

24 PAGES OF CANADIAN GP ANALYSIS

HAMILTON WINS - BUT FUTURE OPTIONS NARROW

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**“THIS FEELS
AS GOOD
AS MY
FIRST
WIN”**



Honda wins as chaos reigns at Oulton BTCC

P40

Wilson scores shock Texas IndyCar win

P52

LEWIS

THE MAGNIFICENT SEVENTH

How McLaren outfoxed its rivals

Why Grosjean & Perez got it right

What went so wrong for Jenson





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Up-to-the-minute news and reports from F1, WRC and more. Subscribe for must-read opinion, stats and images

"It's more relaxed, we enjoy ourselves in the evenings and have a very good time" SO THAT'S WHY SEBASTIAN VETTEL IS A RACE OF CHAMPIONS FAN...

COVER IMAGES: GILHAM/GETTY INSET: EBREY/LAT



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ENGLAND EXPECTS; HAMILTON DELIVERS

Forget the F100; everyone knew a Lewis Hamilton win was just around the corner, and he delivered on a track where he always shines. **by MARK HUGHES**

REPORT CANADIAN GP

COVER IMAGES: GILHAM/GETTY INSET: EBREY/LAT

Teams: F1 is no lottery

Seven different winners from the first seven races, but it's not down to luck, according to team bosses

NEWS F1 & PADDOCK

Team	2011	2012
McLaren	1	1
Red Bull	2	2
Ferrari	3	3
Mercedes	4	4
Force India	5	5
Toro Rosso	6	6
Williams	7	7

Year	Australia	0.82%
2011	1.79%	0.82%
2012	1.24%	0.76%
2011	1.37%	0.28%
2012	1.48%	0.79%
2011	1.27%	0.41%
2012	1.03%	0.93%

F1's race in 2012
A record seven winners in the first seven races of the season.

McLaren
McLaren's Lewis Hamilton won the Canadian Grand Prix.

Red Bull
Red Bull's Sebastian Vettel won the British Grand Prix.

Ferrari
Ferrari's Felipe Massa won the Spanish Grand Prix.

Mercedes
Mercedes' Nico Rosberg won the German Grand Prix.

Force India
Force India's Adrian Sutil won the Indian Grand Prix.

Toro Rosso
Toro Rosso's Jaime Alguersuari won the Chinese Grand Prix.

Williams
Williams' Pastor Maldonado won the Bahrain Grand Prix.

Jackson and Wrathall to Classic

BTCCace will both race classic touring cars in the annual Silverstone extravaganza

NEWS SPORTS EXTRA

Dean blasts British GT rules after Audi struggles at Rockingham

UNITED MOTORSPORTS TEAMS...
The British GT series has been criticised for its rules, with Dean stating that the current regulations are not conducive to competitive racing. He specifically mentioned the 'no touch' rule, which prevents drivers from touching their cars during a race, and the 'no pit stop' rule, which restricts pit stops to only one per race. Dean argued that these rules are overly restrictive and do not allow for the excitement and strategy that is a key part of motorsport.

Collard Jr targets single-seaters

INDY CAR...
Collard Jr has expressed interest in competing in single-seater racing, specifically the IndyCar series. He mentioned that he has been in contact with the series and is looking for an opportunity to race. Collard Jr is a well-known name in motorsport, having competed in various series including the British Touring Car Championship and the World Rally Championship.

Hill returns to action in G55 race

GRETTING...
Hill has returned to action in the G55 race, which is a classic touring car race. Hill is a former Formula 1 driver and has a long history in motorsport. His return to the G55 race is seen as a significant event, as Hill is one of the most successful drivers in the series' history.

Lynn to tackle MSV F3 at Spa

FERRARI...
Lynn is set to compete in the MSV F3 race at Spa. Lynn is a young driver who has shown promise in various racing series. The MSV F3 race is a popular event in the British motorsport calendar, and Lynn's participation is expected to attract a lot of attention.

Fastest man on earth to Brands race

WORLDWIDE...
The fastest man on earth, Ken Block, is set to compete in the Brands Hatch race. Block is a professional rally driver and is known for his incredible driving skills and his ability to push his cars to the limit. His participation in the Brands Hatch race is a major event for the series.

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MARCUS PYE HUMBLYPYE

The return of a motorsport legend

NEWS SPORTS EXTRA

Marcus Pye is a legendary figure in motorsport, having competed in various series including the British Touring Car Championship and the World Rally Championship. He is known for his exceptional driving skills and his ability to push his cars to the limit. Pye's return to the sport is a significant event, as he is one of the most successful drivers in the history of the sport.

7 pamaal

Fastest man on earth to Brands race

WORLDWIDE

At the FIA's will

The FIA's will to regulate and what benefits can be expected?



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POLE POSITION

Putting a price on Lewis Hamilton's head



OVERTAKING A WORLD CHAMPION MUST feel like a million dollars. So how much is it worth to pass a two-time champion – not once, but twice – to win the Canadian GP for the third time in six years? And how about lapping your team-mate – another world champion – to snatch the lead of the world championship? Priceless, perhaps?

Well that's the question McLaren must now ask itself: on the back of a performance like that in Montreal, just how much is Lewis Hamilton worth? His management team is surely seeking a new megabucks deal, but the flipside is that his options elsewhere are narrowing (see Cover Story, p8). After the race, McLaren's Ron Dennis admitted Hamilton's future was a "complex situation" given the current economic climate. So who'll blink first?

On current evidence, it won't be Hamilton. His steely-eyed focus is back on the big prize. As we declared on our cover last month, this is the 'new, improved Lewis'. Perhaps the ultimate question for McLaren is this: do you want him on your side, or risk having him against you?

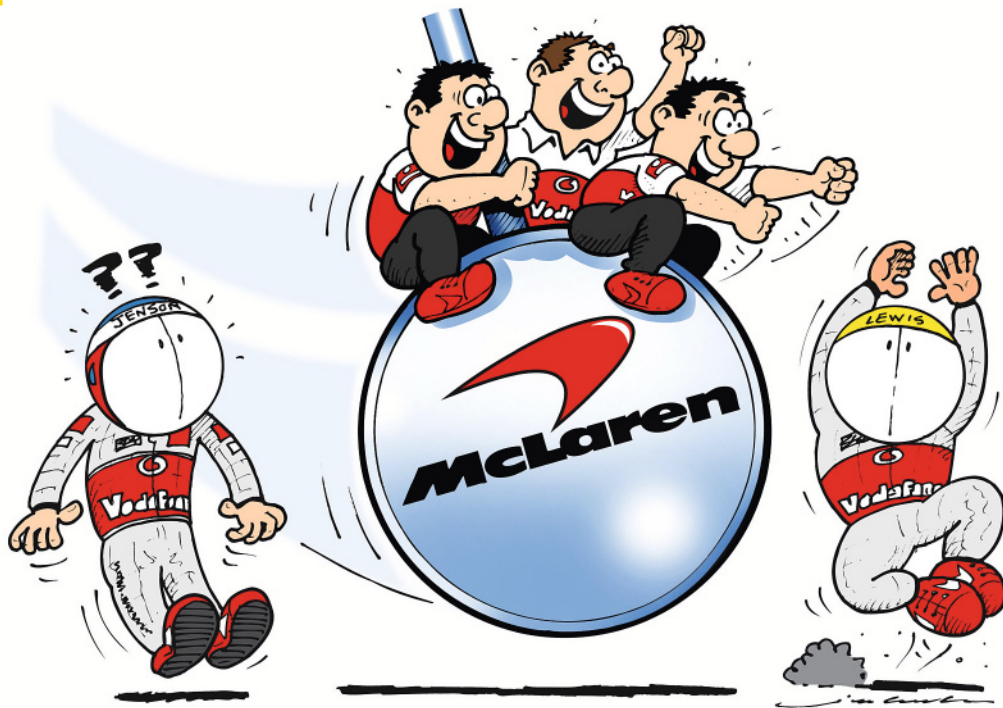
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BAMBER'S WEEK





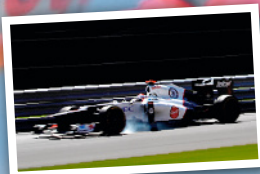
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F1

Hamilton flies the flag for Britain

Joleon Lescott was the hero of England's Monday-night Euro 2012 opener, but 24 hours before his timely header, Lewis Hamilton took a memorable third Canadian GP victory – five years after his maiden Formula 1 success in Montreal. Full GP report, p26.

Pic: Bellanca/LAT



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Has Hamilton lost control of his own future?

Schumacher and Massa emerge as key players in 2008 champion's next move. By GLENN FREEMAN

Lewis Hamilton's consummate Canadian Grand Prix victory will have little impact on where he drives in 2013 – because his future is out of his own hands.

The resurgence in form of Michael Schumacher and Ferrari's unwillingness to risk using a young driver such as Sergio Perez in place of Felipe Massa are just two of many contributing factors that have resulted in options outside McLaren not opening up as Hamilton would have hoped. That has seriously weakened his management's bargaining position as his contract with McLaren comes to its end this year.

XIX Entertainment, the firm that looks after the Briton, has been hoping to land a substantial pay hike in his next deal – something that the team is reluctant to offer because its financial position is not as strong as when Hamilton signed his previous five-year contract. That has created an impasse with McLaren, as XIX initially felt that it was in a position of strength at the negotiating table with so many top seats potentially available for 2012. Mark Webber,

"The championship is more important than what I have to do for my next contract.

I am in no rush at all"

Lewis Hamilton

Schumacher and Massa are all out of contract at the end of the year, meaning there are possible seats at Red Bull, Mercedes and Ferrari for Hamilton's management to chase.

Ferrari was considered to be an option for Hamilton, despite his fractious 2007 season alongside Fernando Alonso at McLaren. While there has been no lasting damage on the surface between the two, it emerged over the Canadian GP weekend that Alonso is not keen on pairing up with Hamilton again. Alonso is understood to have placed no such block on Sebastian Vettel for the future (see Mark Hughes, p17), with sources confirming that the current world champion is a long-term target for Maranello.

Talk of Vettel being on the Italian team's radar and Ferrari president

Luca di Montezemolo's recent comments claiming that Perez is not experienced enough to be considered for a promotion from Sauber mean that Ferrari could only be in the market for a short-term solution when it comes to filling its second car for 2013. Webber has been linked with that seat following a disastrous start to the season for Massa, but with the Brazilian's pace relative to Alonso improving as he gets more comfortable with the upgraded F2012, the Brazilian can play himself back into contention to keep his drive if he strings a few results together.

"Things are getting better," said Massa. "I trust myself, so it's important to carry on like this. If we do, it will be much easier, and we will find a good direction for the future to stay at Ferrari."

The uncertainty over Massa and Schumacher means Hamilton has no choice but to wait and see. Should the prospect of Webber leaving Red Bull fade, then with it will go any hope Hamilton has of getting into Adrian Newey's next creation. That leaves Mercedes as the only grandee team

left for XIX to pursue. Schumacher's three-year deal, which brought him back to the sport in 2010, is up at the end of this season, but sources close to the seven-time world champion suggest that he is very happy in F1.

Schumacher is unlikely to want to leave a team on the up after starting out with two difficult years. Even if Mercedes did want to inject some young blood into its line-up, it would be a huge PR risk in Germany to shuffle the most successful driver of all time out of the door.

The German's unwavering desire and return to form appears to be the final piece in the puzzle that led to Hamilton's admission in Montreal that he may wait until the end of the season to resolve his future.

"I am not looking at anyone," said Hamilton when asked about considering rival teams. "I am just trying to focus on this season. The championship is more important than what I have to do for my next contract. I am in no rush at all."



P17 MARK HUGHES COLUMN



Hamilton talking to Ferrari chief Stefano Domenicali

AUTOSPORT SAYS...

GLENN FREEMAN
NEWS EDITOR

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Everywhere Lewis Hamilton looks, doors are closing. The 2013 driver market was supposed to be one of the most open in recent years, but continuity – or caution, perhaps – looks set to freeze it.

So Hamilton is left peering in through the windows of the other big houses in the road. At the red door, Fernando Alonso is happy to offer a wave, maybe even to have a chat out front. But there's no way he's prepared to risk another potential home-wrecking situation.

At the silver door, the German family is relatively happy. Its renovation work has taken longer than was first hoped, and with that in mind Michael Schumacher has little interest in abandoning his home just as everything falls into place.

Then there's the blue house. Hamilton sparked much fanfare this time last year when he sneaked into its back garden, but now as he peers in he still can't see any of Mark Webber's things being boxed up.

Finally, he arrives back at the silver palace he has called home since he was a kid. After a troublesome year everything is going well, and at the moment the only way he can spend any time with Jenson Button is if he pops down to the basement.

There might not be any spare rooms going anywhere else, but why would he want to leave? A better deal on rent hardly seems a good enough reason.

Hamilton won for McLaren in Canada



BUTTON TO TRY HAMILTON SET-UP

Jenson Button will adopt Lewis Hamilton's car set-up in preparation for next weekend's European Grand Prix in his latest bid to get on top of the tyre troubles that are ruining his season.

The 2009 world champion endured a woeful Canadian Grand Prix as he struggled with tyre degradation and was lapped by team-mate Hamilton on his way to 16th place. McLaren team principal Martin Whitmarsh said that the car was causing the problem.

Button said: "I've debriefed with the engineers, and we'll run through the weekend and ideas for the race and also the simulator. The first thing you do is set the car up like the other, and that's what we'll do initially."

Button accepted that switching to Hamilton's set-up will not make him as quick as the current points leader, especially as the two have contrasting driving styles, with Hamilton's being more aggressive.

"There will be settings that Lewis prefers more because that's how he sets it up," said Button. "I won't be as quick as him on those settings, but then we can work from there and find a set-up that works for me."



Button has struggled in recent grands prix

JENSON'S FALL FROM GRACE

That assured victory in the Australian Grand Prix seems like a very long time ago for Jenson Button.

Qualifying position (not including grid penalties)							
AUS 2	MAL 2	PRC 6	BRN 4	E 11	MC 13	CDN 10	
Championship position							
AUS 1	MAL 3	PRC 2	BRN 4	E 6	MC 7	CDN 8	
Gap to championship leader							
AUS 0	MAL 10	PRC 2	BRN 10	E 16	MC 31	CDN 43	

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AUTOSPORT



Teams: F1 is no lottery

Seven different winners from the first seven races, but it's not down to luck, according to team bosses

Formula 1 teams insist that the sport has not become a lottery in 2012, despite the apparently unpredictable nature of the results so far this season.

Lewis Hamilton became the seventh different winner from seven races in Canada last weekend, and he was joined in the top three places by Romain Grosjean and Sergio Perez, both taking their second podium finishes of the year for Lotus and Sauber respectively.

The ability of midfield teams to snatch top results from the big hitters led to claims early in the season that the sport had become too random. However, as teams start to get on top of the keys to success in 2012, the idea of F1 being a lottery has been dismissed throughout the paddock.

"Lottery is too harsh [a word]," said Red Bull team principal Christian Horner. "It's complex, and strategically it's very difficult to read. So you are trying to make

judgements throughout the race based on the feedback you have from your own car and the information you have around you."

The reason the races have become so much more complex for the top teams is the closing up of the competitive order compared to 2011. Because of that, the teams no longer have the same margin for error that before allowed them to drop the ball, but still stay close to the front.

Using figures put together by AUTOSPORT's technical consultant Gary Anderson to calculate each driver's deficit to the ultimate pace over the course of the season, Perez is an excellent example of this.

Going into the Canadian GP weekend, the Mexican was 1.455 per cent shy of the outright pace. At this stage of the season last year, that deficit was 2.672 per cent. On this year's grid, the only cars that are further behind than that latter percentage figure are the Caterhams, Marussias and HRT's.

Perez famously made a one-stop strategy — such as the one he used last weekend in Canada — work on his F1 debut in Australia last season. That weekend, his deficit to the pace was 2.733 per cent. Had that still been the case this year, his tyre management heroics would not have been rewarded with a podium.

Mercedes-Benz motorsport vice-president Norbert Haug said that all of the teams that have

achieved surprising results this year deserve credit for it.

"It's not a lottery, it's the opposite," said Haug. "There are reasons for all of [the results], and all the wins this year were well deserved. [Pastor] Maldonado [for Williams] was a big surprise, but do not tell me his victory was not deserved. There have been some closer results, but I can't see a lottery."

Pirelli has taken much of the blame/praise — depending on your

Gap between the teams has closed dramatically



F1's race winners in 2012

A record seven drivers have won in the first seven GPs this year. Here's who...



AUSTRALIAN GP
JENSON BUTTON



MALAYSIAN GP
FERNANDO ALONSO

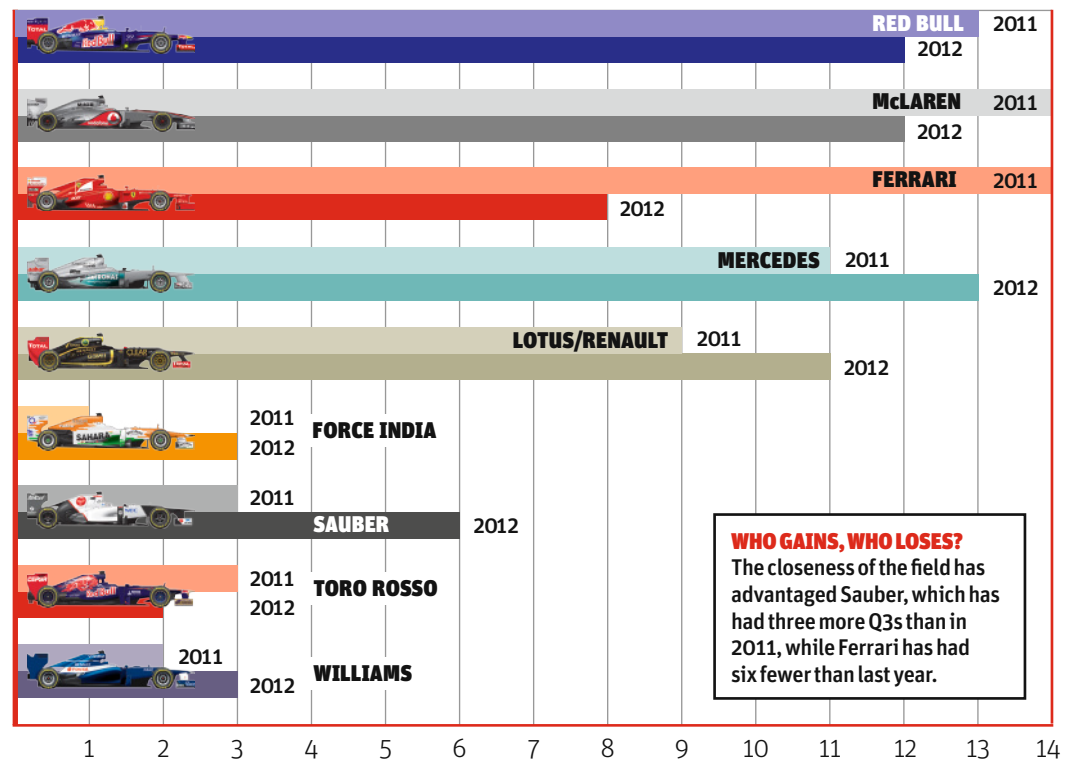


CHINESE GP
NICO ROSBERG



Haug (left) and Horner agree that F1 is far from a lottery

Q3 APPEARANCES BY TEAMS IN THE FIRST SEVEN RACES 2011 v 2012



WHO GAINS, WHO LOSES?
The closeness of the field has advantaged Sauber, which has had three more Q3s than in 2011, while Ferrari has had six fewer than last year.

“It’s not a lottery, it’s the opposite. All the victories deserve credit”
Mercedes’ Norbert Haug

point of view – for the shake-up in the order this year, but its motorsport chief Paul Hembery told AUTOSPORT that people only think the tyres are making the difference because there is so little to choose between the teams. “We have been trying to explain to people that when you have got such small differences between cars then if you have a slight issue it becomes amplified,” said Hembery. “In previous seasons, you had margins for two or three tenths [of a second without losing many places], but this year two or three tenths takes you from first to seventh or eighth. So you will be talking about tyres more because they can create those

two of three tenths for you. I tend to look at it more as competitive than unpredictable.” Former world champion Jacques Villeneuve believes the fact that both the drivers’ and constructors’ world championships have a relatively normal look about them is proof that the sport still rewards the best on the grid. “Ultimately, it’s the same for everyone, and that’s all that matters,” Villeneuve told AUTOSPORT. “It’s the same rules, and whoever uses them best will win. It doesn’t matter how unpredictable it is, the top teams and drivers still end up at the front.” As another Perez comparison, the Mexican’s gap to the front of the field is about the same as Nico Rosberg’s was at this stage last season for Mercedes. If Rosberg had pulled off a one-stopper and got himself on the podium 12 months ago, that wouldn’t have raised as many eyebrows.

GAP COVERING THE TOP 10 IN Q2
(Data from the six tracks used in both 2011 and 2012)

2011		2012
1.792s	Australia	0.828s
1.242s	Malaysia	0.762s
1.372s	China	0.282s
1.486s	Spain	0.799s
1.270s	Monaco	0.411s
1.036s	Canada	0.493s





Renault, Merc and Ferrari all supply multiple teams

Fresh fears over engine costs

F1 teams urge manufacturers to work towards producing affordable turbo engines for 2014. By JONATHAN NOBLE

Car manufacturers Renault, Mercedes and Ferrari are preparing themselves for a push to ensure that the switch to V6 turbocharged engines in 2014 does not result in a cost crisis for Formula 1 teams.

As the funding required for developing the new power units and multiple Energy Recovery Systems (ERS) increases, F1

outfits have begun to voice some concerns that the big jump in engine expenditure that will be passed on from manufacturers for 2014 could drive some of them out of business.

Sauber CEO Monisha Kaltenborn said: "If we go back to the times we had before, when the engines were so much more expensive, I wonder how many teams on the grid could

afford that now? And F1 with four teams would not be exciting."

ARE COST FEARS GENUINE?

F1 teams currently pay an average of around €15 million (£12m) for a package that includes both the engine and KERS – although the figure can fluctuate depending on other powertrain requirements.

The fear now is that in 2014 the outlay on engines could double – at a time when the worldwide financial situation makes it difficult for many involved in the sport to find suitable budgets. That could leave the 12 F1 teams facing a scramble to find an extra €180 million (£145m) to switch to the new power units when the regulations change.

Although none of the current car makers yet knows definitively what a 2014 engine and KERS unit will cost – with current preliminary offers varying between €14m (£11m) and €24m (£19m) – it is likely it will settle at around €20m (£16m) for the first season.

That figure may be higher than teams are paying now, but the

current price is still much lower than the amount being spent on the engines of several years ago.

However, investigations by AUTOSPORT suggest that the 2014 figure will be a peak. After that, there will be a glide path reduction in engine costs, so that over the five-year span from 2014 to 2018 the average expenditure will be similar to now (see graph opposite) – with yearly deals even cheaper by the end of that period.

DELAY RULED OUT

There has been speculation that some teams are in favour of delaying the introduction of the V6 turbos until 2015, so as to allow more time for the right cost structures to be in place.

However, car manufacturer sources insist that such a scenario can be ruled out – because it would cost the sport more.

In the short term, a deal means that manufacturers will have increased outlays to keep running a V8 programme as well as keep

Sauber's Kaltenborn (right) has concerns over engine costs



their V6 development projects alive – and ultimately that extra money would have to be passed on to teams.

THE RIGHT COST STRUCTURE

The FIA World Motor Sport Council meets on Friday, and is expected to begin discussions about finding the right framework to help ensure that the price of the new engines does not threaten the existence of teams.

AUTOSPORT has learned that Renault is leading a push with the FIA and F1 commercial supremo Bernie Ecclestone to lift the restriction on the maximum number of teams that an engine supplier is allowed to service.

Currently, no engine manufacturer can supply more than three teams unless it has express permission from the FIA. Heading into 2014, if independent suppliers Cosworth and PURE do not get multiple team deals – or indeed any – then that three-team rule could lead to a shortfall of engine options for the grid.

