone Classic

80 **REPORTS**

Silverstone HSCC; Brands Hatch DTM/MSVR; Donington Park MSCC; Lydden SEMSEC; Donington Park BRSCC

THE BACK STRAIGHT

90 **THIS WEEK**

Readers' letters; best pictures; product reviews

92 **WHAT'S ON**

The best track and TV action in the coming week

94 **RACE OF MY LIFE: ARIE LUYENDYK**

The Dutchman looks back on 1990 Indy 500 win

THE BIG PICTURE

Sebastien Loeb (left) tests his Peugeot 208 T16 Pikes Peak car at Mont Ventoux, joined on the classic Tour de France climb in Provence by the 405 T16 from 1988





This week in F1



Schuey laps Nordschleife

Michael Schumacher demonstrated a 2011 Mercedes Formula 1 car on the Nurburgring's 12.9-mile Nordschleife circuit on Sunday ahead of the start of the track's famous 24-hour race, which was won by a Merc SLS GT car.

P63 NURBURGRING 24H REPORT



WHAT THE RULES SAY

TECHNICAL REGULATIONS 12.6.3

"Tyre specifications will be determined by the FIA no later than 1 September of the previous season. Once determined in this way, the specification of the tyres will not be changed during the championship season without the agreement of all competing teams."

FIA steps in on Pirelli tyre row

The FIA has warned control-tyre supplier Pirelli that any changes to the rubber used in Formula 1 this season can only be made for safety reasons.

The Italian firm revealed last week that the tyres will be changed from next month's Canadian Grand Prix. Pirelli motorsport boss Paul Hembery said of the change that "we will be taking some of the design of the 2013 tyres, but also some of the elements of the 2011 and 2012 products".

While Hembery suggested last week that the changes were partly motivated by a desire to ensure two or three-stop races after many cars stopped four times in the Spanish Grand Prix, the FIA

has stressed this is not acceptable.

Hembery has said that some responses to the potential changes, which have yet to be finalised, are an overreaction. Lotus team principal Eric Boullier described the changes as "somewhat frustrating" and said that "there aren't many sports where there are such fundamental changes to an essential ingredient partway through a season".

Hembery responded: "It has been amusing reading comments from some people suggesting that these changes are going to change the course of the world championship. That will not happen."

BIG NUMBER

0

Number of on-track changes of position in the top six in last year's Monaco Grand Prix.



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McLaren Honda: I know how much passion, success and pride are encapsulated within just those two words. That's why I'm so thrilled and excited about what is not only a fantastic opportunity for the team but also a great development for Formula 1 fans



Jenson Button is delighted by the prospect of working with Honda again

TEE/LAT

P12 McLAREN BACK WITH HONDA



Honda could power Williams or Lotus

Both Williams and Lotus are in the running for a Honda power supply following the Japanese manufacturer's announcement that

it will return to F1. But it is unlikely that any customer supply deals will start until 2016. Both teams could also opt for a long-term Mercedes deal or remain with Renault.

ROSBERG AND GROSJEAN JOIN FORUM

Nico Rosberg and Romain Grosjean head the panel for the FOTA Fans' Forum, which will be held in Montreal ahead of next month's Canadian Grand Prix. Charles Pic, Jules Bianchi and Paul di Resta will

also attend. A team panel will be held, comprising Lotus team principal Eric Boullier, Caterham's Cyril Abiteboul, Marussia president Graeme Lowdon and Renault's Remi Taffin.



7

Lowe gets early release

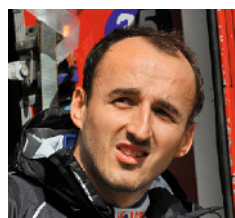
Ex-McLaren technical director Paddy Lowe will join Mercedes in the newly-created role of executive director (technical) on June 3, six months earlier than originally planned. McLaren allowed him an early switch.



COATES/LAT

Kubica sim work helping Mercedes

Robert Kubica's running in the Mercedes F1 simulator is helping the team, says marque motorsport boss Toto Wolff. "He is getting used to driving the F1 car again and we are benefiting from his expertise," he said.



DI RESTA: 2013 RACING NOT DULL

Force India driver Paul di Resta insists that the high-degradation tyre formula does not lack excitement for the drivers fighting in the pack. "It may be boring at the front, but it's not boring when the whole distance you're challenging for another position," said the Scot.

WOLFF PLAYS DOWN MONACO HOPES

Mercedes motorsport boss Toto Wolff has warned that the team cannot rely on the lack of overtaking opportunities in Monaco this weekend to compensate for the team's tyre-degradation problems. "Although overtaking in Monaco is difficult, we cannot afford to be complacent in terms of tyre management," he said. "We need to do significantly better than in Barcelona in order to score a strong result."



TEE/LAT

Sato not interested in making F1 return

Former Jordan, BAR/Honda and Super Aguri driver Takuma Sato has ruled out returning to F1. The 36-year-old leads the IndyCar standings and he insists his "whole focus" is on American single-seaters. The Japanese racer, who crashed trying to take the lead on the final lap of the Indianapolis 500 last year, has qualified 18th for the event this weekend.



BOYD/LAT



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302452/F



Mark Hughes

MPH

Pirelli believes four-stop races are bad for its image, but plans to toughen up its tyre specs have just resulted in a flurry of F1 politicking

Political campaigning behind the scenes has been rife ever since Pirelli announced it would be changing the specifications of its tyres from Canada onwards. Looking on from the outside, it's an amusing case study of F1 psych-ops, with e-leaflet drops from both sides of the argument flying around the ether trying to win hearts and minds, trying to manipulate a fluid situation to their competitive advantage.

Just to recount, Pirelli felt that four-stop strategies in Spain was too much and said it would be altering the construction to something with less rear heat degradation. Given that Canada was just two races away, it seemed inevitable that this meant reverting to what was essentially the 2012 construction. The team that's been calling loudest for a more robust tyre this year has been Red Bull – and cynics have linked that fact with its struggle to be as easy on its tyres as Lotus, Ferrari and Force India.

So there was a feeling that Pirelli had 'caved' to pressure from Red Bull. Cue dark mutterings of Christian Horner's close relationship with ringmaster Bernie Ecclestone and how pressure might have been brought to bear. Pleasing Red Bull – one of Pirelli's staunchest critics – would probably have been the last thing the tyre maker wanted to do; it was simply that the apparent solution to a couple of Pirelli's key problems happened, by 'unfortunate' chance, to help Red Bull (and Mercedes).

brilliant? Lotus followed up, Eric Boullier publicly bemoaning a change made only because some teams hadn't done a good enough job in designing their cars around these tyres. Except that's not why the change had been made – as the wily Boullier would well have known. No, this was pure propaganda, like leaflets falling from the sky.

So then we hear that actually the changes were probably only going to be to the rear tyre and that the fronts would remain the same. What was interesting and politically charged about this was that Red Bull's struggles seem to have been mainly with the front tyres. There have been two front-limited tracks on the calendar so far – China and Barcelona – and these have been the only two venues where Red Bull was plain uncompetitive in the race. Potentially, this change allowed Pirelli to fix its own problems but not inadvertently help Red Bull at the same time. It also would have brought Mercedes – with a car that's struggled making its rear tyres last – onside politically with Ferrari/Lotus/Force India and against Red Bull. Red Bull appeared more isolated than ever now – and still had the problematic front tyres.

But, with such forces unleashed on the system, this politically-charged subject was far from over. Step forward the FIA. No, it said, fundamental changes could not be made to the tyres; certainly not on the grounds

“It's an amusing case study of F1 psych-ops, each side trying to win hearts and minds”

Those problems were that four stops send the wrong marketing message to potential Pirelli road-tyre customers – and that the current steel-belted construction, when it's damaged, tends to fail by the tread unwrapping itself very visibly and dramatically from the carcass. That was also deemed a bad marketing message. So a tougher construction from Canada it was. Competitively, this was good news for Red Bull and Mercedes, bad for Ferrari, Lotus and Force India.

At this point Ferrari's psych-ops – which has long been the best in the business – kicked in. The campaign to get that decision overturned began both behind the scenes and, through its 'Horse Whisperer' blog, publicly. What was there to be ashamed about in making four stops, it asked. People have such short memories, it pointed out. What about when Ferrari won the 2004 French Grand Prix with a then unheard of four-stop strategy that was hailed as daring and

of reducing the number of stops. It cited its own rule. 'Tyre specifications will be determined by the FIA no later than 1 September of the previous season. Once determined in this way, the specification of the tyres will not be changed during the championship season without the agreement of all competing teams' (like that's ever going to happen!).

So the plan to revert to the old rear construction was now scuppered. This may have been OK by Ferrari/Lotus/Force India (though not Mercedes), but it meant that Pirelli was back to its original problem. It was now absolutely imperative that it somehow prevented damaged tyres from unravelling their tread so very visibly and dramatically.

The teams' psych-op squads, cunningly concealed within the ranks of several different departments for plausible deniability, now move into a different phase of the game. Let's see how it unfolds. ❧

This week in motorsport

TEXAS GETS TASTE OF OZ

V8 Supercars made its debut on American soil last weekend with four races at the Austin circuit in Texas, three of which were won by champion Jamie Whincup in a Triple Eight Holden.

P51 AUSTIN V8 RACE REPORT



CIANFLONE/GETTY

10

Finland debut for Fiesta R5

M-Sport's Ford Fiesta R5 will make its World Rally Championship debut on Rally Finland in the hands of Elfyn Evans. The company has now taken nearly 20 orders for its all-new rally car,

with five of those cars nearing completion at its Cumbria base. Prior to Finland, Thierry Neuville will drive the Fiesta R5 non-competitively on the Ypres Rally at the end of June.



British LMP1 car breaks cover

The design of a 2014-rules LMP1 car has been completed by a British motorsport engineering consultancy looking to enter the customer prototype market.

Yorkshire-based Perrinn Limited, set up in 2011 by former Williams Formula 1 aerodynamicist Nicolas Perrin, is ready to start building the coupe as soon as it finds a

buyer for the £1million car. Currently known as the Perrinn LMP1, it has been designed to take both V6 and V8 engines and one of the off-the-shelf hybrid systems.

Perrinn previously reworked the Aston Martin AMR-One into the Judd-powered Pescarolo O3 that raced at the Le Mans 24 Hours last year.

MILESTONE

The World Touring Car Championship notched up its 200th race at the Salzburgring last weekend. The first, on March 22 1987, was (eventually) won by the Holden Commodore of Allan Moffat/John Harvey after the dominant BMWs were thrown out at Monza over rear-spoiler homologation issues.



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NEW RALLY GB ROUTE REVEALED IN WALES

This year's Rally GB was launched in Llandudno last week and includes night stages, new locations, spectator stages, and cheaper tickets and entry fees.

The Deeside-based November event goes no further south than Newtown and includes the usual classic stages in Dyfi

and Hafren. Gwydyr, Penllyn and the Great Orme are back on a route that starts from Conwy Castle and heads straight into a trio of forest stages in the night.

Powys Castle and Kinmel Hall are expected to be announced as twice-used

spectator stages and come with a major emphasis on attracting new fans.

In addition to the international event, the organisers have announced a further two national rallies running behind. The WRC round is more than £1000 cheaper to enter than last year.

Bouchut back to Le Mans

Christophe Bouchut will make his 20th Le Mans 24 Hours start in June, sharing one of the Lotus LMP2 squad's Praga-engined prototypes with James Rossiter and Kevin Weeda. He is standing in for Vitantonio Liuzzi, who is on Superstars duty at Zolder.



Ogier to make Supercup debut

World Rally Championship leader Sebastien Ogier will make his Porsche Supercup debut on the streets of Monaco this weekend with Tolimit Racing. Among the Frenchman's rivals will be nine-time WRC title winner Sebastien Loeb, who also raced at Barcelona.

RENAULT JOINS FORMULA E

Formula E last week announced that Renault has signed up as a technical partner to series car constructor Spark Technology. Images of the car that will race in next year's FIA-sanctioned series were also unveiled.



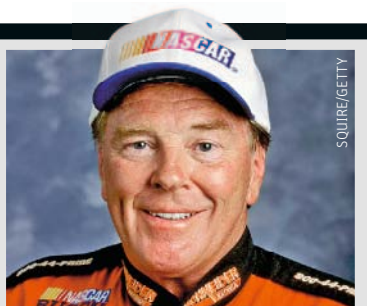
DICK TRICKLE: 1941-2013

LONG-TIME NASCAR DRIVER DICK Trickle died last week after committing suicide at a graveyard in North Carolina at the age of 71.

Trickle is acknowledged as one of the most successful drivers in US short-track history, having won over

1200 races in the discipline and seven national titles between 1979 and '87.

He made his debut at NASCAR's top level in 1989 and won that season's Rookie of the Year prize. In total he started 303 Cup races and finished in the top five on 15 occasions.



In brief



MITSUBISHI ON PEAK

Mitsubishi has become the latest manufacturer to enter the Pikes Peak International Hill Climb in June. No driver has been named for the MiEV Evolution II all-electric prototype (pictured).

BULLER JOINS BRIT F3

Will Buller will return to Fortec Motorsport to contest this weekend's British F3 opener at Silverstone. The Northern Irishman has raced in European F3 so far this season with T-Sport.

MASTER BERNSTORFF

German F3 Cup race winner Emil Bernstorff will race for Italian squad EuroInternational at this year's Masters of F3 at Zandvoort in July. The Brit raced in the Euro Series with Ma-con last year.

SAINZ, YELLOLY TO 3.5

GP3 racer Carlos Sainz Jr will make his Formula Renault 3.5 debut on the streets of Monaco this weekend with Zeta Corse. The Spaniard will be joined by fellow GP3 racer and FR3.5 race winner Nick Yelloly. Both drivers are on one-off deals.

POCONO'S 'INDY' GRID

IndyCar will use a three-by-three starting line-up for its return to Pocono later this year. The Indianapolis 500 is the only other race where the grid is lined up in rows of three.

HYDROGEN ASTON

Aston Martin became the first manufacturer to compete in an international race with a zero-emission car at the Nurburgring 24 Hours. The Rapide S, driven by company CEO Ulrich Bez, Matthew Marsh, Shinichi Katsura and Wolfgang Schuhbauer, did not finish.



McLaren-Honda last united in 1992. This is Senna winning that year's Monaco GP

HONDA: SALVATION FOR McLAREN

The news that McLaren and Honda are joining forces once more has sent memories racing back to a crushingly dominant combination.

EDD STRAW has no doubts that they can succeed together again

The reaction was predictable in the wake of Honda announcing its Formula 1 return as engine supplier to McLaren from the start of the 2015 season. Misty-eyed recollections of Ayrton Senna's sensational pole position lap at Monaco in 1988, his pain after finally claiming a first home victory in '91, the clashes between the Brazilian and Alain Prost at Suzuka, and the all-conquering lowline MP4/4 of 1988 abounded.

Top brass from both the British and Japanese sides of the alliance waxed lyrical about the legacy of McLaren-Honda, and Jenson Button recalled watching the Marlboro-backed red-and-white McLaren-Hondas during his formative years. But none of that is what really mattered. For McLaren, this deal is all about the future, a future that now looks significantly brighter.

This is not a deal that is simply good for McLaren, it is absolutely essential.

Prior to Honda committing to its comeback, it wasn't difficult to create a doomsday scenario for McLaren. The house that Bruce McLaren built, Teddy Meyer led to glory and Ron Dennis extended way beyond the status of a mere race team has recently exhibited signs of potentially crumbling foundations.

It lost its status as the works Mercedes team after the German marque created its own factory squad by buying Brawn in late 2009 (ironically the ex-Honda team), and McLaren has been reduced to customer status. Title sponsor Vodafone surprised nobody when it announced that this season would be its last as McLaren's primary backer, although the team has said that a replacement ▶

◀ will be announced on December 2. And some questioned the long-term viability of a road-car programme that has produced stunning machinery but is shooting for the moon in taking on the premium players in the market.

All that added up to doubts, widely voiced in the F1 paddock, about the 50-year-old team's capacity to sustain itself as a frontrunner. But the Honda deal changes all that.

McLaren managing director Jonathan Neale knows this all too well. With Mercedes, Ferrari and Red Bull-Renault set to be the powerhouse teams in this new engine generation, McLaren desperately needed frontline status. For several years, F1 teams have been living in a low-cost, engine-freeze wonderland in which competitive engines were relatively easy to come by. The extent of the changes for the new 1.6-litre V6 turbo 'green' powerplants means that being a works team is now essential.

McLaren will work closely with Honda on the

packaging of the unit, giving it the best chance of producing the optimum car/engine combination. And while McLaren is not guaranteed exclusive use of the Honda units, it will benefit from this close engineering relationship.

"It all depends on the competition you're up against, and the competition that we are up against is structured in that way," says Neale. "So it's absolutely vital for us.

"The reason for doing this is both organisations believe that, in the long run, we can be more competitive working together. Mercedes have clearly focused their efforts around Brackley and that's completely understandable and was done with transparent communication with us. We're respectful of that and they have been very good and still are very good partners.

"If we are going to compete at the upper echelons then we need to be punching at that weight. Getting together with a powerhouse like Honda allows us to do that."

Given what happened to Honda last time it competed in F1, rest assured that the Japanese manufacturer is serious about getting it right this time. While its record as a team owner is patchy, as an engine supplier it has won 69 grands prix and 11 titles (five drivers' and six constructors' championships). Honda president Takanobu Ito admitted, with more than a tinge of understatement, that the failure of the works team of 2006-08 was "disappointing", but it is inconceivable it will happen again. Honda simply will not let it – its reputation as an engine maker won't allow it. As one senior paddock figure put it, "Honda will want to come in and crush everyone".

The partnership with McLaren will be relatively straightforward. Honda will design and build the engine, not to mention associated green technologies, with work long since underway at its R&D facility in Tochigi in Japan. A UK outpost will also be created. McLaren will concentrate on the rest of the car. There is no equity, no

"We maintained contact with Honda, and a speculative discussion started"

McLaren star Jenson Button is a winner with Honda already



confusion – it is clear-cut. Just as it was during the glory days of Senna and Prost. And, for now at least, there's no road-car angle to the deal.

"It's a more conventional works team-type arrangement," explains Neale. "It doesn't include equity and it doesn't have anything to do with [McLaren] Automotive. It's a racing programme."

News of this deal first broke ahead of March's Australian Grand Prix and it was even longer in the making. Ever since the McLaren-Mercedes relationship was scaled back in late 2009, the Working squad has been desperately trying to lure in a new engine partner. With a Mercedes contract ensuring it had a potential supply deal in place to the end of '15, McLaren had enough leeway to play the long game and has come up with arguably the perfect solution.

"We've maintained contact with Honda over many years," says Neale. "Gradually, over a matter of months rather than years, a few senior players started a speculative discussion. Those conversations have really only materialised in a matter of months."

There has been much speculation about the effect of Honda's entry for the second year of the new engine formula. Ferrari, Renault and Mercedes will each have a year's advantage with the 1.6-litre V6 turbos, while Honda plays catch-up. The reality is that coming in a year late will be largely neutral, with perhaps only a relatively small upside, as the design work on the Honda will have to be well-advanced by the time the first race of the new engines is held in March next year. That means there will be limited time to react to whatever details it can glean from rivals.

Honda will have a clearer idea of what performance levels to shoot for, and the other engine manufacturers are concerned about having a fourth supplier operating outside the mooted homologation regulations for 12 months, but any such advantage will not be dramatic. As for concerns that Honda will be able to harvest information from the Mercedes units used by McLaren in 2014, there is no chance of the German manufacturer allowing one of its engines to be sawn in half for inspiration. Mercedes will honour its contract, albeit without going above and beyond the call of duty. What McLaren will

be able to do is get a deep understanding of the characteristics of the engine, which will inevitably be of some use to Honda.

Neale believes there is no advantage to Honda joining a year late: "But it would be if you were delaying three or four years and seeing what would emerge in technology. Who knows what will emerge on intercooler technology? Who knows what the best packaging or layout of the engine is and what will change as the 'levelling' takes place over the first couple of years. The definitive technologies will only emerge by about 2016. If you were then taking a look at that point, you might have some advantage."

Chances are, by the time 2015 comes around, Honda coming in a year after everyone else will be declared a good or a bad thing according to how well it does. But none of its rivals are kidding themselves – it would be a shock if Honda doesn't win races and championships. The question is one of when, rather than if.

Most importantly, Honda has already made significant progress. Wisely, Gilles Simon was engaged as a consultant to the project, even if the project is very much driven from Japan. Simon was previously Ferrari's engine boss before moving to the FIA during the period when the new engine regulations were created. Eyebrows were raised when he switched to Craig Pollock's PURE operation, which had aimed to supply engines in 2014 but has since closed down, and he has brought significant knowhow to Honda.

It's not clear when the engine will run on track for the first time. Honda sources indicate there is a desire to run an engine in the real world in 2014 if possible, but the existing engine manufacturers are deeply aware of the need not to hand the latecomer an advantage by inhibiting development on their own engines by the regulations.

But this is all detail. Honda is back, which is vitally important for the sport and at least partly validates the decision to change the engine rules. For McLaren, this deal is essential to its chances of remaining a leading F1 team in the long run.

Things aren't going well on track at the moment for McLaren-Mercedes, but it surely won't be long before a McLaren-Honda starts producing some serious results. ❖

McLaren's engine history

The McLaren team has used eight different engine suppliers in Formula 1, with vastly varying degrees of success.

Serenissima (1966) Wins: 0

Three-litre V8 unit produced by the Italian Serenissima team was briefly tried by Bruce McLaren.

BRM (1967-68) Wins: 0

Raced 13 times by McLaren before it adopted the Ford DFV, including use in Jo Bonnier's privateer car in 1968.

Ford (1966-83, '93) Wins: 35

The Ford Cosworth DFV was the mainstay of McLaren's 1970s success. What was initially a customer deal for '93 yielded five wins.



Alfa Romeo (1970) Wins: 0

Andrea de Adamich drove a third McLaren entry with Alfa Romeo power, but qualified only four times.

TAG Porsche (1983-87) Wins: 25

McLaren funded Porsche's engine programme thanks to backing from TAG. The result was three drivers' and two constructors' titles.

Honda (1988-92) Wins: 44

Dominated F1 for four years before slipping behind the ascendant Williams-Renault team and pulling out.

Peugeot (1994) Wins: 0

Had moments of promise, but proved unreliable, leading McLaren to strike up a partnership with Mercedes.

Mercedes (1995) Wins: 78

Lured Mercedes away from Sauber in 1995, claiming its first victory in '97. Has since won three drivers' titles and one constructors' crown.

The one that got away

McLaren tested the compact Lamborghini V12 engine in 1993, impressing Ayrton Senna. The team opted to sign an engine-supply deal with Peugeot instead.

EXPERT VIEW



GERHARD BERGER
McLaren-Honda racer,
1990-92

Returning to Formula 1 is the best thing Honda could have done. They're full of great engineers and great people in all other areas too.

Honda is special. They are very technically orientated and very good. With McLaren they can... no, they *will* win again. Give them a season to get over the usual new-engine problems compared to the other manufacturers, and they will be right there.

Last time Honda came in, they didn't do it the right way. It wasn't the right time in Japan with the economic situation, but when I worked with them with McLaren, Honda were right on top of their game.

With McLaren, Honda have chosen the perfect partner to return to Formula 1 with. They are two companies that strive for technical

excellence in everything. In my experience, Honda have been more committed to their F1 programmes than anyone else I've ever worked with. They feel a need to prove their technical knowledge to the world and this pushes them on to do a better job each time.

If they are lagging behind in one area, they put more resources into it until they are the best. That is a way to win. They do things properly, using the budget necessary and the best technical people they can.

This time I'm sure they won't make the same mistakes as they did with BAR. Perhaps the management wasn't correct then at either Honda or the team – some of the wrong people. But in my time it was seamless.

Now I think it could be a resurgence for Japan. In Europe, car plants are shutting and the manufacturers are having problems. The Japanese don't have these problems right now, which is good news for F1.

Gerhard Berger was talking to Jamie O'Leary

Prost leads Senna at start of Australia '88, the 15th win in 16 races



16

LAT/ARCHIVE

McLaren and Honda first time round

For a while in the late 1980s and early '90s, McLaren and Honda were unstoppable in Formula 1. ADAM COOPER looks back at an amazing era

The combination lasted for just five seasons and 80 grands prix, and yet the original McLaren-Honda partnership has forged a place in motor racing history that seems to far outweigh those relatively modest numbers.

This iconic status is in large part due to the presence for the whole of that period of Ayrton Senna. The two extraordinary years that the Brazilian spent alongside Alain Prost in 1988 and '89 made headlines for all sorts of reasons, and are at

the heart of the McLaren-Honda story.

The partnership was a marriage of two hugely successful parties, who between them had dominated the sport for the four seasons before they joined forces. It resulted from some typically ruthless strategic planning by Ron Dennis, who naturally was always determined to position McLaren with the best possible package. If he could weaken someone else at the same time, so much the better.

From late 1985 Honda had set the pace with Williams, albeit in a less than amicable environment – not least because of the animosity between Nigel Mansell and Nelson Piquet, who fought for the title in 1986 and '87.

Meanwhile, in 1987 Honda also hooked up with Senna at Lotus. Politically adept, Senna soon forged a close relationship with the engine supplier.

After three years of unfulfilled promise at Lotus, Senna was keen to move to a team that virtually guaranteed titles. Dennis already had Prost, but he wanted more, and Senna was his target.

He also wanted Honda. McLaren had enjoyed great success with its own TAG V6, winning titles in 1984-86. But in the last of those seasons it was clear that the Porsche-sourced engine had little more to offer. There was still one more transitional year of restricted turbos to come,

IN NUMBERS: McLAREN-HONDA 1988-1992

RACES
80

30 FASTEST LAPS

44 wins
of which:

30 for Ayrton Senna
11 for Alain Prost
3 for Gerhard Berger

15/16

15 races, out of 16, won in record 1988 season

V6
1.5-litre turbo used in 1988

V10 3.5-litre atmospheric engine used 1989-90

V12 3.5-litre atmospheric engine used 1991-92

ALL PICS: LAT ARCHIVE
53
POLE POSITIONS

5 successive seasons with no title for McLaren after Honda quits



Berger and Senna gave Honda V12 its debut in Phoenix '91

and longer term McLaren needed a strong partner for '89 and beyond, when normally aspirated engines were to be compulsory.

The carrot of a Senna/Prost partnership proved impossible to resist for Honda, and it parted company with Williams, a year early and somewhat messily. The dream team of McLaren, Honda, Prost and Senna was announced at the 1987 Italian Grand Prix weekend.

Ever the perfectionist, Dennis studied books about Japanese management style, and proved to be more agile at dealing with Tokyo than Frank Williams had been. Handily, Honda's arrival coincided with a recent move into a new state-of-the-art facility in Woking. Honda appreciated Ron's efforts to up the F1 game in every area, his ambitions for McLaren gelling with the manufacturer's own pursuit of technical perfection.

Energised by the arrival of Gordon Murray as technical director, McLaren produced a truly stunning car for 1988 in the form of the MP4/4. Honda, meanwhile, pulled out all the stops to make a mockery of FIA restrictions imposed for the final year of turbos – namely a stricter boost limit and 23 per cent cut in the fuel allowance – by producing a brand new engine.

The season was the stuff of legend as McLaren won 15 of 16 races. Senna arrived with all guns blazing and ultimately outran Prost to secure his first title – on Honda's home ground at Suzuka – although it was much closer in races than in qualifying. Meanwhile, in Japan interest in Honda's F1 exploits went stratospheric, and Senna was the star.

In 1989 Honda introduced its first normally aspirated 3.5-litre V10, which had been in gestation for some time. The package proved almost as dominant as its predecessor, although there were some costly reliability issues. Honda didn't always get it right, but Dennis ensured that no criticism was directed at the company. Ron, meanwhile, had asked Murray to set up a road-car division, which inevitably diluted the team's efforts.

Senna and Prost had maintained a grudging respect for each other in 1988, but their relationship unravelled in their second year together. In July Prost announced his intention to leave, and later he created a PR headache for Dennis by suggesting that Honda favoured Senna. News of Prost's deal with Ferrari for '90 added to the tension. The season reached a climax with the infamous collision at the Suzuka chicane, which ultimately left the Frenchman as champion.

For 1990 Senna was joined by Gerhard Berger, the third of the three drivers to race a McLaren-Honda to date. The Austrian made his mark by taking pole first time out, but he soon slipped into a supporting role.

Ferrari had upped its game and the year turned into another Prost-versus-Senna fight, and again it ended in controversy at Suzuka when the pair crashed out. Senna had his revenge and took his second title.

For 1991 Honda insisted on switching from V10 to V12 power, and thus its third configuration in four years. Bulkier and thirstier, the new engine presented McLaren with obvious

compromises. Initially Senna was not impressed, but he started the season with a series of four wins. On pure performance McLaren was later overhauled by Mansell and the ultra-high-tech Williams-Renault, but ultimately a better finishing record helped Ayrton to secure his third title.

Honda designed an all-new version of the V12 for 1992, but it emerged late and was less competitive than expected. During the winter Honda had informed Dennis that this would probably be its final year in the sport, which inevitably led to some stress in the camp as the team boss tried to find a way forward.

This time Mansell and Williams were nigh on impossible to beat, unless they faltered. A frustrated Senna continued to give his all, but he won only three times, and finished fourth in the championship. Honda's withdrawal was finally announced – as a 'suspension' of activities – at Monza, exactly five years after the McLaren deal was first made public.

In 1993, armed with a customer Ford V8 engine, Senna enjoyed what many view as his most impressive season, so it shouldn't be forgotten that the final chapter of the Senna/McLaren story owed nothing to Honda.

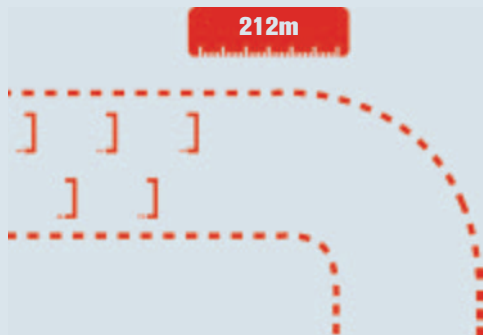
But the greater part of it did. The Brazilian won all three of his world championships during the Honda era and, together with the fourth earned by Prost, that represents an 80 per cent drivers' title success rate – one matched by McLaren's four constructors' crowns – over those five seasons. It remains a truly remarkable record. ❧



MONACO GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS F1 HD**

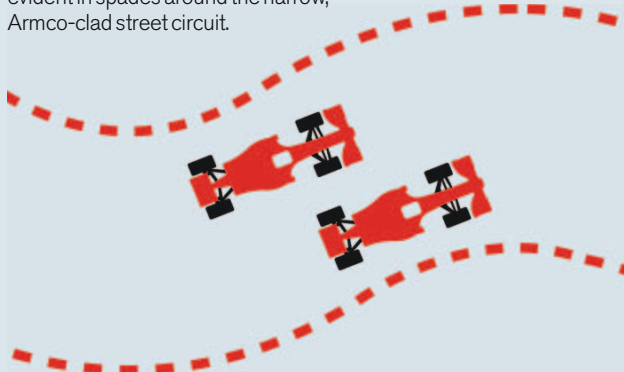
FIRST CORNER



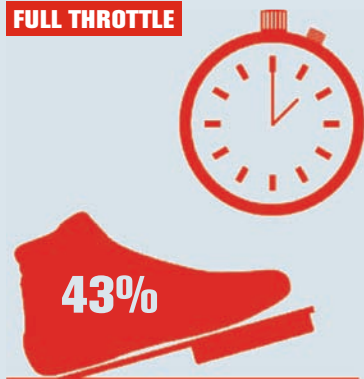
It's a mere 212m from pole to Turn 1 at Monaco, more than half a kilometre shorter than the comparable distance at the Circuit de Catalunya, so cars will only manage to reach speeds of 170mph before braking hard for the right-hander at Ste Devote.

OVERTAKING STATS

No surprises for guessing that Monaco sits at the very bottom of the overtaking league table, comfortably beating the Hungaroring into last place. But where overtaking may be lacking, driver bravery is evident in spades around the narrow, Armco-clad street circuit.



FULL THROTTLE



Drivers are only hard on the throttle for 43 per cent of the lap around the Principality, ranking Monaco the lowest on the calendar for full throttle demand.

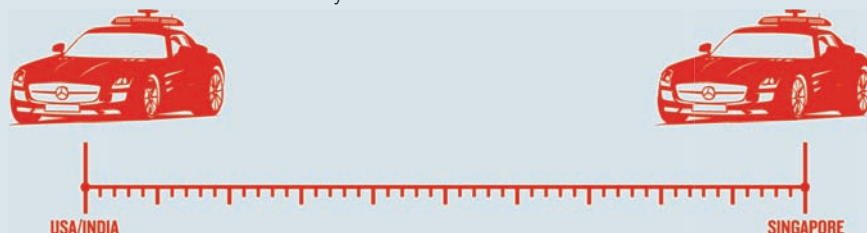
PITLANE

Surprisingly, Monaco isn't the shortest pitlane on the 2013 calendar – that plaudit belongs to Melbourne, but despite its relatively short length, time losses are relatively high due to lower pitlane speed limits on street tracks.



SAFETY CARS

In the past 10 Monaco GPs, the safety car has made 14 appearances, making it the second busiest weekend for the safety car driver Bernd Maylander. However, thanks to the number of overhead cranes, Monaco is notable for its uber-efficiency in the removal of stricken cars from the circuit.



FUEL PENALTY



Cars require 1.7kg of fuel to cover a 2.07-mile lap of Monaco, making the fuel penalty nominal around this track.

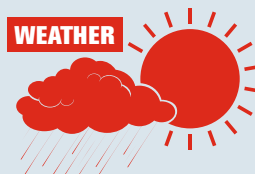
GEAR CHANGES

Approximately 62 gear changes are required for each lap of Monaco, an incredibly high number given the short lap. By the end of the 78-lap race, drivers will have completed almost 5000 gear changes.



MONTE CARLO	
Circuit Length	2.07 miles
Race Laps	78
Race Distance	161.887 miles
Lap Record	Michael Schumacher, 1m14.439s (2004)
Corners	19 (8 left, 11 right)
Circuit Direction	Clockwise
Corners <62mph	8
Corners >155mph	2

WEATHER



MONTHLY AVERAGES	
Daily sunshine	8.6hrs
Rainfall	48.6mm
Min temp	14.8C
Max temp	19.4C

Monaco has a warm-summer Mediterranean climate, which is influenced by the oceanic climate and the humid subtropical climate. Temperatures are temperate given the almost-constant sea breeze.

