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F1 2013's HOT TOPIC

## FRAGILE TYRES & DRS ARE THEY RUINING F1?

**YES MARK HUGHES**

"We've crossed the line between sport & show"

**NO JONATHAN NOBLE**

"Do we want to go back to processional races?"



**KUBICA  
EXCLUSIVE**

After latest rally crash he admits:  
"I need to back off"



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302452/F

# Pole Position

## F1's absent superstar is missing all the action

“IT’S DIFFICULT FOR THE FANS TO FOLLOW, BUT that’s nothing new!” That’s Robert Kubica’s take on Formula 1’s fragile-tyres/DRS era, one that he’s sadly missed out on due to the serious injuries he suffered in his rally crash of 2011.

On a quiet weekend for our sport, I took the opportunity to catch up with Kubica as he continues his recovery process on the stages. The European Rally Championship’s round in the Azores proved a tough test, hurling gale-force winds, torrential rain and thick fog at competitors.

After a flying start, a misjudgement led to a double rollover that scuppered his chances of victory, but that he’s back in competition at all is remarkable given the scope of his arm/hand injuries. He’s happy in his new environment, albeit not satisfied until he returns to the cockpit of an F1 car.

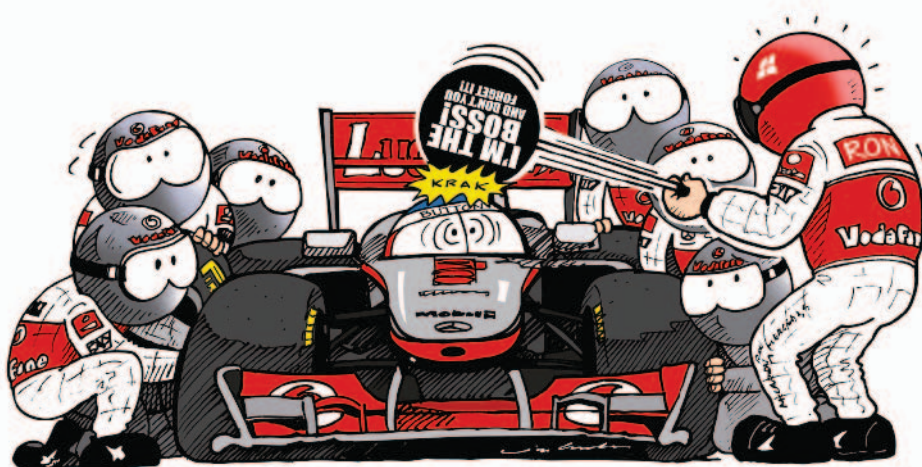
Kubica is one of the most aggressive F1 drivers I’ve ever had the pleasure to witness at first hand, so I wonder how he’d react to being instructed not to fight and to nurse his tyres. But don’t forget he’s a master of adapting – like that day in Montreal 2008 when the track slowly fell apart...



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## Bamber's week



“THERE IS NO TRUTH IN THE RUMOUR THAT RON DENNIS HAS BEEN DEMOTED”



Cover Image  
Batchelor/XPB  
Images

Inset  
PHOTO 4

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Find us on





# THE BIG PICTURE

Ireland's Craig Breen rescues a moment of extreme aquaplaning as his Peugeot 207 is almost washed off the road on Rally Azores. He went on to finish second



# This week in F1

## Schumacher gets Nordschleife run

Michael Schumacher will lap the Nurburgring's Nordschleife circuit in a 2011 Mercedes Formula 1 car next month as part of his ambassadorial role for the German manufacturer.

The demonstration will take place on May 19, during the build-up to the Nurburgring 24 Hours. It will be the first time a contemporary F1 car has run at the iconic track since Nick Heidfeld (pictured) drove a BMW Sauber there in 2007.

"Posting a lap in a modern Silver Arrow on the most beautiful and testing circuit in the world, what a brilliant mix – it's every motor racing driver's dream," said Schumacher.

The 14.1-mile venue last hosted a grand prix in 1976, when Niki Lauda had his life-threatening accident.



Heidfeld tackled Nordschleife in 2007

6



## RED BULL EXPECTS FOUR-WAY FIGHT

Red Bull team principal Christian Horner has backed Lotus, Mercedes and Ferrari to sustain serious world championship challenges this year. "It's close, and I'm sure it's going to move around from circuit to circuit as we head back to Europe," said Horner of the competitive order.

## Kubica spends time in Merc simulator



Robert Kubica has confirmed he has used the Mercedes Formula 1 simulator. The Pole, who is currently dovetailing a WRC2 campaign with European Rally

Championship outings, is still hoping to make a return to grand prix racing at some point.

"I was [in the simulator]," he said. "But I can't say how many times or how many laps I did."

Kubica is expected to put in more time in the Mercedes simulator in the future.

**P32 KUBICA ANALYSIS**

## THAILAND PUSHES FOR GP IN 2015

Thailand moved a step closer to holding its inaugural grand prix in 2015, with Bangkok authorities approving a 3.7-mile street circuit configuration last week. The route passes major tourist sites, including the Grand Palace, the Temple of Dawn and the Victory Monument.

## Pirelli tweaks hards

Pirelli has made a small change to the hard-compound tyre for the rest of the season. The change will make the tyre more like the 2012 rubber and reduce the temperature at which the operating range is reached to better suit the conditions anticipated. The other three slick compounds remain unchanged.

For all the breaking news, visit [AUTOSPORT.COM](http://AUTOSPORT.COM)

## Ferrari focuses on qualifying

Ferrari is concentrating on improving its qualifying form, according to deputy chief designer Simone Resta. "It's a priority for us," he said.

Since the start of 2010, the team has only claimed four pole positions.



FERRARO/LAT

## FIA STICKS WITH SAME TELEMETRY

The FIA will continue with its current telemetry supplier, Riedel, despite early-season problems.

During the first four races of 2013, the in-cockpit marshalling lights and the ability for race control to deactivate the DRS were not used because of system glitches.



COATES/LAT

## F1 FLOAT BACK ON THE AGENDA

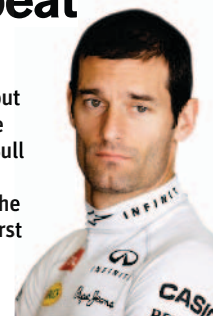
Bernie Ecclestone has confirmed plans to float Formula 1 on the Singapore stock exchange have been revived.

Last year, the move was shelved because of the global economic downturn. "It will happen this year," Ecclestone told *The Daily Telegraph*.

## Webber upbeat about form

Mark Webber is optimistic about his start to the season, despite falling 45 points behind Red Bull team-mate Sebastian Vettel.

"I had good momentum in the winter and drove well in the first three races," he said. "China wasn't good, but apart from that I'm happy."



COATES/LAT

Sorry to all QPR fans. But the plan goes on. Now more than ever. We owe it to you. Took three years to get Caterham right. No quitting

COATES/LAT



Tony Fernandes uses the Caterham Formula 1 team's performances to comfort fans of relegated QPR

## Force India way of McLaren resurgence

Force India, which holds fifth place in the constructors' championship ahead of McLaren, admits it will be difficult to hold off the Woking team for the rest of the year.

"It will be tough, but we will give it a go," said deputy team principal Bob Fernley.



DUNBAR/LAT

## Hulkenberg happy with Sauber move

Nico Hulkenberg insists that he does not regret his switch from Force India to Sauber, despite his former team enjoying a strong start to the season. "It's a car with potential," he said of the Sauber C32.

## £5 MILLION

Williams loss for 2012. However, this does not include £9.4 million of commercial rights revenue, which could not be included because of an accounting technicality.

## PIRELLI REVEALS TYRE ALLOCATIONS

Pirelli has disclosed the tyre compound allocations for the next three races.

In Spain, the hard and medium tyre will be used, with the soft and supersoft chosen for Monaco. In Canada, the supersoft and medium will be available.



DUNBAR/LAT



# THE NEW RENAULT CLIO TEST DRIVE TO MONACO

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# Mark Hughes

## MPH



Red Bull's driver spat has echoes of the intra-team fireworks at McLaren in 2007. It's time for Mark Webber to step up or decide to step away

Let's go back to Hungary 2007 and the infamous 'Pitlanegate' at McLaren between Lewis Hamilton and Fernando Alonso. It's mainly recalled for Alonso's deliberate holding up of Hamilton in the pitlane, preventing Lewis from making his final Q3 run. But what's often forgotten is that Alonso's actions were simply retaliatory for what Hamilton had done just prior to that.

Lewis, knowing he had been fuelled lighter to account for a slower planned burn-off phase (remember fuel burn-offs?) running as the car behind, had instead got ahead in the queue and stayed there – and proceeded to run at a hard pace, thereby burning more fuel off than had been agreed. This then enhanced his chances of taking pole position. So Alonso retaliated – and followed up with the pole lap.



**“Will Webber's underdog status bring out his best stuff, or in his heart has he already left?”**

Which was then taken off him, putting Hamilton onto pole!

This was Hamilton's rookie season and he was in the awkward transition from grateful apprentice given his F1 chance with the one of the two best cars on the grid to title contender that needed to be able to fight his own corner against a team-mate who was a rival for the championship. Even against the will of the team if necessary.

Now, it so happened that Alonso's reaction, and the threats he made if McLaren were not to control Lewis, ensured he fell massively out of favour almost instantly and Lewis by default became the favoured one. Even though he had just blatantly disregarded team instructions. In the immediate aftermath of having done that, incidentally, Hamilton couldn't initially face going back to explain his actions to Ron Dennis. Outside of the cockpit he'd reverted to being the grateful protege, but inside it he couldn't help himself be anything other than the badass title contender that wasn't going to let anything get in his way.

Ron – with bigger problems on his plate at that exact moment – had calmed down by the time Lewis finally returned to the team base and everything was smoothed over. Despite his insubordination he had just become de facto team leader and was in a position strong enough to avoid censure. There was no room there for Alonso now – even if he had not blown his drive with his threats.

The process of Sebastian Vettel's position at Red Bull appears very similar. Since ignoring team instructions in

Malaysia there has been no censure and he's gone from strength to strength on-track. His position was strong enough that the fall-out from insubordination only seems to have enhanced his clout within the team. As with Hamilton in '07, there was initially a sinking feeling of regret at what he'd done and apologies all round. But with a week to mull it over, and the realisation that actually not only was he not in any sort of trouble but he'd just enhanced his power base, the tone of apology disappeared for something much more unrepentant.

Is there now any room for Mark Webber at Red Bull beyond the end of this season? Well, he has handled the aftermath a lot more smartly than Alonso did. Furthermore, he has most of the season to make a case for himself, to somehow get it back on the rails – should he want to.

This is an interesting juncture for him. Will the confirmed underdog status bring out his best stuff, as we've seen in the past? Or is the relationship irrevocably damaged, in his heart has he already left? In the two races since Vettel took matters into his own hands we haven't really seen Webber get a clear run through a weekend. But we are now coming up to two tracks – Barcelona and Monaco – where he has in the past been untouchable, even by Vettel. Is it a long shot to imagine he could recapture such form now? If he could, Malaysia may turn out to have been just the start of the fireworks. If not, it's difficult to see anything other than a playing out of a contract. ❧

# This week in motorsport

## RALLY GB MOVES TO NEW HOME

Wales Rally GB's move from Cardiff to Deeside was confirmed last week, and is likely to be key to the event's World Rally Championship survival.

The FIA has made clear its desire to see significant changes from the November 13-17 event if it is to retain its place on the WRC calendar.

With the Deeside service park at Toyota's engine plant just five miles from Chester, event chief executive Andrew Coe says he's achieved a primary aim of taking the rally back to the people.

"There's no doubt that we have found the best possible spot for Rally GB in Wales," said Coe, "and, in doing so, we are making the best possible case for our event to stay on the calendar."

Coe also announced reduced ticket prices for this year's event.

The last time a WRC round was based near the banks of the River Dee, Colin McRae won the title



LAT ARCHIVE

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## KENSETH HIT WITH PENALTY

NASCAR has docked former champion Matt Kenseth 50 points after his Joe Gibbs Racing Toyota Camry's engine failed an inspection following his Kansas race win earlier this month.

Kenseth will not earn bonus points for the victory should he make The

Chase, nor will it count towards his eligibility for wildcard status for the end-of-season shoot-out.

JGR has lost 50 points from the owners' standings, and the car will not be eligible to score owner points until the Michigan race in June.



LEPAGE/LAT



## Adrien Tambay or Tony Stark?

Frenchman Adrien Tambay will carry a one-off *Iron Man 3* livery on his Abt Audi RS5 at this weekend's

Hockenheim DTM season opener to coincide with the release of the film franchise's latest episode in Germany.

## DRR VOWS TO KEEP RACING

Dreyer & Reinbold Racing will reduce its IndyCar programme to a bit-part campaign after the Indianapolis 500 unless it can find significant funding to continue running Oriol Servia.

However, DRR co-owner Robbie Buhl said: "If one-offs make sense, we'll do it." Panther Racing, whose IndyCar entry is jointly run alongside DRR's, will not be affected by any shortfall.

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## Kvyat lines up for F3 debut

Daniil Kvyat will make his Formula 3 debut in the European championship at Hockenheim this weekend driving a fifth Carlin entry. The Red Bull junior tested one of its Dallara-Volkswagens at Pembrey earlier this week. Ed Jones will drive Fortec's car previously raced by Dmitry Suranovich, but Italian team Romeo Ferraris will miss the event.

## Tung lands Le Mans drive

Ho-Pin Tung is set to become the second Chinese driver to race at the Le Mans 24 Hours. Tung will follow in the footsteps of compatriot Congfu Cheng when he lines up in KCMG's LMP2 car with Alexandre Imperatori and Matt Howson in June.



**NEW**

**OLD**

### AUDI REVIVES THE LANGHECK

Audi has revealed the 'long-tail' aero package it's planning to run at the Le Mans 24 Hours in June. The rear body of the low-downforce version of the R18 e-tron quattro extends to the 750mm maximum overhang, allowing for a shallower diffuser. The German manufacturer will test the car in race conditions at this weekend's Spa round of the World Endurance Championship. It will run one long-tail car for Oliver Jarvis, Marc Gene and Lucas di Grassi, alongside its two regular WEC entries, which will have a high-downforce configuration.



KEITH D. RIZZO

## BUSCH GOES AUSTRALIAN

Former NASCAR Cup champion Kurt Busch sampled a Holden Commodore V8 Supercar at Austin last week in anticipation of the upcoming event for the Australian series at the US circuit later this month.

James Courtney, 2010 V8 Supercar champion, drove a NASCAR Chevrolet SS as part of the car-swap event.

## In brief

### ANOTHER FOR PIKES

IndyCar racer Simon Pagenaud has signed up for the Pikes Peak Hillclimb. The Frenchman will spearhead a 10-car factory line-up for Honda.

### LYSEN BACK TO ERX

Mads Lysen made a late return to European Rallycross at Montalegre last weekend after missing the Lydden opener. The Norwegian finished second in his Lysen/Helmia Renault Clio.

### LEGGIE IN COMEBACK

Ex-IndyCar driver Katherine Legge will race the DeltaWing prototype at the American Le Mans Series at Laguna Seca on May 11. The Brit, who tested at Road Atlanta last month, replaces the unavailable Olivier Pla in the line-up.

### SCHLESSER WINS

Jean-Louis Schlesser took a comfortable 31-minute victory in the four-day Sealine Cross-Country Rally in Qatar driving his self-built buggy. Krzysztof Holowczyc was second in his X-raid Mini.

### JOURDAIN'S INDY DEAL

Michel Jourdain Jr has rejoined Rahal Letterman Lanigan Racing for the Indianapolis 500, as predicted by AUTOSPORT (April 11).

### KISS TO RACE AUTO GP

Ex-GP3 racer Tamas Pal Kiss will make his Auto GP debut at the Hungaroring this weekend in a second MLR71 car.

## GP3 seats fill up

Just two GP3 seats remain available after Conor Daly and Melville McKee signed for, respectively, ART Grand Prix and Bamboo-Engineering last week. Nick Cassidy has been strongly linked to Manor Racing's vacant seat, while Lewis Williamson is a target for Bamboo's final spot.

## KANAAN SET TO BE FIT

Tony Kanaan is expected to be fit to contest his home IndyCar race on the streets of Sao Paulo this weekend. The KV Racing Technology driver injured his hand when he hit a barrier last time out at Long Beach.



LABERGE/GETTY



## Kristoffersson quits Superstars

Superstars champion Johan Kristoffersson will not defend his title after quitting the Petri Corse Porsche team following a troubled season-opening round

at Monza last month. The Swede will instead race in the Italian GT Championship, sharing an Audi Sport Italia R8 LMS ultra with Alex Frassinetti.



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# Dieter Rencken

## F1's political animal



The 2014 change in engine regulations may leave some of F1's independent teams scrabbling to secure a powertrain supply

**W**ith the inaugural race of 2014's 'eco-friendly' powertrains being just 15 grands prix away, talks on the subject between engine suppliers and independent teams are in full swing, with Force India/Mercedes having already announced their co-operation.

Serial champion Red Bull Racing, meanwhile, has a long-term partnership in place with Renault. However, it's an agreement that seems to leave the French manufacturer's branding somewhat lost among a plethora of rather aggressive Infiniti logos bedecking nose, sidepods and scuttle, along with the upper/lower and outside wing elements. True, Infiniti is a member of the Renault/Nissan alliance, but the tail is surely working overtime...

With Scuderia Ferrari and Mercedes AMG (obviously) running in-house power, that leaves McLaren, Lotus, Sauber, Williams, Scuderia Toro Rosso, Caterham and Marussia still to cut/formally confirm deals. Of course, in some instances announcements are likely to be mere formalities, but in others, pretty tough negotiations await.

McLaren's contract with Mercedes is such that it remains committed to the German supplier for 2014, with options in place for the following season. Paddock chatter, though, has it that the Woking team will switch to Honda power in a recreation of the (ultra-successful) 1988-92 partnership. However, the world's largest engine maker (by volume) has yet to signal its intentions of returning to Formula 1, or even attending sessions of the FIA's Engine

equals four teams each, with Renault having seemingly sewn up three customers, Mercedes two and Ferrari none.

However, both Lotus and Toro Rosso are eyeing Renault. That Lotus, formerly the Renault F1 Team, wishes to continue with its traditional engine partner is logical, because not only has the team recently won twice, but enjoys substantial support from Total.

That said, Renault and Toro Rosso – Ferrari powered since 2007 – make a good fit, because the team's primary function as a feeder to Red Bull Racing would be greatly bolstered by rear-end uniformity. So, five teams for Renault?

That's not impossible, but it's unlikely. In February Renault Sport F1 president Jean-Michel Jalinier told AUTOSPORT: "Five should really be a max[imum]. If we go back from four to three, I will be happy. We were very comfortable with three in terms of assistance and doing our job properly."

Lotus and STR thus face tough negotiations – the former more so. Should Renault stick to four teams and accede to Red Bull's advances – almost impossible to reject given past and present successes – Lotus would be left in the cold.

Sauber is well advanced in talks with its traditional partner Ferrari, with confirmation of an extended deal expected within the next month. Should Ferrari lose STR to Renault that would leave it with just one customer team.

Ferrari has long offset its engine operation costs through secondary supplies – the Ferrari/Sauber allegiance started in 1997 and continued uninterrupted save for the 2006-09

**“Lotus must persuade Renault to continue its supply or sweet-talk Ferrari/Mercedes”**

Working Group – at which it would be most welcome.

Caterham, too, is thought to be sorted, given that its eponymous sister (road car) company has inked a contract with Renault subsidiary Alpine to produce an upmarket, low-volume sports car range. Caterham is therefore unlikely to have seriously investigated its options, while Ferrari president Luca di Montezemolo is, rather unsurprisingly, believed to harbour strong aversions to 'kit cars'.

Williams seems certain to continue its partnership with Renault – subject to terms, of course – because plans are afoot to market a Clio Williams offshoot in the mould of the successful hot hatch of the 1990s.

Lotus, Sauber, Toro Rosso and Marussia, meanwhile, are currently subject to much speculation, their situations complicated by a simple equation: 11 teams (or 12 maximum) supplied by three providers (Cosworth is sure to exit F1, and no replacements have, as yet, made formal announcements)

BMW interlude. Consequently it needs to either retain Toro Rosso or hook Lotus and/or Marussia.

Consider, now, that last-named is on extremely good terms with Maranello, having offered Ferrari development driver Jules Bianchi a cockpit this year, and the phonetic and product complexities of Lotus-Ferrari...

That said, Lotus-Mercedes hardly has the right ring, either, so Eric Boullier and co sure face hard sells, whether persuading Renault to provide a continuation of supply or sweet-talking Ferrari/Mercedes. Whoever would have thought a team so patently on the up would face such uphill battles over engines? Whoever would have thought 2014's much-vaunted engine regulations would not only fail to attract incoming suppliers, but lose one?

Ultimately, Renault holds the key to the 2014 engine market, with the outcome hinging on a complex yet quite simple management decision: three, four or five? ❧



# HAS FORMULA 1 BEEN RUINED?

**High tyre degradation, DRS and 'too much' overtaking have resulted in much criticism being thrown F1's way of late, but is that really fair? EDD STRAW investigates**

**A** “reality check”. That’s how McLaren team principal, and Formula 1 Teams’ Association chairman, Martin Whitmarsh described the 2010 Bahrain Grand Prix. It was the first race without refuelling since the end of 1993 and in the aftermath, deconstruction of the ‘boring’ action dominated the headlines.

The durable Bridgestone rubber, the product of the brutal tyre war with Michelin during the early years of the 21st century, made it a one-stopper for everybody. Save for leader Sebastian Vettel fading to third with a loss of power thanks to a spark-plug problem, the changes of position in the top 10 from the end of the first lap to the chequered flag were limited to the odd driver jumping another in the pitstops. Mark Webber, who was seventh on the first lap but later leapfrogged by Jenson Button, complained of being “shocked by how hard it was to overtake”.

“I spent 48 laps staring at the gearboxes of first [Michael] Schumacher and then Button and there was nothing I could do,” said Webber. “I tried everything – different lines, pressure, everything.”

Today, Webber is one of the most vocal opponents of what he described as the WWF-style racing in F1. But what would he have given for DRS or some higher-degradation tyres that day in 2010? Come to mention it, what would Fernando Alonso have offered for the chance to use a dab of DRS to pass Vitaly Petrov in the Abu Dhabi finale rather than watching his title hopes agonisingly fade thanks to one strategy error?

The lack of overtaking and processional races dominated by strategy had been a talking point for years, but Bahrain 2010 gave fresh impetus to a process that led to Pirelli being mandated to produce tyres that created multiple pitstops when it returned to the sport in 2011. The 2010 Canadian GP, in which the Bridgestones did not last and each car made two or three stops, was held up as the ideal. At the same time, the DRS concept was being conceived for 2011.

The rationale was simple: as all fan surveys indicated, the world wanted more overtaking and more exciting races. But today, the Pirelli rubber in particular is the subject of widespread criticism for creating ‘artificial’ racing.

## A DIFFERENT KIND OF RACING

The nature of racing has changed dramatically as a consequence. Once Michelin had pulled out at the end of 2006, leaving Bridgestone as the sole tyre supplier, the races had settled into a clear pattern.

Until 2009, those reaching the qualifying top-10 shootout were compelled to qualify on their race-start fuel load, one of a number of regulations introduced to spice up the racing. This was one of a number of changes to the qualifying format made during the first decade of the 21st century, including a short-lived single-lap qualifying rule and a baffling two-lap aggregate rule. All, it should be noticed, artifices designed to make things more interesting.

In February 2010, with refueling banned and the return of qualifying on the fumes from a



**Pirelli has taken much flak for its F1 rubber, but is that justified?**



**Bahrain 2010 has been hailed as a pass-free race**

petrol-soaked rag – one of the most welcome rule changes in years – the FIA ratified a regulation forcing the Q3 runners to start the race on the same set of tyres on which they had qualified. Again, this was to liven up the racing.

But, by and large, racing was about qualifying well, not being able to pass on track and gunning it around the pitstops to make up a position. Michael Schumacher was a master of this and, perversely, it was the approach Fernando Alonso took to establish a comfortable lead at the head of the Chinese Grand Prix last month.

Certainly, the rubber allowed drivers to attack more, apart from the fact that most encountered roadblocks in the form of other cars. Research at that time concluded that you needed to have a clear lap-time advantage over another car, two seconds to be precise, to be sure of being able to pull off a move without relying on a mistake.

Sebastian Vettel won the world championship that year, subsequently adding the 2011 and 2012 crowns. He is the only driver to have won the world championship on both Bridgestone and ►

◀ Pirelli rubber and agrees that things are very different than they were.

“In the race we have to focus more on managing the tyres and achieving a certain lap [time] target to make them last,” says Vettel. “You can’t really push lap by lap so you almost have to drive under [the limit of] the car and the tyres to make your strategy work.”

“To be fair, this was a little bit the case last year, but it has been a bit more extreme this year. We spend a lot of time and money to make the cars as quick as possible, but we are tyre-limited more than anything else.”

“It’s not a complaint, we have to get our stuff straight and make sure we do a better job than everyone else.”

That last sentence is a salient one, for in Bahrain this year the fastest car/driver combination certainly won on the day. But still there are the widespread gripes about races supposedly being difficult to follow, passing being as easy as scoring in basketball and the whole thing being artificial or some kind of lottery.

## A HISTORY LESSON

Lewis Hamilton has been critical in the past of not being able to attack throughout races. After last year’s Indian Grand Prix, after which Pirelli was criticised for there not being enough tyre

degradation, he said he could not “remember the last time I had to be so much over the limit to catch someone”

That triggered much hand-wringing about F1 suddenly being easy and cars being driven at 80 per cent. But in his BBC column during the Bahrain GP weekend, Hamilton offered a very different interpretation. As much as anything, this was because Mercedes would rather keep the rubber as it is to stop Red Bull romping into the distance on most weekends.

“Tyres seem to be a big topic of conversation at the moment and although I’m not aware of all the complaints, I know people are questioning whether the racing is ‘real’ or not,” wrote Hamilton. “In my opinion, it is ‘real’ racing, it is just very strategic now.”

“When I first started in F1, you did not have to be strategic, apart from when you were trying to pass someone. You just had to go hard on the tyres and try not to lose any time. You still had to run as long as you could on the tyres, but you could push to the maximum pretty much.”

However you look at it, the implication is clear. The drivers are limited by the rubber and not driving at 100 per cent, as they supposedly were at every other time in grand prix history. But is it really that far away from the philosophy of great drivers like Juan Manuel Fangio, who was famous

for talking about trying to win the race at the slowest possible speed, ‘Le Professeur’ Alain Prost or Jackie Stewart?

“I don’t care who you are, you have got to manage your pace,” says Stewart. “I won the 1968 German GP by more than four minutes. It’s not the fact you are overdriving – you are driving at the limit that you think is right – but that wasn’t about me having a good day going beyond the limit. You have always had to have the little grey cells working.”

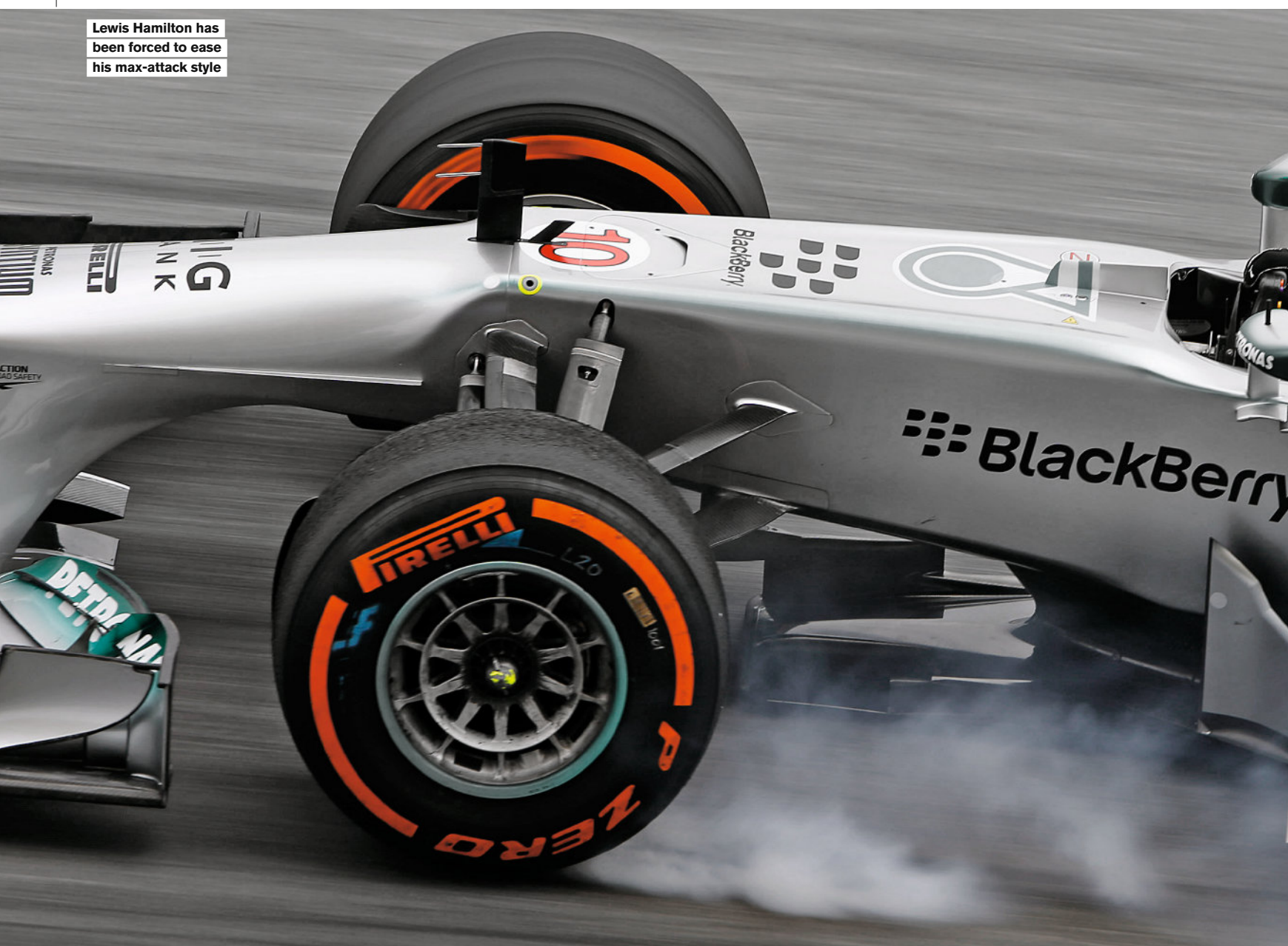
## NO LONGER TECHNOLOGY-LIMITED

It’s important to point out that there is a difference between managing tyres that are limited by the objectives of the regulations, which is the situation we have today, and those limited by technology.

What is often characterised as the ‘purist’ view is laudable. Grand prix racing should be about pushing the boundaries of technology and the ideal would be an all-out tyre war between two rubber manufacturers with similar capabilities. The battle between Michelin and Bridgestone earlier this century was a gripping one, but it was also vastly expensive and would always favour one or two of the biggest teams. As much as anything, it became a commercial fight and a spending war.

Perhaps that is as it should be, but as soon as

Lewis Hamilton has been forced to ease his max-attack style





you introduce regulations more complex than a simple weight limit you are creating an artificial formula. The days when racing could evolve organically are, like it or not, long gone.

The Pirelli rubber used from 2011 is the first genuine control tyre in F1. Previous tyre monopolies have used tyre technology carried over from a war, meaning that Pirelli is unique in working to set parameters.

There are certainly ways that the rules could be improved. Bespoke qualifying tyres, the abandonment of the rule forcing the top 10 to start on the rubber they qualified on, and upping the number of compounds from the current four to around eight would all be steps in the right direction. Crucially, Pirelli would be happy to make any of these moves, but for the fact that most proposals for change get shouted down by teams wary of unsettling the status quo.

As for the DRS, it too is not perfect. In China, overtaking was too easy but there have been races where it has successfully made overtaking possible, but not guaranteed, and created contested braking zones. Philosophically, it is a troubling device, but it is an elegant solution to what fans were demanding – to make overtaking possible. Certainly, it's a more credible answer than those luddites who simply want to un-invent the science of aerodynamics.



Bahrain 2013: the best driver/car combo still win

## THE BEST MUST PREVAIL

The most compelling argument against those who claim the current rules are a disaster is that the best drivers and teams still prevail. Vettel and Red Bull have dominated in recent years, but the tightness of the pack and the nature of the racing have meant a more thorough test of the German's – and the British squad's – skill set.

What has he proved over the past three years? Stunning single-lap pace, the ability to pull off key overtaking moves, the capacity to execute alternative strategies to perfection and certainly the speed to nail in- and out-laps when required to do so. That skill set is no different to what has been required by any of the top drivers at any point in grand prix history. If anything, he has been tested far more than he would have been had Red Bull been able to stretch its legs in the same way that Ferrari did a decade ago. Is that such a bad thing?

That is how it should be. F1 2013-style is not perfect. It is all about compromise to create a sporting spectacle that enough people want to watch to keep it in business. The decline in viewing figures in the Schumacher era proves it.