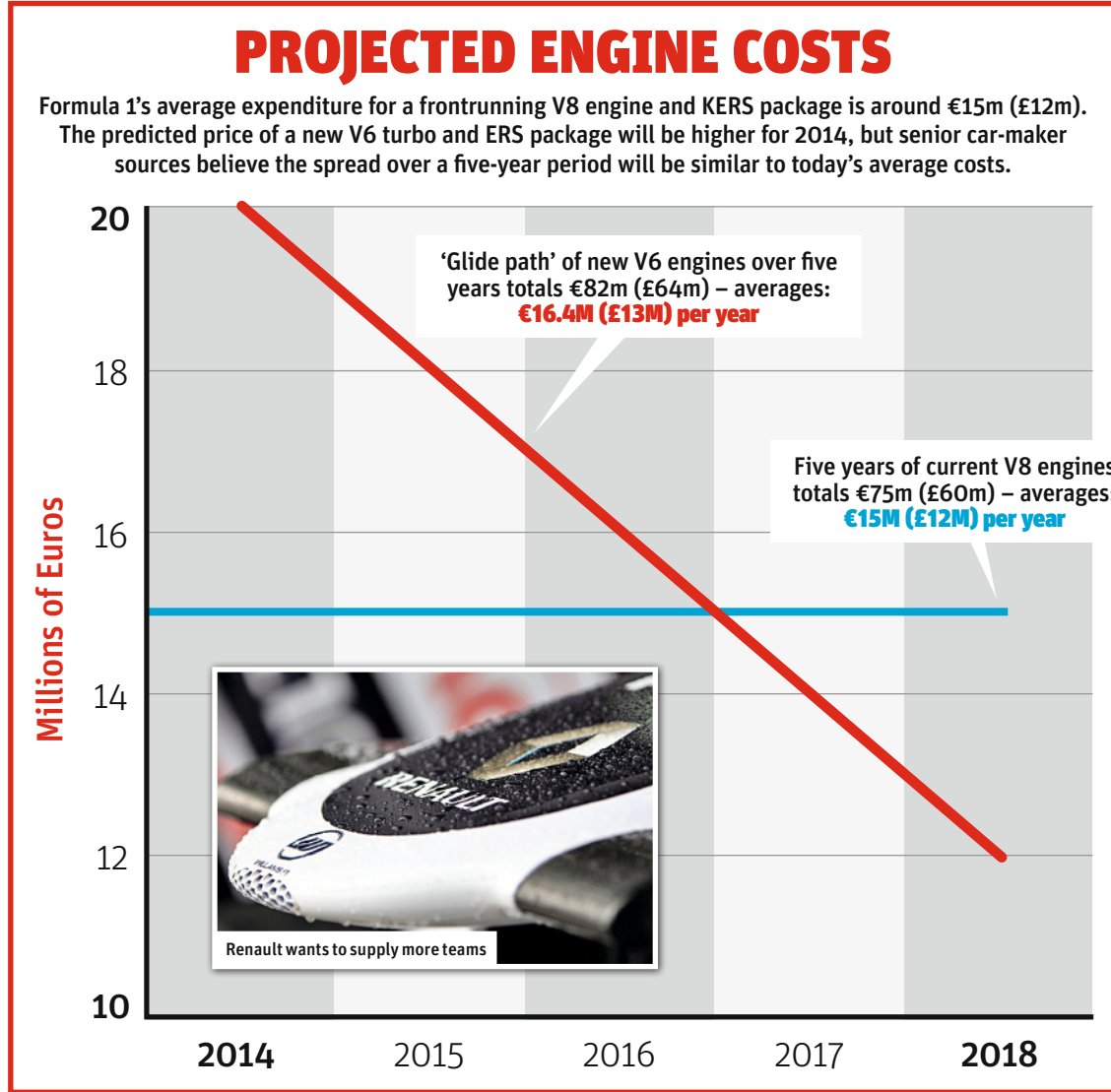
“F1 with four teams would not be very exciting”

Sauber CEO Monisha Kaltenborn

It is understood that talks about scrapping the engine supply restriction will begin at the WMSC get-together, while Renault chiefs will meet in September to work out the company’s definitive 2014 strategy – and whether to focus efforts on a small number of select teams or to spread its involvement among up to six outfits.

With Mercedes-Benz and Ferrari reluctant to expand beyond their current two-customer deals outside their works involvement, Renault’s willingness to supply even more teams could provide a lifeline for the sport if PURE and Cosworth are not able to secure their own supplier contracts.

Furthermore, the engine manufacturers plan to hold talks with FIA president Jean Todt and Ecclestone to discuss getting them firmly involved in shaping



future technical regulations. This would be to ensure that costs do not escalate – perhaps with the implementation of some form of engine Resource Restriction Agreement.

In return for a say in the rules on cost grounds, Renault has said that it would be willing to sign a long-term deal that would commit it to F1, and ensure the sport does not face the kind of difficulties it encountered in the wake of the last manufacturer walk-out (by BMW) at the end of 2009 when the costs of competing did not justify a continued presence.

Current engine deals are quite affordable for F1 teams

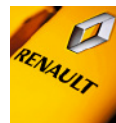


EXPERT VIEWS

WHAT THE ENGINE MAKERS THINK

RENAULT - JEAN-FRANCOIS CAUBET

“We need to understand how many teams will be on the grid in 2014. That is the key point. Then we need a real meeting between the FIA, Bernie [Ecclestone] and the car manufacturers to work out who can supply who. We are probably comfortable to supply more [teams] because we do not have our own team.”



but over a five-year period we can target comparable spending to now.”

FERRARI - STEFANO DOMENICALI

“We are on schedule at the moment, so for sure we will be there in terms of being able to supply an engine. If there are other manufacturers that want to come they will be most welcome.”



COSWORTH - KIM SPEARMAN

“We are continuing development of the 2014 engine and ERS while commercial discussions are also continuing. As an independent supplier Cosworth has a strong commercial focus, and we listen carefully to our customers to provide them with the best possible solution.”



MERCEDES - NORBERT HAUG

“Engines used to cost twice as much 10 years ago as they do now, and I think this is due to the hard work of the manufacturers in the first place. It is absolutely clear if you introduce a new engine, it can cost more in the beginning,”



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THIS WEEK IN F1

F1 JERSEY BOY

Sebastian Vettel had a sneak peak of the Formula 1 street circuit in New Jersey this week when he took an Infiniti IPL G Coupe for a spin around Port Imperial



I've changed my design many times. I like to swap the design. If I explain each one in full we will be here all night, and there's a football match starting in 15 minutes...



Sebastian Vettel uses the Germany versus Portugal Euro 2012 match as a reason not to explain his constant changes of helmet design

NO VODAFONE WORRIES

Doubts were raised over the future of McLaren's sponsorship deal with Vodafone last week, after the telecommunications giant announced that it was pulling out of its title sponsorship of the

Triple 8 V8 Supercar team, and the Australian cricket squad. However, sources at McLaren confirmed to AUTOSPORT that those decisions were regional, and have no effect on the F1 team.



MALDONADO DE-TWEETS

Pastor Maldonado criticised the Formula 1 stewards on Twitter over the Canadian Grand Prix weekend. "Today we have clearly seen that the penalties are not equal for all the teams and drivers," it said. The Spanish Grand Prix winner later deleted it from his Twitter feed and declined to comment on the reasons why.



SCHUMACHER'S UNIQUE DRS FAILURE

Michael Schumacher's DRS failure in Canada was the first time that the device had stuck open. FIA rules state that "the design is such that failure of the system will result in the uppermost closed section returning to the normal high incidence position". A hydraulic failure is suspected to have caused Schumacher's problem.

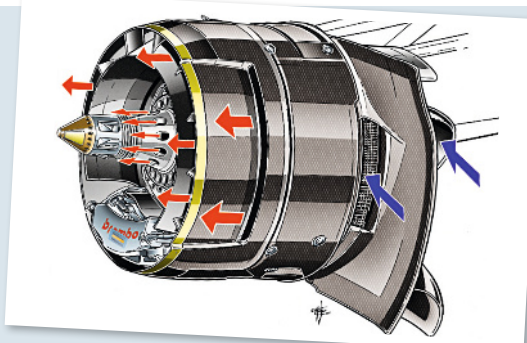


SILVERSTONE TEST IN DOUBT

The planned young-driver test at Silverstone this summer is in doubt as the track might not be available in the days following the British Grand Prix. The problem is understood to relate to the track's GP contract. FOTA is confident of being able to resolve the matter.

MORE RED BULL CONTROVERSY

Red Bull was forced to make another change to the RB8 ahead of the Canadian Grand Prix. The FIA instructed the team to cover up the holes in the middle of its wheel hubs, as they were deemed to offer an aerodynamic advantage. Red Bull made the change by blocking off the holes with a circular disc on the inside of the hub.



McLAREN-MERCEDES IN NUMBERS



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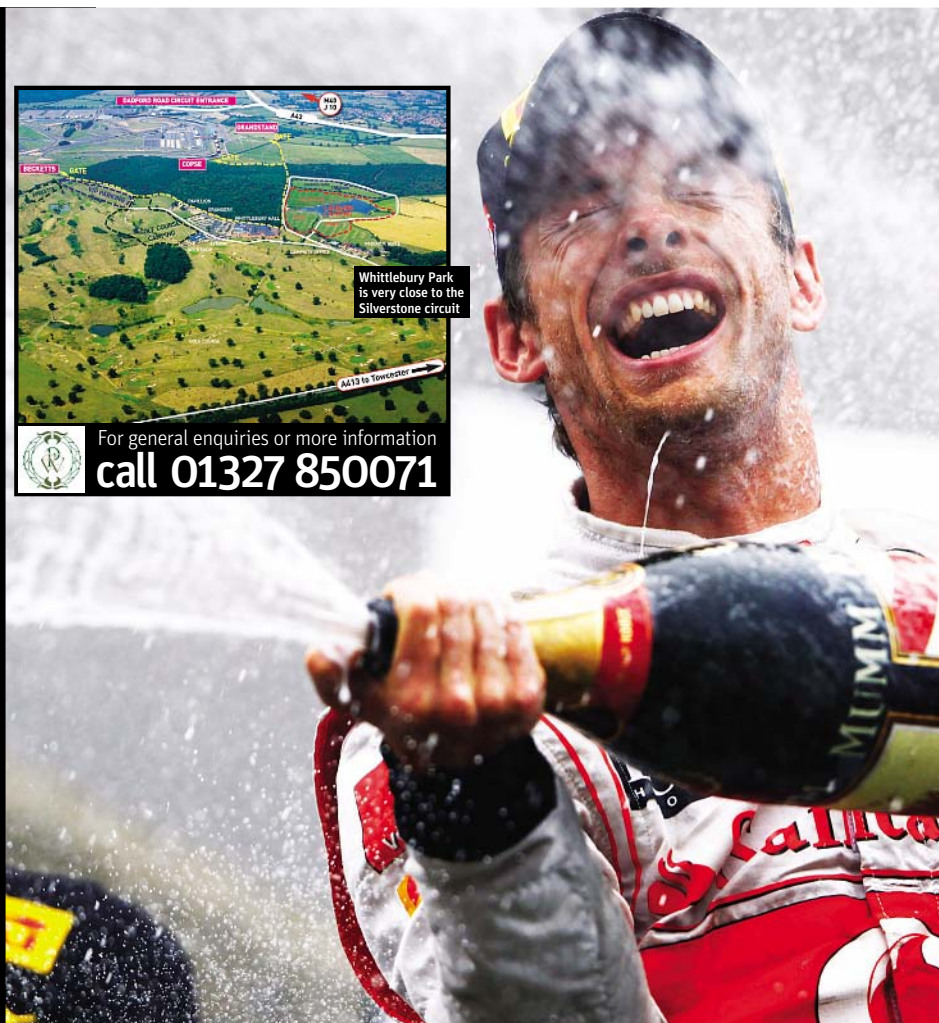
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MARK HUGHES GRAND PRIX EDITOR

There's equally compelling evidence to suggest that Sebastian Vettel both has and hasn't signed a Ferrari deal. The truth, however, may lie somewhere in between, in a canny piece of career pragmatism

In this game you often get snippets of information which you are pretty sure are true – but which apparently conflict with other intelligence you also have a good gut feeling about, usually based on the sincerity and trustworthiness of those who have imparted it to you.

Then there's the bigger picture in which these movements are playing out. The trick is trying to envisage a scenario in which all would align, where that picture would allow all your information to tally, where it is no longer contradictory. Quite often, if you can find a way to do this, that scenario turns out to be true.

Let's look at a current case study: Sebastian Vettel to Ferrari from 2014. Absolutely no way that can be true, says Red Bull. The rumours came out around the Monaco

PIC: COATES/LAT

Is Seb looking to swap his company Infiniti for a 458?



weekend, the Red Bull hierarchy heard them, asked Seb about them, received reassurances from him that he had signed no such deal – and that he couldn't imagine driving for any other team than Red Bull. Team principal Christian Horner does not believe his driver is misleading him, and we don't believe Horner is misleading us.

Yet our Italian sources – impeccable ones, that have in the past always turned out to be right about matters Ferrari – insist there is an option for Vettel to join Fernando Alonso there from 2014 and that, furthermore, the prospect has been given the seal of approval by Alonso. What is not known is on which side the option lies – Seb's or Ferrari's – and how far it commits either party to the other. But the option, insists our impeccable source, does exist; some sort of pre-deal has been made.

Another good source insists: "Do not underestimate how much clout Fernando carries. I'm not saying he's its team principal, but I would say his influence is close to that. There is no way it would make him uncomfortable or displeased."

Yet another source – a very close-placed one – confirms that Alonso would have no problem with Seb joining him, but that, in contrast to what I suggested here a couple of weeks ago, he absolutely would not countenance Lewis Hamilton alongside him.

So, the two scenarios painted in the previous paragraphs do not align. Now, let's look at the big picture: 2014 gallops closer and the new 1.6 turbo formula becomes more real. There's a question being asked by some of the independent teams about whether the sport can

afford the new technology. Engine costs for a customer will rise from €5 million per year to something between €12m and €20m. Renault, Mercedes and Ferrari – who between them have already spent an estimated half a billion euros in developing the new engines – would be mightily distressed if the formula did not now happen. Renault would almost certainly leave, in fact.

But Bernie Ecclestone has always kept his enthusiasm for the new green engines well under control and as he negotiates the new Concorde deal, the more the teams are having to spend on engines, the less is available for the sport's owners to realistically take. In the background, Flavio Briatore is said to be preparing the ground for a potential GP1 series, using current 2.4-litre F1 engines. Put those things together and it makes you wonder... are Bernie and the FIA about to clash over the implementation of the new green engines?

So there is a danger – albeit perhaps a remote one – that the new formula won't happen, Renault will leave, and perhaps Mercedes too, and we'll be left with a field of mainly customer cars powered by either Ferrari or Cosworth.

In which case... might there not be a release clause in Seb's Red Bull contract specifying it's not binding if there is no works engine deal? Might the Ferrari option be that they have first call on his services if ever he leaves Red Bull? Might he have signed that on his friend Bernie's recommendation – just in case? With the direction of the sport's uncertain, the only sure-fire top team with a suitable engine that will definitely be there regardless of formula would be... Ferrari. ❄

“Might Vettel have signed a Ferrari option – just in case?”



Texas racing was close, but far less dangerous

INDYCAR

Texas race 'a modern classic'

Drivers say that aero tweaks created the best racing ever on a 1.5-mile oval. BY MARK GLENDENNING

IndyCar drivers believe that the series has cracked the problem of how to eliminate pack racing at 1.5-mile ovals thanks to a string of revisions to the cars' aero profiles ahead of a thrilling race at Texas last weekend.

Finding a way to stop pack racing, which is caused when cars remain bunched together as the result of being able to run flat-out for lap after lap, has been a priority ever since the phenomenon was found to be a contributing factor in the accident that killed Dan Wheldon at Las Vegas last year.

Last weekend was the first time IndyCar had returned to a 1.5-mile oval since Wheldon's death.

Work to reduce the amount of

downforce produced by the cars, while still retaining enough grip to keep them driveable, began when Team Penske's Ryan Briscoe and KV Racing's Tony Kanaan tested the Dallara DW12 car at Texas last winter. Further changes were made after the IndyCar group test in April.

However, it was tweaks made in conjunction with the drivers during last weekend's event that made the difference.

IndyCar technical director Will Phillips initially mandated a maximum rear wing angle of minus five degrees, which made the cars difficult to drive but sparked concerns among drivers that they were too unstable. After a post-

qualifying consultation, teams were allowed to add a full-width, 1/8th-inch gurney flap to the rear wing, returning about 125lb of the 200lb of lost downforce.

That made the cars fractionally more stable, but still ensured they would not be able to run whole stints flat-out due to the extremely high rate of tyre wear.

Race winner Justin Wilson, who had been one of the drivers to take the lead on safety following Wheldon's crash, said he'd been impressed by both the degree to which the drivers and series were able to work together, and by the type of racing that was produced.

"Some people overreact, some

people are a bit more laid back, but IndyCar did a fantastic job," said Wilson. "We came here with a great package, and it allowed people to come and go through the race. We weren't just glued to the racetrack and flat out, waiting for something to happen. We were actually racing each other."

Texas' place on the calendar is not confirmed beyond this year, but there has already been talk of using last weekend's aero package as a basis for future 1.5-mile races.



P52
TEXAS
REPORT

WHAT THE BIG NAMES THOUGHT

WILL POWER
Team Penske



"That was the best racing I have ever had on an oval. You had to lift, look after your tyres, really drive the thing. We need that sort of racing at these tracks."

GRAHAM RAHAL
Chip Ganassi Racing



"I felt the drivers made a difference. It was way better than pack racing. The compromise was really good. Hats off to IndyCar for making the right decisions."

WILL PHILLIPS
IndyCar technical director



"We're pleased. There was plenty of passing, an exciting finish and a safe race. We made the drivers work hard; something they have been asking for."

INDYCAR

Open aero kit concept faces axe

INDYCAR IS CONSIDERING

abandoning its plans to permit the use of alternative bodykits next season, although it is the quality of the current racing rather than concerns over costs that could drive the change.

The series delayed the introduction of alternative aero kits until 2013 due to team owners' misgivings about the cost of investing in several different sets of bodywork in addition to all of the other costs associated with the arrival of the new Dallara DW12 chassis.

Continued opposition to the \$75,000 (£48,000) kits, which teams would need to buy in several configurations for each car to suit the different types of track on the calendar, formed part of the dissent that culminated in one of the team owners trying unsuccessfully to rally support to have championship boss Randy Bernard fired last month.

Bernard has been a strong



New aero kits may go on the back burner

supporter of aero kit competition until now, but he said at Texas last weekend that the racing with the DW12 had been so good during the opening half of the season that he was now concerned that dramatically changing the aerodynamics could be detrimental.

"If this car hadn't raced well, I guarantee there'd be aero kits," he

said. "But with the car having raced so well, is the kit that important? We're seeing fantastic racing."

Bernard said that the series had already received deposits from three organisations that plan to design their own aero kits for 2013, with another two considering joining them. A final decision is expected before the end of the month.

AUTOSPORT SAYS...

MARK GLENENNING
US EDITOR



The first hint that this year's Texas race was going to be special came when in-car shots showed drivers turning right as often as left. One of the disadvantages that motorsport has compared with stick-and-ball sports is that it's not always immediately obvious how hard the drivers are working. But watching them trying to wrestle their cars around 225 laps of the Texas Motor Speedway at 220mph left little doubt. For the few who missed the point, seeing Scott Dixon hit the wall should have driven it home. As another journalist remarked, if a car is too loose for Dixon, it's probably too loose for a sprint car driver.

It should come as little surprise to learn that drivers had not even changed out of their overalls

before they were talking Texas up as a blueprint for future racing on 1.5-mile ovals. Indeed, with 1.5-milers having fallen so far out of favour, the Texas

race may yet contribute towards securing a place for 'NASCAR ovals' on the IndyCar landscape in the future.

And with the arrival of alternate aero kits under debate again, the race was a timely one. The tweak that made Texas so amazing was only possible because it could be applied uniformly across the field. Having seen what was possible in Texas, IndyCar could now be less receptive to the loss of flexibility that multiple bodykits would bring.

Texas was no repeat of awful Vegas race



Cotton Owens 1924-2012

LEGENDARY NASCAR TEAM owner Everett 'Cotton' Owens died last week aged 88 after losing his battle with cancer.

Born and raised in stock car racing's heartland of South Carolina, Owens' first involvement in the sport was driving modified saloons on the state's dirt ovals. His class was soon evident as he notched up more than 100 wins in high-ranking events and took the 1953 and '54 national crowns to earn the title 'King of the Modifieds'.

A move into NASCAR's top-level series brought

him nine race victories – including the first in the division for Pontiac at Daytona in 1957 – and the runner-up spot in the '59 Cup behind Lee Petty.

After retiring in '64, he continued to run the team that he had set up years earlier and achieved even greater success outside the car, winning 38 races, 33 pole positions and running David Pearson to the title in '66.

Among the other great names to drive for Owens were Junior Johnson, Buddy Baker, Bobby Allison and Mario Andretti.

Owens died last week



INDYCAR

Honda happy with progress



Honda: updates provided gains

HONDA-POWERED INDYCAR DRIVERS believe the Japanese manufacturer's engine is now a match for rival Chevrolet following recent updates.

A controversial parity-based change to the Borg Warner-supplied turbos prior to April's Sao Paulo race gave some improvement, but the real difference was made with the updates used for race day at Indianapolis.

According to Schmidt driver Simon Pagenaud, one of the big changes came in fuel mileage, meaning the Hondas are now less exposed to being disadvantaged strategically.

"It's improved massively," he said. "In Detroit, it was unbelievable how good the engine was – driveability, responsiveness, power, torque – and fuel mileage. At the start of the season, we were doing two laps less in a stint than the Chevrolets."

REMEMBER WHEN...



AUGUST 27, 1966

...Cotton Owens ran a title-winning NASCAR? The team owner steered David Pearson to the 1966 NASCAR Grand National crown in a Dodge (#6). Here Pearson pushes for one of his two wins at Winston-Salem that year.



DeltaWing was scrutinized for Le Mans on Monday

LE MANS

DeltaWing could race in ALMS

Production run of customer LMP-class cars planned for radical experimental machine. By GARY WATKINS

The DeltaWing experimental racer that makes its race debut in this weekend's Le Mans 24 Hours could join the American Le Mans Series full-time next year.

ALMS boss Don Panoz, who is also the managing partner of DeltaWing Racing Cars, has revealed that he is already working on plans to produce a run of DeltaWing-Nissan DW LM12s. He aims to manufacture versions of the car to race in each

of the three prototype categories in the ALMS; LMP1, LMP2 and LMPC.

The DeltaWing will not be part of the classification at Le Mans this weekend when it races with the Highcroft team in the hands of Michael Krumm, Marino Franchitti and Satoshi Motoyama. But the freedoms granted to the ALMS by Le Mans rulemaker the Automobile Club de l'Ouest would allow the car to compete for points in the US.

Panoz said: "We have a certain flexibility on our rules that would allow the DeltaWing to run classified. We plan to start working on the first production cars after Le Mans. There's no reason why we couldn't do LMP1, LMP2 and LMPC versions; a Courage chassis has won in all three classes [the Courage LC75 chassis was the basis of the Acura ARX-01 series and the ORECA-built LMPC one-make racer].

"There will be plenty of data from Le Mans to simulate what kind of adjustments we need to make for the car to run well in all three classes."

Panoz explained that a new monocoque will be designed for the car to replace the Aston Martin AMR-One tub around which the first DeltaWing has been built. He said that the cars would most likely be produced at Elan Motorsport Technologies, which designed and built the Panoz DP01 Champ Car.

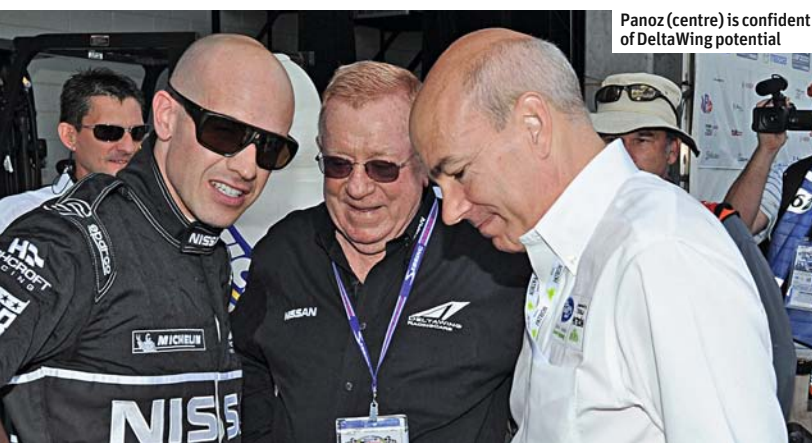
The first production DeltaWing

could be ready to run in time for the ALMS winter test at Sebring early next year and a second car completed in time for the 12 Hours in March.

Panoz said the DeltaWing will race at the Petit Le Mans blue-riband ALMS round at Road Atlanta in October. It is likely that the car will be an invited entry in the same way as Porsche's 911 GT3-R Hybrid in 2010.

The ACO has given the green light for experimental Le Mans cars to compete in additional races running to its rules. But it remains adamant that there will be only one 'Garage 56' car at the 24 Hours each year.