COMPLETE COVERAGE OF THE ENTIRE RACE WEEKEND ON **sky SPORTS F1 HD**

THURSDAY

0845 Sky Sports F1
LIVE Free Practice 1
1245 Sky Sports F1
LIVE Free Practice 2

1510 Sky Sports F1
LIVE GP2 Qualifying
1700 Sky Sports F1
LIVE The F1 Show

FRIDAY

1010 Sky Sports F1
LIVE GP2 Feature Race
1700 Sky Sports F1
LIVE The F1 Show

SATURDAY

0945 Sky Sports F1
LIVE Free Practice 3
1200 Sky Sports F1
LIVE Qualifying

SUNDAY

1130 Sky Sports F1
LIVE Monaco GP

ALL WEEK

Classic Monaco F1 GP races shown throughout the week as a build-up to the 2013 race.

100%

GRAND PRIX SUPERGRID

AUTOSPORT's technical correspondent Gary Anderson has compiled this index, created by taking each driver's percentage deficit to the outright pace so far this year. The graphic shows each driver's average over the five races of 2013 compared with the theoretical absolute pace, which is expressed as 100.



Rosberg 100.176



Vettel 100.371



Hamilton 100.426



Raikkonen 100.552

101%



Alonso 100.600



Massa 100.728



Webber 100.829



Grosjean 100.969

Another points finish for Paul di Resta in Spain, where he again eclipsed Force India team-mate Sutil, has moved the Scot ahead in their intra-team battle.



di Resta 101.407



Sutil 101.447



Button 101.665

102%



Ricciardo 101.795



Perez 101.854

McLaren's Sergio Perez has jumped ahead of Nico Hulkenberg after his strong qualifying in Spain – and has also moved closer to team-mate Jenson Button.



Hulkenberg 101.976



Vergne 102.193



Gutierrez 102.446

103%



Maldonado 102.588

Rookie Esteban Gutierrez drove well in Spain, just missing out on a point for 10th. Thanks to him outpacing both Williams drivers to get through to Q2, he's now pulling clear of them.



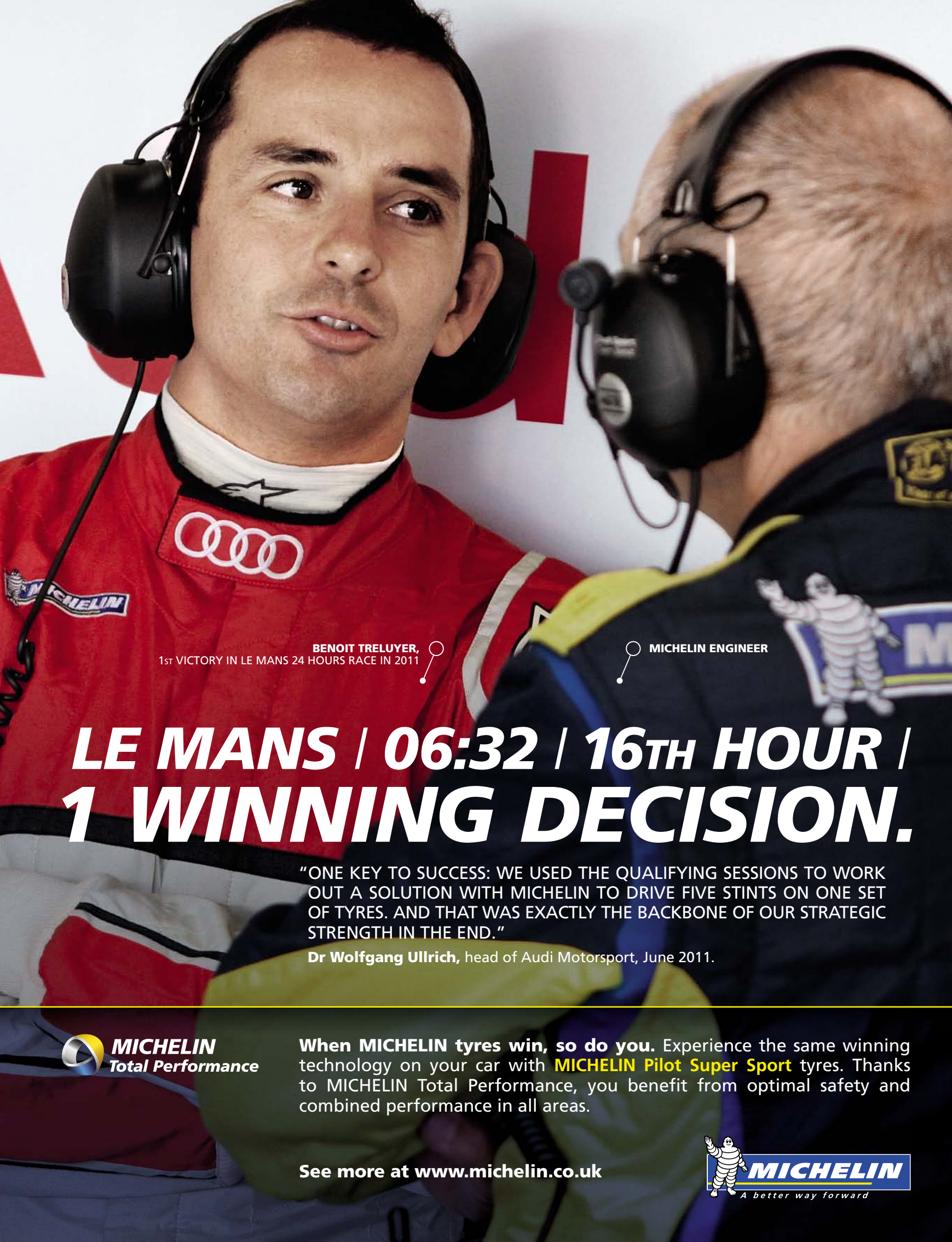
Bottas 102.816

AND THE REST...

Jules Bianchi leads the minnows' supergrid for Marussia ahead of Charles Pic in the best of the Caterhams, Max Chilton and Giedo van der Garde

Bianchi (Marussia)	104.021
Pic (Caterham)	104.137
Chilton (Marussia)	104.844
Van der Garde (Caterham)	105.138

Watch the Monaco Grand Prix exclusively live on Sky Sports F1 HD – go to sky.com/F1 or call 08442410826



BENOIT TRELUYER,
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MICHELIN ENGINEER

LE MANS / 06:32 / 16TH HOUR / 1 WINNING DECISION.

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Dr Wolfgang Ullrich, head of Audi Motorsport, June 2011.



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Martin Brundle

The inside line

The Sky Sports F1 commentator and 158-time grand prix starter looks forward to one of his favourite weekends of the year – Monaco

This weekend marks 30 years since I made my Monaco race debut, in the Formula 3 event. It should be 31, but I'd smashed my car up at Dijon in '82 – on the straight, I still don't know why! – and my boss Dave Price made me drive the crew van down to Monaco as a punishment. Painful!

I should have won in '83 as Ayrton Senna didn't come over for it – he didn't do the European races – but I spun at Casino Square on my hot lap in qualifying. I didn't hit anything, just stalled the engine. It was a bit ironic, as I'd spin my Jordan F1 car in exactly the same place on a damp track in my final race there in 1996.

Monaco was my first-ever street-circuit event. I just took to street tracks, whether it was Macau, Adelaide, Dallas, Detroit – I love them all. The challenge, the mountain you're attempting to conquer, is huge. It seems impossible when you first drive out on the track. You're seconds slower than you will be later on – you'll soon be faster on an out-lap warming your tyres than you were on a sweaty banzai lap earlier in the weekend! The track evolves, but it's mainly about learning to let the car flow.

You can't be anything other than mesmerised about the experience of driving around Monaco. Your focus goes to every detail of the track. It's similar to riding a motorbike fast on the road, where you have to read the

reports for Sky F1 during FP2. There are points on the track – like the entrance to the Swimming Pool or Tabac – where you literally feel that you could reach out and touch the drivers. You stand there and you admire the commitment. And it reminds you of the buzz of what it felt like to do it.

There's little scope for getting it wrong on a street circuit, it requires the utmost accuracy. Therefore, the reward for all that commitment is immense. It's something I love to watch at close quarters, and that feeling you're doing something special is much more apparent on a street circuit than anywhere else.

Obviously, the cars are stronger today, and the perils are significantly less. My first grand prix weekend there in '84 ended in the barrier at Tabac. I'd rattled the brake pads off the discs on the kerbs at the fast chicane and when I got to Tabac the brake pedal plunged. It was such a fast approach back then, compared with today, and my real problem was as the brake pedal went long, the brake bias adjustment cable pushed the front of the throttle pedal. The harder I pressed the brakes, the more throttle it was applying...

I went straight into the barriers, which I hit my head against. It was a massive impact. I slid on my side down the track, with my head bouncing against it and my arm dangling out. The marshals then flipped the car over – which would have finished me off if I'd

“You can't be anything other than mesmerised about the experience of driving round Monaco”

road incredibly carefully or it will hurt a lot.

You get the entire circuit detail embedded in your brain: the drains, the kerbs, the manhole covers, the barriers, the cambers and crown of the road, all the dips, bumps and gullies. Every little aspect – as I'm writing this, I can picture it now. The bumps on the way into Ste Devote are ingrained in my brain, popping up over the crest into Massenet and then Casino, falling down the hill, over that bump that everyone now steers around, then hooking the gully on the right-hand side into Mirabeau. You develop intimate knowledge of this ribbon of asphalt, and you spend the next couple of days utterly focused on it.

Today, rather than being behind the wheel, I get my buzz from watching trackside. I don't resent that; I'm happy for them to feel that experience. The highlight of my TV year is to walk around the track on a Thursday afternoon from where I will broadcast live

broken my neck! – then I shook myself down and ran back to the spare car (a speciality of mine!).

Ken Tyrrell plugged his radio into the car and said “there's only eight minutes left, you're going to have to get on with it” to which I replied, “no problem, which way does the track go after the pitlane?” At which point he reached in and switched off the engine!

But I had some great races there too, charging back to sixth in 1989 in the Brabham after stopping to change a dud battery when running third, and finishing second to Michael Schumacher in 1994 in the McLaren-Peugeot. He'd slid off on some oil at Ste Devote, and on the podium he admitted: “I almost didn't make it!” The story of my career; I could have done with that one... ❄

The Monaco Grand Prix is exclusively live on Sky Sports F1 from May 23-26 (Sky channel 406)



MONACO GP PREVIEW

From ground-effect to six-element front wings

GARY ANDERSON looks at the evolution of understanding downforce in F1 over four decades

Monte Carlo is the slowest circuit on the Formula 1 calendar and the rapid-fire corners mean that it's all about downforce. While it lacks Barcelona-style high-speed corners, laptime here is all down to speed in the turns, which is largely down to downforce.

To pick a ballpark figure, going back to the 1991 Jordan that I designed, you would probably have a good 50-60 per cent more downforce today. Looking back earlier, the late-1970s and early-'80s ground-effect cars with sliding skirts and strange ride heights probably didn't produce much less downforce than the cars today – it's

just that it was very difficult to use. Certainly, teams are significantly better at using that downforce than they were in the ground-effect era.

In that era, there was just a huge amount of downforce and you didn't need front wings. But as more and more has been learned about downforce, the sport has learned that it's not about quantity – it's all about quality. The ideal is quality and quantity, but while if you only have quality you can have a reasonable car, quantity guarantees nothing. That understanding, from CFD, windtunnels and aero-rake data, is what allows grand prix cars to be so fast today.

If you go way back to the days

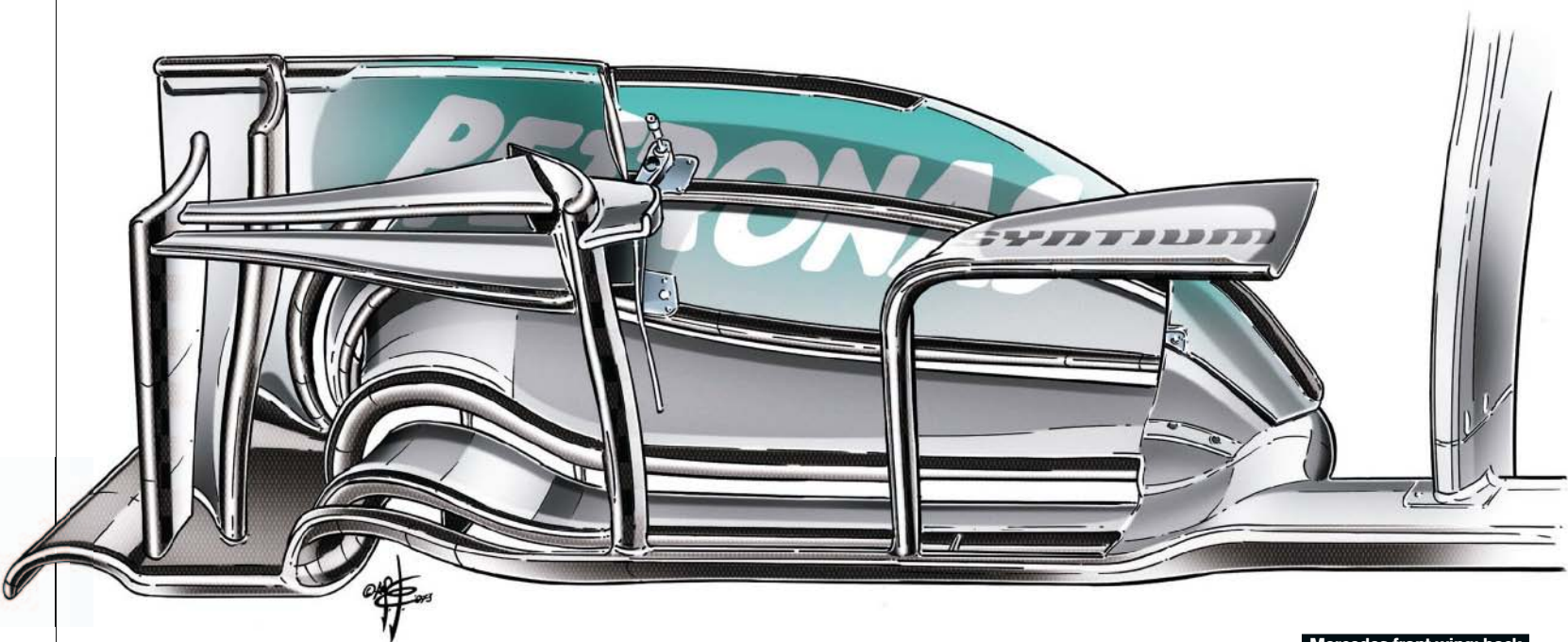
when I worked with Brabham, we had our own mechanism to measure the airbox pressure. It was a piece of plywood that went inside the cockpit, and you had a bit of plastic tube going into the airbox and the other bit going into an area behind the driver's head. There was a valve on it and the tube was full of liquid with a scale marked on the bit of wood. We would get the driver to drive at a certain speed, then turn the valve to lock the fluid so we could read off the airbox pressure to play with the set-up of it!

Things have evolved a lot since then, but it is still a question of maximising your understanding of

how the airflow works on the car. A lot of work now is done with ensuring that what are called the aerodynamic structures interact with each other properly, which is the same that it has always been. It's just that the available tools and resources are greater than they were back in the first couple of decades of F1's aerodynamic era.

This is why we have seen the increasing number of elements in front-wing design. Now we are seeing four, five or six elements where once there were two or three. It's all about ensuring quality, usable downforce. As McLaren has learned this year, it's not just about your peak figures.

22



Mercedes front wing: back in 1982 they might not have run one at all!

THE CIRCUIT BRIEF



**JENSON
BUTTON**
2009 Monaco
GP winner

Monaco is a crazy circuit to drive around. I was there before heading to Spain and could see the circuit built up already, with new asphalt in a lot of sections. I still think it's crazy to be racing Formula 1 cars around there, but it's exciting.

You always think in Monaco, whether you have a good or a bad car, you can still wring its neck and get the best out of it. You never know – you may do better than you think!

If you look at the first race in Australia, that was pretty tricky for McLaren, and that was bumpy. If we have the same issues as we did in Melbourne we're going to struggle in Monaco, but we've ironed out a few of those issues and the new package helps us as well.



CONTE/AT



BEST SEQUENCE

MASSENET/CASINO SQUARE

Approach	170mph
Apex	93mph/83mph
Gear	3rd
Braking distance	45m
Braking time	0.72s
Braking force	5.15g

DRS Zone

DRS Detection

THE STORY OF 2012

MARK WEBBER SCORED his second Monaco GP win after holding off a train of cars in the closing laps as rain fell. The Red Bull driver held off Nico Rosberg's Mercedes and the Ferrari of Fernando Alonso, with Sebastian Vettel (Red Bull), Lewis Hamilton (McLaren) and Felipe Massa (Ferrari) close behind too. Michael Schumacher was fastest in qualifying but had been given a grid penalty.



Webber was on top in Principality

POTENTIAL FLASHPOINT



CHICANE

Approach	175mph	Braking distance	100m
Apex	40mph	Braking time	2.31s
Gear	2nd	Braking force	5.20g

PASSING SPOT

SAINTE DEVOTE

Approach	176mph
Apex	67mph
Gear	2nd
Braking distance	75m
Braking time	1.43s
Braking force	5.17g



First corner is always frantic

F1's tech transfer market

With new rules on the horizon, teams are fighting each other to get hold of the best technical minds in the sport. By **EDD STRAW**



24

The Formula 1 driver market has yet to get into swing for 2014, but that is not to say the F1 'transfer market' hasn't been active. The focus so far this year has been on leading technical personnel. First there was Paddy Lowe, the McLaren technical director who signed a deal with Mercedes pre-season and will join the team on June 3. More recently, Lotus technical director James Allison notified his employers that he was off, paving the way for an expected move to Ferrari.

Both Lowe and Allison had been the subject of multiple approaches from rival teams. While poaching top technical personnel from rivals has always been part of the sport, it seems the change of regulations to those based around the new 1.6-litre V6 turbocharged 'green' engines for next year has added impetus to the desire to create the best possible technical leadership.

In recent months, Mercedes has been particularly aggressive. Echoing the recruitment drive conducted by Red Bull in its early years, Mercedes has approached

just about every senior technical figure of note. This led one such target to quip that it would have been more remarkable *not* to have been tapped up by the German marque, not to mention insulting!

In the case of Allison's mooted move to Ferrari, it's unclear exactly how he would fit in. Ferrari already has a well-regarded technical director in Pat Fry. Given Fry only took over the role from Aldo Costa in May 2011, it appears most likely Ferrari is looking to bolster its technical leadership rather than change it. AUTOSPORT's technical expert Gary Anderson suspects the scale of the job is now so big that Ferrari feels it needs a two-pronged approach (see sidebar).

Mercedes itself only has a single technical director, Bob Bell, but also has a structure top-heavy with big-name talent. Not only does Bell report to Ross Brawn, a team principal who has won seven world championships as a technical director, but he also has two ex-technical directors reporting to him, with Costa as engineering director and Geoff Willis as

director of technology.

All are technical minds who have achieved huge success, although sources in the team suggest that disagreements over tyre-treatment approaches last year have played a part in the ongoing struggle to make the rubber last well this year. But on the flip-side, collectively they have produced a car quick enough to take three straight pole positions.

When Mercedes signed Willis and Costa and created its current structure, Brawn made it clear that he sees multiple levels of technical leadership as essential for sustained success. He revealed to AUTOSPORT that "the ambitions of the team are at a level where we need this



THOMPSON/GETTY

Newey resists offers to move



THOMPSON/GETTY

quality and depth of staff to compete on a regular basis”.

With Lowe taking the top-dog role as executive director (technical) the structure has been further strengthened and it's clear that he will be the key man once he has settled into the job.

Such a complicated system can work provided that the decision-making process is clear-cut and resolute. This is at the heart of the

role – the technical director does not design the car.

Scuderia Toro Rosso technical director James Key says: “Where the TD plays a part is in giving advice about direction. Direction A and direction B are both different but one is going to be better than the other and it's difficult to tell which one. But the TD says which one we're going to go with. The bigger picture is important: you

must have a guy who can do that.”

In recent years, Adrian Newey, who has put together a Red Bull structure with strong department heads in Peter Prodromou, Rob Marshall and Mark Ellis, has exemplified this. With one of F1's greatest technical minds unswayed by regular approaches to move, it seems many teams feel they need several big-name technical minds to knock Red Bull off its perch.

HOW THE ROLE OF TECHNICAL DIRECTOR HAS EVOLVED OVER TWO DECADES

GARY ANDERSON

Former Jordan, Stewart and Jaguar technical director

“The job of technical director is very different now to when I started with Jordan in 1991. Three of us worked on that car and we could all communicate well and work closely. Andrew Green, now technical director at Force India, and Mark Smith, who holds the role at Caterham, both contributed equally but you have to have somebody who will say, 'right, we go this way' – that was my job, to have the vision.

“But while the scale of the job is now vastly bigger, this is still the sort of effect you want today. Adrian Newey tinkers with everything, understands most of it, and still draws bits. Red Bull is a huge team, but it still has the one guy steering the ship. Lotus had the same thing with James Allison and, on a smaller scale, Force India with Andrew. The technical director doesn't have all the good ideas, his job is to make all the good ideas the team has collectively function together.

“Mercedes has Bob Bell, Aldo Costa and Geoff Willis all working under team



principal Ross Brawn. But whereas Red Bull has strong departments heads who have come from a lower level, there is a risk at Mercedes that these guys have gone from calling the shots to

F1'S GREATEST TECHNICAL DIRECTORS

The job title of technical director has been de rigeur for about 25 years. Here are the five most successful to have held the role.

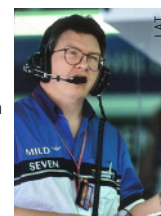
GORDON MURRAY

After success as Brabham designer, Murray oversaw the McLaren-Honda domination of 1988-1991.



ROSS BRAUN

Won back-to-back titles with Benetton in the mid 1990s before winning 11 titles with Ferrari from 1999-2005.



PATRICK HEAD

Often credited as Formula 1's original technical director. Under Head's leadership Williams thrived in the mid 1980s and '90s.



ADRIAN NEWEY

Helped McLaren re-emerge as a title-winning force in the late 1990s, then built up Red Bull as chief technical officer.



BOB BELL

Now at Mercedes, Bell was technical director at Renault during the squad's back-to-back title successes of 2005 and 2006.



working collaboratively. In theory, if it all works, it can be effective but it's tough to make work.

“The job is so big now that it's hard for any individual to manage it all. Were I integrating James Allison at Ferrari, I'd have Pat Fry heading a group that oversees the design and operation of one year's car, then James doing the same for the next. When you are a big team with such resources, that's a logical way of doing things and provided the communication and mutual respect is there, it's the best way to approach it.”



X Games brings a US feel to rallycross

X Games rallycross

More show than sport?

Rallycross is getting a big push in Europe and America at the moment. **CHARLES BRADLEY** takes a closer look at the star-studded US-style approach to boosting the sport's popularity

The 'extreme' nature of the X Games was conceived as an American TV sports spectacular by ESPN in 1995 and, this year, it plays host to four of the nine rounds of the US-based Global Rallycross Championship. Run alongside events for motocross, BMX and skateboarding, these four

stadium-based events attract thousands of fans and a major (mostly US) live TV audience.

Rallycross has been through a fallow period since its halcyon days of the late 1980s, but with the US-based X Games/GRC combo and the IMG-promoted European championship, its star is undeniably

in the ascendant again. In the GRC, seven factory-backed Fords are entered for drivers including multiple champion Tanner Foust, former JWRC champ Patrik Sandell, ex-F1 racer Scott Speed and WRC/viral-video superstar Ken Block. There's also motorbike stunt star Travis Pastrana driving for Dodge, and guest appearances from Carlos Sainz in the Volkswagen squad.

Barcelona's Olympic Stadium hosted what should have been the inaugural European GRC event last weekend. But a lack of suitable tyres when it rained on the predominantly clay track turned it into an unedifying muddy shambles (see Expert View). Other rounds are in far larger US stadiums or at NASCAR tracks, where they have a lot more space than a 20-year-old athletics arena.

"Don't judge all rallycross by what you see here," said Block — before it was rained off. He is contracted to do all the GRC

events, and is a great proponent of the discipline. So how important is the show versus the sport?

"That's a fun question," he said. "No matter what, every sport at the level of people buying tickets to watch it, if you don't entertain those fans they're not going to come back. It's true of everything: cricket, soccer, [American] football, basketball, motor racing. There's reasons why Formula 1 is what it is, and NASCAR is what it is. It's all a form of entertainment."

Foust, who also boosts the series profile with his work on *Top Gear USA*, concurred: "Ultimately I think the competition has to be good for the sport to last — it can't just be about luck who wins. But the show is critical for a new sport to be introduced to the current generation, to get that hook in, make a buzz, make it viral. To make the word 'rally' conversational, because in the United States it is not a known sport, and neither is



Fiesta is small but spectacular

EXPERT VIEW



Charles Bradley
Editor

IMAGINE IF PIRELLI FAILED

to take wet-weather tyres to this weekend's grand prix. Or that the Automobile Club de Monaco chose to resurface its streets with dirt, rendering racing tyres inadequate if it rained – not unheard of in Europe in May.

Such a scenario developed as the Global Rallycross Championship's European debut at the Barcelona X Games turned from enticing prospect to dismal washout. As soon as Saturday's EnduroX (think motocross on an obstacle course) finished inside the Olympic Stadium, the diggers moved in to transform it into a rallycross track.

The moment they'd finished, 20 hours later, rain began to fall. With the water table already high, and drainage hampered by the tons of clay used, the track immediately became a



treacherous mess as puddles formed on the surface. With only treaded slicks available (the control supplier doesn't make a forest tyre) the cars slid about for a few demo laps at

speeds that made the Race of Champions look like Talladega.

Their efforts proved pointless. The live-TV slot came and went, the disgruntled crowd whistled its

dissatisfaction, the drivers shrugged. All that effort and just a shambles to show for it, as potent, purpose-built four-wheel-drive racers were rendered impotent by the wrong type of drizzle.



racing a small car like the Fiesta ST. To do that you need a really bright light – like the X Games.”

Block said that the buzz he receives from racing in rallycross is a huge attraction, quite different from his gymkana videos and rallying exploits.

“As a driver, I have certain needs: I want to drive a lot, compete and have fun,” he said. “Sometimes it’s hard for an organiser to balance the amount of time you have in the car

compared to how entertaining it is. Even NASCAR is experiencing that – it’s hard to keep people’s attention for three hours of cars just going in circles.

“I really enjoy rallycross because we have multiple heats,” Block adds, “you build up to a final after last-chance qualifiers and all of that, so it’s broken up into different segments. I think rallycross is a very entertaining way to watch motorsport.”

Speed boasts even more diversity on his racing CV, and is a recent convert to the discipline away from his concurrent NASCAR career.

“I’ve not spoken to any driver who has driven these cars and said it’s not the fun-est [sic] thing they’ve ever done,” he said. “In my opinion it’s because it’s the closest thing you can do to when you’re a little kid playing with Matchbox cars. It really clicks on a core level – it’s something I’ve never felt before.”

Speed won on his debut in Brazil, and is combining his programme with at least another 10 NASCAR Cup races this year. “From zero to 30 metres, this is faster than an F1 car,” he says. “The four-wheel drive makes the launch so spectacular. That is definitely more than I have ever felt. You can drive these cars into and out of trouble with your right foot. The car wants you to drive it hard.

“Of course, you have the other added elements of the racing – it’s very much a contact sport. There’s a lot of gravel, there’s jumps, and the racing surface is always changing. That aspect is

something I’ve never had to account for before.”

While the Barcelona event did not go ahead, it was clear that the tight nature of the stadium layout was never going to produce much scope for side-by-side racing.

“Last year Tanner and I were consulted at some tracks, but they haven’t this year,” said Block. “I think because of the X Games venues they haven’t been able to construct what they want. They’ve got these little stadiums and they try their best to do something with it. We want a fun track, with asphalt and jumps. That’s the cool things with these cars – they can handle anything [except a flooded dirt track on grooved slick tyres – Ed].”

But if they make the tracks too tight for the racing to happen naturally – provoking crashes – then you have to ask if that has been done on purpose or whether venues have been forced into it.

This is where that sport-vs-show question is raised again. But if they can’t sort out the track design and bring suitable tyres for when it rains, then there isn’t even a sport or a show to discuss.

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Carpenter thinks his way to Indy pole

Ranged against the might of the Andretti and Penske squads, Ed Carpenter wasn't the favourite for Indy pole, but he and his team had other ideas. By **MARK GLENDENNING**

The secret to pole position at Indianapolis this year? A good team, the right engine, and a bit of lateral thinking.

Owner/driver Ed Carpenter came into the Month of May as IndyCar's most recent oval winner after taking victory at Fontana at the end of last season, and his pace on the road and street courses that opened the season has been

better than his results — or 'oval-specialist' reputation — might have suggested.

Plus he had Chevy power on tap, which was clearly an advantage. Honda managed to get one car into the Fast Nine last year; this time around it was shut out all together, with Alex Tagliani the Japanese manufacturer's highest qualifier at 11th. It's true that Honda managed to turn a similar plight into a one-two finish in 2012, but it's equally true that it would have preferred not to have to attempt the feat twice.

The Fast Nine was every bit the David-and-Goliath story, with Carpenter's team staring down the powerhouses in the form of five Andretti Autosport entries and three from Team Penske. Legend has it that David brought the giant down with a well-aimed shot from a sling, but ECR opted to outsmart its rivals instead.

Key to the whole thing was the rain that had fallen in the morning and delayed the session. The series made up some of the lost time by slashing the gap that had been scheduled between practice and qualifying, but it was still quite a bit later in the day — and therefore cooler — when the Fast Nine went out than it had been at any point in practice during the week.

"We don't run that time of day on track," Carpenter said. "Normally we're off the track by 6pm, and when we finished the first round of qualifying we felt like we were too light on downforce and were planning on putting on more for the shootout.

"And then we were sitting there and started thinking about what the track is like at 6pm every day when we finish, and doing the math on what time I would be going out: 6.45pm. That's 45 minutes after we normally get done, and the track temperature is going to be coming down. We chose to stay where we were [with set-up] from the first round. We hardly changed the car at all.

"Then the Penske cars appeared to get even more aggressive and take more downforce off, which I think was a mistake. That's what we were hoping for; that somebody was going to overstep it. We didn't want to be too conservative, but we were hoping that somebody was going to go too far. Luckily we had the speed to be quicker than the Andretti cars."

The fallout from the different approaches to downforce was dramatic: Carpenter's opening two laps were both above 229mph and his fourth just barely dipped below 228mph, while Power clocked a low 229, a low 228, and then fell into the mid-to-low 227 range for his final two laps as his tyres began to fade.

That Andretti Autosport claimed the rest of the front row wasn't that big a surprise after the team led almost every day of practice, but few were expecting the team's highest qualifier to be rookie Carlos Munoz. The Colombian, who will also race in the Indy Lights round, will be the youngest Indy 500 front-row starter in history at the age of 21 years and 136 days, breaking the record set when Rex Mays took pole in 1935 at 22 years and 81 days old.

The last-minute arrival of Schmidt Peterson Motorsports' third entry for Katherine Legge on Bump Day brought the entry list up to 34 and guaranteed that one car would not make the field. With Legge having missed almost all of practice it was widely assumed that her 2013 Indy experience would be a short one, but the Brit had other ideas and got into the field relatively comfortably. The man left standing was Michel Jourdain Jr, who endured a miserable couple of days of trying to flog some speed out of the third Rahal Letterman Lanigan entry before finally conceding defeat.



③ MARCO ANDRETTI
ANDRETTI/CHEVY
SPEED: 228.261mph



⑥ WILL POWER
PENSKE/CHEVY
SPEED: 228.087mph



⑨ JAMES HINCHCLIFFE
ANDRETTI/CHEVY
SPEED: 227.070mph



⑫ TONY KANAAN
KV/CHEVY
SPEED: 226.949mph



⑮ SEBASTIEN BOURDAIS
DRAGON/CHEVY
SPEED: 226.196mph



② CARLOS MUNOZ
ANDRETTI/CHEVY
SPEED: 228.342mph



⑤ AJ ALLMENDINGER
PENSKE/CHEVY
SPEED: 228.099mph



⑧ HELIO CASTRONEVES
PENSKE/CHEVY
SPEED: 227.762mph



⑪ ALEX TAGLIANI
HERTA/HONDA
SPEED: 227.386mph



⑭ JUSTIN WILSON
COYNE/HONDA
SPEED: 226.370mph



① ED CARPENTER
CARPENTER/CHEVY
SPEED: 228.762mph



④ EJ VISO
ANDRETTI/CHEVY
SPEED: 228.150mph



⑦ RYAN HUNTER-REAY
ANDRETTI/CHEVY
SPEED: 227.904mph



⑩ JR HILDEBRAND
PANTHER/CHEVY
SPEED: 227.441mph



⑬ ORIOL SERVIA
PANTHER DRR/CHEVY
SPEED: 226.814mph

LEVITT/LAT

Carpenter caused an upset to land pole for the 500



29

DID NOT QUALIFY
MICHEL JOURDAIN JR
RAHAL/HONDA



18 TAKUMA SATO
FOYT/HONDA
SPEED: 225.892mph



21 SIMON PAGENAUD
SCHMIDT/HONDA
SPEED: 225.674mph



24 SIMONA DE SILVESTRO
KV/CHEVY
SPEED: 225.226mph



27 SEBASTIAN SAAVEDRA
DRAGON/CHEVY
SPEED: 224.929mph



30 PIPPA MANN
COYNE/HONDA
SPEED: 224.005mph



33 KATHERINE LEGGE
SCHMIDT/HONDA
SPEED: 223.176mph



17 DARIO FRANCHITTI
GANASSI/HONDA
SPEED: 226.069mph



20 JAMES JAKES
RAHAL/HONDA
SPEED: 225.809mph



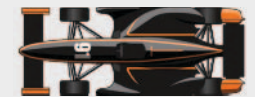
23 RYAN BRISCOE
GANASSI/HONDA
SPEED: 225.265mph



26 GRAHAM RAHAL
RAHAL/HONDA
SPEED: 225.007mph



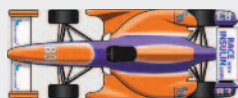
28 ANA BEATRIZ
COYNE/HONDA
SPEED: 224.184mph



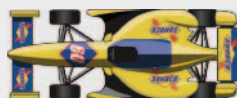
32 BUDDY LAZIER
LAZIER/CHEVY
SPEED: 223.442mph



16 SCOTT DIXON
GANASSI/HONDA
SPEED: 226.158mph



19 CHARLIE KIMBALL
GANASSI/HONDA
SPEED: 225.880mph



22 TOWNSEND BELL
PANTHER/CHEVY
SPEED: 225.643mph



25 JOSEF NEWGARDEN
FISHER/HONDA
SPEED: 225.731mph



29 TRISTAN VAUTIER
SCHMIDT/HONDA
SPEED: 224.873mph



31 CONOR DALY
FOYT/HONDA
SPEED: 223.582mph

WHAT DOES IT TAKE TO WIN THE INDY 500?