After all, if grand prix racing wants to aspire to this pure ideal, it would likely lead to financial oblivion. And that would be the definition of a pyrrhic victory. ☹



## FEEDBACK IS VITAL FOR F1'S FUTURE

Feedback can be a dangerous thing. When the high-degradation rubber and DRS concepts were conceived, fan feedback indicated that more overtaking and diverse strategies



were in demand. That is exactly what has been delivered. Yet today, having been given this, there is still a very vocal fan lobby complaining about it

While accepting you can't keep everyone happy, FOTA chairman Martin Whitmarsh believes that F1 has done a decent job of improving the show.

"You will never please everyone all of the time," says Whitmarsh. "Formula 1 has to remain the pinnacle of motorsport, it has to have a certain degree of purity in that the best car and driver combination wins. But we also have to be mindful of the fact that we have to put on a show.

"There were people who didn't like the DRS at the outset. Five years earlier, I'd have been one of the loudest shouters against it. But it has been good. It's artificial, but it creates a show – it allows people to run different strategies and overtake."

But what of the danger of listening to the fans (or, rather, their self-selecting representatives who respond to surveys)? Whitmarsh believes taking on board such feedback is vital for the sport's future, even if some of it is contradictory.

"You have got to listen to the fans," he says. "Ultimately, unless people want to disturb their Sunday afternoon and watch the race, we're dead, we're history. So we have to make it entertaining. But at the same time, this isn't WWF, this is the pinnacle of motorsport with the best drivers in the world, the best cars in the world and the best combination has to win out at the end of the season. Otherwise, it is too artificial."

# How to use your F1 tyres

Getting the best from your rubber requires skill. **CRAIG SCARBOROUGH** explains the basics

**T**yre management remains a black art in Formula 1. For all the testing, simulation and complex models, a car's performance on a particular set of rubber just can't be predicted. The four small contact patches are hugely sensitive to the chassis they support, and this is affected by three simple elements: suspension, aerodynamics and power delivery.

## SUSPENSION

Probably the primary factor in managing a tyre is the suspension. There are two facets to this – geometry and compliance.

Geometry is the physical link between the upright and the chassis, largely consisting of the angle and the length of the wishbones, plus the angle of the upright against its steering axis. All these elements contribute to the change in camber (angle of the tyre



Camber rates are crucial for cornering loads



Sufficient downforce is required to generate heat into the tyres

to the road) and the roll centre (the invisible point about which the car pivots in turns). Both effects decide how the tyre is loaded at its contact patch during cornering when the car is rolling, the wheels are steered and there is lateral load in the tyre.

Camber management is critical. Ideally, the teams want the tyre's contact patch equally loaded across its width in turns. When you see an F1 car rolling down the pitlane, the front wheels are tilted inwards and the car appears to be running on the inside shoulders of the tyres. The wheels tilt in at the top, and this is termed negative camber.

However, when the car is at speed in a turn, the suspension is compressed and the camber starts to reduce to bring the tyre more upright. Then, as the car rolls and the lateral forces deform the tyre, the entire tread is brought to bear on the track surface. To do this, the suspension tends to reduce camber during cornering, so at rest camber has to be as much as three degrees to offset this gain.

At the rear, the tyres are larger and need to be used for traction as much as cornering. This

provides the engineers with a problem. They want the contact patch to be cambered for cornering and flatter for straightline acceleration. So the camber is much flatter, typically rear tyres are negatively cambered between zero and one degree.

If the suspension doesn't provide the right level of camber change, the tyres will be under/overworked during cornering, affecting the load the chassis is putting through them, and thus how well the compound will heat up and grip the track.

Less apparent is the effect the suspension's compliance has on the tyre, not just in the way the springs and anti-roll bars support the weight transfer to load the tyres equally in turns, but also in the way the dampers control the tyre movement.

As a tyre deforms over bumps and kerbs, the internal friction in the carcass creates heat. This is partly controlled by the way the dampers work. This is managed through the high-speed damping settings – not the high speed of the car on the track, but the speed of the suspension compressing and releasing. Teams can tune tyre temperature by altering the valving inside the dampers.

## AERODYNAMICS

As F1 cars are aerodynamically dominated, the load put through the tyre by downforce is another primary factor in tyre management. By and large, it's a lack of downforce that contributes to most problems. A car lacking in downforce will not produce enough heat in its tyres. It's not the simple act of downforce pressing on the tyre, rather it's the cornering forces that downforce allows the car to produce that create the loads on the tyre, and thus create the heat to reach its



HONE/LAT

## EXPERT VIEW



LAT ARCHIVE



**Gary Anderson**  
Technical consultant

Tyres – and specifically the way that you manage them – have always played a big part in grand prix racing. Going right back to the 1970s, when I first became involved in Formula 1, there was simply never a time when you sent out a driver to race at 100 per cent every lap. It's a myth.

Back during the days when the Jordan team was running on Bridgestones, we used to go into race weekends with tyres that weren't as good as those on the Ferraris. Is that really the way people want to go racing? I don't think so.

Overall, Pirelli has done a good job to produce the tyres it has. Its mandate is to produce two- or three-stop races, and, by and large, that's what it's done this year.

Given Pirelli has only four compounds to choose from, that proves it has a much better grasp of what the tyre is doing than some make out. Certainly, it has been actively modifying the characteristics of the rubber over the past few years to get the desired effect.

The onus has to be on the teams to do a better job. With suspension geometry very often considered of secondary importance to the aerodynamic requirements of minimising the affect on the airflow, perhaps it's time for more teams to go back to basics in the way they are loading up the tyre.

This puts the emphasis not on teams spending their way out of trouble, but on them out-thinking each other. Just as it should be.

operating temperature. However, there have been suggestions that too much downforce also creates problems by overworking tyres.

### POWER DELIVERY

For the rear tyres, the way the engine delivers its power also plays a pivotal role in tyre degradation. If the power is delivered in a peaky manner with sudden rushes of horsepower, the tyres can strain to cope with the peak loads. Mercedes has had to soften its power delivery in recent years as a means of managing rear-tyre temperature.



FOV/GETTY

## LEARNING TO LOOK AFTER YOUR RUBBER

*AUTOSPORT's resident mind coach DON MACPHERSON reckons there are a few mental tricks drivers can do to help the tyres survive*

"Tread carefully!" It's the kind of instruction that you're likely to hear if you are looking for UXBs in Afghanistan, but surely never in Formula 1? However, in this Pirelli era, never before has it been so important to win a race as slowly as you possibly can.

What do you think is going on in the heads of the drivers when they hear the command to "look after the tyres"? For years their 'monkey mind' has been well trained to respond to the exact opposite instruction: "Push now, come on!"

Minding the monkey now includes persuading him that slowing down is the only way to win. This new mental skill is a tough one – so what to do?

You have to learn to love these tyres, and take special care of them. You must let them know

you really care. Cram your racing brain with as much tyre technology as you can; learn to speak 'tyre' fluently. Before you get into your car, make sure you ask them how they are feeling, stroke them like you would your own dog.

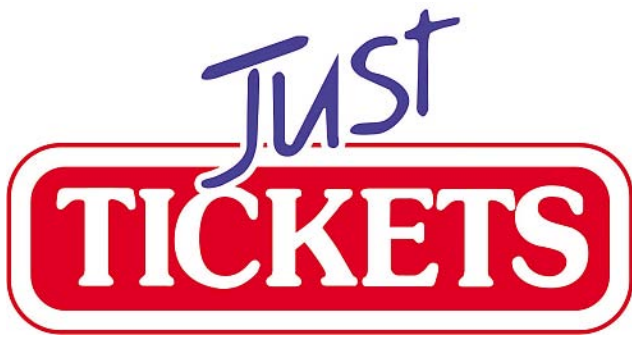
Next, as you drive around the circuit, imagine what it would be like if you were one of the tyres on your car. What would you see from a tyre's viewpoint, what would you hear? Most of all, what would you feel? Be that tyre – visualise all four in your mind as you turn in, brake, accelerate.

Now you are empathising, connecting. You have a better understanding as to just how easily they can wear out over a stint. So now you have more 'feel' for the tyres you will be able to adapt your style of driving. Look after your tyres, and they will look after you.



THOMPSON/GETTY

Taking a childlike interest in the tyres – just as Sebastian Vettel names his chassis and talks to it – heightens concentration levels, which in turn brings more feel, which is everything when it comes to tyre performance.



&



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# Has F1 sold its soul for the show?

Two of our Formula 1 experts debate the effects and merits of Pirelli tyres and DRS

## YES



MARK HUGHES

It's difficult to adequately cover the complexities of this question in a few words, so let's summarise: Formula 1 has deliberately engineered a core premise, and is no longer about which car/driver combination is outright fastest.

Were TV viewing figures and the income they bring given more priority than the sporting essence of F1 in making this change? Yes. Have the whims of the casual viewers – who have vastly more ways of being instantly entertained than ever before – therefore polluted this? Yes.

Could F1 exist without catering to that market? No, not as it's currently structured, because it allowed its cost base to go through the roof in the boom time of the late 1990s/early 2000s, with the quadrupling of employees and resources. The enormous sums of money that F1 charges TV companies and venues obligate overtakingfests at every race rather than just now and again. But the Chinese Grand Prix, where drivers were being instructed not to resist overtaking moves by others in order to make the most efficient stint time, only looked superficially like a race.

Driving flat-out throughout a race kills the tyres and imposes extra pitstops that lose overall time. Yes, balancing tyre life against pace is still a challenge of sorts, but as a purist I'm not really interested in seeing who can conjure the best combination of skills. As a fan of the 100-metre sprint, why would I want to watch the triathlon?

The sport has often demanded a blend of skills, such as fuel conservation in the turbo age, but that was not deliberately imposed to penalise those with more performance. Would F1 be dull if the fastest cars just ran away with it? In the short term, maybe, but the fascination in the past was always in seeing how the others would respond. It required a longer attention span and a genuine fascination for every facet of the game, not some dumbed-down instant-hit mentality.

Have we crossed the line in striking a balance between the pure sport and the show? Absolutely.

## NO



JONATHAN NOBLE

Formula 1 is not just an engineering exercise – it's a sport. And as a sport, it has to entertain the viewing masses.

Long before F1 cars began battling against each other, motor racing has taken place in front of paying spectators. With the advent of technology, so too it played out for radio, television and – more recently – internet audiences. Having a huge following and delivering a 'show' has been key to its boom, and successful business model.

F1 simply would not exist without fans willing to tune in every fortnight, so anyone who puts a value on the 'show' should not be shot down.

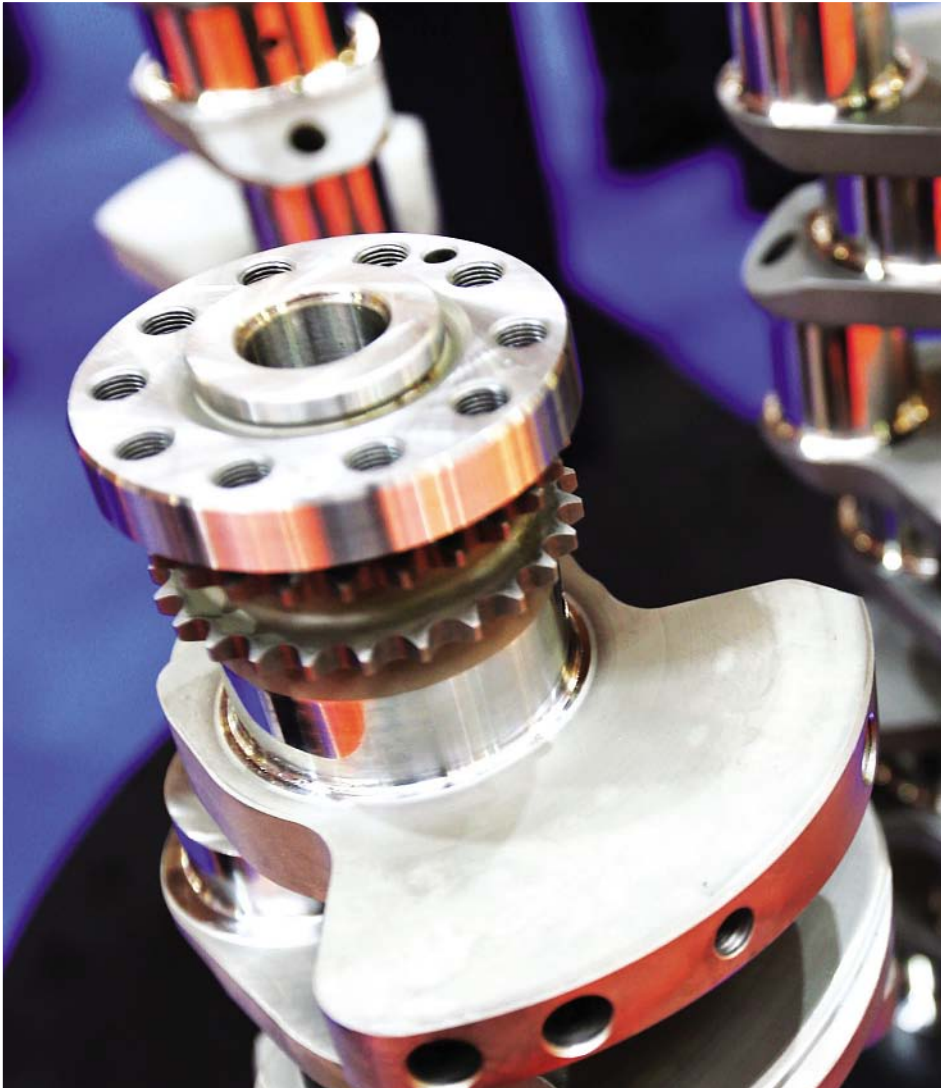
One key factor that has helped F1 remain a 'show' is that it has also stayed true to its roots as a sport. It's still competitive. The best will out, and the Pirelli/DRS era has not changed that.

Yes, there are times when high-degrading tyres and DRS zones that are too effective can lead to some unfulfilling Sunday afternoons – think China this year and Turkey 2011 – but more often than not F1 is now delivering grands prix where no one can agree on the winner, or even the winning team, before a race.

Do we really want to go back to an era when benign tyres and no overtaking produced procession after procession – and left us all having to defend F1 from our friends down the pub who slated it as being boring? Of course not.

We all know – and Pirelli agrees – that crazy four-stop races are a step too far. But when the current era delivers, it's as good as anything F1 has ever produced. That's not selling its 'soul' for the show; it's simply about creating something spectacular.

As long as the best drivers are winning (and if they're good enough, it's even better if they're not in the best car), and the racing treads that fine line between being entertaining without just being entertainment, then that cannot be a bad thing.



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# The Secret Driver

## Hidden truths from the paddock

The European season is upon us, so the pressure's on. You've got to be on top of the tyres, be ahead of your team-mate and talk the talk with the engineers

**H**ard to believe, I know, but we've done 20 per cent of the races so far this year. Incredible. You sit there in Melbourne and you think we're in for a long season and, seemingly in the blink of an eye, we're already into the European season.

By now you've got a very clear understanding of how competitive you are. You know who your direct competitors are, you know who's going to be fighting it out for the world championship. When things are so close – a tenth of a second is the difference between being knocked out in Q1 or making it through – you have to maximise every second of track time available.

The more running you do, the better you understand the tyres, and even a small amount of lost track time can make a big difference when the tyres are as much of a limiting factor as they are this year. Literally, it's all about the tyres. You've got to work with them so closely, and be in tune with understanding how the tyres are functioning and where the drop-off points are.

This can be very frustrating for a driver. You always want to push as hard as you can. But when the tyres are so delicate, sometimes you're left feeling like

It's good for the drivers to have a break like this. The smart ones will use this opportunity to spend some time going into the factory – working on the simulator, and spending time with their engineer to make sure you're on the same page when it comes to understanding what you're talking about and when you have to explain what's happening in the car, or when the engineer has an instinct about something and how to solve it.

Engineers work in numbers, they look at data all day. Drivers work on feelings and you need to combine those seemingly disparate things to improve and ensure that you maximise what you've got going forward. Every team will have a decent amount of upgrades ready for the car in Spain and it's important you understand yours as well as possible.

The other thing you know a lot more about now is your team-mate. You get to hear stories about what certain people are like in the paddock, but you never really know until you've experienced working with him



**“The tyres are so delicate, sometimes you feel like you're driving like your granny”**

you're driving like your granny. You're coming out of the corner and just gently getting on the throttle as if you're pulling away from the traffic lights. But that's how you've got to work with them in the race.

It's different in qualifying, which is more like the way you've driven throughout your career – you're pushing all the time. But in the race you have to change your style completely and adapt to the circumstances, which means you've got to be so protective of the tyres. And that's the only way that you're going to get the result, because once you hit that cliff, there's no choice but to make another stop.

It's a very fine line, too. One or two really hard extra stabs of acceleration and that's it, you're on that slippery slope. So you have to have patience, both patience and control. And they are not traits that all racing drivers are blessed with!

yourself. Of course, you go into the season expecting to beat the other guy, but you can always be surprised by how sharp, how committed – especially in qualifying – some can be.

It's a good thing to have competition in the team, so long as that's channelled in the right direction. It's in both of your interests to maximise the potential of the car – even if you'd like to keep the final per cent of performance to yourself!

But when that competitive edge boils over, it can be counter-productive. Having a team that's split in two, with each side of the garage working in isolation helps no-one. In the end that's up to the team principal to deal with, you've just got to concentrate on nailing all those sectors in all three qualifying sessions and use all the experience you've built up over the years to keep those tyres together in the race. ❧

DUNBAR/LAT

# So who's the fastest of them all?

Amid all the confusion created by tyre degradation and DRS it's been hard to see who's quick in 2013.

**EDD STRAW** looks at the stats to see what's really going on



24

In an interview with AUTOSPORT during the build-up to the Australian Grand Prix, Mercedes motorsport boss Toto Wolff made it very clear that the arrival of a proven world champion driver still at his peak would give the team “no

excuses”. With 2008 title winner Lewis Hamilton on board, the Mercedes team would be laid bare.

“There are probably only three guys out there who you can say for sure show where the car stands,” said Wolff. “With Lewis in the team, it is

going to be very clear where the car stands, where the team stands, what the performance of the whole organisation is.”

The bare facts suggest the team's start to the season has been decent, without being spectacular. Third places for Hamilton in Malaysia and China have helped the team to fourth in the constructors' championship. But an analysis of all the 2013 cars in the first four races of this year compared to last season shows Mercedes has made the biggest step forward on speed. So big is its stride that it tops the charts for raw pace so far this year.

The step of 0.978 per cent does not sound like much, but it equates

to a car that is almost nine tenths of a second per lap faster on a 90-second lap. This has allowed Mercedes to take two out of four pole positions so far this season.

But tyre management has proved to be a weakness. In Malaysia, Hamilton and Nico Rosberg enjoyed strong runs to third and fourth, with the Briton at one stage threatening to get involved with the lead battle. But in Bahrain the team struggled. Rosberg, who started on pole, dropped to ninth by the finish and Hamilton came home fifth after a late surge.

Upgrades are set to appear at next week's Spanish Grand Prix. While Hamilton does not expect them to

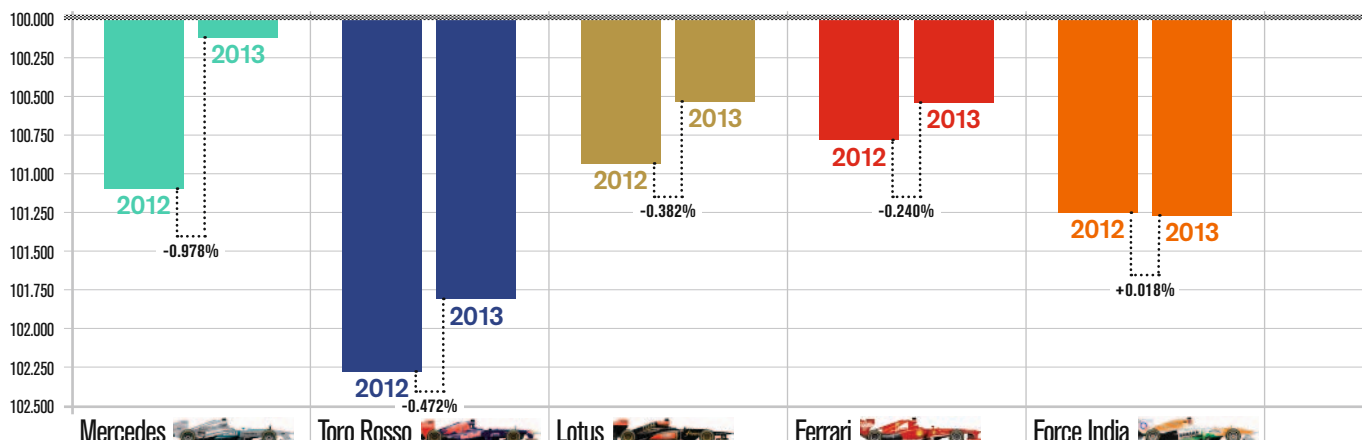
DUNBAR/LAT



Marussia is one of the biggest improvers

## 2012 v 2013

The raw-pace figure is created by taking each car's individual best lap of a grand prix weekend and expressing it as a percentage of the fastest single lap. This means the fastest car on a weekend will be awarded a figure of 100.000 per cent. The figures here are performance averages for four-race periods at the end of 2012 and start of '13.

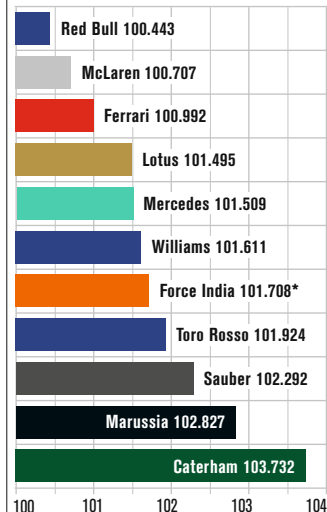






Mercedes has gained the most, but Red Bull has the best race pace

AVERAGE RACE PACE



The race-pace figure is generated by taking each team's fastest individual race lap and expressing it as a percentage of the fastest car on average, but has fallen to sixth fastest this year.

\*Calculated over three races because of double retirement in Malaysia.

RACE PACE

Evaluating race pace is not easy, particularly in the current era of high-degradation rubber, two, three or even four pitstops and the DRS. But it is possible to create a loose indicator of relative performance.

Red Bull, which has won two out of four races so far this year, unsurprisingly tops the table. More unexpected is the fact that McLaren is second fastest, although its figure is somewhat distorted by Sergio Perez claiming fastest lap in the closing stages of the Malaysian Grand Prix after a late tyre change.

Mercedes, quickest on raw pace, is fifth fastest in race trim, which reflects its tendency not to perform as well on Sundays and on Saturdays. Just ahead of it, Lotus is on a similar level but, thanks to its ability to make one stop fewer than its rivals in some races, that speed still translates into consistent podium finishes.

solve all of Mercedes' problems overnight, the package should go some way towards helping the team to convert its impressive single-lap pace into better results.

"We have got stuff coming but I don't think it will cure everything we've got at the moment," said Hamilton. "But it is definitely a step in the right direction."

The Barcelona circuit should be better suited to Mercedes, with lower track temperatures expected. Overtaking at the track is proving difficult even during the current DRS era, so Rosberg and Hamilton should be better placed to convert Saturday pace into a challenge for victory.

OTHER IMPROVERS

While Mercedes is the biggest improver, it is far from the only team to be stronger compared to 2012.

Lotus, which lies second in the constructors' championship, has taken a 0.382 per cent step forward, which equates to around 0.35 seconds on an average lap. Ferrari, too, has improved – by 0.240 per cent (just over two tenths).

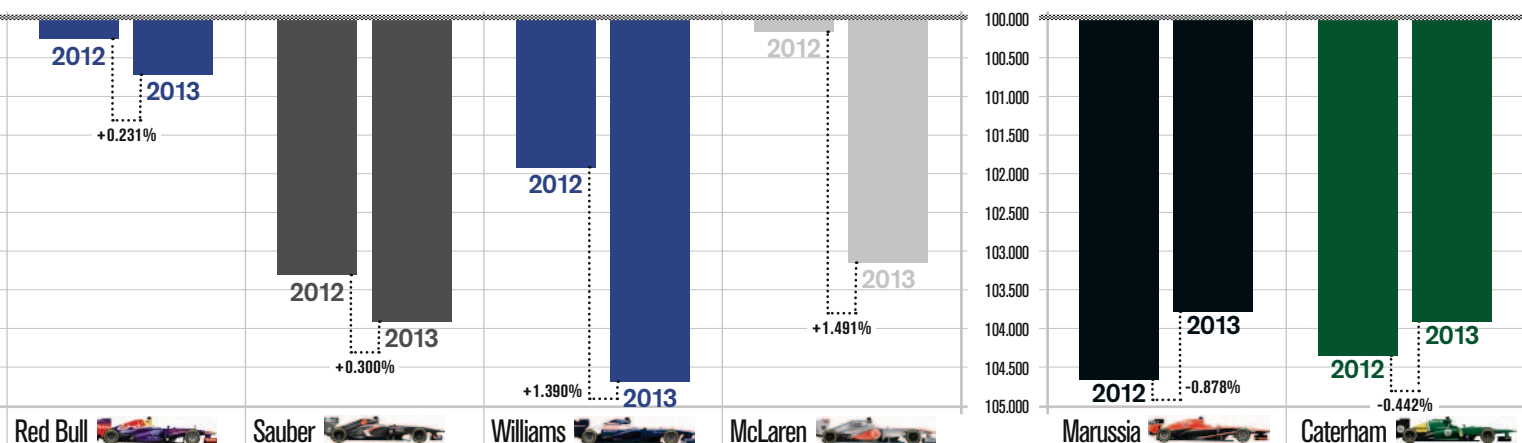
Surprisingly, Toro Rosso is the second-biggest improver among the established teams. Its step of 0.472 per cent equates to a step forward of just over four tenths. Caterham and Marussia are also both closer to the pace than they were at the end of last season.

GOING THE WRONG WAY

The performance comparison also shows which teams have made the biggest step back, brutally exposing McLaren's disastrous start to the season. At the back end of last year the Woking squad had the fastest car on average, but has fallen to sixth fastest this year.

The MP4-28 has proved to be 1.491 per cent slower in relative terms than its predecessor was last year, equating to a slump of over 1.3 seconds from the outright pace.

Williams has endured a similar drop. Its car is currently 1.390 per cent slower than it was last year, putting it over two seconds away from the fastest car.



# Horner: I'm here to win, not to be popular

**Christian Horner has received a lot of flak, but the Red Bull team boss doesn't care – he's more interested in winning. By JONATHAN NOBLE**

**T**o manipulate a joke from the Monty Python classic *The Life of Brian*: apart from lifting the former Jaguar Racing team from the doldrums, luring Adrian Newey from McLaren, turning Sebastian Vettel into a superstar and leading his team to three consecutive world championship doubles, what has Christian Horner done for Red Bull?

In the wake of the 'Multi 21' team-orders controversy in Malaysia this year, it wasn't just Vettel who faced some pretty tough questions, for Horner found his own ruling of the team under question.

Had events at Sepang shown that this was a squad now dominated by Vettel, a man set on a path by his Red Bull chiefs to become bigger than the team itself?

And was Red Bull Racing now effectively dominated by its motorsport advisor Helmut Marko, a man who has the ear of owner Dietrich Mateschitz?

Or was it situation unchanged: that this always has been and remains Horner's team?

While the probing was extensive in the days after Malaysia, one man unmoved by the talk – just as he had been after the crash in Turkey 2010 and the front-wing controversy at Silverstone 2011 – was Horner himself.

"It just demonstrates in this business how quickly people's opinions move around depending on the events of the last five minutes,"

Horner told AUTOSPORT.

"To be honest, I didn't pay too much attention to it; I just focused on my job. Everybody is entitled to their own opinion at the end of the day. I know what I do. I know how I operate. I know how I manage the team. I just stick to the values that I've always had, and that have served me well so far."

Horner is well used to the ebb and flow of backslapping and fingerpointing that are part of life for F1 team principals. But where his situation is different from that experienced by past champion bosses such as Enzo Ferrari, Colin Chapman and Ron Dennis is the way that the media has changed in recent years.

Wind back the clock a few decades, and there was hardly any guaranteed live television or radio coverage, let alone an ever-present 'social media' that reports and digests events in seconds.

Trigger-points such as Malaysia 2013 would have been analysed at a much more leisurely pace, and fans' judgements on it would have been reserved for the letters pages of newspapers or AUTOSPORT.

Horner has found himself dealing with some pretty major controversies at a time when he can be praised or lambasted in an instant. Although aware of the importance of media perception, he is equally adamant that image is not the be-all and end-all.

"When you've got competitive drivers, of course you're going to get



## HORNER AT RED BULL: THE STATS

In the 151 races since Red Bull entered F1 in 2005 with Horner at the helm, the Milton Keynes team has racked up some impressive figures

RED BULL	MCLAREN	FERRARI	RENAULT/LOTUS	BAR/HONDA/BRAWN/MERCEDES	WILLIAMS
					
 Drivers' titles	 Drivers' titles	 Drivers' titles	 Drivers' titles	 Drivers' titles	 Drivers' titles
 Constructors' titles	 Constructors' titles	 Constructors' titles	 Constructors' titles	 Constructors' titles	 Constructors' titles
 Wins	 Wins	 Wins	 Wins	 Wins	 Win
 Poles	 Poles	 Poles	 Poles	 Poles	 Poles



Red Bull has put others in the shade in recent years



Horner and Vettel have shared a lot of F1 success

issues that sometimes will get turbulent," he said. "But in the modern world, with the way that social media today exists, opinions are voiced instantaneously and quite often based on zero fact.

"I'm judged on what I achieve, not how popular I am. I think I achieved a lot before I came into Formula 1, and I've achieved a lot in F1.

"I'm judged not on what I say, but what I do. What we have achieved at Red Bull – 36 victories so far, 48 pole positions and six world championships – shows that we've joined a very select group of teams.

"You don't do that without there being discipline, without there being organisation and without ticking every single box – especially with the quality of opposition we're competing against."

What the development of modern media has also done is to give more voice to those with outspoken views, which perhaps distorts perceptions of their power. It is a situation that has also played out in terms of the Marko-versus-Horner dynamic at Red Bull.

Just as Niki Lauda's perceived power over Mercedes is amplified when he speaks out in public, rather than by what really goes on behind closed doors, so too Horner's rule has been overshadowed at times by Marko's brashness.

It was Marko's instant blaming

of Webber after Turkey 2010 that fuelled the flames of that controversy. It was Marko's criticisms of the Australian driver last winter in the in-house *Red Bulletin* (an interview Horner knew nothing about until it was published) that again left some believing the Austrian's powerbase at the outfit was getting stronger.

Horner says the true situation is that Marko has clearly defined areas of responsibility, all of which are ultimately aimed at leaving Horner alone to get on and make Red Bull champion each year.

"I have full responsibility for the operation of the team – trackside and in the factory," explained Horner on how the management structure works at Red Bull.

"I report directly to Dietrich, who has always been tremendously supportive. He sets high standards.

"Helmut has responsibilities elsewhere with the young-driver programme but he has no operational responsibility or input into how we operate as a racing team. He's an advisor to Dietrich, and he's obviously an experienced hand.

"Part of his role is that within the Red Bull corporate world, now that it's such a large company, he has enabled Red Bull Racing to retain its independence. That allows me to operate with the freedom to manage the business and manage the team how I see fit."

So, are there frustrations when Marko fuels fires with some outspoken remarks?

"What you have to understand about Helmut is that he is a racer, and he is a competitive guy," said Horner. "He is great for you guys because, if you give him a prod, you'll always get a quote. He says things as he sees them, and that's not necessarily a bad thing."

Another factor to bear in mind is that Horner's charming public persona does a lot to cloud his steely determination and tremendous competitive spirit.

Yet just as that toughest of team bosses Jean Todt was not afraid of standing alone with his Ferrari team over F1 matters he did not support, so too Horner has led Red Bull into situations – such as FOTA and the Resource Restriction Agreement – where it sometimes becomes the 'black sheep' of the paddock. That is not something a weak manager would be willing to do.

"My job is to do the best I can for the team, and to protect the team's interest and every employee's interests within the team, as well as the drivers," insisted Horner. "At the end of the day, it's not a popularity contest.

"Of course, when you have success the quickest way to become unpopular is to have sustained success. The success that Red Bull has enjoyed over the past few years sits very uncomfortably with certain members in the paddock.

"There are teams that have struggled to win constructors' world championships that have been around for a long, long time, and that inevitably doesn't sit well either.

"My focus is to do the best I can for Red Bull Racing. And if that means you're not the most popular or you're not invited out for dinners, then I don't care."

As long as he keeps giving Red Bull wins, it is clear that there is no reason for Horner to do anything else.

# Under the skin of Loeb's Pikes Peak monster

Last week Peugeot revealed the first shots of its 208 T16 car in action.