A Petit appearance would mean the DeltaWing is unlikely to race in the FIA World Endurance Championship events at Fuji or Shanghai, which take place on the weekends either side of the US race.



Panoz (centre) is confident of DeltaWing potential

UP-TO-THE-MINUTE LE MANS 24 HOURS COVERAGE

FIA GT1 WORLD CHAMPIONSHIP

Ratel wants new Aston GT1 entrant

FIA GT1 WORLD CHAMPIONSHIP BOSS

Stephane Ratel is seeking a new team to take over the Aston Martin entry to ensure the continuation of the series.

The two DBRS9s entered under the Valmon Racing Team Russia banner did not take part in last weekend's round of the series at the Slovakia Ring after a breakdown in Ratel's commercial relationship with the French LMP Motorsports squad. That left the grid at 15 cars, three short of the 18 required contractually with the promoters of the four end-of-year flyaways.

"We have to find a solution for the Algarve round [on July 7-8]," said Ratel. "We will make it one way or the other, and we are already working on various plans. Maybe we will have one car in



Valmon Astons missed Slovakia

Portugal and then two for the Chinese races [at Beijing and Ordos]."

The Valmon squad is one of three on the grid put together by Ratel's SRO company. LMP supplied the cars and part of the funding, while Aston Martin Racing prepared and ran them at the races.

AMR was present at the Slovakia Ring and put the cars through scrutineering.

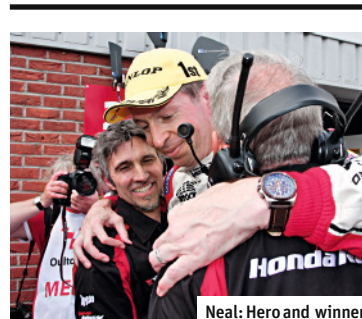
Plans for the Valmon team to swap from the DBRS9 to Aston's new Vantage V12 GT3 contender in time for the

Algarve round have not been shelved, according to AMR boss John Gaw.

"We could make cars available for the Algarve if the commercial factors are right," he said. "We always said that we would only do the GT1 World Championship if it was the right commercial opportunity."

Ratel expects a second SUNRED Ford GT to join the series at the Algarve.

➔ P60 SLOVAKIA REPORT



Neal: Hero and winner

BTCC

Neal turns hero on way to track

BRITISH TOURING CAR CHAMPION MATT

Matt Neal helped save trapped motorists after a road accident last Sunday morning.

Neal and his family were on their way to Oulton Park's BTCC round when he came across a crashed car on the motorway.

"The first thing was seeing a car on its roof," said Neal. "We stopped and ran back to warn traffic."

"It was a family with two kids in the back. The guy had an arm out the window and was trapped, but we managed to get them all out and they were OK. They were very lucky."

Police arrived on the scene and, because he did not witness the accident, Neal was able to continue to Oulton Park. The Honda driver then won two of the weekend's three BTCC races.

➔ P40 OULTON REPORT

IN BRIEF



Goossens drove new car

SHAKEDOWN FOR NEW VIPER

The new Dodge Viper due to race in the American Le Mans Series GT class later this season was given a shakedown last week. Marc Goossens drove the Riley Technologies-developed SRT Viper GTS-R at Carolina Motorsports Park.

MONTAGNY IN FOR MOREAU

Former Peugeot driver Franck Montagny will race the OAK-Pescarolo-Judd LMP1 at the Le Mans 24 Hours in place of the injured Guillaume Moreau. The prognosis for Moreau is encouraging following emergency back surgery after a heavy accident during the recent test day.

PILET JOINS FLYING LIZARD

Porsche factory driver Patrick Pilet has joined the Flying Lizard Motorsport squad for the Le Mans 24 Hours. The Frenchman replaces Darren Law alongside Spencer Pumpelly and team boss Seth Neiman in the 911 GT3-RSR.

NO GT3 PLAN FOR LE MANS

There are no plans for the GT3 class to be adopted as the basis of GTE, Le Mans organiser the Automobile Club de l'Ouest has reiterated. It continues to work on a long-term plan in conjunction with the FIA for the long-term development of GTE.

THORNEY MISSES OULTON

Thorney Motorsport withdrew its NGTC-spec Vauxhall Insignia from the Oulton Park British Touring Car Championship round last weekend due to continuing problems. John Thorne's squad will also miss Croft, but hopes to be back later in the year.

BRATT MAKES BTCC DEBUT

Former Euro Series 3000 champion and F2 racewinner Will Bratt made his BTCC debut at Oulton Park last weekend. Bratt, 24, took a best finish of eighth in his Rob Austin Racing-run Audi A4.



Bratt drove RAR Audi at Oulton

BTCC

Cost concerns leave NGTC car in doubt for WSR squad

WSR TEAM PRINCIPAL DICK BENNETTS is reluctant to commit to the new NGTC regulations in 2013 due to concerns over cost.

NGTCs currently race against turbocharged versions of older Super 2000 chassis, such as the BMWs that WSR has run since 2007, and are due to become the only permitted type of car for next year. Although the NGTC regulations were conceived to reduce costs comparative to S2000s, Bennetts, who ran Colin Turkington to the 2009 BTCC title, is concerned.

"I think it's a great concept, but it's

turned out to be expensive," said Bennetts, who estimated the build of a new NGTC costs between £200,000 and £220,000.

"In an ideal world I would build a new [NGTC] 3-series BMW – we have an NGTC engine, gearbox and electronics already – but we can't afford it."

The NGTC machines of Honda and MG, which are allowed to run bigger brakes and wider tyres, have so far won nine of the 12 races, while WSR and Ford squad Motorbase Performance have scored the three victories in 2012 for S2000 machinery.

WSR runs S2000 BMWs in the BTCC



TOYOTA HYBRID

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➔ **P56 ROCKINGHAM REPORT**

British F3 has already visited Monza this year

BRITISH F3

British F3 to use six 'F1' tracks

New circuits and new engines set for 2013 season. BY MARCUS SIMMONS

THE BRITISH FORMULA 3 CHAMPIONSHIP plans to expand its influence on the single-seater ladder by visiting six Formula 1-level tracks in 2013.

A provisional list – including Monza, Silverstone, Spa, Barcelona, Paul Ricard and the Nurburgring – was approved during a meeting between series organiser SRO and teams' collective FOTA at Rockingham last weekend.

The six F1 venues will, it is intended, join British tracks Donington Park, Oulton Park, Snetterton and Brands Hatch on the schedule.

It is expected that the Monza, Spa and Paul Ricard rounds will all run in conjunction with SRO's Blancpain Endurance Series, as they were scheduled to this year – although

Paul Ricard was dropped in favour of an event at the Norisring.

SRO's Benjamin Franassovici said: "We are looking at going to six circuits with F1 pedigree. The series' platform deserves it, and if the teams are happy with it, then let's go for it."

AUTOSPORT understands that the Pau street race, which was back on the British F3 schedule for the first time in six years in 2012, could become a stand-alone event, as it was from 1999 to 2002.

Meanwhile, the FIA is understood to have scotched moves to delay F3's new engine formula until 2014.

Six engine tuners met their intentions to compete next year, but sources indicate that prime movers from the German-

based Euro Series lobbied to keep the existing powerplants for 2013.

It is believed that representatives from the six tuners hinted to the governing body that they could be liable for a level of compensation if it did a U-turn on the new rules, and AUTOSPORT understands that an FIA confirmation of the engines for 2013 will be made at the Norisring event on June 30.

Neil Brown Engineering, the only British company among the six tuners, hopes to get its new powerplant on track by the end of September.

NBE's Gavin Harrison said: "F3 must move on. We've been great supporters of the new rules – we need more power and we're hoping for around 235bhp [up from the current level of 210bhp]."

BRITISH F3

Teams angered by Rockingham grid switch



Derani (3) still had pole at this point

BRITISH FORMULA 3 TEAMS WERE upset at a last-minute reshuffle of the grid at Rockingham last weekend.

Carlos Sainz Jr and Nick McBride – eighth and ninth respectively in race one – had been penalised 30 seconds for exceeding track limits. Sainz therefore lost the pole position he had earned for the reversed-grid race.

However, a presentation of video evidence from the two drivers' teams – Carlin and T-Sport – resulted in McBride's penalty being rescinded just

as the five-minute board was shown for the reversed-grid race.

With the start delayed, McBride was moved to the front and Pipo Derani relegated from an inherited pole to ninth.

Richard Dutton, boss of the Fortec team that runs Derani, said: "We have to support the clerk of the course, but you can't say, 'We made a mistake, change the grid' at the five-minute board!"

T-Sport chief Russell Eacott clarified: "You can't appeal a judgment of fact, but FIA rules allowed us to give evidence."

IN BRIEF

No more Vodafone V8s



TRIPLE 8 LOSES VODAFONE

Triple 8 Race Engineering's V8 Supercar team will lose its support from title sponsor Vodafone at the end of 2012. The company confirmed that it will not be renewing its deals with the champion squad or Australia's cricket team.

MICHELISZ IS A SUPERSTAR

WTCC race winner Norbert Michelisz will make his Superstars debut at the Hungaroring next month. The local hero will drive a BMW M3 for Scuderia Giudici.

MURPHY TO MISS RACES

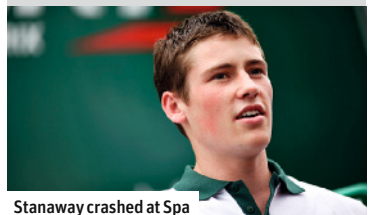
Multiple Bathurst 1000 winner Greg Murphy will miss the next four V8 Supercar events after undergoing back surgery. The Kelly Holden driver, who will be replaced by David Russell, plans to return at September's Sandown 500.

REUTIMANN REPLACES BUSCH

David Reutimann qualified 25th for last weekend's NASCAR Sprint Cup race at Pocono just 48 hours after being called up by Phoenix Racing to replace the suspended Kurt Busch. Reutimann then finished in 21st place in the race in its Chevrolet Impala.

STANAWAY OUT FOR THE YEAR

Richie Stanaway will miss the remainder of the Formula Renault 3.5 season following his recent crash at Spa. The Lotus driver, who fractured two vertebrae after hitting the back of Carlos Huertas' car, is returning to New Zealand for his recovery period.



Stanaway crashed at Spa

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PIKES PEAK
PEAK POWER
Nobuhiro 'Monster' Tajima will tackle next month's Pikes Peak International Hill Climb in Colorado in an electric car – the E-RUNNER

IN BRIEF

Latvala won in an Escort Mk2



LATVALA GOES OLD SCHOOL

WRC star Jari-Matti Latvala won a rally for Ford in Finland last weekend. But he was driving an Escort Mk2, not a Fiesta WRC, and it was the SM Lapua-Ralli rather than Rally Finland.

GRONHOLM DOUBLES UP

Marcus Gronholm made it two wins from two starts in the Global Rallycross Championship in the USA last Saturday. The Finn dominated proceedings, winning his heat and final in his Ford Fiesta at Texas Motor Speedway.

LAPPI WINS AGAIN

Finnish star Esapekka Lappi won the latest round of his domestic series last weekend. The Ford Fiesta S2000 driver remains unbeaten in the series, but he was run close by British championship regular Jarkko Nikara, who was just 1.8 seconds behind in his own Mitsubishi.

BETTI EXCLUDED IN BULGARIA

Italian driver Luca Betti was excluded from contesting last weekend's Rally Bulgaria before the start. Betti was photographed on a stage four days ahead of the start of the rally, at a time when it was not permitted to recce the roads. Dimitar Iliev won the European Rally Championship round and moved to third in the standings.

TUNDO'S SAFARI HAT-TRICK

Kenyan driver Carl Tundo collected his third Safari Rally win last weekend. The Mitsubishi driver finished 15 seconds ahead of Ian Duncan. Last weekend was the 60th running of a rally started in 1953 to celebrate the Queen's Coronation.

HENNING TO MISS NZ

Henning Solberg is not expected to take the start of next week's Rally New Zealand, despite his appearance on the entry list. The M-Sport Ford driver is still trying to iron-out contract issues that have kept him out of the World Rally Championship since round two in Sweden.

Solberg hasn't competed since Sweden



WRC

Richards calls on new makes

The WRC is prime for new manufacturers, says Prodrive boss. By DAVID EVANS

Prodrive chairman David Richards believes that the current indecision in the World Rally Championship has presented a better chance than ever for a new manufacturer to enter the series and make its mark.

Richards admits to growing frustration at the current political impasse in the WRC, which is limiting the series' future. But, he says, the instability could open a real window of opportunity for a fledgling team coming to the sport.

"If I were a new manufacturer looking at WRC," said Richards, "I wouldn't commit to it, but I would be getting all my ducks in a line, getting the car development done. And, thanks to the current technical regulations, this can be done at a very modest level. And then if Citroen or VW had second thoughts [about participation in the WRC] a manufacturer with the right initiative and forethought could whip the title

from beneath everybody's nose."

Despite the current troubles, Richards said that the WRC remains a title worth having.

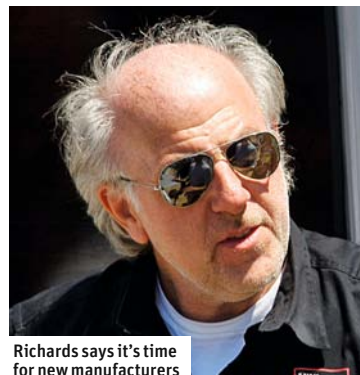
"It's a world championship," he said. "And it's one with a great history and an extraordinary heritage – it's a series which goes around the world and we shouldn't forget that."

Richards admitted that his Prodrive WRC Team had stopped pursuing commercial partners through this period of instability.

"We can't, with any good faith go out and offer this to sponsors at the moment," he added. "It's simply not tenable. What we need is strong leadership and either all the stakeholders – the teams, events and the FIA – throwing their rights into the ring and getting on with it, or the kind of agreement for a promoter from the FIA which Bernie Ecclestone has in Formula 1. Some people might find that [Ecclestone's F1 approach]

distasteful, but nobody can deny its extraordinary success."

An announcement on the 2013 WRC calendar and of the new promoter of the series is expected from Friday's World Motor Sport Council Meeting. AUTOSPORT's sources state that 10 rallies did not sign the FIA's contract to be part of the 2013 series after the FIA requested an extra £80,000 from each rally.



Richards says it's time for new manufacturers

IRC

Targa veteran warns IRC drivers over route



Andreucci is already an IRC event winner

ITALIAN RALLY ACE PAOLO ANDREUCCI has warned Intercontinental Rally Challenge regulars not to expect an easy ride on this week's Targa Florio Rally.

The latest IRC round was drafted into the calendar as a late replacement for the Mecsek Rally in Hungary, and beyond Andreucci himself, none of the regulars has tackled the tricky Sicilian stages.

"The roads are like nowhere else in Italy," said the six-time Targa Florio winner, who will drive a Peugeot 207 S2000 on the

event. "They are quite slippery and bumpy, with grip that changes a lot. It's the sort of event where it's easy to make a stupid mistake. There are lots of local specialists. If you can beat them, you are doing well."

Skoda UK Motorsport driver Andreas Mikkelsen arrives on the island with a 13-point lead over fellow Fabia S2000 driver Jan Kopecky, but the Norwegian's win on the IRC opener in the Azores remains his only maximum score from four rounds so far.

PICS: MCKLEIN/DE. GIBSON/LAT



CANADIAN GP

Montreal, June 10

ROUND 7/20

LAPS 70

WINNER

Lewis Hamilton
1h32m29.586s

POLE POSITION

Sebastian Vettel
1m13.784s

FASTEST LAP

Sebastian Vettel
1m15.752s

RACE RATING

★★★★★

Often compelling,
but not the maddest
Montreal we've had

DRIVERS STANDINGS

Hamilton	88pts
Alonso	86pts
Vettel	85pts

MILESTONES

- Hamilton's third Canadian GP win in six attempts
- Best GP result for Romain Grosjean, improving on third in Bahrain



ENGLAND EXPECTS; HAMILTON DELIVERS

Forget the footy: everyone knew a Lewis Hamilton win was just around the corner, and he delivered on a track where he always shines. By MARK HUGHES



QUALIFYING

Brilliant Vettel reminds everyone of his dominant 2011 season

➤ Red Bull blocked up its 'hole' ahead of the rear tyre, just as it had been instructed to by the FIA, just as it was always going to do anyway for Montreal (see Drawing Board, p34). Then, before practice even began on Friday, the team was advised that the extractor-wheel design that cleverly pulls the air back over the front wing faster contravened the regulations. The holes on the inner faces had to be blocked off, and so a blanking disc was fitted.

Fighting on all fronts – the swan's frantic motion beneath the serene surface – the team had new rear suspension parts shipped in on Friday evening. Airflow rather than kinematics was what that was all about, and the parts were on both cars by Saturday morning. All this in between the normal hectic routine of running the cars through practice, trying to determine the degradation rates of the softs and super-softs, monitoring how the balance changed between wildly different circuit temperatures, 20C on Friday morning, 26 in the afternoon, 30 on Saturday morning and 36 by qualifying. Trying to hold on to all of that was an achievement in itself. Then Sebastian Vettel went and stuck it on pole by 0.3s – like this was still 2011.

"We've learned a couple of lessons since the last two races in how to get the best from the car on Saturday," said Seb on setting his 32nd career pole. The team was experimenting with set-ups that worked the tyres a little harder over one lap, but finding the compromise between that and not overworking them over a stint. Mark Webber's long run during Friday afternoon showed that Red Bull needed to come back a little from the initial solution. Thereafter it was just about fine-tuning things such as tyre pressure through each qualifying session, and Vettel getting steadily more confident with what he had beneath him; 0.1s clear in Q1, 0.2s in Q2, 0.3s in Q3.

Lewis Hamilton was a little crestfallen to be only second fastest, having headed the Friday times. "I was finding it very difficult to get the tyres switched on," he reported. The



Vettel's traditional P1 qualifying joy

McLaren featured a new rear suspension with less anti-dive in it, but still the front tyres would be a little cool to start with, preventing a full-commitment attack through the chicane to begin the lap. Through the quicker twists of the middle sector, with the tyres fully warm, he was quickest.

Ferrari arrived in Montreal with its definitive development of the original exhaust concept, and it proved highly effective. The new Williams-like front brake ducts were also contributing to a better aerodynamic performance from the car, and it was enough to allow Fernando Alonso to go third quickest, less than 0.1s away from the McLaren that had been 0.5s faster around Barcelona.

Webber was never quite as confident as Vettel with the Red Bull, finding it notably

difficult to get a good flow going through the final chicane, and he ended up a full 0.562s down, still good for the outside of the second row. It emphasised how the gap between the front and back of Q3 was notably bigger than at most races this year.

Mercedes was not really in the hunt here, despite the track's layout being well suited to the car's double-DRS system. Both Nico Rosberg and Michael Schumacher were finding it difficult to get the front tyres switched on. Nico reckoned his fifth place was about what the car was worth around here, while Michael was stymied by not getting across the line in time for his planned second consecutive lap. He failed by a scant 0.04s, leaving him relying on the first, tyre-warming lap, good only for ninth. Had he repeated his Q2 lap he'd have qualified just ahead of Rosberg.

Felipe Massa was generally within a couple of tenths of team-mate Alonso, but again made a crucial error on the final Q3 run, going wide at the hairpin. This left him sixth, just ahead of Romain Grosjean.

The Lotus was not at its best here, as engineer Alan Permane acknowledged: "We've had a little bit more trouble than usual setting the cars up, just finding the right balance with the heavy braking, making it comfortable enough into the corner, but not having too much understeer mid-corner." Romain was therefore visibly less swashbuckling than usual, but fared rather better than Kimi Raikkonen, who failed to make it through to Q3, lining up 12th

after suffering with a hydraulics problem that affected the operation of the diff. This gave unresponsive turn-in.

Paul di Resta maximised how well the Force India suited the low-downforce demands of the track, getting the car through to Q3 and qualifying eighth, within a tenth of Grosjean. Team-mate Nico Hulkenberg was baulked by an errant Sauber in Q2 and was back in 13th.

Jenson Button used up all his super-softs in squeezing into Q3 and did just a solitary lap on the slower softs that put him 10th. The McLaren suffered a gearbox oil leak on Friday that left him sorely short of track time.

The Saubers were less competitive than of late, with Kamui Kobayashi 11th. Sergio Perez disappointed himself by flat-spotting heavily into Turn 8 on his second Q2 run, leaving him down in 15th, behind Daniel Ricciardo in the only Toro Rosso to make it out of Q1.

Pastor Maldonado was on course to possibly bump Button out of Q3 before losing the Williams at the final chicane and hitting Champions Wall hard – just as team-mate Bruno Senna had the day before. The pair were 17th and 16th respectively.



Maldonado made a mark – on the wall



P36 RESULTS
All those vital stats





Vettel pulled away from Hamilton on super-softs...



RACE CONDITIONS

Like Monaco, another red-hot race day with track temp starting at 45C. This decreased slowly, helped by a few wispy clouds.

By the time Ferrari and Red Bull looked down, it was too late. They'd spent the whole race looking up, engrossed in their fight with Lewis Hamilton's McLaren.

It was only as the silver car pitted from just in front of them for its second stop, with 20 laps still to go, and immediately began charging along about one second per lap faster than Fernando Alonso and Sebastian Vettel, that they realised they had definitely lost the race if they tried to emulate his two-stop. Lewis got his harder prime tyres instantly switched on – not the easiest of tasks, despite a track temperature hovering around 40 C – and thereby denied them the opportunity of jumping him by running longer. Then, as Ferrari and Red Bull finally looked down, it registered that they were not sufficiently far clear of Romain Grosjean's one-stopping Lotus to come out ahead of it.

"Yeah, we've been in their situation before – in China," said Lotus engineer Alan Permane. "It's too late to stop but you can't carry on. It's not a nice feeling." This time the Lotus and its uncanny ability to look after the Pirellis had turned the tables.

So Ferrari and Red Bull could either: a) recognise defeat early and pit, dropping behind the Lotus but giving themselves the remaining 20 laps in which to try to pass it – not the simplest of tasks, given that Grosjean was going mighty quick, despite tyres that were 30 laps old; or b) The tempting option once they'd understood their dilemma was to just try to stay out in front to the end for 20 laps, with a much faster Hamilton coming back at them, but from 15s back. They each chose the gamble. After all, even if Lewis did manage to pass them, they'd fancy their chances of staying ahead of Grosjean and therefore surely the gamble was worth it.

It was always going to be a day of gambles for most people, but not McLaren. It was about the only team coming into this race convinced it was going to two-stop. The team's data from practice suggested that the MP4-27 was simply going to be too slow and vulnerable at the end of each stint



...but had no answer later on his worn softs

if it one-stopped, although McLaren understood that other cars – such as the Lotus – had a different tyre usage that maybe allowed such a one-stop strategy. Ferrari and Red Bull? They each believed one-stopping was on, but – unlike Lotus and Sauber – weren't wedded to the idea. At Red Bull, it was surely a bit of a stretch, given that Mark Webber's Friday long run suggested the rears surrendered earlier than on key rivals' cars.

The unpredictability arose from the big ramping up of the track temperature. Friday practice, when the long runs are done, took place

on a track 20C cooler than Sunday. A very high percentage of that temperature increase is fed into the tyres as extra energy. But the impact on tyre performance is not linear and could not be predicted in advance. Yes, the tyres were probably not going to last as long, but by how much? It turned out the average was around eight laps shorter for both soft and super-soft. But that's only an average, and it varied wildly from car to car. At Lotus it turned out there was virtually no difference. At Red Bull there was a lot.

Did Vettel take too much from ▶

◀ the rubber too soon on a heavy fuel load? He sprinted off from pole ahead of a field that largely maintained grid order, but he didn't hang about, 1.1s clear at the end of the first lap, getting out of DRS reach, up to 1.9s by lap four. It was only then that his pace levelled off as he, Hamilton and Alonso pulled themselves out of reach of the pack.

Webber headed that pack, ruthlessly uncompromising in dealing with Nico Rosberg between Turns 2 and 3 in the opening moments, and then came the dicing Rosberg and Felipe Massa.

The Ferrari made a DRS pass on the Mercedes at the end of lap two, Massa getting a bonus as the leader had already crossed the line for the second time, thereby triggering the feature's enablement before Felipe got to the end of the back straight.

Massa spun at Turn 1 four laps later, flat-spotting the Ferrari's tyres and dropping him well down the field. His team tried to rescue his day by running him as long as tolerable on the flat-spotted tyres (lap 12), then trying to get his fresh primes to last for the remaining distance, but that gamble bust 12 laps short of the end, his rear tyres literally worn out. This was significant...