Dario Franchitti has won America's greatest race on three occasions, but is there really a magic formula for success?

MARK GLENDENNING downloaded the Scot to find out

Ninety-six silver faces look out from the sides of the Borg-Warner Trophy – a testament to the fact that there are at least 96 different ways to win the Indy 500. And in all likelihood, the possibilities haven't been exhausted yet.

Indy is proof of the sheer breadth of events that can transpire during 200 laps of a 2.5-mile course with just four corners. Yet it's entirely in keeping with the enigmatic nature of the event that a race with so many random elements produces so many repeat winners.

Case in point: Dario Franchitti. Last year's triumph was the Scot's third at the Brickyard, which in theory would suggest that he's cracked some sort of Indy code.

But then you look at how he won them. In 2007, he'd qualified third and was leading when the race was stopped early due to rain. In 2010 he qualified third again and was dominant for most of the afternoon, eventually taking the win under caution following Mike Conway's accident. And in 2012, he qualified mid-field, spun in pitlane and fell to last before recovering to triumph in a late battle with team-mate Scott Dixon and then-Rahal Letterman Lanigan driver Takuma Sato. About the only thing the three have in common is that they ended with the Scot's racesuit reeking of milk.

But if there are no magic bullets at Indianapolis, it is a place that rewards experience. That applies equally to the days of running in the opening couple of weeks as it does to the race itself. While the

various elements of the lead-up all have their own quirks, ranging from tyre and engine management in the opening days of practice to the turbos getting turned up as qualifying approaches, Franchitti treats all three weeks as a single event.

"I think it all kind of rolls into one, but there are definitely different times where you are trying to achieve different things," he says.

"Whether you're practising for the race, or for general stuff, or obviously on [Fast] Friday when you get more boost and you start getting ready for qualifying, there are definitely different parts to it where you're trying to achieve different things."

Carrying the car – and its tyre and engine allocation – through May is largely a factor of planning, patience and staying on top of the things you can control. This is part of the reason you'll see more seasoned drivers and teams limiting their track time during the opening days of practice if the conditions don't reflect what they forecast for the business end of the month; the rationale being that there's little point burning through tyres while racking up junk miles that aren't going to teach them much anyway.

There's also the task of managing the driver through the entire Indy experience. The 'Month of May' is no longer stretched over the entire month, but there are still 11 days of on-track running, plus all of the peripheral distractions that you'd expect from the greatest spectacle in racing. Mental burnout is a genuine risk, and one that Franchitti believes is even trickier to manage now the Indy schedule has been condensed. ▶





Franchitti knows how to approach his bid for fourth Indy win



Brickyard breakthrough:
maiden win, for Andretti,
in rain-lashed 500 in '07

◀ “You’ve still got as much to get through, you’ve just got less time between track time,” he says. “Rather than having those two weeks spread out for practice and qualifying and having time to think about it, you’re very much, ‘boom, boom, boom,’ straight from one to the other. And it’s as mentally challenging than it was before – if not worse.”

The other potential pitfall early in an Indy campaign is getting caught up in rivals’ affairs, particularly if your programme isn’t going to plan.

“It’s managing the stress, and times like last year, when it wasn’t going that well [for us], it was about keeping it on an even keel and sticking to your programme,” Franchitti explains. “When some guys are putting up the big numbers, it’s about knowing what you need for race day, not getting carried away with the tow-fest that goes on sometimes. It’s all about what happens on May 26. Qualifying is very important, but ultimately it’s all about what happens on the 26th. It’s not about being quickest in practice. If you are quickest in practice then all well and good, but don’t be too stressed if you’re not.”

Franchitti and Dixon proved the point last year by finishing one-two after starting from 16th and 15th respectively. But while Franchitti concedes that a poor grid position does not necessarily spell the end of an Indy weekend, it’s a scenario he’s not keen to repeat. “I think with this car, it’s easier to recover from a bad starting spot than it was in the past,” he says. “But it’s still nice to qualify up at the front in case there’s a first-corner issue. And the turbulence when you’re back in the pack, as we were – I mean, Dixon and I were only halfway back, but the turbulence into Turn 1 was pretty special.”

Having a good racecar helped. In theory, dialing in a set-up for a track comprised of four left-hand turns and some straights to connect them might seem relatively simple, but the speeds that the cars achieve, coupled with the track’s sensitivity to wind and temperature changes, mean the sweet spot is a constantly moving target.

Franchitti says the trick to finding a set-up lies not in chasing perfection, but in finding the most bearable compromises. “The changes

between getting the car working and not working are ever so small,” he says. “They are very subtle changes, and that’s something that, if you and your team can really

work through, gives you an advantage.

“Indy is more about the subtleties – what direction is the wind coming from, what is the temperature, what downforce levels have you got on the thing... all those things will [determine] where the car is going to get a little bit oversteery, where you are going to have to deal with a bit of understeer, which corner is going to be the tricky one. There are only two or three tiny bumps on the track, but you can really feel those.

“I treat the lap as a whole, because you’re always trying to deal with the winds and different temperatures and stuff, so there are always going to be compromises. You’ve got to get compromised in one corner or another, so in my opinion you’ve got to take the lap as a whole.

“There are times in the race where the thing might not be handling quite right and you just need to drag it around. And that’s not the most fun thing to do, I have to say. You definitely want the car to do as much of the work as possible.

“And because it is a compromise in set-up there, the smallest changes or the smallest issues are really magnified. You become very used to travelling at over 215mph. There comes a point where you come into the pits sometimes and you think you’re cruising, and you look down and you’re still doing 200mph. It’s a really intense experience.”

By the standards against which a four-time champion is measured, the past season-and-a-half has been relatively lean for Franchitti. His win at Indy last year is his only one to date with the new DW12 chassis, although he’ll be quick to point out that at least he won the race that matters most. His initial struggles with the new chassis have been well-documented, and when he and the team started to get on top of things last year, fate intervened. Just look at Iowa, where he put the car on pole, only to suffer an engine failure on a warm-up lap.

This year didn’t start much better. A slow car and a crash at St Petersburg followed by a fast car and a failure at Barber meant he went into the third race at Long Beach last in the points. His speed was good at both that race and Brazil, but the potential was masked on both occasions by bad pitstops. Nevertheless, having recovered to 15th in the standings, he’s quietly confident things are moving in the right direction.

“I think so,” he says. “At Barber qualifying was terrible [he started 17th] but at Long Beach the car was pretty good. There and in Brazil we unfortunately had bad stops in both races. So we’ve just got to get that little bit fixed and see if we can keep it going.

“At Indy what has gone on before doesn’t really count. People talk about momentum and stuff, but it’s such a unique race.”

So Dario’s sorted, and Ganassi knows what it’s doing. What about Honda? Last year, the Japanese manufacturer got smashed in qualifying, with just one car in the top 10 on the grid. But until Sato’s last-lap crash, it was also on for a 1-2-3 in the race. Chevrolet has looked fractionally stronger so far in 2013, but Franchitti is keeping an open mind.

“Who the hell knows?” he says. “Who really knows what’s going to happen? Certainly I’d like to have a fast engine in qualifying and the race, but we’ll see what specs they bring, we’ll see when we’re allowed to change engines, and all that kind of stuff. Whatever they have, we’ll work around it.”

That may offer the best answer to the question of how to win at Indy. The beauty of the event is that *nobody’s* month goes fully to plan. It’s just that some are better at working around it than others. ❧



**Celebrating win
number three at
Indy last season**

ABBOTT/LAT



Brown is overseeing Ryan Briscoe's Chip Ganassi car this year

HOW TO ENGINEER A BRICKYARD WINNER

Assistant tech director of the 1992 Indy 500 winning Galmer, chief engineer for Panther during its IRL title years and Dan Wheldon's engineer at Ganassi, **ANDY BROWN** shares his set-up secrets

My notes go back to 1992 when, as a naive ex-Formula 1 engineer, I saw four, apparently geometrically identical, left-hand turns and thought, 'How hard can it be?' I soon realised that turning left at over 220mph with very little downforce isn't easy. And those four corners, they're all different.

The problem with Turn 1 is psychological. As drivers hurtle down the straight, the grandstands seem to encroach upon the track. This makes them turn in too soon; they apex early and then have too much turning left to

do on the exit, resulting in excessive understeer, scrubbing off speed or even running out of road.

Turn 2 should be easier. The entry speed is slower owing to that scrubbing off in Turn 1, and the length of the chute between the corners. However, there is a tunnel below the track that has caused a dip, which can destabilise the car on entry. On exit, there is an access gate in the wall, which has also caused a discontinuity in the surface that can unsettle the car.

Turn 3 should be the same as Turn 1, but without the grandstands it's easier to negotiate. However, a series of ripples have formed in the track. These are what limit how low a car can be run around Indy. With small wings, the majority of the downforce is generated by the underbody,

and the lower the car, the greater the downforce. With the track bank angle here the car is at its lowest at the apex of the corners, and not at the end of the straights... or it would be if we could get over those ripples without bottoming. Turn 4 is described as the easiest, a slower entry speed like Turn 2, but without the bumps and ripples.

All four turns also have another unsettling aspect, the effect of the banking on entry. One would think that banking the corners would help. This would be true were the angle the same all around, but at Indy the straights only have three degrees of banking compared to nine degrees in the corners. As the driver approaches the turn, driving alongside the outer wall, with the angle winding up from three to nine degrees, he feels

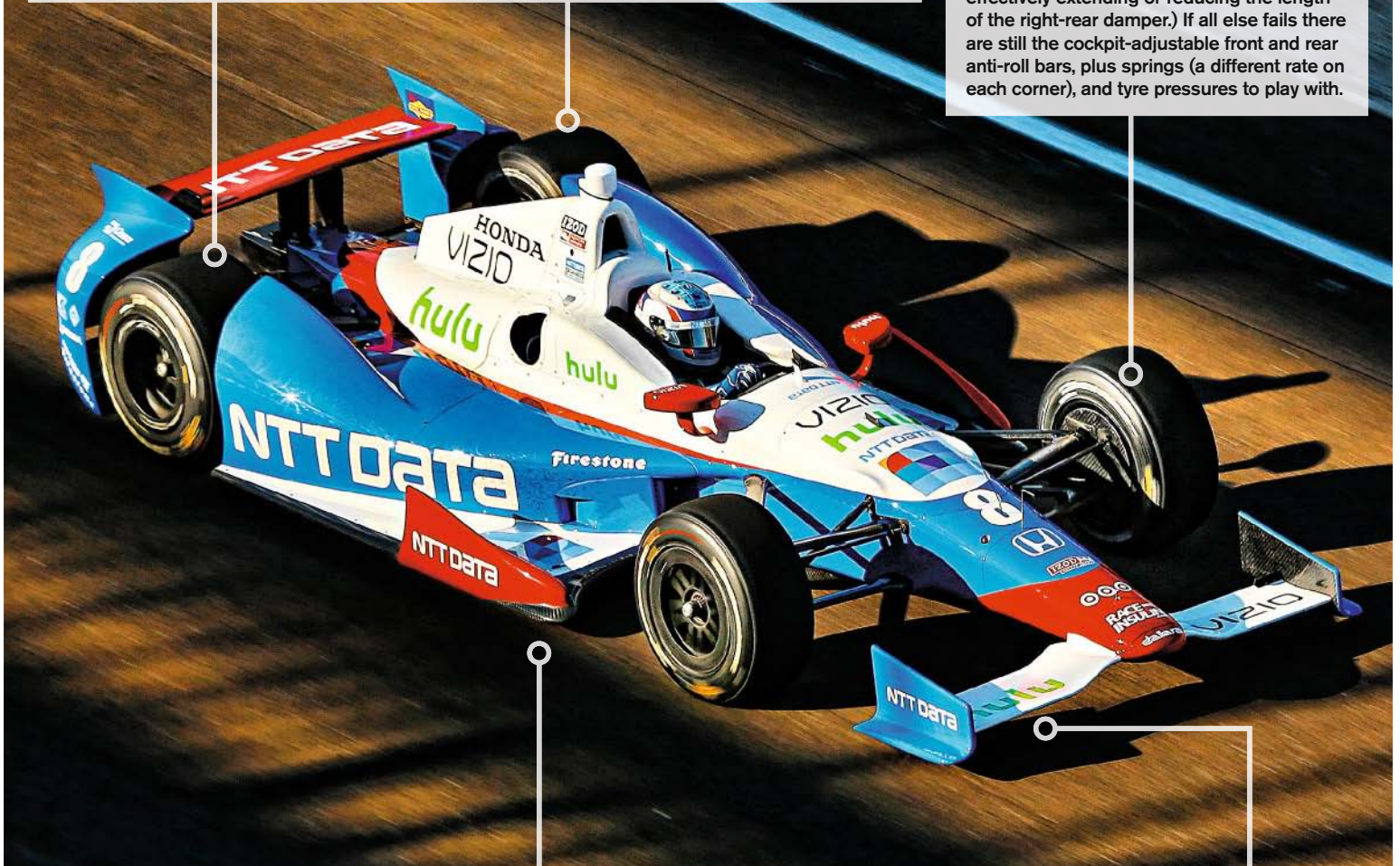
Toe

Stand behind a car set up for Indianapolis and you will notice each wheel leans over at a different angle, and points in a different direction. Because we don't want the rear of the car stepping out, we point both the rear wheels towards the centre of the corner. The left-rear gets more loaded on entry and less at mid-corner, and the opposite is true of the right-rear. Having different absolute toe settings on each wheel is one of the most valuable tools for combating different handling on entry and at mid-corner.



Loads

Whereas road-racing engineers try hard to arrange for equal loads on each front tyre so as not to lock up one wheel or the other under braking, at Indy we can set the static load on the right front to be, say, 100lb higher than on the left front, so as to take load off the right-rear tyre and hence extend its life. On the other hand, if there is too much understeer, we put more load back onto the right-rear. (The driver can adjust this from the cockpit as well via a slave cylinder under the right-rear spring platform, effectively extending or reducing the length of the right-rear damper.) If all else fails there are still the cockpit-adjustable front and rear anti-roll bars, plus springs (a different rate on each corner), and tyre pressures to play with.



Rideheight

In the pitlane, the left-hand side of the car sits lower to the ground than the right ('tilt'). The car is at its lowest when at mid-corner, when the lateral loads as well as the vertical (banking) loads are also at their highest. By selecting the static 'tilt' angle to match the amount of body roll

in the corners, the underside of the car will then be parallel to the ground when viewed from behind in the turns, and hence it can be run as low as possible without one side or other of the bottom of the car rubbing the ground, and the other side still being 'up in the air'.

Aerodynamics

The wings are standard fare. The compromise between downforce and drag is amplified at Indy. The front wings themselves are a good tool for helping mid-corner by adding incidence, but then this is also a good way to get the car to spin.

the effect of driving uphill. Then as he turns in at the top of the banking and drives down towards the apex, it's like going over a humpback bridge.

TRUSTING THE SPOTTERS

Spotters are an important part of oval racing, making all the difference by describing if another car is trying to pass. The best spotters can provide invaluable assistance to the engineer by helping the driver take the correct line. The car handles completely differently at Indy depending upon which line the driver takes.

An ideal late turn-in makes for a straighter exit, therefore less speed is scrubbed with the front tyres, the result being more speed down the straights. Turning in too late, the driver will

complain of being 'loose' on entry (a problem the engineer may not have to fix if the spotter can get the driver turning in at the correct point). If the driver does apply a late turn-in, then excessive steering lock is needed to get the car to the apex, and speed can be scrubbed with the front tyres during this phase of the turn. The driver should definitely be taking the right line before attempts are made at tuning the handling.

GAUGING THE CONDITIONS

Temperature variations can be tricky to cope with, but the biggest weather problem is the wind. A tailwind into Turn 1 increases the road speed at which you arrive at the entry point, but effectively reduces airspeed. That means

arriving faster but with less downforce. Then at the exit of Turn 1, you have a significant sidewind blowing you into the wall. If you thought you had problems with entry oversteer/exit understeer before, then they just get worse. When you arrive at Turn 2 the sidewind is still trying to keep you against the wall, but as you turn into the wind on exit, and as the headwind hits the front wings first, it can 'pin the nose' of the car causing exit oversteer – the exact opposite set of problems to Turn 1.

It's been 21 years since I first went to Indy and I don't think I've got all four turns right yet. The times that we've won, we just got it less wrong than everybody else... ❄️

Andy Brown was talking to Ian Wagstaff

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Ryan Hunter-Reay

The inside line



The reigning IndyCar champion reckons the knowledge-sharing among his five-car Andretti Autosport squad could pay dividends at Indy

The strong performance from the entire Andretti Autosport team at Indianapolis so far has been very exciting for us. When you have the opportunity to learn from five different entries, five different cars, five different engineers and five drivers, it's an advantage that you have to really work with. And I think we've done a great job with that this year. We feel really prepared, and we've not only had the outright speed in the car, but we've been pretty diligent in setting up our race cars as well. So I'm looking forward to Sunday.

Working with so many cars, it's sometimes difficult to absorb every detail from every driver when we're comparing notes. But the big set-up adjustments that work, we've been able to translate from car to car, most of the time. That's the big key to it all: when one car finds a winning change, we'll put that on the other cars. Some drivers have different driving styles, but I'd say that eight times out of 10, everyone in the team is unanimous that they like it. Obviously there are some small details that you don't take, like every individual degree of wing, but the big ones are easy to identify.

Andretti Autosport's early season form, with three wins from the first four races, has been great. It doesn't have a direct impact on Indianapolis, but there is a relationship



RH-R will start the Indy 500 from seventh on the grid

I've got a fast race car, now we've just got to put the details in place on Sunday and go out and race at 110 per cent.

As far as my title defence goes, we've had some bad luck so far this year, and at Long Beach I created a bit of my own and ended up in the wall. We had a bad pitstop that put us back to 12th, and it was just a mess from there. At St Pete, we had a failure with a sensor, and at Sao Paulo we were

“We’ve been pretty diligent in setting up our race cars so I’m looking forward to Sunday”

in terms of how the team is working together. We have the momentum, and we're kind of just hitting our stride going into Indy. The fact that we came out with such a strong start to 2013 gives you confidence in yourself, the team and the crew, and there's great chemistry between everyone.

As for me, I feel great. I've been in cars at Indy that were tough to get out of their own way and just weren't quick at all, and I've also been there in cars that were fast. And man, it makes a bit difference when it's a quick race car. You're only as fast as the horse you're riding at Indianapolis and I've got one of the fastest. I'm happy about that – it makes everything more enjoyable, and frees you up to work on your race set-up and think about the big picture. So that's what we've been doing.

I think we're pretty prepared for this Sunday. It depends a bit on the weather; we'll have to see how that goes, but any time that we have a shot to win the race, which I do, that's all I can ask for. I've got a great team around me,

leading and had a flat tyre. We've had three front-row starts, two poles, we've been extremely fast, but just haven't put it together for one reason or another. But it's still early in the season, so I'm still upbeat about it. We did get a win in before Indy though [at Barber], so I'm happy about that.

The schedule gets pretty crazy now – Indy is the start of a run of seven races in eight weekends, so this year is definitely busier than last year. I'm not complaining because I love racing cars, so doing it week in and week out is a gift. The folks that have a tough job are the crews. The guys working on these cars had to unload the freight from Brazil, change the cars over to Indy spec and take care of all the details that go into that because of how precise and meticulous everything has to be going into Indianapolis. And then there's the job of turning it around to street-course spec for the double-header at Detroit, and then going back to oval spec for Texas. It's pretty brutal on the teams. I'm really proud of my guys. ☼

School of hard knocks

No-one from GP3 has ever had a crack at the Indy 500. Probably no-one has even considered it.

ANDREW VAN DE BURGT catches up with Conor Daly on his bid for rookie honours

Rookies at the Indianapolis 500 aren't usually like Conor Daly. Normally they're young IndyCar newcomers trying to make their way in top-flight US single-seaters, such as Carlos Munoz and Tristan Vautier. Or they could be experienced hands with a bit of spare time on their hands who fancy a crack at one of the sport's genuine blue-riband events, like AJ Allmendinger.

They are rarely up-and-coming talents with both feet on the European rungs of the ladder to Formula 1. But for Daly, one of the pre-season favourites for the GP3 title, the stuttering nature of the calendar for his 'main' focus this year created the opportunity to recreate a seemingly lost era of Europe's leading lights heading Stateside for a crack at the 500.

With the dust still settling following the frantic GP3 season opener at Barcelona, Daly was making a transatlantic crossing back home to Indiana and his drive with AJ Foyt Racing.

The opening few days of practice went well, with Daly quickly adapting to the 220mph entry speeds into Turn 1 in the Dallara-Honda, and the big increase in power from his regular mount. But on Thursday a reality check arrived with a bang, when his car snapped right and slammed him into the wall.

"No one is really able to figure out what happened," says the 21-year-old, son of ex-F1 and Indy racer Derek. "I'm very convinced that something was broken. It's one of those things you never know because everything was destroyed afterwards. It was just a very strange feeling. But I guess in the end it was a big learning experience and I now know what the car does feel like if it's going to let go."

Fortunately for Daly the tub was undamaged. Less fortunate were the rain that arrived on

Friday and washed the day out, and the broken header that wrecked his engine on Saturday morning, ruining his qualifying run.

With all these dramas, he had to go into Sunday's Bump Day knowing there was a chance of not making the race — and having not yet driven the car in anger in stripped-down qualifying trim.

"It was stressful," he admits, even though he comfortably made the cut and will line up 31st for Sunday's race. "We did the best we could in the time. But I mean, as soon as I finished my qualifying lap I was just angry because I was like, 'Whoah! That sucks. It doesn't look good on us'. But I know exactly where the next mile an hour and a half is if we were to go out and do another run. I've watched this race for years and know it doesn't matter where you start as long as you're in the race."

Daly finds himself paired with the series leader at Foyt thanks to Takuma Sato's stellar start to the season. Information flows freely between the two garages, so knowledge of Taku's full-tank set-up should help Daly recover from his missing track time. But while his practice runs have been curtailed, from his

time at Indy he'll cover way more miles in a Dallara IndyCar this season than he will in ART's GP3 Dallara, owing to the highly restricted running in the F1 support series.

"It's just amazing; we've done something like 800 miles of practice," he says. "That's more than you do in an entire GP3 season and a half or something! We got in on the Sunday, got in the car Monday and got straight to work. In the first three days we did a lot of laps.

"On Tuesday I think I did the most laps of anyone. Wednesday again, we did a lot of running. That was unreal — we had six hours of practice and I swear I was out of the car twice or something! It was really good to get all the running in and just continue working on what we needed to. It had all gone well until the Thursday accident..."

Having made the race, and with no championship to think of, the race is pretty much a pressure-free environment for Daly to make a name for himself. Derek twice finished 15th in the 500 during his IndyCar career, but whether Conor matches that or not he will be the richer for the experience. Having bagged some points on a one-off GP2 outing with Hilmer earlier this year, watch out for him challenging for rookie honours come race day.



GRIFFITHS/LAT

Daly: well, what else to do in GP3 weeks off?





Three more Indy rookies to watch out for

LEVITT/LAT



AJ ALLMENDINGER
Team Penske
Dallara-Chevy
Starting: 5th
Speed: 228.099mph

NASCAR refugee has qualified as the fastest of Penske's three-car entry and will line up on the second row. He says: "It's probably the most fun I've ever had. It was just as intense as I expected, and I'm glad we got great performance."

WILLIAMS/LAT



CARLOS MUNOZ
Andretti Autosport
Dallara-Chevy
Starting: 2nd
Speed: 228.342mph

A position on the front row means the Colombian has the best chance of being the first rookie winner since 2001. He says: "The front row is a dream come true. Now I have to finish this month off just the way I started it."



TRISTAN VAUTIER
Schmidt Peterson
Dallara-Honda
Starting: 28th
Speed: 224.873mph

Indy Lights champ got bumped by Marco Andretti on Pole Day, but Frenchman was comfortably quick enough on Bump Day. He says: "I know my car had more speed in it than my average showed, but I'm happy to officially be in the field."

MANSELL'S INDY

Nigel Mansell stormed to the IndyCar crown after leaving F1, but the big prize narrowly eluded him.

JAMES ALLEN, who was there for much of Mansell's American adventure, takes a look back



40

RONDEAU/GETTY

These days, it's hard to imagine Fernando Alonso or Lewis Hamilton winning the Formula 1 World Championship and then taking off to race in the American IndyCar series the following year. But that's what Nigel Mansell did 20 years ago, when he won the 1992 F1 drivers' title for Williams and then stormed off in a huff to America when it became clear to him that Alain Prost had signed for Sir Frank's team for 1993. Having been Prost's team-mate at Ferrari during 1990 and been on the wrong end of

some political manoeuvring, Mansell had no desire to repeat the experience.

Instead he won the 1993 IndyCar series and almost won the blue-riband Indy 500 at his first attempt. For one week in September 1993, before Prost clinched his fourth championship, Mansell held both the F1 and IndyCar titles at the same time. It will be some time before that happens again, if ever!

Mansell won four oval races during that 1993 season – at Milwaukee, Michigan, New Hampshire and Nazareth – but not the Indy 500. He was leading with 15 laps to go, but a botched restart after a caution period confined him to third.

Mansell's two-year adventure in IndyCar was

an extraordinary episode, which combines storylines Hollywood would struggle to conjure up: triumph, tragedy, big accidents, injury, betrayal – even the death of Ayrton Senna was mixed in.

MAKING THE MOVE

Signed to the Newman/Haas team, Mansell was surrounded by a glorious cast of characters. Movie star Paul Newman was ever-present, while his partner Carl Haas was an incredibly superstitious man who always had a giant cigar in his mouth but never lit it.

One of the more colourful individuals was Bill Yeager, a veteran team manager. "I've been in the IndyCar business for 50 years," he told me, "and

NEAR-MISS

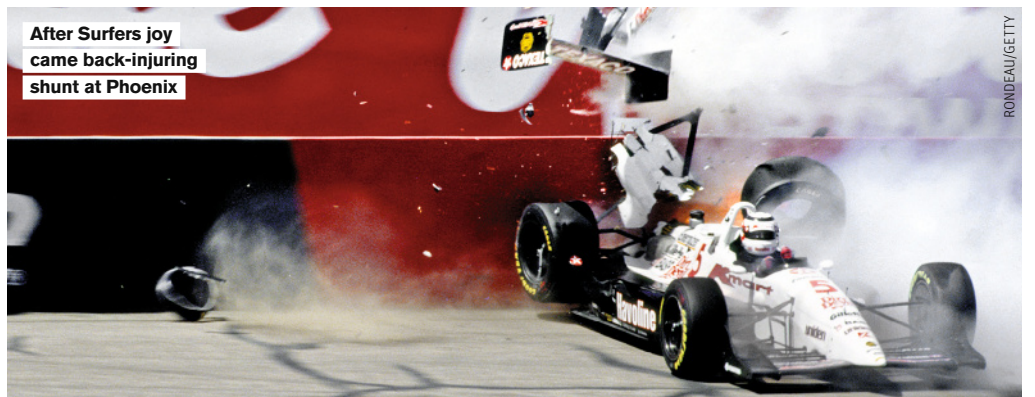


41

Nigel is the best I've seen, better even than Jimmy Clark when he came over here and kicked our asses, better than AJ Foyt, who I worked with for years. I told Foyt, 'If this kid had been around when you were racing, you wouldn't have won jack shit; He knew it too.'

Although he quickly mastered the daunting ovals, Mansell admitted privately that he never felt comfortable racing on them.

"You have to work with the car and tune it delicately, getting it to work for you rather than the other way around, as I was used to in F1," he said at the time. "On an oval you need to remain at 95 per cent and not go beyond it. You work up to speed, using 95 per cent effort and letting the ▶



After Surfers joy came back-injuring shunt at Phoenix

RONDEAU/GETTY

◀ adjustments to the car do the work for you.”

On the wall in my office is a telemetry print out from Mansell's pole lap at Michigan. The speed trace shows peaks of 236mph on the straights and dips of 224mph in the corners. Such is the challenge of oval racing. The throttle trace is completely flat with no hint of a lift.

Mansell wasn't much of a student of motorsport history, but he knew the milestones, especially Jim Clark's Indy 500 victory with Lotus in 1965 and Graham Hill's win the following year. Having had a taste of history the year before with his F1 title, he was very keen to emulate Clark and Hill's feats of the 1960s. But he also knew the risks.

“Indy Motor Speedway demands a lot of respect from a driver,” Mansell said. “If you don't respect it, it will bite you. The track is very changeable and a number of things from a small gust of wind to a cloud covering the sun can make it feel completely different from the lap before.”

CLOSE BUT NO CIGAR

Because he had crashed in practice at Phoenix, the 1993 Indy 500 was Mansell's first race on an oval. And it was that lack of experience that cost him the win. He was leading the race with 15 laps to go, but a pace car was sent out. This allowed Emerson Fittipaldi and Arie Luyendyk to close up on him and they anticipated the restart better than the world champion and passed him.

“I learned a lot that afternoon about how races are won and lost on ovals. I could easily have won, but I messed up. I make no excuses about it,” Mansell reflected.

“I was just out of hospital and a bit below par. I made a few mistakes and the race got away from me. The crew had done brilliantly and only one person lost that race. But I'm proud that at least got myself in a position to win it.”

Chasing after Fittipaldi and Luyendyk, Mansell

“I learned a lot that afternoon about how races are won and lost on ovals, but I messed up”

NIGEL MANSELL

pushed a bit too hard at one point and brushed the wall. He had time to see the impact coming and told himself to try to get the wheel flat to the wall, so as not to strike it at any kind of angle, which would break the suspension. There was a flash of sparks as the wheel rim hit the concrete but the car stayed intact.

“My main concern now was the extent of the damage and whether the car would hold together. I was worried about the next corner because you fly into it at 240mph and if anything let go in that situation I would be in big trouble. But I was so fired up about losing the lead and so determined not to drop down any further than third, so I just hung on in there and got to the finish.”

Mansell mentioned being in hospital. Perhaps not so well remembered today is the fact that, at the '93 Indy 500, Mansell was recovering from surgery for a back injury sustained in his crash in practice on the oval at Phoenix, which had been his first experience of an oval. In order to participate in the 500, it was recommended to Mansell by legendary US racing medic Dr Terry Trammell that he have an operation to remove fat and muscle that



had broken away in the impact.

The surgeon closed up the large cavity that had opened in his back with 140 stitches and 12 days later Mansell went out to complete his rookie test at Indy. You couldn't make it up.

“Within two hours he was the third fastest driver at 225mph,” said his crew chief Jim McGee, a huge part of the secret of Mansell's success in America.

McGee knew all the angles and had a sixth sense for race strategy, knowing when to pit, when to save fuel and when to push. “He took to Indy like it was the most natural thing in the world to go fast there. He just knew how to deal with the traffic, and how to place the car on the oval as if he had been doing it for 25 years. I was Emerson Fittipaldi's crew chief when he started on ovals and it took him years to get used to it.”

A lot of Mansell's detractors in the F1 media used to criticise him for ‘play-acting’ with his various injuries and ailments but, having spent a season in his company, I can tell you he is the most accident prone person I've ever met, a bit like Robert Kubica, although luckily for Mansell, perhaps not so extreme.

The following year, 1994, we were playing tennis in his back garden of his Clearwater, Florida house and he ran all out for a return and collided with a steel floodlight pylon. His right elbow came up like an ostrich egg. He put an ice pack on it – most activity days at Mansell's house ended up with an ice pack – but I remember thinking, ‘If Carl Haas could see this, a few days before the Indy 500, he would have a fit’. But that's the way Mansell was: everything had to be on the edge all the time.

SENNA'S DEATH AND 1994

By the time of Indianapolis 1994, Mansell's thoughts were already back on Formula 1. Ayrton Senna had been killed at the San Marino GP. I had been there at Imola and had spoken to Senna on the morning of his death and had come back to the USA to tell Mansell all about it. It was a very dark time for the sport and, having raced so closely with Senna and even come to blows with him on occasion, Mansell was pretty moved by his death.

Sitting by the side of his swimming pool, a few days before the Indy 500, Mansell took a phone call from Patrick Faure, then head of Renault Sport.

Title glory: Mansell with Haas and Newman on Nazareth podium



BOYD/LAT



REUTERS

Mansell's '94 Indy ended in an assault by Dennis Vitolo



F1 return came with Williams in '94 French GP at Magny-Cours

43

LAT ARCHIVE

They wanted him back in the Williams and the delicate process of negotiating Mansell's release from Newman/Haas to compete in a few F1 GPs was underway.

It was the incident with Dennis Vitolo in the pitlane at the Indy 500 in 1994 that turned Mansell against IndyCar racing. Vitolo was at the back of a line of cars coming into the pits during the race, but didn't slow for a yellow flag and hit the car in front, flying up into the air and landing on top of Mansell's roll hoop. It was a frightening looking incident and it totally undermined Mansell's confidence in the series.

Recording his thoughts for the autobiography I was ghost writing with him at the time, Mansell said: "The Vitolo incident affected my whole thought process about the IndyCar scene and fundamentally affected the way I look at life. Coming so soon after the deaths of Senna and Ratzenberger, it reminded me that there is no point taking futile risks.

"If Indianapolis has to open its doors to amateurs like Vitolo in order to make up the numbers then it is not as big or attractive a race as they think it is."

RETURNING TO F1

We flew back to the UK so Mansell could test at Brands Hatch, where a large crowd of his barmy army followers turned up. He then raced in the French GP. Later in the year, in which he finished eighth in the IndyCar standings, he raced at Jerez and Suzuka, before winning the famous Australian GP in Adelaide where Michael Schumacher and Damon Hill collided.

Even before the Indy 500 that year you could tell his mind had moved back to F1. Racing drivers are all like that, they move on to the next thing, the next challenge, so quickly and Mansell was no different. What they have just been doing perfectly happily up to now is suddenly history.

After the acrimonious manner in which he had walked out of F1 in 1992, he obviously felt that he had unfinished business.

And as Williams was still the team to beat, the opportunity was too good to miss. Bernie Ecclestone was also pushing hard to get Mansell back into F1, or at least out of IndyCar. It was generating too much attention for Bernie's liking and as F1 was struggling to recalibrate after the

momentous death of its greatest driver, Ecclestone not only needed heroes in F1, he also needed to make sure that IndyCar's popularity didn't threaten his business.

Veterans of the US racing scene say that those two years, 1993 and '94, were the high watermark for the IndyCar series. Soon after that came the split between the CART teams and the Indianapolis Motor Speedway, which ultimately consigned IndyCar racing to the status of a minority sport. When Mansell raced there it was headline news and broadcast all over the world.

Part of the deal for Mansell's return to F1 was a race seat in 1995 and Ecclestone led him to believe that it would be with Williams. But Williams decided to go with David Coulthard and Ecclestone brokered a McLaren seat for Mansell. That turned out to be a disaster and he withdrew after a few races into an unwilling retirement.