DAVID EVANS is your guide around Sebastien Loeb's new toy

## AERODYNAMICS

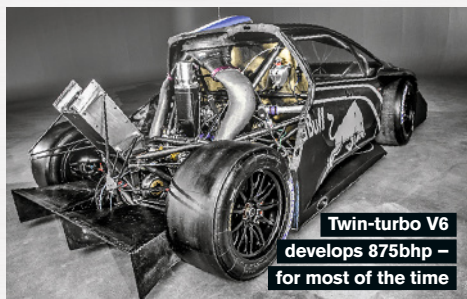
Does that two-metre rear wing look familiar? It should, it was last seen glueing Peugeot's 908 HDi FAP to the Mulsanne Straight at over 200mph in the Le Mans 24 Hours. Aerodynamics are vital to keep the 208 on the road through the faster corners, but more than half of the aero effect comes from an unseen force, with the undertray responsible for the majority of the car's downforce. Much of the cooling comes from the side of the car, feeding into the rear-mounted engine, via air-intakes also from the 908.



28

## TRANSMISSION

With an all-asphalt road, some competitors have elected to run rear-wheel-drive cars in an effort to lessen the drag on power from turning the front wheels as well. Peugeot has stuck to total traction for Loeb's 208. The longitudinal, six-speed sequential gearbox will be accessed via a steering-column mounted paddleshifter.



Twin-turbo V6 develops 875bhp – for most of the time

## ENGINE

The 3.2-litre, twin-turbo V6 engine was selected in an effort to combat the effects of competing in thin air, which will only get thinner as the climb progresses. A non-turbo engine loses one per cent every 100 metres you climb. The 208's blown motor will lose power,

but not at the same rate. The 24-valve engine will develop 875bhp and 882Nm of torque. It will rev to 7800rpm, shift Loeb from 0-60mph in 1.8 seconds and power from standstill to a flat-out 150mph in seven seconds. The engine is situated behind the driver in a mid-rear configuration.

Ten minutes, one sunny, Colorado Sunday in June. That's all it's about.

Actually, it'll need to be less than 10 minutes if Sebastien Loeb's going to get the job done.

And getting that job done means the nine-time world rally champion setting a new record for the Pikes Peak Hill Climb.

Ari Vatanen, winner for Peugeot in 1988, has tipped the Frenchman

to set a new record time that will be untouched for years to come – such is the ability of the 39-year-old and his Peugeot 208 T16 Pikes Peak.

This year's June 30 event will be Loeb's first time competing with Peugeot, having spent his entire career on the other side of the PSA stable with Citroen. But what a way to start: with 875bhp from a car weighing just 875kg.

And, good as Loeb is in WRC terms, his only stateside pedigree is an X Games gold medal from last year – although that was his first time competing in America.

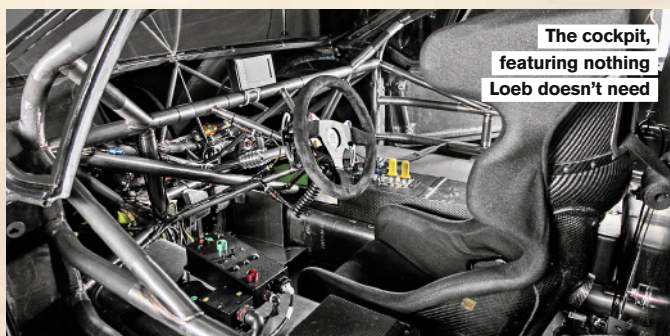
Loeb admits Pikes Peak was on his list of "special events" and Peugeot has certainly built a special car for him to drive the course that will take him 12 miles up – and through 156 turns – on the famous mountain this summer.



Loeb's out to add the Pikes Peak record to his CV

**INTERIOR**

If the outside of the car bears little resemblance to a roadgoing Peugeot 208, the inside has nothing whatsoever to do with it. There's a steering wheel, seat, some pedals and an electronic display to tell Loeb when to change gear – cable-tied to one of the steel tubes inside. Saving weight means absolutely everything bar the absolute essentials has been binned inside. Loeb's seat represents the only part Citroen supplied to Peugeot for the project.



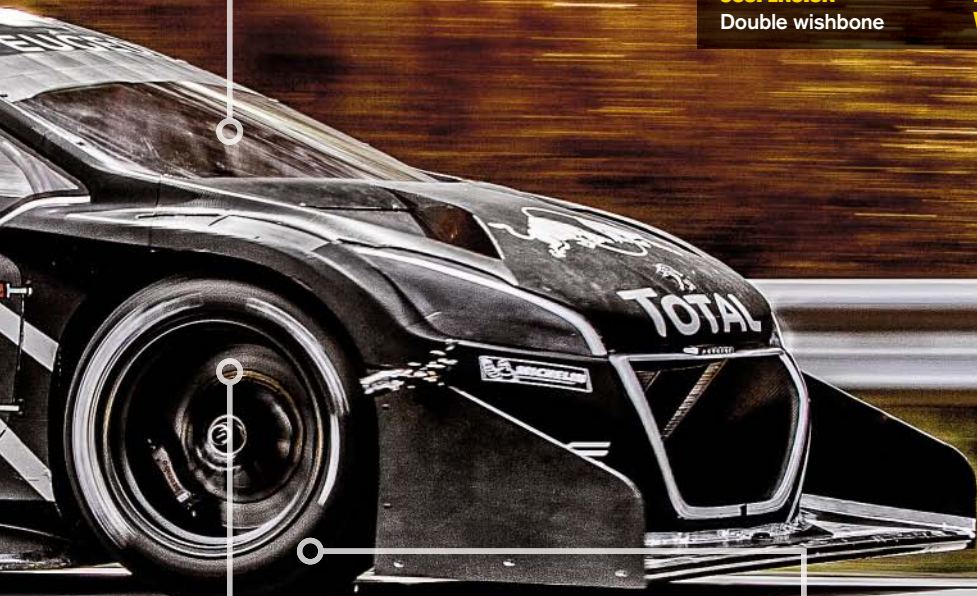
The cockpit, featuring nothing Loeb doesn't need

**CHASSIS**

The spaceframe steel chassis is covered in carbon bodywork and, while testing, an all-black livery. The full Peugeot-Red Bull colourscheme will be revealed in the coming weeks before the car is shipped to America.

**Peugeot 208 T16 Pikes Peak tech spec**

<b>MAX POWER</b> 875bhp	<b>FRONT BRAKES</b>
<b>MAX TORQUE</b> 882Nm	380mm carbon discs
<b>MAX REVS</b> 7800rpm	<b>REAR BRAKES</b>
<b>GEARBOX</b>	355mm carbon discs
Six-speed sequential with paddle shift	<b>WHEELS</b>
<b>TRANSMISSION</b>	8x13-inch mag-alloy
Four-wheel drive	<b>LENGTH</b> 4500mm
<b>SUSPENSION</b>	<b>WIDTH</b> 2000mm
Double wishbone	<b>HEIGHT</b> 1300mm
	<b>WHEELBASE</b> 2695mm



**BRAKES**

Slowing the car for the 156 turns as late as possible will be easier with carbon discs and one-piece alloy callipers all around. These parts have been lifted straight off the 908 prototype race car.

**TYRES**

Michelin has made bespoke (31/71x18) tyres for the June event and they are wrapped around F1-specification magnesium-alloy wheels.



Massive Michelin slicks clothe mag-alloy wheels

**WHAT IS PIKES PEAK?**

The Pikes Peak Hill Climb is America's second-oldest motorsport event, behind the Indianapolis 500. Colorado's annual race to the clouds – as it is also known – first ran in back in 1916.

As the name suggests, Pikes Peak is a hillclimb. However, the race starts at 2800 metres, some 2500 metres above the place where a hill becomes a mountain. This is high-altitude racing. The finish is 4301 metres or 14,110 feet – not far short of Europe's highest peak, Mont Blanc.

The event is a week-long festival of driving up a mountain as fast as you can (culminating in race day on Sunday June 30). The course, all-asphalt for the first time this year, is 12.42 miles long and includes 156 corners, most of which you wouldn't want to run wide on. As 1988 winner Ari Vatanen puts it: "The run off area is very soft, then very, very hard!"

And it's not going to be easy to learn the course. Official practice is done at racing speed, but it's done in sections – the first time Loeb will drive all 12.42 miles flat-chat will be when it counts on race day.

Vatanen was one of the drivers to make Pikes Peak famous, winning the event in a Peugeot 405 T16, which was a great achievement in itself. But when the five-minute film *Climb Dance* was released about the drive the following year, Pikes Peak's popularity reached even greater heights.

The cars and bikes are split into a variety of categories, but Loeb's 208 runs in the unlimited class – which is exactly that. Save for rocket propulsion, you can do what you like in your attempt to better Rhys Millen's 9m46.164s benchmark.



Vatanen climb-danced to '88 win for Peugeot

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# Oliver Jarvis



## The inside line

The Audi sportscar racer and Sebring 12 Hours winner looks ahead to the Spa WEC event this weekend and expects a tough fight with Toyota

**T**he start of 2013 has been a dream. Even before the Sebring 12 Hours victory, to win the GT class at the Daytona 24 Hours was great. We weren't expecting to win and it was my first time there, then it was off to Sebring to race the LMP1 car.

The R18 e-tron quattro and R8 LMS ultra are both Audis and have four wheels, but that's where the comparison ends! The driving styles are completely different. The LMP1 has so much downforce, whereas the GT moves around a lot, but I love driving both.

I went as a spectator to Sebring last year and it's an amazing event, like Le Mans. Because I'm not doing the full World Endurance Championship, I wasn't sure if I was going to do Sebring and it was a huge learning curve. To win in the last Audi prototype appearance there for the time being, and to do it with Benoit Treluyer and Marcel Fassler, was a special experience.

Audi's decision to mix the driver line-ups was a good approach. Drivers are always going to complain we don't have enough track time, so to race at Sebring was very useful. It was in the 2012-spec R18 e-tron quattro – my first race in the hybrid diesel – and we'll be racing the 'optimised' 2013 version at Spa

it's doing it in traffic that's most important. In single-seaters or DTM you get used to thinking about the best laptime. That's nice, but in sportscars it's not relevant, it's all about average laptime.

That's where Tom Kristensen and Allan McNish are fantastic. It's a real skill: getting the balance between being aggressive enough and not being too aggressive.

The closing speed with the GT cars is extremely high and the visibility in the prototypes doesn't help. Every time you dive down the inside there's a chance the GT won't have seen you. That's why accidents happen, but you can't afford to give away time.

It's called endurance racing, but nowadays all the teams and drivers approach it like a sprint. You can't afford to give away a few seconds, especially as it increases the chance of you getting stuck behind the wrong safety car and losing even more time.

Unlike Sebring, we'll be up against Toyota at Spa. The biggest surprise from Silverstone was that they weren't closer to Audi, but they had last year's car. We also think they didn't get the most out of their tyres.

We know from last year that Toyota has a very fast car and a good package. We have made steps forward,

**“We'll be running a lower-downforce set-up at Spa. It'll make Eau Rouge interesting!”**

this weekend and then at Le Mans next month, but it's just an evolution so I won't have to change my driving style much.

There's been a lot of talk recently about team orders in Formula 1, but I think Sebring and Silverstone showed Audi doesn't have any – we're fighting as hard as anybody. We do have to be careful – Lucas di Grassi and I didn't mean to have contact at Sebring – but incidents are going to happen from time to time. Not having team orders shows Audi has confidence in its drivers and machinery.

It's a shame you see it in F1 and other forms of the sport. I understand why it happens, but it's much better if everyone can just race and then you get the people who do the best job winning.

Part of doing that in sportscars is managing the traffic. It's one thing to be quick in a Le Mans car,

but they will have one of their new cars at Spa and I expect it to be much closer.

Without doubt Spa is one of the best tracks in the world. The sensation at Eau Rouge is second to none – it's close to flat in an LMP1 car, depending on the set-up – and the circuit has got everything.

I'll be driving with Lucas and Marc Gene in Belgium and we'll be running a slightly different configuration to the other cars. Audi has decided to use our car to prepare for Le Mans, so we'll be running a lower-downforce set-up. We'll be quick down the straights, but will suffer in the middle section so it's difficult to know where we'll be. It'll make Eau Rouge interesting!

It's hard for a driver to go to an event not just concentrating on the result – and we'll still be going there to get one – but it's very much about preparing for Le Mans next month. ❧





# KUBICA'S QUEST: HIS RALLY TO RECOVERY

**Robert Kubica's rally speed is obviously there – in abundance – but he's got to stop crashing.**

**CHARLES BRADLEY** went to the Azores to get the lowdown on the ex-F1 star's comeback trail

**T**here's a sardonic irony that the very sport that turned Robert Kubica's world upside-down is now his chosen form of motorsport rehabilitation. His horrific crash on the Ronde di Andora rally in February 2011 curtailed the Formula 1 career that promised so much more than the single grand prix victory he has to his name. With an F1 return still his ultimate goal – and who knows if that will ever become attainable? – his hobby of rallying has now become his day job.

That brings its own risks, and his approach to learning the discipline as a professional has so far led to one burnt-out car, and crashes in his two European Rally Championship starts – the most recent a double roll on Rally Azores last Friday, an event in which he went on to finish sixth.

He's phlegmatic about the incidents, with an 'it comes with the territory' outlook: "In other sports, like football, if you kick the ball wrong, to the side or over the bar, nothing bad happens," he says. "In rallies, if you make a small mistake, you can learn a big lesson."

You only have to glance at his right arm and hand for the evidence of the consequences of that, and while Kubica is still damaged in this department, he is also very much undeterred. While you'd expect him to take time to get on the pace on the stages, especially on gravel, this hasn't been the problem at all.

He's racked up stage win after stage win on various surfaces so far in his brief full-time rally career – speak to those close to him and you'll get a, "Well, what did you expect? This is Robert, after all!" The problem, however, has been keeping the car on the road, and finding the right balance of speed and precision to do so.

"It's quite difficult to run at the proper pace the first time you're driving on a rally," he admits. "Actually, we should back off a bit! But when you back off, you don't learn. I definitely need to find a compromise. But I need to learn at a good pace, not backing off. If I back off all the time, and then push, then more mistakes will come.

"Like this weekend's crash, if I'm two seconds off the pace then that accident will not happen. But then I'm not learning – rallies are quite harsh on those lessons."



**Kubica's war-torn Citroën back in the service park**

The incident he refers to occurred on SS11 on Rally Azores. Having set fastest time in qualifying and the opening three stages on Thursday, Kubica was forced to drop his pace – and relinquish the lead – on Friday due to thick fog descending on the second day of the mid-Atlantic volcanic island event. He was pushing again, to make up for lost time, when he flipped his Citroën DS3 over twice, and was forced to limp out of the stage with left-front suspension damage.

"The roll was nothing to do with the fog," he says. "Something I have to learn is not to use all of the road, like I do on the racetrack. Practically, it was my fault. But after looking at the videos, I understood what happened now. When it happened, I didn't understand the reason.

"I lost the car on the right-hander before the one I crashed on. I went wide – wider than all the other drivers – but that wasn't the problem, because I was still on the road. But there was so much mud that I didn't realise the line was more on the inside than where I was.

"Turning into the next corner, which was quite a short distance away, it was quite an open corner but I didn't have grip because I was half a metre off-line. At the time, I wasn't expecting anything to go wrong, because it's something new for me.

"I've had this feeling before on a rally stage, when I'm using too much road, but when you have fog and many new things to keep in mind... it's a good lesson, but a hard lesson. Definitely an important one to learn for the future, because it will save me a lot of troubles!"

Kubica's next chance to put that learned lesson into action will be on the twisty roads of another island, Corsica, later this month. In theory, it should suit his style. But there are many perils

attached to this event, as history has shown, and perhaps it will be the perfect barometer to evaluate his approach and what lessons he's learned – his speed is not in doubt; his judgement appears to need fine-tuning, which will only come with time.

After Corsica – where he should be considered a potential winner – Kubica aims to concentrate on his WRC2 programme (apart from his home ERC round in Poland), which means we won't see him fighting for overall wins: "To do both, we don't have enough funds, and we don't have enough time – we're better off preparing properly for WRC events," he confirms. "But I think ERC is a good-level championship, and doing the Canaries, Azores and Corsica is good preparation for WRC. Discovering new rallies and new roads is good for me."

Rallying had always been his passion away from the circuits, but had he ever considered a professional career on the stages at some point after his F1 career?

"No, I wouldn't say [as a] professional," he says, "because I was definitely hoping I'd stay in F1 for a long time, and one day F1 would stop for me, so I was thinking of doing some rallies then, but more for fun and the challenge.

"For different reasons, unfortunately, my F1... [he pauses, searching for the right word] not career, but my F1 story got interrupted, so I found rallying was my best option to slowly come back. For this year, it was what I was looking for."

So, let's cut to the chase of the million-dollar question: does Kubica think we'll see him behind the wheel of an F1 car again?

"There is no guarantee I will or will not come back to F1," he says. "I decide to change completely my route, and abandon [racing], not completely, because I'm doing some things on the circuit this year, but rallying will occupy my mind for longer during the year."

Rallying appears to be having the desired effect, in terms of his recovery. Beyond the arm injury, you'd barely recognise any other physical sign of the immense trauma he went through two years ago. After all those operations, he's a fully functioning human being again – but to get back to a level where he can drive an F1 car again... He realises this is another level entirely, and more improvements in terms of his movement and dexterity need to come. ▶

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**Kubica's flat-out style was in evidence despite the thick fog**



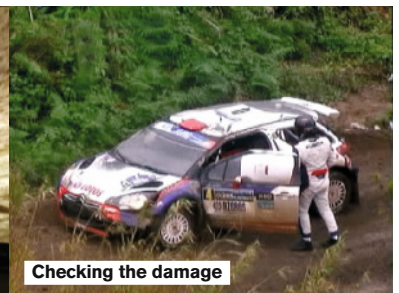
**About to go off left...**



**... into the bank...**



**... and upside down**



**Checking the damage**

EUROSPORT

◀ “There are periods where I am moving forward,” he says of his injuries. “Not every day, but they are very small steps, and there’s a very long way to go. It might happen that I will never be back in F1, but what is most important is that I see every step forwards, and definitely it will not be an easy task.”

“There is not any guarantees, there is no percentage to say whether I will come back or not, but it’s also not 100 per cent that I will not be back in F1. I will try my best.”

“I have been through a difficult period, and I’d say it’s an easier period now, I am enjoying myself, but it is still not a totally easy period for me, because I’d definitely prefer to be in F1 driving, 100 per cent fit. The reality is different.”

“Now I need a little bit of everything – a little bit of luck and motivation, which I think I have, and to keep working so maybe I have the chance to get back to where I was before the accident.”

He’s kept the lines of communication open to allies and confidantes in the Formula 1 paddock, but realises the longer he stays away,

the harder it will be to return.

“I still have contacts with a few people from F1, but not a lot,” says the 28-year-old. “When I was in F1, even if you are not racing, you are always on the pace [with what’s going on] away from the racetrack. I am not disturbing people who are working, but of course I’m watching the races and looking from the outside into F1, which is difficult to understand from outside of a team – it’s really impossible to understand what’s really going on.”

Those contacts, of course, include Mercedes-Benz. It’s no secret that it tabled a DTM contract for this year, to which he politely declined despite a hugely impressive test at Valencia, but he didn’t turn down the chance to drive its F1 simulator – although he remains coy on whether he’ll do it again.

“For me, now, the priority is to get as fit as I can,” he says of the potential for a racing return outside of F1. “I’m not able to come back into single-seaters at the moment, and my vision is not to come back in saloon cars

on the circuit at this stage.”

Why not? Surely a DTM or GT car would keep him race-sharp, something rallying can’t offer...

“DTM, for me, is one of the highest-level championships in the world, the drivers who are racing there, I’d say there’s a minimum of 10 who can win races. It’s a very high-level championship. It’s not that I’m underrating these cars, or GTs or anything else, it’s just that I have something in my mind and I’m trying everything to achieve it, and this is the best way for me.”

“Maybe one day in the future I will race in DTM or GT or whatever, because I will feel that it’s the right moment. I’m still young, I think I can still achieve something in motorsport, I will try my best. If I decide to do GTs or something one day, it will be my decision to do it, not because it’s the best offer of money I get. My main motivation is to do the best series I can.”

At the current time, he feels that’s rallying. Perhaps the discipline that truncated his F1 career may just be the one that helps put him back on track in years to come. ❧

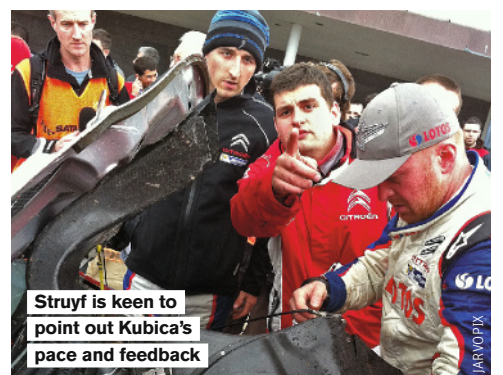
## “We have to slow down a little”

Although he finished Rally Azores in sixth place, Kubica’s roll on the second day jeopardised his opportunity to learn Sunday’s stages – the longest of the event – as it joined his ever-growing list of events he’s shunted on.

“We have to slow down a little bit to learn more, and avoid mistakes,” says his co-driver Maciek Baran. “This was a really difficult rally. Robert’s performance is getting better, comparable with drivers who know the stages very well. This rally is new to him and myself, and [the final day] was the

first time we saw the stages because we did the recce in thick fog!” On the bright side, his engineer at Citroën, Kevin Struyf, continues to be impressed by Kubica’s speed on events.

“Every rally there is a lot of surprise with Robert’s pace,” he says. “He has a lot of good information, it’s great to work with him.” On day one, when Kubica was fastest on every stage, Struyf added: “It’s incredible because it’s only his second event on gravel. He just has to try to be consistent, that’s the most important thing now.”



**Struyf is keen to point out Kubica's pace and feedback**



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# The day TOMAS SCHECKTER beat FERNANDO ALONSO

Already crowned champion in the Opel Lotus Euroseries, Tomas Scheckter took up the offer of a one-off outing in the Spanish-based Formula Nissan series, where Fernando Alonso was on the brink of wrapping up the 1999 title. Scheckter takes up the story...

I was European champion in Formula Opel Lotus – or the EFDA series, if you like – with AR Motorsport. One of the rival teams that year was Vergani Racing, an Italian team my brother Toby drove for the year before. Vergani wanted to move to the Formula Nissan series in 2000 and wanted to compete in the last round of 1999, a double-header at Valencia. They knew nothing about the car and neither did I. I had already signed a deal to drive for Stewart Racing in Formula 3 for 2000, so thought it would be good experience for me to be in a similar car to F3 but with more downforce and power. I looked at it as I had nothing to lose. I was going to a new series for a one-off with a brand-new team and brand-new track and a signed deal for the year after.

It was a bit of a rush preparing for Valencia. I remember the only track we could book a test at was in Croatia. I had issues getting into Croatia being South African. When I did get to the track I did one lap and we had an engine issue. The whole team had to pack up, go back to Italy and send the engine to Spain, while I waited in Croatia and read the entire manual of the Coloni chassis at the hotel as there was no English TV in my room. I tested one day in Croatia, then headed straight for Valencia. I remember being impressed by the car as it had been designed by Enrique Scalabroni and featured ground effects and skirts. The car had lots of grip compared to what I was used to in Opel Lotus.

I hadn't really heard of Fernando Alonso until I got to Valencia. There, Adrian Campos came up to me and told me how good this guy was and that he was going to be in Formula 1. Racing in different championships you hear this a lot about other people but normally it's just BS;

Adrian obviously was not talking BS!

I did not speak to him. We had a press conference after I qualified on pole for both races. He wasn't happy, I could see that! I knew he was extremely competitive – we barely looked at each other. He complained that I was able to test at Valencia for a couple of hours on the Wednesday before. But this was allowed as the series had raced on that track already and I had no experience of the car or track. I felt he was making excuses but again saw that fierce competitive side he had.

I got away well in race one and pulled a bit of a gap, but I remember my brake-bias adjuster kept winding out, putting more and more brakes to front. I kept locking front wheels towards the end of the race but still managed to win.

Alonso and I never actually raced wheel to wheel. In the second race I pulled away again, but I lost the lead when we made our mandatory pitstop. But he also found speed from where he was at the beginning of weekend. I was quickest in every practice session and qualifying but by race two he was quicker than me.

Looking back, it was great to come to a new series and perform as well as I did with a brand-new team. To see a team owner's emotions, especially Italian emotions, after a race is a great feeling for a driver. My dad still told me I was a wanker because I didn't win the second race, but all in all I left Valencia feeling I was going to have a good F3 season.

I also knew Alonso was the real thing. You could tell back then he was extremely talented but it's the competitive side of his personality I feel that separates him today in F1, and this was apparent early on in his career. ❧



JOSE MANUEL ZAPICO

# From Russia with shove

There's a new force challenging the big boys in GP2 this year: a Russian-themed team with huge ambitions that won a race on just its fourth start. **CHARLES BRADLEY** investigates

**38** **O**f the three new teams that have entered GP2 this year, one has stood head and shoulders above the other newbies so far in terms of both ambition and results: Russian Time. Based at Oschersleben in Eastern Germany, team principal Igor Mazepa has forged a collaboration with the Motopark team and fused it with kit from 2007 series champion iSport. Results have been instantly impressive – Sam Bird won the Bahrain sprint race, only the team's fourth start in the category.

All the more remarkable was that the deal went through at the end of February, meaning the team only took part in one of the pre-season tests, at Barcelona, after iSport had its hand forced to sell up by failing to find fully budgeted drivers. No such issues at Russian Time, however, which has major ambitions in the short and medium terms, and had

the luxury of picking the best drivers it could find, regardless of their bank balance.

"We have a clear target of what we want to achieve," says Mazepa. "I would like my team to become known as the McLaren of GP2. The ambition for 2013 is to build up the structure, to a point in the future where we could go outside – maybe even to F1. Right now, we're focused on developing this year to show ourselves in a very competitive image for the future."

For Bahrain winner Bird, this deal rescued his season and helps keep him in the vanguard of those on the verge of F1.

"We did so little pre-season testing yet we won race number four," says the Briton proudly. "This is a new team, and we're learning and improving all the time. It's been a blessing this year; thanks to the guys for believing in me."

"The cars are now back at Oschersleben, and our work really begins. After that one test, the cars went straight to the first races in Malaysia with no prep-work. This is our basic car – I can't wait for

our race package for [the third race at] Barcelona."

The team's general manager, former German F3 racer and Motopark boss Timo Rumpfkeil, is quick to pay tribute to the talent of drivers Bird and Tom Dillmann, who also scored points in both races in Bahrain: "With inexperienced drivers, even if you have the best car then they're not going to be able to use it – they are the key. We have two top drivers there, able to get us the results and develop the car. They are making us progress quickly. We have a clear direction from them which way to go."

Mazepa is keen to point out Dillmann's input in particular, as he's willingly sacrificed outright speed to help fast-track the team's most pressing knowledge deficit of making the hard Pirelli compound last over a race stint: "He's suffered in his results for the sake of the team."

Motopark has been associated with Mazepa since 2011, when the Muscovite driver he was managing, Artem Markelov, was enrolled into its Formula ADAC and then German F3 ranks. Mazepa, whose background in racing actually began in American SCCA events in the late 1990s before he returned to Europe in the GT field during the last decade, is keen that Russian Time plays an integral part in getting one of his fellow countrymen back into F1.

"I'd really love to have a Russian squad with Russian drivers, but the reality is all the up-and-coming Russian drivers are at an insufficient level for GP2," he says. "This is a matter of time. Now we are building a competitive team, so when the Russian drivers build up their results to the right level, then hopefully we can work together."

The advent of the Russian Grand Prix next year, or 2015 depending on the winter Olympics, is not lost on Mazepa: "Mr Ecclestone has worked very hard to make the Russian GP happen, many years of effort, and it's really coming now. The track is building up really fast, and to be there with GP2 for us will be a great thing to be a Russian team at home."

"At this moment, Formula 1 is getting huge exposure in Russia. But it really needs a Russian



Dillmann has helped the team understand the tyres



Bird has already tasted success with his new Russian squad



iSport carried Timo Glock to GP2 glory in '07

driver, which is really why we started this team.” With the first win under its belt, the target is to keep the team a regular points-scorer and podium finisher. The deal with iSport didn’t stop at the car: engineers Gavin Jones or Richard Selwin have attended testing and the opening race, although neither was present in Bahrain.

“We had the luxury that we received the complete package of fully prepared cars for the season,” says Rumpfkeil. “I’d say we received a good base package. But there is definitely room for improvement on the cars; we can do things better.

“We need a bit of time to improve those areas, and get our team structure to work better. For example, on the engineering side there’s been a massive step since Barcelona [testing] to Malaysia and then another one to Bahrain. Things have started falling into place now. I think you’ll see us in even better shape at Barcelona.”

The team’s line-up includes longtime FMS/Coloni mainstay Alex Zochling as team manager and, although its own engineers lack GP2 experience, they have previously worked in the DTM and F3.

“GP2 is no ordinary championship; it’s the most sophisticated junior formula,” adds Rumpfkeil. “Without [the collaboration with Mazepa], it would have been impossible for a team like ours to make the step to GP2. Our own business revenues were not sufficient to make it possible.”

Bird is confident that the Bahrain result wasn’t a flash in the pan: “If we can continue on our learning curve, it won’t be too long before we’re a pacesetter. You’ve got to aim for the top. I believe in the team. The engineering staff may be new to GP2, but they’re all high quality.”

Finally, one question needs addressing – what’s with the name, Russian Time?

“In 2014 we have the winter Olympics in Sochi. In 2018 it’s the World Cup of football in Russia,” explains Mazepa. “We have a grand prix coming. These things have not happened before, so it’s now ‘Russian time’.

“Forget about all the stories about the Cold War, and Russia being an empire of evil. Now is the time to show Russia is just the same. We have the same ambitions – we have the same Coca-Cola! – we want to compete with the rest of the world.”

So far, that sentiment is becoming a reality in GP2. ▶

# Challenge update

The Radical Masters EuroSeries held their second round at Paul Ricard last weekend. Konstantins Calko had a strong weekend in Le Castellet with two wins, one pole and a fastest lap - reducing Bradley Smith's lead in the Sunoco Daytona Challenge.

GT Cup joined the Sunoco GRAND-AM Challenge fray as they raced in their opening round at Silverstone last weekend. 2010 Sunoco Daytona Challenge winner Derek Johnston had a strong weekend and now sits sixth overall whilst Alice Powell (F3 Cup) maintains her lead.



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



Bradley Smith

1 B Smith	Radical SR3 Challenge	140.00
2 K Calko	Radical Euro SR8	92.50
3 V Correa	Radical Euro SR8	88.75
4 J Abbot	Radical Euro SR3	80.50
5 T Woodward	Radical Euro SR8	67.50



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Alice Powell

1 A Powell	F3CUP	126.25
2 S Burgess	Radical Clubmans S	110.00
3 C Smith	Mini Challenge	91.25
4 A Craven	F3CUP	85.00
5 C Smiley	Mini Challenge	80.00

Konstantins Calko



Who will triumph in the race to Daytona?  
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Steve Burgess



## Next eligible races

### Sunoco Daytona Challenge

SPEED EuroSeries 3-5/5  
MSA Endurance 10-11/5  
Radical SR3 Challenge 11-12/5

### Sunoco GRAND-AM Challenge

Britcar Prod/Sportscars 11/5  
Radical Clubman's Cup 11-12/5  
Mini Challenge 11-12/5  
GT Cup 11-12/5  
Dutch Supercars 18-19/5



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# Other new boys



Quaife-Hobbs scored MP's first GP2 points

STALEY/GP2

## MP MOTORSPORT

Unlike GP2's other two new teams, MP Motorsport has been around for a while in the lower formulae. The Dutch-based team (around 20 minutes from Rotterdam airport) was set up in 1996 and ran Jaap van Lagen to the Dutch Formula Ford title in 2002. Having spread its wings into Formula Renault, the team was bought by current owner Henk de Jong in 2008. MP joined forces with leading British Renault squad Manor Motorsport for the 2012 Eurocup season, and entered Henk's son Daniel in last

season's Auto GP series too.

Over the winter it bought the entry of the Coloni GP2 team after the Italian squad was forced to leave the series. A number of Coloni personnel have stayed with the squad, while the experienced John Gentry, Sergio Rinland and Dave Stubbs have been brought onboard.

MP recently purchased HRT's old F1 truck and is starting to get to grips with its new project on track too. After scoring MP's first GP2 points with seventh in the feature race in Bahrain, reigning Auto GP champion Adrian Quaife-Hobbs started on the front row for the sprint.

He battled hard with pre-season favourite James Calado, but fading tyres dropped him to eighth.

"The team took the knowledge they gained in Malaysia and they made logical changes to the set-up," says team manager Stubbs. "I think we still need to learn how to manage the tyres a little bit, especially in the second race Adrian lost places because his tyres went off – which was a combination of driver experience and set-up.

"The way Adrian performed in the last race shows a win is possible. We're a young team in GP2, but we've got all we need to be successful." *Andrew van de Burt*



Daly's tenure was for one weekend only, in Malaysia

STALEY/GP2

## HILMER MOTORSPORT

Hilmer Motorsport founder Franz Hilmer is probably best known in racing circles for his Formtech Composites organisation, a supplier to several Formula 1 teams, which also snapped up the assets of Super Aguri when it folded in 2008. He also created a few waves by trying to get a Formula 1 entry using the Brabham name – a bid that both failed and caused legal trouble with the Brabham family.