Throughout practice, wear had not seemed to be the issue. The stint durations looked set to be determined by thermal degradation, as usual this year. But, in Sunday's heat, wear was coming onto the radar as a limitation. Why is that significant? Because the pace of a tyre that's thermally exhausted just gets progressively slower, whereas a tyre that has worn the tread and is down to the core suddenly surrenders grip in spectacular fashion. So anyone trying to stretch their luck by running very long was going to be very vulnerable, absolute sitting

ducks. McLaren had seen signs of this on Friday – hence the insistent commitment to two-stop.

The early action was not revealing any of this, of course, the expectant crowd seeing just a thrilling, jostling snake of colour and noise, 200mph down those long straights, wheels close to touching. Paul di Resta's Force India, Grosjean and Michael Schumacher's Mercedes were the immediate beneficiaries of Massa's spin, but neither di Resta nor Schumacher was destined to feature.

The Force India's rear tyres quickly went away, forcing a stop as early as lap 13, and Paul could then find no pace on the prime tyres, fading back into the morass and finishing a disappointing 11th. Schumacher was brought in early in an attempt to get him some clear air in which to better unleash the car's performance, and that had compromised his day even before the DRS failed in the open position and sent him off the track, and into retirement.

Jenson Button was another to fade dramatically, his left rear taking such a battering that he ended up being the only one forced onto a three-stop, finishing a disastrous 16th. His weekend never recovered from the lack of Friday running time from his gearbox oil leak, but there was an underlying problem that prevented him from being able to shrug that aside. He came into this race minus the electronic feature that's been on the car all year, but which he'd reckoned after Monaco was giving him misleading feedback. His car also differed from Hamilton's in its rear suspension, in that it had the standard anti-dive geometry whereas Lewis's had more restricted anti-dive in search of better traction. Jenson had not been able to do any long runs with this combination after his gearbox problem wiped out the Friday

Hamilton lines up pass on Alonso after first stops...



...and would pass him again in closing stages



DRIVER BY DRIVER by Glenn Freeman

<p>1 8/10 Event rating</p> <p>SEBASTIAN VETTEL Red Bull-Renault RB8-04 Start: 1st. Finish: 4th Turned the clock back to 2011 with a stunning qualifying performance, having been happy with the car from very early on during a productive Friday. Got the early buffer he needed in the race, but a lack of tyre life hurt him in the first stint and at the end.</p>	<p>2 6/10 Event rating</p> <p>MARK WEBBER Red Bull-Renault RB8-03 Start: 4th. Finish: 7th Could not find a rhythm in the second Red Bull, with the final chicane proving his main nemesis. Struggled with tyres, like Vettel, and also had to make a late second stop, but he paid a heavier price in terms of position as his pitstops dropped him into traffic.</p>	<p>3 1/10 Event rating</p> <p>JENSON BUTTON McLaren-Mercedes MP4-27-02 Start: 10th. Finish: 16th Reliability dramas on Friday set the tone for a torrid weekend. Scraped into Q3 but had no fresh tyres left to put up a fight, then bizarrely couldn't make the harder tyre last as long as most managed with the soft in the first stint. At one point, he was quicker only than the Marussias.</p>	<p>4 10/10 Event rating</p> <p>LEWIS HAMILTON McLaren-Mercedes MP4-27-03 Start: 2nd. Finish: 1st Surprised himself by getting onto the front row after his car didn't feel as good as it had through a serene Friday programme. Perfect strategy from McLaren – even if it still messed up a pitstop – gave him the sniff of victory he needed, and he emphatically delivered.</p>	<p>5 9/10 Event rating</p> <p>FERNANDO ALONSO Ferrari F2012-295 Start: 3rd. Finish: 5th Was very happy with Ferrari's updates for this weekend, so there was little surprise that he was in the fight for victory. Gambling on a one-stop strategy was the only way he could beat Hamilton, but the F2012 wasn't quite up to the task on the tyre-life front.</p>	<p>6 5/10 Event rating</p> <p>FELIPE MASSA Ferrari F2012-294 Start: 6th. Finish: 10th Like Alonso, he was much happier with the latest-spec Ferrari. Seemed on course to back up a strong Monaco weekend with a race spent firmly in the points, but threw it all away with a spin while under no pressure. Spent the rest of his race buried in the pack.</p>
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programme. It was only as the race unfolded that the disastrous tyre usage became apparent, something that might otherwise have been discovered in practice. Button's bid to break out of his recent impasse seemed to have backfired.

Kimi Raikkonen's Lotus and the Saubers of Kamui Kobayashi and Sergio Perez glided up into the places vacated early by di Resta, Schumacher and Button, although they were already well behind Grosjean. Like Button, Raikkonen and Perez had started the race on the prime and would thereby run very long opening stints, taking them both past Kobayashi. Perez then passed Raikkonen at their single stops, running a lap longer on tyres that were still working well as Kimi couldn't get the new options turned on immediately. Finally

“McLaren had no intention of one-stopping; Hamilton was aggressively flamboyant”

unleashed, Sergio proceeded to pull away from that Lotus at a rapid rate on his faster super-softs, just the opening salvo in what was to be a brilliant drive.

Getting fresh tyres fired up on the opening lap was proving troublesome for pretty much everyone, despite the high track temperatures, and so the usual advantage of stopping before your rival and getting the 'undercut' was not applying. This made things particularly difficult for leader Vettel as he felt his rear tyres beginning to fade quite early into that first stint. Maybe he thought back to those hard early laps as Hamilton and Alonso together both

began to slash that 2s margin.

By the 15th lap Vettel was in the DRS trigger zone and only escaped its consequence by pitting at the end of the following lap. Hamilton's chase had taken the best from his rears too, and he was in next lap, but he was still able to nail a harder in-lap pace than Vettel could manage on his out-lap, with tyres not yet up to temperature. Hamilton thus sprung himself ahead of the Red Bull, despite almost stalling as he left the pits.

The Ferrari was holding onto its performance longer into the stints than either the Red Bull or McLaren. Alonso did an extra two laps over Hamilton and was setting purple sector times as he came in on lap 19, while Lewis now struggled to bring those fresh primes up to temperature. In this way – and with a stop that was faster than Red Bull's and McLaren's – Alonso leapfrogged them both.

That flurry of stops among the leaders was to prove decisive in the race's outcome. It had come too early for Alonso or Vettel to comfortably be able to one-stop. For Hamilton it didn't matter: McLaren had no intention of one-stopping and Hamilton was driving accordingly, aggressively flamboyant between the walls. He was taking no prisoners and knew that if he was to repass Alonso, he should do it immediately, before the Ferrari had warmed its tyres. He was able to do it in the DRS zone at the end of Alonso's out-lap, the McLaren in the lead once Grosjean had pitted. Hamilton then pulled swiftly away, getting the gap over Alonso out to 4s by the 35th lap.

Behind this fascinating three-way struggle, Webber – suffering from stuttering engine response for most of the first stint – had pitted on lap 17, probably too early as it ▶

7 6/10
Event rating

MICHAEL SCHUMACHER

Mercedes F1 W03-05
Start: 9th. DNF

Never got a chance to show what he and this year's Mercedes could do on a track where both were expected to shine. Timing miscalculation in qualifying left him further back than he deserved to be, before more mechanical misfortune struck in the race.

8 7/10
Event rating

NICO ROSBERG

Mercedes F1 W03-03

Start: 5th. Finish: 6th

Was on the back foot as soon as his car broke down at the start of FP3, so fifth was a good salvage job in qualifying. Very slow early laps were due to instructions from the team to nurse tyres, but he never got a chance to get back to the leaders after losing that ground.

9 6/10
Event rating

KIMI RAIKKONEN

Lotus-Renault E20-03

Start: 12th. Finish: 8th

Hydraulic problem hobbled him in qualifying, and after an epic 41-lap opening stint a good result looked on the cards. But he failed to make progress on the super-soft tyre, and got caught napping by Rosberg on his out-lap to be passed around the outside at the final chicane.

10 10/10
Event rating

ROMAIN GROSGJEAN

Lotus-Renault E20-01

Start: 7th. Finish: 2nd

Lotus admitted that it didn't give its drivers a good enough car for qualifying, so seventh was a fine effort. Perfect execution of a one-stop strategy spooked Red Bull into trying to do the same with Vettel. Where the reigning F1 champion failed, the GP2 champ delivered.

11 8/10
Event rating

PAUL DI RESTA

Force India-Merc VJM05-02

Start: 8th. Finish: 11th

Superb effort in qualifying was followed up by a good start and fantastic opening 10 laps. But once his first set of tyres destroyed themselves the tone was set for the day, and there weren't even any points to be had for him as a minor consolation.

12 7/10
Event rating

NICO HULKENBERG

Force India-Merc VJM05-03

Start: 13th. Finish: 12th

Only a tenth off di Resta in Q2, yet they ended up five places apart on the grid, which seemed harsh. The VJM05 was not the car to have on raceday, proved by the fact that both its capable drivers ended up relatively close to each other in no-man's land outside the points.

◀ turned out, dropping him into traffic, losing him time but staying comfortably ahead of Rosberg.

A long second stint – waiting for a space to drop into that never came – cost Webber places not just to the earlier-stopping Rosberg but also to the one-stopping Grosjean and Perez.

From the 42nd lap Alonso was using the Ferrari's ability to be easier on the tyres to come back at Hamilton, slicing what had been a 4s gap down to 2.6s. Before it got any closer than that, McLaren brought Lewis in for his second stop. There was a delay with the right-rear and it took 5s. It was crucial now that Lewis get his tyres working immediately, otherwise Alonso might have been able to use his still-good pace to stretch the elastic just enough to nip in for a second stop and emerge ahead.

Ferrari will have seen from Hamilton's sector times how forlorn that hope was. "Lewis was brilliant at getting those tyres fired up," said McLaren team boss Martin Whitmarsh, "and that really was quite decisive today. It was a classic Lewis drive really, in that every time we prompted him, he'd light the screens up purple."

And so we arrive at the moment when Ferrari and Red Bull looked down for the first time, and saw to their horror that Grosjean was less than a pitstop behind (at Montreal this accounts for 14s in total, if you assume a 3.5s stop).

By the time Hamilton had completed his out-lap, Alonso was just 16.5s ahead of Grosjean. Vettel was only 13.5s clear of the Lotus and therefore already consigned to come out behind if he stopped. Worse than that, Grosjean was lapping very quickly. Had Ferrari chosen to call Alonso in at this moment, and the pitstop had gone well (Ferrari has the quickest average stops of

everyone in the season to date), Fernando would have emerged just in front of Grosjean but vulnerable to him on tyres that were difficult to get up to temperature. Alonso and Vettel both stayed out, and it became clear that Lewis was going to have to pass them on track, and that he had 15 laps in which to do it.

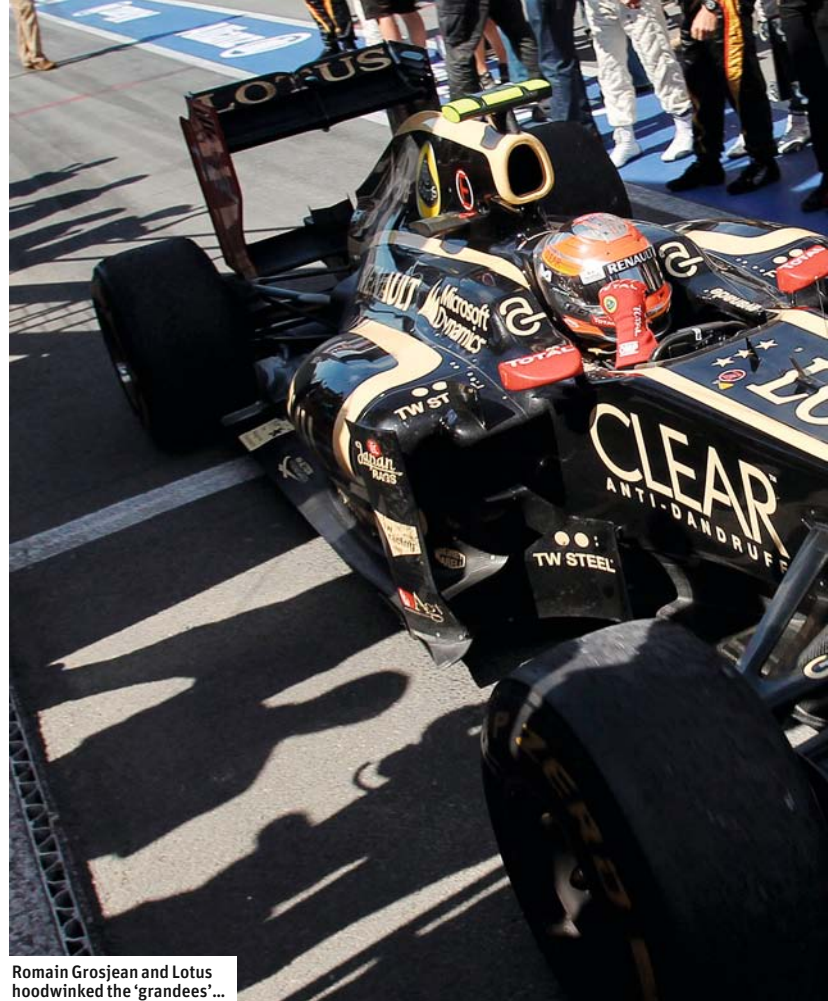
Meanwhile, Perez on his super-softs had spent 15 laps being held up by Rosberg, now in sixth place, 11s behind Grosjean. His opportunity came on lap 57 as Nico tried to pass the fading and about-to-pit Massa into the final chicane but failed – and went straight on to avoid spinning, passing the Ferrari in the process. This, of course, required him to give

"F1 sophomores Grosjean and Perez flawlessly used the qualities of the Lotus and Sauber respectively"

the place back to Massa, but now Perez was all over both of them, flicking up through the gears as he initially placed himself between the Mercedes and Ferrari, then switching right to pass Rosberg around the outside of Turn 1. Later that lap he passed Massa, bringing him up to fifth, albeit 13s behind fourth-placed Grosjean.

Perez then set about closing that gap with an awesome purpose. Yes, he was on a combination of light fuel load and super-soft tyres, but he was at this point the fastest man on track by a substantial margin.

Perez's amazing progress just made things worse for Alonso and Vettel, for now they were sure also to drop behind the Sauber as well as the Lotus if they did stop. The



Romain Grosjean and Lotus hoodwinked the 'grandees'...



...and so did Perez, back on podium for Sauber

DRIVER BY DRIVER by Glenn Freeman

14  **7/10**
Event rating

KAMUI KOBAYASHI
Sauber-Ferrari C31-03
Start: 11th. Finish: 9th
A solid effort all weekend, but that graft was blown out of the water by celebratory tequila drinking on the other side of the garage. Kobayashi did a fine job though, particularly in qualifying. If anything, it was a standard Sauber kind of race for him.

15  **9/10**
Event rating

SERGIO PEREZ
Sauber-Ferrari C31-04
Start: 15th. Finish: 3rd
The fact that he didn't race here last year seemed to be a hindrance by the end of Saturday. But a fantastic blend of speed, daring racecraft and tyre management – not for the first time in his 18-month F1 career – netted a fine podium finish.

16  **5/10**
Event rating

DANIEL RICCIARDO
Toro Rosso-Ferrari STR7-04
Start: 14th. Finish: 14th
Didn't disgrace himself in qualifying in what is a pretty poor car at the moment. His race was just as quiet, aside from an ill-judged around-the-outside move at the start, and a spin in the closing stages when there was nothing left to play for.

17  **3/10**
Event rating

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR7-04
Start: 19th. Finish: 15th
Never recovered from lost track time in FP3 after crashing at Turn 2. Still, that should be no excuse for getting outqualified by both Caterhams. Appeared to be making amends with a good start in the race, but soon fell back and lost touch with Ricciardo.

18  **3/10**
Event rating

PASTOR MALDONADO
Williams-Renault FW34-02
Start: 22nd. Finish: 13th
The car was quick enough for Q3, and so was the Spanish GP winner. But he threw it into the 'Wall of Champions' when it mattered at the end of Q2. Did OK in the race after a gearbox-change grid penalty overnight, but had too much ground to make up.

19  **2/10**
Event rating

BRUNO SENNA
Williams-Renault FW34-03
Start: 16th. Finish: 17th
Outqualified his team-mate thanks to not stuffing his FW34 into the wall, but then again he had already achieved that earlier in the weekend. Got mugged by Kovalainen on lap one, then suffered all race with the tyres, which summed up a weekend to forget.



Ferrari and Red Bull still lay first and second, having been trapped into staying out, ever-slower sitting ducks, as Hamilton relentlessly closed in. The McLaren/Hamilton combination had given itself this chance by having the raw performance to have kept itself ahead of Grosjean, and by having an unambiguous strategy that allowed Hamilton to use all that performance.

Red Bull had already surrendered, Vettel knew he was on his in-lap and so made no effort to block Hamilton as Lewis passed him, using his DRS, up the back straight with eight laps to go. Vettel rejoined behind the Grosjean/Perez train. Still Alonso stayed out, but by now the Ferrari had run out of rear rubber and was painfully slow, Hamilton effortlessly passing in the DRS zone with six laps to go. The race had now been won.

All that were up for grabs were the remaining podium places. Grosjean repeated Hamilton's DRS move on Alonso, still flying along in a Lotus with 50-lap old primes. Perez followed him through a lap later, the two F1 sophomores each taking their second podiums of the year after flawlessly using the qualities of the Lotus and Sauber respectively. Just to complete Alonso's misery, the fresh-tyred Vettel was able to slip ahead of him into the hairpin on the final lap, putting the rubberless Ferrari down to fifth and only just clear of Rosberg, Webber and Raikkonen at the flag, with Kobayashi and Massa rounding out the points scorers. Vettel's final new-tyred lap was the fastest of the race, despite having to pass Alonso.

Hindsight's easy. But the decision to not stop on lap 57-58, when Alonso's times were beginning to fall off, cost him 25s. A pitstop costs 14s. On such maths can a title be decided... ❖



What a difference a year makes: Hamilton laps Button

20  **8/10**
Event rating

HEIKKI KOVALAINEN
Caterham-Renault CT01-3
Start: 17th. Finish: 18th
Had to dig deep to beat Petrov in qualifying, and then put in a stellar opening couple of laps to run as high as 15th. Unfortunately, in a Caterham it was always going to be short-lived. The rest of his race was all about keeping Petrov at arm's length.

21  **7/10**
Event rating

VITALY PETROV
Caterham-Renault CT01-2
Start: 18th. Finish: 19th
Felt he had Kovalainen's number in qualifying, and was frustrated not to start ahead of him. Gave chase well throughout Sunday afternoon, but was never quite able to get the better of the Finn on a day where both Caterham drivers performed well.

22  **9/10**
Event rating

PEDRO DE LA ROSA
HRT-Cosworth F112-02
Start: 20th. DNF
Stunning qualifying lap meant he genuinely outqualified both Marussias. Pace on Sunday suggested it was no fluke, as he held his own and made his tyres last nicely until his car's brakes decided the Circuit Gilles Villeneuve was a bit too much hard work.

23  **5/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F112-03
Start: 24th. DNF
Put in the shade by de la Rosa's surprise performance in qualifying, Karthikeyan's only moment of note in the race was the spin that led him to decide that his brakes had given up the ghost, just like his team-mate's would later on in the GP.

24  **6/10**
Event rating

TIMO GLOCK
Marussia-Cosworth MR01-02
Start: 21st. DNF
Not happy to find himself behind an HRT on raw pace after qualifying, and things didn't get much better from there. Team lacked pace all weekend, and engine, brake and tyre issues curtailed a disappointing day some time before the chequered flag.

25  **7/10**
Event rating

CHARLES PIC
Marussia-Cosworth MR01-03
Start: 23rd. Finish: 20th
Being a Montreal rookie seemed to be a bit too much to handle to begin with, but Pic raced better than he qualified and gave Glock a hard time before jumping him once the other Marussia started to run into reliability woes. Didn't put a foot wrong in the race.

Drawing board

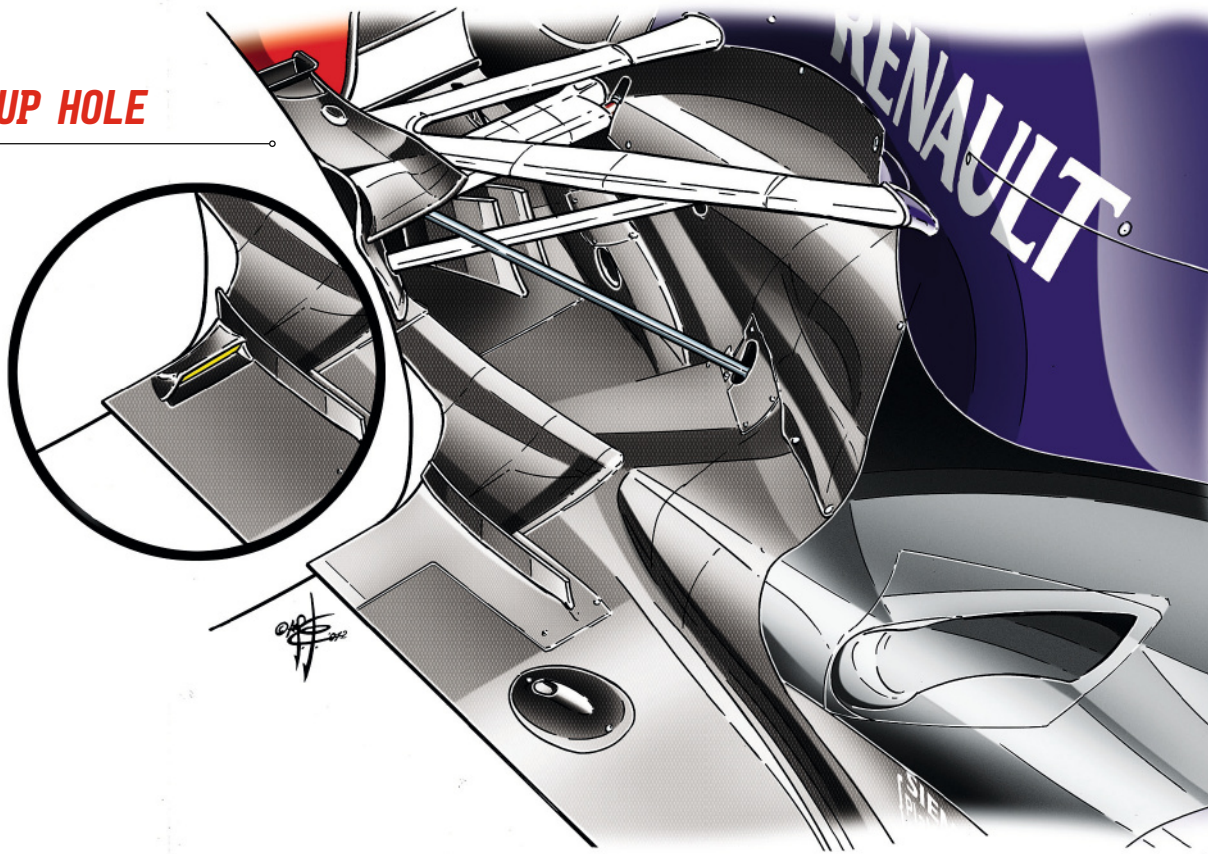


Gary Anderson, Mark Hughes and Giorgio Piola outline changes made by Ferrari, McLaren, Red Bull and Williams for the demands of the unique Circuit Gilles Villeneuve

RED BULL BLOCKS-UP HOLE

➔ Although the FIA had issued a clarification that outlawed the hole used by Red Bull in Monaco and Bahrain, for Montreal it would have been filled in anyway, as part of the set-up for the circuit's specific layout.

GARY ANDERSON: Montreal is all about the slow-speed corners between the long straights, so you want the diffuser to stall a bit earlier. You're not really chasing the last bit of diffuser performance here, in that there's more to be gained from improving your straight-line speed. The hole really helps when the car is running with a high rideheight, but in Montreal you'd typically run a low (and stiff) rear rideheight because you want the drag reduction. In addition, you don't have the problem of leakage beneath the diffuser that having the hole would have helped with.