Much has changed in the 20 years since Mansell first tackled the Indy 500, but the race still has a unique place in the hearts of both motorsport fans and professionals. Even if Alonso and Hamilton aren't likely to be heading there any time soon. ❧

RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION



52 DTM Brands Hatch

Mike Rockenfeller dominated last weekend's Brands Hatch DTM race, taking his first win in the series for two years in his Phoenix Audi. And then he nipped off to the Nurburgring to drive the team's R8 LMS ultra...



54 Euro F3 – Brands Hatch
Three close races fall to Prema drivers Lynn, Marciello and Auer



56 WTCC – Salzburgring
James Nash takes his maiden series win amid plenty of penalties



63 Nurburgring 24 Hours
Mercedes takes first overall victory in German round-the-clock classic



Bernstorff pulls away

GERMAN F3 CUP

Britain's Emil Bernstorff won again at the Nurburgring, the Motopark-run Lotus driver turning two poles into a victory and a third place. Team-mate Marvin Kirchhofer followed Bernstorff home in race one and won race two to increase his championship lead over the Brit.

ASIA-PACIFIC RALLY

Former Production WRC champion Hayden Paddon took his Mitsubishi to victory on home soil in New Zealand, ahead of MRF Skoda driver Esapekka Lappi. The Finn's second spot still gave him maximum APRC points and the series lead.

GERMAN CARRERA CUP

Jaap van Lagen won a thrilling race on the Nurburgring Nordschleife as the Dutchman took his Land Motorsport car to victory over MRS-run Austrian Philipp Eng by less than a second. Attempto team-mates Nicki Thiim and Kevin Estre were next up.

V8 STOCK CARS

Ricardo Mauricio grabbed the series lead by taking his first V8 win since 2010 on the narrow Salvador circuit, the Eurofarma Chevrolet driver winning in wet conditions by less than a second from first-time podium finisher Rubens Barrichello (Full Time Chevy). Thiago Camilo was third.

FRENAULT PAU TROPHY

Prema Powerteam driver Luca Ghiotto won a restarted race when long-time leader Pierre Gasly was black-flagged for ignoring several drive-through-penalty notifications. Russian Egor Orudzhev and Brit Jake Dennis completed the podium.

FRENCH GT

Morgan Moullin Traffort and co-driver Fabien Barthez, of World Cup-winning fame, won the first race at Imola in their Sofrev Ferrari and added a second place the next day as the sister car of Soheil Ayari/Jean-Pierre Beaubelique triumphed.

NASCAR TRUCKS

Kyle Busch charged from the back after a pitlane speeding penalty to win at Charlotte in his own Toyota Tundra. Brendan Gaughan (Childress Chevy) and Max Gresham (Eddie Sharp Chevy) were second and third – Gresham taking a career-best finish. Points leader Matt Crafton was fourth.



Busch (51) won



Bouffier bridged gap to rivals

EUROPEAN RALLY CHAMPIONSHIP TOUR OF CORSICA (F), MAY 16-18, RD 5/12

It's the life of Bryan on Corsica

FRENCHMAN BRYAN BOUFFIER SCORED the second-biggest win of his career with a charging drive to victory on the Tour of Corsica.

The 2011 Monte Carlo Rally winner entered the second leg of the event 3.6 seconds down on Skoda driver Jan Kopecky, but wrested the lead away from the Czech with victory on special stage seven, the first of the day. The Delta Peugeot driver backed this up with a further fastest time on stage eight before Kopecky pulled back 8.8s through SS9.

Bouffier's third stage win of the day on SS10 all but assured him of the win and, when Kopecky struggled with a down-on-power motor after his Fabia dropped to three cylinders through the final time trial, Bouffier's first European championship rally win since 2006 was confirmed.

"I'm not a person to look back and it's very difficult to compare different rallies and championships," said

Bouffier when asked how it stood up to his Monte win. "But I'm very happy to win here, particularly when you look at some of the drivers on the entry list. It's been a very high-quality field and because of that this achievement is very, very special."

Craig Breen stormed out of the blocks, winning the opening three stages in his Sainteloc Peugeot 207, but a puncture on SS4 cost him over 80s and handed the rally lead to stage winner Robert Kubica.

But the Pole's time out front was short-lived, his Citroen DS3 grinding to a halt on the next stage. A broken fuel pump was the suspected cause and, given that the car didn't get back to the service park until 2.30am, it was decided to retire it from the event. But despite the setback he was not too downbeat.

"We had a good advantage and maybe the win was possible," he said. "But this is a very difficult rally so

you cannot say for sure."

Kubica stayed in France for a day's gravel testing ahead of his next WRC outing on the Acropolis Rally at the end of this month.

Breen started leg two determined to get back into the fight, but a half-spin on the opening stage resulted in contact with a bridge, a stove-in rear end and the unwanted drag of a flapping tailgate. He charged to victory on the final stage, but just fell short of denying Stephane Sarrazin a top-three finish on the Frenchman's first rally since September.

The sportscar ace did a very creditable job given his almost total lack of experience in the First Motorsport Mini Cooper. He didn't put a scratch on the car and recorded two top-three stage times (SS7 and 10).

Veteran Francois Delecour brought his Romania-backed 207 home in fifth, while local favourite Julien Maurin was a charging sixth in a Ford Fiesta. Andreas Aigner claimed production class honours in his Stohl Racing Subaru Impreza.

● Andrew van de Burgt



Kubica led briefly, but dropped out

RESULTS

1 Bryan Bouffier/Xavier Panseri (Peugeot 207 S2000), 2h41m58.2s; **2 Jan Kopecky/Pavel Dresler (Skoda Fabia S2000)**, +39.8s; **3 Stephane Sarrazin/Jacques Julien Renucci (Mini John Cooper Works S2000)**; **4 Craig Breen/ Paul Nagle (Peugeot)**; **5 Francois Delecour/ Dominique Savignoni (Peugeot)**; **6 Julien Maurin/Nicolas Klinger (Ford Fiesta S2000)**. **Points** 1 Kopecky, 146; 2 Breen, 109; 3 Bouffier, 69; 4 Delecour, 48; 5 Jari Ketomaa, 39; 6 Andreas Aigner, 25.



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Marussia F1 Team race driver Max Chilton said, "As F1 drivers we're in an exceptionally fortunate position in that we're able to fulfil the ambitions of many people at home when we line up on the grid on a Sunday afternoon. Lets Race offers race fans the opportunity to experience what that feels like and give a real insight into being a racing driver. The full motion simulators are an accurate reflection of the acceleration and braking that we feel in a real F1 car and it's great fun in the process!"



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NASCAR ALL-STAR RACE CHARLOTTE (USA), MAY 18

Four-star Johnson takes record win

JIMMIE JOHNSON WON THE NASCAR All-Star Race for a record fourth time last Saturday night, recovering from a mistake in qualifying to pocket the \$1million prize.

Such a result looked unlikely when Johnson overshot the Hendrick Motorsports pit and then received a penalty for a missing lugnut during Friday's qualifying session.

A win still seemed a long shot for Johnson when he could only make it up to 15th during the first 20-lap segment of the race, which was interrupted for nearly 45 minutes by a rain shower.

But through segments two to four, Johnson worked steadily forwards.

Rapid pit work from Hendrick then meant Johnson and his team-mate Kasey Kahne would lead the field into the decisive 10-lap shootout.

They ran side by side for a long spell at the restart before Kahne began to lose ground.

As Kahne fell back to fourth, Johnson's Chevrolet quickly established a one-second lead and ensured he could not be caught in the sprint to the flag.

Johnson's win moved him clear of the three-way tie for the record number of three wins that he previously shared with Dale Earnhardt and Jeff Gordon.

"To beat Jeff and Earnhardt, two



Johnson won race for a fourth time

guys I've looked up to my whole life — two massive icons of our sport — this means the world to me," said Johnson.

"I really didn't think we had a shot at winning tonight, starting 18th, but we had a great race car and worked our way through there and got the job done.

Joey Logano worked his way up to second in his Penske Ford, despite not winning any of the five segments of

the race. The Busch brothers won all four preliminary segments between them, Kurt triumphing in parts one and four, and Kyle finishing first in the middle two.

That meant they led the train of cars into the pitlane for the mandatory tyre stops ahead of segment five, but both lost ground.

Kyle eventually recovered to third with a late pass on Kahne, but Furniture Row Chevy driver Kurt had

to settle for fifth in a race he had led nearly a third of.

● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet SS), 90 laps in 1h29m20s; 2 Joey Logano (Ford Fusion), +1.722s; 3 Kyle Busch (Toyota Camry); 4 Kasey Kahne (Chevy); 5 Kurt Busch (Chevy); 6 Denny Hamlin (Toyota); 7 Dale Earnhardt Jr (Chevy); 8 Jamie McMurray (Chevy); 9 Matt Kenseth (Toyota); 10 Carl Edwards (Ford).

V8 SUPERCARS AUSTIN (USA), MAY 18-19, RD 5/14

Coulthard halts Whincup clean sweep

AMERICAN NEW-CAR BUYERS WILL BE able to buy Holden Commodores — badged as Chevrolet SSs — in the United States in a few weeks time, so a clean sweep of V8 Supercars' first race weekend in Texas did the brand no harm at all.

Jamie Whincup won three times to extend his series lead, but gave best to Fabian Coulthard in race three. The Kiwi, who followed Whincup and the second Triple Eight car of Craig Lowndes home in two processional races on Saturday, struck back with a

vengeance to win the first of Sunday's two races in his Brad Jones Racing entry. But he had to survive an enquiry into his restart behind a mid-race safety car to do it.

Run in stifling heat, the drivers took to a shortened 2.3-mile Austin circuit in front of an impressively busy and enthusiastic crowd. They saw the Holdens dominate the minor placings too, with Tekno Autosport's Jonathon Webb and Shane van Gisbergen backing up the T8 and BJR entries, and Garth Tander showing

that the Holden Racing Team is making progress with its cars.

The biggest losers of the weekend were Will Davison and Ford Performance Racing. He was best of the Ford drivers before his troubles started, culminating in a rushed dive in race four that ended his hopes and those of a hapless Scott McLaughlin. FPR compounded its drivers' problems with a couple of missed chances in the pitlane, which appears to be the team's Achilles' heel.

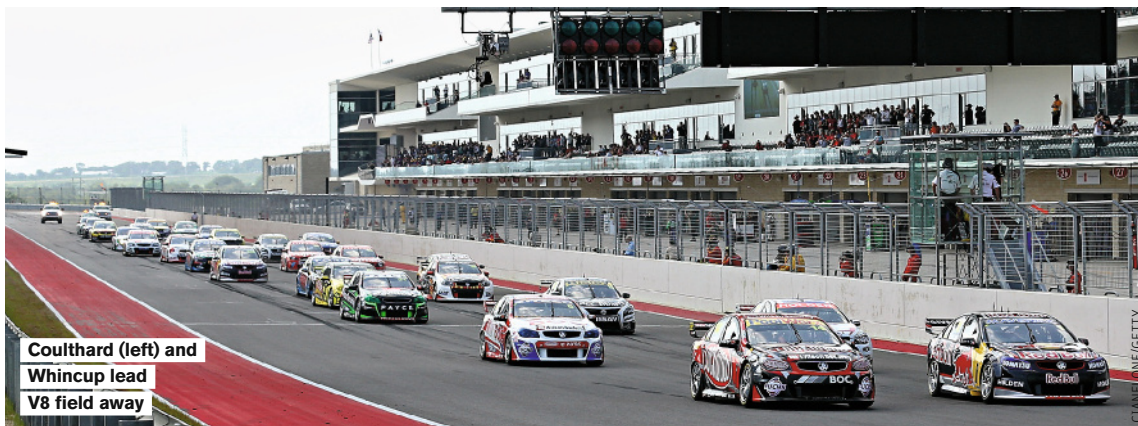
The best of the 'new' cars in Texas

was clearly the Nissan. Rick Kelly's Altima ran inside the top six on several occasions and the former champion looked comfortable mixing it with Winterbottom, Tander and van Gisbergen. On the other hand, the Erebus Motorsport Mercedes remained at the rear of the pack, the team's drivers hoping that upcoming updates will quickly lift the speed of the E-class.

● Phil Branagan

RESULTS

Race 1 Jamie Whincup (Holden Commodore VF), 27 laps in 44m20.8482s; 2 Craig Lowndes (Holden), +0.9030s; 3 Fabian Coulthard (Holden); 4 Will Davison (Ford Falcon FG); 5 Garth Tander (Holden); 6 Rick Kelly (Nissan Altima L33). **Race 2** Whincup, 27 laps in 43m16.6491s; 2 Lowndes, +1.0981s; 3 Coulthard; 4 Jonathon Webb (Holden); 5 Shane van Gisbergen (Holden); 6 Mark Winterbottom (Ford). **Race 3** Coulthard, 27 laps in 45m24.8159s; 2 Lowndes, +0.9402s; 3 Whincup; 4 Webb; 5 van Gisbergen; 6 Tander. **Race 4** Whincup, 27 laps in 47m20.7325s; 2 Coulthard, +2.7661s; 3 van Gisbergen; 4 Tander; 5 Lowndes; 6 Winterbottom. **Points** 1 Whincup, 1247; 2 Lowndes, 1105; 3 W Davison, 1029; 4 Coulthard, 984; 5 Bright, 945; 6 van Gisbergen 907.



Coulthard (left) and Whincup lead V8 field away

DTM Brands Hatch (GB)

May 19

Round 2/10



RESULTS

98 LAPS, 117.46 MILES

1	MIKE ROCKENFELLER (D)	1h11m28.719s
	Phoenix Racing Audi RS5; Qualifying: 1st-41.193s	
2	BRUNO SPENGLER (CDN)	+7.641s
	Schnitzer Motorsport BMW M3; Qualifying: 4th-41.197s	
3	ROBERT WICKENS (CDN)	+24.368s
	HWA Mercedes C-coupe; Qualifying: 13th-41.440s	
4	MARCO WITTMANN (D)	+24.964s
	MTEK BMW M3; Qualifying: 6th-41.293s	
5	JOEY HAND (USA)	+26.076s
	RBM BMW M3; Qualifying: 3rd-41.460s	
6	GARY PAFFETT (GB)	+27.071s*
	HWA Mercedes C-coupe; Qualifying: 11th-41.363s	
7	MATTIAS EKSTROM (S)	+36.523s
	Abt Sportsline Audi RS5; Qualifying: 11th-41.401s	
8	CHRISTIAN VIETORIS (D)	+38.940s
	HWA Mercedes C-coupe; Qualifying: 16th-41.709s	
9	TIMO SCHEIDER (D)	+39.519s
	Abt Sportsline Audi RS5; Qualifying: 5th-41.282s	
10	PASCAL WEHRLEIN (D)	+40.290s
	RSC Mucke Mercedes C-coupe; Qualifying: 20th-41.783s	
11	MIGUEL MOLINA (E)	+40.853s
	Phoenix Racing Audi RS5; Qualifying: 9th-41.472s	
12	DIRK WERNER (D)	-1 lap
	Schnitzer Motorsport BMW M3; Qualifying: 14th-41.480s	
13	MARTIN TOMCZYK (D)	-1 lap
	RMG BMW M3; Qualifying: 22nd-No time**	
14	TIMO GLOCK (D)	-1 lap*
	MTEK BMW M3; Qualifying: 10th-41.353s	
15	JAMIE GREEN (GB)	-1 lap
	Abt Sportsline Audi RS5; Qualifying: 17th-41.727s	
16	ROBERTO MERHI (E)	-1 lap
	HWA Mercedes C-coupe; Qualifying: 19th-41.748s	
17	FILIPE ALBUQUERQUE (P)	-1 lap*
	Team Rosberg Audi RS5; Qualifying: 18th-41.745s	
18	ADRIEN TAMBAY (F)	-1 lap*
	Abt Sportsline Audi RS5; Qualifying: 15th-41.539s	
19	ANDY PRIAULX (GB)	-2 laps*
	RMG BMW M3; Qualifying: 7th-41.358s	
20	DANIEL JUNCADELLA (E)	-2 laps*
	RSC Mucke Mercedes C-coupe; Qualifying: 21st-41.787s	
21	EDOARDO MORTARA (I)	87 laps-accident
	Team Rosberg Audi RS5; Qualifying: 8th-41.394s	
R	AUGUSTO FARFUS (BR)	65 laps-gearbox
	RBM BMW M3; Qualifying: 2nd-41.197s	

Winner's average speed: 98.60mph. Fastest lap: Paffett, 42.124s, 102.44mph.
 * - 5s added to race time. ** - all qualifying times deleted (Tomczyk had taken pole)

CHAMPIONSHIP

1	ROCKENFELLER	29	6	WERNER	18
2	SPENGLER	28	7	HAND	16
3	FARFUS	25	8	WICKENS	15
4	PAFFETT	20	9	WITTMANN	14
5	VIETORIS	19	10	SCHEIDER	10

MANUFACTURERS

1	BMW	101	3	AUDI	45
2	MERCEDES	56			

POINTS SYSTEM EXPLAINED

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



'Rocky' leads at the start



Rockenfeller celebrates his second career win

Rockenfeller joins two-timers with easy victory

FINALLY MIKE ROCKENFELLER IS OUT OF THAT CLUB.

You know, the one containing one-time DTM winners. And yet at Brands Hatch last Sunday, he looked like a man with 10 times that number of victories to his name. Within a year or two he may yet be, such was the dominance of the Phoenix Audi driver in Kent as he brought an end to a winless streak stretching back more than two years.

Rockenfeller's race was a simple one. Having been handed the top starting spot as a result of Martin Tomczyk's post-qualifying travails (see right), the German avoided the usual Brands pole trap of bogging down on the uphill, off-cambered part of track and made it to Paddock in the lead.

Job one completed, he built a two-second lead over Augusto Farfus (aided by Jamie Green rejoining between the pair after his first pitstop) and then remained out front as he and the remainder of the top-10 starters moved from the option Hankooks onto the Korean tyre manufacturer's harder 'standard' compound.

"It was quite a strange race actually," said Rockenfeller, who was already well aware by Saturday evening that an option-standard-standard tyre strategy would be the way to go. "When you start on pole, lead at the start and are able to control the race more or less the whole way, it should all be perfect. But to be honest, I expected better lap times and more consistency from the options. The car was still OK, or even good, to drive. But then when the standard tyres went on it was fantastic."

Rockenfeller's stints of 30 and 32 laps on the standards (he'd completed 36 on the options despite feeling less able to lean on them) would probably have been enough to keep Farfus at bay anyway, but they didn't have to.

Instead, the Brazilian's run to an easy second place began to unravel on lap 66 when his RBM BMW developed a gearbox glitch that prevented him from downshifting. Just a lap later the car ground to a halt on the start/finish straight.



Paffett duels with Mortara and Glock

Unbelievably the close proximity of the M3 to the left-hand-side of circuit failed to scramble the safety car. This, in-turn, led to a highly contentious and dangerous situation of drivers being forced to slow under yellow flags or face draconian five-second on-track penalties. A number, including Edoardo Mortara, were caught out (see right) while a recovery vehicle could also have caused a collision of unspeakable consequence as its driver stupidly towed the BMW across the track opposite the pit exit while Rockenfeller and co were approaching.

With the car out of the way, champion Bruno Spengler, who had earlier made a forceful swing right approaching Druids to prevent Paffett getting by, took second behind Rockenfeller while his Mercedes rival crossed the line third.

But Paffett would not stand on the podium, the Brit informed after he'd exited his C-coupe that five seconds had been added to his race time for failing to sufficiently slow for yellow flags that were waving at Clearways after Mortara's Rosberg Audi had tagged the barriers.

Wickens instead was ushered towards the rostrum, much to his confusion.

"I was doing a TV interview when my guys told me 'Robert, you're on the podium'. I thought they were talking about someone else," he said. "Actually, after 98 laps around here, the last thing I wanted to do was run down the entire front stretch to the podium. I'll take it though."

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IN THE PADDOCK

Jamie O'Leary



IN THE SAFETY-CONSCIOUS 'NANNY-STATE' WE inhabit, I've become accustomed to seeing the safety car scrambled in all kinds of motor racing series even when, if I'm honest, I'm not sure the situation quite required it. Cars that have retired, however far off the circuit they've been parked, still pose a threat to those racing, according to many sets of officials.

So why then was there no need to call out Jurgen Kastholz when Augusto Farfus parked his – briefly smoking – BMW just feet from the racing line at the exit of Clark Curve at two-thirds distance?

Why too, were the onrushing drivers faced with such a ridiculous instruction under waved yellows as to back off by a draconian half a second compared with the same sector last time round (the last time I went karting, an acknowledging raised arm and a lift off the gas were sufficient to tell race officials that you'd slowed)?

And why in God's name (and I presume only the man upstairs knows the answer to this) was the driver of the vehicle tasked with recovering the RBM BMW allowed to simply drive straight across the track and park next to the pit exit while leader Mike Rockenfeller and plenty of others were approaching at high speed? Disaster – and possibly even a funeral – was less than a second away. Surely the marshal in question could have been instructed to wait until a more opportune moment?

Something tells me issues similar to this one are going to be a common thread in post-race chats with the championship's stars this year.



MILESTONE

For the first time a DTM podium featured two Canadians with Bruno Spengler second and Robert Wickens a career-best third.



More anger at driving penalties

IGNITING RAGE IN OVER HALF THE FIELD AT

Brands Hatch was the new-for-2013 rule that dictates that drivers must slow by at least half a second in sectors where yellow flags are being waved, or be hit with a five-second on-track penalty.

Gary Paffett lost a hard-fought podium finish to such a penalty (notice of which was given too late to allow the Mercedes man to slow by the prescribed amount on-track, meaning that 5s was added to his race time), and was not happy about it.

"I didn't slow down enough under yellows when Edoardo Mortara crashed at Clearways," Paffett said. "And a rule's a rule. But it's a ridiculous rule. The crash happened in front of me so I had to slow to avoid it and I wasn't ever unsafe as I went by."

"Your delta time that you have to drive to changes every lap anyway, so you're constantly looking at your dashboard to see if you're going slowly enough instead of concentrating on the cars around you. That's far more dangerous than the offence in the first place.

"And then because they took so long to give me the

Paffett's mood did not improve



penalty, I wasn't able to take it on-track, so I just get told as I'm about to go on the podium: 'No. It's a penalty.' I'm not happy."

Audi driver Mortara, whose strong run inside the top six was ended by a drive-through for a similar offence – this time after Augusto Farfus's car was parked dangerously on the start/finish straight added: "It's dangerous. To have to brake on a straight, when there are cars all around you, just to reach your delta time... You could cause an accident."

Tomczyk hopes turn to nothing

MARTIN TOMCZYK SAW HIS BEST HOPE TO

date of joining BMW's club of DTM winners come to nothing at Brands Hatch when his car was found to be underweight after qualifying and he was slung to the back of the grid.

The German, who has failed to chalk up a victory since winning the 2011 title with the Phoenix Audi team, stormed to pole last Saturday by topping both Q3 and the single-lap Q4 session.

But afterwards his car was found to be 2.5kg under the weight limit and 0.5kg short of the allowable tolerance limit on the reading.

Whispers from within the BMW camp suggested that the ITR's scales might not have been accurate, and that some very odd – yet legal – readings had been taken on the marque's others cars during the weekend.

But motorsport director Jens Marquardt would not confirm these suspicions, saying only that "a mistake has been made, and not on fuel either, because the cars are drained before being weighed. It's disappointing, but we must accept the decision and move on."

Tomczyk's race pace was superb on option tyres as he climbed from 22nd to 15th within a handful of laps. But his hopes of points were ended by a Roberto Merhi-induced spin, for which the Spaniard was given a drive-through penalty.



WITTMANN STARS IN MTEK BMW

Marco Wittmann started sixth and finished fourth on only the second DTM start for both the German rookie and the new MTEK BMW team. Wittmann estimated he lost 4s during his first pitstop and believed a podium finish would have been possible without the delay.

JUNCADELLA'S SPLITTER TROUBLE

Daniel Juncadella's race was ruined on the opening lap when a brush with Jamie Green's Abt Audi at Graham Hill bend damaged the front splitter on the Spaniard's RSC Mücke Mercedes. "There was no grip at all; it was like driving on ice," said the series rookie after finishing two laps down in 20th.

OPTION TYRES MORE VISIBLE...

The car-mounted lights usually used to indicate the number of pitstops made by DTM machines during a race had a new use at Brands Hatch. The orange LEDs were instead illuminated only when drivers were using Hankook's option tyres. The move came from the ITR after complaints at the Hockenheim opener that yellow markings on the options were invisible at speed.

...BUT MORE IS BEING DONE

Hankook also confirmed that further work will be done to investigate how the difference in the appearances of the two kinds of tyre can be made obvious. It is likely that any change to the current appearance of the sidewalls will not be made until round six at the Nurburgring in August at the earliest, due to the alterations being incorporated into the manufacturing process of the tyres themselves.

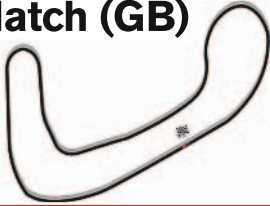
SOPER BACK WITH BMW AT BRANDS

DTM legend Steve Soper made an appearance at Brands Hatch, driving the M1 Procar 'race taxi' on Saturday evening. Former British Touring Car Champion Colin Turkington was behind the wheel on Sunday, having piloted the manufacturer's M3 GTE the previous day. Turkington's team-mate Nick Foster and British Formula 3 champion Jack Harvey were also on-hand in the GTE car and an ex-DTM M3 E30 from 1989 respectively.

EURO F3

Brands Hatch (GB)

May 18-19



Round 4/10

RESULTS

RACE 1: 51 LAPS, 61.13 MILES

1	ALEX LYNN (GB)	35m38.635s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 1st-41.098s		
2	RAFFAELE MARCIELLO (I)	+0.680s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 2nd-41.310s		
3	LUCAS AUER (A)	+7.728s
Prema Powerteam Dallara-Mercedes F312; Qualifying: 3rd-41.147s		
4	FELIX ROSENQVIST (S)	+8.843s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 5th-41.182s		
5	HARRY TINCKNELL (GB)	+21.824s
Carlin Dallara-Volkswagen F312; Qualifying: 6th-41.425s		
6	TOM BLOMQUIST (GB)	+21.895s
EuroInternational Dallara-Mercedes F312; Qualifying: 7th-41.267s		
7	JORDAN KING (GB)	+22.481s
Carlin Dallara-Volkswagen F312; Qualifying: 11th-41.458s		
8	JOSH HILL (GB)	+22.903s
Fortec Motorsport Dallara-Mercedes F312; Qualifying: 9th-41.367s		
9	WILL BULLER (GB)	+25.647s
T-Sport Dallara-Nissan F312; Qualifying: 13th-41.487s		
10	DANIIL KVIAT (RUS)	+31.958s
Carlin Dallara-Volkswagen F312; Qualifying: 14th-41.756s		

Winner's average speed: 102.90mph. Fastest lap: Lynn, 41.099s, 104.99mph.

RACE 2: 50 LAPS, 59.93 MILES

1	MARCIELLO	35m08.698s
Qualifying: 2nd-41.367s		
2	LYNN	+2.816s
Qualifying: 1st-41.189s		
3	AUER	+6.109s
Qualifying: 3rd-41.224s		
4	SVEN MULLER (D)	+6.354s
Ma-con Dallara-Volkswagen F312; Qualifying: 4th-41.477s		
5	ROSENQVIST	+13.332s
Qualifying: 5th-41.247s		
6	BLOMQUIST	+13.668s
Qualifying: 7th-41.282s		
7	TINCKNELL	+15.762s
Qualifying: 6th-41.486s		
8	HILL	+16.220s
Qualifying: 9th-41.374s		
9	BULLER	+19.356s
Qualifying: 11th-41.505s		
10	JANN MARDENBOROUGH (GB)	+21.719s
Carlin Dallara-Volkswagen F312; Qualifying: 10th-41.777s		

Winner's average speed: 102.32mph. Fastest lap: Marciello, 41.446s, 104.11mph.

RACE 3: 48 LAPS, 57.53 MILES

1	AUER	35m05.810s
Qualifying: 3rd-40.970s		
2	TINCKNELL	+3.878s
Qualifying: 4th-41.052s		
3	ROSENQVIST	+4.379s
Qualifying: 5th-40.982s		
4	MULLER	+5.097s
Qualifying: 8th-41.247s		
5	BLOMQUIST	+9.658s
Qualifying: 11th-41.260s		
6	LUCAS WOLF (D)	+13.174s
URD Rennsport Dallara-Mercedes F312; Qualifying: 16th-41.382s		
7	NICHOLAS LATIFI (CDN)	+16.118s
Carlin Dallara-Volkswagen F312; Qualifying: 17th-41.486s		
8	ROY NISSANY (IL)	+19.624s
Mucke Motorsport Dallara-Mercedes F312; Qualifying: 24th-41.557s		
9	ANTONIO GIOVINAZZI (I)	+20.589s
Double R Racing Dallara-Mercedes F312; Qualifying: 12th-41.322s		
10	ANDRE RUDERSDORF (D)	+25.601s
Ma-con Dallara-Volkswagen F312; Qualifying: 25th-41.998s		

Winner's average speed: 98.36mph. Fastest lap: Auer, 41.575s, 103.79mph.

CHAMPIONSHIP

1	MARCIELLO	214.5	6	BLOMQUIST	86.5
2	ROSENQVIST	134	7	SERRALLES	76
3	AUER	123	8	WEHRLEIN	49
4	LYNN	119.5	9	MULLER	48
5	TINCKNELL	104	10	HILL	44

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

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Lynn wins race-one
'start' fight with
Marciello...

Lynn breaks duck as Prema team dominates

THIS WAS A WEEKEND OF TWO HALVES – WITH A sting in its tail. Alex Lynn dominated from Friday until Saturday lunchtime, with three poles and a win; then Raffaele Marciello ruled with two victories, until one was taken away.

It was an event of domination for the Prema Powerteam squad that runs Lynn and Marciello, as well as Lucas Auer, who inherited race-three victory after Ferrari protege Marciello was found to be using a non-homologated version of the 12:31 first-gear ratio.

It would be easy to ascribe Prema's success to an insuperable technical advantage, but that would be to overlook the formidable record the weekend's two main players have on the Brands Indy circuit.

Marciello won both 'proper' Euro F3 races here last year, while Lynn claimed his first Formula Renault UK wins at the track in 2011. For him, doing a superfast laptime on the claustrophobic 1.2-mile track is less of a worry than the excruciating trip over the Dartford Bridge from his Essex home.

Auer, who like fourth Prema driver Eddie Cheever and several of the Brands 'virgins' had learned the track with a session in a Formula Renault car, didn't mean to be arrogant when he said: "We are good drivers. Alex knows the circuit; 'Lello' is always fast. That just puts us higher, higher, higher." Lynn, meanwhile, added that with each of them strong in different corners, the perfect laptime was visible to all of Prema's quartet.

Lynn just about edged qualifying. His Dallara-Mercedes topped both even-numbered sessions from Prema team-mate Lucas Auer. With the short 41-second lap and a 29-car field, the runners had been split into two groups for qualifying, and it was Marciello who was top of the odds both times.

In the first session, Marciello arguably had unfavourable track conditions – he reckoned this might have been the case – and was a couple of tenths slower than expected, but from then on it seemed that the circuit rubbered in. Second time around, Marciello set a time that would be lowered by Lynn to the tune of 0.001s!

In the end it all came down to starts. Marciello is undoubtedly strong at this, Lynn not quite as quick and the inexperienced Auer arguably a little tentative in the first couple of corners, especially from the second row and with Sven Muller, Felix Rosenqvist and Harry Tincknell crowding him.



...and celebrates
51 laps later

Lynn's was good enough in race one to keep Marciello to the outside at Paddock Hill Bend; in race two the Italian was superior enough to sweep ahead before turning in; in the third he had to cling on around the outside to get the nod, and then Lynn spun at Paddock on the 15th lap while trying to get close enough to attack when they caught the backmarkers. The velocity of the spin drained power from the battery and, as Lynn tried to restart, he was swiped by the unsighted Cheever.

The slower drivers caused headaches for the frontrunners, thanks to a mixture of unawareness and inconsistent blue-flag waving. Indeed, Marciello said after his race-two win: "My biggest rival was Roy Nissany!"

A few hours earlier, Lynn had revelled in his maiden European F3 win. "It feels good," he said. "Something like this... you've planned it in your head millions of times. And now there's the realisation that it's done. I can get it out of the way and concentrate on the rest of the weekend."

The feeling was that, first win accomplished, he could add further victories. That turned out not to be the case, and again Marciello ended a weekend with the psychological upper hand. Then championship technical delegate Bob Bassett made his discovery, and some could speculate that maybe Marciello's ratio may have made the difference at those critical getaways. It's one that's used for testing, which Prema claimed to have accidentally fitted, and which was the same 12:31 as the correct one, but was found to be of insufficient width.

But Lynn was having none of it. "It's in no way anything to do with performance," he said. "I thought my start was very good but his was even better. Even if I'd finished second and got the win, it would have been hollow. He deserved it."

IN THE PADDOCK

Marcus Simmons



IF YOU PUT A GROUP OF BRITS INTO A championship that's predominantly German-run, there are bound to be a few irreverent little quips – it's part of our national psyche.

A raft of drive-through penalties in the third race, for improving sector times under yellow flags, had a load of people fuming. I counted 11 drive-throughs taken, and there should have been 12, but Mitchell Gilbert was black-flagged for not serving his.

UK drivers Josh Hill, Jordan King and Will Buller were among the drivers affected, and there was some amusing Twitter banter between Hill and King in the aftermath. Hill: 'Don't really understand why I (and almost everyone else) got a drive through, but they look at things as black & white in this championship'. King: 'this is true and we found out but from their point of view a rule is a rule'. Hill: 'zis iz ze rule! 9'.

Joking aside, it's a scourge of modern motorsport whereby such 'black-and-white' is used as the basis of a ruling. What about the shades of grey? The nature of the Indy circuit is such that a driver who has so far been bottled up behind another car can easily go faster through a sector, even while taking it easy, if they are suddenly freed.

Coming a week after some cretinous driving in GP2 – where a driver swerved viciously at a rival but went unpenalised because no contact was made – it becomes clear that racing needs a rethink. Instead of black-and-white, every case must be judged on its own merits, and sentences handed out accordingly.



King was one of many penalised

GARY HAWKINS

BIG NUMBER

10



Percentage that Josh Hill said he was driving in the processional Brands F3 train. One team boss described the track as "unfit for 30 F3 cars. We should be at Pau."

GARY HAWKINS

Lewis escapes from big shunt

SECOND QUALIFYING ON FRIDAY

afternoon was delayed for almost half an hour after American Michael Lewis suffered a violent accident at Paddock Hill Bend.