But the departure of Tiago Monteiro's Ocean Racing Technology squad has allowed Hilmer to

enter a team in GP2 under his own name. The squad caused a stir by topping its first day of testing with Tom Dillmann, but it lost out to fellow newcomer Russian Time for the Frenchman's services.

Driver stability has yet to be achieved, with Conor Daly and Robin Frijns partnering Pal Varhaug so far this season. Varhaug's seat was in doubt ahead of the recent Bahrain round and, while Hilmer hopes that Frijns can sign up for the rest of the season, a deal is yet to be agreed.

Considering the upheaval on the driver front, the fact that the team scored points on its debut

weekend in Malaysia with Daly and achieved a top-10 qualifying spot with Frijns next time out shows Hilmer has put together a solid outfit, with veteran GP2 engineer Sean Thompson among its ranks.

The team has its eye on the long game, knowing that it may have to reach into its own pockets a bit more than it would like in year one to reap rewards and attract more driver interest in the future. In that regard, Hilmer's approach to joining GP2 has a lot of similarities with Russian Time's, but on a smaller scale.

*Glenn Freeman*

# RACE CENTRE

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**44 FR3.5 Aragon**  
Magnussen takes points lead with Spanish victory



**51 ERC Azores**  
Jan Kopecky keeps up his 100 per cent record this year



**54 WTCC Slovakia Ring**  
Gabriele Tarquini notches Honda's maiden series triumph

**46 NASCAR Richmond**  
Saturday night's NASCAR Sprint Cup round was a real thriller, but this is the pace car's view of Friday's Nationwide bash, won by poleman Brad Keselowski's Ford Mustang (22)

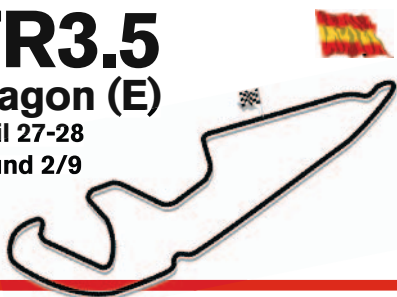


## FR3.5

Aragon (E)

April 27-28

Round 2/9



### RESULTS

RACE 1: 27 LAPS, 89.656 MILES

1	<b>KEVIN MAGNUSSEN (DK)</b>	<b>46m15.323s</b>
DAMS; Qualifying: 1st-1m54.306s		
2	WILL STEVENS (GB)	+19.933s
P1 by Strakka Racing; Qualifying: 12th-1m55.619s		
3	ARTHUR PIC (F)	+21.266s
AV Formula; Qualifying: 5th-1m55.007s		
4	SERGEY SIROTKIN (RUS)	+23.601s
ISR; Qualifying: 2nd-1m54.342s		
5	NORMAN NATO (F)	+24.398s
DAMS; Qualifying: 6th-1m55.072s		
6	NIGEL MELKER (NL)	+26.094s
Tech 1 Racing; Qualifying: 11th*-1m55.546s		
7	CHRISTOPHER ZANELLA (CH)	+34.943s
ISR; Qualifying: 3rd-1m54.547s		
8	STOFFEL VANDOOORNE (B)	+35.419s
Fortec Motorsports; Qualifying: 8th-1m55.157s		
9	MARCO SORENSEN (DK)	+36.065s
Lotus (Gravity-Charouz); Qualifying: 4th-1m54.675s		
10	MIKHAIL ALESHIN (RUS)	+37.973s
Tech 1 Racing; Qualifying: 14th-1m55.716s		
Winner's average speed: 116.297mph.		
Fastest lap: Magnussen, 1m42.011s, 117.185mph.		

RACE 2: 14 LAPS, 46.488 MILES

1	<b>CARLOS HUERTAS (CO)</b>	<b>33m19.005s</b>
Carlin; Qualifying: 2nd-2m12.512s		
2	SIROTKIN	+11.921s
Qualifying: 3rd-2m12.611s		
3	VANDOOORNE	+16.429s
Qualifying: 5th-2m13.026s		
4	STEVENS	+24.691s
Qualifying: 6th-2m13.156s		
5	NICO MULLER (CH)	+26.826s
International Draco Racing; Qualifying: 7th-2m13.195s		
6	MELKER	+36.735s
Qualifying: 14th-2m16.053s		
7	ANTONIO FELIX DA COSTA (P)	+42.074s
Arden Caterham; Qualifying: 9th-2m13.683s		
8	ANDRE NEGRAO (BR)	+44.125s
International Draco Racing; Qualifying: 8th-2m13.235s		
9	MAGNUSSEN	+44.988s
Qualifying: 22nd-no time**		
10	SORENSEN	+55.215s
Qualifying: 13th-2m15.244s		
Winner's average speed: 83.721mph. Fastest lap: Huertas, 2m10.230s, 91.793mph.		
* - four-place grid penalty; ** - best lap deleted for causing a red flag in qualifying		

### CHAMPIONSHIP

1	<b>MAGNUSSEN</b>	<b>63</b>	6	SIROTKIN	30
2	VANDOOORNE	59	7	MELKER	26
3	PIC	35	8	HUERTAS	25
4	DA COSTA	31	9	ZANELLA	25
5	STEVENS	30	10	MULLER	20

### TEAMS' CHAMPIONSHIP

1	<b>DAMS</b>	<b>82</b>	4	ARDEN CATERHAM	37
2	FORTEC MOTORSPORTS	73	5	AV FORMULA	35
3	ISR	55	6	CARLIN	31

### POINTS SYSTEM EXPLAINED

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

### Da Costa hit more trouble



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## Come rain or shine, it's Magnussen mastermind

Kevin Magnussen could never have known how quickly his words would ring true following his dominant victory in the first race of the weekend in Aragon. After cruising home 19 seconds clear of the field and taking the championship lead, he declared that his focus was on consistently scoring points rather than notching up wins.

"It sounds a bit stupid, but winning is not so important at this point in the season – being consistent is," the Dane said on Saturday. "You have to be on the podium every time; that is what my focus is on."

On Sunday morning Magnussen found himself beached in a gravel trap, in a bizarre incident where he was trying to park up as his car coasted to a halt in qualifying due to a lack of fuel pressure. He would do well to keep his 100 per cent podium streak going from 22nd on the grid. In the end, the two points he salvaged in his DAMS car from the flooded second race were a reasonable return, and the misfortune of his prime championship rivals over the weekend left him at the top of the standings.

Pre-event points leader Stoffel Vandoorne completed a scruffy weekend, which just would not come together, with a podium in race two. That recovered some of the ground he had lost on Saturday. After qualifying down in eighth for race one, he had given himself an early-race flat spot for the second event running. But while at Monza he could nurse his race-leading car to victory, this time he was buried in the pack and was powerless to make progress while Magnussen was devastating out front.

"Saturday wasn't the greatest, with us losing points to Kevin, but we limited the damage and I'm happy with that," Fortec driver Vandoorne said after his race-two podium.

If Magnussen's and Vandoorne's weekends were a little bit patchy, then pre-season favourite Antonio Felix da Costa's was a nightmare. The Red Bull junior ran out of fuel in qualifying on Saturday, with the resulting penalty for not being

able to provide a sample post-session dropping him from third on the grid to last. His progress from there was hindered by a braking problem that affected him all weekend, so unlike Magnussen on Sunday he couldn't salvage any points from his qualifying penalty.

Things weren't much better in race two, when Arden Caterham set its cars' ride heights too low, leaving both da Costa and Pietro Fantin battling aquaplaning, and struggling to keep pace.

"We've had too many little problems this year," said da Costa. "We must go away and work out how to stop these things going wrong. Why are we messing up when other teams aren't?"

With its shortened sessions (see above right) and horrendous conditions, Sunday was a day to forget for most. But not for Carlos Huertas. While others failed to put a lap together in qualifying he slotted himself onto the front row of the grid, and when rookie polesitter Norman Nato went slithering off the road following a start behind the safety car, the Carlin-run Colombian took advantage of his clear track and visibility to drive away from the pack. "Some people may think I was lucky but I put myself in this position," he said. And he was right. A shock win, but one that was deserved on the day.

### Huertas won soggy race two



## IN THE PADDOCK

## Glenn Freeman



THE ARAGON PADDOCK WAS A HECTIC PLACE to be on Sunday morning. It was less than an hour before the start of qualifying when Renault told teams of its decision to reduce the Formula Renault 3.5 track time in response to unexpectedly high oil consumption in race one. A near-flooded track for that qualifying session and several red flags just added to the sense of chaos. And, when it reached the halfway stage – and another red flag – with nobody having posted a time, race organisers made a quick (and correct) decision to add five minutes to qualifying.

Renault's and engine supplier Zytek's main concern with the oil issue is that it seems to have come out of nowhere. Renault Sport Technologies says that there were no changes made to the engine over the winter that could have affected oil consumption, and nobody suffered any similar problems during the opening round at Monza, or in winter testing.

Renault has praised the reaction of its teams in these unfortunate circumstances, and it has promised that no expense will be spared in making sure everyone is ready to go without dramas on the streets of Monaco at the end of this month. Provided that is achieved, this will all blow over. If not, then those teams who have suffered the most with minor reliability problems since the new car came in for the start of 2012 will surely start losing their patience.

Stevens splashes through the gloom



## BIG NUMBER

30

The number of points scored by both Will Stevens (below) and Sergey Sirotkin during the Aragon weekend. The pair top-scored in Spain.



## Vaxiviere dominates in Eurocup

## MATTHIEU VAXIVIERE WAS A SURPRISE

double winner in the opening round of the Formula Renault Eurocup at Motorland Aragon last weekend, taking the spoils in both dry and wet conditions.

The Frenchman was hardly a fancied runner coming into this year, mainly thanks to a rookie season to forget in 2012. But last weekend the Tech 1 Racing man appeared to have rediscovered the form that took him to the French Formula 4 title in '11.

Vaxiviere won both races from pole, but he was made to work hard for race-one honours as he could not shake off the chasing pack for several laps. Eventually the challenge led by Esteban Ocon and Pierre Gasly wilted, and Vaxiviere was free to take victory by three seconds.

Race two appeared more straightforward on paper, as Vaxiviere again drove away from pole, this time to take victory by 8s. But the torrential conditions made it a challenge to the end, proven by the big twitch he had coming through the final kink to take the chequered flag.

Tech 1's wet set-up was strong all weekend, which came in useful as both qualifying sessions and one of the races were wet. That played into the hands of the team's rookie Egor Orudzhev on Sunday, as he was able to fend off Briton Oliver Rowland during the closing stages to take second place. That made up for race one, where a lack of dry-weather pace had prevented the Russian from capitalising on his first impressive qualifying performance.

Rowland, who had a tough opening race after qualifying ninth, was pleased to come away from the weekend with a podium in his Manor MP car.

"We had a few problems earlier in the weekend but



Vaxiviere took surprise double

we sorted them out," he said. "Tech 1 had a really good car here but I think I could have fought with them if I hadn't made a mistake in qualifying. I'm happy to start the season with a podium and I think we'll be really good next time out at Spa."

Fellow Racing Steps Foundation driver Jake Dennis (Fortec) appeared to be one of those to beat in free practice, but he was unable to recapture that form on Saturday and Sunday. However, a solid points haul across the two races left him fourth in the standings coming away from the opening weekend.

## RESULTS

**Race 1 1** Matthieu Vaxiviere, 14 laps in 27m22.459s; 2 Esteban Ocon, +3.218s; 3 Pierre Gasly; 4 William Vermont; 5 Jake Dennis; 6 Steijn Schothorst. **Race 2 1** Vaxiviere, 11 laps in 27m19.789s; 2 Egor Orudzhev, +8.451s; 3 Oliver Rowland; 4 Oscar Tunjo; 5 Dennis; 6 Ocon. **Points 1** Vaxiviere, 50; 2 Ocon, 26; 3 Orudzhev, 24; 4 Dennis, 20. 5 Gasly, 17; 6 Rowland, 16.

## Engine dramas cause concern

## RENAULT SPORT AND ZYTEK HAVE LAUNCHED

an investigation into the mysterious engine problems that marred the Aragon Formula Renault 3.5 round, and resulted in the second race being shortened.

After several teams were hit by high oil consumption during the first race of the weekend, causing reliability issues in the closing stages, the decision was taken to halve qualifying on Sunday to 15 minutes and reduce the race distance by a third to 29 minutes plus one lap.

Work is under way already at Zytek Motorsport's Repton base in the UK to work out the cause. While it did not affect every car last weekend, it is suspected that every engine is at risk of suffering the same fate.

Renault Sport Technologies motorsport technical manager Francois Champod said: "We have to analyse the engines that we know have the problem to know exactly what it is, and to find a solution as soon as possible. We will ask all the teams to bring their engines back to the UK. We have to make sure – by any way we can – that everyone is 100 per cent safe for the next race [in Monte Carlo]."



RST to investigate engine trouble



Webb's new look

## WEBB'S NEW COLOURS

Oliver Webb ran a new colour scheme last weekend. The Brit ditched his red, black and white 'Fortec' colours for an all-white design based around a new sponsor he has teamed up with since the season opener at Monza.

## AV GETS ITS FIRST PODIUM

AV Formula took its first podium finish in Formula Renault 3.5 in just its third start, courtesy of Arthur Pic. The Frenchman took third place in race one. He had been on course to finish second until a couple of late-race errors allowed Will Stevens to pounce.

## MORE ENGINE WOE FOR SORENSEN

Marco Sorensen's weekend was hit by engine problems for the second round running. The Lotus driver was hindered by a lack of power at Monza for the opening round too. Renault is looking into the problem – which is not related to the oil-consumption issues that affected several cars last weekend – but it is yet to discover a fault.

## STEWARDS CLEAR STEVENS

Will Stevens avoided a penalty after his race-one podium following an investigation by the stewards into his first-lap clash with Nico Muller at the final hairpin. Muller, who was forced to retire due to the contact, said he disagreed with the claim of the stewards that it was a racing incident.

## TUSCHER MAKES DEBUT

Formula 2 race winner Matheo Tuscher made his FR3.5 debut last weekend, replacing Emmanuel Piget at Zeta Corse.



**Kirchhofer leads from Markelov**

**GERMAN FORMULA 3**

F3 debutant Marvin Kirchhofer took a double win at Oschersleben for the locally-based Motopark-run Lotus squad, beating his team-mate Artem Markelov both times. Swede Johan Bryant-Meisner won race two with Performance Racing.

**ADAC FORMEL MASTERS**

Mucke Motorsport-run Belgian Alessio Picariello won twice at Oschersleben, with Indy Dontje taking the other race for Lotus. Dane Nicolas Beer took a second and a third.

**VLN**

Marcel Fassler and Frank Stippler took their Phoenix Racing Audi R8 LMS ultra to victory on the Nordschleife in conditions just above freezing. Second – a minute behind – was the Schubert BMW Z4 GT3 of Martin Tomczyk/Jens Klingmann/Dirk Adorf.

**FRENCH GT**

Gregoire Demoustier and Ulric Amado took an early points lead with a win and a third place at Le Mans in their ART McLaren. The similar Sebastien Loeb Racing MP4-12C GT3 of Laurent Pasquali/Anthony Beltoise won race one.

**NASCAR NATIONWIDE**

Brad Keselowski prevented Kyle Busch making it four wins in a row by winning at Richmond in his Penske Ford from Kevin Harvick. Regan Smith was fifth, cutting Sam Hornish Jr's series lead to a point.

**EUROPEAN F3 OPEN**

Team West-Tec's Nelson Mason easily won a damp season opener at Paul Ricard from De Villota Motorsport-run Brit Hector Hurst. Canadian Mason was eliminated from race two at the start, allowing Thai Sandy Stuvik (RP Motorsport) to win from Yarin Stern.

**ETCC**

BMW drivers Petr Fulin (Krenek Motorsport) and Mat'o Homola (Homola Motorsport) took a win each at the Slovakia Ring. Fulin leads the series by 20 points from his rival.

**MEGANE EURO CUP**

Ex-Formula 1 champion Mirko Bortolotti won twice at Aragon from his Oregon team-mate Kevin Gilardoni. Kelvin Snoeks and Erik Janis had a third place each.



**Bortolotti on top in Spain**



**Harvick storms away at final restart**

**NASCAR SPRINT CUP RICHMOND (USA), APRIL 27, RD 9/36**

**Harvick denies Montoya**

**JUAN PABLO MONTOYA WAS DENIED** his first NASCAR Sprint Cup oval win by a late caution period, which led to a green-and-white chequered finish that Kevin Harvick dominated.

Matt Kenseth controlled the early stages of the Richmond night race in his Joe Gibbs Racing Toyota, but lost the sweet spot of his car's handling as conditions cooled.

During an ill-tempered, caution-filled final quarter of the race, Montoya moved his Chip Ganassi Racing Chevrolet into the lead, and with fewer than a dozen laps to go the ex-Formula 1 star had stabilised the gap to the charging Harvick.

But Montoya's advantage was erased when Brian Vickers lost control of his already battered Gibbs Toyota. The leaders all dived into the

pits for fresh rubber, which left Harvick's Richard Childress Racing team-mate Jeff Burton, and three other drivers who gambled on non-stopping, at the head of the field.

Harvick's crew had also got him out ahead of Montoya, which meant he had the favoured inside line, and at the restart he scorched away, blasting through the pack into the lead as Montoya found himself boxed in.

Clint Bowyer followed Harvick's lead to grab second in his Michael Waltrip Racing Toyota, while the Penske Ford of Joey Logano took third, heading Montoya in fourth. Burton was a sitting duck on his 60-lap-old tyres and dropped to fifth.

But that was not the end of the action. Kurt Busch was angered by what he perceived as a block by

Kenseth and rammed him on the cool-down lap. Tony Stewart felt his race had been ruined by Busch and drove the former champion into the wall as they made their way back to the pits, where the shenanigans rumbled on.

● Connell Sanders Jr

**RESULTS**

**1 Kevin Harvick (Chevrolet SS)**, 406 laps in 3h18m17s; **2 Clint Bowyer (Toyota Camry)**, +0.343s; **3 Joey Logano (Ford Fusion)**; **4 Juan Pablo Montoya (Chevy)**; **5 Jeff Burton (Chevy)**; **6 Carl Edwards (Ford)**; **7 Matt Kenseth (Toyota)**; **8 Aric Almirola (Ford)**; **9 Kurt Busch (Chevy)**; **10 Dale Earnhardt Jr (Chevy)**. **Points** **1 Jimmie Johnson, 343**; **2 Edwards, 300**; **3 Kasey Kahne, 297**; **4 Earnhardt, 297**; **5 Bowyer, 290**; **6 Brad Keselowski, 284**; **7 Kyle Busch, 278**; **8 Greg Biffle, 272**; **9 Harvick, 271**; **10 Paul Menard, 271**.

**ADAC GT MASTERS OSCHERSLEBEN (D), APRIL 27-28, RD 1/8**

**Rast is Abt-solutely supreme**

**CHRISTIAN ABT'S NEW PROSPERIA C** Abt team made a winning debut as Porsche Supercup dominator Rene Rast and Blancpain Endurance Series champion Christopher Mies struck gold at Oschersleben.

Mies started 15th, but climbed rapidly during the opening stint of the wet race. Rast continued the charge and overtook Mario Farnbacher's family-run Porsche for the lead with 10 minutes left.

"Christopher's good start and our early pitstop helped us," said Rast, who was trailed by Farnbacher/Philipp Frommenwiler and the Herberth 911 of Martin Ragginger/Robert Renauer.

A dry second race went the way of the Callaway Corvette of Diego Alessi/Daniel Keilwitz after the Italian nipped inside polesitter Maxi Gotz at the start. Gotz and HTP Mercedes co-driver Maxi Buhk blew their victory hopes



**Rast/Mies won in wet**

when too short a driver change netted them a stop-go penalty.  
● Rene de Boer

**RESULTS**

**Race 1 1 Rene Rast/Christopher Mies (Audi R8 LMS ultra)**, 33 laps in 1h01m00.853s; **2 Mario Farnbacher/Philipp Frommenwiler (Porsche 911 GT3-R)**, +8.729s; **3 Martin Ragginger/Robert Renauer (Porsche)**; **4 Philip Geipel/Dino Lunardi (Audi)**; **5 Frank Kechele/Nico Verdonck (Ford GT)**;

**6 Christer Jons/Christian Mamerow (Audi)**. **Race 2 1 Diego Alessi/Daniel Keilwitz (Chevy Corvette Z06.R)**, 40 laps in 1h01m19.923s; **2 Jeroen den Boer/Simon Knap (BMW Z4 GT3)**, +3.684s; **3 Farnbacher/Frommenwiler**; **4 Ragginger/Renauer**; **5 Sergey Afanasiev/Andreas Simonsen (Mercedes SLS AMG GT3)**; **6 Jons/Mamerow**. **Points** **1 Farnbacher/Frommenwiler, 33**; **2 Ragginger/Renauer, 27**; **3 Alessi/Keilwitz, 25**; **4 Rast/Mies, 25**; **5 den Boer/Knap, 18**; **6 Afanasiev/Simonsen, 16**.

# KX BTCC RACE GUIDE

## 4-5 May Thruxton

“Only two meetings into 2013 and our KX Academy drivers have experienced the sorts of highs and lows that help make motorsport so interesting. Tom Ingram leads the Ginetta GT Supercup, ably backed up by Rob Boston, and my own British Touring Car Championship

MG team-mate Sam Tordoff has already proved himself a frontrunner.

Daniel Lloyd and Stefan Hodgetts suffered misfortune last time out at Donington Park, but both have the speed to bounce back this weekend at Thruxton, and Ant Whorton-Eales should also be on the pace in the Renault Clio Cup.

KX has also decided to give three potential 2014 KX drivers, not currently racing, the chance to race in at least two Clio Cup meetings this season. KX will contribute to their costs and they will be fast-tracked through the 2014 application process.

To add even more spice, KX has introduced the ‘Yellow Jersey’,

which will be awarded to the best Akademy performer on each BTCC weekend. The driver with the most at the end of the season will be crowned the KX Akademy Champion and receive a financial bonus. Tom won at Donington, so now it’s up to the others to respond this weekend.”

**Jason Plato**



“Tom Ingram won the Yellow Jersey at Donington, so now it’s up to the others to respond”



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# BTCC with MG KX Momentum Racing



## SAM TORDOFF

Tordoff continued the great start to his MG KX Momentum career

at Donington Park last time out and currently lies fourth in the British Touring Car Championship.

The 24-year-old has surprised many with his fine performances as Jason Plato's team-mate, which have increased expectations.

"It's been really, really good, better than expected," said the former Porsche Carrera Cup frontrunner. "I'm actually

disappointed to have taken two sixths and a fourth at Donington, which shows how far our expectations have changed."

Tordoff hopes this weekend's Thruxton round will provide a change from the bad luck he has previously suffered at the high-speed Hampshire venue. "Thruxton's never been too kind to me," he added. "The benefit we do have is that we don't have to run the new soft tyres. Honda has an advantage on them at the moment and we're playing catch up."

**"This season has been really good so far, better than expected"**

Sam Tordoff



# Renault Clio Cup with KX Racing with SV



## STEFAN HODGETTS

After a troubled start to his season at Brands Hatch, Hodgetts was

hoping to underline his status as one of the Clio Cup title favourites at Donington, but things went wrong almost immediately.

"As soon as the fire extinguisher went off on my first flying lap of qualifying I was in trouble," he said. "You need to qualify well in Clios and it's so hard to come through the pack if you don't.

"I managed to get through quite a

few on Saturday and was making my move again on Sunday when chaos unfurled in front of me and I got hit as other people rejoined the circuit. We just can't buy any luck at the moment."

Nevertheless, Hodgetts is a Clio Cup race winner and he'll be targeting victories at Thruxton so he can improve on his 14th place in the standings.

"Thruxton can't be any worse than Donington," he said. "If the fire extinguisher doesn't go off, we'll start winning some races soon!"



## ANT WHORTON-EALES

The rising tin-top ace has made a solid start to his season as he

and Scuderia Vittoria learn how to make the most of the Clio Cup's new Dunlop tyres. He qualified eighth at Donington last time out, just half a second off pole, and took a best finish of fifth.

"Most of the time I move forward at the start of races, so if I can start on the front two rows then I can definitely stay up there," he said. "I just need to sort out my qualifying.

"On Saturday I went from eighth to fourth on the first lap, then got elbowed wide and dropped to 14th, but came back to 11th.

"On Sunday I got a mega start from sixth and was alongside Paul Rivett for the lead at the first corner. I crashed with Mike Bushell and was back in ninth, but battled back to fifth."

The 18-year-old is confident he will be on the pace this weekend. "Thruxton should be good," he said. "We've looked really strong in testing."

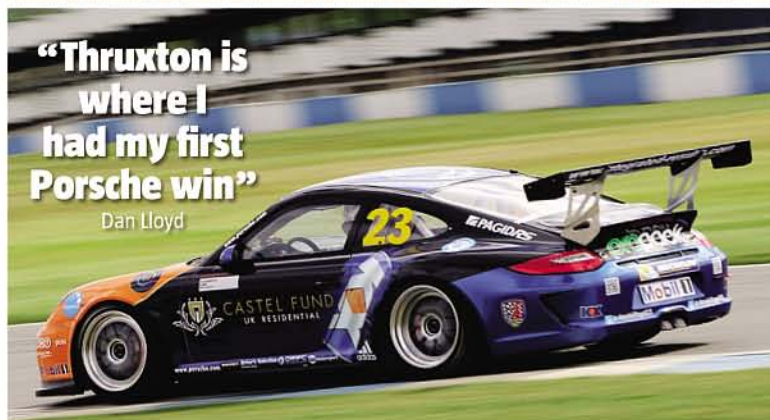


**"As soon as the fire extinguisher went off, I was in trouble"**

Stefan Hodgetts



# Porsche Carrera Cup with Team Parker Racing



**“Thruxton is where I had my first Porsche win”**  
Dan Lloyd



## DAN LLOYD

Despite good pace, Lloyd is another KX Akademy member who has not been blessed with good luck early in 2013. At Donington Park a rare technical failure in his Team Parker Racing Porsche in race one left him an unrepresentative seventh in the title race.

“We had a fuel pump failure - it was very unlucky,” explained the 21-year-old. “In the second race we

finished fourth, which was OK, but it’s a bit disappointing because we were quick in testing and practice. We thought it was going to be our weekend.”

The visit to Thruxton could be just what Lloyd needs - he has won there in the past.

“It’s where I had my first win in the Carrera Cup last year,” he said. “We’re not going there thinking we’ll be quickest, but we should be up there.”

# Ginetta GT Supercup with JHR



## TOM INGRAM

One of the first KX Akademy members last year, Ingram started this season with his sights firmly set on the Ginetta GT Supercup crown. After three second places at Donington, things are going to plan and the 19-year-old arrives at Thruxton atop the points table.

“Donington was a good weekend,” he said. “I chased Carl Breeze hard in race two, but when you’re that close to someone in these cars you lose all your aero.

“Race three was pretty close too; a bit longer and we might have won.”

Ingram’s performances were enough to earn him the first KX ‘Yellow Jersey’ and he is looking forward to Thruxton. “The Yellow Jersey is something a little bit different and it’s a good thing to have,” he added.

“I love Thruxton, it’s one of my favourite tracks. We’ve been looking good in testing so I am hoping for good things.”



## ROB BOSTON

A graduate from the competitive worlds of Mazda and Lotus club racing, Boston has impressed on his graduation to the Ginetta GT Supercup. After a best finish of fourth at the Brands Hatch opener, he went one better in the first race at Donington Park.

“The first podium of the year feels great,” said the 30-year-old, who went on to take two fourths in the remaining races despite suffering from gearbox, engine and



**“I love Thruxton and things are looking good”**  
Tom Ingram

clutch problems over the weekend.

“I would have loved a second podium, but mechanical issues were against me,” he added.

“We’ll have a healthy car again for Thruxton so it’s onwards and upwards!”

Boston’s strong start to 2013

means he heads to Thruxton fourth in the standings, 40 points behind JHR team-mate and fellow KX Akademy member Ingram, and it will be interesting to see how he shapes up against the more experienced Ginetta racers on the challenging high-speed circuit.

# HELLO THRUXTON FEEL THE ENERGY!

Jason Plato will be on top form at the third round of the British Touring Car Championship at Thruxton, the fastest track in the UK. You can feel the energy too with his Special Edition KX Energy Drink.

The 500ml can is emblazoned with Plato’s name and signature, as well as a chequered flag. The Jason Plato Special Edition 500ml can is available at all Tesco stores and Tesco Petrol Filling stations.



# 4-5 May **Thruxton**



“Thruxton is a proper place and I love it. It’s a massive challenge, for the drivers and the engineers and is such a compromise between the fast and slow corners. The car has got to be good in the slow corners

but stable through the high-speed parts of the lap. No matter how many years you’ve been going there you always have an in-take of breath on your first lap out. Here’s how I drive the 2.36-mile circuit, the fastest track in the UK.”

**5 CHURCH**  
6th gear, 130-140mph  
There’s a bump right across the track at Church that unsettles the car - that’s what threw me off in qualifying last year!

**6 CLUB CHICANE**  
2nd gear, 30-40mph  
By the time you get there your brakes are cold because the straight beforehand is so long. It’s a good overtaking point.

**4 GOODWOOD**  
5th gear, 100-120mph  
It’s on the brakes and down to fifth for Goodwood. You’re turning in almost from the middle of the track so it’s difficult to position the car. You’ve got to commit and get on the gas early to maintain stability. You never know you’re safe until you’ve left the corner because you’re moving around so much. Everyone’s eyes are like saucers there.

**GOODWOOD BAR**  
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FROM 1830

**3 NOBLE**  
6th gear, 130-140mph  
It’s fairly bumpy and the big wall is pretty close. It’s always difficult to get the car settled on the exit.

**2 CAMPBELL-COBB-SEGRAVE COMPLEX**  
2nd gear  
You’re hard on the brakes and down on the gears to second for Campbell. The complex provides great opportunities for overtaking, both on the inside and outside. It’s also crucial to lap times. You’ve got to keep your minimum speed up and it’s easy to overcook the tyres.

**1 ALLARD**  
5th gear, 110-120mph  
Allard is maybe flat in qualifying, with a little lift in the races. The exit comes back in on you so it’s a tough corner.

## ROUND 3 **SATURDAY MAY 4** Goodwood Bar from 1830 hosted by Alan Hyde



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Super, splashing, great: that was Kopecky's Skoda

EUROPEAN RALLY CHAMPIONSHIP RALLY AZORES (P), APRIL 25-27, RD 4/13

## Kopecky conquers gravel demons

JAN KOPECKY INCREASED HIS LEAD IN the European Rally Championship by winning the fourth round of the season, Rally Azores.

The factory Skoda driver hit the front on day two of the event, held on the mid-Atlantic volcanic island of Sao Miguel. He fended off a determined challenge from Craig Breen, driving his Sainteloc Peugeot on gravel for the first time, to win by just over half a minute and take the first loose-surface win of his life.

Kopecky laid to rest the ghost of the 2010 event, when he crashed out of the lead with just a handful of

miles remaining. He mastered weather conditions that varied wildly and washed out some stages, while thick fog also played havoc with the schedule.

"We tried to go high-speed all the way through, because it kept me focused," said Kopecky. "There was a lot of fog everywhere, which made it so difficult, but we've won the last three rallies we've entered now."

Breen, who has a trio of second places to his name in the ERC this year, was blighted by two punctures early in the event. "It's my first time here and I gained a lot of experience

and showed some good speed," said the Irishman. "I thought I could push Jan on the final morning, but couldn't reduce the gap to him."

Robert Kubica starred on the opening day, setting all three fastest stage times. He struggled in the fog on day two and, after an early puncture, lost his lead soon before rolling having clipped a bank. The Pole, co-driven by Maciek Baran, recovered to finish sixth after treating the final day of the event as a test.

Local hero Ricardo Moura finished third, almost a minute in arrears, on his first drive in a Skoda S2000

car. Bruno Magalhaes, the 2010 Azores winner, finished fourth in a Peugeot, ahead of Breen's team-mate Jeremi Ancian.

● Charles Bradley

### RESULTS

**1 Jan Kopecky/Pavel Dresler (Skoda Fabia S2000)**, 2h26m32.2s; 2 Craig Breen/Paul Nagle (Peugeot 207 S2000), +32.2s; 3 Ricardo Moura/Sancho Eiro (Skoda); 4 Bruno Magalhaes/Nuno Silva (Peugeot); 5 Jeremi Ancian/Gilles de Turckheim (Peugeot); 6 Robert Kubica/Maciek Baran (Citroen DS3 RRC). **Points** 1 Kopecky, 115; 2 Breen, 88; 3 Jari Ketomaa, 39; 4 Francois Delecour, 32; 5 Bryan Bouffier, 31; 6 Moura, 25.

EUROPEAN RALLYCROSS CHAMPIONSHIP MONTALEGRE (P), APRIL 28, RD 2/9

## Back-to-front victory for Doran

LIAM DORAN BOUNCED BACK FROM missing his opening heat to take a superb victory in round two of the European Rallycross Championship at Montalegre.

The LD Motorsport Citroen driver, who was blighted by clutch issues early on, finished second in his semi-final and critically made his mandatory pass through the joker section of the Portuguese track at the earliest opportunity to give himself clear air, which he used to eke out an advantage.