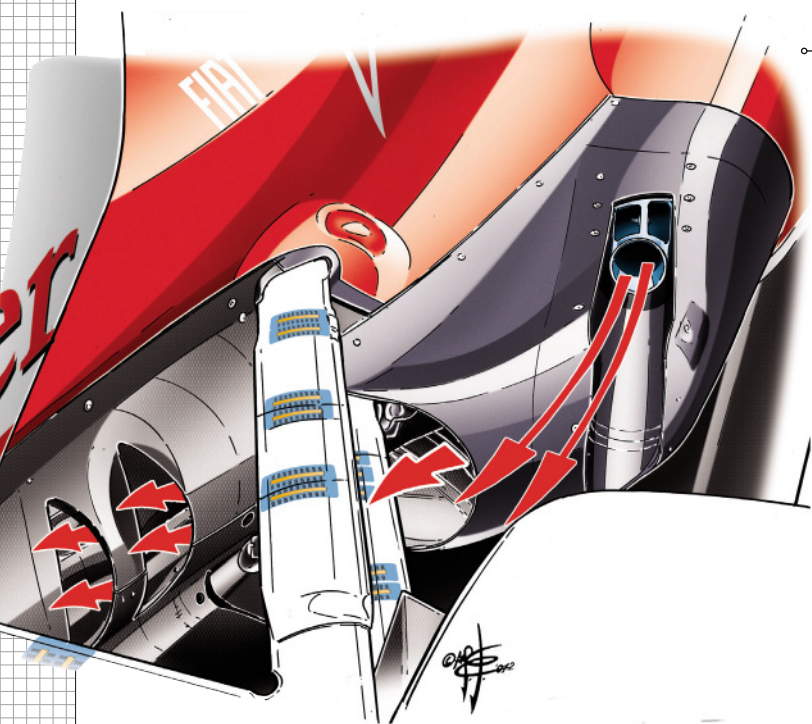


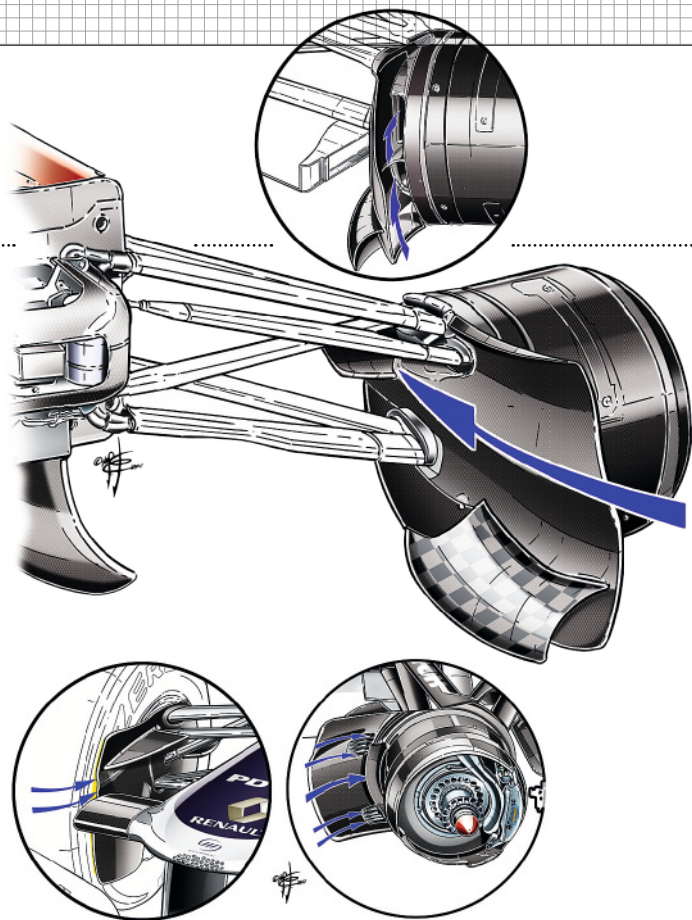
FERRARI'S FRESH EXHAUST CONCEPT

➔ Ferrari introduced a new exhaust concept in Canada after back-to-back tests with the previous version during Friday-morning practice. Both cars were extensively flo-vizzed to confirm the improvement of the new system. The outer exit is for the exhaust, the three inner ones for radiator cooling exits.

GARY ANDERSON: There are two things happening with the Ferrari exhaust. The exhaust itself is a bit like that used by McLaren or Sauber, with a hollowed-out tray beneath it that aims to take the high-velocity flow of the exhaust inside the rear tyre to seal the diffuser. You can see the greyness of the exhaust gases on the outer edges of the floor, confirming that's where Ferrari is pointing it. The problem with it, though, is the compromise of the Coke-bottle section of the bodywork, with the bulge for the exhaust. With its latest developments Ferrari has attacked this problem on two fronts – firstly by tidying

up the shape of the Coke bottle (although there is still a rather large bulge there, it's better than it was). Secondly, it has made the radiator exit a lot tidier and I would think it will be getting at least as big an improvement from that as from the exhaust itself. If you want cooling, the place you'd cut the hole is the lowest-pressure area in the surface, because it sucks more, giving you more efficient cooling. But, from the perspective of airflow, that sucking hurts the downforce. So you have to research what is the best compromise between that conflict. Where Ferrari originally had this exit was very poor because of the low-speed airflow from the radiator duct in an area where you want high-speed airflow. The whole mass flow thus slows down, affecting the Coke bottle. With this smaller radiator-exit solution introduced in Monaco, combined with the better exhaust, the F2012 gets more high-speed airflow through this area.





FERRARI TWEAKS BRAKE DUCTS

➔ As part of a powerful upgrade package, Ferrari introduced these Williams-like front brake ducts (inset lower-right pic, with the Williams inset lower-left).

GARY ANDERSON: The aim is to get as good an airflow around the inside of the tyre as possible, getting it to the low-pressure area behind the tyre. That helps the underfloor. The problem is that the tyre rotates and that creates a wash of air that tries to take the flow down before it can get to that low-pressure area. The big, vertical fin separates out that wash, while the airflow between the tyre and the vertical fin is what cools the brakes. The small horizontal gills in the

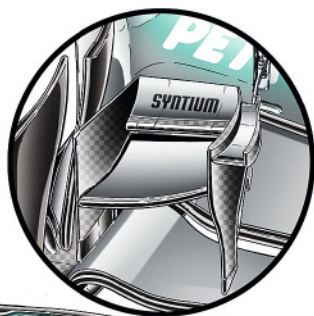
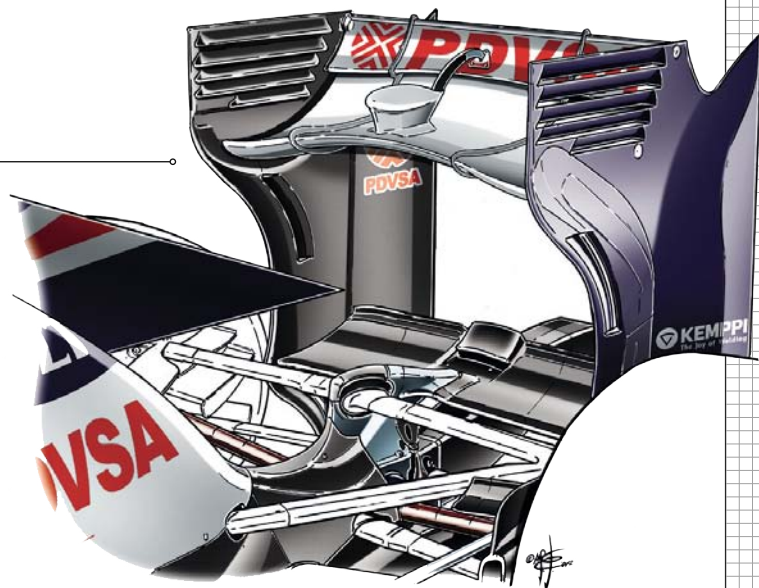
Ferrari's fin aim to keep that wash a bit straighter and get it to go in the hole. When stationary it appears to be a very small duct but, actually, once the car's moving the tyre moves so much – by maybe 10-15mm – that you may as well make that the opening. It gives you a lot more scope to improve the aero than a conventional box-type duct. The four wheels of the car represent about 35 per cent of the total drag, so the more you can move the airflow from the high-pressure area in front of the tyre to the low-pressure area behind it, the better. There could quite conceivably be a couple of tenths of lap-time advantage in this type of duct.

WILLIAMS AIRS CONCAVE REAR WING

➔ Williams brought this unusual, concave-section rear wing, specific for the Montreal circuit.

GARY ANDERSON: Last year Renault came here with a W-profile wing, this year Williams brought this swoopy one. The airflow to the rear wing isn't uniform – it flows over the engine cover and through the Coke-bottle section. As you look across the wing in CFD the wing will be

loaded up very differently across its width. What you're trying to do is match the leading edge of the wing to the direction of airflow as best you can. Obviously, you're losing wing area, so losing total downforce. But when you don't need maximum downforce – such as in Montreal – you can chase efficiency by matching the airflow. You might see this version again at Spa.

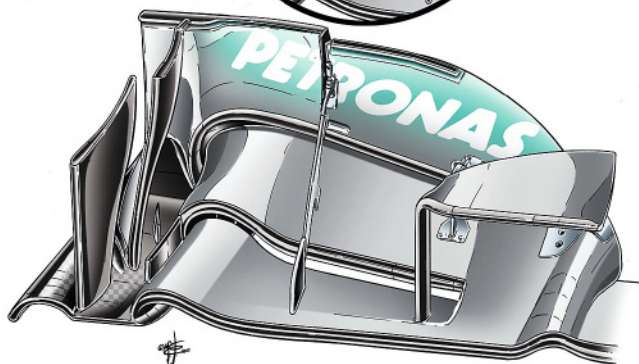


MERCEDES REMOVES FRONT WING FLAP

➔ Mercedes' low-downforce front wing made do without the upper flap (standard one inset, Montreal version main pic).

GARY ANDERSON: Mercedes took the forward wing off as a solution to reducing downforce to match the demands of this track. When that's on the car, it should give a bit of front downforce but should be 'invisible' to the rest of the car, in that it shouldn't interfere with the flow to the underbody. It's in line with the tyre, with the airflow being trained up at the correct angle to

hit the top of the tyre rather than the front. That way the low-pressure area behind the tyre effectively sucks the flow over the front wing harder. But in Montreal you don't need as much downforce. A lot of teams will reduce their front downforce by simply jacking the front of the car up a bit – better for straight-line speed and less sensitive under braking. I'd prefer that method than taking off the flap. By taking the flap off you can't turn front downforce you don't need into rear downforce, but you can with the other system.





CANADIAN GP RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HAMILTON	1m15.564s
2	VETTEL	1m15.682s
3	ROSBERG	1m15.782s
4	ALONSO	1m15.842s
5	WEBBER	1m15.897s
6	HULKENBERG	1m15.986s
7	KOBAYASHI	1m16.000s
8	PEREZ	1m16.249s
9	SCHUMACHER	1m16.264s
10	BUTTON	1m16.347s
11	DI RESTA	1m16.460s
12	MASSA	1m16.619s
13	MALDONADO	1m16.859s
14	GROSJEAN	1m16.890s
15	RAIKKONEN	1m17.014s
16	VERGNE	1m17.352s
17	RICCIARDO	1m17.580s
18	PETROV	1m17.935s
19	KOVALAINEN	1m18.177s
20	DE LA ROSA	1m18.182s
21	SENNA	1m18.762s
22	KARTHIKEYAN	1m19.354s
23	GLOCK	1m20.004s
24	PIC	1m20.067s

Weather: dry then light showers

PRACTICE 2: Friday

POS	DRIVER	TIME
1	HAMILTON	1m15.259s
2	ALONSO	1m15.313s
3	MASSA	1m15.410s
4	VETTEL	1m15.531s
5	DI RESTA	1m15.544s
6	KOBAYASHI	1m15.651s
7	SCHUMACHER	1m15.697s
8	HULKENBERG	1m15.799s
9	BUTTON	1m15.812s
10	ROSBERG	1m15.878s
11	PEREZ	1m15.898s
12	WEBBER	1m15.907s
13	MALDONADO	1m15.987s
14	GROSJEAN	1m16.360s
15	RAIKKONEN	1m16.562s
16	KOVALAINEN	1m16.981s
17	SENNA	1m17.022s
18	PETROV	1m17.075s
19	VERGNE	1m17.124s
20	RICCIARDO	1m17.716s
21	DE LA ROSA	1m18.908s
22	GLOCK	1m19.084s
23	KARTHIKEYAN	1m19.378s
24	PIC	1m19.902s

Weather: dry

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	VETTEL	1m14.442s
2	ALONSO	1m14.448s
3	HAMILTON	1m14.712s
4	WEBBER	1m14.724s
5	MALDONADO	1m14.755s
6	MASSA	1m14.767s
7	SCHUMACHER	1m14.796s
8	GROSJEAN	1m14.873s
9	RAIKKONEN	1m14.977s
10	HULKENBERG	1m14.992s
11	DI RESTA	1m15.067s
12	PEREZ	1m15.112s
13	KOBAYASHI	1m15.126s
14	SENNA	1m15.237s
15	BUTTON	1m15.327s
16	RICCIARDO	1m15.498s
17	PETROV	1m16.268s
18	KOVALAINEN	1m16.545s
19	DE LA ROSA	1m17.705s
20	GLOCK	1m17.974s
21	KARTHIKEYAN	1m18.189s
22	PIC	1m18.684s
23	VERGNE	no time
24	ROSBERG	no time

Weather: dry

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m14.661s (1)	1m14.187s (1)	1m13.784s
2	HAMILTON	1m14.891s (3)	1m14.371s (3)	1m14.087s
3	ALONSO	1m14.916s (5)	1m14.314s (2)	1m14.151s
4	WEBBER	1m14.956s (6)	1m14.479s (4)	1m14.346s
5	ROSBERG	1m15.098s (11)	1m14.568s (6)	1m14.411s
6	MASSA	1m15.194s (15)	1m14.641s (9)	1m14.465s
7	GROSJEAN	1m15.163s (14)	1m14.627s (7)	1m14.645s
8	DI RESTA	1m15.019s (10)	1m14.639s (8)	1m14.705s
9	SCHUMACHER	1m14.892s (4)	1m14.480s (5)	1m14.812s
10	BUTTON	1m14.799s (2)	1m14.680s (10)	1m15.182s
11	KOBAYASHI	1m15.101s (12)	1m14.688s	-
12	RAIKKONEN	1m14.995s (8)	1m14.734s	-
13	HULKENBERG	1m15.106s (13)	1m14.748s	-
14	RICCIARDO	1m15.552s (17)	1m15.078s	-
15	PEREZ	1m15.326s (16)	1m15.156s	-
16	SENNA	1m14.995s (9)	1m15.170s	-
17	MALDONADO	1m14.979s (7)	1m15.231s	-
18	KOVALAINEN	1m16.263s	-	-
19	PETROV	1m16.482s	-	-
20	VERGNE	1m16.602s	-	-
21	DE LA ROSA	1m17.492s	-	-
22	GLOCK	1m17.901s	-	-
23	PIC	1m18.255s	-	-
24	KARTHIKEYAN	1m18.330s	-	-

Weather: dry

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	3	4	WEBBER
BUTTON	0	7	HAMILTON
ALONSO	7	0	MASSA
SCHUMACHER	3	4	ROSBERG
RAIKKONEN	2	5	GROSJEAN
DI RESTA	5	2	HULKENBERG
KOBAYASHI	4	3	PEREZ
RICCIARDO	6	1	VERGNE
MALDONADO	5	2	SENNA
KOVALAINEN	7	0	PETROV
DE LA ROSA	7	0	KARTHIKEYAN
GLOCK	5	2	PIC



THE GRID

1 VETTEL RED BULL 1m13.784s Super-soft	2 HAMILTON MCLAREN 1m14.087s Super-soft
3 ALONSO FERRARI 1m14.151s Super-soft	4 WEBBER RED BULL 1m14.346s Super-soft
5 ROSBERG MERCEDES 1m14.411s Super-soft	6 MASSA FERRARI 1m14.465s Super-soft
7 GROSJEAN LOTUS 1m14.645s Super-soft	8 DI RESTA FORCE INDIA 1m14.705s Super-soft
9 SCHUMACHER MERCEDES 1m14.812s Super-soft	10 BUTTON MCLAREN 1m15.182s Soft
11 KOBAYASHI SAUBER 1m14.688s Super-soft	12 RAIKKONEN LOTUS 1m14.734s Soft
13 HULKENBERG FORCE INDIA 1m14.748s Soft	14 RICCIARDO TORO ROSSO 1m15.078s Soft
15 PEREZ SAUBER 1m15.156s Soft	16 SENNA WILLIAMS 1m15.170s Super-soft
17 KOVALAINEN CATERHAM 1m16.263s Super-soft	18 PETROV CATERHAM 1m16.482s Soft
19 VERGNE TORO ROSSO 1m16.602s Super-soft	20 DE LA ROSA HRT 1m17.492s Soft
21 GLOCK MARUSSIA 1m17.901s Super-soft	22 MALDONADO WILLIAMS 1m15.231s* Soft
23 PIC MARUSSIA 1m18.255s Super-soft	24 KARTHIKEYAN HRT 1m18.330s Super-soft

*5-place penalty

THE RACE: 70 laps, 189.965 miles

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIT STOP	TIME IN PITS	GRID
1	LEWIS HAMILTON	McLAREN-MERCEDES	70	1hr32m29.586s	1m17.020s	2	43.905s	2
2	ROMAIN GROSJEAN	LOTUS-RENAULT	70	+2.513s	1m17.264s	1	21.830s	7
3	SERGIO PEREZ	SAUBER-FERRARI	70	+5.260s	1m16.414s	1	21.407s	15
4	SEBASTIAN VETTEL	RED BULL-RENAULT	70	+7.295s	1m15.752s	2	44.067s	1
5	FERNANDO ALONSO	FERRARI	70	+13.411s	1m17.820s	1	21.133s	3
6	NICO ROSBERG	MERCEDES	70	+13.842s	1m17.060s	2	42.401s	5
7	MARK WEBBER	RED BULL-RENAULT	70	+15.085s	1m17.131s	2	42.453s	4
8	KIMI RAIKKONEN	LOTUS-RENAULT	70	+15.567s	1m16.764s	1	21.534s	12
9	KAMUI KOBAYASHI	SAUBER-FERRARI	70	+24.432s	1m17.464s	1	21.453s	11
10	FELIPE MASSA	FERRARI	70	+25.272s	1m16.182s	2	42.243s	6
11	PAUL DI RESTA	FORCE INDIA-MERCEDES	70	+37.693s	1m17.219s	2	43.223s	8
12	NICO HULKENBERG	FORCE INDIA-MERCEDES	70	+46.236s	1m17.202s	2	48.243s	13
13	PASTOR MALDONADO	WILLIAMS-RENAULT	70	+47.052s	1m17.489s	1	22.704s	22
14	DANIEL RICCIARDO	TORO ROSSO-FERRARI	70	+1m04.475s	1m16.609s	2	21.558s	14
15	JEAN-ERIC VERGNE	TORO ROSSO-FERRARI	69	-1 lap	1m17.875s	2	1m00.082s	19
16	JENSON BUTTON	McLAREN-MERCEDES	69	-1 lap	1m17.843s	3	1m04.956s	10
17	BRUNO SENNA	WILLIAMS-RENAULT	69	-1 lap	1m17.817s	1	22.781s	16
18	HEIKKI KOVALAINEN	CATERHAM-RENAULT	69	-1 lap	1m18.128s	2	43.437s	17
19	VITALY PETROV	CATERHAM-RENAULT	69	-1 lap	1m18.093s	2	43.291s	18
20	CHARLES PIC	MARUSSIA-COSWORTH	67	-3 laps	1m20.632s	1	23.291s	23
R	TIMO GLOCK	MARUSSIA-COSWORTH	56	brakes	1m21.032s	1	25.520s	21
R	MICHAEL SCHUMACHER	MERCEDES	43	DRS jammed	1m18.433s	2	44.331s	9
R	PEDRO DE LA ROSA	HRT-COSWORTH	24	brakes	1m21.535s	0	-	20
R	NARAIN KARTHIKEYAN	HRT-COSWORTH	22	brakes	1m22.044s	0	-	24

Weather: dry. Winner's average speed: 123.054mph. Fastest lap: Sebastian VETTEL 1m15.752s (128.785mph) on lap 70. Lap leaders: 1-15 Vettel; 16 Hamilton; 17-19 Alonso; 20 Grosjean; 21-49 Hamilton; 50-63 Alonso; 64-70 Hamilton

TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Super-soft	Soft	Soft	
Super-soft	Soft		
Soft	Super-soft		
Super-soft	Soft	Super-soft	
Super-soft	Soft		
Super-soft	Soft	Soft	
Super-soft	Soft	Soft	
Soft	Super-soft		
Super-soft	Soft		
Super-soft	Soft	Super-soft	
Soft	Super-soft	Soft	
Super-soft	Soft	Super-soft	
Soft	Super-soft	Super-soft	
Super-soft	Soft	Super-soft	
Soft	Super-soft	Super-soft	Soft
Super-soft	Soft		
Super-soft	Soft	Soft	
Super-soft	Soft		
Super-soft	Soft	Soft	
Soft	dnf		
Super-soft	dnf		

Option tyre in bold; new set in red, used set in black

DRIVERS' STANDINGS

POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	USA	BR
1	HAMILTON	88	3 rd	3 rd	3 rd	8 th	8 th	5 th	1 st													
2	ALONSO	86	5 th	1 st	9 th	7 th	2 nd	3 rd	5 th													
3	VETTEL	85	2 nd	11 th	5 th	1 st	6 th	4 th	4 th													
4	WEBBER	79	4 th	4 th	4 th	4 th	11 th	1 st	7 th													
5	ROSBERG	67	12 th	13 th	1 st	5 th	7 th	2 nd	6 th													
6	RAIKKONEN	55	7 th	5 th	14 th	2 nd	3 rd	9 th	8 th													
7	GROSJEAN	53	ret	ret	6 th	3 rd	4 th	ret	2 nd													
8	BUTTON	45	1 st	14 th	2 nd	18 th	9 th	16 th	16 th													
9	PEREZ	37	8 th	2 nd	11 th	11 th	ret	11 th	3 rd													
10	MALDONADO	29	13 th	19 th	8 th	ret	1 st	ret	13 th													
11	KOBAYASHI	21	6 th	ret	10 th	13 th	5 th	ret	9 th													
12	DI RESTA	21	10 th	7 th	12 th	6 th	14 th	7 th	11 th													
13	SENNA	15	16 th	6 th	7 th	22 nd	ret	10 th	17 th													
14	MASSA	11	ret	15 th	13 th	9 th	15 th	6 th	10 th													
15	HULKENBERG	7	ret	9 th	15 th	12 th	10 th	8 th	12 th													
16	VERGNE	4	11 th	8 th	16 th	14 th	12 th	12 th	15 th													
17	RICCIARDO	2	9 th	12 th	17 th	15 th	13 th	ret	14 th													
18	SCHUMACHER	2	ret	10 th	ret	10 th	ret	ret	ret													
19	KOVALAINEN	0	ret	18 th	23 rd	17 th	16 th	13 th	18 th													
20	GLOCK	0	14 th	17 th	19 th	19 th	18 th	14 th	ret													
21	PIC	0	15 th	20 th	20 th	ret	ret	ret	20 th													
22	KARTHIKEYAN	0	dnq	22 nd	22 nd	21 st	ret	15 th	20 th													
23	PETROV	0	ret	16 th	18 th	16 th	17 th	ret	19 th													
24	DE LA ROSA	0	dnq	21 st	21 st	20 th	19 th	ret	ret													



SECTOR 1 TIMES

POS	DRIVER	TIME
1	VETTEL	21.069s
2	MASSA	21.202s
3	RICCIARDO	21.316s
4	HAMILTON	21.394s
5	PEREZ	21.400s
6	ROSBERG	21.429s
7	GROSJEAN	21.442s
8	MALDONADO	21.519s
9	WEBBER	21.521s
10	DI RESTA	21.586s

SECTOR 2 TIMES

POS	DRIVER	TIME
1	VETTEL	24.425s
2	PEREZ	24.436s
3	MASSA	24.487s
4	ROSBERG	24.624s
5	RICCIARDO	24.659s
6	WEBBER	24.678s
7	HAMILTON	24.703s
8	RAIKKONEN	24.718s
9	GROSJEAN	24.765s
10	KOBAYASHI	24.792s

SECTOR 3 TIMES

POS	DRIVER	TIME
1	VETTEL	30.258s
2	MASSA	30.300s
3	PEREZ	30.448s
4	RAIKKONEN	30.459s
5	RICCIARDO	30.634s
6	DI RESTA	30.653s
7	HULKENBERG	30.751s
8	KOBAYASHI	30.752s
9	ALONSO	30.763s
10	ROSBERG	30.781s

SPEED TRAP (MPH)

POS	DRIVER	SPEED
1	PEREZ	204.3
2	KOBAYASHI	203.3
3	KARTHIKEYAN	201.8
4	DI RESTA	201.1
5	PETROV	201.0
6	KOVALAINEN	201.0
7	RICCIARDO	200.6
8	VERGNE	200.6
9	RAIKKONEN	200.3
10	HULKENBERG	200.2