The Mücke Motorsport driver had qualified on the fourth row in his opening session, and was trying to match that later on when he lost control. He was visibly conscious in the immediate aftermath, while marshals and medics took the utmost care to extract him. He was helicoptered to hospital for internal scans; bar a touch of concussion they found nothing to worry about, but issued orders not to race over the weekend.

Lewis, indeed, was back at Brands to cheer on his team-mates, and the Californian was in typically bullish spirits.

"I was trying to squeeze every little hundredth out," he said. "I thought I needed a little bit more in sector one. OK, how do I do that? I tried to take a bigger radius into the corner and entered a little bit wider, but I dropped the car into the marbles and dust or whatever – no grip at the front. I got a big slide and it was a rear/side impact.

"When I hit the wall it was something I never felt before – all that force to the head. But Mücke build a really safe



Lewis was lucky to escape

GARY HAWKINS

car, and the medical staff did a really good job. My leg was hurting, but man, I was just mad about having too much damage to the car to race the next day rather than worrying about my good health."

Instead, Lewis is set on competing at Spielberg at the end of next week. "They could even have built the car up for today," he said on Sunday. "The tub and gearbox are intact, it's just the corners ripped off. I've just had really nice support from the F3 paddock – everyone is really kind and I won't forget that."

Muller loses out on third place

THE RACING STARTED WITH SVEN MULLER

looking the most likely to pop a Volkswagen-engined car onto the podium, but ended with Harry Tinncknell being the one to, as the Englishman put it, "spoil the Prema party".

Muller, who twice qualified on the second row, was shrugging off a challenge from Lucas Auer for third in race one when he was forced to park his Ma-con car with a broken throttle cable with 16 laps remaining.

The likeable German bounced back to take two fourth places, the second of these after chasing Tinncknell and Felix Rosenqvist all the way.

Owing to Mercedes cutting down on support, Muller didn't have the budget to continue for a second year with Prema. Ma-con, in turn, needed a quick driver and together they have pushed forward on development, something the team sorely lacked in 2012 after it came together on the eve of the season. The signs at Brands were that the car is now pretty good.

Fellow Vee-Dub team Carlin, meanwhile, has been pushing its own development path. Tinncknell was happy to reassert himself as the leading light of the team's quintet, after a disappointing Hockenheim, and found himself with a better car in the final race after a rear-suspension problem was diagnosed.

"We're pretty strong in qualifying, but in the race we're still slightly behind," he said.



Muller ran strongly

GARY HAWKINS

ROSENQVIST LOSES PODIUM SHOT

One of the few overtaking manoeuvres denied Felix Rosenqvist, a two-time winner this season, a podium in race one. The Mücke Motorsport driver ran wide at Graham Hill Bend while defending what became third, and Lucas Auer slipped up the inside at Surtees. Swede Rosenqvist was a third-row starter in all three races: "I had really good starts but every time I then had to brake to avoid other cars."

'CRUCIAL' RACE FOR BLOMQVIST

EuroInternational boss Antonio Ferrari has identified the forthcoming Red Bull Ring/Spielberg round as critical for his driver, Tom Blomqvist, who is a member of the fizzy-drink leviathan's junior team. The team will run development aero parts at Vairano before the event. Blomqvist took three top-six placings at Brands and almost grabbed fifth from Harry Tinncknell on the line in race one.

GRENHAGEN SIN-BINNED

Swede Mans Grenhagen was caught going too fast under yellow flags in race one – and then broke the pitlane speed limit while serving his penalty. Having notched up 12 appearances already in front of the stewards this season, he was forced to sit out race two. Team boss Frits van Amersfoort said: "I really must praise the attitude of the steward. He was entitled to ban Mans from an entire event but he understands the sport very well." Grenhagen crashed out of seventh in race two when his throttle stuck open.

DOUBLE R SCORES POINTS

Italian Antonio Giovinazzi took advantage of progress in a pre-race Anglesey test to claim his and Double R Racing's first point of 2013 in race one, finishing 11th behind the unregistered Daniil Kvyat. He was then eighth in race two, despite stalling at the start, thanks to the spate of drive-throughs.

SERRALLES HITS A LOW

After shining at Hockenheim, Felix Serralles had a nightmare Brands. A trip to the gravel in first qualifying damaged the floor on his Fortec Dallara, and there wasn't time to repair it for the second session. Then he was briefly bumped off track in race two in a clash with Nicholas Latifi, and got two drive-throughs in the finale.

FERRARIS NEEDS DRIVERS

The Romeo Ferraris team is seeking a driver for the Spielberg round. Gary Thompson is still trying to raise money to return to the squad, while Michela Cerruti is likely to be on Blancpain Endurance Series duty in a BMW Z4 at Silverstone.

WTCC Salzburgring (A)

May 18-19

Round 5/12

RESULTS

RACE 1: 12 LAPS, 31.61 MILES

1	MICHEL NYKJAER (DK)	17m41.335s
Nika Racing Chevrolet Cruze 1.6 T; Qualifying: 5th-1m26.654s (Grid: 1st)		
2	JAMES NASH (GB)	+0.298s
Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 10th-1m26.938s (Grid: 2nd)		
3	YVAN MULLER (F)	+0.645s
RML Chevrolet Cruze 1.6 T; Qualifying: 1st-1m25.756s (Grid: 13th)		
4	MEHDI BENNANI (MA)	+1.586s
Proteam Racing BMW 320 TC; Qualifying: 13th-1m27.323s (Grid: 3rd)		
5	ALEX MACDOWALL (GB)	+4.374s
Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 4th-1m26.560s (Grid: 12th)		
6	FREDY BARTH (CH)	+5.121s
Wiechers-Sport BMW 320 TC; Qualifying: 15th-1m27.564s (Grid: 5th)		
7	TOM CHILTON (GB)	+7.114s
RML Chevrolet Cruze 1.6 T; Qualifying: 2nd-1m25.961s (Grid: 15th)		
8	ROB HUFF (GB)	+11.711s
Munich Motorsport SEAT Leon WTCC; Qualifying: 3rd-1m26.554s (Grid: 14th)		
9	JAMES THOMPSON (GB)	+15.758s
Lada Sport (Russian Bears) Lada Granta; Qualifying: 19th-1m28.021s (Grid: 8th)		
10	TOM CORONEL (NL)	+18.465s
ROAL Motorsport BMW 320 TC; Qualifying: 12th-1m27.148s (Grid: 19th)		

Winner's average speed: 107.26mph. Fastest lap: MacDowall, 1m26.925s, 109.13mph.

RACE 2: 12 LAPS, 31.61 MILES

1	NASH	17m36.853s
Chevrolet; Grid: 1st		
2	MULLER	+1.438s
Chevrolet; Grid: 10th		
3	NORBERT MICHELISZ (H)	+1.818s
Zengo Motorsport Honda Civic S2000 TC; Grid: 2nd-1m26.902s		
4	TIAGO MONTEIRO (P)	+3.483s
Castrol Honda WCT Team (JAS) Honda Civic S2000 TC; Grid: 4th-1m26.746s		
5	NYKJAER	+4.064s
Chevrolet; Grid: 6th		
6	MACDOWALL	+4.574s
Chevrolet; Grid: 7th		
7	PEPE ORIOLA (E)	+7.898s
Tuenti Racing SEAT Leon WTCC; Grid: 3th-1m26.887s		
8	GABRIELE TARQUINI (I)	+9.025s
Castrol Honda WCT Team (JAS) Honda Civic S2000 TC; Grid: 5th-1m26.701s		
9	HUFF	+9.483s
SEAT; Grid: 8th		
10	CORONEL	+9.859s
BMW; Grid: 12th		

Winner's average speed: 107.72mph. Fastest lap: Muller, 1m26.875s, 109.20mph.

CHAMPIONSHIP

1	MULLER	198	=	CHILTON	77
2	TARQUINI	118	7	MACDOWALL	73
3	NASH	108	8	CORONEL	66
4	NYKJAER	96	9	MICHELISZ	63
5	HUFF	77	10	MONTEIRO	60

YOKOHAMA TROPHY

1	NASH	78	4	BENNANI	47
2	NYKJAER	70	5	BARTH	30
3	MACDOWALL	66	6	O'YOUNG	29

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.

Engstler in warts again,
as O'Young goes off



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Nash passed
Michelisz early
to take race-two win

Teeth gnash – and finally James Nash

AT TIMES ON A REMARKABLE SATURDAY EVENING, IT was easy to forget why we were at the Salzburgring. Amid mass fines and recriminations, all-too-public invectives and a parody of paperwork, there was a general souring of mood so sharp it threatened to make a sideshow of both races before they had even begun. It was, as nearly every driver queueing like errant schoolchildren outside the stewards' office volunteered, a weekend unlike any other they had ever experienced.

That the races weren't overshadowed is a credit to the entire field, including the 12 charged just hours earlier of 'damaging the image of the World Touring Car Championship'. Voluntarily or not, the stewards' response to qualifying put the series under intense scrutiny. On-track at least, it passed the test. Imperative now is to ensure the off-track tribulations are never repeated.

Inevitably, the complexion of the weekend swung wildly on the swathe of post-qualifying reprimands. Eight of the top nine were sent down the order, although all on individual – and largely mysterious – criteria. Yvan Muller's provisional pole therefore became 13th, with Michel Nykjaer, originally fifth, promoted in his stead. Lada's Mikhail Kozlovskiy, out of Q1 in 14th, suddenly had a share of the second row. Marc Basseng captured it perfectly: "You have guys in front who don't have the pace to be there, and a lot of angry, testosterone-fuelled guys behind. It's a horror."

Perhaps aided by the fact that the second race was just half an hour after the first, what transpired was remarkably clean. The Chevrolets of Nykjaer and fellow front-row man James Nash escaped up front, while the penalised clan – led by Alex MacDowall, then Muller – fought their way through.

The Frenchman, boosted by a speed advantage that stemmed from RML's continued tweaking of engine-altitude settings, was at his imperious best. Tenth at the end of the first lap became fourth by lap six, and third two from the end. Only the chequered flag prevented a full push to dethrone Nash and Nykjaer, who spent almost the entire race



Nykjaer took
race-one win

locked bumper to bumper, with the Dane eventually prevailing for Nika Racing.

Mehdi Bennani's Proteam BMW finished barely a second behind in fourth, ahead of MacDowall – whose charge from 12th was outshone only by Muller – and Fredy Barth, who claimed his best result of the year in sixth. Behind them Tom Chilton, who had been set to start second, finally won a three-way scrap with Rob Huff and James Thompson, though his move on Huff's SEAT also came with a reprimand from the stewards.

Unsurprisingly, the reversed-grid race two – all post-qualifying penalties applying only to the opener – followed a similar format, though this time Nash was not to be denied a maiden win.

The Bamboo-Engineering-run poleman originally lost out to Norbert Michelisz's Honda on the run down to Turn 1, but made sure the Hungarian had to compromise his entry onto the back straight and simply drafted by and back into the lead at the first attempt.

His main threat turned out to be Muller, on another charge. From 10th on the grid, the Frenchman was second with two laps to go, but Nash had pace in hand.

Behind the lead fight, Honda finally earned a reprieve from a beleaguered weekend – on top of their post-qualifying demotions, all three Civic drivers were sent to the back of the grid for rear-wheel infringements – as Michelisz and Tiago Monteiro came home third and fourth.

IN THE PADDOCK

Sam Tremayne



HEARD THE ONE ABOUT THE DRIVERS WHO, vying for the perfect slipstream for a final flyer, contrived en masse to miss the chance to actually start their lap before the flag fell?

The finish to WTCC qualifying was as comedic as it was ridiculous; a pantomime, only played out to the wrong audience. Turns out the FIA wasn't laughing in the slightest.

What followed was arguably more shambolic than qualifying itself. Fourteen drivers were hauled up in front of the stewards, but on an individual basis. Cue the other 13 waiting in the main corridor – incidentally the exit of the media centre – comparing notes and opinions (a polite phrasing) as the hours ticked by.

It wasn't that the stewards were in the wrong; the shame of the entire process was that their issue was very valid. Qualifying and 20mph don't belong together, and while in Q2 it was largely absurd, similar practices also occurred more dangerously, and damagingly, in Q1.

Their solution, however, only worsened the situation. You can argue the toss between the severity of crime and punishment, but it's harder to argue why the penalties and fines were so divergent – and harder still to contend that the root cause of it all, the prevalence of slipstreaming, had been dealt with.

Fighting farce with farce was not the answer, particularly when the goal was not to boost interest but to preserve the integrity of the WTCC.



The detention line was ridiculous

BIG NUMBER

136

The total number of positions dropped by drivers on the Salzburgring race-one grid owing to penalties handed out following qualifying (see above). There were also €37,000 worth of fines handed out.

New SEAT unlikely to race in '14

SEAT SPORT CHIEF JAIME PUIG HAS RULED

out the possibility of the new Leon Cup Racer being ready to race to the new World Touring Car regulations that are expected to be introduced in 2014.

SEAT showed off its new car, designed with one eye on the WTCC's proposed revamp of the technical regulations, in the Salzburgring paddock. AUTOSPORT understands that it was inspected by FIA officials, whose initial assessment was that it already fits 95 per cent of next year's provisional criteria.

Puig insists however that, without major changes, SEAT will not be in a position to supply the car to teams in time for next year.

That could potentially jeopardise the introduction of the new regulations, which are understood to also hinge upon French car maker Citroen firming up its interest and committing to the series.

"I want to be honest, because many people are saying many things," Puig told AUTOSPORT. "For now, even if we had the green light tomorrow, we could not supply anyone in 2014."

Nash wants to build on victory

JAMES NASH HOPES HIS BREAKTHROUGH

victory at the Salzburgring proves the springboard to more success in the World Touring Car Championship.

The 27-year-old Brit, who extended his lead in the Yokohama Trophy and moved into third in the overall championship following his win and runner-up finish, admitted he was delighted to deliver the kind of results he had expected following his winter switch from Ford to Chevrolet machinery.

"There's a bit of everything – euphoria, relief, satisfaction," the Bamboo-Engineering driver told AUTOSPORT. "I came here to be winning, so hopefully they roll on from this."

"I always have high expectations of myself – I could still pick a million faults from that drive for example – but that's because I know what the car can achieve. This win gives me some confidence to move forward and back my ability."

Nash, who had originally lost out to fellow front-row man Norbert Michelisz away from the start, had to withstand late pressure from a charging Yvan Muller before securing his win.

"I didn't panic when Norby came past, I just made sure he was tight into Turn 5 and picked him off down the back straight," he said. "Then toward the end I was aware of what was going on behind. I could see Yvan closing on Norby, but even when he got past I was pretty relaxed."

"If you spend too much time looking behind, you start making mistakes. Muller had the same car and equipment, so it was all about keeping it together and preserving my gap."



Nash was delighted



Puig was insistent

"We do not have the time to develop the car in the next six months. If everything was full gas – if tomorrow we find a fantastic sponsor who wants to go ahead – maybe it's different. But you need time to do it, to test in proper conditions, and that's difficult over the winter. For now, the earliest it can be is 2015."



Dablander won race two

TWO NEW WINNERS IN ETCC

Croatia's Dusan Borkovic claimed a breakthrough European Touring Car win with his S2000 SEAT in a rain-hit, truncated opener in which points leader Petr Fulin and Andreas Pfister were eliminated in a high-speed crash. Pepe Oriola inherited the lead but was handed a drive-through for his part in the accident and slipped to fourth. In a wet second race Mario Dablander led an all-Supercopa top five at his home circuit.

HUFF TURNS COMMENTATOR

Eurosport will continue to trial the new onboard commentary system piloted by Rob Huff at the Salzburgring. A new direct-intercom system allowed Huff to commentate from his car during practice, warm-up and on the formation laps. "We are being very careful not to disturb the drivers, but this is the ideal way to bring the viewer into the car," Eurosport director of operations Jean-Louis Daurer told AUTOSPORT.

NYKJAER: WIN STILL COUNTS

Michel Nykjaer insisted the spate of post-qualifying penalties did nothing to diminish his race-one victory. The Dane had qualified fifth, but inherited pole as the eight drivers immediately surrounding him were all sent down the grid. "Did it mean any less because of the penalties? No way," he said. "You have to be a bit lucky anyway, and I had the pace to be at the front."

MULLER INSISTS TITLE NOT WON

Yvan Muller insists the destiny of the 2013 WTCC title is no foregone conclusion despite moving into a massive 80-point lead as nearest rival Gabriele Tarquini struggled in Austria. "Absolutely it was a good weekend for the championship, and I never expected to be this far ahead," he said. "The championship is still long though, and Honda will progress, so we keep our focus and move on to Moscow."

Superstars

Brno (CZ)

May 19



Round 2/8

RESULTS

RACE 1: 12 LAPS, 40.29 MILES

1	THOMAS BIAGI (I)	28m49.817s
Romeo Ferraris Mercedes C63 AMG; Qualifying: 1st-2m08.715s		
2	LUIGI FERRARA (I)	+2.652s
Roma Racing Team Mercedes C63 AMG coupe; Qualifying: 6th-2m09.052s		
3	GIOVANNI BERTON (I)	+4.336s
Team Dinamic BMW M3; Qualifying: 2nd-2m08.755s		
4	VITANTONIO LIUZZI (I)	+5.518s
Romeo Ferraris Mercedes C63 AMG; Qualifying: 3rd-2m08.813s		
5	FABRIZIO GIOVANARDI (I)	+7.945s
Petri Corse Porsche Panamera S; Qualifying: 4th-2m08.848s		
6	FRANCESCO SINI (I)	+16.729s
Solaris Motorsport Chevrolet Camaro; Qualifying: 12th-2m10.189s		
7	MAX MUGELLI (I)	+17.335s
Team Dinamic BMW M3; Qualifying: 7th-2m09.174s		
8	GIAN MARIA GABBIANI (I)	+27.619s
Ferlito Motorsport Jaguar XF; Qualifying: 11th-2m10.642s		
9	ANDREA BACCI (I)	+28.497s
CAAL Racing Mercedes C63 AMG; Qualifying: 14th-2m11.222s		
10	FERDINANDO GERI (I)	+36.361s
Audi Sport Italia Audi RS5; Qualifying: 16th-2m12.484s		
Winners' average speed: 83.84mph. Fastest lap: Biagi, 2m09.665s, 93.21mph.		

RACE 2: 12 LAPS, 40.29 MILES

1	BERTON	27m55.360s
BMW; Grid-6th		
2	GIANNI MORBIDELLI (I)	+2.323s
Audi Sport Italia RS5; Grid-11th		
3	BIAGI	+3.089s
Mercedes; Grid-8th		
4	BACCI	+16.864s
Mercedes; Grid-9th		
5	EDOARDO PISCOPO (I)	+17.202s
RGA Sportsmanship BMW M3; Grid-15th		
6	CHRISTIAN KLIEIN (A)	+18.614s
Scuderia Giudici BMW M3; Grid-14th		
7	MAURO TRENTIN (I)	+26.492s
Team Dinamic BMW; Grid-12th		
8	ROBERTO BENEDETTI (I)	+28.737
RC Motorsport Cadillac CTS-V; Grid-13th		
9	ANDREA LARINI (I)	-3 laps
Ferlito Motorsport Jaguar XF; Grid-17th		
10	FERRARA	-6 laps
Mercedes; Grid-7th		
Winners' average speed: 86.57mph. Fastest lap: Berton, 2m10.437s, 92.66mph.		

CHAMPIONSHIP

1	BIAGI	73	6	BACCI	28
2	LIUZZI	52	7	SINI	24
3	BERTON	46	8	GABBIANI	11
4	FERRARA	44	9	GIOVANARDI	10
5	MORBIDELLI	39	10	PISCOPO	10

TEAMS'

1	ROMEO FERRARIS	125	4	ROMA RACING TEAM	44
2	TEAM DINAMIC	60	5	CAAL RACING	31
3	AUDI SPORT ITALIA	44	6	SOLARIS MOTORSPORT	24

POINTS SYSTEM EXPLAINED

In each race: 20-15-12-10-8-6-4-3-2-1 to top 10 finishers. Point for pole and fastest laps.



Morbidei took a race-two podium

Heavy Biagi makes light work of the series lead



Biagi leads team-mate Liuzzi at the start of race one

THINGS COULD NOT HAVE GONE MUCH BETTER for Thomas Biagi at Brno. Coming into the round with a hefty 50kg of ballast strapped to his car – a penalty for his success at Monza – bagging much more than a few points seemed like a tall order for the former series champion. Instead, he left with a pole, a win, a third, and a 21-point championship lead.

It all came down to a stunning pole lap and two timely safety car periods.

The first of those safety car appearances came mid-way through the first race. Having bolted from pole, and then bolted again after the lengthy caution period, it seemed like a straightforward win for Biagi. But from inside his Romeo Ferraris Mercedes, he could feel that extra ballast taking its toll on the tyres. With those safety car laps in the middle he was able to conserve the rubber. Without? Well, it might not have been possible.

The safety car was even more crucial in the second race. Starting from eighth, conserving rubber wasn't going to be an option for Biagi. He had to push, and he was worried. But once again he was saved by a mid-race break, which, combined with a few fortunate retirements, led to an important third place.

"Without the safety car, we wouldn't have had a race that good," he admitted afterwards. "We saved a lot of laps on the tyres during the races this weekend, and both times it was

close. Without the safety cars, I would have struggled. I was a bit lucky. Still, it was an amazing weekend!"

What made the weekend even more amazing for Biagi was that his team-mate and chief title rival Vitantonio Liuzzi had a bad event. In the first race, the Italian was running second, only for an intermittent electrical problem to drop him to fourth a couple of laps from the end.

Then, in race two, Liuzzi was fighting for second again, before finding himself tangled up with Francesco Sini's Solaris Chevrolet right after the restart. It led to a DNE, one that could be costly come the end of the season.

"I was already fighting a power-steering problem, and then... yeah," said a disappointed Liuzzi on Sunday evening.

Liuzzi's crash not only opened the door for Biagi to take control of the championship, but also for Dinamic BMW driver Giovanni Berton to take his first win. Having stormed from sixth on the grid to the lead on the first lap, thanks mostly to a huge move on the outside of the field around Turn 1, Berton was leading when Liuzzi and Sini got together. With chaos in his mirrors, Berton was able to put his head down and charge his way to a popular victory.

"I'm very, very happy," he said. "The start and the re-start were amazing! I pushed so hard in that race that by the last lap I think I was 10 kilograms lighter just from sweating so much."



Berton took maiden win in race two

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IN THE PADDOCK

Andrew van Leeuwen



THOMAS BIAGI HAS A SPRING IN HIS STEP AT the moment.

The off-season switch from BMW to Mercedes has clearly been a good one for the 2010 Superstars champion. Instead of dreading the long straights of Monza, or the uphill drags at Brno, or the rolling starts everywhere, he now knows he has the horsepower required to get the job done. And that's exactly what the Italian is doing.

What's impressive is that Biagi is more than taking it to Vitantonio Liuzzi, his high-profile team-mate at Romeo Ferraris. Pre-season, the smart money would have been on Liuzzi winning that intra-team battle, but, so far at least, Biagi is not letting it happen.

It shouldn't be such a surprise that Biagi is capable of matching Liuzzi. After all, he is a former FIA GT champion and has considerably more tin-top experience than his team-mate. It's just that Liuzzi is quick – seriously quick – and even a stop-start F1 career carries weight at this level.

It's only early, and Liuzzi still has the chance to leave Biagi in the dust. But at this point, it's hard to see that happening. It seems we're far more likely to see two of the best drivers in the series, in two of the best cars in the series, racing hard for the title. And that'd be fun.



REMEMBER WHEN



A BMW LAST WON IN SUPERSTARS?

The winning driver on that occasion, at Mugello in 2011, was a teenaged Alberto Cerqui, who triumphed in a ROAL-run on his way to the Italian title.

Brno set for Superstars future

BRNO COULD BECOME A REGULAR FIXTURE

on the Superstars International Series schedule, according to series boss Vincenzo Lamaro. The series enjoyed a successful debut at the Czech circuit, with a 26,000-strong crowd taking in the action.

"Here we have a fantastic circuit with fantastic organisation," said Lamaro, who is the managing director of FG Group, the organisation behind Superstars.

"The layout of the circuit is one of the best in Europe. It's really right up there with F1 tracks. It's a real purist track. It has racing in its DNA.

"And I was very happy to see the public come out to see Superstars. This is a market that needs events, and the public was fantastic.

"We would definitely like to come back here next year. We'll talk to the organisers now the first one is over."

The circuit was also a hit with the drivers, with Thomas Biagi throwing his support behind a return.

"Brno is one of my favourite circuits," the race-one winner told AUTOSPORT.

"It's a lot like Mugello, which is my absolute favourite



Brno's rises and dips could feature again

circuit. I won here in GT as well, so I have some very good memories. I really enjoy racing here."

While this was the first Superstars race at Brno, FG Group has a long history with the circuit. The company was the promoter of the Czech motorcycle Grand Prix there back in the late 1980s and brought World Superbikes to Brno for the first time in 1993.

Giovanardi and Klien want more

NEITHER FABRIZIO GIOVANARDI NOR

Christian Klien have ruled out taking part in more Superstars International Series races this season.

Giovanardi joined Petri Corse for Brno, driving the Porsche Panamera recently vacated by champion Johan Kristoffersson. With the car having no confirmed driver for the remainder of the season, Giovanardi left the door open for a return, claiming that he will now speak to the team about the rest of 2013.

"On paper, I could be at every race from now on – but I'm really not sure at this point," said the two-time British Touring Car champion. "We will see."

Klien, meanwhile, came into the weekend on a definite one-round deal with Giudici BMW, but says he would welcome the chance to come back to the series should the opportunity arise.

"Everything is open," Klien said. "The team invited me to this race, and I'd always be happy to come back. It's always good fun."

The Brno weekend was a tough one for both guest drivers. Giovanardi finished up with a fifth from race one, and a DNF from race two after being unable to avoid making contact with Max Mugelli's Dinamic BMW, which was stranded in the middle of the circuit after a spin.

Klien's weekend took a turn for the worse on the first lap of race one. He was sidelined after being tagged during a multi-car crash on the run down to the first corner. He then fought back to finish sixth in race two.



Porsche ran strongly with Giovanardi



Ukraine Ferrari won GT Sprint

FERRARI WINS IN GT SPRINT

Andrii Kruglyk and Raffaele Giammaria won the first GT Sprint race in the Team Ukraine Ferrari 458 Italia, the duo leading home the father-and-son team of Alex Talkanitsa Sr and Alex Talkanitsa Jr in their AF Corse 458. Glauco Solieri put in an hour-long solo effort to win race two in his Autorlando Porsche 911 with the Talkanitsas again second.

MORBIDELLI: 'IT'S HOPELESS'

Audi Sport Italia's Gianni Morbidelli says his RS5 is unable to fight with the Mercedes, despite finishing second in race two at Brno. "We have a car that is very penalised, we can't compete with Mercedes," said the ex-Formula 1 driver of the four-wheel-drive machine. In race one, the veteran failed to finish thanks to a gearbox failure.

FERRARA ENDS PODIUM RUN

Luigi Ferrara's impressive run of three podiums in a row came to an unlucky end at Brno. After finishing a fine second in race one, his Roma Racing Mercedes snapped a fan belt while he was running fifth in race two.

COTTRELL TAKES NEW ROLE

British Formula 3 race director Bernard Cottrell has taken up the same role with the Superstars International Series for the 2013 season. Cottrell made his debut in race control for the series at Donington last year, before joining permanently at Monza last month.

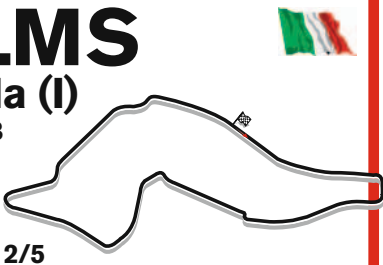
WATCH OUT SIMON COWELL

The Superstars International Series came into contact with superstars of a different kind in Brno. Stars of the Czech Republic's version of Pop Idol, named Cesko Slovenska Superstar, filmed on location at the circuit on Saturday.

ELMS

Imola (I)

May 18



RESULTS

108 LAPS, 329.43 MILES

1	MATHIAS BECHE (CH)/PIERRE THIRIET (F)	LMP2 Thiriet by TDS Racing ORECA-Nissan 03 (02)	3h00m13.017s
2	NELSON PANCIATICI (F)/PIERRE RAGUES (F)	LMP2 Signatech Alpine-Nissan A450 (14)	+46.236s
3	FRANCK MAILLEUX (F)/NATACHA GACHNANG (CH)	LMP2 Morand Racing Morgan-Judd LMP2 (06)	-1 lap
4	PATRIC NIEDERHAUSER (CH)/MICHEL FREY (CH)	LMP2 Race Performance ORECA-Judd 03 (07)	-1 lap
5	TOM KIMBER-SMITH (GB)/DAVID H HANSSON (DK)	LMP2 Greaves Motorsport Zytek-Nissan Z11SN (05)	-1 lap
6	BRENDON HARTLEY (NZ)/MARK PATTERSON (ZA)	LMP2 Murphy Prototypes ORECA-Nissan 03 (03)	-3 laps
7	GARY HIRSCH (CH)/PAUL-LOUP CHATIN (F)	LMP2 Team Endurance Challenge ORECA-Chevrolet FLMO9 (010)	-5 laps
8	MATT GRIFFIN (IRL)/JOHNNY MOWLEM (GB)	GTE RAM Racing Ferrari 458 Italia (013)	-6 laps
9	ANTHONY PONS (F)/SOHEIL AYARI (F)	LMP2 Team Endurance Challenge ORECA-Chevrolet FLMO9 (015)	-6 laps
10	MATTHIEU LECUYER (F)/ALEX LOAN (AND)	LMP2 Team Endurance Challenge ORECA-Chevrolet FLMO9 (012)	-6 laps
11	P PERAZZINI (I)/MARCO CIOCI (I)/FEDERICO LEO (I)	GTE AF Corse Ferrari 458 Italia (021)	-7 laps
12	GUNNAR JEANNETTE (USA)/FRANKIE MONTECALVO (USA)	GTE RAM Racing Ferrari 458 Italia (016)	-7 laps
13	JOEL CAMATHIAS (CH)/ANDREA BERTOLINI (I)	GTE JMW Motorsport Ferrari 458 Italia (017)	-7 laps
14	B BRIERE (F)/T DAGONEAU (F)/J HARTSHORNE (GB)	LMP2 Boutsen Ginion Racing ORECA-Nissan 03 (09)	-7 laps
15	CHRISTIAN RIED (D)/GIANLUCA RODA (I)/PAOLO RUBERTI (I)	GTE Proton Competition Porsche 911 GT3-RSR (022)	-7 laps
16	PATRICK LONG (USA)/PATRICE MILESI (F)	GTE Insa Performance Porsche 911 GT3-RSR (014)	-8 laps
17	KIRILL LADYGIN (RUS)/FABIO BABINI (I)/V SHAITAR (RUS)	GTC SMP Racing Ferrari 458 Italia GT3 (025)	-8 laps
18	STEFANO GAI (I)/ANDREA RIZZOLI (I)/LORENZO CASE (I)	GTC AF Corse Ferrari 458 Italia GT3 (020)	-9 laps
19	ANDREW SMITH (GB)/OLLIE MILLROY (GB)/J TWYMAN (GB)	GTC Ecurie Ecosse (Barwell) BMW Z4 GT3 (024)	-11 laps
20	Y MALLEGOL (F)/J-M BACHELIER (F)/H BLANK (USA)	GTE AF Corse Ferrari 458 Italia (018)	-11 laps

In each car, first-named driver started race and driver in italics set qualifying time. Winners' average speed: 109.68mph. Fastest lap: Oliver Turvey (Zytek-Nissan Z11SN), 1m34.992s, 115.60mph; GTE: Long, 1m42.236s, 107.41mph; LMP2: Chatin, 1m40.250s, 109.54mph; GTC: Peter Kox (Lamborghini Gallardo LP600), 1m43.886s, 105.70mph. There were 28 starters.

LMP2 CHAMPIONSHIP

1	THIRIET	40	5	BECHE	25
2	FREY/NIEDERHAUSER	30	6	HIRSCHI	19
3	PANCIATICI/RAGUES	30	7	BRIERE/DAG'EAU/H'HORNE	16
4	TURVEY/DOLAN	27	8	MAILLEUX/GACHNANG	15

LMP2 TEAMS

1	THIRIET BY TDS RACING	40	4	JOTA SPORT	27
2	RACE PERFORMANCE	30	5	BOUTSEN GINION RACING	16
3	SIGNATECH ALPINE	30	6	MORAND RACING	15

GTE

1	MOWLEM/GRIFFIN	45	4	TANDY	25
2	RIED/RODA	35	5	BERTOLINI/CAMATHIAS	24
3	MONTECALVO/JEANNETTE	30	=	LEO/CIOCI/PERAZZINI	24

LMP2

1	HIRSCH/CHATIN	45	2	PNONS/AYARI	43
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GTC

1	SMITH/MILLROY	40	3	McCAIG	25
2	RIZZOLI/CASE/GAI	36	=	BABINI/LADYGIN/SHAITAR	25

POINTS SYSTEM EXPLAINED

In each class:
25-18-15-12-10-8-6-4-2-1 to top 10 finishers, plus a point for pole.



French team TDS takes win quota from Jota

MATHIAS BECHE MADE A SUCCESSFUL RETURN TO TDS Racing at the Imola 3 Hours, but the up-and-coming Swiss driver was not the decisive factor in the first European Le Mans Series victory of the season for last year's champion team. The difference between the French squad and its rivals on Saturday was provided by its silver-rated amateur driver, Pierre Thiriet.

Beche had run third in the TDS ORECA-Nissan during the first stint and then moved to the front in the wake of the first round of pitstops because erstwhile leader Oliver Turvey had stalled the Jota Sport Zytek-Nissan. A superfast in-lap from Turvey at the second stops switched the order back around, leaving Thiriet behind Simon Dolan in the Zytek.

Thiriet exited the pits bang on the tail of Dolan, stayed there for three laps and then made a ballsy move when his rival was balked by the woefully slow DKR Engineering Lola-Judd/BMW at the Villeneuve chicane. The Frenchman dived between the Lola and Zytek under braking for Tosa to take the lead.

The gap was up to 12 seconds by the time the leaders pitted for the final time. Any chance of a Jota comeback disappeared straight after the stops when Dolan was again caught out by the DKR car, which was going slower than ever in the hands of LMP2 graduate Bernard Delhez. The Zytek clipped the back of the mobile chicane and spun.

"It was like he just stopped," said Dolan afterwards. "It was such a shame."

The delay returning the car to the track dropped it to sixth. Worse still, an errant stone had caused an alternator failure, resulting in the car dropping out with just four minutes to go.

Beche played tribute to his co-driver after the race. "Pierre did an amazing job today; I am very proud of him," said the Swiss, who has replaced Jonathan Hirschi at TDS. "He had the pace on Dolan, so we deserved to win."