While Doran was on his charge, the battle briefly raged between semi-final winners Timur Timerzyanov and Petter Solberg until the Norwegian – who had jumped the initial final start, causing a restart

and earning himself an extra run through the joker section as penalty – fell back.

By that point Timerzyanov was also out of contention, the Russian suffering a right-front puncture on his Hansen Motorsport Citroen.

Mats Lysen, making his first ERX appearance of the season in a Lysen/Helma Renault, inherited second, which ought to have become first once Solberg took his penalty on the last lap. But he had not bargained on Doran's charge and finished 0.8s behind the Briton.

Solberg finished third in his own DS3, ahead of Alexander Hvaal, Davy Jeanney and Timerzyanov.

Timmy Hansen, the surprise package at Lydden, missed out on the



Doran was unstoppable

final by finishing fourth in his semi, while highly rated VW driver Anton Marklund was a spot further back.

Sixteen-year-old Kevin Eriksson, taking part in only his second rallycross event, won the S1600 class, while Robin Larsson took TouringCar honours.

● Hal Ridge

### RESULTS

**1 Liam Doran (Citroen DS3)**, 6 laps in 4m09.638s; 2 Mats Lysen (Renault Clio), +0.880s; 3 Petter Solberg (Citroen DS3); 4 Alexander Hvaal (Citroen DS3); 5 Davy Jeanney (Citroen C4); 6 Timur Timerzyanov (Citroen DS3). **Points** 1 Timerzyanov, 40; 2 Jeanney, 39; 3 Timmy Hansen, 35; 4 Solberg, 31; 5 Anton Marklund, 27; 6 Doran, 25.

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INTERNATIONAL GT OPEN PAULRICARD (F), APRIL 27-28, RD 1/8

# Aston duo weathers storm for victory

THE GPR RACING ASTON MARTIN OF Maxime Soulet and Enzo Ide was the dominant force of the opening round of the International GT Open at Paul Ricard in an event beset by inclement weather.

Saturday's race was held in treacherously wet conditions, which worsened towards the finish.

Sailing serenely through the murk, Ide – who took the lead early on – and Soulet were victorious by over a minute, having dominated most of the race. Second were Johnny Laursen and Jan Magnussen, following a spirited performance from the Kessel Ferrari, with Magnussen happy to get his elbows out in the early dicing.

Following post-race penalties the Villorba Corse Ferrari of Andrea Montermini and Luca Filippi was promoted to third, and the first of the top-class Super GT cars (the first two machines were running in the 'slower' GT5 class). But Filippi lost third on the road to a late spin that dropped him behind the Bert Longin/Diederich Sijthoff V8 Racing Corvette.

Montermini/Filippi won on Sunday after a bold mid-race change to slicks for Ide/Soulet. After three



Yellow Aston took a win and a second

laps spent warming his tyres, Ide charged, often four seconds per lap faster than his rivals. A stunning move on the final lap put the Aston ahead of Alexander Talkanitsa Sr in the AF Corse Ferrari, but left him too short of time to chase down Montermini.

The father-and-son Talkanitsa pairing was poised for victory until a late-race spin cost eight seconds and the lead. Fourth was the Seyffarth

Mercedes, propelled up the order following a storming drive from race-one polesitter and former DTM driver Renger van der Zande.

● Ben Evans

## RESULTS

**Race 1** 1 Enzo Ide/Maxime Soulet (Aston Martin V12 Vantage GT3), 28 laps in 1h09m58.328s; 2 Jan Magnussen/Johnny Laursen (Ferrari 458 Italia GT3), +1m00.760s; 3 Luca Filippi/Andrea Montermini (Ferrari); 4 Michael Lyons/Matteo

Beretta (Ferrari GT3); 5 Matt Griffin/Duncan Cameron (Ferrari); 6 Bert Longin/Diederich Sijthoff (Chevrolet Corvette C6.R). **Race 2** 1 Filippi/Montermini, 20 laps in 50m15.216s; 2 Ide/Soulet, +0.817s; 3 Alexander Talkanitsa Jr (Ferrari GT3); 4 Renger van der Zande/Miguel Toril (Mercedes SLS AMG GT3); 5 Longin/Sijthoff; 6 Nicola de Marco/Lorenzo Bontempelli (Ferrari GT3). **Points** 1 Ide/Soulet, 42; 2 Filippi/Montermini, 40; 3 Talkanitsa/Talkanitsa, 23; 4 Magnussen/Laursen, 22; 5 Longin/Sijthoff, 21; 6 Griffin/Cameron, 19.

SUPER GT FUJI (J), APRIL 29, RD 2/8

# Rossiter joins Nakajima to win

JAMES ROSSITER TOOK HIS MAIDEN Super GT win on only his second start in the series at Fuji on Monday as he partnered Kazuki Nakajima to the first win for the TOM'S Lexus team since 2010.

Nakajima led away from pole position, but lost his advantage to Hiroaki Ishiura when he had to take evasive action to avoid slamming into a slower GT300 car that had spun ahead of him. Undaunted, Nakajima was back in front just three laps later and – once Rossiter had driven the middle stint of the race – climbed

back in to take the flag by over three seconds from the Cerumo Lexus of Kohei Hirate/Yuji Tachikawa.

Lexus machines dominated at the track owned by parent company Toyota and filled the top four spots. The best non-Lexus crew was Joao Paulo de Oliveira/Tsugio Matsuda, fifth in their Impul Nissan.

The best Honda was the Team Kunimitsu car of Takuya Izawa/Takashi Kogure. The duo preserved its points lead with seventh, one place behind back-of-the-grid starters Andrea Caldarelli/Daisuke Ito.

GT300 honours went to the experimental Toyota Prius hybrid of Morio Nitta/Koki Saga.

● Jiro Takakashi

## RESULTS

**1** James Rossiter/Kazuki Nakajima (Lexus SC430), 110 laps in 2h56m05.647s; 2 Kohei Hirate/Yuji Tachikawa (Lexus), +3.373s; 3 Kazuya Oshima/Yuji Kunimoto (Lexus); 4 Juichi Wakisaka/Hiroaki Ishiura (Lexus); 5 Joao Paulo de Oliveira/Tsugio Matsuda (Nissan GT-R); 6 Andrea Caldarelli/Daisuke Ito (Lexus). **Points** 1 Takuya Izawa/Takashi Kogure, 48; 2 Hirate/Tachikawa, 46; 3 Rossiter/Nakajima, 40; 4 Kodai Tsukakoshi/Toshihiro Kaneishi, 30; 5 Oshima/Kunimoto, 30; 6 Ronnie Quintarelli/Masataka Yanagida, 22.



Rossiter and Nakajima triumphed



Serra led Bueno from the start

V8 STOCK CARS TARUMA (BR), APRIL 28, RD 3/12

# Serra dominates to stretch his lead

DANIEL SERRA'S 1.4-SECOND VICTORY at Taruma did little to underline his dominance.

The Red Bull/Mattheis Chevrolet driver topped every practice and qualifying session and led the whole race, setting fastest lap in the process.

Serra built up a big enough advantage to enable his crew to change front and rear tyres at his pitstop without sacrificing the lead, a major help on such an abrasive track.

The same tactic did not work for team-mate Caca Bueno, who was undercut by Thiago Camilo, Ricardo Mauricio and Ricardo Zonta.

Bueno's better rubber might have

paid off had the safety car not come out late on after a big crash for Denis Navarro. This was the reason for Serra's small winning margin.

Rubens Barrichello qualified down in 30th, but drove strongly in the race to make up 10 positions.

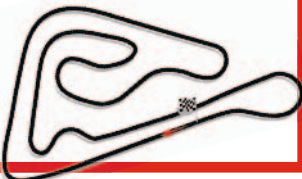
● Lito Cavalcanti

## RESULTS

**1** Daniel Serra (Chevrolet Sonic), 36 laps in 42m18.842s; 2 Thiago Camilo (Chevy), +1.422s; 3 Ricardo Mauricio (Chevy); 4 Ricardo Zonta (Chevy); 5 Caca Bueno (Chevy); 6 Julio Campos (Peugeot 407). **Points** 1 Serra, 65; 2 Bueno, 56; 3 Mauricio, 56; 4 Valdeno Brito, 51; 5 Camilo, 40; 6 Max Wilson, 37.

## WTCC Slovakia Ring (SK) April 27-28

Round 3/12



### RESULTS

RACE 1: 10 LAPS, 36.80 MILES

1	<b>GABRIELE TARQUINI (I)</b>	22m18.761s
Honda Racing (JAS) Honda Civic WTCC; Qualifying: 1st-2m10.773s		
2	TIAGO MONTEIRO (P)	+1.202s
Honda Racing (JAS) Honda Civic WTCC; Qualifying: 2nd-2m10.877s		
3	NORBERT MICHELISZ (H)	+1.616s
Zengo Motorsport Honda Civic WTCC; Qualifying: 3rd-2m10.889s		
4	YVAN MULLER (F)	+5.091s
RML Chevrolet Cruze 1.6 T; Qualifying: 4th-2m10.941s		
5	TOM CORONEL (NL)	+5.975s
ROAL Motorsport BMW 320 TC; Qualifying: 10th-2m12.048s		
6	JAMES NASH (GB)	+7.748s
Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 8th-2m11.714s		
7	MICHEL NYKJAER (DK)	+9.760s
Nika Racing Chevrolet Cruze 1.6 T; Qualifying: 12th-2m17.614s		
8	ALEX MACDOWALL (GB)	+10.078s
Bamboo-Engineering Chevrolet Cruze 1.6 T; Qualifying: 6th-2m11.422s		
9	PEPE ORIOLA (E)	+14.055s
Tuenti Racing SEAT Leon WTCC; Qualifying: 9th-2m11.882s		
10	MEHDI BENNANI (MA)	+19.374s
Proteam Racing BMW 320 TC; Qualifying: 11th-2m12.857s		

Winner's average speed: 98.75mph. Fastest lap: Tarquini, 2m12.918s, 99.66mph.

RACE 2: 10 LAPS, 36.80 MILES

1	<b>CORONEL</b>	22m26.224s
BMW; Grid: 1st		
2	MULLER	+2.990s
Chevrolet; Grid: 7th		
3	TARQUINI	+3.345s
Honda; Grid: 10th		
4	ROB HUFF (GB)	+4.954s
Munnich Motorsport SEAT Leon WTCC; Grid: 4th-2m11.624s		
5	MONTEIRO	+5.222s
Honda; Grid: 9th		
6	ORIOLA	+11.365s
SEAT; Grid: 2nd		
7	TOM CHILTON (GB)	+11.625s
RML Chevrolet Cruze 1.6 T; Grid: 6th-2m11.162s		
8	MACDOWALL	+11.816s
Chevrolet; Grid: 5th		
9	BENNANI	+12.265s
BMW; Grid: 11th		
10	DARRYL O'YOUNG (PRC)	+12.498s
ROAL Motorsport BMW 320 TC; Grid: 21st-no time		

Winners' average speed: 98.20mph. Fastest lap: Coronel, 2m13.758s, 99.03mph.

### CHAMPIONSHIP

1	<b>MULLER</b>	120	6	ORIOLA	49
2	TARQUINI	96	7	CORONEL	47
3	NYKJAER	57	8	MONTEIRO	46
4	CHILTON	55	9	MACDOWALL	34
5	NASH	51	10	HUFF	31

### YOKOHAMA TROPHY

1	<b>NASH</b>	46	4	O'YOUNG	25
2	NYKJAER	42	5	BARTH	21
3	MACDOWALL	37	6	D'ASTE	16

### 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.



Tough round for Lada. This is Kovlovskiy

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'Dad' Tarquini (right) celebrates with 'godfather' Monteiro

# Honda man Tarquini christens his 'baby'

ONE YEAR AGO, HONDA'S NEW WORLD Touring Car Championship project was just getting off the ground. Barely a month ago, it boasted just three experimental outings by way of race-weekend experience.

In Slovakia, Honda made light of such facts, delivering a performance that was anathema to fears that it had gone backwards over the winter, and that belied how little preparation time it had after heavy shunts just three weeks ago in Morocco. This time the Civics dominated.

Perhaps unsurprisingly it was Gabriele Tarquini who led the charge. The evergreen Italian ended a 12-month winless run at the twisty Slovakia Ring last year, back when he was a SEAT man. He had new boots this time around, but the outcome was the same: pole position was converted into an early lead, and a one-second advantage was carefully nursed home until the chequered flag.

"I'm without words," Tarquini said. "I feel like this car is my baby. It was born with me, and while Tiago [Monteiro] nursed it for three races [in 2012] the child came back. As the father, the first win was very important to me."

In reality, Honda was spoiled for choice. Once a qualifying 1-2-3 was preserved at the start of the race, an eventual victory always seemed likely. A podium sweep was less certain, particularly with concerns about tyre durability allowing Yvan Muller a sniff of crashing the party, but both Monteiro and Norbert Michelisz in the Zengo-run Civic defended when needed to ensure an emphatic lockout of the podium spots.

"I could not let down my guard," Monteiro said. "But at the same time I didn't want to push too much because I didn't know if the tyres would last."

With a stalemate up front, it was left to Tom Coronel to produce the only move inside the top five, when he picked off James Nash's Bamboo Chevrolet two laps from the finish, Nash admitting he had reined in what had been a



Michelisz took first 2013 podium

strong defence once the chasing pack closed in.

Coronel's form, aided by a 20kg weight break for the BMWs, was a precursor to his victory in race two. From the reversed-grid pole he defended for the early laps – the rear-wheel-drive cars take longer to get their tyres into the optimum working range – and then eased away as an excellent multi-car fight unravelled behind.

Pepe Oriola occupied second early on, but had the Munnich SEAT of Rob Huff, Muller – who moved into fourth in his RML Chevy after bumping Monteiro wide on lap two – and Tarquini all in extremely close company.

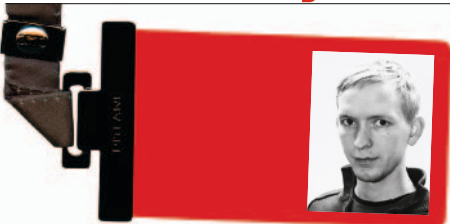
Several other cars joined the back of the fight, and at one stage second through to ninth were covered by just over 3s. That held until lap six, when Huff fought his way past Oriola at Turn 1. Within one corner the Spaniard's SEAT had also been swallowed by Muller and Tarquini, but just as the Italian looked to have prevailed in the three-wide battle he and Oriola touched, allowing Muller to squeeze back through.

The pair then closed on world champion Huff, whose dogged defence finally crumbled on the penultimate lap when he ran deep into Turn 1. Muller slipped by into second, later allowing wryly that it had been nice to get one over on his old team-mate.

Tarquini also followed, putting the gloss on Honda's weekend with a second straight podium. On this evidence, it will be by no means his last.

## IN THE PADDOCK

## Sam Tremayne



AFTER A VICTORY LAP THAT WAS MORE WORLD rally than WTCC, Tom Coronel summed up the weekend neatly, albeit inadvertently.

"We're lucky," he confessed, "that in this championship we have swapped grids."

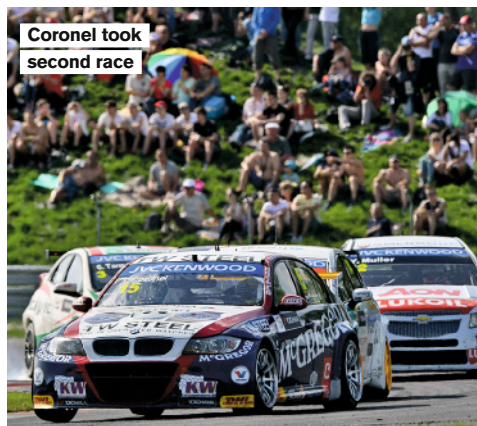
Coronel was referring to his own hopes of future wins, but his words were as true for the weekend itself.

As close as the first race was – and it was mighty close, particularly in the fight for second – Honda's lead trio was never likely to risk it all with a do-or-die lunge on one of the stablemates. Understandably, caution was the better part of valour; Honda needed the win.

Not so in race two, particularly not when four different manufacturers occupied the top five positions. Where prudence governed the top four in the opening contest, race two was brimming with intent from the outset.

That's not to say that the racing became reckless, or that aggression spilled into ill-judged lunges; for the most part in fact it was still remarkably clean and precise, given what was often an eight-car fight for second. But where race one had been easy to call, the finale remained unpredictable until the end.

"Even if we didn't get a win, we were at 100 per cent all the way through," was Yan Muller's verdict. "I think today was the best race of the season."



Coronel took second race

## MILESTONE

For the first time in 28 WTCC rounds, there was no Chevrolet win in Slovakia. Gabriele Tarquini and Tiago Monteiro were the winners for SEAT at Valencia in 2010 when it last failed to do so.



## Still too early to judge Civic pace

## GABRIELE TARQUINI SAYS HE AND HONDA

are yet to discover the absolute potential of the new Civic WTCC.

In addition to the Italian's Slovakian victory – and the Japanese marque's podium sweep – Tarquini also scored a rostrum during the season opener at Monza, while Tiago Monteiro claimed a podium finish at Macau last year in what was only the third outing for the Civic.

The JAS-run Honda team has brought updates for the car at every round so far this year, with the latest exhaust tweaks helping to further reduce the car's top-speed deficit to the Chevrolet Cruze.

"The car is already fantastic to drive – in terms of tyre wear, braking, durability – and we know it is still a child after just three proper races," Tarquini said.

"Every session we improve a little, or discover something. Nobody knows our potential. Maybe the car is already at 90 per cent, but maybe it is 60 or 70. We discovered, for example, that in very hot temperatures and on a demanding track, the car is still fantastic to the end. And we know we can be more competitive."



Honda was helped by Chevy weight

The Italian admitted that Chevrolet's 40kg of ballast had been a factor in Honda's improved form, but said Monza and Marrakech had also worked against the Civic.

"The characteristics of track and car clashed," he said of the first two rounds. "And we're not as fast as competitors in terms of top speed or acceleration, but it is clear on normal tracks we're more competitive than we were in the first two rounds."

## Huff gutted to miss podium

## ROB HUFF ADMITTED HE WAS DEVASTATED

to miss out on what would have been a first WTCC podium for series newcomer Munnich Motorsport.

The Briton held second in race two at the Slovakia Ring until the penultimate lap, when he ran his SEAT too deep into Turn 1 and was picked off by both Yan Muller and race-one winner Gabriele Tarquini.

Huff had earlier been demoted 10 places to 17th on the race-one grid after failing a post-qualifying ride-height check, while team-mates Marc Basseng and Rene Munnich were off the pace all weekend.

"I'm gutted to miss out, because I really wanted it for the boys," Huff told AUTOSPORT. "We've had penalties, we've been chasing set-ups – so many issues. And then we changed settings for race two and suddenly we were as quick as the leaders and ran second for so long.

"I gave it everything; there was nothing left. That was as good as I've ever driven, as good as one of my qualifying laps at Macau, and there were 10 of them. It's a real shame.

"I did think about letting Yan go, but Gabriele was so close behind. I could actually stretch away on the infield for the first five or six laps, but after that I knew I had to try and back Yan into Gabriele; that was the only choice I had. I knew Yan wasn't going to hit me, I trust him totally. It was a great race, just one we lost out in."



Huff defended resolutely

## BOARDMAN'S ENGINE CHANGES

Tom Boardman's luckless start to 2013 refused to relent in Slovakia as he made three engine changes. The British SEAT privateer had been forced to make the first switch following the heavy crash that ruled him out of the Marrakech races, but failures in free practice and qualifying prompted further switches. After a trial run in race one he finished 18th in race two.

## ARGENTINIAN DATE NEARS

World Touring Car promoter Marcello Lotti hopes to conclude the 2013 calendar before this weekend's trip to Hungary. A switch from Brazil to Argentina, first talked about at Monza, is edging closer. "Everything is proceeding well for Argentina," he told AUTOSPORT. "At the moment it has a good chance of being confirmed next week."

## LADA ALL AT SEA IN SLOVAKIA

James Thompson admitted that Lada could not get on top of its set-up issues at the Slovakia Ring. Despite a 20kg weight break the Briton could only finish 13th and 14th in the two races. "Our car just wasn't quick enough," he said. "We lost some time to problems, but fundamentally the circuit doesn't suit the car."

## BMW GETS WEIGHT BREAK

Tom Coronel hailed the impact of a 'vital' win for his ROAL BMW squad, which came after BMW was handed a 20kg weight break by the FIA. "We had some help, but we needed it," said the Dutchman. "Our weapon was consistency, not speed. We've always been fighting, but we needed this one."

## MICHELISZ ON THE PODIUM

Norbert Michelisz said his first podium since Zengo Motorsport switched to Honda was the perfect preparation ahead of his home round at the Hungaroring. Dogged by problems over the opening two rounds, Michelisz said: "Maybe the season starts here for us. I have so much confidence in the car, and it's a special feeling ahead of my home weekend."

## NASH NOT DAUNTED BY DNF

Yokohama Trophy leader James Nash shrugged off his first non-points finish of the year in the Slovakian finale after falling foul of contact in the opening two turns of the race. "I made a bad start, had to take the outside and it was then in the lap of the gods," the Bamboo-Engineering Chevrolet driver said. "It's disappointing, but our focus is on getting back to the front rather than worrying about those behind." Nash heads Michel Nykjaer by four points and team-mate Alex MacDowall by nine.

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# GREEN DREAM

No, we're not talking about Audi's hybrid technology on its LMP1 cars. Instead, it's the man Ingolstadt snaffled from Merc for the DTM. **JAMIE O'LEARY** gets the lowdown from the Brit



Familiar face, unfamiliar place: Green at Audi

**B**ritish racing driver, inextricably linked with the team that allowed him to make his name in the sport, flies the nest for a new home. “Sometimes you just need a change,” he says. “You’ve maybe not achieved what you set out to achieve, for whatever reason, and you just want to – *have to* – make a fresh start, or you fear you’re going to go through it all again.”

Those words could so easily have been uttered by Lewis Hamilton when his switch from his former long-term employer McLaren to Mercedes became public knowledge.

But they actually come from a man who comprehensively thrashed Hamilton over the course of their two years pitched against each other in junior single-seaters.

As Hamilton arrived at Mercedes, so Jamie Green left the same manufacturer, and heads into his ninth year of DTM competition with a new paymaster – Audi – and plenty of optimism.

Mercedes tried to take on Green for the 2003 Formula 3 Euro Series, but he felt he wasn’t ready for the move. One year later he was finally recruited to spearhead Stuttgart’s F3 clan with ASM, and was then promoted to a CLK tin-top for ’05 as reigning

F3 champion. By now, he appeared to be the archetypal Mercedes driver.

He learned German well enough to take impressive command of Mercedes’ fan Q&A sessions on its paddock stage on DTM Saturday afternoons. He played the dutiful supporting role to others when required. And, most importantly, he displayed searing speed at times to win eight races over the next eight years, producing some truly stunning qualifying performances in a series where grid spots are more often than not decided by thousandths of a second, rather than tenths.

But by the midpoint of last season, something wasn’t quite right. He’d already interested BMW as a potential member of its line-up ahead of its 2012 return, and Green was now firmly on Audi’s radar.

But why, as such an entrenched part of the Mercedes furniture, did he feel the need to move? And, more pertinently, why now?

“It’s not like something changed overnight,” says the Leicestershire man. “And it’s difficult to pinpoint one thing in particular.”

“I guess the best way to look at it is that I’ve been in the DTM for eight years now, all with a fantastic manufacturer in Mercedes, and for one reason or another – and most likely a combination

of many of them – I haven’t achieved my aim of becoming DTM champion.

“I’m 30 years old now, which means that if I can have a long career in the DTM then this is probably the mid-point. If you stay in one place too long you can easily get pigeon-holed as one thing or another and I didn’t want that. I didn’t take the decision lightly, but the time was definitely right.”

Green’s first outing in his RS5 (the A5s of 2012 have been rebranded for the coming season) came at Valencia’s Ricardo Tormo circuit in January.

While that event – and the subsequent tests at Barcelona and Hockenheim – did not prove the rude awakening that they might have, Green admits that life with a new manufacturer is going to take some getting used to.

“The car’s not especially different,” he admits. “These days with the way the technical rules work there are a lot of common parts on the Audi, the Mercedes and the BMW, so pacewise you’re not going to have one car that’s dramatically different to drive compared to the others.”

“It’s the small things that take you a bit of time to get up to speed with. In the Mercedes I didn’t have to look at the steering wheel to know where my hands needed to be to activate the radio, or make a set-up adjustment. With the Audi things



are set out a little differently, so I'm needing to just take a little longer to suss it out. That kind of thing soon disappears once you're used to it."

"Probably the biggest difference I'm going to have to deal with is the various processes that go on during a race weekend and how they differ between the two manufacturers; when we have the engineering meetings, when we eat, the way we decide strategies..."

"Already I can see that the way the teams share data at Audi is a lot more transparent than it was at Mercedes, and that can only be a benefit to everybody with the competition as close as it is."

Having been one quarter of a Mercedes 'dream team' that featured Gary Paffett, Paul di Resta and Bruno Spengler as recently as 2010, Green's south-easterly move from HWA's home in Affalterbach to Abt Sportsline's Kempten headquarters leaves his old team with a line-up brimming with potential but desperately short on anything resembling hard results in the DTM.

By contrast, the Abt squad he is joining features Audi's two most recent champions – Mattias Ekstrom and Timo Scheider – plus young Frenchman Adrien Tambay, who capped an impressive 2012 rookie season with second place in the penultimate race of the year at Valencia.

With Ekstrom and Scheider having four titles and 23 victories between them, Green's move is underpinned by the thought that he may well be jumping out of the frying pan and into the fire.

But Green has not achieved all he has by looking for the potential pitfalls of his decisions. Instead, he looks at the benefits on offer.

"Like me, Timo and 'Eki' are experienced, mature racing drivers," he points out. "They're not solely focused on beating their team-mates, because such a paranoid approach can be pretty counter-productive. They don't need to prove anything to anyone. They know that we need to work together to make the Audi the benchmark and that's a very good attitude to have."

"Some people benefit hugely from the psychology of being the number one and dictating developments, set-ups and all that. It's not something I need particularly."

"I'm not necessarily saying either that Audi gives me a better chance of being champion than Mercedes did, but long term I believe it's the best place for me to be. Look at their history of winning championships and at how much they're hurting after last year, and it's easy to see how determined they are to be back to the front."

"They all want to win. I'm no different." ❧

Putting in the miles on RS5 at Barcelona test



Green gets to grips with Ekstrom humour

## FIVE TO WATCH

### BRUNO SPENGLER (Schnitzer BMW)

Ended a long spell with Mercedes to join BMW last year and justified the move by winning a maiden title. Testing form suggests the M3 is again the best car, which will be music to his ears.



### GARY PAFFETT (HWA Mercedes)

Just missed out on last year's title to Spengler and is now, more than ever, the undisputed number one at Mercedes. Support from his inexperienced stablemates will be key in his attempts to add to his 2005 crown.



### TIMO SCHEIDER (Abt Audi)

The two-time champion could not have had a worse 2012, with consistent technical problems in practice and qualifying often derailing his weekend before he even got to the grid. Determined to bounce back.



### ROBERT WICKENS (HWA Mercedes)

Canadian was a revelation last year in his rookie season with the under-supported Mucke team and is promoted to an HWA seat this time. Could well emulate his compatriot Spengler.



### DIRK WERNER (Schnitzer BMW)

His Schnitzer team-mate Spengler might have won last year's title, but the unheralded Werner came on in leaps and bounds in the second half of 2012 and should now be a regular podium contender.



# GRAND OLD TOURERS

Timo Glock will this weekend become the latest Formula 1 refugee to race in the high-profile

DTM. **JAMIE O'LEARY** singles out a few other big names and asks them for their memories

**S**ince the DTM's inception in 1984, plenty of ex-Formula 1 racers have tried their hands in Germany's most popular race series. Timo Glock will be the latest to join that group when he lines up for BMW at Hockenheim this weekend, and he'll be keen to mark himself out as one of the more successful former grand prix drivers in the pack. Here's how some of the others have fared.



## JEAN ALESI (2002-'06)

Right from his debut at Hockenheim in 2002, when he hurled his helmet into the crowd to celebrate a podium on his debut, you couldn't take your eyes off Alesi in the DTM. He won on his third start in the series — at Donington Park — and would repeat that victory at the British track a year later. Two more wins, at Hockenheim in 2003 and '05, followed. His DTM career featured seven podium finishes, three poles and 31 points-scoring races from 52 starts.

**ALESI SAYS:** "I felt good about my time in the DTM. I achieved everything I could from this series, and will always remember my races there in a positive way. But as soon as I was given the year-old car [effectively a demotion from the works AMG squad after he fell out with Gerhard Ungar] it was not what I was looking for."



## JOHNNY CECOTTO (1988-'92; '02)

Having switched to tin-tops following his major Brands Hatch Formula 1 crash in July 1984, the former two-wheeled world champion arrived in the DTM with Mercedes and then rejoined his old pals at BMW for the remainder of his stint. He won races in each of his full DTM seasons and infamously finished second after a final-round shoot-out

with Audi's Hans-Joachim Stuck and Merc's Kurt Thiim in 1990.

**CECOTTO SAYS:** "I remember that 1990 finale so well. I would have won the title if Michael Schumacher hadn't taken me off, but when I saw how he went on to win in Formula 1, I realised that this was just his way. They tried to use another Mercedes to take Stuck off, but his Audi was too big and strong."



## KEKE ROSBERG (1992-'95)

The first F1 world champion to have also triumphed in a DTM race (and, like Mika Hakkinen, also a Finn) made it onto the top step of the podium in only his third weekend in the tin-top series at Wunstorf in 1992. But it was hard-going after that; a now infamous collision with Ellen Lohr putting him out of the lead and into the barriers on the final lap at the Hockenheim finale and two years in

Opel machinery (the latter with his own team) yielding just one more podium.

**ARNO ZENSEN (Team Rosberg team principal) SAYS:** "I was expecting problems with this arrogant ex-Formula 1 driver, but I was surprised. He wasn't arrogant at all, was easy to work with and never made excuses if he wasn't on the pace. Everything was black and white with Keke and it was absolutely the right way to do things."

**EMANUELE PIRRO (1990-'92; '04)**

The Le Mans legend did the unthinkable and won on his DTM debut with BMW at the Nurburgring in 1990, but no more would follow as the manufacturer pulled out at the end of '92 and delayed his further participation in the series 12 years. His comeback, in a Joest Audi in 2004, was a disaster with the by-then 43-year-old Italian less adaptable in his driving style than in earlier years.

**PIRRO SAYS:** "I won my first DTM race from pole, which was fantastic, but the DTM also gave me the worst season of my career in 2004. Myself, Frank Biela, the team and Audi Sport were all new to the DTM and the cars were so particular that none of the enormous amount of experience we had collectively was transferrable. Tyre management was key and the best kind of driver for DTM is someone straight out of Formula 3 because of the style needed."



**JACQUES LAFFITE (1990-'92)**

Following the 1986 Brands Hatch crash that ended his Formula 1 career, six-time GP winner Laffite embarked on a successful touring car career with Alfa Romeo, BMW and Mercedes. His lone DTM victory was a close-fought one on the Nordschleife with Jo Winkelhock and Steve Soper on his bumper. His career fizzled out following a move to Mercedes in '91 that resulted in him being handed less-than-competitive 190 Evos.

**LAFFITE SAYS:** "With hindsight I should never have left BMW at the end of 1990. I'd had a great time with the Bigazzi team and had a terrific win on the Nordschleife when I was less than a second ahead at the finish — and even in the second race, when the car dropped two or three cylinders, I still managed to finish in the top 10 — but I'd given my word to my old friend Dany Snoeck that I would race for him first, and unfortunately his Mercedes 190s were not the cars to have in '91. Even back then the series had a high level of drivers with guys like Schneider, Ludwig, Soper and Cecotto and a great mix of circuits from the Nordschleife to the very dangerous places like Wunstorf and Diepholz. All fantastic places though!"



**NICOLA LARINI (1993-'96)**

The only Italian to win the DTM crown was already an old hand at the tin-top game when Lancia ditched its World Rally programme for sister brand Alfa's assault at the dawn of the Class 1 era in 1993. A debut title led on to three more years in the awesome 155 V6 TI and a total of 18 wins in DTM and ITC competition.

**LARINI SAYS:** "Nurburgring 1993 was the weekend I'm most proud of. There was a press conference before the race and the Germans said I couldn't win and neither could Alfa, because it was our first time there, and then we won both races on the way to the championship. Not bad for a project that started out 70 per cent [Lancia] Delta Integrale!"

**HANS-JOACHIM STUCK (1984-'96)**

The F1 podium finisher moved into the DTM with Audi in 1990 and won the title at the first attempt (his 1984 programme had been but a handful of races) in the four-wheel-drive V8 against the hordes of Mercedes 190 Evos and BMW M3s. He nearly made it a double the following year and was still quick enough to win

in the 1996 ITC in a Team Rosberg Opel. **STUCK SAYS:** "For the last two laps of my title-winning race, I had this terrible noise and I didn't know what it was. I got a call the next day from my engineer telling me a stone had come through the car and gone between the propshaft and its housing and had worn it away to 1-2mm thickness. I was very, very lucky."