CONSTRUCTORS' STANDINGS

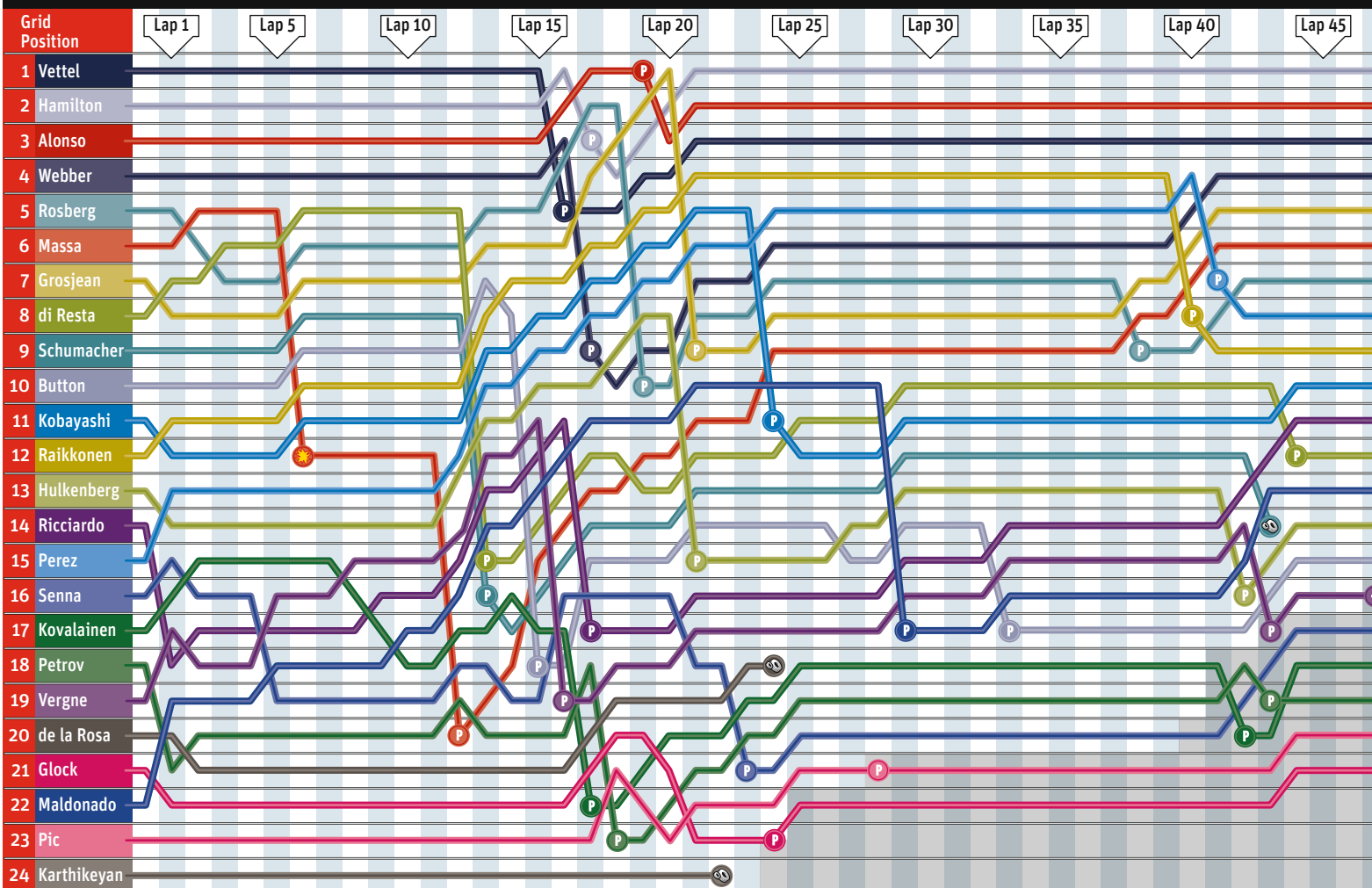
POS	TEAM	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	US	BR
1	RED BULL	164	30	12	22	37	8	37	18													
2	McLAREN	133	40	15	33	4	6	10	25													
3	LOTUS	108	6	10	8	33	27	2	22													
4	FERRARI	97	10	25	2	8	18	23	11													
5	MERCEDES	69	0	1	25	11	6	18	8													
6	SAUBER	58	12	18	1	0	10	0	17													
7	WILLIAMS	44	0	8	10	0	25	1	0													
8	FORCE INDIA	28	1	8	0	8	1	10	0													
9	TORO ROSSO	6	2	4	0	0	0	0	0													
10	CATERHAM	0	0	0	0	0	0	0	0													
11	MARUSSIA	0	0	0	0	0	0	0	0													
12	HRT	0	-	0	0	0	0	0	0													



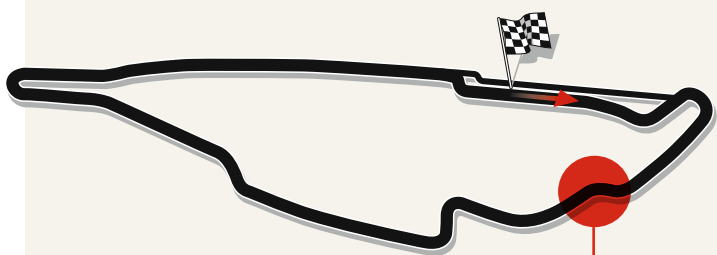
FOR IN-DEPTH F1 RESULTS **FORIX**

CANADIAN GP THE FINAL WORDS

THE RACE: LAP BY LAP




TRACKSIDE VIEW **MARK HUGHES** GRAND PRIX EDITOR



7 The track's a chilly 23C in the last half-hour of Friday-morning practice and those super-softs are just not working. Not up at Turn 3/4, at any rate. It's not that they don't have the grip – on the contrary, it appears like they may actually have too much – that's how it looks as the two Lotuses circulate on them while most of the rest of the field remain on the harder yellow-walled tyre. The problems begin upon landing from that first kerb, the one on the inside of the right-left sequence. While most are able to slalom through that sequence – nice shallow progressive oversteer upon landing, tidy it up, turn into the left, more shallow

oversteer, very driveable – the soft-tyred Lotus will grip hard upon landing and there's no oversteer to help get turned in to the next part, only a wrestling of the wheel instead. Romain Grosjean and Kimi Raikkonen then begin to modify their approach to compensate, taking less kerb on the way in, suffering a little more understeer. Those front tyres then grip-up nicely mid-corner, allowing them to remain on a line that's unavailable to the sliding, prime-tyre users. Using this technique, the Lotus drivers now have more track to play with through T4, their greater speed there probably making up for what's lost on entry to T3.

THURSDAY

1032 @realTimoGlock: "Boat please!!! A Paddock entrance like this you find it only here in Montreal! It's just different" 



1219 Mark Webber lashes out at suggestions that he won in Monaco with an illegal car: "I'm happy to be called lots of things, but I'll not take talk of the car being illegal. It pisses me off."

1232 Jenson Button defends Jacques Villeneuve's critical comments about the driving standards in F1: "The more important part was what he said about safety."

1301 Sebastian Vettel, when asked for his own thoughts on Red Bull's car being illegal in Monaco, gets straight to the point. "Don't care," is all he says.


1307 Fernando Alonso says that consistency alone will not be enough for Ferrari in this year's world championship if it doesn't make its car faster.

1400 News breaks that Group Lotus has terminated CEO Dany Bahar's contract.

1603 Nico Rosberg claims the double DRS system on the Mercedes will not give the team a huge benefit in qualifying, because of the low downforce set-up required.

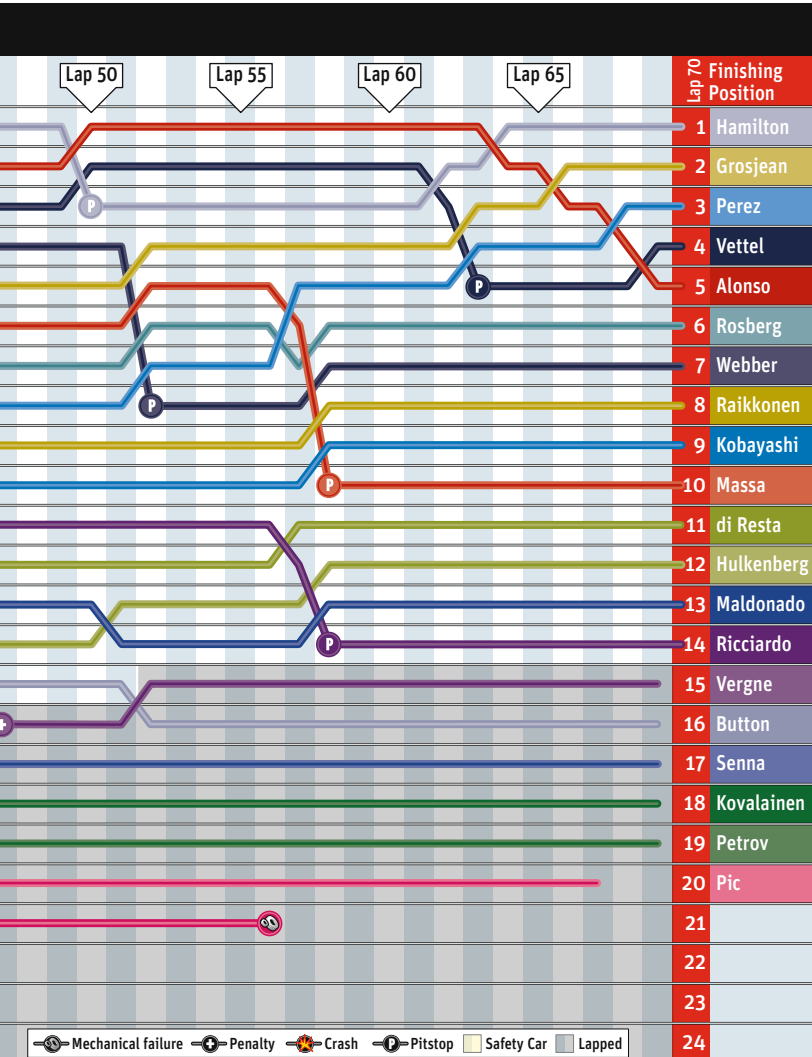


1635 Michael Schumacher admits that he "does not need to think about the championship" given his tally of two points after six races.

2239 @kamui_kobayashi: "I saw them [the students] near my hotel walking on street! Was bit surprise for me that's looks big protest!!" 

GRAND PRIX DIGEST

The weekend in a nutshell - on-track incidents, team radio and tweets that you might have missed...



SATURDAY

0903 News breaks that Red Bull has been forced by the FIA to block up the holes in its wheel hub as they were offering an aerodynamic benefit.

0919 **AUTOSPORT** reveals that Silverstone may not be able to host this year's young-driver test straight after the British GP.

1004 Nico Rosberg breaks down at Turn 7 and misses remainder of FP3.

1018 Jean-Eric Vergne goes off at Turns 1 and 2, and the wet grass from overnight rain sends him into the barriers.



1057 Kimi Raikkonen gets his entry to the final chicane wrong, and makes a sharp left turn into the pits. He is later fined €2500 for it.

1155 **@MercedesAMGF1** "Nico's car had a fuel connector problem which is why he stopped out on track in P3."



1321 Vergne is the other casualty along with the small teams in Q1. Alarmingly, he is behind both Caterhams.

1335 **Jenson Button only just scrapes into Q3: "My biggest problem with the lock-ups is the hairpin. Anything we can do?"**



1343 Maldonado clips the 'Wall of Champions' on his way to being slowest in Q2.



2033 **@alo_oficial (Alonso)** "Incredible recovery from the team. (In Australia out of q3, 1.6 seconds off pole) We must continue to work! #TeamEffort"



FRIDAY



1002 Fernando Alonso waves to the crowd during his first laps of FP1, as he and Felipe Massa cruise around with aero paint on the rear of their cars while they evaluate a new exhaust layout.

1028 Ken Anderson, one of the men behind the failed USF1 outfit, walks through the paddock gates for a rare grand prix appearance.

1038 Kimi Raikkonen reports first spots of rain out on track.

1039 A fox runs across the track at Turn 4. Seconds later, Mark Webber goes across the grass at the same place, and does a half spin as he rejoins the track.

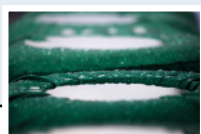
1049 Heikki Kovalainen crashes on the exit of Turn 9, bringing out the red flag.

1111 Sebastian Vettel cuts the final chicane to pass Bruno Senna and get a clear lap. He is later reprimanded for making contact with Senna's front wing.

1448 Senna is the first driver this weekend to hit the 'Wall of champions' in FP2.

1511 With 18 minutes left in FP2, Jenson Button hits the track for the first time since stopping early in FP1 with a gearbox problem.

1638 Nearly every team admits that it compromised its free-practice programme due to rain that was forecast to disrupt the afternoon session.



1646 When the expected rain finally comes, it turns into a storm worse than the one that forced the 2011 race to be stopped for more than two hours.

SUNDAY

0818 Red Bull team boss Christian Horner tells **AUTOSPORT** he "won't lose any sleep" over the technical rows that have surrounded the team.

1050 The FIA reveals that Pastor Maldonado has changed his gearbox, incurring a five-place grid penalty dropping him to 22nd.

1145 McLaren holds a presentation in the pitlane celebrating its 300th race with partners Mercedes-Benz, Mobil 1 and Enkei.



1330 **@takiinoue:** "Jacques's skin head made me super shock!!"



1500 Michael Schumacher becomes the first driver to ever suffer a DRS failure where the wing stays open. FIA regs state the system is set-up so this can't happen.



1514 **Lewis Hamilton after his final pitstop: "Hey man, keep me updated." Response from the pitwall: "One second quicker than Alonso, great job. It's not impossible they might go to the end, so keep pushing."**



1557 Jenson Button says he doesn't "have a clue" what is going wrong for him at the moment. He finishes a lapped 16th with 16th-fastest lap.

1614 Mercedes chief Ross Brawn publicly apologises to Schumacher for the German's latest technical problem. He has only two points from seven races.

1615 **@LewisHamilton:** "Incredible race today. Thank u so much to the team and all the fans that have supported me through everything!"



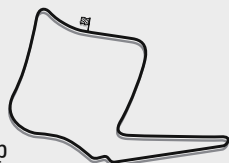


OULTON PARK

GREAT BRITAIN

June 9-10

British Touring Car Championship
Round 4/10



AT A GLANCE RACE 1

- Winner **Matt Neal**
- Pole **Jason Plato**
- FL **Andrew Jordan**



There was a lot of this



Neal avoids the chaos

The two-time champ needed a good weekend, and delivered as rivals threw cars at each other

MATT NEAL HIT BACK AT

Oulton Park last weekend. After two meetings in which his Honda team-mate Gordon Shedden appeared to be developing an edge, the reigning champion scored two wins as both

men overtook Jason Plato in the standings.

Almost all the leading contenders had at least one major drama during the races, but Neal was able to minimise his to move from 14 points off the title lead

to be just five adrift.

After an encouraging Rockingham test since the last round, Plato looked like being the man to beat early in the weekend. His Triple Eight-run works MG6 topped both free practice sessions and pipped Neal to pole in the final seconds of qualifying. But a subframe failure meant his car was pushed off the race-one grid. The result was no more points, and effective pole for Neal.

"It's a TOCA spec welded-on part, which the suspension attaches to," said Triple Eight chief Ian Harrison. "It's really unlucky and a bit annoying, but we've gone around and changed all four corners on both cars, with TOCA approval, and it's something

we've got to keep an eye on."

The issue handed Neal his opportunity and he took it, helped by being much happier with his NGTC Civic. He lost out to the fast-starting WSR BMW of Rob Collard, but made a great move at Lodge – where he

advantage and found a really good set-up for qualifying. The handling of the Civic is just sublime."

The victory also meant Neal started from pole for race two, but this time it was his turn to hit trouble. Immediately it was clear he

"It's the hardest car I've ever driven. It's still not doing what I want. It has got pace but it's just difficult to drive"

Jason Plato is still working on developing the MG6

infamously took out Shedden last year – to take a lead he was not to lose. Shedden, running 36kg of ballast compared to Neal's 27, could only manage fourth.

"Gordon had a set-up tweak over me at Thruxton," reckoned Neal. "This weekend I had a weight

had a problem. A mysterious wastegate/boost issue left him down on power and he quickly fell to fifth, which is where he finished.

"I didn't think I'd make the top 10, but the guys said 'get your head down' and I was fortunate with a few people going off," he said.



Plato hit trouble on the grid

RACE RATING

★★★★☆

Some good moments, but too many offs, clashes, damage and safety cars

MILESTONES

Will Bratt's BTCC debut; best series results for Daniel Welch, Lea Wood and Speedworks; Shedden reaches the 25 BTCC career wins mark

REPORT BTCC OULTON PARK

KEVIN TURNER
reports



Neal dives by Collard on way to an Oulton double



Jordan got familiar with the rear of the works Honda



Neal celebrates after a fine weekend

At the same time, Shedden found the sweet spot. He took advantage of a Collard-Mat Jackson clash to take his fifth win of the season, just ahead of Andrew Jordan's Eurotech Civic, which had followed Neal home in race one.

"We had a few issues in qualifying – the car was too lively," said new points leader Shedden. "I think we overcompensated, but fourth with an ill-handling car was good. We got it bang on for race two."

Also very much in the hunt in the second event was Plato. Repair made, he demonstrated the MG's speed by charging from the back of the field to third.

"With the pace we've got in the car we could have had a win in race one. We were

fortunate in that it broke before I got up to speed [and caused an accident]," said the two-time champion. "Rockingham was a really good test for us. It enabled us to do quick, short runs, then proper time to make changes between them."

Honda's domination of the event was nevertheless completed in the hard-fought reversed-grid race. Once by the fast-starting BMWs of Tom Onslow-Cole and Nick Foster, Neal and Plato seemed ready to fight it out for honours. But some minor Plato errors helped Neal maintain his lead, and underlined the fact that the MG6 is still not to Plato's liking, particularly under braking. "It's the hardest car I've ever driven," he admitted. "It's still not doing

what I want it to do. It has got pace, it's just really difficult to drive and it's easy to make mistakes."

Right behind the top two therefore came Onslow-Cole, enjoying the modified set-up on the BMWs that helped them not to chew up their tyres, and Shedden.

As well as the Jackson-Collard clash, Jordan was another top name not to escape the one-bad-race curse. Not wanting to barge past either works Honda in the first two races – "we work closely with them so I didn't want to screw that relationship" – the Eurotech man had picked up two strong seconds. But he came unstuck when Collard tried to dive by at Old Hall in the final encounter. The BMW ran wide, forcing the Civic ▶

Honda hat-trick as other teams count the cost

While Honda dominated, most of the BTCC field managed to get into one scrape or another and there were many damaged cars by the end of the weekend.

Aside from various people throwing their own cars off – a trend started by Mat Jackson with his Motorbase Ford in free practice – multiple clashes helped shape the races.

The first encounter was relatively clean at the front, with Rob Collard taking an early lead before Matt Neal's hard-but-fair move at Lodge put the Honda man ahead. Andrew Jordan's unsuccessful move at the same place wasn't so neat and there was a little contact, but both men survived. The Honda then nudged the BMW out of the way at Island hairpin before Liam Griffin's Focus suffered an alternator failure and brought out the safety car.

That gave Jordan a shot at Neal, but he never looked like completing a move. "There weren't any places I couldn't do it without contact," he said.

Collard and Gordon Shedden were next, while Jackson bounced back from his qualifying woes – a result of his practice off – to take fifth.

Further back, there was a hint of what was to come when Nick Foster and Adam Morgan – having a better run at Oulton and in the hunt for a top-eight – clashed, putting the Speedworks Toyota out.

Collard again leapt into the lead at the start of race two, with Jackson charging up to third. He then powered

past Neal on the run to the Knickerbrook chicane and engaged Collard in a fraught battle for the lead.

It couldn't last, and didn't. Jackson hit Collard at the hairpin (for which he received two points on his licence), forcing him wide, and the duo made contact on the exit. Both got punctures and both went off, leaving Shedden to lead Jordan home for another Honda one-two.

The best – or rather worst – was saved until last. Morgan immediately got involved in a crash at the start of race three, moving across on newcomer Will Bratt on the run to Cascades, putting both off and involving Andy Neate and Jeff Smith. All continued, only for Morgan and Bratt to do the job properly, terminally damaging the Toyota.

Before that, Jackson had taken out Dan Welch, earning another two points and bringing out the safety car. And at the restart, Collard lunged Jordan at Old Hall and forced the Honda into the tyrewall, allowing the safety car to add to its laps-led tally.

The race ended with a six-lap dash to the flag, with Neal, Plato, polesitter Tom Onslow-Cole and Shedden crossing the line covered by a second. But the talk was of the damage.

"It's a disgrace," was the printable version of Eurotech boss Mike Jordan's summary, while Jordan Jr added: "I accept that what people want to see is a little rubbing, but when it's slamming into people, that pisses me off."



A BMW led all three races at some point



Bratt tried hard on his BTCC debut

AT A GLANCE RACE 2

- Winner Gordon Shedden
- Pole Matt Neal
- FL Shedden

AT A GLANCE RACE 3

- Winner Matt Neal
- Pole Tom Onslow-Cole
- FL Onslow-Cole

off and into the barriers. Jordan was not impressed.

With their rivals having struggled to put together a complete weekend, Shedden and Neal therefore moved to the top of the table despite their own niggles. But Neal believes it's too early to be thinking about the title.

"Jason banged it on pole here with full ballast, and he should be on pole at Croft [the next round] with less," he said. "If he hadn't had that drama at the start it could have been a different weekend.

"Croft is a technical circuit, so it should suit us – it would be nice to go into the halfway break with the two Hondas at the top of the table."

Outside the title contenders, the stars of Oulton were two of the more popular racers in the paddock: Dan Welch and Lea Wood.

Welch qualified his NGTC Proton eighth, just a second off pole, then raced to sixth in the first race after a

spirited tussle with Jackson's Motorbase Ford. He looked set for third in the incident-packed second event before being closed down in the late stages by Plato, and would have scored more good points in the last race had Jackson not unceremoniously removed the Proton from the action on the run to Lodge.

So, given that he'd only scored 17 points in the first three rounds compared to 23 at Oulton, what had changed for Welch?

"Nothing really!" said a man who was one of several to get a turbo-boost increase ahead of Oulton. "We haven't done that many race distances, so each time we go out we learn something, but the main difference for us is we managed to qualify without problems. The other three rounds we've had issues with the car – the car is basically the same as it was at Brands.

"We've not got the pace to go from the back to the front, but if we start



Welch's Proton had a great run

"If we start somewhere sensible on the grid we can stay there"

Daniel Welch is making progress with the Proton



Shedden took his fifth win of 2012 in race two

somewhere sensible we can stay there.

"Against Jason I just ran out of tyres. They went off a cliff and I couldn't fight."

Wood scored his best result of 2011 at Oulton in the wet, taking his ageing Honda Integra through to seventh. He's been quietly working away with his 'new' Vauxhall Vectra this season and, after taking a 10th and seventh in the first two races, achieved his aim of beating his 2011 result by narrowly holding Collard off for fifth in the finale. With Dave Newsham suffering a troubled weekend with ES Racing, Wood was also the top Vectra runner.