The TDS ORECA was not the quickest car on the day, however. A shortfall in straightline speed caused its drivers problems in traffic. That meant

Beche, who had qualified second, was unable to even look for a way past Brendon Hartley in the Murphy Prototypes ORECA-Nissan after dropping to third at the start.

Jota's woes resulted in the Signatech Alpine squad finishing second with its ORECA-Nissan driven by Nelson Panciatici and Pierre Ragues. The only team in LMP2 running Michelins, as opposed to Dunlops, opted for a conservative tyre strategy on its first race on 2013-spec rubber. It changed tyres at its first stop, double-stinted Ragues in the middle, and then sent Panciatici out on new tyres for the run to the flag.

A near-30s delay after Ragues had kicked off the ignition switch left Panciatici with too much to do over the final 40 minutes. The Frenchman reckoned victory might have been possible but for the problem, but team boss Philippe Sinault was quite happy with second. "That was our position today," he said.

Third would have gone to the Greaves Motorsport Zytek-Nissan with which Tom Kimber-Smith had struggled with overpressured Dunlops through his first double stint, but David Heinemeier Hansson impressed on what was a one-off outing with the team. The Dane was headed for third when he was penalised for crossing the white line leaving the pits at his final stop after jinking out to avoid Panciatici, who was rejoining the track implausibly slowly.



IN THE PADDOCK

Gary Watkins

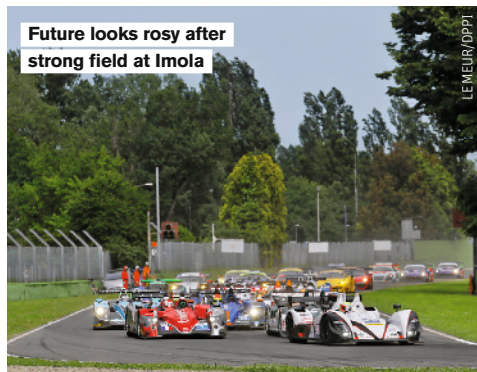


THIS WAS THE PROPER REBIRTH OF THE European Le Mans Series. The Silverstone opener last month somehow didn't count to my mind, given that it took place in the shadow of the World Endurance Championship event on the same bill and torrential rain caused the race to be cut short.

The racing was pretty decent up front in Italy, with five cars running more or less nose to tail through the first stint, and there was a good battle in GTE, at least for the first hour. The grid, which featured 28 cars – five more than at Silverstone – was not to be sniffed at either.

There was a buzz about the paddock in Italy, something that was missing at Silverstone. Maybe it was that the sun was shining or that Imola is a track where everyone is always happy to be, but the quantity of cars and the quality of racing points to a rosy future for the ELMS in its latest incarnation.

Series boss Gerard Neveu suggests there could be more cars coming, but that's not essential. What is vital is that the entry stays together after the Le Mans 24 Hours next month. Teams have a habit of disappearing after the 'Big One' but, if the grid can be maintained somewhere in the mid-twenties, the new-look ELMS will become firmly established as part of the sportscar landscape.



Future looks rosy after strong field at Imola

MILESTONE

Natacha Gachnang became the first woman to stand on the overall podium in the ELMS (or its predecessor, the Le Mans Series). The Swiss finished a lap down in the Morand Racing Morgan-Judd/BMW she shared with Franck Mailleux after a late splash-and-dash.



Ferrari Rams home its advantage

THE NEW-FOR-2013 RAM RACING SQUAD DID

what was expected of it at Imola. Its lead Ferrari 458 Italia led all bar one lap in the hands of Matt Griffin and Johnny Mowlem on the way to a maiden victory for the team.

Ram's lead duo should really win every time out in the pro-am GTE class for the simple reason that Griffin stands head and shoulders above the other silver-ranked drivers. The team missed out in the rain at Silverstone courtesy of the foreshortened race and the talents of Nick Tandy in the Proton Porsche, but this time there was no stopping Ram.

The team claimed its maiden victory in style. Polesitter Griffin kept Porsche factory driver Patrick Long, subbing for Wolf Henzler in the Imsa Performance Porsche 911 GT3-RSR, behind him for all but the final lap of the opening stint when a fuel surge forced him to back off.

"I wasn't going to fight Patrick, but I wasn't going to let him past either," explained Griffin. "He was never quite close enough to have a proper look and I've know Pat long enough to know that he wasn't going to do anything silly."

Thereafter, it was plain sailing for Griffin and, for the final hour, Mowlem. The Imsa car dropped away rapidly once



Patrice Milesi was strapped in, while Frankie Montecalvo, who took over the second Ram Ferrari from Gunnar Jeannette at the end of the first stint, was never going to match the times of Griffin or Mowlem.

The American moved the car into second almost immediately, but lost second to Marco Cioci in the AF Ferrari he shared with Piergiuseppe Perazzini and Federico Leo in the dying minutes.

GTE cars given power boost

AN ATTEMPT TO CREATE A SIGNIFICANT

difference in the performance between the GTE and GTC cars in the ELMS was put in place for Imola.

The rulemaker for the series, the Automobile Club de l'Ouest, increased the power of the GTE Ferrari 458 Italias and Porsche 911 GT3-RSRs and gave them bigger fuel tanks to compensate for any increased consumption. Weights were increased for the four models from Ferrari, Lamborghini, Audi and BMW that make up the GTC grid.

ACO sporting manager Vincent Beaumesnil said: "This is something we had in mind before the start of the season. We have to keep a margin between the performance of the GTE and GTC cars, but we needed to have all the data from one race before we made changes."

There was a consensus that the principle behind the changes was correct, but some reckoned the implementation was way out. The decisions were not communicated to the teams until a week before Imola.

Two of the teams running Porsche 911 GT3-RSRs, Proton and ProSpeed, were unable to take advantage of the bigger restrictors because they were not available 'off the shelf' from the German manufacturer.

ProSpeed boss Rudi Penders said: "The news came a bit late for us. To have the new restrictors fabricated in a rush would cost €8-10,000. I understand why the ACO is doing this, but the rules actually say that the measures taken should be to slow one category, not increase the speed."



GTE power was altered



EASY WINNERS IN LMPC

The one-make LMPC class fought out by the three ORECA-run Team Endurance Challenge entries was dominated by pole winner Gary Hirsch and Paul-Loup Chatin. The duo led from start to finish aboard their ORECA-Chevrolet FLM09 on the way to seventh place overall.

HVM STATUS MAKES RETURN

The HVM Status GP squad made its seasonal sportscar debut at Imola. Jonathan Hirsch and Tony Burgess, who will race the team's Lola-Judd/BMW B12/80 at the Le Mans 24 Hours next month, ended up taking the flag in last position after encountering fuel-pressure problems in the final hour.

MORE PROBLEMS FOR MURPHY

The Murphy Prototypes ORECA-Nissan 03 driven by Brendon Hartley and Mark Patterson ended up a distant sixth. A restarting problem delayed the car when Patterson took over at the first pitstop and reoccurred at the remaining three stops.

FERRARI TEAM WINS ON GTC DEBUT

The Russian-backed SMP Racing squad took a debut ELMS victory in the GTC class for GT3 cars. The new team, whose focus is the Blancpain Endurance Series this season, took the win with the best of its Ferrari 458 Italias driven by Fabio Babini, Kirill Ladygin and Viktor Shaitar.

KOX LOSES GTC PODIUM LATE ON

Peter Kox led GTC through the first hour in the Lamborghini Gallardo LP600 entered under the Kox Racing banner. Co-driver Nico Pronk fell down the order, but Kox was back in third when he had to stop on the last lap to put his fellow Dutchman back in the car as he had not completed the 1h20m minimum. The car was then prevented from leaving the pitlane.

TYRE-HEATER BAN COULD GO

The ban on tyre heaters, which came into force at Imola, could be short-lived. A vote was taken by the teams on whether it should be lifted for the Spielberg event in July when the ELMS joins the World Series by Renault circus.



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Schneider
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NURBURGRING 24 HOURS NURBURGRING NORDSCHLEIFE (D), MAY 19-20

Schneider leaves rivals feeling Bernd

BERND SCHNEIDER ALREADY SUBSCRIBED TO THE theory that you get better with age before last weekend's Nürburgring 24 Hours. After he had won it – helping Mercedes to take its first success in the German classic – the 48-year-old was shouting this from the rooftops.

In weather conditions that were appalling, even by Nordschleife standards, the five-time DTM champion, who has been a part-time racer since 2008, put in a sterling performance to record his first finish in the race, ably assisted by Britain's Sean Edwards, who was a match for his co-driver in the worst of the rain, Nicki Thiim and Jeroen Bleekemolen.

The race was stopped for nine hours during the night due to the adverse weather and resumed at just past 8am on Monday morning. The works-backed Aston Martin Vantage of Darren Turner/Stefan Mucke/Allan Simonsen/Pedro Lamy took an instant lead but then fell out of victory contention after clipping a barrier soon

after. The car had fought with Frank Stippler's Phoenix Audi for the lead during the early stages.

That, coupled to the fact that the cars running on Dunlop tyres – including the victorious Black Falcon Mercedes – had a huge grip advantage in the wet, brought the race back towards Schneider.

"We managed to avoid the aquaplaning in the morning," said Schneider of the race that received 75 per cent of May's predicted rainfall in one night. "But in the night the spray made it impossible to carry on."

Schneider made the best of his rubber advantage, recovering from a spin into the Turn 1 gravel with four hours to go and then pumping in three quick laps to increase his lead from 18s to over two minutes. It was the move that secured his car – now down to only three drivers after Bleekemolen left having been told his wife was going into labour – the victory to add to Black Falcon's back-to-back Dubai 24 Hour successes.

"I managed to recover that time," Schneider said. "But Sean [who became the first British winner of the race since Andy Priaulx in 2005] had to do the rest. He was brilliant."

Despite his prowess, Schneider's performance was not the race's standout one. That came from Maxime Martin, who lived up to his reputation as a wet-weather ace by lapping up to 20s faster than anybody else in the wet, helped by the electronic stability control system with which his Marc VDS BMW was equipped. He and co-drivers Andrea Piccini, Yelmer Buurman and Richard Goransson finished second after the advantage of the car's Michelin rubber in the dry was negated in the damp conditions.

"I just drive," said Martin, who had never driven in the wet, or at night, on the Nordschleife before last weekend.

Third in the shortest Nürburgring 24 Hours ever run (with just over 14 hours of 'racing') was the ROWE Racing Mercedes SLS of Jan Seyffarth/Thomas Jager/Nico Bastian/Klaus Graf, which looked set to complete an SLS one-two before the charging Martin swept by with just 90 minutes left on the clock.

● Gregor Messer

RESULTS

1 Bernd Schneider/Jeroen Bleekemolen/Sean Edwards/Nicki Thiim (Mercedes SLS AMG GT3), 88 laps in 24h05m27.650s;
2 Maxime Martin/Andrea Piccini/Yelmer Buurman/Richard Goransson (BMW Z4 GT3), +2m39.781s; Klaus Graf/Thomas Jager/Jan Seyffarth/Nico Bastian (Mercedes);
4 Lance David Arnold/Alexander Roloff/Seyffarth/Jager (Mercedes);
5 Mike Rockenfeller/Marcel Fassler/Frank Stippler/Markus Winkelhock (Audi R8 LMS ultra); 6 Dirk Adorf/Claudia Hürtgen/Jens Klingmann/Martin Tomczyk (BMW);
7 Marc Lieb/Romain Dumas/Lucas Luhr/Timo Bernhard (Porsche); 8 Michael Ammermüller/Frank Stippler/Ferdinand Stuck/Johannes Stuck (Audi);
9 Christer Jons/Frank Biela/Luca Ludwig/Roman Rusinov (Audi); 10 Darren Turner/Stefan Mucke/Allan Simonsen/Pedro Lamy (Aston Martin Vantage GT3).



Martin's BMW
Z4 (25) was second

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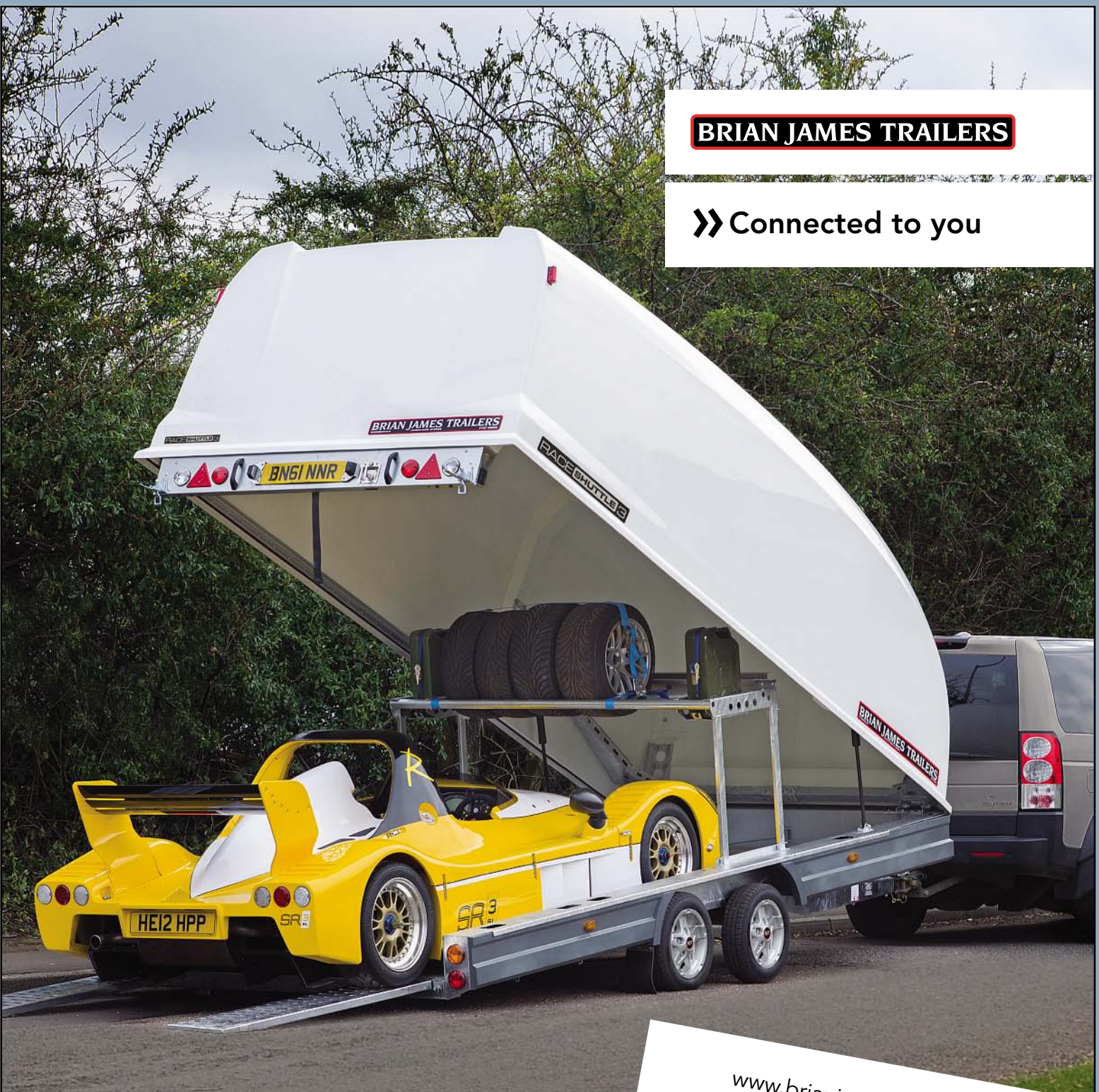

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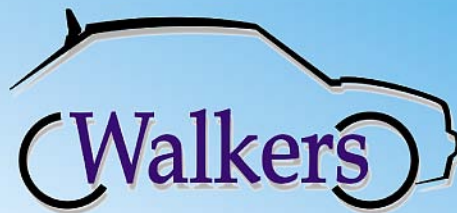
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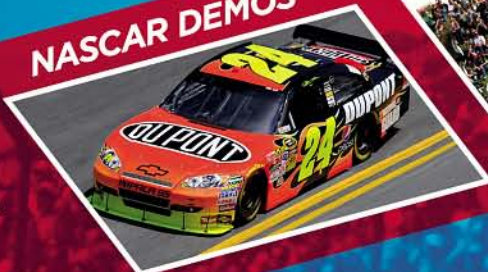
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Bumper GT grid will be even bigger at Silverstone

KEVIN TURNER
FEATURES
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TO FANS OF A CERTAIN AGE, Steve Soper is a bit of a legend, and often comes up in debates about who the greatest touring car driver of all time is.

Whether it's dueling with Andy Rouse's Ford Sierra RS500 around Brands in his Texaco-liveried Eggenberger machine, hurling a BMW M3 around in the BTCC and DTM, or partnering JJ Lehto in the iconic long-tailed Schnitzer McLaren F1 GTR, Soper has left some lasting motorsport memories.

He retired as a pro after his Brands Hatch BTCC crash in 2001, so it's great to see him coming back out in historics (see page 76) to race a Ford GT40. And if he enjoys his Silverstone Classic outing, what else could he end up racing?

With old foe John Cleland already signed up to the Touring Car Trophy, and fellow BMW legend Tim Harvey having got the taste back for the old tin-tops after a recent test, perhaps we could see Soper back out in a Super Tourer to relive some old memories – or create new ones...

Someone who has already made a comeback, and in quite different circumstances, is Dean Stoneman.

Most of us know the 2010 Formula 2 champion had to battle with serious illness before making his racing return in the Porsche Carrera Cup. But few know just how remarkable his journey has been.

To his credit, Dean – not always the most gregarious of characters – recently opened up to AUTOSPORT's Ben Anderson to tell his story. It's definitely worth seeing what he had to say on p88.

Freke joins record Brit GT pack

Formula Ford and Ginetta champion will race at Silverstone GT round

FORMER GINETTA G50 AND BRITISH Formula Ford champion Nathan Freke will join a record British GT grid at Silverstone this weekend.

Freke, who raced in the series' GT4 class in 2010, will share Ian Stinton's Ginetta G55 in the GT3 category.

The G55 is one of 48 entries for the Silverstone round. This is a series record, and includes more than 30 of the leading GT3-class machines.

Series manager Benjamin Franassovici said: "The British GT format, live TV and different classes all work very well. The aim was 40 cars, so more is encouraging and great for a national series like ours."

FREKE AND GT3

At the moment Freke's deal is a one-off, although the Century Motorsport boss is

keen to race more when possible. "I'm delighted Ian has chosen me to partner him this weekend," said the 29-year-old.

"I'm confident that my experience in the similar G55 from the Ginetta GT Supercup over the past couple of years will help me to acclimatise quickly.

"At the moment we are just teaming up for this weekend, so I'm really hoping we can put up a very strong showing. It'll be great to be part of the biggest grid in British GT history."

Fortec Motorsports has also confirmed the line-up for its second Mercedes SLS. Ex-Formula Renault UK champion Adam Christodoulou will share with experienced gentleman racer Klaas Hummel in the three-hour enduro, while Ferrari squads AF Corse and FF Corse have both increased their efforts to three cars.

MTECH'S NEW LINE-UP

British GT stalwart MTECH recently lost Matt Griffin and Duncan Cameron to AF (see AUTOSPORT, May 16), but has slotted Adam Wilcox and Phil Burton into its second 458 Italia for Silverstone.

MTECH team principal Mike Edmonds said: "We believe Duncan and Matt decided to change to give themselves a new challenge in both their motorsport careers, and we wish them every success in the future.

"We'd like to run with Phil and Adam for the rest of the season, but we'll suck it and see. I've known Phil for years and Adam's been very quick in Ferraris for a long time. I think they'll be competitive and I hope they'll stay for the rest of 2013."

GT4 BOOST

The secondary GT4 category has been the championship's weakness, but a contingent of European-based GT4 Trophy runners has boosted the Silverstone entry to 13.

Franassovici hopes their presence will encourage others and prove the Ginetta G50 is not the only competitive GT4 car.

"GT4 is an important part of our platform and one we will continue to push," he said. "The Toyota GT86 is not ready for Silverstone but GPRM is aiming to put the car on show this weekend.

"With the Aston Martin winning [at Rockingham], we have seen that other options/packages are worth looking at."



GT4 Aston squad beat G50s last time out



Stoneman has battled to race again

Soper will race for the first time since Brands Hatch in 2001



Historics

Soper all set for race return

FORMER TOURING CAR STAR Steve Soper will make his first competitive appearance in 12 years at this summer's Silverstone Classic.

Soper, 61, has not competed since suffering career-ending injuries in a crash at Brands Hatch in 2001.

But a recent operation means he has been cleared to race again and will drive a Gelscoe Motorsport-prepared Ford

GT40 in the World Sportscar Masters category at the Classic, on July 26-28.

"It's such a mega event," said Soper, who will share the car with David Cuff. "I went last year and the racing was just fantastic. Now I'm looking forward to taking part in it."

Soper was a frontrunner in the DTM and the British Touring Car Championship, where he finished

second to BMW team-mate Joachim Winkelhock in 1993, before winning the Japanese Touring Car title in '95.

He was twice a winner of the Spa 24 Hour, as well as runner-up in the 1997 FIA GT Championship with a BMW-engined McLaren, and is excited to be returning to racing after finding life as a spectator frustrating.

"After the accident I was told to

totally change my lifestyle, so that's what I did," he added. "I stopped racing and concentrated on my BMW dealership in Lincoln.

"I'm still a petrolhead and I find it difficult to be at a race meeting and not to be involved. More so recently as I've seen so many of my old friends having such fun in these fabulous historic events. Now I'm back."

76

KX Akademy

KX picks Bushell for Vittoria Clio at Oulton, Croft and Snett

RENAULT CLIO CUP FRONTRUNNER

Mike Bushell will drive the third KX Akademy-backed Scuderia Vittoria car for the next three rounds of the championship.

Bushell, who is fifth in the standings with two podiums to his name, will switch from Westbourne Motorsport for the races at Oulton Park, Croft and Snetterton.

"It's come about a bit quickly," he told AUTOSPORT. "It's quite a big surprise and I've had to pinch myself to believe it.

"It's going to be different going in with another team but I'm bringing some experience with the car and hopefully we can bring ourselves to the front.

"I've got Westbourne to thank for a good start to the season. There's no ill feeling towards them at all [but] it's an opportunity from KX that can't be missed."

Scuderia Vittoria boss Danny Buxton said he was delighted the Akademy had



Bushell was on the podium at Donington

chosen Bushell for its third Clio seat (see AUTOSPORT, May 2).

"When Jason [Plato]'s panel chose Mike we were very pleased," he said. "We've got the guy who was on pole for round one.

"He's got a really good turn of speed, especially for someone who's not done a lot of racing. I think, with all the training and other work we do, he'll come on really strongly and win races."



Gilham is set for VW Cup return

VW Cup

Gilham back in VW Cup action

FORMER VOLKSWAGEN CUP

champion-turned-British Touring Car team boss Tony Gilham will return to the series this weekend at Silverstone.

Gilham, who won the VW Cup in 2007, will take Graham Perkins's place in his own Team Hard-prepared Golf GTI.

He won on his one-off appearance in 2012 at the Spa round and this weekend will be his first competitive outing since driving his team's NGTC Vauxhall Insignia

in the BTCC last October.

"I'm very rusty," said the 34-year-old, whose team has three more drivers racing in the series. "Other than a shakedown in a BTCC car at the end of last season, I haven't really done anything since Spa.

"It's a very competitive grid with a lot of ex-champions in there. I'm just looking to have an enjoyable weekend on the Grand Prix circuit, which I haven't driven before; I'm not expecting miracles."

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Formula Ford

Abbott swaps Sinter for Mygale after tough start to Formula Ford

BRITISH FORMULA FORD RACER

James Abbott will drive a Mygale for the remainder of the season.

Abbott was one of only two drivers to run the Sinter chassis but his father, Radical boss Phil Abbott, told AUTOSPORT they have now acquired a Mygale chassis.

He said the move did not mean they were giving up on the Sinter entirely.

"We purchased a Mygale," he confirmed. "That doesn't mean to say we've given up on the Sinter; it's more that James is only 19 and I don't want to use an entire season to develop a car.

"I think he's capable of an awful lot better than what we've given him."

The Radical squad was struggling to understand the Sinter and Abbott Sr said their experience in last season's F3 Cup suggested the best short-term option was to switch chassis.

"There's quite a bit more work to do than we first thought," Abbott added. "We sort of did this last year in F3 Cup where we didn't have the right equipment. I just didn't want to do it again.

"We won't walk away from the Sinter but this year he needs to learn in the same equipment as the others."



Abbott will swap his Sinter for the more popular Mygale

LAT

BRDC Formula 4

Fletcher eyes more BRDC F4 outings after last-minute deal

ATLANTIC OCEAN-STRADDLING

Surrey racer James Fletcher is hoping to contest more BRDC Formula 4 Championship rounds after finishing second on his debut last weekend.

Fletcher, 19, is majoring on the USF2000 series this season, but joined the KBSports team at the eleventh hour before the Brands Hatch round.

"I love this, and I want to try and do a few more," he said after his podium finish, which came in the reversed-grid race. "It's a really good series and so many drivers are evenly matched." Fletcher finished fifth and seventh in the other two races.

Another last-minute deal put Irish karting



Fletcher was second on F4 debut

HAWKINS

ace Dylan Phibbs on the grid with Chris Dittmann Racing.

Phibbs, a newcomer to car racing, was focusing on collecting signatures as he eyes a programme in continental Europe.

The two additional runners meant the full F4 complement of 24 cars were occupied.

FIA Formula 4

Fortec commits to FIA F4 with Renault 1.6 NEC Junior plan

BRITISH SINGLE-SEATER

powerhouse Fortec Motorsport is aiming to join the Formula Renault 1.6 NEC Junior series as it pledges its allegiance to the FIA's new Formula 4 concept.

Fortec was set to contest last weekend's inaugural NEC Junior round at Zandvoort with karting star and Formula Renault BARC race winner Sam

MacLeod. But the scheduling of the races on the Dutch Bank Holiday Monday clashed with MacLeod's school exams.

The Signatech-built Renault 1.6 car is one of the chassis conforming to the FIA's vision of a carbon-monocoque junior category, to be known as F4 (not to be confused with the UK's BRDC F4 series).

Fortec boss Richard Dutton said: "We will support FIA F4. We believe it's going to come. We want to run in professional championships and we know that if the FIA is involved, it will be professional."

AUTOSPORT understands that Racing Steps-backed karting star Ben Barnicoat could race in FR 1.6 NEC later this season, as could Malaysian Weiron Tan.



FR1.6 NEC kicked off without Fortec

HUMBLE PYE

The voice of club racing

Is GT racing now the best place for drivers to forge careers?



Single-seater hopefuls should embrace tin-top alternatives

A broad overview of today's British motor racing landscape shouts that, while the fundamental objectives remain the same as they were in the version I grew up with through the 1970s, it is a very different animal.

In my youth, single-seaters were king with every aspiring young Formula 1 star – whether or not they had karting backgrounds – clamouring to climb onto the 'ladder of opportunity' at Formula Ford 1600 level.

Using the analogy of a close-ratio gearbox, there were neatly spaced rungs thereafter (labelled FF2000 and F3) which were within reach of the resourceful privateer, as were FJunior/1000cc F3 to a previous generation of 500cc racers.

Similarly, the leading drivers in those internationally-recognised classes regularly got 'legs-up' into F2 or even F1 on merit with ambitious, well-managed and sponsored teams. Now, the cost differentials of graduation are astronomical and openings are few and far between.

For mere mortals (those not blessed with platinum spoons in their mouths) – even exceedingly talented ones with stellar karting CVs – the realistic professional options now lie in touring, GT and sports cars.

With Formula 1 operating in its own world, and those who yearn for a seat (any seat) within it mired in a rough sea of wildly expensive

one-make feeder classes, is it any wonder that so much appeal lies elsewhere?

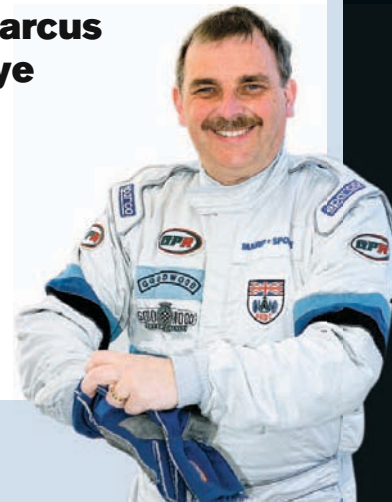
As a result, the British GT championship is now a match for anything on the planet, with dozens of quality cars and drivers far outweighing its hallowed touring car equivalent. That's where well-advised teenagers have their sights focused now.

I despair of the single-seater arenas I once loved. With British Formula 3 (dating back to 1950) all but due its last rites, promising BRDC F4 and ill-starred Formula Ford EcoBoost vying for the same pool of underfunded talent – and with an FIA class on the horizon to further dilute it – they are in a dreadful mess.

Thank heavens, therefore, for club racing (which remains buoyant) and the best historic classes, some of which have grown beyond recognition.

This weekend at Brands Hatch, Britain has its first taste of the rejigged FIA Masters Historic Formula 1 Championship. It's not a career move, and with DFV engines at £100k a pop it's for the privileged few, but there's still plenty of choice and fun to be had on the nursery slopes for a fraction of the cost.

Marcus Pye



"I despair of the single-seater arenas I once loved; thank heavens for club racing and historic"

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Huff will join the Mini hordes at Brands

HAWKINS

Historics

WTCC star Huff to race Mini at Brands Festival

WORLD TOURING CAR CHAMPION

Rob Huff will compete in the Pre-1966 Touring Car series at this weekend's Brands Hatch Masters Festival.

The 33-year-old will share a Mini Cooper S with owner Desmond Smail, with whom he finished second in last year's Goodwood St Mary's Trophy in an Austin A40.

"It's now nearly two years since I last drove the Mini, and almost the same since

I last raced at Brands Hatch, so I'm really looking forward to it," said Huff.

"Desmond asked me a few weeks ago if I was interested and available. I was more than happy to agree.

"It will obviously be a bit different in the Mini, especially around the Grand Prix circuit, but anything that moves around like the Mini is always great fun.

"Motorsport is a hobby first, so it'll be a

fun weekend – although as always we'll be taking the races seriously, trying to win."

Other contemporary drivers due to compete include BMW GT racer Yelmer Buurman and Dutch competitor Shirley van der Lof, who will share an AC Cobra in the Gentlemen Drivers Pre-1966 GT race.

AC/DC frontman Brian Johnson will also race a Mini with Ron Maydon and a GRD 72S with Rick Carlino.



Kristensen took Honda to Silverstone wins in 2000

LAT

Touring Car Trophy

Kristensen Honda set to return

THE FINAL SUPER TOURER TO win a British Touring Car Championship race could compete again in the Touring Car Trophy this season.

Honda Accord chassis 2 was driven by Tom Kristensen to win both races of the 2000 season finale at Silverstone.

The Dane finished seventh in the standings in that final year of BTCC Super Touring regulations.

The Accord has now been bought by Alex Heavens, who has previously run Group C cars, and he hopes to find a

driver to race the car.

"We had to go to Montenegro to get it, but it was a good deal," said Heavens, whose father Roger raced touring cars and sportscars in the 1960s and '70s.

"I've got into Super Touring. Hopefully we'll put someone in to race it. It should be capable of running at the front."

Organisers are expecting 20 to 25 entries for the next Touring Car Trophy event at the Brands Hatch Superprix on July 13-14, and around 35 for the Silverstone Classic at the end of July.

Formula Renault

Britons clash in Pau Grand Prix

AN EARLY CRASH PREVENTED

what could have been an all-British 1-2-3 in Monday's Pau Grand Prix race for Formula Renault cars.

Jake Dennis was trying to pass Fortec Motorsport team-mate Matt Parry for the lead on the climb to the Pont Oscar bend when they collided, and Manor MP Motorsport driver Oliver Rowland could not avoid them.

Pierre Gasly was the first to wriggle through and, with the race red-flagged, he led at the restart.

But Gasly was given a drive-through penalty for ignoring yellow flags. He took it just as the black flags appeared, and Luca Ghiotto inherited the lead.

Prema Powerteam driver Ghiotto won from Egor Orudzhev, while the repaired Racing Steps Foundation-backed cars of Dennis and Rowland recovered to third and fourth respectively.

Qualification race winner Parry, in turn, recovered to fifth place after narrowly avoiding the spinning Matthieu Vaxiviere.

Historics

Caterham ace takes F5000 podium

MULTIPLE CATERHAM CHAMPION

Luke Stevens finished second on his HSCC Derek Bell Trophy debut at the wheel of Ross Maxwell's Formula 5000 Chevron B28 at Silverstone last Sunday.

Stevens, whose Team Leos Motorsport concern has long prepared the New

Zealander's cars, landed the opportunity following a throttle-slide issue on the Team VDS car's Chevrolet engine during testing.

"I'd not sat in the B28 until today, but it's quite a beast," said Stevens. "[Winner] Michael Lyons showed us what we're aiming for, but it was a great experience."



Stevens wants more F5000

WALKER



DUNLOP

Lydden clash investigated

Tony Skelton's fourth place in the second saloon race at Lydden last Saturday is under review due to an incident at Paddock Bend that stopped the race. Bill Richards had just lapped Skelton's Clio when his Metro-Duratec suddenly snapped sideways with its rear wheels pointing in different directions (above). It is unclear whether Skelton nudged Richards or whether the Metro suffered suspension failure.

Britcar racers try BTCC

British Endurance racers Ian Loggie and Chris Jones had a test run in Dave Newsham's Speedworks Toyota Avensis at Donington Park last week. Loggie said: "I just fancied a go in a current-spec touring car. We are committed to the BEC this year, but I would like to try the BTCC, if not this year, maybe next or even the year after."

Gamble eyes GT5

Former Ginetta Junior frontrunner George Gamble tested a TCR-run Ginetta G40 at Donington and is hopeful of joining the GT5 Challenge. Team boss Lee Brookes said: "If he does he will be near the front."

Scholarship launched

Ginetta has announced it will run its Junior Scholarship assessments at Bedford on October 28-30. The winner will get the use of a G40 for the 2014 Ginetta Junior season.

Barnett in cycle crash

Reigning FF1600 Champion of Brands Josh Barnett will not defend his crown at the June 2 meeting after breaking his collarbone in a cycling accident last weekend. "It was bigger than any accident I've had racing Formula Ford and the doctor said it should take six weeks to heal," said the 22-year-old.

Lyons tests Williams

Michael Lyons gave his Williams FW07B a final test at Donington Park last week before debuting at Brands Hatch this weekend. "We had a fuel-pressure problem when we ran it before but now it's OK," he said. The car is run in the former RAM Racing livery as raced in period by Rupert Keegan (below).