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DRIVER (YEARS IN DTM)	WINS**
Michele Alboreto (1995)	0
Jean Alesi (2002-'06)	4
Allen Berg (1991)	0
Gianfranco Brancatelli (1989)	0
Johnny Cecotto (1988-'02)	14
David Coulthard (2010-'12)	0
Yannick Dalmas (1995-'96)	0
Christian Danner (1988-'96)	5
Giorgio Francia (1984-'94)	0
Heinz-Harald Frentzen (2004-'06)	0
Hubert Hahne (1984-'85)	0
Mika Hakkinen (2005-'07)	3
Jacques Laffite (1990-'92)	1
Pedro Lamy (2000-'01)	0
Nicola Larini (1993-'96)	18
JJ Lehto (1995-'02)	0
Allan McNish (2005)	0
Stefano Modena (1994-'00)	2
Alessandro Nannini (1993-'96)	14
Emanuele Pirro (1990-'04)	1
Keke Rosberg (1992-'95)	1
Ralf Schumacher (2008-'12)	0
Hans-Joachim Stuck (1984-'96)	13
Gabriele Tarquini (1995-'96)	1

\* — Featured drivers have attempted to qualify for a world championship grand prix BEFORE contesting a full-time DTM or ITC season.

\*\* — Includes ITC and ITR Cup wins.

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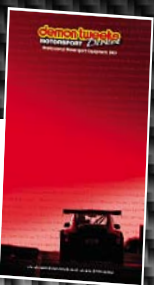
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Dalton and Hughes lead as the first-ever BRDC F4 race begins

## Strong start for BRDC F4 series

### New single-seater category kicks off with good grid and close racing

**LEADING BRDC FORMULA 4** figures believe that the category has a strong future after a promising start to its inaugural season at Silverstone last weekend.

The initiative, aimed at providing drivers with an affordable first step on the single-seater ladder, attracted 21 cars to the Grand Prix circuit.

Drivers ranged from racing rookies to former junior-level champions, with all aged between 16 and 25. Karting graduate Jake Hughes took pole position, while the wins were shared between former Radical racer (and F4 privateer) Matt Bell, car-racing newcomer Jack Barlow and former Formula Renault BARC competitor Jake Dalton.

MSV's Jonathan Palmer, the man behind the series, expects a full grid of 24 cars next time out on the Brands Hatch Indy circuit.

"There's nothing I'd change about the series," Palmer told AUTOSPORT. "I've got people wanting to buy cars, but we're not building any [more] for this season."

#### HOW DID THE CARS RUN?

Despite a few new-car niggles, most of the F4s ran reliably. The only significant problem was an ancillary belt issue that struck HHC's Gustavo Lima and MGR's Diego Menchaca.

HHC principal Charlie Kemp said: "It's a standard part, and the other

cars are running OK, so it looks like it's just a freak."

Palmer said the belt issues would be investigated. "It might be a case of changing the spring tensioner for a rigid one," he said. "We can't assume any of [the problems] are freaks."

Kelvin Burt, whose driver Falco Wauer was involved in a couple of incidents, was happy with the way any problems were addressed.

"Some of the driving was pretty rough, but I'm really pleased with the championship," he said. "MSV has been really helpful and professional. There have been some car issues, but they've jumped straight on them."

#### HOW GOOD WAS THE RACING?

Despite being aero-dependent, the cars provided good racing, with a good deal of overtaking. Although Silverstone's fast and wide GP circuit helped, drivers believe passing will be possible at other venues.

Race three victor Dalton said: "Brands will be harder, but we'll definitely see overtaking in the series. You could see in the reversed-grid race that the quick cars were able to come through."

Ex-FR BARC frontrunner Seb Morris, who leads the standings after scoring three podiums, despite only qualifying seventh, said: "A lot of the passing came from driver error. It's hard to get close to other cars, but this is better than FR BARC for racing."

#### WAS IT COMPETITIVE?

Many drivers were on the pace at Silverstone (see table below) and five teams/entrants got on the podium.

Palmer said that was one of the aims of the relatively restricted regulations, such as fixed dampers and ratios. "It's great to see a privateer up there," he said. "We're not seeing any one team dominate, which is what we wanted."

HHC's Jodie Hemmings believes there's still enough engineering scope for teams to have an impact. "It puts the focus on attention to detail," he said. "Teams can still make a difference, but you don't need a full-time engineer and to be testing every week."

MGR boss Mark Godwin, who also runs cars in FR BARC, said: "For me the Formula Renault is a better car – we like to have more to play with as engineers – but this has a much more professional feel to it."

#### TOP 10 BEST F4 RACE LAPS

POS	DRIVER (TEAM)	TIME
1	Matthew Graham (SWR)	2m05.249s
2	Jake Dalton (MGR)	+0.299s
3	Seb Morris (Hillspeed)	+0.331s
4	Jack Barlow (SWR)	+0.349s
5	Charlie Robertson (HHC)	+0.423s
6	Matt Bell (privateer)	+0.458s
7	Pietro Fittipaldi (MGR)	+0.625s
8	Raoul Hyman (HHC)	+0.689s
9	Jake Hughes (Lanan)	+0.691s
10	Struan Moore (Hillspeed)	+0.752s

**BEN ANDERSON**  
NATIONAL EDITOR

ben.anderson@haymarket.com



#### THERE'S BEEN MUCH SOUL

searching in British single-seater racing since Formula Renault UK folded at the beginning of 2012.

Already perturbed by the cost of the new EcoBoost Formula Ford, Jonathan Palmer worried that his circuit empire would suffer from lost revenue. Many of the great and good within our sport were also fretting about where the next generation of potential British Formula 1 drivers would cut their teeth.

Palmer had a plan to solve these problems, and hatched it with BRDC president Derek Warwick. The result was BRDC F4, which kicked off with a 21-car grid last weekend.

That's a pretty impressive effort in the current financial climate, and puts BRDC F4 ahead of chief domestic rivals Formula Renault BARC (18 cars) and British Formula Ford (12). It's clear Palmer believes passionately in his new project, and will make a huge effort to try to ensure it succeeds.

Just a cursory glance at the event programme, which devoted two-thirds of its 60-plus pages (including a page for each competing driver) to F4, revealed a degree of promotional effort not seen in equivalent pamphlets for British F3, or even the BTCC.

I wasn't at Silverstone, but I hear the cars were prepared well, the level of competition high and the racing excellent to watch – not always the case with slicks-and-wings series. Some of that will be thanks to the Silverstone layout (even F3 cars have good races there!), but it's an encouraging sign nonetheless, as is Red Bull F1 driver Mark Webber's endorsement of F4's virtues.

There's a long way to go in the race to become the UK's championship of choice for aspiring F1 drivers, but it looks as though BRDC F4 has already put itself firmly on provisional pole.



Tappy and Demoustier shared a McLaren in Blancpain



British GT

# Tappy to British GT with Von Ryan

EX-FORMULA RENAULT UK champion Duncan Tappy will lead the Von Ryan Racing McLaren line-up when it joins British GT at Rockingham this weekend.

Tappy, who moved full-time into sportscars in the 2012 Blancpain Endurance Series, will share Von Ryan's solo McLaren MP4-12C with Frenchman Gregoire Demoustier, his team-mate at the ART squad in Blancpain last year. They will contest the remainder of the British series with the exception of the Zandvoort round

in September, which Demoustier is unable to contest courtesy of a French GT Championship commitment.

Tappy, who won the FRenault title in 2007 before moving into Superleague Formula in 2008-11, said: "I'm pleased to be teaming up with Greg in a McLaren again after a successful season last year in Blancpain. There are some pretty strong line-ups out there, but I think our experience together will stand us in good stead.

"Rockingham is all a bit last minute and Greg needs to learn the circuit, but

we both know the McLaren and what to look for to make it quick. The plan is to win races this year."

Team boss Dave Ryan, who became a team owner last year after 30 years with the McLaren Formula 1 squad, added: "Both drivers have good experience of the McLaren and have worked together before, so it's a question of us as a team getting on with it and proving that we're up to the job."

Tappy and Demoustier, gold and silver-rated drivers respectively, have

been classified as a so-called "exotic" line-up by Brit GT organisers, which means they will carry 75kg of ballast.

● The final seat in Fortec Motorsport's pair of Mercedes SLS AMGs for Rockingham has been filled by Paraguayan Danny Candia, who raced for Fortec team boss Richard Dutton in FF2000 in the UK in the mid-1980s. The 52-year-old is confirmed for the season and will this weekend race alongside Fortec Formula Renault 3.5 driver Oli Webb, who is making a one-off appearance in the car.

## Renault Clio

# Club-level Clio category attracts 14 cars for first race event

THE NEW CLUB-LEVEL RENAULT Clio Cup Series has attracted a 14-car entry for its opening event at Snetterton.

The first races, to be held on May 11-12, will include a mixture of race-specification Clios and converted Clio Renaultsport 197 and 200 road cars on the Snetterton 200 layout.

Ma5da MX5 Cup champion Luke Herbert, who lost his KX Academy place after failing to find the budget to race in the BTCC-supporting UK Clio Cup, heads the 10-strong 'racecar' entry list.

"The Clio Cup race car is mega to drive and I absolutely love the sequential gear change", he said. "We were really attracted to the Clio Cup Series by the low running costs. It's created a great new opportunity for me to



New Clio series has attracted a decent entry

race a Clio this year."

Herbert will be joined by a combination of former Clio Cup UK and Euro Saloon racers, as well as rookies, and outpaced several of his rivals in a test on the Snetterton 300 layout.

The grid will be bolstered by four road-car entries.



Only eight cars started first Atom Cup races

## Atom Cup

# Atom Cup makes a slow start

## ARIEL ATOM CUP SERIES

director Mark Harrison remains confident his new series can be a success after its low-key start at Silverstone last weekend.

The first UK races for the Atom attracted only eight entries, but Harrison believes the close racing was a good advert.

"I was hoping we'd have 14 but I'm still confident," he told AUTOSPORT.

"Everything is here, all we need is a bigger grid. We should have 10 at Cadwell and then hopefully it'll just grow and grow."

Harrison admits the economic climate has put potential drivers off committing to a new class. "It's difficult," he conceded. "One of the challenges right now is that the disposable income isn't there for people to spend."

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KX Akademy

# KX Akademy launches new prize and chance for Clio Cup drives

**THE KX AKADEMY HAS** introduced two new elements to its initiative to help young tin-top racers.

A 'Yellow Jersey' prize will be awarded to the best KX Akademy performer at each of the British Touring Car meetings, while KX will also assist three drivers to each compete in two Renault Clio Cup rounds.

The KX member with the most yellow jerseys at the end of the year will be the KX Akademy champion and receive £5000.

KX mentor Jason Plato said: "Nothing motivates you like a few quid in your pocket. It'll get a bit of competition going and I think it's a great idea."

Luke Herbert and Jake Hill have both been unable to take up their KX Clio Cup opportunities this year (see AUTOSPORT, February 28 and April 11), so different drivers will share the remaining Scuderia Vittoria seat during 2013.

KX will supplement the budget of three drivers, each of whom will contest two Clio Cup weekends. Their on- and off-track performance will then be taken into account for the 2014 KX Akademy slots.

"It gives us the chance to look at three drivers and find out if the people in club racing we'd like to give a helping hand to have what it takes," added Plato.



Tom Ingram won 'Yellow Jersey' at Donington Park

GT Cup

# Rules tweaks provide GT Cup boost as 2013 season kicks off

**GT CUP COMPETITION MANAGER**

Phil Boland believes its resurgence of entries is down to the regulation and format changes it has made for 2013.

The opening rounds at Donington Park last weekend attracted 27 entries, a stark contrast to last year when competitor numbers struggled to reach double figures.

Boland thinks that readmitting National B licence holders helped, as well as the inclusion of a 40-minute feature event on top of the usual two sprint races.

"Allowing National B drivers has sent out a signal that things are changing in the series," said Boland. "It has made a few drivers sit up and take notice and enquire



GT Cup field has grown

as to what we are about."

By introducing a mandatory pitstop and opening the door to two-driver teams and competitors of varying experience, Boland also believes it is attracting more professional drivers who would previously "overlook" the GT Cup.

Renault Clio Cup

# New turbo Clio Cup hits the UK and breaks Snetterton record

**THE NEW TURBO-POWERED**

Renault Clio made its UK track debut last week and lapped faster than the existing Snetterton 300 Clio Cup lap record.

Josh Files, who will race the Team Pyro-run machine in Eurocup Clio alongside his domestic campaign, lapped the Norfolk circuit in 2m07.001s, almost

two seconds beneath Jack Goff's 2012 pole record.

The new Clio is scheduled to race in the UK championship in 2014, and features adjustable dampers and a six-speed paddleshift gearbox. It also has improved brakes to deal with its 220bhp.

Files said he was impressed by the quality of the new car and surprised by how much he enjoyed driving it.

"It really looks awesome, very aggressive, and the whole car is properly like a touring car now," he said. "You can change so much more with this Clio, like the dampers.

"It's a real piece of kit and, to be honest, I didn't think I'd like it as much as I do. It's an amazing car."



Files liked new Clio racer

# Humble Pye

## The voice of club racing



Brundle enjoyed run in his 1983 Formula 3 Ralt

# Brundle turns back time with Classic Formula 3 test outing

**T**he 1983 Marlboro British Formula 3 title fight was epic. While 1980's tussle had multi-marque intrigue as Stefan Johansson switched from Project 4 March to Ralt RT3 to beat Kenny Acheson (Murray Taylor Racing March) and Roberto Guerrero (factory Argo JM6), Ron Tauranac's RT3s were by then *de rigueur*.

Initially it was a one-horse race in 1983, for Ayrton Senna steamrolled the first 10 rounds with Dick Bennetts's fledgling West Surrey Racing team. It was at Cadwell Park – where Senna trashed his car – that Martin Brundle began to erode the Brazilian's points advantage. The 24-year-old turned the psychological screw brilliantly thereafter, and Ayrton made errors with monotonous regularity.

In pugilistic parlance, Brundle had his rival against the ropes and continued to pummel him with punches. Once Martin knew how to win, the golden boy's confidence took knock after knock. And there were big crashes. A championship shoe-in at mid-season, Senna only landed it with victory in the finale, having started a point down!

Thirty years on, at Monday's BRDC Members' Silverstone GP Circuit Track Day, Brundle was kitted up admiring his old Eddie Jordan Racing RT3. "It looks fantastic, better than new," he commented as custodian Graham Fennimore drew up, brakes smoking after a short shakedown.

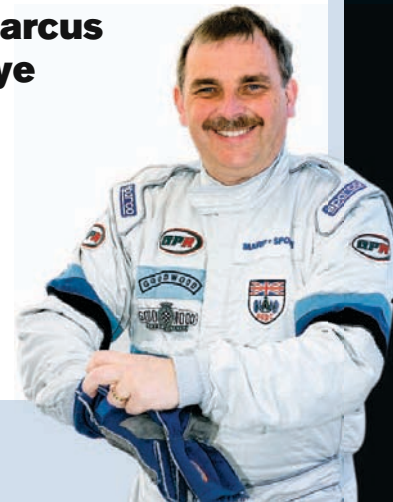
"I wanted Martin to be able to stop," grinned Graham, whose family team, associates and local specialists spent a year transforming the wreck that former Anglo European Racing boss James Taylor bought in Sweden into a pristine HSCC Classic F3 race winner on its recent Cadwell Park debut.

The 158-time GP starter and 1988 World Sportscar champion-turned-Sky TV F1 commentator was straight into the groove with the low-riding RT3, despite its downforce-making venturi tunnels being blanked off for historic racing: "It has less power than my BMW motorcycle [the air-restricted two-litre Toyota engine develops 160bhp] but corners beautifully. Becketts was easily flat in fifth and I felt like I wanted to attack straight away. I'd give the brake bias a turn or two to the front and maybe adjust the front [anti-roll] bar, but if the race was 10 minutes away I'd be happy!"

Later, son Alex – a Palmer Audi, F2, F3 and GP3 racer before his current FIA World Endurance Championship programme – took the Ralt out for a few laps. "Alex is 22, thus has not seen these cars," said Martin, "so for him to share the experience of what I did before he was born is very special to us both."

## Marcus Pye

**"The Ralt has less power than my motorbike, but corners beautifully. Becketts was flat"**



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Sean Walkinshaw Racing would like to thank our drivers Matty Graham, Jack Barlow, Zou Sirui, the whole team and sponsors for making our first race weekend in the BRDC Formula 4 Championship a huge success.

Jack Barlow winner of race 2 - Matty Graham pole position and 3rd place in race 3 (fastest race lap)



**MOTUL MEDION NIKE sparcos yoozoom**



Piquet claimed '83 world title in BT52

Goodwood

## Piquet to drive restored Brabham at Goodwood

**THREE-TIME FORMULA 1 WORLD** champion Nelson Piquet is set to drive a newly-rebuilt Brabham-BMW BT52 at this year's Goodwood Festival of Speed.

BMW has rebuilt the BT52 in its collection to participate in the 30th-anniversary celebrations of its world championship victory with Piquet and Brabham in 1983.

The BMW turbo-powered car will be

present at the Festival of Speed in July and Piquet has already been approached to drive it up the hill.

BMW Motorsport boss Jens Marquardt said: "A car like this has to be running and it is good to remind ourselves and our fans of our heritage."

Marquardt explained that contact had already been made with Piquet through long-time BMW Motorsport engine boss

Paul Rosche, who masterminded the German manufacturer's 1.5-litre turbo engine programme in the 1980s.

The BT52, chassis #1, has been subject to a ground-up restoration at BMW Classic in Munich since last October. The car was Piquet's spare at seven races over the course of the season and was also raced by Riccardo Patrese at the Belgian and Canadian grands prix.



### Calko on top in France

Konstantin Calko won the first Radical Masters Euroseries race at Paul Ricard last weekend (above) by 23 seconds from ex-Formula Ford racer Victor Correa. Calko also took the flag in the second race but a time penalty dropped him to 13th, so Tony Wells and James Littlejohn inherited the win. James Abbott took two Supersport class victories.

### Belgian squad to Brit GT

ProSpeed Competition, winner of the 2009 FIA GT2 title, will make its British GT debut at Silverstone on May 25. The Belgian squad will run a Porsche 997 GT3-R for Americans Charles Espenlaub and Charlie Putnum, who are undertaking a tour of classic European circuits this season.

### Scorpio tops testing

Ivan Taranov headed Scorpio Motorsport team-mate Henrique Baptista in official Formula Renault BARC testing on the Snetterton 200 Circuit last week. Taranov's best time of 1m11.444s was two tenths clear of the Brazilian. Points leader Chris Middlehurst was third fastest. The series visits the Norfolk track on May 11-12.

### Cosworth DFV stolen

Thieves stole a new Cosworth DFV racing engine – number DFV1148 – from historic F1 preparation specialist Mirage Engineering's premises, adjacent to Snetterton circuit, early last Thursday, April 25. Contact Norfolk police if you have any information.

### Chevron on a mission

The GT Cup Chevrons of David and Jordan Witt (below) are featuring forces charity Mission Motorsport branding this season. Chevron will use the GT Cup to help build awareness for the charity, which uses motorsport to help soldiers recover from tours of duty.



750MC will not tolerate single-figure grids for SSC

HAWKINS

750 Motor Club

## 750 cans Single Seater Cup race

**THE 750 MOTOR CLUB STILL** hopes to run races for the 750 Single Seater Cup (nee Formula 4) after cancelling the first races of the season at Brands Hatch last Saturday.

The club revamped its slicks-and-wings championship for this season, introducing a new pre-1989 class to try to encourage more cars onto the grid (see AUTOSPORT, January 17).

But the club reallocated the Brands track time to its RGB championship after 750SSC failed to attract a big enough

entry for its planned pair of races.

Competitions secretary Giles Groombridge said: "We had some people pull out at the last minute because cars weren't ready, and with six or seven reserves in RGB we felt it was the right thing to do to split that grid."

"We've showed with Saxmax [which the club dropped last year] that, unlike some clubs, we don't want to see single-figure grids. Hopefully entries for Single Seater Cup will pick up. We will run races if the competitors come."

Sportscars

## Jenvey to OSS with trusty Gunn

**REIGNING SPORTS 2000 DURATEC** champion Mike Jenvey will switch to the BRSCC's Open Sportscar Series this season with an uprated version of his car.

The ex-Formula Vee title winner will fit a 250bhp Duratec engine to his S2000 title-winning Gunn. The engine will feature a prototype butterfly throttle-body system and Jenvey is also considering fitting new rear bodywork and wider tyres.

"No Sports 2000 for me this year," said Jenvey. "Time to give the rest a chance! I'm still looking at Britcar for the future, but with two kids, completing a house renovation and a busy business, I'm much more time constrained than I was."



Jenvey will fit new engine in Gunn

EBBLEY

Historics

## Lockie to race pre-war Maserati

**FORMER BRITISH GT CHAMPION** Calum Lockie will race at the Donington Park Historic Festival this weekend.

Lockie will drive Sean Danaher's Maserati 6CM in the HGPCA Nuvolari Trophy races for pre-1940 GP cars.

Lockie tested the 1500cc supercharged

machine at Silverstone earlier this month and will race it alongside Danaher's Maserati 8CM.

Lockie said: "It hasn't got the power of the ERAs, and it has a central throttle, but it's quite nimble and I'm told I can finish in the top five."



Lockie tested 6CM at Silverstone



BIVSTED

## Wins shared as F4 kicks off

SEB MORRIS LEFT THE INAUGURAL BRDC Formula 4 meeting with the championship lead, but the ex-Formula Renault BARC racer didn't win a single one of the trio of Silverstone GP encounters.

The new junior single-seater series attracted a strong 21-car field and three different drivers won races. Privateer Matt Bell won the first event before Jack Barlow and Jake Dalton took their turns on the top step of the podium.

Lanan Racing's Jake Hughes continued his impressive testing form by snatching pole, but was beaten away in race one by Dalton's MGR machine. Bell kept a watching brief in third as the two Jakes battled.

The crucial moment came at Luffield on lap five of 10. Dalton ran a little wide, allowing Hughes to poke his nose down the inside, but then closed the door. Contact was made, spinning Dalton and delaying Hughes enough for Bell to sneak through.

"They were battling and were either going to hold each other up



CLIFFE

Privateer Bell won inaugural BRDC F4 encounter

or make contact and that's what happened," said Bell, who controlled the pace thereafter.

Hughes took second, while Morris changed from row four to third, just ahead of a recovering Dalton.

The top eight are reversed for the second F4 race of a weekend and that put Diego Menchaca on pole. He made a poor start, however, and was then hit by technical trouble.

Barlow instead burst through to the front, with Morris and Dalton impressively moving into second and third on the opening lap. Morris

took the lead with a fine move at the Loop/Village, but could not shake off his Sean Walkinshaw Racing rival.

Barlow pounced on the penultimate lap, loose mirrors preventing Morris (Hillspeed) from seeing his attack.

Unlike most, Dalton saved his spare set of tyres for the finale and it paid off. He jumped poleman Matthew Graham at the start and kept Morris at arm's length throughout.

The fight for third was hard-fought, with four cars swapping places in the opening stages, but Graham eventually established

himself in the final podium spot.

● Kevin Turner

**RESULTS (ALL 10 LAPS) RACE 1 1 Matt Bell;** 2 Jake Hughes +1.346s; 3 Seb Morris; 4 Jake Dalton; 5 Charlie Robertson; 6 Jack Barlow. **Fastest lap** Bell 2m06.059s (104.53mph).

**RACE 2 1 Barlow;** 2 Morris +0.818s; 3 Dalton; 4 Bell; 5 Hughes; 6 Matthew Graham. **FL** Graham 2m05.249s (105.21mph).

**RACE 3 1 Dalton;** 2 Morris +3.176s; 3 Graham; 4 Robertson; 5 Bell; 6 Barlow. **FL** Morris 2m05.913s (104.65mph).

**POINTS 1 Morris, 70;** 2 Dalton, 68; 3 Bell, 64; 4 Barlow, 60; 5 Robertson, 48; 6 Graham, 47.



Harvey's Honda won two superb Track Attack races

### TRACK ATTACK SILVERSTONE GP, APRIL 27 MSVR

## Honda racer beats the Clios

THE VARIOUS NIPPON CHALLENGE series were combined at Silverstone, producing a 40-car entry. The two races also provided superb battles at the front, with Andy Harvey's Honda Integra taking two hard-fought wins.

Overheating and fuel-surge issues in qualifying limited Harvey to fourth, behind the two Renault Clios of Tony Hunter and Matthew Potter and the Subaru Impreza of Kevin Middleton.

Harvey beat the Subaru away and chased after Hunter as Potter's more-modified Clio initially fell back.

The Integra had more straightline speed than Hunter, whose Clio was nimbler, and the Honda swept by on the outside of Woodcote to lead at the end of lap two as Potter closed in.

Potter and Harvey went onto the last lap side by side, with Hunter in tow, but it was the Honda that prevailed.

Middleton managed to get involved in the fight in the second encounter, snatching the lead before

Potter moved to the front.

With Harvey having been shuffled down the order, the black Clio briefly looked secure, but the Honda charged back. A new fastest lap brought Harvey onto Potter's tail and he shot by into Copsse on the final lap to secure victory.

The Mazda MX150Rs provided two sensational class fights, Jonathan Blake taking the first and Stewart Much winning a four-car scrap in race two.

● Kevin Turner

**RESULTS (BOTH 6 LAPS) RACE 1 1 Andy Harvey (Honda Integra);** 2 Matthew Potter (Renault Clio) +0.954s; 3 Tony Hunter (Clio 172); 4 Kevin Middleton (Subaru Impreza); 5 Rob Williams (Honda Civic Type R); 6 Jonathan Blake (Mazda MX150R). **Class winners** Hunter; Blake; Aaron Pullan (Toyota MR2 Mk1). **FL** Potter 2m33.729s (85.72mph). **RACE 2 1 Harvey;** 2 Potter +0.729s; 3 Middleton; 4 Steven Much (MX150R); 5 Kevin Dengate (MX150R); 6 Blake. **CW** Much; David Hemingway (Ford Escort 2000); Pullan. **FL** Harvey 2m34.877s (85.08mph).

### LOTUS CUP UK & ELISE TROPHY SILVERSTONE GP, APRIL 28 MSVR

## Bentley holds off Jewell to take the prize in Lotus battle

ANDREW BENTLEY DELIVERED A convincing performance in the Lotus Cup UK race, using the mid-race pitstop to take an expertly judged win.

His Evora held an early lead after passing poleman Adrian Hall's Exige, but the 2-Eleven of Marcus Jewell hit the front shortly after the 15-minute mark and led until the halfway stage.

By this point an unscheduled pitstop had ended Hall's bid for victory, while fellow front-row man Steve Guglielmi had dropped back to fifth spot. Bentley was the first to take his routine stop, coming in on lap 13 of 24. Jewell stopped a lap later, allowing Bentley into the lead.

But with 15 minutes to go Jewell was closing again and the pair were nose

to tail as they started their 21st lap.

They swapped places several times but Bentley prevailed, with Jewell at arm's length in second, comfortably clear of his nearest 2-Eleven rival Simon Deacon.

Adam Gore took a dominant win in the Elise Trophy, 30s clear of second in class Matthias Radestock.

● Scott Mitchell

**RESULTS (24 LAPS)**

**1 Andrew Bentley (Evora GTN);** 2 Marcus Jewell (2-Eleven) +1.254s; 3 Simon Deacon (2-Eleven); 4 Rob Fenn (Elise); 5 Ben Hetherington/Freddy Hetherington (Exige S1); 6 Steve Train (2-Eleven). **CW** Jewell; Adam Gore (Elise S2); Phill Capstick/Ben Brooks (Exige Cup). **FL** Bentley 2m20.848s (93.56mph).



CLIFFE

Bentley took narrow victory with his Evora





GT CUP DONINGTON PARK, APRIL 27-28 MSVR

## Johnston stars as Short takes GT Cup double

IT SEEMS THE MORE THINGS CHANGE the more they stay the same in GT Cup as Martin Short and Derek Johnston were the class of the field in a weekend that marked a new chapter for the series at Donington Park.

Short won the inaugural feature race on Saturday, which boasted a 26-car grid, all of which had to tackle damp track conditions following a brief downpour prior to the get-go.

Alex Martin initially led proceedings, but his slender advantage soon evaporated following a safety car period – after Don Grice spun off – and Short made light work of the erstwhile leader once the race resumed, passing him at Goddards on lap 10 of 27.

The Ferrari 458 driver eventually finished well ahead of John Dhillon,

who outmanoeuvred Martin on the penultimate lap.

An even greater masterclass was to follow in Sunday's first sprint race, as Johnston took an emphatic lights-to-flag victory, finishing a colossal 26.6s in front of Short and Dhillon.

The reigning champion displayed his prowess behind the wheel once again during the final race, albeit after he went off at Redgate.

The incident allowed Short to take total command of the race, but Johnston, demoted from first to fifth, began to drive like a man possessed. He wove his way through the field and produced a succession of fastest laps to finish second, with Dhillon coming home a distant third having fended off Iain Dockerill's Porsche.

● Dan Cross

### RESULTS

**RACE 1 (27 LAPS) 1 Martin Short (Ferrari 458 Challenge);** 2 John Dhillon (Ferrari 458 GT3) +16.324s; 3 Alex Martin (458 Challenge); 4 Jordan Witt (Chevron GT3); 5 Nick Whale/Harry Whale (Porsche 997 GT3); 6 Derek Johnston (458 GT3). **CW** Dhillon; Whale/Whale; Richard Chamberlain (Lotus Elise). **FL** Johnston 1m18.550s (90.70mph).  
**RACE 2 (22 LAPS) 1 Johnston;** 2 Short +26.616s; 3 Dhillon; 4 Witt; 5 Martin; 6 Mick Dwane (458 Challenge). **CW** Martin; Dan Stringfellow (BMW E46); Lee Mowle (Ginetta G50). **FL** Johnston 1m07.764s (105.13mph).  
**RACE 3 (22 LAPS) 1 Short;** 2 Johnston +2.842s; 3 Dhillon; 4 Iain Dockerill (Porsche 911 RSR); 5 Martin; 6 Chris Dockerill (Ferrari 430 Scuderia). **CW** Shamus Jennings (458 Challenge); Mike Donovan (Porsche 997 R); Peter Young (Ginetta G50). **FL** Johnston 1m07.077s (106.21mph).

MONO 2000/CLASSIC DONINGTON PARK, APRIL 27-28 MSVR

## Mono victories come to the Holey man who waits

ASK ADRIAN HOLEY WHAT WINS ARE like and he will probably compare them to buses: you wait ages for one to come along and then two arrive at once.

His maiden series victory came after a near faultless drive in the opening round of the season at Donington, which he then repeated with an equally dominant display in his Dallara F399 in the following race.

The first event was fairly routine and only once did Holey come under attack – from the Dallara F398 of Russ Giles, who nudged into the lead as they headed into Redgate for the first time.

The pair traded places again before the first lap was completed but Holey went on to take the chequered flag

undisturbed, ahead of a late-charging Lee Cunningham and Kevan McLurg, while Giles's momentum petered out and he finished fifth.

Holey had to work a little harder for his second win as Amnon Needham looked poised to spring a surprise, but the real shock came when the pursuer failed to take the chequered flag, having spun off on the final lap. Malcolm Scott and Giles thus finished second and third respectively.

● Dan Cross

### RESULTS

**RACE 1 (13 LAPS) 1 Adrian Holey (Dallara F399);** 2 Lee Cunningham (Van Diemen) +4.105s; 3 Kevan McLurg (Dallara F397); 4 Tony Bishop (Dallara F304); 5 Russ Giles (Dallara



F398); 6 Mike Hatton (Vauxhall Lotus). **CW** Cunningham. **FL** Holey 1m10.147s (101.56mph).  
**RACE 2 (10 LAPS) 1 Holey;** 2 Malcolm Scott (F398) +2.803s; 3 Giles; 4 Cunningham; 5 Daryl Jones (Vauxhall Lotus); 6 Hatton. **CW** Cunningham. **FL** Amnon Needham (Dallara F301) 1m09.378s (102.69mph).



### CATERHAM GRADS

Jeremy Webb and Neil Shinner shared the Group A Caterham wins as the new-for-2013 Sigma class dominated its Mega cousins at Silverstone. Myles Packman was best of the Megs and did his utmost to hang onto the coat tails of the top 10. In the Group B races, Dylan Stanley (Supers), Amanda Black (SigmAs) and Graeme Smith (Classics) all doubled up.

### SPORTS 2000

Robert Oldershaw's Gunn dominated damp qualifying in a 46-car Pinto and Duratec Sports 2000 field, but Patrick Sherrington proved a tough opponent in the race. The MCR spun challenging for the lead, then charged back after the leader. Oldershaw slowed and had to limp home, leaving Sherrington to win.

### F3 CUP

Alice Powell continued her strong start to the F3 Cup with a win and a second at Silverstone. Powell was bested by Henry Chart in the opening encounter but fought off the early advances of the fast-starting Alex Craven to take a commanding win in race two.

### GOLF Mk2 GTI

Jamie Martin and Ian Carvell took one win apiece in the opening rounds at Donington Park and both were put under immense pressure by Lewis Hopkins, who was left rueing uncooperative backmarkers after finishing second in both outings. Carvell and Martin stood on the third step of the podium in race one and two respectively.