As has become the pattern this year with the rolling boost equalisation, the field has many drivers and teams capable of popping up near the front, but it's the usual suspects who are edging away in the title race. And with eight wins from 12 races, it is Honda that has the momentum. ☼

Wood was on good form in his Vauxhall Vectra





ES Racing had a tough weekend

NEXT ROUND

CROFT
June 23-24



REPORT
BTCC OULTON PARK

DRIVER BY DRIVER

<p>Matt Neal (1/5/1)</p> <p>Neal was on top form and might have scored even better were it not for R2 turbo issue.</p>	<p>Gordon Shedden (4/1/4)</p> <p>Not initially happy with set-up. Once sorted he was right there to take the points lead.</p>	<p>Jason Plato (NC/3/2)</p> <p>Subframe weld failure before R1 could have destroyed weekend, but managed great fightback.</p>	<p>Andy Neate (7/R/R)</p> <p>Easily Neate's best performance of the year so far, curtailed by engine problem.</p>	<p>Mat Jackson (5/R/7)</p> <p>Had good pace, but this was one of those occasional Jackson weekends when he gets into too many scrapes.</p>	<p>Aron Smith (R/16/R)</p> <p>Frustrating weekend in which he was involved in clashes that kept him out of the points.</p>
<p>Liam Griffin (R/8/R)</p> <p>Alternator failure in R1 and crashed out of R3, but was eighth in R2. More competitive.</p>	<p>Rob Collard (3/14/6)</p> <p>Revised BMW looked good and Collard was quick. Unhappy with Jackson in R2, then took Jordan off in R3.</p>	<p>Tom Onslow-Cole (R/9/3)</p> <p>Strong pace and seemed to look after his tyres well, but mistakes hampered him until fine third in R3.</p>	<p>Nick Foster (9/6/8)</p> <p>Losing out to team-mates under braking, though not far off. Involved in some tough battling.</p>	<p>Andrew Jordan (2/2/R)</p> <p>Reckoned traffic (Tony Hughes) prevented pole lap. Strong seconds before pushed off by Collard.</p>	<p>Jeff Smith (R/NS/12)</p> <p>R1 off damaged radiator, which cooked engine, thus missed R2. Salvaged points in R3.</p>
<p>Dave Newsham (R/10/R)</p> <p>Nightmare. Found car too stiff early on, then brake failure in R1 and contact in R3.</p>	<p>Chris James (R/13/13)</p> <p>Like Newsham, found Triple Eight-sourced set-up too stiff. Team did well to fix car after R1 accident.</p>	<p>Will Bratt (8/R/11)</p> <p>BTCC debutant looked good despite broken rollbar in qualifying, R2 error and R3 clashes with Morgan!</p>	<p>Frank Wrathall (12/17/9)</p> <p>Struggled a bit with set-up before rediscovering pace. Involved in more moments than usual.</p>	<p>Adam Morgan (R/R/R)</p> <p>Speed was good, but he still can't turn it into results. Unfortunate in R1, but R3 off his doing.</p>	<p>Tony Hughes (13/12/14)</p> <p>Much happier and avoided all the trouble to score Speedworks' best BTCC result yet in R2.</p>
<p>Tony Gilham (R/11/10)</p> <p>Shock-absorber failure hurt qualifying and overheating in R1, but kept plugging away.</p>	<p>Dan Welch (6/4/R)</p> <p>One of the star performers. Finally had a clean weekend - until being punted off in R3 - and was a frontrunner.</p>	<p>Ollie Jackson (11/15/15)</p> <p>Brake problems, offs, boost problems and engine-mounting failure again prevented decent results.</p>	<p>Lea Wood (10/7/5)</p> <p>The weekend just kept getting better as Wood stayed out of trouble and is now 11th in the points.</p>	<p>Hughes had his best BTCC outing</p>	

RESULTS

British Touring Car Championship, round 4 of 10, Oulton Park (GB), June 10

GRID	RACE 1 - 17 LAPS, 37.842 MILES					RACE 2 - 15 LAPS, 33.390 MILES					RACE 3 - 18 LAPS, 40.068 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID			
1	NEAL	1:26.872	1	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	26m25.203s	2	1	Shedden	22m17.805s	4	1	Neal	32m00.812s	5
2	JORDAN	1:27.051	2	Andrew Jordan (GB)	Eurotech	Honda Civic	+0.242s	4	2	Jordan	+1.229s	2	2	Plato	+0.324s	7
3	COLLARD	1:26.989	3	Rob Collard (GB)	WSR	BMW 320si	+2.609s	3	3	Plato	+11.986s	22	3	Onslow-Cole	+0.891s	1
4	SHEDDEN	1:27.457	4	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+7.104s	5	4	Welch	+13.900s	6	4	Shedden	+1.084s	9
5	NEAL	1:27.503	5	Mat Jackson (GB)	Motorbase Performance	Ford Focus	+9.341s	10	5	Neal	+23.550s	1	5	Wood	+3.150s	3
6	WELCH	1:27.914	6	Daniel Welch (GB)	Welch Motorsport	Proton Persona	+9.832s	8	6	Foster	+26.178s	9	6	Collard	+3.257s	14
7	WRATHALL	1:27.659	7	Andy Neate (GB)	MG KX (Triple Eight)	MG6	+12.556s	12	7	Wood	+27.619s	10	7	M Jackson	+3.345s	18
8	NEAL	1:28.125	8	Will Bratt (GB)	Rob Austin Racing	Audi A4	+17.044s	18	8	Griffin	+29.643s	18	8	Foster	+3.781s	4
9	NEAL	1:28.155	9	Nick Foster (GB)	WSR	BMW 320si	+18.054s	13	9	Onslow-Cole	+30.025s	17	9	Wrathall	+8.751s	17
10	WOOD	1:28.178	10	Lea Wood (GB)	Team Wood	Vauxhall Vectra	+19.615s	14	10	Newsham	+41.830s	19	10	Gilham	+9.281s	11
11	NEAL	1:28.241	11	Ollie Jackson (GB)	AmD Tuning	Volkswagen Golf	+28.242s	20	11	Gilham	+44.659s	21	11	Bratt	+13.670s	21
12	NEAL	1:28.357	12	Frank Wrathall (GB)	Dynojet	Toyota Avensis	+50.773s	7	12	Hughes	+45.987s	13	12	J Smith	+16.307s	22
13	NEAL	1:28.411	13	Tony Hughes (GB)	Speedworks Motorsport	Toyota Avensis	+59.738s	22	13	James	+56.564s	15	13	James	+16.443s	13
14	NEAL	1:28.521	14	R Adam Morgan (GB)	Speedworks Motorsport	Toyota Avensis	16 laps-accident	16	14	Collard	+1m27.330s	3	14	Hughes	+18.991s	12
15	NEAL	1:28.572	15	R Chris James (GB)	Team ES Racing	Vauxhall Vectra	15 laps-acc dam/brakes	21	15	O Jackson	+1m31.430s	11	15	O Jackson	-1 lap	15
16	NEAL	1:29.093	16	R Aron Smith (IRL)	Motorbase Performance	Ford Focus	14 laps-punc/acc dam	11	16	A Smith	-1 lap	16	R Morgan	16 laps-acc damage	19	
17	NEAL	1:29.572	17	R Tom Onslow-Cole (GB)	WSR	BMW 320si	14 laps-spin	6	17	Wrathall	-2 laps	12	R Welch	15 laps-accident	6	
18	NEAL	1:29.657	18	R Liam Griffin (GB)	Motorbase Performance	Ford Focus	9 laps-alternator	15	R M Jackson	12 laps-accident	5	R Newsham	10 laps-acc damage	10		
19	NEAL	1:29.991	19	R Dave Newsham (GB)	Team ES Racing	Vauxhall Vectra	7 laps-brakes	9	R Morgan	6 laps-spin	14	R Jordan	9 laps-accident	8		
20	NEAL	1:29.991	20	R Jeff Smith (GB)	Eurotech	Honda Civic	7 laps-radiator/dam	19	R Neate	5 laps-engine	7	R A Smith	9 laps-acc damage	16		
21	NEAL	1:29.991	21	R Tony Gilham (GB)	Gilham Racing	Honda Civic	5 laps-overheating	17	R Bratt	2 laps-accident	8	R Neate	5 laps-engine	20		
22	NEAL	1:31.689	22	NC Jason Plato (GB)	MG KX (Triple Eight)	MG6	-12 laps	1	NS J Smith	engine	20	R Griffin	2 laps-accident	2		

DRIVERS' CHAMPIONSHIP			5	Jordan	129
1	Shedden	173	6	M Jackson	127
2	Neal	168	7	Onslow-Cole	88
3	Plato	161	8	Newsham	80
4	Collard	132	9	Wrathall	71
			10	J Smith	71

Race	Winner's average	Fastest lap
Race 1	85.93mph	Jordan, 1m28.207s, 90.84mph
Race 2	89.85mph	Shedden, 1m27.690s, 91.38mph
Race 3	75.09mph	Onslow-Cole, 1m27.878s, 91.19mph

P44
Support races

OULTON PARK

Great Britain

June 9-10
TOCA supports
Round 4/10



CLIO CUP AT A GLANCE

- Race 1 Stefan Hodgetts
- Race 2 Hodgetts
- Points lead Jack Goff



Goff extended points lead with an R1 podium



Hodgetts won twice for Scuderia Vittoria

RENAULT CLIO & PORSCHE CARRERA CUPS OULTON PARK, JUNE 9-10

Comeback kid Hodgetts doubles up in style

STEFAN HODGETTS

parachuted back into the Renault Clio Cup for the first time since 2009 and confirmed, as he always does, what a prodigious talent he is.

Taking over the seat vacated at Scuderia Vittoria by James Dixon (who has switched back to the Total Control Racing squad he raced with in 2010 and 2011), 29-year-old Hodgetts

was untouchable in the damp-but-drying qualifying session to seal both pole positions on offer.

Although not able to run away at the front in race one, the top five at the finish covered by a mere two seconds, the perennially underfunded racer was never realistically put under threat as he saw off points leader Jack Goff and impressive first-time

podium finisher Josh Cook.

"The drivers in the Renault Clio Cup are great – they're all good guys and they've been in the cars a long time," said Hodgetts. "You can't come in and beat these guys unless the kit you have is proper."

Reigning champion Paul Rivett was Hodgetts' early challenger, having got ahead of Goff at the start through Old Hall, but on lap six the Clio stalwart made a rare mistake by clipping the tyre stack at Knickerbrook and retiring with damage.

"On the lap before, I missed my apex so I thought I had to get it right, but I got it right maybe six to eight inches too far!" explained Rivett. "Points-wise for the championship, we need to go out there and win everything we can now."

Rivett did manage to climb the podium in the second race, but the win eluded him again as Hodgetts took his second success in similar fashion to his first.

He kept Josh Files at bay by 0.4s with Rivett a further 0.6s back. Cook was the top rookie again, this time in fifth behind Goff.

Michael Meadows increased his Porsche Carrera Cup GB lead to 34 points with his fifth win of the season in race two at Oulton Park, although Sam Tordoff grabbed headlines during the earlier event with his maiden category success, following a superb lights-to-flag drive.

Having already watched Parker team-mates Richard Plant and Daniel Lloyd climb onto the top step of the podium this year, Tordoff joined the winners circle with a faultless display to head Meadows by just over a second.

"I got a great start and Michael never really got close enough to mount a serious challenge," he said.

The championship leader wasn't given too many opportunities to focus on attacking Tordoff, as Jonas Gelzinis piled on the pressure lap after lap, the pair split by just 0.4s at the finish.

Meadows hit back later to see off Gelzinis and Tordoff, but it was by no means easy, with coolant on the track making conditions treacherous.

Lloyd was one of the

drivers worst affected, dropping from second to fifth, behind Rory Butcher. In Pro-Am 1, Victor Jimenez and Oly Mortimer shared the spoils while Will Goff earned both Pro-Am 2 wins.

● Marc Orme

RESULTS

Renault Clio Cup (15 laps)

1 Stefan Hodgetts; 2 Jack Goff +0.465s; 3 Josh Cook; 4 Adam Bonham; 5 Josh Files; 6 Ant Whorton-Eales. **Class winners** Cook; Darren Wilson. **Fastest lap** Goff 1m35.587s (83.83mph).

Race 2 (15 laps) 1 Hodgetts;

2 Files +0.479s; 3 Paul Rivett; 4 Goff; 5 Cook; 6 James Dixon.

CW Cook; **Simon Belcher. FL**

Bonham 1m36.067s (83.41mph).

Points 1 Goff, 211; 2 Rivett, 162;

3 Bonham, 158; 4 Dixon, 150;

5 Files, 148; 6 Whorton-Eales, 128.

Porsche Carrera Cup GB (18 laps)

1 Sam Tordoff; 2 Michael Meadows

+1.137s; 3 Jonas Gelzinis; 4 Daniel

Lloyd; 5 Rory Butcher; 6 Ben Barker.

CW Victor Jimenez; **Will Goff. FL**

Meadows 1m24.429s (94.91mph).

Race 2 (18 laps) 1 Meadows;

2 Gelzinis +1.639s; 3 Tordoff;

4 Butcher; 5 Lloyd; 6 Richard Plant.

CW Oly Mortimer; **Goff. FL** Gelzinis

1m24.141s (95.24mph).

Points 1 Meadows, 157; 2 Gelzinis,

123; 3 Tordoff, 104; 4 Lloyd, 100;

5 Barker, 92; 6 Butcher, 90.



Tordoff defeated Meadows to win

GT SUPERCUP AT A GLANCE

- Race 1 Tom Ingram
- Race 2 Ingram
- Points lead Tom Sharp

“I was right on Tom [Ingram] on the first lap and thought we could challenge but when I got to the hairpin, I pressed the brake pedal and it went straight to the floor!”

Carl Breeze describes the moment he ran out of brakes

REPORTS TOCA OULTON PARK

GINETTA BTCC SUPPORTS OULTON PARK, JUNE 9-10

Ingram to the fore as Sharp streak ends

TOM INGRAM SCORCHED TO his second and third wins of the season in the Ginetta GT Supercup at Oulton Park, in a weekend that also marked the end of points leader Tom Sharp's incredible podium streak.

Ingram led home Carl Breeze (back at TCR after a switch from Tollbar) in each race and Breeze worked wonders in the second encounter to cope with brake problems and a sticking throttle to keep second place, despite huge pressure from behind.

While Sharp was third in the opening encounter, he was kept off the podium for the first time this year in the second race by an impressive Hunter Abbott. Despite all that, Sharp still holds a very hefty 90-point lead in the standings.

Ingram led away from pole in race one as Breeze made a superb getaway from fourth to take second at Old Hall while front-row starter Andrew Richardson and Sharp squabbled.

Ingram, Breeze and third-placed Sharp were all incredibly evenly matched throughout, setting almost identical lap times. Breeze managed to grab the bonus point for fastest lap with a new lap record of

1m25.726s, but Ingram and Sharp were both within a few hundredths.

The trio proved to be the class of the field, finishing eight seconds ahead of Abbott who grabbed fourth from Jamie Orton, also back with TCR, on lap 12.

Jake Hill, replacing Breeze at Tollbar, impressed by rising from 11th on the grid to sixth on his G55 debut – his first race since October 2011.

“I managed to get a good start and kept a consistent gap... obviously Carl didn't make it easy,” said Ingram. “I'd never driven Oulton in the dry in this car before so I had to guess how quickly I could go into the corners on the first lap.”

Ingram's later victory in race two was made all the easier by Breeze's problems, but JHR Developments driver Ingram was nevertheless in supreme form as he doubled up.

Breeze defended for all he was worth and backed-up third-placed Sharp. Abbott made the most of an opportunity to slice past on lap seven at the hairpin.

Hill took an excellent fifth while Mark Davies comfortably won the G50 class twice.

Ginetta Junior title



Ingram leads the Ginetta G55 pack into Old Hall

contenders Niall Murray and Charlie Robertson encountered wildly contrasting fortunes – two wins for Murray enabling him to leap to the top of the standings.

Robertson dominated wet qualifying, more than a second to the good over his rivals, but contact in both races dropped him to third in the points behind Sennan Fielding.

Murray worked his way to the front of race one on lap eight, edging ahead of

increasingly impressive rookie Pepe Massot – who had led from the start – at the chicane.

Robertson's hopes of a podium were wrecked on lap six, though, when he had nowhere to go as Harry Woodhead spun on the exit of the hairpin. After nose-to-nose contact, Robertson recovered to fourth and Woodhead sixth.

Fielding came through to third and bettered that in the restarted second race to finish just 0.1s shy of Murray at the flag.

Robertson led the original race but it was red-flagged on the third tour following a huge excursion at Old Hall for car-racing debutant Ricky Collard – his machine coming to rest vertically over the first tyre barrier.

Massot led the six-lap rerun to begin with, but was bundled back to fourth at the chicane as Murray, Robertson and Fielding went through.

Fielding took second on lap three and then contact between Massot and Robertson, as Robertson just held third on the inside

at Hislops, pitched the former points leader into the barriers. He recovered to surprisingly post the fastest lap as Massot took third.

● Marc Orme

RESULTS

Ginetta GT Supercup (15 laps)

1 Tom Ingram; 2 Carl Breeze +4.646s; 3 Tom Sharp; 4 Hunter Abbott; 5 Jamie Orton; 6 Jake Hill. **G50 winner** Mark Davies. **FL** Breeze

1m25.726s (93.47mph) **record.** **Race 2 (15 laps) 1 Ingram;** 2 Breeze +9.170s; 3 Abbott; 4 Sharp; 5 Hill; 6 Orton. **G50** Davies. **FL** Ingram 1m26.417s (92.73mph).

Points 1 Sharp, 358; 2 Ingram, 268; 3 Breeze, 253; 4 Abbott, 200; 5 Josh Wakefield, 168; 6 Colin White, 162.

Ginetta Junior (11 laps) 1 Niall

Murray; 2 Pepe Massot +1.506s; 3 Sennan Fielding; 4 Charlie Robertson; 5 Oli Basey-Fisher; 6 Harry Woodhead. **CW** Massot.

FL Murray 1m40.321s **record.**

Race 2 (6 laps) 1 Murray; 2 Fielding +0.162s; 3 Massot; 4 Woodhead; 5 Keith Donegan; 6 Ollie Chadwick. **CW** Massot. **FL** Robertson

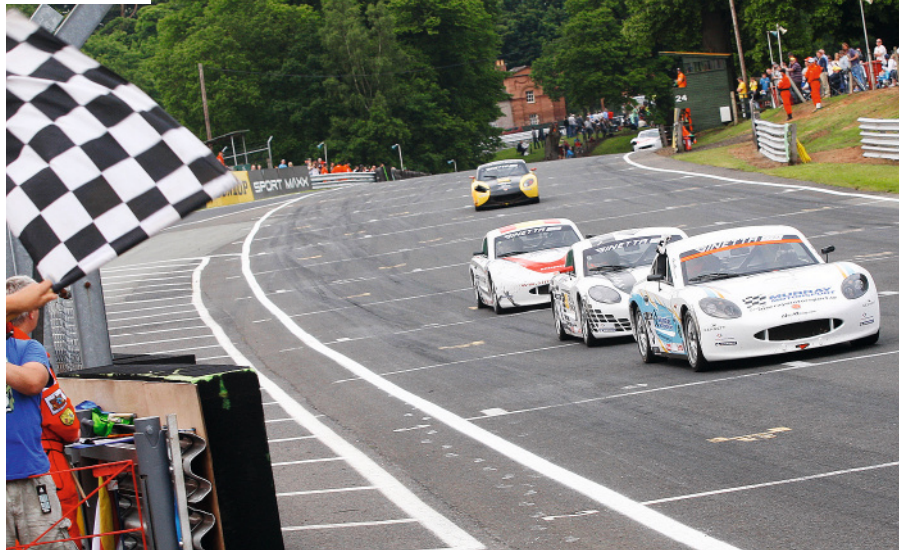
1m41.567s (78.89mph).

Points 1 Murray, 210; 2 Fielding,

190; 3 Robertson, 185; 4 Woodhead, 142; 5 Massot, 120;

6 Andrew Watson, 120.

Murray won twice but it was tight



NASCAR SPRINT CUP POCONO (USA), JUNE 10, RD 14/36

Logano finally doubles up with Pocono victory

AFTER ALMOST THREE YEARS' wait, Joey Logano finally scored his second NASCAR Cup win following an emphatic display around Pocono.

The Joe Gibbs Racing man put his Toyota Camry on pole, but soon lost the lead to Penske's charging Brad Keselowski. However, Logano stayed in touch during the various long cautionless periods through the middle of the race to ensure that he was in a position to make a move for the top spot when the final restart came with 20 laps to go.

Michael Waltrip Racing veteran Mark Martin led, but Logano was perfectly placed in his slipstream. A little bump-'n'-run created the gap and Logano dived through it to become the first polesitter to win in 32 races.

"I didn't want to get into

Mark there, but I kinda ran into him at speed," said Logano. "It's awesome to finally get into Victory Lane again."

One of the keys to Logano's success was to avoid picking up a pitlane speeding penalty. Repainting at the track meant the timing beams were moved, and this caught out a number of teams and resulted in an unprecedented 18 penalties.

This effectively removed the Hendrick Motorsport Chevy of Jimmie Johnson from contention after he was penalised for speeding while taking his punishment for a previous offence! He still fought back to finish fourth.

Tony Stewart brought his Stewart Haas Impala home in third, while Logano's team-mate Denny Hamlin, who led in the middle of the race before a dead battery slowed him, took fifth.



Logano finally took his second NASCAR win

Roush Fenway's Matt Kenseth is now the points leader following a solid run to seventh, while his team-mate Greg Biffle has dropped to third after taking the chequer in 24th, the last lead-lap runner.

● Connell Sanders Jr

RESULTS

1 Joey Logano (Toyota Camry), 160 laps in 3h03m12s; 2 Mark Martin (Toyota), +0.997s; 3 Tony Stewart (Chevrolet Impala); 4 Jimmie Johnson (Chevy); 5 Denny Hamlin (Toyota); 6 Clint Bowyer (Toyota); 7 Matt Kenseth (Ford Fusion); 8 Dale Earnhardt Jr

(Chevy); 9 Paul Menard (Chevy); 10 Jamie McMurray (Chevy).
Points 1 Kenseth, 523; 2 Earnhardt, 513; 3 Greg Biffle, 507; 4 Hamlin, 504; 5 Johnson, 493; 6 Kevin Harvick, 470; 7 Martin Truex Jr, 465; 8 Stewart, 448; 9 Bowyer, 443; 10 Brad Keselowski, 426.

GRAND-AM MID-OHIO (USA), JUNE 9, RD 6/12

Westbrook is too good for Pruett in Mid-Ohio showdown

RICHARD WESTBROOK MOVED firmly into title contention by virtue of his second road course victory of the season for Spirit of Daytona Racing.

The Briton's Pratt & Miller-built Coyote Corvette DP came out on top at Mid-Ohio, just as it did in March at the similarly challenging Barber Motorsports Park track, after a typically exciting race.

Canadian Michael Valiante drove a strong opening stint, passing

a fast-starting Ricky Taylor (Wayne Taylor Corvette) on lap seven and then taking over the lead on lap 18 when the power steering abruptly failed on polesitter Jon

Fogarty's Bob Stallings Corvette. Valiante then relinquished his advantage briefly during pitstop rotations, and Westbrook held off a determined

challenge from veteran Scott Pruett (Ganassi Riley) in the closing stages to claim victory.

"I just had to finish off the good work [Valiante] had done because he put us in this position today," said Westbrook.

Pruett drove a typically forceful race, passing Taylor's co-driver Max Angelelli for second with a bold move at the end of the long main straight.

Veteran Bill Auberlen and Paul Dalla Lana claimed a first win of the season for

Turner Motorsport and BMW in the GT class.
● Jeremy Shaw

RESULTS

1 Michael Valiante/Richard Westbrook (Coyote Corvette DP), 111 laps in 2h45m52.182s; 2 Memo Rojas/Scott Pruett (Riley-BMW MkXXVI), +0.236s; 3 Terry Borchellor/David Donohue (Corvette DP); 4 Alex Popow/Lucas Luhr (Riley-Ford MkXI); 5 Enzo Potolicchio/Ryan Dalziel (Riley-Ford MkXXVI); 6 Darren Law/Joao Barbosa (Corvette DP). **Points** 1 Rojas/Pruett, 170; 2 Potolicchio/Dalziel & Donohue, 168; 4 Westbrook, 167; 5 Law, 166; 6 Popow/Luhr, 162.



Valiante battled Fogarty early on



CURRENT STANDINGS

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

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Joey Logano shot up nine spots to 39th on the back of his second career NASCAR Sprint Cup victory at Pocono. Mark Martin gained five spots to move to 44th after finishing second, and Tony Stewart jumped five places to 11th after completing the top three.

To see the full list, visit castroldriverrankings.com



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INTERNATIONAL RACES & RESULTS
ADAC GT MASTERS
 Sachsenring (D), Rd 3/8

QUICK RESULTS
 → Race 1 Daniel Keilwitz/
 Diego Alessi
 → Race 2 Kristian Poulsen/
 Christoffer Nygaard
 → Poles Keilwitz/Alessi x2

RACE RATING ★★☆☆☆ Pitstops played too much of a part in the outcome

REPORTS
WORLD OF SPORT

ADAC GT MASTERS SACHSENRING (D), JUNE 9-10, RD 3/8

Corvette success for Keilwitz/Alessi



The Callaway Corvette was too fast in race one

WITH A VICTORY AND A fourth place, German/Italian Callaway Corvette pairing Daniel Keilwitz and Diego Alessi extended their ADAC GT Masters points lead at the Sachsenring. Qualifying for race one was cancelled after Carsten Tilke crashed his Prosperia Audi into

the Armco barriers, damaging them beyond immediate repair. As a result, the series positions determined the starting grid, allowing Keilwitz and Alessi to start from pole. They led all the way to take the chequered flag for their second win of the season. Alpina BMW pairing Dino

Lunardi and Maxime Martin looked set for second until a flat right-rear tyre forced Martin to pit with 10 minutes to go. This handed second place to Nico Verdonck/Jesse Krohn in the Lambda Ford GT, who had moved ahead of Mercedes-pairing Sebastian Asch/Maxi Gotz during the stops. The Germans made sure they banked some points by holding on to finish third in the MS Racing-run SLS.