LAT





Rowe topped the F1600 race after a titanic scrap

HSCC SILVERSTONE GP, MAY 18-19

Nelson wins Battle of Silverstone

A BREATHTAKING FORMULA FORD battle on the Grand Prix circuit between Nelson Rowe and teenagers Sam Mitchell and Callum Grant was the talk of the Historic Sports Car Club's International Trophy event.

Double champion Rowe won the dress rehearsal for July's Silverstone Classic, but lost count of the times 17-year-old Mitchell (son of 2009 champion Westie and younger brother of '11 runner-up Ben) passed him over nine frenetic laps.

Last year's top gun Grant also led on his 18th birthday, but Mitchell's tenacity – using a borrowed engine installed at 0200 on raceday – wowed Rowe. "I came back to Ford for the competition and found it today," he said. "It's not often you spend so much time three abreast."

Mitchell snatched the lead brilliantly round the outside into Becketts, and also went ahead into

Brooklands, but Rowe drafted past him repeatedly on Hangar Straight and also outfoxed him into Village and Brooklands during the thriller.

Side-by-side through Woodcote onto the last lap, Rowe thought he'd "let Sam have Stowe, but I got better drive out of Chapel".

Despite Mitchell's massive effort in the Complex, Nelson prevailed by 0.289s. "Awesome," he said.

When not in the lead scrap, Grant – who like Mitchell lapped sub-2m20s – was fending off Simon Toyne, who had usurped David Wild. When Wild spun, Josh West pounced to grab fifth.

With poleman Nick Fleming (Chevron B23/36) non-starting with a cracked piston, Doug Hart had muscled his March 75S ahead of James Dodd's misfiring Chevron B31 in Saturday's Martini Trophy leg when it started to jump out of

fourth gear and Dodd retaliated.

A broken throttle cable condemned Kevin Wilkins (ex-Guy Edwards Ultramar Lola T296) to charge from the back to third. He was thrilled to discover another of its original drivers – 1973 European champion Chris Craft – presenting the trophies.

Hart started harder on Sunday, but an alternator fault fried his battery. Dodd thus sped gratefully to a double with Wilkins, Robert Shaw (Domecq Chevron B26) and Hugh Price (Tergal Chevron B21) leading the pursuit.

Graham Cooksley's last-lap spin at Becketts cost him a Sports 2000 double, the gripless Lolas of Kevin Cooke and Mark Richardson, split by Gwyn Pollard's Royale, slithering past the stationary Tiga.

Sixty-six Historic and '70s Road Sports competitors qualified together, but raced separately. While fellow Lotus Elan driver Peter Shaw wriggled from the back to fifth before his electrics died, Roger Waite led the former, but overshot the 'fast' Historic approach to Club on the penultimate lap and emerged third. "I got my GP circuit chicanes muddled-up," he admitted.

Having watched invitee Chris Keen's Marcos and Roddie Fielden's Morgan +8 breeze past, Waite flew to repass them and take victory.

"I missed a couple of gears but had a fabulous race," said second-placed Fielden. Behind Keen, Patrick

Ward-Booth's little Ginetta G4 was third points scorer.

Poleman Charles Barter (Datsun 240Z) was eager at the '70s rolling start, but Richard Plant (Morgan +8) and Julian Barter (TVR 3000M) passed him and fought mightily. Julian, braver in the corners, looked to have edged it but Richard's Rover V8 grunt trumped his cammier Ford V6 on the blast to the line. "Our engines make similar power, but mine has the torque," he grinned.

Cadwell Park victor Oliver Ford's progress from the back to fourth was meritorious, the Lotus Europa leaving the entertaining tussle between Sarah Bennett-Baggs's Porsche 911, Nic Strong's Ford Capri, William Jenkins's BMW CSL and Becketts spinner James Dean's Europa behind.

Nick Fleming (Lotus Elan) hounded victor Mike Whitaker (TVR Griffith) to the flag in a Guards Trophy GT gripper, which Graeme Dodd – starting Martin Melling's Jaguar E-type – also led. Chris Scragg was delighted with third behind the "young chargers".

With Sandy Watson unwell, Martin O'Connell annihilated the Guards Sports Racing field solo in the Scot's Chevron B8, lapping 2.8s quicker than anybody else. Callum MacLeod hustled Oliver Eaton's Elva-BMW to a classy second, with Neil Burroughs (B8) in his mirrors.

Whitaker's TVR won Guards GT encounter



GT & SPORTS CAR CUP

Voyazides and Hadfield dedicate Cobra victory to crewman Bruce

AC COBRA CHARMERS LEO

Voyazides and Simon Hadfield won Silverstone's GT & Sports Car opener for the second successive year, then dedicated their victory to Leo's long-time crew chief Bruce Stevens, who is in hospital.

The defending champions followed their trusted strategy, Voyazides happy to dice with Martin O'Connell (in Sandy Watson's Jaguar E-type), then let him go knowing that the midlander would have to stop for a minute as a soloist.

Hadfield thus enjoyed a 20-second lead as the stagger unwound, and Jeremy Welch – whose E-type was started well by Mark Pangborn – passed O'Connell on his out lap and fought to stay second.

The Craig Davies/John Young Chevrolet Corvette was a lonely fourth, but Patrick Blakeney-Edwards brought Rory Henderson's Cobra up to fifth at the expense of Barry Wood's

Lister-Jaguar, in which late-stopping son Tony had led during the pit window.

The battle of the race was for GT3 honours. Morgan specialist Billy Bellinger established the early advantage in Keith Ahlers' ex-works +4 SLR and relayed the boss with what looked a comfortable cushion.

Ted Williams (in Chris Clarkson's Healey 3000) soon began to erode the deficit though, but was himself being reeled in by Peter Horsman, deputising for owner John Emberson in the ex-Pip Arnold SLR started by Bill Wykeham.

With Harry Wyndham's E-type to chase and help clear a path through the 43-car field, Horsman really had the bit between his teeth. He passed Williams on his penultimate lap but Ahlers was still three seconds to the good going on to the final one.

The galloping Horsman never stinted, indeed caught his quarry



Cobra defeated E-type in GT enduro

at The Loop. When Ahlers made room for two E-types that were lapping him, Peter "waltzed through" to seize a great victory – and 10th place overall – by 0.353s, with Williams less than 1.2s adrift of Ahlers at the flag!

RESULTS (24 LAPS) 1 Leo Voyazides/Simon Hadfield (AC Cobra); 2 Mark Pangborn/Jeremy Welch (Jaguar E-type) +21.406s; 3 Martin O'Connell (E-type); 4 Craig Davies/John Young (Chevrolet Corvette Stingray); 5 Rory Henderson/Patrick Blakeney-Edwards (Cobra). **CW** Tony & Barry Wood (Lister-Jaguar); Bill Wykeham/Peter Horsman (Morgan +4 SLR); Franck Trouillard/Raphael Rondoni (Lotus 11); Rick Bourne/Malcolm Paul (TVR Grantura); Ewan Bason/Adam Crowton (Lotus Elite). **FL** O'Connell 2m26.362s (90.02mph).



Smith's six-wheeled March took its first win

Sunday's Formula Junior race between Cooper aces Jon Milicevic and Sam Wilson was mesmeric. Milicevic seized his moment when Wilson was momentarily stymied by traffic on the last lap. Jack Woodhouse kept them in sight, and Pau FIA Lurani Trophy victor Jonathon Hughes behind.

Poleman Andrew Hibberd spun to last at Becketts on lap one but recovered superbly to fifth. Mark Woodhouse's Elva 100 was first 'puller' home. Robert Barrie and the Comte de Graves sneaked their classes, having tracked Crispian Besley and Jan Biekens respectively until the final tour.

Graham Fennymore and his pristine ex-Martin Brundle Ralt RT3 led the Classic F3 counter from lights to flag, but period F3 racer Richard Trott (ex-Siegfried Stohr Chevron B43) clawed to within 1.8s at the finish and David Shaw (ex-Nelson Piquet Ralt RT1) shot from the back to third.

Defending champ Ian Jones took a third of a lap to pass Antony Ross in a similar Lotus 59, then hurtled off to his 13th successive win and a perfect five this season. Ross spun but got second back when Andy Jarvis (Palliser) went mowing.

With Derek Bell Trophy poleman Michael Lyons (McLaren M26) sidelined with a dropped cylinder liner, Jeremy Smith was relieved when his six-wheeled F1 March held together for its first win. It broke later, when Lyons annexed his regular Lola T400 from dad Frank and blitzed it. Debutant Luke Stevens growled Ross Maxwell's Chevron B28 to a fine second for a F5000 one-two.

An electrical fault stopped Richard Dutton's Ford Mustang, leaving quadruple HRSR champion Dan Cox – in Mike Gardiner's Falcon – to win a one-horse tin-top finale. Tim Davies (Cortina) spun but regained second from Neil Brown, who had Simon Benoy's Imp on his bumper.

● Marcus Pye

HISTORIC FF1600 (9 LAPS) 1 Nelson Rowe (Crosble 20F); 2 Sam Mitchell (Merlyn Mk20) +0.289s; 3 Callum Grant (Merlyn Mk20A); 4 Simon Toyne (Lola T200); 5 Josh West (Merlyn Mk20A); 6 David Wild (Lola T200). **Class winner** Daniel Pickett (Merlyn Mk20). **Fastest lap** Mitchell 2m19.342s (94.55mph).

MARTINI TROPHY (BOTH 12 LAPS)

1 James Dodd (Chevron-BDG B31); 2 Doug Hart (March-BDG 75S) +2.810s; 3 Kevin Wilkins (Lola-BDG T296); 4 Jonathan Loader (Chevron-BDG B19); 5 Robert Shaw (Chevron-BDG B26); 6 Hugh Price (Chevron-BDG B21). **CW** Loader; Phillip Hall (Lola-FVC T212); Grahame Cooksley (Tiga-Ford SC81). **FL** Hart 2m05.406s (105.06mph). **RACE 2** 1 Dodd; 2 Wilkins +5.371s; 3 Shaw; 4 Price; 5 Loader; 6 Andrew Schryver (Chevron-BDG B21/23). **CW** Price; Kevin Cooke (Lola T492). **FL** Dodd 2m05.330s (105.13mph).

HISTORIC ROAD SPORTS (8 LAPS)

1 Roger Waite (Lotus Elan S1); 2 Roddie Fielden (Morgan +8) +2.280s; 3 Chris Keen (Marcos 1800GT); 4 Patrick Ward-Booth (Ginetta G4); 5 Clive Fidgeon (Morgan +8); 6 Simon Haughton (Lotus 7). **CW** Fielden; John Shaw (Porsche 911); Ian Burford (Lenham Le Mans); Richard Owen (Triumph TR2); Keen. **FL** Peter Shaw (Lotus Elan S1) 2m31.573s (86.92mph).

70s ROAD SPORTS (8 LAPS)

1 Richard Alport (Morgan +8); 2 Julian Barter (TVR 3000M) +0.380s; 3 Charles Barter (Datsun 240Z); 4 Oliver Ford (Lotus Europa); 5 Sarah Bennett-Baggs (Porsche 911); 6 Nic Strong (Ford Capri). **CW** J Barter; Ford; Brian Jarvis (Porsche 924); Chris Alford (MG Midget); Bennett-Baggs. **FL** Plant 2m31.098s (87.20mph).

GUARDS TROPHY GT CARS & JAGUAR E-TYPE

CHALLENGE (16 LAPS) 1 Michael Whitaker (TVR Griffith); 2 Nick Fleming (Lotus Elan '26R') +0.620s;

3 Chris Scragg (Jaguar E-type); 4 Mike Wrigley (E-type); 5 Craig Davies (Chevrolet Corvette Stingray); 6 Andrew & Tom Smith (Marcos 1800GT). **CW** Fleming; Scragg; Martin Richardson (MGB); John Spiers (TVR Griffith); Allan & Daniel Ross-Jones (Triumph TR4); Nigel Winchester/Jon Gross (Ginetta G4); Wrigley; Harry Wyndham (E-type); John Truslove (E-type). **FL** Graeme Dodd (E-type) 2m23.195s (91.53mph).

GUARDS TROPHY SPORTS RACING CARS (17 LAPS)

1 Martin O'Connell (Chevron-BMW B8); 2 Callum MacLeod (Elva-BMW Mk75) +48.420s; 3 Neil Burroughs



Dodd's Chevron took Martini double



Classic F3 fell to ex-Brundle Ralt

(Chevron-BMW B8); 4 James & Michael Schryver (Chevron-BMW B8); 5 Charles Allison (Chevron-BMW B8); 6 Daryl Taylor/Rob Wainwright (Chevron-BMW B8). **CW** MacLeod; Brian Casey (Lenham-t/c P69); Michael & Andrew Hibberd (Lotus-t/c 23B); **FL** O'Connell 2m14.808s (97.73mph).

HISTORIC FORMULA JUNIOR (9 LAPS)

1 Jon Milicevic (Cooper T59); 2 Sam Wilson (Cooper T59) +0.423s; 3 Jack Woodhouse (Lotus 20/22); 4 Jonathon Hughes (Brabham BT6); 5 Andrew Hibberd (Lotus 22); 6 Mark Pangborn (Lotus 20B). **CW** Robert Barrie (Lotus 18); Pete Morton (Auserp T3); Mark Woodhouse (Elva 100); Michel Comte de Graves (Volpini); Anthony Binnington (Cooper T67). **FL** Wilson 2m21.194s (93.31mph).

CLASSIC F3 (10 LAPS) 1 Graham Fennymore

(Ralt-Toyota RT3/B3); 2 Richard Trott (Chevron-Toyota B43) +1.799s; 3 David Shaw (Ralt-Toyota RT1); 4 Simon Jackson (Chevron-Toyota B43); 5 Hugh Price (Chevron-Toyota B38); 6 Keith White (Ralt-Toyota RT1). **CW** Tony Sinclair (Brabham-Lotus t/c BT41). **FL** Fennymore 2m09.824s (101.49mph).

CLASSIC RACING CARS (9 LAPS)

1 Ian Jones (Lotus-t/c 59); 2 Antony Ross (Lotus-t/c 59) +26.996s; 3 Andy Jarvis (Palliser-t/c WDB2); 4 Martin Anslow (Brabham-t/c BT21); 5 Tim Kary (Brabham-MAE BT28); 6 Peter Hamilton (Tecno). **CW** Kary; Josh West (Merlyn Mk20A). **FL** Jones 2m18.112s (95.40mph).

DEREK BELL TROPHY (10 LAPS) 1 Jeremy Smith

(March 2-4-0); 2 Mark Dwyer (March-BMW 742) +4.962s; 3 Jamie Brashaw (March-BMW 782); 4 Luke Stevens (Chevron-Chevrolet B28); 5 Paul Campfield (Chevron-Chevrolet B24); 6 Ben Mitchell (Modus-BDA M1). **CW** Dwyer; Stevens; Mitchell; Martin Bullock (Chevron-BDA B17C). **FL** Smith; 2m02.026s (107.97mph).

RACE 2 (11 LAPS) 1 Michael Lyons (Lola-Chevrolet

T400); 2 Stevens +43.717s; 3 Dwyer; 4 Steve Allen (Chevron-BDG B25); 5 Phil Hall (March-BDG 752); 6 Mitchell. **CW** Dwyer; Mitchell; Bullock. **FL** Lyons 1m56.441s (113.15mph).

HRSR HISTORIC TOURING CARS (8 LAPS)

1 Dan Cox (Ford Falcon); 2 Tim Davies (Ford Lotus Cortina) +47.722s; 3 Neil Brown (Ford Lotus Cortina); 4 Simon Godfrey (Hillman Imp); 5 John Pugsley (Ford Anglia); 6 Roger Godfrey (Austin Cooper S). **CW** Davies; Brown; Benoy; Pugsley; Godfrey. **FL** Cox 2m33.576s (85.797mph).

Robertson is star of Brands

REIGNING GINETTA JUNIOR CHAMPION

Charlie Robertson was the class act as the new BRDC F4 Championship supported the DTM at Brands Hatch, but he took until the third race to net his maiden single-seater win.

The bespectacled Surrey-based Scot had to give best to Jake Dalton earlier in the weekend. Dalton, whose career is being helped by BMW DTM star Andy Priaulx, heroed a pole time out of his MGR Motorsport machine on a weekend when the team found pace mysteriously lacking.

Robertson just couldn't find a way by in the opening race, although crucially he set a fastest lap that would give him pole for race three. In turn, the HHC Motorsport driver came under pressure from Falco Wauer, whose KBSports entry was much improved after testing work from Scott Malvern transformed the car.

Wauer gradually fell away as the rear tyres began to overheat, possibly as a result of pressures set too high.

Matty Graham bumped his way past Sennan Fielding for fourth at Druids with seven laps to go and almost caught Wauer by the end. In sixth, Jake Hughes fended off



Robertson was the class of tough F4 field but only took one win

HAWKINS

inaugural race winner Matt Bell, who craftily backed off on the last lap to allow James Fletcher past and secure himself the reversed-grid pole.

Privateer Bell made full use of it. Fletcher, on his F4 debut with KBS, didn't warm his tyres up sufficiently so Bell romped away. It was much closer after a mid-race safety car, with Robertson — who'd impressively picked his way through from seventh — making it a three-car pack out front.

Some rather unseemly wheelbanging between Fielding and Graham ended with Fielding, who may have felt aggrieved, trying to turn in on Graham — who was

already alongside — at Surtees with predictable results, allowing Hughes and Dalton into fourth and fifth.

Robertson dominated the final race. Raoul Hyman gave initial chase, but a wild moment at Paddock dropped the South African to third behind Dalton.

Hyman would have been forgiven for being flustered, but a staunch defence from Graham and Fletcher got him onto the podium.

And what of pre-Brands points leader Seb Morris? Thanks to a clashing geography exam he missed a pre-race test and was not quite on the pace. A heavy shunt in the second race preceded miracles from the

Hillspeed squad to get him out later on, but his best result was a ninth.

● Marcus Simmons

RESULTS – RACE 1 (25 LAPS) 1 Jake Dalton;

2 Charlie Robertson +0.175s; 3 Falco Wauer;

4 Matty Graham; 5 Sennan Fielding; 6 Jake Hughes. **Fastest lap Robertson 45.923s**

(93.96mph). **RACE 2 (23 LAPS) 1 Matt Bell;**

2 James Fletcher +0.637s; 3 Robertson; 4 Hughes;

5 Dalton; 6 Wauer. **FL Robertson 46.355s**

(93.09mph). **RACE 3 (25 LAPS) 1 Robertson;**

2 Dalton +10.386s; 3 Raoul Hyman; 4 Graham;

5 Fletcher; 6 Wauer. **FL Robertson 46.285s**

(93.23mph). **POINTS 1 Dalton, 139;**

2 Robertson, 123; 3 Bell, 121; 4 Graham, 97;

5 Jack Barlow, 91; 6 Seb Morris, 90.

LOTUS CUP UK BRANDS HATCH, MAY 19 DTM/MSVR

Fenn and Hall put on fine race-long duel for honours

ROB FENN AND ADRIAN HALL PLAYED out an epic duel for the entire 60-minute Lotus Cup UK outing.

The two drivers were inseparable for virtually every lap as Hall's Exige S1 and Fenn's Elise proved to be the class of the field.

Hall got the jump from pole to lead the early stages but never had more than a few car lengths' advantage over Fenn. Fenn then managed to wriggle ahead thanks to a brave dive around the outside at Paddock, which then gave him the momentum to lead into Druids on lap nine, only for Hall to pull off a similar manoeuvre to resume top spot a lap later.

The two traded the lead until the pit window opened. They stopped together, but Fenn dropped a few seconds to his rival. Despite the delay he hunted down Hall and managed to

slipstream ahead down the Brabham straight. He was handed a definitive advantage when Hall was baulked by a backmarker.

Paul Jewell held third for the early stages until retiring his 2-Eleven with a smoking engine after a suspected oil leak. That left Ken Savage to take third after he vaulted both Simon Deacon and Jamie Stanley by stopping late and taking advantage of the clean air.

● Kieren Cross

RESULTS (66 LAPS)

1 Rob Fenn (Elise S1); 2 Adrian Hall (Exige S1

NA Honda) +0.900s; 3 Ken Savage (2-Eleven);

4 Simon Deacon (2-Eleven); 5 Jamie Stanley

(Exige Cup); 6 Benji Hetherington/Freddie

Hetherington (Exige S1 NA Honda).

Class winners Hall; Savage; Stanley; Matt

Bartlett/Steve Williams (Exige Cup); Stuart

Plotnek (Elise S1). **FL Fenn 51.414s (78.11mph).**



Fenn (right) and Hall battled throughout

HAWKINS



Gore leads the strong Elise field away in race one

LOTUS ELISE TROPHY BRANDS HATCH, MAY 18-19 DTM/MSVR

Mighty Mazza's Lotus charge

BOTH LOTUS ELISE TROPHY CONTESTS boiled down to a straight fight between Adam Gore and Luigi Mazza, with the first race being of particular interest.

Mazza just snatched pole for race one but was sent to the rear of the grid after a fault was found with his car's engine mapping, which set up an incredible recovery drive.

Gore pulled out an early gap over the chasing Adam Knight and Clive Willis. Mazza took just a handful of laps to catch the top four and benefitted when Martin Willis lost it through Clearways, narrowly missing Mazza's front bumper.

Mazza swiftly dispatched Craig Denman before reeling in Knight and grabbing second into Paddock with minutes remaining. But by that point Gore was over five seconds clear. "I

didn't expect to get back as high as I did," said Mazza, "I had some great fun and just kept pushing. It was one of my more enjoyable races."

Mazza made no mistakes in race two, working his way up the order before slipping past leader Willis with under 10 minutes remaining. Mazza then held on despite a dying clutch. Gore got caught in traffic and was then eliminated when he came together with Lee Hannam at Paddock.

● Kieren Cross

RESULTS (BOTH 22 LAPS)

RACE 1 1 Adam Gore; 2 Luigi Mazza +3.457s;

3 Adam Knight; 4 Craig Denman; 5 Martin Willis;

6 Will Price. **FL Mazza 54.093s (79.77mph).**

RACE 2 1 Mazza; 2 Willis +8.635s; 3 Denman;

4 Clive Willis; 5 Matthias Radestock; 6 Graeme

Foley. **FL Mazza 54.375s (79.35mph).**



PETER MORGAN MEMORIAL TROPHY/MORGAN CHALLENGE DONINGTON PARK, MAY 19 MSCC

Burn from the stern brings Orebi-Gann victory

SIMON OREBI-GANN'S DASH UP THE M1 from Silverstone (where he and Mike Bell had retired their Morgan +4 SLR after a half-shaft failure) was rewarded with an outright victory in the Morgan Challenge.

The Sussex man missed practice and thus was forced to start his Roadster from the back of the grid for the less potent half of a bulging entry. Within two laps he had climbed half-way through the field, to 10th, with fastest lap already to his name.

At the front, Phil Tisdall's +8 led, but he was followed by different second-placed drivers on each of the opening three laps, with Phil Thomas (+4) giving way to Kelvin Laidlaw (Roadster) and Sharlie Goddard (+8). Goddard hared off after the leader but lost time as she seemed to fish for a gear at the chicane on lap five of 21.

By the time she was with Tisdall again, three laps later, Orebi-Gann was with her (having passed Laidlaw at the chicane). The back-row starter vaulted past both cars on the Dunlop Straight on lap nine, and led thereafter. "I didn't know who was in front, so I was looking for who was leading," he said. "I realised it was me and slowed down, then saw Kelvin in my mirrors so had to speed up again."

After Goddard had a moment, Laidlaw dived ahead of Tisdall at Redgate on lap 16 to take second. Tisdall slipped further back, with Peter Cole (Roadster) relieving Steve McDonald of third place at McLeans before the latter retired.

Matthew Wurr (+8) had the legs over the Class B 4/4 of pole position man William Plant in the second race. Plant, 43 years younger than his rival,

made the best of the rolling start with Wurr caught napping. The veteran stormed ahead on Wheatcroft Straight on lap four, but traffic helped Plant to stay in touch. Jeremy Knight (+8) was left clear in third after Andy Smith's charge from row seven ended with a final-lap retirement.

● Ian Sowman

RESULTS

CLASSES C, D, E & R (21 LAPS) 1 Simon Orebi-Gann (Roadster); 2 Kelvin Laidlaw (Roadster) +4.801s; 3 Peter Cole (Roadster); 4 Phil Thomas (+4); 5 Phil Tisdall (+8); 6 Henry Williams (Roaster). **CW** Tisdall; Mark Shears (+4). **FL** Sharlie Goddard (+8) 1m23.015s (85.82mph).

CLASSES A, B & I (23 LAPS) 1 Matthew Wurr (+8); 2 William Plant (4/4) +2.886s; 3 Jeremy Knight (+8); 4 Andy Green (+8); 5 Tom Jones (Roadster); 6 Tony Lees (+8). **CW** Plant; Bruce Stapleton (+8). **FL** Wurr 1m18.389s (90.88mph).



Ben Cartwright, which ended when the chequer was flown a mite early.

● Ian Sowman

RESULTS - RACE 1 (8 LAPS) 1 Tim Summers (365GTB/4); 2 Jim Cartwright (328GTB) +0.777s; 3 David Tomlin (308GTB); 4 Gary Culver (328GTB); 5 Wayne Marrs (328GTB); 6 Nick Cartwright (328GTB). **CW** J Cartwright; Craig Milner (328GTB); Tris Simpson (308GT4). **FL** Summers 1m22.107s (86.77mph). **RACE 2 (14 LAPS) 1 Summers;** 2 J Cartwright +5.987s; 3 Culver; 4 Marrs; 5 Ben Cartwright (328GTB); 6 Nicky Paul-Barron (328GTB). **CW** J Cartwright; B Cartwright; William Morwood (308GT4). **FL** Summers 1m22.566s (86.29mph).

FERRARI FORMULA CLASSIC DONINGTON PARK, MAY 19 MSCC

Daytona racer twice beats the mid-engined Ferrari hordes

THE LATEST ROUNDS OF THE FERRARI Formula Classic series provided the second and third victories of the season for the Ferrari 365 GTB/4 'Daytona' of Tim Summers.

The front-engined car stole a march on its mid-engined rivals in qualifying, Summers almost 1.7s faster than Jim Cartwright (328GTB).

Nevertheless, Cartwright charged after Summers on the opening lap of race one, attempting a manoeuvre around the outside at McLeans that came to naught. Initially, Gary Culver (328GTB) and David Tomlin (308GTB) went with them, but Summers shook them off after a couple of laps.

Tomlin grabbed third position at Redgate on lap five, while Ted Pearson's 328GTS made progress to

fifth at the expense of Ben Cartwright and Wayne Marrs.

It soon went wrong for Pearson, however, his engine blowing up as he crossed the line at the end of lap eight, with a fire taking hold once he had alighted the machine by the pit exit. With the tender at the scene, the race was cut short.

Later, the stage was set for a similar contest but Snetterton victor Tomlin departed into the gravel at McLeans on lap two, heralding a lengthy period of yellow flags at that corner. Summers and Jim Cartwright appeared to have different interpretations of the flag when it came to lapping slower cars, and Summers made his escape. Culver, in third, was clear of an entertaining fight between Marrs and



FERRARI OPEN

A measly seven cars turned up at Donington, but there was a little drama. Sam Smeeth was leading race one when a mistake at the chicane allowed Paul Bailey to pounce. Bailey went on to take victory, but Smeeth dominated the rematch. The highlight of both races was the battle for the final podium place (above), with Wayne Marrs defeating Mick Dwane on each occasion.

FISCAR INTERMARQUE

Victory for the Lotus Elite of Brian Arculus was no surprise – he finished 20s head of Jonathan Abecassis (Austin Healey) at Donington. Andy Shepard joined the race late but charged brilliantly to third in his AC Ace Bristol, only to relinquish the position to historic racing debutant Robin Ellis (Elite) in the closing laps.

MORGAN TROPHY

Jeremy Knight had made it ahead of William Plant for second before having a moment at Coppice and collecting his rival. At the restart, erstwhile leader Matthew Wurr ploughed through the Redgate gravel trap to drop outside the top 10, but he was within 0.2s of Andy Smith when the flag was shown a lap early at Donington.

SPORTS V SALOONS

It was after 7pm at Donington by the time Anthony Bennett got to start his only race of the day, but it was worth the wait for the Caterham driver who took a clear victory. Ian Fletcher battled with the Westfield of Trevor Clarke for second position but lost out.

RAFMSA

Ian Fletcher capitalised on the absence of the pole-winning Peugeot 205 of Simon Wing to dominate the second RAFMSA event of the season at Donington. The Fletcher Hornet (below) screamed away from Ian Swift's VW Golf GTI Mk4, which had taken second from Ed Fuller's Tiger.



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SPORTS RACING & KIT CARS
LYDDEN, MAY 18 SEMSEC

Burton falters to let rival win

CHARLES HARVEY-KELLY, THE current SEMSEC Sports Racing champion, celebrated the purchase of another Radical SR3 when a first and second from the two championship rounds made him the top scorer.

Former champion Mark Burton returned to racing with a new SBD Vauxhall unit for his Jade, but his qualifying session was ruined by an elusive misfire and he had to start from the back. He was thus in no mood to mess about: he ripped through to the front and seemed set for victory until the gremlins struck again. He limped home ninth as Harvey-Kelly won.

Mike Roberts also seemed on course for success until he lost second place to Ian Conibear (Caterham), the best of the kit car racers. To make matters worse, his sleek ADR retired from the leading group in race two.

Burton made amends with a decisive win in that second encounter. "We've sorted out the



Harvey-Kelly challenges Burton; both would take wins

electrics – now we've got a braking issue," said Burton.

The former hot rod star bravely led the SE Challenge event as well until the lack of stoppers forced him to retire. Harvey-Kelly again inherited the laurels.

● Kerry Dunlop

RESULTS (ALL 17 LAPS)

RACE 1 1 Charles Harvey-Kelly (Radical SR3); 2 Ian Conibear (Caterham Roadsport) +27.080s; 3 Mike Roberts (ADR3); 4 Bruce Wilson (Caterham CSR Superlight); 5 Clive Gibbs (Westfield SE); 6 Peter Hargroves (Caterham SLR). **Class winners** Conibear; Alastair Heys (Westfield Megabus). **FL** Mark Burton (Jade Trackstar)

40.962s (87.88mph).

RACE 2 1 Burton; 2 Harvey-Kelly +13.534s; 3 Conibear; 4 Wilson; 5 Hargroves; 6 Heys. **CW** Conibear; Heys. **FL** Burton 40.020s (89.95mph).

SE CHALLENGE 1 Harvey-Kelly; 2 Wilson +42.870s; 3 Hargroves; no other finishers. **CW** Wilson. **FL** Burton 40.009s (89.97mph).

FORMULA VEE LYDDEN, MAY 18 SEMSEC

Pollard and Probert power to the front as Vee visits Lydden

CRAIG POLLARD AND TIM PROBERT were clearly quicker than their Formula Vee rivals and they shared the honours in the headline racing attraction at the Apex Festival.

Polesitter Probert's Storm led the first race until Pollard's GAC outraked him and took over. But on the last lap Probert fought back and surged ahead as they sped towards the last corner. Pollard refused to concede, tipped the

leader into a spin and raced on to win.

"I thought there was a gap, but it turned out there wasn't," admitted the victor.

Probert made it one-all when Pollard's engine died in the early stages of the second event, so the scene was set for a head-to-head decider in race three.

But the anticipated duel evaporated when Probert spun out of the lead.

Pollard went on to claim his second win while Probert fought back to finish second ahead of Jason Worthington.

● Kerry Dunlop

RESULTS (ALL 13 LAPS)

RACE 1 1 Craig Pollard (GAC Bears); 2 Tim Probert (Storm Bowles) +5.619s; 3 Philip Foster (GAC VW); 4 Steve Bailey (Storm AHS); 5 Jason Worthington (Bears Challenger);

6 Tony Mitchell (Ray FV91 Bowles).

FL Pollard 46.114s (78.06mph). **RACE 2 1 Probert;** 2 Worthington +14.320s; 3 Sam Engineer (Sheane); 4 James Allitt (GAC Spyder); 5 Jon Skingsley (GAC VW); 6 Chris Wilsher (Sheane AHS). **FL** Probert 46.724s (77.04mph).

RACE 3 1 Pollard; 2 Probert +10.692s; 3 Worthington; 4 Paul Taylor (GAC Bears); 5 Foster; 6 Engineer. **FL** Pollard 46.343s (77.68mph).

FUN CUP DONINGTON PARK, MAY 18 BRSCC

Honours shared as Fun Cup provides close encounters

THE TEAM HONEYWELL AND RACELOGIC teams shared the spoils in two hotly-contested and well-supported races.

Geoff Fawcett and Tim Wheeldon kept Honeywell in contention to set up Neil Plimmer for victory in the one-hour race, after Nimbus Data's Steve Johansen had led for much of the first half. Bram de Groot took over from Johansen to secure second, with Mark Burton/Dominic Jackson/Graham Pattle third for Team O'Br.

After four hours of racing it came down to just 0.563s at the flag in the feature race. The Jolly Roger Racing car of Ben Gill/Andrew Beverley led after the first hour, from Racelogic's Nigel Greensall/Julian Thomas/Joachim Ritter.

The Jolly Roger squad was ahead again at the halfway stage, with only Nimbus Data, Racelogic and Team O'Br on the same lap.

Team O'Br then moved to the front but soon lost out again to Jolly Roger, as Nimbus Data suffered ignition problems. Then Jolly Roger retired when a balljoint let go at the Old Hairpin, leaving Greensall leading for Racelogic. Pattle's Team O'Br car was still right behind, however, as a final safety car period intervened.

It then became a five-minute sprint. Despite a lack of power, Greensall just held on, with Pattle inches behind. Race one winner Team Honeywell completed the podium.

● Peter Scherer



Racelogic squad won hard-fought Fun Cup enduro

RESULTS

RACE 1 (41 LAPS) 1 Team Honeywell (Neil Plimmer/Geoff Fawcett/Tim Wheeldon); 2 Nimbus Data Racing (Steve Johansen/Bram de Groot) +4.858s; 3 Team O'Br (Mark Burton/Dominic Jackson/Graham Pattle); 4 Racelogic (Julian Thomas/Joachim Ritter/Nigel Greensall); 5 Porsche Byfleet (Scott Kavanagh/John Halestrap); 6 Jolly Roger Racing (Ben Gill/

Andrew Beverley). **FL** Lee Atkins (Hillspeed) 1m25.352s (83.47mph).

RACE 2 (153 LAPS) 1 Racelogic; 2 Team O'Br +0.563s; 3 Team Honeywell; 4 Porsche Byfleet; 5 Eco Racing/Solutions (Paul Abraham/Charlie Burt/Tom Mills); 6 JPR/Sloaks (Scott Fitzgerald/Steve Harris/Neil Primrose). **FL** Pattle (Team O'Br) 1m24.980s (83.83mph).