### TEAM TROPHY

Steve Smeed and Martin Schofield did not lead many laps in the Team Trophy event at Donington, but they led the one that mattered. Their Honda Integra filtered its way to the front of the field from fifth, inheriting first from Darren Goes as his SEAT Leon spluttered to the finish.





Gray took revised Spire to a race win and new lap record

HAWKINS

**BIKE-SPORTS BRANDS HATCH INDY, APRIL 27-28 750MC**

## Gray moves to Bike-Sports and continues Spire's winning run

**PROLIFIC 750MC RACE WINNER TIM** Gray's Bike-Sports experiment last season has pioneered a new winning direction for Paul Nightingale's Spire Sports Cars concern with a slick-shod evolution of its dominant GT3. Following a stunning shakedown at Mallory Park, Gray and the one-litre Honda Fireblade-engined car — replete with fresh aero package and resplendent in new McLaren-esque livery — hurtled to a debut win in Saturday's race, despite wheel clearance issues precluding bigger

front brakes and matching uprights. Ironically, it was loss of front brakes at half-distance that slowed early pursuer Adrian Reynard's Gulf-liveried Inverter, which had the Radicals of James Breakell (PR6) and former karter Lewis Plato (SR3) crawling all over it as a result. Race two was wet and while Gray found the rear of the Spire too stiff for the conditions, 1979 European FF2000 champion Reynard screamed ahead, only to be ousted after five laps by novice Plato.

Proving that the Brands Indy Circuit is good for Platos (the unrelated Jason having won here at the recent BTCC opener), Vic Lee's protegee Lewis notched his maiden win: "I stalled at the start trying to be gentle with the revs, but once I got away the car was fantastic." After Reynard retired with a CV joint failure, past master Richard Stables (PR6) moved up to second having zapped Gray, while Breakell and Hamish Brooks (SR3) frantically made up time after spins to hound

fourth-placed Aaron Bailey (SR3). ● Marcus Pye

**RESULTS**  
**RACE 1 (24 LAPS) 1 Tim Gray (Spire GT3);** 2 Adrian Reynard (Reynard Inverter 090) +15.22s; 3 James Breakell (Radical PR6); 4 Lewis Plato (Radical SR3); 5 Richard Stables (Radical PR6); 6 Aaron Bailey (Radical SR3).  
**Class winners** Reynard; Plato. **Fastest lap** Gray 46.52s (93.48mph) **record. RACE 2 (18 LAPS) 1 Plato;** 2 Stables +21.19s; 3 Gray; 4 Bailey; 5 Breakell; 6 Hamish Brooks (Radical SR3). **CW** Stables; Gray. **FL** Plato 55.41s (78.48mph).



Farmer (4) pushed Smith hard but just fell short in race two

**FORMULA VEE BRANDS HATCH INDY, APRIL 27-28 750MC**

## Smith wins but is under fire as his GAC rivals close in

**CHAMPION PAUL SMITH WON BOTH** season-openers, but Ben Miloudi's protest of the controversial 'one shot' fuel-injection system on Smith's Dominator (withdrawn when the 750MC issued a bulletin confirming the system is illegal) should bring this long-running saga to an end. Smith, AHS team-mates Steve Ough and Dan Pitchford (Leystone), plus two other drivers who use the system, apparently raced with them disconnected, but a carburation rules review is needed to quell the acrimony that is hurting this and other series. After two red flags banished Saturday's race to a wet final slot, Ben Anderson (reworked GAC) chased Smith all the way, well clear of old adversary Martin Farmer's version. Anderson's set-up tweaks for Sunday's dry race failed, for

Ian Buxton demoted Ben to fifth at the start, and he was left fighting understeer on his way back to third. Former double champion Farmer took up the cudgels though, gluing his car to Smith's gearbox and drafting alongside continually. Despite his engine breathing heavily, Farmer was overjoyed to be challenging for wins again, and Smith was grateful for the competition. ● Marcus Pye

**RESULTS: RACE 1 (11 LAPS) 1 Paul Smith (AHS Dominator);** 2 Ben Anderson (GAC) +1.45s; 3 Martin Farmer (GAC); 4 Ian Buxton (GAC); 5 Daniel Pitchford (AHS Leystone); 6 Craig Pollard (GAC). **CW** Ian Jordan (Sheane Jordan). **FL** Smith 1m01.84s (70.32mph). **RACE 2 (16 LAPS) 1 Smith;** 2 Farmer +0.11s; 3 Anderson; 4 Buxton; 5 Steve Ough (AHS Dominator); 6 Jordan. **CW** Jordan. **FL** Farmer 51.98s (83.66mph) **record.**

**TOYOTA MR2 BRANDS HATCH INDY, APRIL 27-28 750MC**

## Knight cooks up a winner as Toyota MR2s shine

**TELEVISION COVERAGE, THROUGH THE** support of Toyota GB and Millers Oils, has brought greater focus and better presentation to the MR2 pack. Pre-season favourite Matthew Palmer started from pole and was leading race one when his car suddenly slowed, handing the lead to celebrated Scottish restaurateur Alex Knight, who is planning his first full campaign with Rogue Motorsport. Knockhill XR2 and Legends veteran Knight showed a steady hand as he took the chequer, unaware that a 10s jumped-start penalty had bumped him to sixth, promoting Mk3 Roadster racer Stuart Nicholls, whose father Mick had fallen off in a three-way struggle with Ben Rowe. When stewards reviewed the start,

at which the fabled camber hampered Palmer's getaway, drawing their eyes, they rescinded Knight's penalty. Knight faded in race two, but the joust between the Nicholls family and Rowe went all the way. Rowe won it with a spectacular repass on Stuart (who lunged inside at Surtees only to end up on the outside for McLaren). Mick Nicholls saw it all in third. ● Marcus Pye

**RESULTS RACE 1 (15 LAPS) 1 Alex Knight;** 2 Stuart Nicholls +2.10s; 3 Ben Rowe; 4 Tim Heron; 5 Robert Wells; 6 John Wilson. **CW** Stuart Nicholls. **FL** Matthew Palmer 57.53s (75.59mph) **record. RACE 2 (14 LAPS) 1 Rowe;** 2 Stuart Nicholls +0.23s; 3 Mick Nicholls; 4 Wilson; 5 Knight; 6 Luke Austin. **CW** S Nicholls. **FL** Wells 57.78s (75.26mph).



Nicholls leads MR2 field through Surtees

HAWKINS

**COMPACT CUP BRANDS HATCH INDY**  
**APRIL 27-28 750MC**

## Voyce heard above others

**FORTY-TWO PRISTINE BMW 318TIS** (twice the size of 2012's field here) qualified for the televised Marangoni/Gaz Shocks Compact Cup. Stuart Voyce cut the best time, therefore was top seed as the pack was shuffled into A, B and C groups.

Stephen Roberts won the opening B versus C encounter, easing away from erstwhile lap record holder Robin Welsh and Colin Bysouth. Toyota MR2 champion Paul Hinson jostled to fifth, behind ex-Locost race winner Martin Gambling.

Without Welsh – who had sold his car between races! – Voyce dominated as the C runners returned to face set A, taking the chequer a country mile ahead. Bysouth eventually wrested second from ex-Subaru Impreza pedaller Stratton Mackay, who had David Mountain in his mirrors once the engine man had deposed Hinson.

Series co-sponsors the Gazzard brothers, who qualified 12th (Mark) and 13th (Warren) overall, 0.08s apart, saw plenty of each other in this stanza. They finished seventh and eighth, in the opposite order, chasing Bryce Greenwood.

The A versus B finale brought



Voyce won the final-race thriller against Roberts

the anticipated battle between Voyce and Roberts, split by 0.16s in practice. While they dropped their pursuers, the protagonists ran side-by-side several times in an epic scrap. Voyce eventually beat the 2004 North West FF1600 champion by 0.25s.

Mountain did well to annex third, outfoxing Gambling at mid-distance, while David Drinkwater – who started 12th but was fourth when he careered through the Clearways kitty litter at the end of the first lap – smashed the lap record in

climbing back from 11th to fifth.

● Marcus Pye

### RESULTS

**GROUPS B v C (15 LAPS) 1 Stephen Roberts;** 2 Robin Welsh +2.62s; 3 Colin Bysouth; 4 Martin Gambling; 5 Paul Hinson; 6 Mark Gazzard.

**FL Roberts & Bysouth, 58.56s (74.26mph).**

**GROUPS C v A (15 LAPS) 1 Stuart Voyce;**

2 Bysouth +11.30s; 3 Stratton Mackay; 4 David Mountain; 5 Hinson; 6 Bryce Greenwood.

**FL Voyce 58.64s (74.16mph).**

**GROUPS A v B (15 LAPS) 1 Voyce;** 2 Roberts +0.24s; 3 Mountain;

4 Gambling; 5 David Drinkwater; 6 Alex Dew.

**FL Drinkwater 58.15s (74.74mph) record.**

**RGB BRANDS HATCH INDY, APRIL 27-28 750MC**

## Matt soaks up the rain for his maiden victory



Higginson carried on where Gray left off with RGB win

### THIS TIME LAST YEAR, RACING NOVICE

Matt Higginson mastered difficult conditions at Brands Hatch to finish second in an old Spire GTR. Having upgraded over the winter to the GT3 in which team leader Tim Gray won all 14 rounds in 2012, the Lancastrian was surprised to qualify on pole and delighted to win his first race, again on a treacherous track.

Jon Cutmore's new-look works GT3 was ahead of Scott Mittell's narrowed and lowered MC-52 (which had rocketed through from eighth on the grid), Paul Rogers' Contour and Higginson when Saturday's race was red-flagged for the retrieval of Andy Hiley's spun Chronos.

At the restart, the merest touch with Rogers as they traversed Paddock Hill Bend destabilised Cutmore and spun him out into the gravel at the foot of the hill. As Higginson gratefully steamed clear of Mittell, Rogers fought off resurgent front-engined convert Alastair Boulton (Spire GT3) to keep third.

Cutmore made no mistake on Sunday, howling clear of the Boulton-versus-Higginson scrap. Rogers fell away from them, but remained fourth ahead of Hiley, who overcame Mittell (experimenting with the higher-downforce spoiler that kept his car's tail planted in the wet).

Austin Greenway bagged an RGB

double in his constantly-evolved GW1 as the front-engined cars clearly enjoyed their own double-header on Saturday at Brands.

Paul Rickers (STM Phoenix) and fast-starter Colin Spicer (Fury Wildmoor) both earned runner-up places, while Andrew Grant (Sylva Phoenix) made up for a dreadful first lap to set fastest lap in a strong wet-race recovery drive.

● Marcus Pye

### RESULTS

**REAR-ENGINE (9 LAPS) 1 Matt Higginson**

(Spire GT3); 2 Scott Mittell (Mittell MC-52)

+8.89s; 3 Paul Rogers (Contour RGB09);

4 Alastair Boulton (Spire GT3); 5 Duncan Horlor

(Spire GT-R); 6 Danny Keenan (MK Stealth).

**FL Higginson 1m03.92s (68.04mph).**

**RACE 2 (17 LAPS) 1 John Cutmore (Spire GT3);**

2 Boulton +0.48s; 3 Higginson; 4 Rogers;

5 Andy Hiley (Chronos); 6 Mittell. **FL Higginson**

48.97s (88.81mph) **record.**

**FRONT-ENGINE (7 LAPS) 1 Austen Greenway**

(GW1); 2 Paul Rickers (STM Phoenix) +0.10s;

3 Andrew Grant (Sylva Phoenix); 4 Colin Spicer

(Fury Wildmoor); 5 Robert Grant (Sylva

Phoenix); 6 Stephen Malyon (MNR Vortex RT).

**FL Rickers 51.76s (84.02mph).**

**RACE 2 (12 LAPS) 1 Greenway;** 2 Spicer

+8.16s; 3 R Grant; 4 Rickers; 5 Daniel Bromilow

(Fisher Fury); 6 Stephen Dean (Fisher Fury).

**FL A Grant 1m05.26s (66.64mph).**



### MORGAN CHALLENGE

Hardy perennial Keith Ahlers (above) blasted his trusty +8 to its 60th Morgan Challenge race victory, pursued by Jerry Knight and Matthew Wurr. The V8s floundered later in the wet, Tom Jones blitzing the field to record a historic maiden win for the new generation Ford V6 Roadster. Young William Plant (4/4) set fastest lap en route to third behind Ahlers.

### STOCK HATCH

Returnee Jake Farndon (Citroen Saxo) shaded Matt Fincham's experimental Renault Clio Sport 182 to win Saturday's Stock Hatch race outright. Fincham and Martin Ward (in a newly-finished Clio) staged a photo finish on Sunday, while first-year man Lee Deegan drove his Saxo to a brilliant third to claim the Demon Tweeks/Yokohama victor's points.

### CLASSIC STOCK HATCH

Lee Scott (Fiesta XR2i) won Saturday's treacherous race after Matt Rozier (Peugeot 205 GTi) spun at Paddock. Rozier had just snatched Sunday's lead when his tailgate opened. Andy Philpotts' XR2i wilted, promoting Imran Khan (XR2) to his first victory.

### SPORTS SPECIALS

The slinky Eclipses of Clive Hudson, Rob Boyd and David Caldecourt entered Paddock three abreast in race one, but Rob Johnston was already ahead and stayed there in his Ford Duratec-engined Cyana. Having spun twice "finding the limit", veteran John Schneider beat them all in race two. John Plant's 7-litre Allard-Chevrolet evocation rumbled to SR & GT honours.

### 750 FORMULA

What does anybody have to do to beat Dave Hodkin (HRD) in Britain's oldest club championship? "Stop him from using fuel injection?" was the forthright reply from Billy Albone, who nonetheless kept Hodkin in sight in his Batten 3.





TODD

### NSSCC Sports Saloons

After dominating most of the first Class A&E race at Croft, Bill Addison's Caterham (above) was ousted by Colin Simpson's Marcos Mantis with a lap to go. Stuart Carr (Caterham) led race two, before Addison took charge. Mike Cutt and his BMW M3 won the first Class B/C/D/H race. Andrew Morrison's SEAT won the second.

### Clubmans

Paul Gibson was in the clear from the start of both Croft Clubmans races in his Nemesis. Son Daniel started at the back in race one, but was still second, with Marcus Bicknell (Mallock) a distant third. It was closer for a while in the second race, with the younger Gibson runner-up again. Alex Champkin's Vision took a solitary third.

### NW Sports Saloons

Garry Watson thought he was safe at the head of the CNC North West Sports Saloons at Croft, until Simon Allaway's Lotus Esprit V8 thundered ahead at Tower on lap six. Watson (Westfield) was well clear of Robert Spencer (Locosaki). Watson made amends in race two, taking Philip Duncan on lap two to secure victory. Allaway was second.

### 2CV

Alec Graham came out on top in both Croft races, the first after a wheel-to-wheel duel with Pete Sparrow, while Ainslie Bousfield escaped to be third. In race two it was Peter Rundle and Sammie Fritchley vying with Graham. In the final drag to the line Graham edged it, but the trio was covered by 0.6s.

### Saxmax

Guy Wenham (below) had to make up for a poor start in race one at Croft before winning. George Streather was left to duel with James Dorlin, who clinched second a lap from home. Wenham led race two throughout, with Schofield apeing Dorlin's efforts by claiming second at the Hairpin on the last lap.



TODD



Halliwell (2) and Chapman reversed positions in race two

MAX 5 CROFT, APRIL 27-28 BARC

## Chapman and Halliwell share Max 5 spoils

TODD

### DAVID CHAPMAN AND JONATHAN

Halliwell were both victors in two well-supported Mazda Max 5 races.

Halliwell led race one from the start, with poleman Chapman holding off Jonathan Cryer for second.

Clive Bussey quickly demoted Cryer and by the end of the opening lap it was a quartet at the front.

"I spun the wheels too much at the start, Jonathan got me and I ended up in a four-car battle," said Chapman.

But by lap two the lead pair had broken away and Chapman led from the Complex. Bussey briefly closed in, but eventually lost out to Matthew Tidmarsh into Tower on lap six.

An off dropped Bussey to seventh behind Paul Roddison, Cryer and Ian Loversidge, while Robert Chilcott won the Mk1 class.

Halliwell once again made the best start in race two, but this time he stayed there, with Chapman never close enough to mount a serious challenge from second.

Tidmarsh lost his third place to Bussey on the opening lap, before falling back, while Bussey found himself heading a six-car train for third. He held out until the penultimate lap when Cryer passed.

Bussey held onto fourth having pulled away from Loversidge, while

Roddison claimed a late sixth just ahead of class winner Alan Henderson, who finally demoted Chilcott on the last lap.

● Peter Scherer

### RESULTS

**RACE 1 (12 LAPS) 1 David Chapman;** 2 Jonathan Halliwell +12.832s; 3 Matthew Tidmarsh; 4 Paul Roddison; 5 Jonathan Cryer; 6 Ian Loversidge. **Class winners** Robert Chilcott; Jon Earp. **Fastest lap** Chapman 1m41.238s (75.56mph).

**RACE 2 (12 LAPS) 1 Halliwell;** 2 Chapman +1.466s; 3 Cryer; 4 Clive Bussey; 5 Loversidge; 6 Roddison. **CW** Alan Henderson; Earp. **FL** Chapman 1m40.741s (75.93mph).

BRITISH HILLCLIMB CHAMPIONSHIP PRESCOTT, APRIL 27-28

## Clean sweep for Moran in hillclimb opener

SCOTT MORAN TOOK BOTH RUN-OFF victories as he began his bid for a fourth title in style.

"They say if it's not broken don't fix it," commented Moran, who leads the championship by three points after his perfect start. "We have changed nothing during the winter rebuild. It's great to steal a march while others are still setting up."

Alex Summers got his best-ever dry result, taking second ahead of Roger Moran in the first shootout, with Moran Sr falling in behind his son for second in round two.

Reigning champion Trevor Willis revealed a much-rumoured new chassis, the latest Steve Owen-built OMS. With no time for a pre-season test, the new car, which features the same engine as before, took a satisfactory sixth and a third.

Also looking good was Will Hall in the revised Force-Nissan, which featured more power and a new MIRA-tested aero package.

Jos Goodyear scored nine points but had to work very hard for them. He had some assistance when Eynon Price broke a driveshaft in the second qualifiers, which also put out co-driver Richard Spedding. Wallace



Moran's season began in the best possible way

### ROUND 1

**1 Scott Moran (3.5 Gould-NME GR61X) 37.56s (BTD);** 2 Alex Summers (1.3s DJ-Suzuki Firehawk) 37.98s; 3 Roger Moran (3.5 Gould-NME GR61X) 38.01s; 4 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 38.17s; 5 Jos Goodyear (1.6 GWR Raptor Extreme) 38.18s; 6 Trevor Willis (3.2 OMS-Powertec 28) 38.25s; 7 Richard Spedding (1.6 Force-Suzuki PC) 38.26s; 8 Will Hall (3.5 Force-Nissan WH) 38.35s; 9 Eynon Price (1.6 Force-Suzuki PC) 38.59s; 10 Deryk Young (4.0 Gould-Judd GR51B) 38.82s; 11 Simon Moyle (1.3s Gould-Suzuki GR59) 39.97s; DNF John Bradburn (3.5 Gould-Cosworth GR55).

### ROUND 2

**1 S Moran 37.77s;** 2 R Moran 37.84s; 3 Willis 38.15s; 4 Hall 38.54s; 5 Bradburn 39.09s; 6 Summers &

Young 39.84s; 8 Goodyear 40.03s; 9 Steve Day (1.6 GWR Raptor Extreme) 40.38s; 10 Graham Wynn (1.6 Force-Suzuki LMO01) 40.57s; 11 Simon Fidoe (1.1 Empire-Suzuki 002) 40.98s; 12 Moyle 41.65s.

**Class winners** Anthony Record (1.9 Proton Coupe) 55.52s; Robert Lancaster-Gaye (3.6 Porsche 996 GT3) 48.60s; Darren Luke (1.6 Caterham Suzuki) 43.97s **record;** Ralph Pinder (1.9 Peugeot 205 GTI) 48.18s; Mike Turpin (2.2 Vauxhall VX220) 46.37s; Andy Dunbar (2.0 Westfield Vauxhall) 44.69s; Rob Stevens (1.3s Force-Suzuki SR4) 40.28s; George Brown (1.1 Force-Suzuki) 40.47s; Price 39.04s; Summers 38.42s **record;** S Moran 37.76s.

**POINTS 1 S Moran, 20;** 2 R Moran, 17; 3 Summers 14; 4 Willis 13; 5 Hall 10; 6 Goodyear 9; 7 Menzies 7; 8 Bradburn & Young 6; 10 Spedding 4.

Menzies suffered a major fuel leak just prior to his second qualifier, but all three sit well inside the early

top 10, with John Bradburn and Deryk Young joint eighth.

● Eddie Walder

# NATIONAL RESULTS ROUND-UP

**SILVERSTONE GP**  
MSVR, APRIL 27-28



**CATERHAM SIGMAX & MEGA GRADUATES (8 LAPS)**

**1** Jeremy Webb; 2 John Saunders +0.097s; 3 Neil Shinner; 4 Ian Anderson; 5 Paul Turley; 6 Mick Whitehead.  
**Class winner** Myles Packman. **Fastest lap** David Shaw 2m28.430s (88.78mph).

**RACE 2 (5 LAPS) 1** Shinner; 2 Saunders +0.169s; 3 Turley; 4 Webb; 5 Packman; 6 Whitehead.  
**CW** Packman. **FL** Saunders 2m29.419s (88.19mph).

**CATERHAM SUPER, SIGMA & CLASSIC GRADUATES (BOTH 8 LAPS) RACE 11** Dylan Stanley; 2 Ed Benson +0.173s; 3 Jonathan Miller; 4 Luke Tzourou; 5 Toby Briant; 6 Gareth Cordey. **CW** Amanda Black; Graeme Smith. **FL** Benson 2m32.876s (86.19mph).

**RACE 2 1** Stanley; 2 Briant +0.184s; 3 Tzourou; 4 Miller; 5 Chris Rome; 6 Charles Elliott. **CW** Black; Smith. **FL** Benson 2m32.432s (86.45mph).

**SPORTS 2000 (14 LAPS) 1** Patrick Sherrington (MCR); 2 Robert Oldershaw (Gunn TS11) +17.779s; 3 Craig Mitchell (Lola T88/90); 4 Dave Connor (MCR); 5 David Houghton (Van Diemen); 6 Scott Guthrie (Van Diemen RF502). **CW** Mitchell; Chris Snoddon (Tiga SC80); Arnie Black (Crosley 9S). **FL** Sherrington 2m09.946s (101.40mph).

**F3 CUP (BOTH 10 LAPS) RACE 11** Henry Chart (Dallara F302); 2 Alice Powell (Dallara F307) +0.236s; 3 Louis Hamilton-Smith (Dallara F304); 4 Alex Craven (F307); 5 Oly Rae (Dallara F301); 6 Tristan Cliffe (F307). **CW** Rae. **FL** Craven 2m00.213s (109.62mph).

**RACE 2 1** Powell; 2 Craven +5.590s; 3 Hamilton-Smith; 4 Gino Ussi (Dallara F305); 5 Cliffe; 6 Rae. **CW** Rae. **FL** Powell 1m59.768s (110.02mph).

**ATOM CUP (BOTH 9 LAPS) RACE 11** Jean-Pascal Burguet; 2 Paul Donkin +2.657s; 3 Matt Prior; 4 Nick Whitehead; 5 Richard Marler; 6 Rob Auston. **FL** Donkin 2m25.444s (90.60mph). **RACE 2 1** Burguet; 2 Whitehead; 3 Auston; 4 Prior; 5 Lewis Cook; 6 Marler. **FL** Burguet 2m27.114s (89.57mph).

**DONINGTON PARK**  
MSVR, APRIL 27-28



**GOLF MK2 GTI (BOTH 14 LAPS) RACE 11** Jamie Martin; 2 Lewis Hopkins +7.133s; 3 Ian Carvell; 4 Herry Wright; 5 Harry Vaulkhard; 6 Martyn Walsh. **CW** Andrew Aldridge. **FL** Hopkins 1m24.358s (84.45mph).

**RACE 2 1** Carvell; 2 Hopkins +0.544s; 3 Martin; 4 Wright; 5 Vaulkhard; 6 Simon Gusterson. **CW** Aldridge. **FL** Carvell 1m24.089s (84.72mph).

**MSVT TEAM TROPHY (41 LAPS) 1** Steve Smee/Martin Schofield (Honda Integra); 2 Steve Burke/Mark Gillam (Nissan 350Z) +7.069s; 3 Jim Cameron/George Wright (Porsche 911); 4 Darren Goes (SEAT Leon Supercopa); 5 Jamie McHugh/Tom McHugh (Porsche 944); 6 William Lynch (SEAT Leon Cupra). **CW** Cameron/Wright; Ricky Coomber/Tom Gannon (Honda DC5 Integra); Andrew Broad/William Jackson-Moore (Renault 197 Cup); Rupert Hinde/Jonathan Nicholls (Ford Fiesta). **FL** Rick Hughes/Adrian Walker (Porsche 968) 1m20.986s (87.97mph).

**MONOPOSTO 1800/1600/MOTO (13 LAPS) 1** Chris Woodhouse (Speads RMO4); 2 Jason Timms (Speads RMO7) +16.898s; 3 Geoff Fern (JKS TFR11); 4 Dan Clowes (Jedi Mk6); 5 Stephen Brooks (JKS O3); 6 Paul Britten (Van Diemen RF00). **CW** Britten; Matt Hayes (Jamun M97Z); David Parkinson (Reynard FF). **FL** Woodhouse 1m09.909s (101.91mph). **RACE 2 (12 LAPS) 1** Woodhouse; 2 Clowes +0.825s; 3 Timms; 4 Fern; 5 Adrian Wright (GEM AW3); 6 John Rawlings (Speads RMO7). **CW** Britten; Hayes; Parkinson. **FL** Woodhouse 1m07.064s (106.23mph).

**VAG TROPHY (14 LAPS) 1** Paul Taylor (VW Golf R32); 2 Dave Carvell (VW Scirocco) +5.047s; 3 Joe McMillan (SEAT Leon Cupra); 4 Josh Caygill (VW Golf GTI); 5 Dan Rose (Leon Cupra); 6 Chris Adams (Golf GTI). **CW** Daz Bedford (Golf GTI). **FL** Taylor 1m26.741s (82.13mph).

**RACE 2 (15 LAPS) 1** Rose; 2 Martyn Culley (VW Beetle) +20.297s; 3 Caygill; 4 Ken Lark (VW Corrado); 5 Carvell; 6 Richard Morgan (Golf GTI). **CW** James Bradley Silverstone (Leon Cupra). **FL** Rose 1m19.086s (90.08mph).

**MSVT TRACKDAY TROPHY (28 LAPS) 1** Christopher Hoey/Darren Langeveld (Renault Clio); 2 Henry Curtis (Peugeot 205) +3.639s; 3 Simon Hogg/George Wright (Porsche 944); 4 Adam Rogers (BMW E36); 5 Darren Dunne/Oliver Reuben (Peugeot 205); 6 Mark Penny (Vauxhall VX220). **CW** Hogg/Wright; Adam Read (Citroen Saxo); Steve Reynolds/John Ridgeon (Ford Fiesta Zetec). **FL** Curtis 1m24.154s (84.66mph).

**CROFT**  
BARC, APRIL 27-28



**NORTHERN SALOONS & SPORTS, CLASSES A & E (BOTH 11 LAPS) RACE 1** Colin Simpson (Marcos Mantis); 2 Bill Addison (Caterham R400 Superlight) +0.290s; 3 David Botterill (Porsche 944 Turbo); 4 Alan McPherson (MK Indy); 5 Mark Leybourne (Westfield SEIW); 6 Robert Addison (Caterham Seven). **Class winners** B Addison; McPherson. **Fastest lap** Simpson 1m29.394s (85.57mph).

**RACE 2 1** B Addison; 2 Stuart Carr (Caterham) +7.844s; 3 Botterill; 4 McPherson; 5 Leybourne; 6 R Addison. **CW** Botterill; Carr; McPherson. **FL** B Addison 1m31.552s (83.56mph).



**MK2 GTI frontrunner**  
Ian Carvell gets out of shape at Donington

**NORTHERN SALOONS & SPORTS, CLASSES B, C, D & H (BOTH 11 LAPS) RACE 1** Michael Cutt (BMW M3); 2 Andrew Morrison (SEAT Leon Cupra) +2.363s; 3 Mike Williamson (Mitsubishi Lancer E4); 4 Brian Morris (Datsun 240Z); 5 Andy Wilson (BMW M3); 6 Myles Collins (Peugeot 205 GTI). **CW** Steven Craggs (Ford Fiesta); Collins; Morris. **FL** Cutt 1m31.106s (83.96mph).

**RACE 2 1** Morrison; 2 Williamson +19.656s; 3 Wilson; 4 Morris; 5 Martin Addison (Peugeot 106 Rallye); 6 Collins. **CW** Steve Kirton (Vauxhall Astra GSi); M Addison; Morris. **FL** Morrison 1m32.031s (83.12mph).

**CLUBMANS (BOTH 12 LAPS) RACE 1** Paul Gibson (Nemesis K11 Proto); 2 Daniel Gibson (Nemesis K11 Proto) +32.049s; 3 Marcus Bicknell (Mallock Mk35EB); 4 Alex Champkin (Vision V84); 5 Chris Pickering (Mallock Mk27 EBX); 6 Peter Richings (Mallock Mk30PR). **CW** Champkin; Philip Bisgrove (Diamond R6); Barry Webb (Mallock Mk16BW). **FL** P Gibson 1m22.113s (93.16mph).

**RACE 2 1** P Gibson; 2 D Gibson +5.233s; 3 Champkin; 4 Bicknell; 5 Pickering; 6 Richings. **CW** Champkin; Clive Wood (Mallock Mk20). **FL** P Gibson 1m22.319s (92.93mph).

**NORTH WEST SPORTS SALOONS (BOTH 15 LAPS) RACE 1** Simon Allaway (Lotus Daytona Esprit V8); 2 Garry Watson (Westfield SEIW) +3.946s; 3 Robert Spencer (Stuart Taylor Locosaki); 4 Philip Duncan (Westfield SEIW); 5 Joe Spencer (Stuart Taylor Locosaki); 6 Dennis Crompton (BMW E36 M3). **CW** Watson; R Spencer; Crompton; Richard Roundell (Vauxhall Vectra); Brian Allen (Ford Fiesta XR2i). **FL** Allaway

1m26.372s (88.57mph). **RACE 2 1** Watson; 2 Allaway +11.223s; 3 R Spencer; 4 J Spencer; 5 Duncan; 6 Crompton. **CW** Allaway; R Spencer; Crompton; Roundell; Allen. **FL** Watson 1m27.651s (87.27mph).

**CITROEN 2CV (BOTH 10 LAPS) RACE 1** Alec Graham; 2 Pete Sparrow +0.300s; 3 Ainslie Bousfield; 4 Matthew Hollis; 5 Jon Davis; 6 Mike Storey. **FL** Sparrow 2m03.119s (62.13mph).

**RACE 2 1** Graham; 2 Peter Rundle +0.499s; 3 Sammie Fritchley; 4 Paul Rowland; 5 Simon Clarke; 6 Hollis. **FL** Fritchley 2m04.253s (61.56mph).

**SAXMAX (BOTH 9 LAPS) RACE 1** Guy Wenham; 2 James Dorlin +19.948s; 3 George Streater; 4 Adam Hatfield; 5 Martin Poole; 6 Daniel Howard. **FL** Wenham 1m45.353s (72.61mph).

**RACE 2 1** Wenham; 2 Streater +12.609s; 3 Dorlin; 4 Tom Parker; 5 Hatfield; 6 Poole. **FL** Wenham 1m47.074s (71.44mph).

**BRANDS HATCH**  
750MC, APRIL 27-28



**MORGAN CHALLENGE (17 LAPS) 1** Keith Ahlers (+8); 2 Jerry Knight (+8) +8.12s; 3 Matthew Wurr (+8); 4 William Plant (4/4); 5 Tom Jones (Roadster); 6 Roger Whitesides (+8). **CW** Plant; Simon Orebi Gann (Roadster); Charlie Goddard (+8); Jack Bellinger (+8). **FL** Ahlers 52.60s (82.68mph).

**RACE 2 (12 LAPS) 1** Jones; 2 Ahlers +14.22s; 3 Plant; 4 Orebi Gann; 5 Tim Ayres (+8); 6 Phill Thomas (+4). **CW** Ahlers; Orebi Gann; Goddard. **FL** Plant 1m10.15s (61.99mph).

**STOCK HATCH (15 LAPS) 1** Jake Farndon (Citroen Saxo VTR); 2 Matt Fincham (Renault Clio Sport 182) +0.83s; 3 Andrew Tibbs (Saxo); 4 Martin Ward (Clio); 5 Tom Bell (Saxo); 6 Lee Deegan (Saxo). **FL** Ward 56.85s (76.50mph).

**RACE 2 (7 LAPS) 1** Fincham; 2 Ward +0.04s; 3 Deegan; 4 Bell; 5 Farndon; 6 Tibbs. **FL** Ward 56.95s (76.36mph).

**CLASSIC STOCK HATCH (13 LAPS) 1** Lee Scott (Ford Fiesta XR2i); 2 Andy Philpotts (XR2i) +0.22s; 3 Martyn Fowdrey (XR2i); 4 Paul Thorpe (XR2i); 5 Martyn Cayzer (XR2i); 6 Imran Khan (XR2). **FL** Scott 1m02.55s (69.53mph).