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NATIONAL RESULTS ROUND-UP

DONINGTON PARK
MSCC, MAY 19



FERRARI OPEN (22 LAPS) 1 Paul Bailey (458); 2 Sam Smeeth (458) +0.147s; 3 Wayne Marrs (458); 4 Mick Dwane (458); 5 Douglas Campbell (430); 6 Tim Summers (430). **Class winner** Campbell.

Fastest lap Smeeth 1m09.683s (102.24mph).

RACE 2 (21 LAPS) 1 Smeeth; 2 Bailey +33.689s; 3 Marrs; 4 Dwane; 5 Summers; 6 Tim Ingram-Hill (430).

CW Summers. **FL** Smeeth 1m09.041s (103.19mph).

FISCAR HISTORIC INTERMARQUE (20 LAPS)
1 Brian Arculus (Lotus Elite); 2 Jonathan Abecassis (Austin Healey) +20.977s; 3 Robin Ellis (Lotus Elite); 4 Andy Shepard (AC Ace Bristol); 5 Andrew Dixey (Austin Healey); 6 John Hilbury (Lotus Elite).

FL Arculus 1m29.732s (79.39mph).

AERO RACING TROPHY MORGAN HANDICAP (7 LAPS)
1 Andy Smith (+8); 2 Matthew Wurr (+8) +0.175s; 3 Andy Green (+8); 4 Tony Lees (+8); 5 Jonathan Edwards (+8); 6 Andrew Thompson (Roadster).
CW Green; Bruce Stapleton (+8); Simon Orebi Gann (Roadster); Sharlie Goddard (+8). **FL** Wurr 1m17.892s (91.46mph).

SPORTS CARS V SALOONS (11 LAPS)
1 Anthony Bennett (Caterham 7); 2 Trevor Clarke (Westfield) +25.330s; 3 Ian Fletcher (Fletcher Hornet); 4 Andy Biddle (Westfield); 5 Ian Swift (VW Golf GTI); 6 Henry Williams (Morgan Roadster). **CW** Clarke; Fletcher; Leigh Sebbra (Morgan +8). **FL** Bennett 1m18.642s (90.59mph).

RAFMSA CHALLENGE (15 LAPS)
1 Ian Fletcher (Fletcher Hornet); 2 Ian Swift (VW Golf GTI) +13.983s; 3 Ed Fuller (Tiger); 4 Richard Green (Westfield); 5 Mark Saunders (Ford Sierra); 6 Darren Howe (VW Golf GTI). **CW** Mark Shears (Morgan +4); John Bevan (Morgan 4/4). **FL** Fletcher 1m24.019s (84.79mph).

LYDDEN
SEMSEC, MAY 18



SEMSEC SALOON CHAMPIONSHIP (16 LAPS)
1 Paul Sibley (Lotus Elan); 2 Andy Banham (Subaru Impreza) +26.227s; 3 Tony Skelton (Renault Clio); 4 Mary Grinham (Maguire Mini); 5 Graham Woskett (Triumph TR7 V8); 6 Mark Garner (Renault Clio Cup).
CW Grinham; Paul Bernal-Ryan (MG Midget); Stephen Craig (Honda Integra); William Hornsey (Peugeot 106). **FL** Sibley 44.200s (81.44mph).

RACE 2 (13 LAPS) 1 Banham; 2 Grinham +22.398s; 3 Woskett; 4 Skelton; 5 Robert Knox (Maguire Stiletto); 6 Craig. **CW** Grinham; Craig; Hornsey. **FL** Bill Richards (Metro-Duratec) 44.351s (81.17mph).

JOHN TAYLOR HANDICAP (12 LAPS)
1 Michael Jackson (Ford Fiesta); 2 Ian Conibear (Caterham Roadsport) +5.865s; 3 Peter Hargroves (Caterham SLR); 4 Michael Gibbins (Lola T590); 5 John Vernon (ADR S1000); 6 Roy Clarkson (Westfield SE). **FL** Conibear 43.723s (82.33mph).



Formula Vee made a rare visit to Lydden last weekend



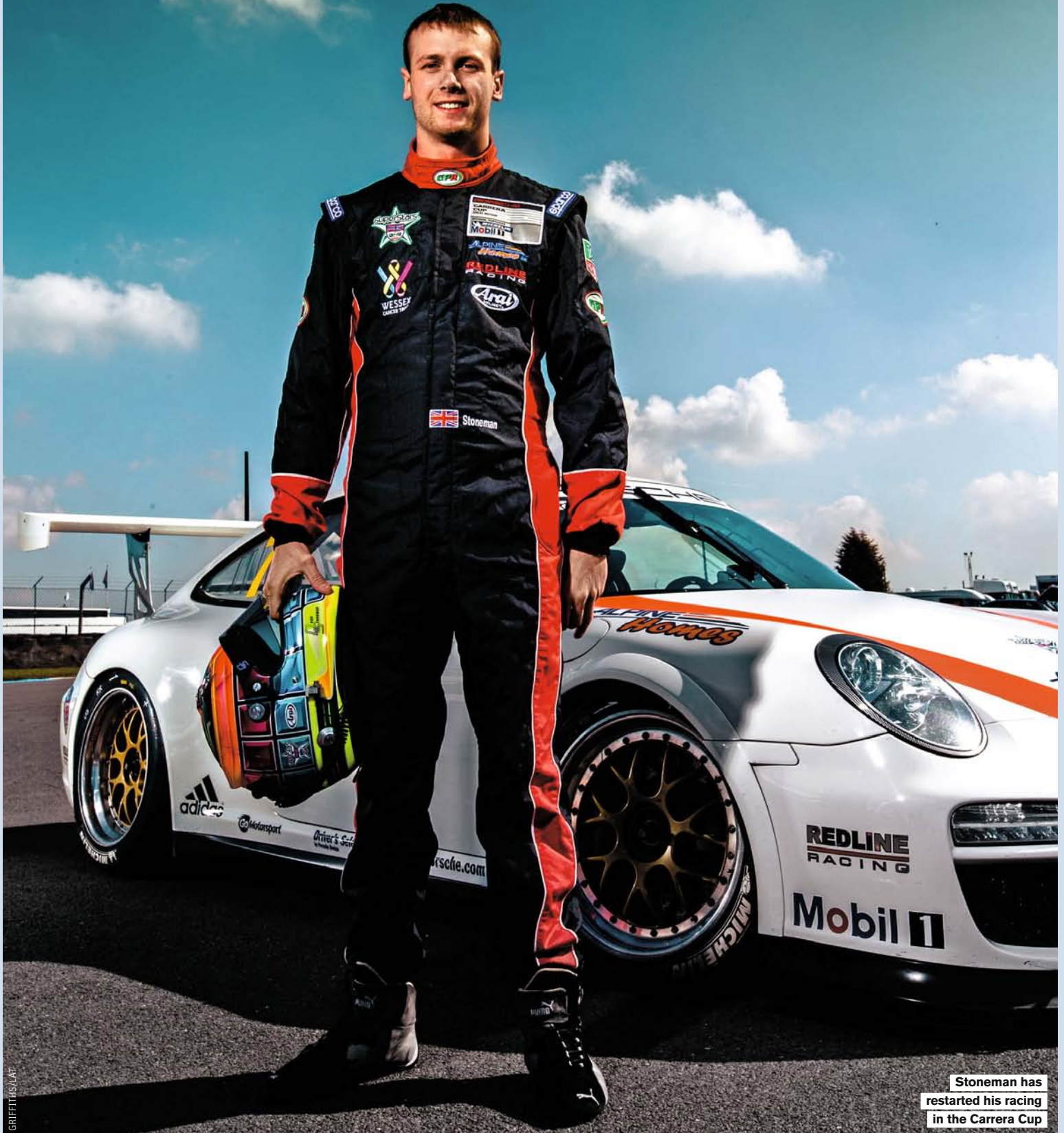
Arculus and his Lotus Elite dominated FISCAR field at Donington



Ferrari Open racers Bailey and Smeeth battle at Donington

DOWN BUT NOT OUT

Dean Stoneman was heading towards Formula 1 when cancer struck him down aged 20. It nearly killed him, but now he's back. He tells his remarkable story to **BEN ANDERSON**



Stoneman has restarted his racing in the Carrera Cup



Family support helped Dean through his treatment

COURTESY OF STONEMAN FAMILY



Stoneman has already won races in his 'second' career

The date is January 2011: The first day of the AUTOSPORT International show. Dean Stoneman is riding high. He's the reigning FIA Formula 2 champion, has tested for the Williams F1 team, and has just announced plans to partner Red Bull protege Daniel Ricciardo in ISR's Formula Renault 3.5 line-up. Everything is looking good.

But something is wrong. Dean hasn't been feeling well over Christmas and he's lost a lot of weight. His family dismissed it as flu at first, but when he started vomiting blood they decided to book him in for some scans.

On the Monday after ASI, Dean flew to Prague to ink the deal that would take him one step closer to racing in F1. On Wednesday he visited a stomach specialist to have those inconvenient scans. By Thursday morning he was in Southampton General Hospital with his life hanging in the balance.

"My dad dropped a penny on the way out the door," he recalls. "They're meant to give you good luck if you pick them up. He said 'pick it up' and that day I got diagnosed with cancer. I'll never pick up a penny again."

What the Stoneman family thought was just a succession of minor ailments (Dean was taking Gaviscon for what he thought was heartburn during his Williams F1 test in Abu Dhabi), culminating in a winter flu bug, was actually Metastatic Choriocarcinoma – an aggressive form of testicular cancer that spread through Dean's body up to his brain.

"I was seven days from death and two hours from losing my legs and kidneys," he says in his trademark matter-of-fact manner. "I had a tennis

"I was seven days from

death and had to sign

a disclaimer before

experimental treatment"

Dean Stoneman

ball-sized lump on my stomach, but the specialist I had was the best in the world. Everyone thinks it's just a case of 'whack off a bollock, a bit of chemo and off you go', but I had 250 tumours in my body."

Stoneman no longer looks the way I remember from his early career in Formula Renault. He looks gaunt, and his hair is patchy. These are physical clues to the ordeal that turned his life upside down.

"Southampton General has never administered chemotherapy the same day as someone being brought in before," says Stoneman, who also had to undergo four operations during the course of his treatment. "They were getting the chemo ready as I was having my first operation."

Conventional chemotherapy failed to get Dean's blood count under control (normal is 0-6, 1,000,000 is untreatable, Dean's was 513,000 when he first went into hospital and expected to double within two weeks...). His count came down to between 200 and 500 after a first round of treatment, but began to rise again once it stopped. So he had to undergo a second, experimental, round that had only been tried on two other people.

"I had to sign a disclaimer in case

I died," he recalls. "My dad said to the specialist, 'if it was your son would you go for it?' He said: 'definitely'"

The doctors administered the experimental cocktail of drugs into Dean's body for 18 hours a day, six days a week, for three weeks at a time in a bid to rid him of his cancer. "They could only do this because I was of a certain age," he explains. "Being young helps cancer spread but it also gives you more chance of surviving the chemo. My fitness regime with Williams certainly helped me. My treatment would have killed a normal 35-year-old instantly."

After being "asleep in a dark room for three months" Dean came out of hospital in July 2011. "My blood count had dropped to normal but the chemo was so strong that I had to have blood transfusions," he says. "I had blood clots on my lungs, hair loss, and nerve damage. I've also lost some feeling in my fingers and toes, which will probably never come back."

The motorsport world probably thought it had seen the last of Stoneman after his horrific ordeal, but by November he was back at the wheel, testing for ISR in Formula Renault 3.5 at Aragon. How did he feel after setting the 17th quickest time, less than a tenth behind team-mate Laurens Vanthoor? "Knackered!" he says. "I had a guy massaging my hands it was so painful, and we had to modify the steering wheel to strap my fingers on so I could hold on! It was tough but we'd paid our deposit and I wanted to do it."

Stoneman spent a quiet winter with his family before turning his attention to a proper racing comeback. He explored options in the United States (and tested in Indy Lights for Andretti Autosport) but decided against the 'Road to Indy'.

"The driving wasn't hard but it wasn't a move I wanted," he explains. "It was a lifestyle choice. I didn't want to leave home and had to keep in close contact with the doctors. When I was ill I wasn't allowed to go further than one and a half hours drive away from the hospital."

Stoneman did a couple of races in

Radical sportscars, but spent last year partaking mainly in water sports. "I had an offer from P1 Superstock to do powerboats," says the man whose dad is an ex-powerboat world champion. "They want to be seen as non-wheeled motorsport and bring people in from real motorsport. My family background helped, but I built the boat up and towed it to the races myself."

Dean proved a dab hand on water, winning all but one of his races to become champion in his debut season. "It was physical but nowhere near as physical as driving," he says. "It was a different experience and I really enjoyed it. It was more about enjoying myself after what I'd been through than pushing myself to succeed."

Stoneman's chemotherapy hadn't killed his racing bug and soon he was itching to get back into four-wheeled competition. "I always knew if I survived that I would get back in a racing car," he says. "Even if it was two, three, or four years down the line."

Dean caught up with Tiff Needell at the P1 powerboat awards earlier this year, where Tiff advised him to look at Porsches. By the following Thursday (thanks to the links Dean has with ex-Carrera Cup GB racer Tim Harvey's BRDC Superstars programme), Stoneman was testing for Redline Racing at Brands Hatch. He was on the pace within five laps, and struck a deal to return to racing full-time in the series shortly afterward.

Having taken two wins on his series debut at Brands in March, putting him firmly in the frame for the title in his rookie season, a career in sportscars is now the focus.

"It's €1million to do World Series, then next year the same, unless someone in F1 takes you on," he argues. "GTs is a good place to be right now, and I can look at it as a potential career rather than a dream."

"The aim is to become a Porsche factory driver and race at Le Mans. To be seriously ill and then five or six years down the line compete in the most physically demanding race in the world would be quite a story."

Or just another chapter in an already remarkable one. ❦

DEAN STONEMAN CV

Born Croydon, Surrey
Age 22

2013 Currently 3rd in Porsche Carrera Cup GB with Redline Racing (2 wins)

2012 P1 Powerboat champion

2010 1st in FIA Formula 2 (6 wins), 2 races in Formula Renault 3.5 with Junior Lotus Racing, F1 rookie test at Yas Marina with Williams

2009 4th in Formula Renault UK with Alpine Motorsport (1 win)

2008 4th in Formula Renault UK with Alpine Motorsport (3 wins), McLaren AUTOSPORT BRDC Award finalist

2007 2nd in Formula Renault BARC with Alpine Motorsport (3 wins)

2006 Three races in Formula Renault BARC with Falcon Motorsport

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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



Formula 1 gets itself into a flap

Why does F1, the most calculating of sports on the planet, consistently flail around like a drunk accountant chasing his papers in a tornado? The panic now is that it's just a 'show'.

F1 panicked when pundits whose job is to predict the winner started using the phrase 'lottery' when faced with gripping races – yet the podium seems to routinely feature the best drivers.

Pirelli has blundered this year, but not in terms of the number of stops. The blunder is the images of a failing P Zero.

F1 has become used to tyres shedding their carcasses leaving only a flailing sidewall. The current tyres shed their tread but leave the carcass inflated which, perversely, looks worse. It is this image that Pirelli wants to change, but should they be allowed to?

If one of the engine suppliers' units regularly blew up, F1 wouldn't shorten the main straight at Monza to preserve its blushes. So why should F1 change mid-season to preserve Pirelli's show?

Paul Irwin, Bexleyheath

It's great to see Honda return to F1, an iconic name, and perhaps further proof that manufacturer-based teams will be in the pound seats from 2014.

However, I'm surprised at their decision not to enter until 2015, after a period of assessing the competition. I fear this will leave them playing catch-up from the start and will mean a title push is unlikely before 2016 at the earliest.

Michael Brierley
Stalybridge, Cheshire

longer than sponsorship! And the intense desire to win is what we recognise in champions of all sports.

Sir Alex Ferguson, undeniably a master of politics, mind games and leaving no stone unturned in the quest for success, has retired a hero. So please don't criticise Dietrich Mateschitz for whining and then do it yourself.

Tim Magness
Wootton Bassett, Wiltshire

Also, to spice up the offense, offside could be allowed at fixed times each game. It could be called, say, the Defence Reduction Situation, or DRS for short.

If only other sports could learn from F1, the whole sporting world could be a better place for fans.

Nelson Kopustas
Ottawa, Canada

I've just read 'The inside line' (May 16, p13). Does Jonathan Noble really think Red Bull invented lobbying and dramatic media statements? Oh, it's the modern game – not like the days of Ferrari under the Old Man of course.

Politics has been in motorsport

With all this talk of 'improving the show' in F1, perhaps the same approach could be applied to football. Start with studs that degrade rapidly and need to be changed every 30 minutes or so depending on how they are managed.

Some players may need only a two-boot game, while others may require four.

Huzzah! The holy grail of F1 is finally in doubt: it's official – AUTOSPORT has spotted that sportscars give flat-out, start-to-finish racing (May 16, p9).

Roll on Le Mans, where there will be a host of the world's top drivers giving their all for 24 hours – a whole season of F1 in just one race.

John Pickles
Benissa, Spain & St Peters, Guernsey



In pictures

Our lensmen snapping from Corsica to the Nurburgring, via Indy & Brands



HASTA LA VISTA, ROBERT
European rally star Robert Kubica was forced out of the Tour of Corsica with fuel-feed issues, but at least he had a nice view to admire

ACHTUNG FAHRERLAGER!
The pre-start festivities at the Nurburgring 24 Hours are always a big attraction, whatever the weather is like



CARPENTER IS ON TOP OF THE WORLD
IndyCar's only driver/team owner Ed Carpenter set pole position for this weekend's Indy 500 at an average speed of 228.762mph



DIRK ON THE DIRT
BMW DTM racer Dirk Werner gets crossed up on his way to 12th place at Brands Hatch on Sunday. He's slipped to sixth in the championship as a result



In the shops

Desirable new releases

FORGHIERI ON FERRARI

£60 – autosport.com/shop

Legendary Ferrari engineer Mauro Forghieri spent almost 30 years with the Scuderia. In this remarkable, long-overdue book, Forghieri recalls the changing landscape of F1 from the early 1960s to the late '80s and offers a unique fly-on-the-wall insight into the glory days, the tragedies and the politics of the sport's most famous team.



McLAREN M1A 1:43 MODEL

£49.99 – autosport.com/shop

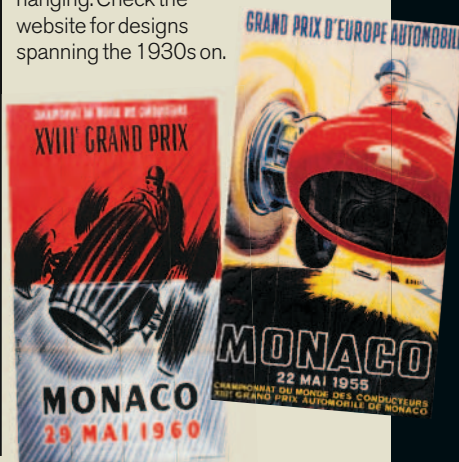
Spark has launched a 1:43-scale resin replica of McLaren's first-ever racing car, the M1A. Genius Kiwi engineer/driver Bruce McLaren drove the Oldsmobile V8-powered, Group 7 machine to third place on its debut in the 1964 Canadian Grand Prix at Mosport Park, a round of that year's Canadian Sportscar Championship.



MONACO GP POSTERS

£49.99 each – autosport.com/shop

Featuring reprinted artwork from the pen of famed French illustrator Geo Ham (Georges Hamel), these Monaco Grand Prix posters, measuring 76 x 40cm, have been digitally reproduced onto Spruce plywood frames and are ready for hanging. Check the website for designs spanning the 1930s on.



WHAT'S ON

ON TRACK IN THE UK

SILVERSTONE

BRITISH GT/F3

May 25-26

silverstone.co.uk

The competitive British GT Championship heads to Silverstone with the series' biggest-ever grid. Can anyone stop the Trackspeed Porsches, winners of the first three rounds? British Formula 3 also kicks off, with support from the

Volkswagen Racing Cup, Ginetta GT5 Challenge and Duratec Formula Ford.

BRANDS HATCH

MASTERS/MSVR

May 25-27

brandshatch.co.uk

An 18-race programme, including Historic F1, historic tin-tops, FF 1600s, HGPCA and sportscars. Action starts on the

Indy circuit on Saturday, then moves to the Grand Prix track for Sunday and Monday.

SNETTERTON

750MC

May 25-26

snetterton.co.uk

The eclectic range of 750 Motor Club series heads to Snetterton for a day on the 300 circuit, then the 200 configuration.

OULTON PARK

BRSCC

May 25

oultoupark.co.uk

Alfa Romeos, FF 1600, Sports 2000 and Production GTI, plus guesting Scottish series for Minis and Classic Sports and Saloons.

OULTON PARK

BARC

May 27

oultoupark.co.uk

Bank Holiday Monday action features various Caterham Graduate series, plus Sports/Saloons and BMWs.

MALLORY PARK

BARC

May 27

mallorypark.co.uk

andbarc.net

A Motors TV event including Legends, Classic FF 1600, MG Metros, Sports/Saloon Challenge, Midgets/Sprites, Jaguar Saloons/XJS and Citroen 2CVs.

KNOCKHILL

KMSC

May 25-26

knockhill.com

The usual Scottish series are joined by visiting Mazda MX5s.

CASTLE COMBE

CCRC

May 27

castlecombecircuit.co.uk

The popular local FF 1600, Saloon and Sports/GT championships are joined by Toyota MR2s, Nippon Challenge, Open Sports V Saloons and 125cc National karts for what should be a well-supported Bank Holiday Monday meeting.

KIRKISTOWN

500MRC1

May 25

kirkistown.com

FF 1600s, Formula Vees, Ford Fiestas and Roadsports form this one-day meeting.

GURSTON DOWN

British Hillclimb

Championship

May 25-26

britishhillclimb.co.uk



British GT field heads to Silverstone for a three-hour enduro

ON TRACK AROUND THE WORLD

MONACO GRAND PRIX

Formula 1 World Championship

Rd 6/19

Monte Carlo, Monaco

May 26

formula1.com

FORMULA RENAULT 3.5

Rd 3/9

Monte Carlo, Monaco

May 26

worldseriesbyrenault.fr

GP2 SERIES

Rd 4/11

Monte Carlo, Monaco

May 24-25

gp2series.com

PORSCHE SUPERCUP

Rd 2/9

Monte Carlo, Monaco

May 26

porsche.com/motorsport

INDIANAPOLIS 500

IndyCar Series

Rd 5/16

Indianapolis, Indiana, USA

May 26

indycar.com

INDY LIGHTS

Rd 4/12

Indianapolis, Indiana, USA

May 24

indycar.com/indylights

NASCAR SPRINT CUP

Rd 12/36

Charlotte, N Carolina, USA

May 26

nascar.com

EUROPEAN RALLYCROSS CHAMPIONSHIP

Rd 3/9

Nyirad, Hungary

May 25-26

rallycrossrx.com



It's the big one: IndyCar puts on the 500

V8 SUPERTOURERS

Rd 3/7

Pukekohe, New Zealand

May 25-26

v8st.co.nz

SPA CLASSIC

Spa, Belgium

May 24-26

spa-classic.com

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY MAY 23

0800-0845 **Sky Sports F1**
 F1 Monaco GP: Drivers' Press Conference
 0845-1100 **Sky Sports F1 LIVE**
 F1 Monaco GP: Free Practice 1
 0900-1000 **ESPN**
 DTM: Brands Hatch Review
 1100-1135 **Sky Sports F1 LIVE**
 GP2: Monaco Practice
 1245-1500 **Sky Sports F1 LIVE**
 F1 Monaco GP: Free Practice 2
 1510-1555 **Sky Sports F1 LIVE**
 GP2: Monaco Qualifying
 1930-2000 **Sky Sports F1**
 Monaco: The Greatest Race

FRIDAY MAY 24

0900-1105 **Motors TV**
 V8 Supercars: Austin Highlights
 1010-1135 **Sky Sports F1 LIVE**
 GP2: Monaco Feature Race
 1800-1845 **Sky Sports F1**
 Classic F1: Monaco GP 1992
 1845-1925 **Sky Sports F1**
 Classic F1: Monaco GP 1996
 2210-2325 **Sky Sports F1**
 Classic F1: Monaco GP 2003

SATURDAY MAY 25

0355-0420 **Channel 5**
 Motorsport Mundial
 0945-1110 **Sky Sports F1 LIVE**
 F1 Monaco GP: Free Practice 3
 1010-1110 **ITV4**
 Motorsport UK
 1110-1140 **ITV4**
 DTM: Brands Hatch Highlights
 1200-1505 **Sky Sports F1 LIVE**
 F1 Monaco GP: Qualifying
 1505-1610 **Sky Sports F1 LIVE**
 GP2: Monaco Sprint Race

1735-1850 BBC1

F1 Monaco GP: Qualifying Highlights
 1930-2235 **Motors TV LIVE**
 NASCAR Nationwide: Charlotte

SUNDAY MAY 26

0845-0930 **Eurosport 2 LIVE**
 Porsche Supercup: Monaco
 1130-1600 **Sky Sports F1 LIVE**
 F1 Monaco GP
 1155-1245 **Motors TV LIVE**
 British F3: Silverstone Race 2
 1245-1610 **Motors TV LIVE**
 British GT: Silverstone
 1600-1700 **Sky Sports F1**
 F1 Legends: Gerhard Berger
 1600-2030 **ESPN LIVE**
 IndyCar: Indianapolis 500
 1645-1730 **Motors TV LIVE**
 British F3: Silverstone Race 3
 1735-1905 **BBC1**
 F1 Monaco GP: Highlights
 1900-2030 **Sky Sports F1**
 F1 Monaco GP: Highlights
 2100-2235 **Motors TV**
 British GT: Silverstone Highlights
 2235-2340 **Motors TV**
 British F3: Silverstone Highlights
 2315-2345 **Eurosport**
 Formula Renault 3.5: Monaco
 2300-0300 **Premier Sports LIVE**
 NASCAR Sprint Cup: Charlotte

MONDAY MAY 27

0930-1000 **Eurosport 2**
 Porsche Supercup: Monaco
 1315-1830 **ESPN**
 IndyCar: Indianapolis 500
 1830-1930 **ESPN**
 NASCAR Sprint Cup: Charlotte Highlights

ONLINE

HOT ON THE WEB THIS WEEK

MARK BLUNDELL EXTOLLS THE VIRTUES OF... CAMPING AND CARAVANS



SEARCH FOR: Mark Blundell presents Discover Touring (3:23)

Former F1 racer-turned-TV pundit Mark Blundell invites you to the world of camping and caravanning in this promo video. He stood on an F1 podium three times, won races in Champ Cars and took victory in the 1992 Le Mans 24 Hours – what a contrast this is!

AUTOSPORT+

Exclusive content coming up in our premium website this week

Indy, Monaco and Vettel before F1

It's a bumper week on AUTOSPORT.com. We'll be running new Indy 500 pieces every day to build up to the big event, as well as bringing you all the latest from the Monaco GP. Plus, Marcus Simmons talks to Sebastian Vettel's old F3 tech chief at Mücke Motorsport.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
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Download it now from autosport.com



Revved up over what's on the box



V8 Supercars is dominated by a team named after a lucky number, 888

ONE OF THE MANY THINGS I DON'T understand about some people is their arbitrary attachment to random numbers. Whether it's 'lucky' seven or 'unlucky' 13, attributing such significance to a numeral seems bizarre. This is taken to a whole new level in China, where the number four is considered so unlucky that many high-rise buildings don't have a fourth floor (except for the fact they clearly do). In sport, numbers have long been synonymous with certain characters. Football strips once carried the numbers 1-11, but after Dutch legend Johan Cruyff adopted the 14 shirt for club and country,

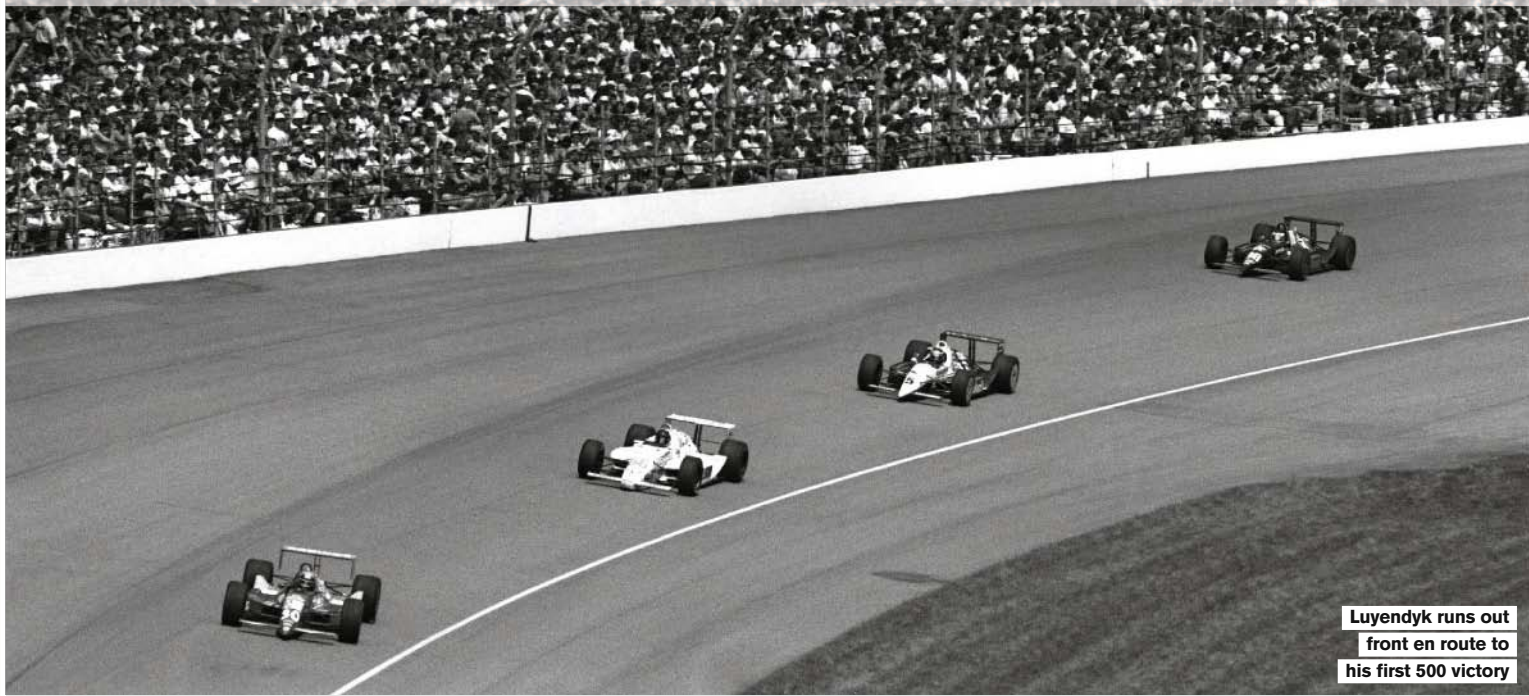
a new dawn of merchandising opportunities arose. NASCAR was already ahead of the curve, with Richard Petty immortalising the #43, while on two wheels Barry Sheene made #7 his own. All of this ought to have nothing to do with TV sport stations, but it appears having the 'right' number channel on a digital package is very important. At least I assume that's the reason why Motors TV has been booted off of its traditional Sky home of 413 into the hinterland of 447. I mention this because last weekend I nearly missed Motors TV live airing of the V8 Supercar races from Austin – which

would have been a travesty. Watching the big, powerful cars dance over the snaking kerbs of F1's newest track was fantastic, while the coverage, taken directly from the feed sent back home to Oz, was a study in the concept that we are two nations separated by a common language. My favourite was Mark Larkham, their version of Ted Kravitz. I couldn't make head nor tail of his whiteboard drawings, and if anyone can explain this clarification of a long break pedal: 'you need it to be where it needs to be', I'd be most grateful. Honestly, I loved every minute of it. **Revved Up**

Arie Luyendyk

“My speeds were almost the same as qualifying. I was on a roll”

■ Indianapolis 500 ■ May 27, 1990 ■ Lola T90/00-Chevrolet ■ Million-dollar win at The Brickyard



Luyendyk runs out front en route to his first 500 victory

THE MOST SIGNIFICANT race in my career is winning Indy in 1990. I think at the time it was a bit of a surprise, more to outsiders than to insiders. When you spend two or three weeks at Indy, people who are paying attention know who is quick on full tanks, and who is running on their race set-up, and they pretty much figured out that we had our act together that year.

Around lap 150, Bobby Rahal was leading, and he and Al Unser Jr had trouble with tyres blistering. I had a set of tyres with blisters, but not as bad as those guys – I think they had to make an unscheduled stop, while I could still make my scheduled stop, which made the difference.

So Rahal was leading by seven or eight seconds, but I closed that down within about five laps. My speeds were almost the same as they'd been in qualifying. I was on a roll and felt like I was on cloud nine, like nothing could go wrong.

Going down the back straight, I drafted Scott Goodyear, my team-mate, and then I drafted

Rahal, and then I drove underneath in Turn 3 at the last moment. I think it surprised Bobby because he turned in and then went back up again. But with that move I took a big lead immediately, because I put him in a spot where he had to lift off a little bit. And from thereon I think I went to a 10 or 11 second lead, and just controlled the race.

With about 10 laps to go I was driving around thinking, 'shit, my

parents are watching this at home'. I knew my parents and in-laws were watching the race from Holland, because they showed it live there, so I had that vision of them sitting in their little living room. The other thought that crossed my mind was, 'shit, if I win today I'm going to win more than a million bucks!'

Those are the two thoughts I remember in the last few laps. After that I told myself, 'OK, stop

thinking, drive'. Throughout my career I have done a lot of self-coaching, and I would self-coach myself through the last few laps of races. I did a lot of that throughout the years.

When I won the race, I raised my arm when I crossed the finish line, and I actually really hurt my arm because I was still going about 200mph! I remembered that when I won the second time [in 1997], and kept it a little bit lower.

The following year in 1991, when I won at Phoenix, I felt like I maybe justified my win in 1990. After Indy, 1990 was a dreadful year. We had some team ownership changes and they were not for the good of the team, and that was really reflected in our results. People on the outside looking in just saw us winning Indy and then not being competitive after that. So the following year, winning in Phoenix and finishing third at Indy changed people's minds about 1990. ❖

Arie Luyendyk was talking to Mark Glendenning

PROFILE



DUTCHMAN ARIE LUYENDYK was one of the dominant drivers at Indianapolis in the 1990s, winning the 500 in 1990 and '97, and taking pole position three times. He retired from full-time racing at the end of 1999 but continued to enter Indy until 2003, although he did not attempt to qualify in his final year after crashing in practice. Now 59, he's a regular in IndyCar circles in his role as the series' driver steward.

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- Free Excursions
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