**RACE 2 (14 LAPS) 1** Khan; 2 Scott +12.40s; 3 Derek Rozier (Peugeot 205 GTI); 4 Mervyn Beckett (Vauxhall Nova GTE); 5 Cayzer; 6 Thorpe. **FL** Khan 58.71s (74.07mph).

**SPORT SPECIALS & SRGT (BOTH 16 LAPS) RACE 1** Rob Johnston (Cyana MX500r); 2 Paul Boyd (Eclipse SM1) +3.53s; 3 Clive Hudson (Eclipse SM1); 4 John Plant (Allard-Chevrolet J2 replica); 5 Wayne Rothwell (Tiger GTA); 6 John Schneider (Caterham 7). **CW** Plant; Rothwell; Colin Benham (STM Phoenix); Ken Culverwell (Lotus 23R); Paul Richardson (Lotus 23R). **FL** Schneider 52.28s (83.18mph) record.

**RACE 2 1** Schneider; 2 Johnston; 3 Boyd; 4 Hudson; 5 David Caldecott (Eclipse SM1); 6 Stewart Fenton (Tiger RS6). **CW** Johnston; Plant; Benham; Culverwell; Richardson. **FL** Schneider 52.42s (82.96mph).

**750 FORMULA (16 LAPS) 1** Dave Hodkin (HRD Mk1); 2 Billy Albone (Batten 3) +4.27s; 3 Dave Robson (SDAR/83); 4 Bob Simpson (SS/F); 5 Mark Glover (Racekitts Falcon); 6 Chris Gough (CGR2 evo). **CW** Glover. **FL** Hodkin 53.27s (81.64mph).

**750 TROPHY (14 LAPS) 1** Miles Griffiths (HSC); 2 Ben Myall (Gerrell Mk1) +12.08s; 3 Christian Pedersen (Austin 7); 4 Danny Ruta (DNC); 5 Mike Peck (Austin 7); 6 Michael Inglis (Austin 7 Ulster Black Sheep). **FL** Griffiths 1m00.00s (72.48mph).



**Graham Turner's '917K' joined eclectic Sports Specials field at Brands**



**Connor leads Sports 2000 field to Copse**



**Alec Graham took two narrow 2CV victories**

# “Haven’t I been lucky?”



**Grahame White has been a racer, top organiser, and friend to the superstars of our sport, but he tends to shy away from publicity. KEVIN TURNER finally persuaded him to open up**

**G**rahame White runs one of the most successful race organisers in the country, but his influence over the sport far exceeds his time at the Historic Sports Car Club.

Over more than half a century he has organised events, rubbed shoulders with world champions (and met Juan Manuel Fangio’s parents!), and competed in some of the most gruelling motorsport events in the world.

He normally shies away from the limelight, but AUTOSPORT recently persuaded him to recollect some memories from a long career in the sport. It turned into a remarkable afternoon of stories, so here’s a selection of anecdotes from one of British motorsport’s unsung stars:

## THE GREAT TRAIN ROBBERY

White got the motorsport bug early in life, much to the chagrin of his parents. “Even as a kid I was

interested in cars,” he says. “My first three words were ‘bus’, ‘lorry’ and ‘car’, and my parents were really pissed off about that!

“My father was interested in motorsport and did a few events in the Brooklands days with a GN. When Goodwood first opened, he went to some of the events and I went with him.”

White and father Cyril were founding members of the Sevenoaks and District Motor Club, which played a part in the early careers of several drivers, including Vic Elford. It also introduced White to running events such as short rallies and autotest-style contests. He started competing too, first on two wheels, then in cars, though he did fail his driving test twice – “I was far too confident”.

White even won the 750 Motor Club trials championship (in a Cannon he still owns), but he eventually had more of an impact from the other side of the fence.

“One SDMC member was Basil Tye, who owned a Vauxhall dealership,” recalls White. “He knew the British Automobile Racing Club were looking for someone to work in the competitions department. I was told and arranged an interview before the job was advertised.”

White joined as a clerk, working

under general secretary John Morgan, who also owned the famous Steering Wheel Club, where many of the sport’s luminaries gathered.

White soon found himself organising southern meetings, bringing him into contact with – among others – racer Roy James, who would gain notoriety as the getaway driver in the Great Train Robbery of 1963.

“He was a very good F3 driver,” reckons White. “I got to know him because of the race events. Roy was due to do a meeting at Goodwood after the robbery. He turned up for practice on the Friday and later in the day I had a call from *The Daily Telegraph*, saying they were doing a small piece about the meeting. The journalist also asked if I had a Roy James driving and he asked me what he was like.

“I opened up, not knowing what was going on – Goodwood was being infested by lots of policemen! My interview made the front page of the paper and Roy never turned up for the race...”

As well as organising events, including the UK’s first Formula Vee race, and ultimately becoming the BARC’s general secretary, White also competed in saloons, long-distance sportscar races, F3 and Formula Vee in the UK and Europe.



# THE BEATLES AND AN AUDIENCE OF ONE

During the 1960s, White worked at BARC HQ on Argyll Street, next to the London Palladium. His office was one floor above Beatles manager Brian Epstein and White got used to seeing stars floating around. One night, however, he had an experience even he found surreal.

"One evening I was in London with my girlfriend and I had to get some papers from the office," recalls White. "I popped in, when no one else was in the building, went up to my office, then heard the lift and laughter.

"Eventually it came up to my floor and in it were three of the Beatles – John, Paul and Ringo [George arrived later]. This was when they were at their biggest and it was like turning on the TV."



The Beatles liked cars and had fun on their surprise visit

Naturally they took the opportunity to talk about cars. "I think it was John who saw some racing posters in my office and they asked to come in,"

remembers White. "We chatted about motorsport; they were just interested. They were charming and friendly. "I went downstairs to my girlfriend

and said I couldn't go yet because I had the Beatles in my office! She didn't believe me, but finally I persuaded her to come up and meet them."



Temporada series allowed White to meet Fangio – and his parents

## MEETING FANGIO'S FAMILY

While working at the BARC, White was instrumental in creating the Argentinian Temporada series, run from 1964 to '68. Alfonso von der Becke, who worked in the Argentinian embassy in London, contacted him about setting up a government-supported series in Argentina.

"We decided it would be for F2 cars with most of the F1 drivers and it would happen during the European winter," recalls White. "They had the money and the organisation, and they knew what they wanted."

White organised the entries and ended up flying out to Argentina for several consecutive winters. It provided the opportunity to meet another of the sport's legends.

"To launch it they brought Juan Manuel Fangio along and we ended up meeting quite often," says White. "He was a charming man. He spoke Spanish and Italian, not much English, but we had a friendly understanding. Each time we went there I got to know him a little better.

"Once I was with him somewhere in Argentina and he said he just had to make a diversion to see his mum and dad. He introduced me to his mother and father at the house he was born in, where all his trophies were. It was like a trophy room, which was also used as a house!"

## BEARER OF BAD NEWS

One of White's roles in the 1960s was regular clerk of the course at BARC meetings. The club ran

European F2 races in the UK and when F2 went to Europe he was often the steward representative for the F2 Association. One of his call-ups came at Hockenheim in 1968.

"I'd been asked to Hockenheim to represent the RAC," he says. "I was only there on the Sunday as I had to be at Silverstone the day before. That wasn't a very good day because Robin Smith was killed in a Ford Mustang.

"I was in the same hotel as Jim Clark – we were arranging an event in London as he was coming back to the UK after a year away for tax purposes. Our paths crossed a number of times and we just got along well.

"On that Sunday we had breakfast together, then went to the circuit. What happened is well known. I was in race control and was taken to the scene of the accident. Nobody spoke English – all our conversations were in French – and I was asked by the senior officials to tell the team what had happened.

"I also had to tell Graham Hill. Fortunately I knew him quite well – we played golf and flew together. He was a lovely guy, but quite forceful. When I told him he said, 'I don't f\*\*\*\*\*g believe you. You can't be right!'

"It was a natural reaction, but quite difficult to handle; he was putting doubts in my mind. It was the most awful day, the atmosphere I can't describe.

"Jim was my big hero, the ▶



White was friends with Hill and had to give him the news of Clark's death



LAT

◀ perfect racing driver. It was a privilege to know him.”

Unsurprisingly for someone so involved in the sport during that era, it would not be the last time White had to deal with tragedy. He was at Monza when Jochen Rindt was killed (“I was late and the first person I met was Jackie Stewart; he looked ill”), was clerk of the course when Jo Siffert perished in the 1971 Race of Champions at Brands Hatch, and was at Rouen when F2 ace Gerry Birrell was killed in ’73.

### SAYING NO TO FERRARI

That White had to deal with such incidents probably helped him when working with difficult personalities. Not many people turned down an approach from Enzo Ferrari, but White did just that.

“I had arranged for the Ferrari team to come to Thruxton for an F2 meeting,” he remembers. “I’d been to the factory and got it all agreed. We’d done a lot of publicity and then at the last minute they pulled out, which was a real disappointment.”

It was something White didn’t forget: “Later, we were running the F2 meeting at Crystal Palace. Rather surprisingly Ferrari sent in two entries. Basically I said, ‘I’m not going to accept them because you missed Thruxton.’”

More successful was an approach from Hollywood star Paul Newman, although White initially didn’t believe him either.

“The phone rang and this voice said, ‘My name’s Paul Newman and I notice your club is running a race



**Celebrating with Gethin and Chevron at Brands in 1973**

LAT

meeting at Thruxton this weekend. I was wondering if it was possible to come down and have a look? I couldn’t decide who it was trying to wind me up, but I went along with it and dropped a couple of tickets off for him.

“I was clerk of the course at the event and got a message saying, ‘Paul Newman is at the gate asking for you.’

“I went over and met him. I knew he’d done some racing and he wanted a closer look at the circuit, so at lunchtime we strapped him into Richard Longman’s Mini Cooper and he did a few laps. He was very keen and stayed for the day.”

### BEATING THE F1 TEAMS

Having packed a lot into his decade at the BARC, White was ready for pastures new in 1972.

“After BARC I was looking forward to a change,” he says. “I liked Derek Bennett and Chevron were looking for someone to help them spread into the wider world and

push the name forward.”

White joined and was there for arguably Chevron’s finest hour, Peter Gethin’s Formula 5000 B24 beating the F1 cars to win the 1973 Brands Hatch Race of Champions. “I don’t think anyone thought an F5000 would win, but Peter was on one that weekend,” reckons White. “He’d been in F1 and I think he wanted to prove a point. There’s nothing quite like being the underdog. Once we realised it could be on, it was pretty tense. We had quite a good evening in town afterwards.”

Being a constructor during the 1970s was tough, however, and White had his work cut out trying to keep the orders coming in:

“[Chevron founder] Derek was a great bloke, but it was a difficult time with three-day weeks.”

White helped save Chevron by doing a deal with Stella Artois owner Count van der Straten that led to the VDS squad buying Chevrons. “At a time when there



**White with Derek Bell, Jochen Rindt and Jackie Stewart**





White helped organise successful Temporada series in Argentina



White and co prepare to start marathon event

## THE DAY HE ALMOST DIED

At the end of 1968, the London-Sydney Marathon moved the goalposts when it came to long-distance rallying. The event lasted more than three weeks and White decided to give it a try.

Joined by John Jeffcoat and David Dunnell, stepson of AUTOSPORT's famous technical guru John Bolster, White chose an Austin 1800 'Land Crab'. It was a wise choice, given the BMC factory also entered a team.

"I thought they'd have all the service crews and spares," White explains. "We had one built to the same spec as the works cars."

But it wasn't the machinery that failed first: "We were on the Turkish border at the start of a 250-mile special stage. It was at night and just before we were due to go off I needed a pee. I went off to a filling station and tripped, landed on a steel lip and was knocked into an inspection pit.

"I went back to the car and started to feel a bit dizzy. I swallowed some painkillers and got in the back. We did the special stage, which was very bumpy, and I was in immense pain.

"We drove to a local hospital and I fell out the back of the car. They took some X-rays and found I'd burst a kidney."

An operation was urgently required. Fortunately for White, a French children's doctor just happened to be there on an inspection tour.

"He was only there for a couple of days and was the only one prepared to operate to save my life," says White. "The hospital was very, very basic and they didn't have the right blood group so my co-drivers had to go on a 200-mile round trip to buy some at great expense.

"I had three hours to live. The event very nearly finished me. I was very lucky."



Group C success came with Porsche and Richard Lloyd

were no orders I flew to Brussels to see the Count and came back with a deal for him to buy two new F5000s and a third for spares," he adds. "He even paid before we started, which kept Chevron going."

Teddy Pilette went on to take the 1973 British and European F5000 titles with VDS, while Gethin won the following year's Tasman Cup crown with one of the squad's B24s.

### GROUP C INTERLUDE

Apart from a brief spell at Silverstone, and acting as an MSA steward, White took some time out of motorsport after Chevron to build up his property company. He couldn't stay away for long, though, and a call from family friend and former racing rival Richard Lloyd brought him back.

"He said he was about to embark on a Group C programme and wanted me to help run his team," says White, who took up the offer.

"I looked after all the money and

personnel – Richard didn't like those sorts of details. We used to discuss drivers and always travelled together. It was very enjoyable and long-distance races provided great opportunities to get to know drivers very well."

GTi Engineering, which became Richard Lloyd Racing, was one of the top privateer squads in the world sportscar championship between 1983 and '90, and developed its own version of Porsche's 956/962.

On one occasion, though, it was a journalist who caused the biggest stir: "We were staying in a hotel about 15-20km from the track. We were having dinner and a Dutch journalist, who was a huge fan of Jonathan Palmer, asked me how long it took to get from there to the circuit. I said, 'Well, JP did it in 13 and a half minutes,' which was a complete guess, and for the next couple of days he tried to beat it.

"Every time he arrived at the paddock or hotel there was another

corner of his hire car completely smashed. On the final run he did it, but the car was written off!"

The team took two outright wins – Brands in 1984 with Palmer and Jan Lammers, and Norisring 1987 (Palmer and Mauro Baldi) – but it's a defeat that stands out for White.

"We led Le Mans for most of the night and finished second in 1985," says White, who was also chairman of the Group C Association for a time. "It would have been nice to win it. We had some great drivers and there were some epic races against the factory Porsches."

### THE HSCC

When Lloyd left Group C, White again took time out from racing before he was asked to help the struggling Historic Sports Car Club in 1997. After a bit of persuading, White got stuck in and the club has since gone from strength to strength.

"I thought there was a fair amount of potential and that I could make

a difference," says White, who decided more focus was needed on looking after members. "There wasn't enough emphasis on trying to make it run financially. Because I had experience in pretty much every area of the sport, I could see things that could be improved or professionalised.

"We've also been lucky. In the time I've been there, we've been going through huge growth in historic motorsport, although now we have more competition. I like to think we've got a good reputation."

White's enthusiasm for the sport remains undimmed and his 'little black book' is often brought out to gather the great and the good for all sorts of special events. He's put a lot in, but he just thinks he's been lucky.

"I really appreciate the things I've done, the people I've met and the places I've been," he says.

"And I still thoroughly enjoy what I'm doing." ❧

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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



Fan's eye view: F4 looks professional and the racing is excellent

## Berger's beef looks unmerited

As a regular reader for over 10 years, and a keen follower of national motorsport, I must admit I was worried when I read the piece on F4 featuring Gerhard Berger last week (Club AUTOSPORT, p72).

However, having joined the few spectators at Silverstone this weekend and seeing the operation first hand, it seems that there is nothing to worry about. Not

only is the racing excellent (if I closed my eyes it could have been a proper Formula Ford slipstreaming race from 20 years ago), but also wandering around the paddock, the set-up was just about the most professional I've ever seen at this level.

Well done to all those involved. I hope Berger will take notice!  
**Adrian Young, West Midlands**

**The thinking processes within the FIA and F1** are a constant source of fascination. Following years of 'cost-cutting' exercises and as a sop to the green lobby, the FIA decides to change the engine regs, leading to additional costs in the millions of pounds.

It's the small teams I feel sorry for; just as the field is becoming more competitive down the order thanks to rules stability, they will now have to find even bigger budgets to pay for their engines.

If the new engines were to offer an exciting new solution, marvellous, but they will be crappy little 1.6 V6s covered in energy recovery systems. It could have been worse, of course – they could have been four-cylinders.

The irony is that test days have been reduced in the name of cost savings, but in the light of the new rules one

extra session is to be allowed; just what's needed to check how many new engines will blow up before the season gets underway, and of course more expense!

**Neil Davey  
Ivybridge, Devon**

**With the fallout from the Red Bull, Mercedes and McLaren team orders** row still centre-stage, any differences between the wishes of the driver and that of his team is bound to attract attention.

While fans don't in the main wish to see manipulated results, they are able to recognise when the interests of the team need to take precedence.

What they don't need is for driver X to be told he needs to race driver Y, only for his team and team-mate to be up in arms when such racing does occur.

Allow drivers to race and don't stifle the

element of competition, but be mindful of the team's position and impose penalties should sporting ethics be in question.

**Michael Brierley  
Stalybridge, Cheshire**

**I must agree with Revved Up** last week, the ESPN coverage of IndyCar is awful. It's being done on the cheap, compounded by constant ad breaks.

Just as you get into the flow of the race another ad break comes along. It's really frustrating and annoying. I watched the first race and breaks seemed to be every five or six laps. How people in the US cope with watching live sport like this I don't know.

I won't be watching again; I'll make do with reading about it in AUTOSPORT.  
**Richard Pettet  
Countesthorpe, Leicester**



# In pictures

Our lensmen snapping from Surrey to Slovakia, via Virginia & Argentina

**RACERS TAUGHT A FOOTBALL LESSON**

Marussia F1 racer Max Chilton joined a group of past and present members of the MSA's Team UK to train with Chelsea Football Club's Academy



**LOEB CONTINUES TO MAKE A SPLASH IN WRC CITROEN**

The mayor of Cordoba handed the keys to the city to Sebastien Loeb after he performed this donut in its La Canada canal

**THEY CALL THIS 'BURNING THE HOUSE DOWN'**

Kevin Harvick celebrates after a blinding restart to win Saturday's green-white-chequered NASCAR finish at Richmond



**DARRYL O'DEAR**

World Touring Car racer Darryl O'Young surveys the damage to his ROAL Motorsport BMW at the Slovakia Ring in practice. But he still managed a top-10 finish



**In the shops**

Desirable new releases

**FERRARI IPHONE 5 COVERS**

£19.99 – autosport.com/shop

If you're a fan of two of the world's most recognisable brands – Ferrari and Apple – you may find the new Prancing Horse iPhone cover appealing. More so if you happen to be an owner of both. The carbon-effect case is designed to fit the new iPhone 5 and comes in two colour choices: black/grey and red, with a subtle logo on the back.



**LOTUS F1 TRUNKI SUITCASE**

£49.99 – autosport.com/shop

Trunki revolutionised children's luggage with its funky animal designs. Now, for younger race fans, comes Trunki's first F1-inspired case. The Lotus F1 kids' case comes in the correct Team Enstone colours and features locking catches, an internal pocket and a strap for carrying. If this doesn't put an end to you having to lug the kids' clobber around, nothing will.



**LANCIA DELTA S4 1:18 MODELS**

£203.99 each – autosport.com/shop

AUTOart's new 1:18-scale replicas of Lancia's fearsome Delta S4 Group B monster are fiendishly detailed, with opening doors, bonnet, engine cover and roof vents. Chose between Henri Toivonen's #6 machine that won the 1985 RAC Rally or the #7 Monte Carlo winner from '86 – the great Finn's final victory. Expensive but exceptional.



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# What's on

## On track in the UK



British Touring Cars heads to Thruxton for round three

### THRUXTON

#### TOCA

May 4-5

Admission **£14 Sat (£10 in advance), £30 Sun (£25 in advance), £37 weekend (advance purchase only)**

Tel: 01264 882200

Thruxton is the fastest circuit on the BTCC calendar and is always tough on tyres, hence the new soft Dunlop rubber will not be used. Jason Plato still leads the way, despite a winless weekend at Donington Park last time out, but Honda privateer Andrew Jordan is now hot on Plato's heels after a first win of 2013. Support to the three BTCC races is again provided by British Formula Ford, Porsche Carrera Cup GB, Renault Clio Cup UK, Ginetta GT Supercup and Ginetta Junior.

### BTCC QUESTION TIME

Don't miss the BTCC Question Time in Thruxton's Goodwood Bar at 6.30pm on Saturday night. Hosted by Alan Hyde, it gives you the chance to throw your questions at Jason Plato, Colin Turkington, Rob Collard, Dick Bennetts and Adam Morgan. Ask a good question and you could win a prize!

### ROCKINGHAM

#### SRO/BRSCC

May 5-6

Admission **£15 Sun (£12 in advance), £20 Mon (£18 in advance)**

Tel: 0871 220 0260

British GT kicked off with a full 32-car grid at Oulton Park at Easter and a similar field is expected for this weekend's

Bank Holiday two-hour race at Rockingham. Porsche factory driver Nick Tandy and 'retired' former champion David Ashburn lead the way in their Trackspeed Porsche. They're back among the GT3 field for round two on a track that traditionally suits the 911's superior traction. Support races are for Ginetta GT5 Challenge and VW Cup.

### DONINGTON PARK

#### HSCC/MASTERS

May 3-5

Admission **£12 Fri, £20 Sat, £20 Sun, £36 weekend**

Tel: 0844 873 7355

This event is fast becoming a major highlight of the historic calendar. The third annual Donington Historic Festival is

extended to three days and includes races for Group C/GTP, HTCC 1966-85 touring cars, HSCC Historic F2, '1000km' for pre-72 sports racers, U2TC, Masters Gentlemen Drivers, Masters Pre-66 Touring Cars, Jaguar E-type Challenge, Pre-63 GT, Formula Junior, Stirling Moss Trophy for pre-61 sportscars, RAC Trophy for pre-56 sportscars, plus a special HGPCA Nuvolari Trophy race for pre-1940 GP cars. There will also be live historic rally action, various car club displays and a special Ayrtton Senna tribute.

### Monday, £13 Mon

Discounts available online  
Tel: 0843 453 9000

The MG Car Club hosts a two-day meeting on the Indy circuit on Saturday and Sunday. Porsche Club, CSCC Special Saloons, Historic Intermarque, JEC Jaguars, BARC Saloons and CSCC Sports/Saloons join its regular categories. The CSCC takes over exclusively on Monday with races for Swinging Sixties, Tin Tops, Future Classics, Magnificent Sevens, Special Saloons, Modern Classics and the JEC Jaguar GT & Saloons.

### KNOCKHILL

#### SMRC

May 5

Admission **£12 on the gate, £10 in advance**

Tel: 01383 723337

### KIRKISTOWN

#### 500MRCI

May 4

www.kirkistown.com

### BRITISH RALLY CHAMPIONSHIP

Rd 1/6

Pirelli Richard Burns

Foundation Rally

Carlisle

May 4-5

rallybrc.co.uk

### CASTLE COMBE

#### CCRC

May 6

Admission **£15**

Tel: 01249 782417

A Motors TV Live Raceday including the resident Formula Ford, Saloon and Sports & GT championships, plus Morgan Challenge, MGOC, 750MC Locost, British Superkarts, and allcomers Saloons and Sports & GT races.

### BRANDS HATCH

#### MGCC/CSCC

May 4-6

Admission **£13 Sat, £13 Sun, £16 weekend (not including**

## On track around the world

### WORLD ENDURANCE CHAMPIONSHIP

Rd 2/8

Spa-Francorchamps, Belgium

May 4

fiawec.com

### WORLD TOURING CAR CHAMPIONSHIP

Rd 4/12

Hungaroring, Hungary

May 5

fiawtcc.com

### AUTO GP

Rd 3/8

Hungaroring, Hungary

May 4-5

autogp.org

### RALLY ARGENTINA

World Rally Championship

Rd 5/13

Villa Carlos Paz, Argentina

May 1-4

wrc.com

### INDYCAR SERIES

Rd 4/16

Sao Paulo, Brazil

May 5

indycar.com

### NASCAR SPRINT CUP

Rd 10/36

Talladega, Alabama, USA

May 5

nascar.com

### DTM

Rd 1/10

Hockenheim, Germany

May 5

dtm.com

### FORMULA 3 EUROPEAN CHAMPIONSHIP

Rd 3/10

Hockenheim, Germany

May 4-5

fiaf3europe.com

### V8 SUPERCARS

Rd 4/14

Barbagallo, Australia

May 4-5

v8supercars.com.au



DTM sparks into life at Hockenheim this weekend

Your guide to the best events taking place in the UK and around the world – plus TV and online

## On television

### THURSDAY MAY 2

0445-0545 **ESPN**

Grand-Am: Road Atlanta Highlights

### FRIDAY MAY 3

0730-0800 **Eurosport**

Inside the ERC

### SATURDAY MAY 4

0400-0420 **Channel 5**

Motorsport Mundial

0700-0815 **Premier Sports**

V8 Supercars: Barbagallo Highlights

0730-0835 **Eurosport 2**

European Rallycross: Montalegre Highlights

1005-1105 **Motors TV LIVE**

FIA European F3: Hockenheim R1

1035-1135 **ITV4**

Motorsport UK

1300-1455, 1530-2000

**Motors TV LIVE**

FIA WEC: Spa 6 Hours

1455-1530 **Motors TV LIVE**

FIA European F3: Hockenheim R2

1830-1930 **Eurosport LIVE**

FIA WEC: Spa 6 Hours

2000-2305 **Motors TV LIVE**

NASCAR Nationwide: Talladega

2305-2340 **Motors TV**

Euro Racecar: Nogaro Highlights

2315-0015 **Eurosport 2**

FIA WEC: Spa 6 Hours Highlights

### SUNDAY MAY 5

0730-0745 **Eurosport**

WTCC: Hungaroring Qualifying

0745-0815 **Eurosport LIVE**

WTCC: Hungaroring Warm-Up

1000-1115 **Premier Sports**

V8 Supercars: Barbagallo Highlights

1005-1105 **Motors TV LIVE**

FIA European F3: Hockenheim R3

1045-1800 **ITV4 LIVE**

BTCC: Thruxton

1115-1215 **Eurosport LIVE**

WTCC: Hungaroring Race 1

1215-1315 **Eurosport LIVE**

Auto GP: Hungaroring Race 2

1315-1430 **Eurosport LIVE**

WTCC: Hungaroring Race 2

1600-1900 **ESPN LIVE**

IndyCar: Sao Paulo

1800-2200 **Premier Sports LIVE**

NASCAR Sprint Cup: Talladega

1800-1900 **ITV4**

BRDC Formula 4: Silverstone

1855-2100 **Motors TV LIVE**

FIA European F3: Hockenheim

2100-2305 **Motors TV**

FIA WEC: Spa 6 Hours Highlights

2230-0030 **ESPN**

DTM: Hockenheimring Highlights

2345-0045 **Eurosport 2**

Auto GP: Hungaroring Highlights

### MONDAY MAY 6

0300-0400, 0700-0800 **ESPN**

NASCAR Sprint Cup: Talladega

0715-0900 **Eurosport 2**

WTCC: Hungaroring Replay

0900-1000 **Eurosport 2**

Auto GP: Hungaroring Highlights

1330-1835 **Motors TV LIVE**

Live Raceday: Castle Combe

### TUESDAY MAY 7

2000-2100 **ITV4**

WRC: Rally Argentina Highlights

2100-2230 **ITV4**

BTCC: Thruxton Highlights

2130-2200 **Eurosport**

FIA WEC: Spa 6 Hours Highlights

## Online

### HOT ON THE WEB THIS WEEK

YOUTUBE: IRISH FOREST RALLYING HILARITY



**SEARCH FOR:** Neil Hickey & Enda Kennedy - Carrick Forestry Rally 2013 - Stage 1 (6:56)

Thanks to ERC stars Craig Breen and Paul Nagle for alerting us to this clip. Some fruity language throughout as Hickey/Kennedy guide their Subaru Impreza around some challenging corners. Robert Kubica walked away laughing when we showed it him!

### AUTOSPORT+

Exclusive content coming up in our premium website this week

### Vettel: Is he really Formula 1's villain?

Sebastian Vettel may not be the most popular F1 driver at the moment, but is he really the bad guy? Edd Straw examines the facts. Plus your guide to the DTM season and the latest instalment of AUTOSPORT's racing blog as Formula Vee kicks off.

### GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH LAST WEEKEND'S ACTION, FROM NASCAR AT RICHMOND TO FORMULA VEE AT BRANDS HATCH
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# Revved up over what's on the box



Race2Recovery's inspiring tale is told by ITV4 Dakar series

THESE DAYS I STRUGGLE TO DRIVE TO Donington Park without stopping to spend a penny and rest my eyes, so the notion of driving from one end of South America to the other is well beyond me.

But while I may have a few aches and pains in various joints, I'm still pretty much in one piece. This is in stark contrast to the members of the Race2Recovery crew, whose exploits in this year's Dakar Rally are being chronicled in ITV4's *Dakar Rally: Frontline to finishing line*.

The team consists of British and US ex-army personnel, all of whom have suffered some form of amputation while serving their

country. Their background story – retold in quite distressing detail – breaks up the candid footage of their rallying travails.

Some of the camera work is a bit *Blair Witch Project* but, given the sheer battle against the odds they're all facing, not to mention the unreliable Land Rover Wildcats that barely make it through a stage without breaking, there's no need to over-dramatise the story in order to persuade the viewer to tune back in after the break.

In part one we get to see how the army training allows the crew to implement some Heath Robinson modifications to the cars to stop them overheating – they don't work! –

while the crushing disappointment of two of the team's four cars being forced out before the event had even left the Peruvian desert shows this is no fairy story.

This is forced home when one of the team's support vehicles is involved in a fatal road accident between stages.

It's clearly not easy viewing, but the sheer determination to get through is inspiring. At a time when many in one of the world's richest countries are bemoaning their lot, this quote from one of the mechanics offers perspective: "You may be stuck in a wheelchair, but just bang on your prosthetics and do it."

**Revved Up**

# Brian Robinson

“My little team was basically me and my uncle as the mechanic”

■ International Trophy, European F2 ■ Silverstone ■ March 29, 1981 ■ Chevron-Hart B48



Robinson would finish sixth in his own Chevron B48

**MY FAVOURITE RACE? THAT'S** really difficult – I competed in so many enjoyable events in saloons and sportscars on the club scene, not to mention in Formula 5000, F2 and big international endurance races when my racing got a bit more serious.

I was tempted to choose the three-hour Goldfields South African Springbok Series race in '72 in which I finished second in a Chevron B21 driving on my own, or the BOAC 1000km world sportscar event at Brands Hatch in 1972. I won the 2-litre class with Francois Migault, again in the B21, but we were kicked out for being underweight. I could talk a fair bit about that one – especially Guy Edwards's face on the weighbridge when he knew he'd won in the Lola – but I won't!

I'm going to choose the 1981 International Trophy race at Silverstone. It was the European F2 opener and we were up against all the big boys like Mike Thackwell and Geoff Lees in the works Ralts, Corrado Fabi and Thierry Boutsen in the factory Marches, the Minardis

of Michele Alboreto and Johnny Cecotto and the Toleman-run Lolas of Stefan Johansson and Kenny Acheson. These guys were younger than me and were mostly F1-bound.

My little team was basically me and my uncle as the mechanic on our Chevron B48. We had one set of slicks and one set of wets, while all the super-dooper teams had loads. We were just down there having a

laugh, really – you could do that in those days, even in big, proper races.

Raceday was horrible – all wet and grey. I knew I'd have to make my tyres last, and be on the right ones at the right time because it was a bit of a wet-dry-wet affair. I wanted to fly the flag for Chevron, too, as the other British guys in Chevrons, Roy Baker and Bob Howlings, didn't qualify.

Anyway, we all took off on a damp

track, but there was a dry line thanks to the three warm-up laps. The guys on slicks soon found they were in trouble and there was a mad dash for the pits after a dozen or so laps. I decided to stay out on the wets, which were pretty hard and held up well. And it meant I was running in the top three for a while! It was about half-distance before the guys on slicks were lapping quicker than the few of us still on wets.

I hung on to take sixth – ahead of Lees, Ray Mallock and Johansson. I remember AUTOSPORT writing: 'Robinson and the old Chevron just plugged away without changing tyres and his persistence was rewarded'. Well, that old Chevron was quicker down the straights than the Ralt-Hondas, I'll have you know!

The Japanese mechanics in one of the big teams next to us came into our garage and said, "very wise decision" about our 'strategy'. I was pretty astounded to have qualified, to be honest. It was a great day. ✘ *Brian Robinson was talking to Henry Hope-Frost*

## Profile



### GARAGE OWNER BRIAN

Robinson was a club racer during the 1960s and '70s before moving to F2 in '73. He then raced a Chevy-powered McLaren M19C F1 car in F5000, a series he supported until its demise. He campaigned F2-spec Chevron B42s in the Aurora British F1 series, before re-entering F2 and tackling international endurance events. After returning to his club roots for many years, Robinson, now 65, still runs his garage in Yorkshire.

V de V Endurance Series



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