Keilwitz and Alessi led again for the better part of race two, but a delay during their stop handed the lead to Danes Kristian Poulsen/Christoffer Nygaard, who went on to score the first series win for the Aston Martin V12 Vantage.

Audi drivers Edward Sandstrom/Christopher Mies were second from Abdulaziz Al Faisal and Formula 2 champion Mirko Bortolotti. The Saudi-Italian pairing were happy to score a podium finish with their

Schubert BMW Z4 on their championship debut. ● Rene de Boer

RESULTS

Race 1 1 Daniel Keilwitz/Diego Alessi (Chevrolet Corvette Z06.R), 43 laps in 1h01m03.633s; 2 Nico Verdonck/Jesse Krohn (Ford GT), +1.996s; 3 Sebastian Asch/Maxi Gotz (Mercedes SLS AMG GT3); 4 Kristian Poulsen/Christoffer Nygaard (Aston Martin V12 Vantage); 5 Dominik Baumann/Hari Proczyk (Mercedes); 6 Andreas Wirth/Heinz-Harald Frenzen (Corvette).

Race 2 1 Poulsen/Nygaard, 43 laps in 1h01m06.915s; 2 Christopher Mies/Edward Sandstrom (Audi R8 LMS), +1.222s; 3 Abdulaziz Al Faisal/Mirko Bortolotti (BMW Z4); 4 Keilwitz/Alessi; 5 Toni Seiler/Frank Kechele (Corvette); 6 Claudia Hürtgen/Dominik Schwager (BMW Alpina). **Points** 1 Keilwitz/Alessi, 85; 2 Asch/Gotz 56; 3 Poulsen/Nygaard 51; 4 Jeroen den Boer/Simon Knap 49; 5 Maxime Martin/Dino Lunardi 47; 6 Hürtgen/Schwager 44.

IN BRIEF



Sauter was smoking hot

NASCAR TRUCK SERIES

Almost a year after being denied a win at Texas Motor Speedway, Johnny Sauter took his revenge with a stunning victory under lights last Friday. Sauter passed ThorSport Toyota team-mate Matt Crafton with 20 laps left.

GERMAN F3 CUP

Motopark/Lotus driver Kimiya Sato had a near-perfect weekend at the Sachsenring with two wins and a second. Van Amersfoort Racing's Rene Binder took race two, while Briton Tom Blomqvist had two podiums on his series return with Eurointernational.

ITALIAN F3

Prema Powerteam was almost unstoppable at Mugello, with team-mates Eddie Cheever and Brandon Maisano winning the first two races of the weekend. Team Ghinzani's Robert Visoio chipped in with a race-three win.

ADAC FORMEL MASTERS

Neuhauser Racing's Gustav Malja won race one at the Sachsenring from Motopark/Lotus drivers Marvin Kirchhofer and Indy Dontje, before the Swede doubled up the next day. Race three was abandoned after a crash.

EURO NASCAR

Romain Iannetta (Ohres Dodge) and Ander Vilarino (Santander Chevy) shared the wins at Spa. Vilarino won Saturday's sprint race, before Iannetta hunted him down to claim the 'endurance' win on Sunday. James Winslow was the best of the Brits with fourth in race one.



Eau Rouge, NASCAR-style

SUPER TC2000 GENERAL ROCA (RA), JUNE 10, RD 5/12

Lopez breaks through for Ford TC2000 victory

JOSE MARIA LOPEZ claimed a long-deserved Super TC2000 win aboard his PSG16 Ford Focus at General Roca.

After securing pole position, Lopez proceeded to win the grid-ordering Super Eight elimination race.

At the start of the main race, Emiliano Spataro, aboard one of the works Renaults, tried to steal the lead from Lopez into the first corner. But Lopez kept Spataro behind him, with

Facundo Ardusso (Peugeot 408), Leonel Pernia and Mariano Altuna (Renaults) tucked in behind.

Lopez worked hard to eke out a 1.2s gap over Spataro in the first seven laps, before holding on to win after a mid-race safety car.

● Tony Watson

RESULTS

1 Jose Maria Lopez (Ford Focus), 31 laps in 50m20.985s; 2 Emiliano Spataro (Renault Fluence), +1.941s; 3 Facundo Ardusso (Peugeot 408); 4 Agustin Canapino (Chevrolet Cruze); 5 Leonel Pernia (Renault); 6 Mariano Werner (Toyota Corolla). **Points** 1 Werner, 92; 2 Matias Rossi, 83; 3 Nestor Girolami, 73; 4 Spataro, 62; 5 Caca Bueno, 60; 6 Christian Ledesma, 56.



Lopez Ford out front

SUPER GT SEPANG (MAL), JUNE 10, RD 3/8

Kogure and van Dam take lights-to-flag Sepang win



Kogure led from the start

Daisuke Ito and Kazuya Oshima started last in GT500 due to an engine failure in qualifying, but the Le Mans Lexus made a superb charge through the field to snare the final podium position.

● Jiro Takahashi

TAKASHI KOGURE AND CARLO van Dam won the latest Super GT round at Sepang last Sunday aboard their Dome-run Weider Racing Honda.

After qualifying fastest, Kogure made a good start to lead the Yuji Tachikawa/Kohei Hirate Lexus in the early stages of the race.

Kogure pitted after 28 of the 53 laps, handing the car over to Dutchman van Dam. While Tachikawa was able to put some pressure on the leader, van Dam held on to take his first series win.

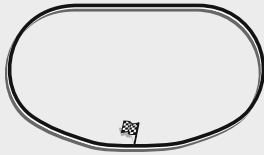
RESULTS

1 Takashi Kogure/Carlo van Dam (Honda HSV O10), 53 laps in 1h47m52.531s; 2 Yuji Tachikawa/Kohei Hirate (Lexus SC430), +3.016s; 3 Daisuke Ito/Kazuya Oshima (Lexus); 4 Juichi Wakisaka/Hiroaki Ishiura (Lexus); 5 Tsugio Matsuda/Joao Paulo de Oliveira (Nissan GT-R); 6 Takuya Izawa/Naoki Yamamoto (Honda). **Points** 1 Tachikawa/Hirate, 38; 2 Izawa/Yamamoto, 35; 3 Wakisaka/Ishiura, 30; 4 Kogure/van Dam, 26; 5 Satoshi Motoyama/Michael Krumm, 22; 6 Toshihiro Kaneishi/Kodai Tsukakoshi 20.

TEXAS

UNITED STATES

June 8-9
IndyCar Series
Round 7/16



AT A GLANCE

- Winner **Justin Wilson**
- Pole **Alex Tagliani**
- Most laps led **Scott Dixon**
- Fastest lap **Ryan Briscoe**



'Tag' took first pole of 2012

Wilson is the Texan tamer

Briton Justin Wilson came out on top of a tough scrap in Texas to give team boss Dale Coyne only his second series win



IT WAS TEXAS, BUT NOT AS we knew it. For years the poster child for pack racing, the track was reinvented last weekend when moves by IndyCar to stop the cars running in bunches and put the onus back onto the drivers delivered a contest that blew all the accumulated wisdom regarding how to go racing at the fearsome 1.5-mile oval out of the window.

Gone are the days where the cars could comfortably spend all evening running lap after lap flat-out. Changes made by the series in consultation with the drivers (see panel, right) stripped away the

downforce, resulting in less grip, a shorter tyre life, a substantially more difficult car to drive and, when it was all over, a field full of drivers exhausted and exhilarated in equal measure.

Happiest of all of them was Justin Wilson, who capitalised on a late error by Graham Rahal to deliver his first-ever win on an oval. His victory was not just a matter of simple opportunism, though. Right through the second half of the race, it was clear that the Dale Coyne car was capable of lapping quicker across the full length of its stint than pretty much anything else, regardless of where it

happened to be in the field. It was no fluke that when Rahal hit the wall with two laps remaining, it was Wilson who was positioned to take advantage, and nor was it certain that he wouldn't have passed the Ganassi car anyway had the mistake never happened.

Wilson's race had been dealt an early blow when he was the victim of a mistake in pitlane by Simon Pagenaud, who misjudged the entry to his pitbox and managed to hit two of the tyres that were waiting to be fitted to his car, knocking one into Wilson's pitbox just ahead. Wilson, who had pitted at the same time, was

... and then got to perform a typical Texan celebration



RACE RATING

★★★★☆

Redefined what an IndyCar race on a 1.5-mile oval is all about

MILESTONE

Dale Coyne's second IndyCar win. Wilson took its first, too - at Watkins Glen in 2009



REPORT INDYCAR TEXAS

MARK GLENDENNING
reports



Dixon spun away the lead



Hinchcliffe (r) was on form all weekend

him, but stablemate Scott Dixon arguably had even more reason to feel disappointed. The New Zealander had taken the lead from polesitter Alex Tagliani early on and controlled more than half the race, only to lose the rear of his car and clatter into the wall.

"The rear just started to slide and then dipped down onto the apron and shot around again," he said. "I'm gutted."

For many, the rare sight of Dixon getting caught out was all the proof that was needed of how much of a handful the cars were in this revised aero form.

"You see how tough it is when a guy like Dixon makes a mistake," Rahal said. "That never happens."

There was also some self-sabotage on the Penske side of the fence. With around 40 laps to go, the lead trio consisted of Will Power, Ryan Briscoe and KV Racing's Tony Kanaan. Briscoe went to the outside on a restart to challenge his team-mate for the lead, and while Power was preoccupied with what his compatriot was doing, Kanaan tried to dive underneath him. Power reacted with a solid chop that damaged the nose of Kanaan's car, and earned the Australian a drive-through penalty.

"I had Briscoe on the outside of me and Tony took me by surprise," a repentant Power said. ▶

Five degrees of separation

After months of contemplation and debate over whether IndyCars could ever race – really race – around a high-banked, one-and-a-half mile oval, the answer was delivered by an additional 1/8th inch of bodywork.

Discussions over how to reduce the potential for pack racing had been going on for months, both within the series and among the drivers. The obvious answer was to reduce the downforce, making it more difficult to hold the throttle flat for an entire lap and returning the emphasis to the drivers.

The DW12 was tested at Texas for the first time in February in the hands of Ryan Briscoe and Tony Kanaan, whose feedback resulted in the downforce levels being reduced for the group test a couple of months later. But there were still concerns that the cars had too much grip, prompting IndyCar technical director Will Phillips to impose maximum rear-wing angles of minus five degrees

You only saw this pack shot at restarts



at the start of last weekend.

Dale Coyne's James Jakes said that was about five degrees less than he'd used at Indianapolis, and the difference was dramatic.

"It's a handful," he admitted. "I wouldn't want any less downforce than that, but I think it's OK."

But after sticking with that configuration for qualifying, some drivers were concerned that stripping the wing back that far brought the cars uncomfortably close to the line between being difficult to drive and unpredictable. Phillips' solution was to allow the use of a 1/8th inch gurney flap across the rear wing, and it was this that nailed the sweet spot between fierce and untamable.

No sign of the old Texas pack racing



forced to wait for the tyres – and various startled members of Pagenaud's pit crew – to get out of the way before he could make his own stop, and the delay dropped him towards the back of the field.

As big a setback as it was, it had come early enough to offer an opportunity for recovery, and over the next couple of stints the Brit steadily picked his way back up the field. He'd got himself up to second behind Rahal with a handful of laps left, and was just starting to think that was as good as it was going to get when he saw the Ganassi car glance the wall. Rahal was able to

gather himself up and continue, but his loss of momentum was enough for Wilson to skid past.

"It was tricky there in the final laps," Rahal said. "They told me Justin was coming, but he was still so far back I could barely see him in the mirror. I went through Turns 3 and 4, the car pushed, and normally it would grip up towards the exit, but I just didn't leave enough margin for error."

Wilson's victory margin was 3.9s, but the paddock was full of drivers who'd felt that they'd let a potential win slip away. Naturally, Rahal was keenly aware of what his mistake had cost

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Wilson nabbed lead from Rahal

“I couldn’t even shake your hand right now. My hand is so tired from death-gripping the steering wheel”

Andretti Autosport’s James Hinchcliffe

REPORT INDYCAR TEXAS



Hildebrand charged from 23rd to fifth



Barrichello never made it into the race

“I feel bad for him, because I ruined his day. And we ruined our own day as well, because we had one of the best cars out there. We could quite easily have won this race.”

An incensed Kanaan was forced to have his second nosecone change of the evening (the first had been caused by the team damaging his front wing with the manual jack when the airjack failed in the pits), and left him to finish the race with Rubens Barrichello’s spare nose attached to his car. Barrichello would have no need for it, the F1 veteran

having failed to make the start due to an engine problem. HVM’s Simona de Silvestro was also a non-starter after her car developed a problem with its fuel regulator.

The evening was only marginally less disastrous for reigning champion Dario Franchitti, who was fighting severe set-up problems from the outset and had to pit halfway through his first stint in the hope that the handling could be improved. That stop knocked him off the lead lap, and he was never able to find a way back into the race.

A few drivers took

advantage of the new style of Texas racing to roll the dice strategically, particularly Andretti driver James Hinchcliffe. The Canadian had been among the leaders during the early stages and decided to try to stay out longer than then-leader Dixon during one stint in the hope of making something happen for himself.

“We tried to play it a bit different,” he said. “Ultimately, that might not have been the best call.” Nevertheless, he managed to finish fourth, 5s down the road from Briscoe.

But at the end of the

night, the talk was not so much of individual incidents as it was the style of racing itself. No-one could remember a race in which the order was so fluid. Rahal noted that “under yellows you’d look up at the leaderboard, and it would be different every time you went by”. Positions changed constantly, cars were visibly on edge right through the stints, and in-car shots

showed drivers sawing the wheel in an effort to retain some modicum of control. It was spellbinding to watch, if a little draining on those in the hot seat.

“None of us really ‘enjoyed’ it, because it was just so hard,” said Briscoe. “I was fighting a really, really loose car at the end. But that was real racing, not pack racing. That’s the way it should be. ☘



Franchitti lost three laps with unscheduled stop

RESULTS

IndyCar Series, round 7 of 16, Texas Motor Speedway (USA), June 9

GRID	
1 TAGLIANI 215.691mph	2 FRANCHITTI 215.646mph
3 RAHAL 215.554mph	4 DIXON 215.331mph
5 POWER 215.116mph	6 HINCHCLIFFE 214.920mph
7 KANAAN 214.701mph	8 ANDRETTI 214.424mph
9 PAGENAUD 214.082mph	10 BRISCOE 214.060mph
11 SERVIA 213.957mph	12 BARRICHELLO 213.949mph
13 H-REAY 213.927mph	14 VISO 213.444mph
15 C-NEVES 213.402mph	16 KIMBALL 212.833mph
17 WILSON 212.136mph	18 CONWAY 214.458mph*
19 CARPENTER 211.643mph	20 SATO 214.196mph*
21 JAKES 211.245mph	22 LEGGE 210.543mph
23 HILDEBRAND 202.596mph	24 SILVESTRO 204.066mph
25 NEWGARDEN No time	

228 LAPS, 331.7 MILES

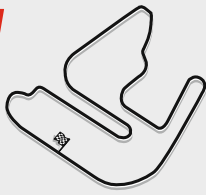
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Justin Wilson (GB)	Dale Coyne Racing	Dallara-Honda DW12	1h59m02.0131s	17
2	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda DW12	+3.9202s	3
3	Ryan Briscoe (AUS)	Team Penske	Dallara-Chevrolet DW12	+5.8619s	10
4	James Hinchcliffe (CDN)	Andretti Autosport	Dallara-Chevrolet DW12	+10.4511s	6
5	JR Hildebrand (USA)	Panther Racing	Dallara-Chevrolet DW12	+18.7749s	23
6	Simon Pagenaud (F)	Schmidt-Hamilton Motorsports	Dallara-Honda DW12	+21.3383s	9
7	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet DW12	-1 lap	15
8	Will Power (AUS)	Team Penske	Dallara-Chevrolet DW12	-1 lap	5
9	Alex Tagliani (CDN)	Bryan Herta Autosport	Dallara-Honda DW12	-1 lap	1
10	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda DW12	-1 lap	21
11	Tony Kanaan (BR)	KV Racing Technology	Dallara-Chevrolet DW12	-1 lap	7
12	Ed Carpenter (USA)	Ed Carpenter Racing	Dallara-Chevrolet DW12	-1 lap	19
13	Josef Newgarden (USA)	Sarah Fisher Hartman Racing	Dallara-Honda DW12	-2 laps	25
14	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda DW12	-3 laps	2
15	Katherine Legge (GB)	Dragon Racing	Dallara-Chevrolet DW12	-4 laps	22
16	Mike Conway (GB)	AJ Foyt Racing	Dallara-Honda DW12	-4 laps	18
17	Marco Andretti (USA)	Andretti Autosport	Dallara-Chevrolet DW12	-6 laps	8
18	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda DW12	173 laps-accident	4
19	EJ Viso (YV)	KV Racing Technology	Dallara-Chevrolet DW12	129 laps-lost power	14
20	Ortol Servia (E)	Panther/Dreyer & Reinbold Racing	Dallara-Chevrolet DW12	89 laps-fuel pressure	11
21	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Chevrolet DW12	66 laps-lost power	13
22	Takuma Sato (J)	Rahal Letterman Lanigan Racing	Dallara-Honda DW12	63 laps-accident	20
23	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda DW12	29 laps-accident	16
24	Rubens Barrichello (BR)	KV Racing Technology	Dallara-Chevrolet DW12	did not start-engine	12
25	Simona de Silvestro (CH)	HVM Racing	Dallara-Lotus DW12	did not start-fuel system	24

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	256
2	Dixon	220
3	Hinchcliffe	208
4	Castroneves	203
5	Pagenaud	199
6	Franchitti	192
7	Hunter-Reay	181
8	Briscoe	177
9	Kanaan	160
10	Wilson	156

Winner’s average: 162.245mph.
Fastest lap: Briscoe, 24.5170s, 213.647mph.
Qualifying: Each driver has a two-lap run with the total time determining their grid position.
*10-place grid penalty

ROCKINGHAM

 GREAT BRITAIN
June 9-10
British Formula 3
Round 4/10



AT A GLANCE

- Wins Jaafar/Tincknell/Harvey
- Poles Harvey x 2
- Fastest laps van Asseldonk/
Fantin/Harvey



Fastest laps for Fantin and van Asseldonk



Red, white and blue celebration

In the wake of the Diamond Jubilee, Brit Jack Harvey's patriotically-liveried Racing Steps-backed car was supreme. But it's Jazeman Jaafar who tops the points

Men of the weekend:
Harvey leads Jaafar

JAZEMAN JAAFAR MIGHT HAVE propelled himself to the top of the British Formula 3 table at Rockingham, but no-one had an answer to the speed of Jack Harvey.

While Jaafar's victory in the first race set him up for a strong weekend, and ended his seesawing battle with Carlos Sainz Jr for the points lead, it was Harvey's performance in race three that left everybody gasping.

He won the race by a staggering 22.2 seconds, pulling away by a second per lap for much of the distance. There were 27 flying laps on Sunday afternoon, during which he set the 17 fastest laps of the race. And of those 27 flying laps, he pulled away

from every car in the field on the first 26. Only on the final lap, when he slowed to wave to his pit crew, was he not the fastest man on track.

The down-to-earth Lincolnshire lad had hinted at such superiority in qualifying. He was more than 0.5s in front when everyone pitted to take their second sets of tyres. Although Alex

Lynn sliced the gap, Harvey then extracted another two tenths from his Carlin Dallara-Volkswagen.

At the time, Harvey professed to a "little bit of an issue" with understeer on his second set of Cooper rubber. Although he added that "it obviously wasn't disastrous", in hindsight the fact that he was 'only' 0.2s up at this

"Yesterday I was feeling rubbish. I felt I'd let a lot of people down"

Jack Harvey made up for his first-race getaway

point suggests that this was costing him a fair chunk.

Harvey then got a shocker of a start for race one, and Lynn's wasn't much better, so Jaafar surged ahead of both of them into a lead he would not surrender.

The Malaysian, in a sister Carlin machine to Harvey's, was disappointed with his qualifying session, in which he spun at Pif-Paf chicane on his first set of tyres and disrupted his rhythm. He

was also one of five drivers penalised for running too wide at the fast Gracelands right-hander, although his loss of one lap time did not affect his grid position.

While Jaafar took the win, Harvey circulated in fifth behind a trio of Fortec Motorsport Dallara-Mercedes, in the hands of Lynn, Felix Serralles and Hannes van Asseldonk.

"They held the lights for a long time and I was on the clutch," explained Harvey. "I then brought it back in to be safe, but as I released the brakes I didn't really move."

Jaafar's lightning departure provided an interesting contrast on a weekend when Carlin had adopted a new



Team boss Trevor Carlin with Harvey

RACE RATING

★★★☆☆

Fair bit of passing in race two, then enjoyable to watch artistry of Harvey

MILESTONE

First race win of the 2012 season for Harry Tincknell



REPORT BRITISH F3 ROCKINGHAM

MARCUS SIMMONS reports



start procedure, having been left wanting against the Fortec squad at earlier rounds. It had been trialled at the recent Rockingham test and focuses on the driver's 'preloading' of the car with clutch and brake application before the getaway.

If it was this with which Harvey was struggling (his start in the reversed-grid race wasn't great either), then he showed he was getting on top of it in the finale. "Today there was added pressure," he admitted, "because I knew I needed to make a good start. Yesterday I was feeling rubbish. I felt I'd let a lot of people down but the team just told me not to worry.

"Carlin have worked so hard. We felt Fortec had the upper hand in testing, but that didn't get us down. We've won all three races this weekend [for the first time since the Nurburgring last July] and got all five drivers on the podium. It shows how hard they've pushed.

"It's good to show that even if we may have an issue [with starts], we can get to the bottom of it."

Harvey's domination was built on a vast superiority through sector one, which accounts for more than half the lap and runs to just before Gracelands. He was 0.340s up here in qualifying – and 0.600s in race three!

Ex-F3 star Bruce Jouanny,

Lynn leads Serralles to a second place



who acts as Jaafar's mentor, said: "On the brakes into Deene, Jack is very good, and he's carrying better momentum out of Chapman Curve and through Pif-Paf. But he's pulled something out of the bag this weekend. Very impressive.

"Jack had a tough time adapting from Formula BMW to the F3 driving style [in 2011] and sometimes that got him worried. Now that he's used to the car, and with his maturity, he's back to where he should be."

But it's Jaafar who sits atop the points, 13 clear of Harvey – a transformation to consistency for a formerly erratic driver. "Jaz now puts wheels every lap in the same place," added Jouanny. "His driving has gone from only instinctive to a lot more automatic. He has fantastic car control, and he has added self-control and precision. We just need to go back a

little to instinct for his quality performance."

Jaafar, in fact, was almost outscored by Lynn this weekend, who put in his best F3 round to date with two second places. With team-mates Serralles and van Asseldonk also having a strong, consistent trio of races, it was a good weekend for Fortec, but not the great one some had tipped the team for after testing.

"We didn't have our best set of tyres in that race," said Lynn after the finale, in which he held off Sainz, "and we think Jack had run his worst set in race two, so we weren't surprised he was quicker. He was just so quick there was nothing I could do about it."

No-one else could either. Even in the late stages, while using different gears in parts of the track to conserve his tyres, Harvey was blowing them away. This was an exquisite performance. 🏆

Dejected Sainz finds the wrong kinds of limits

Pre-weekend points leader Carlos Sainz Jr had a nightmare at Rockingham that had its roots in a track-limits penalty that sent him to the back of the grid, in company with Harry Tincknell and Pipo Derani.

Sainz in particular was fuming because, unlike the others, he had received no warning on the timing monitors during the qualifying session. He lost third on the grid, Tincknell fifth and Derani ninth due to running wide at the fast Gracelands right-hander.

In a delicious twist of irony, Tincknell's penalty, combined with a storming first lap to move up to seventh, was the biggest factor in his being in a position to win the reversed-grid race. After all, if he'd kept

his fifth on the grid and finished there, he'd have only been fourth on the grid for Sunday morning...

Instead, he headed Carlin team-mate Pietro Fantin as the duo took a comfortable one-two for the squad.

Meanwhile, Sainz's weekend went from bad to worse. A collision in race one damaged his nose and front wing. He finished eighth, earning reversed-grid pole, but was stripped of this for another track-limits violation (see News!) Running on his rooted first-race tyres in race two, he was pitched into a spin by Fahmi Ilyas.

Only in the final race did Sainz get a decent run to finish third, chasing runner-up Alex Lynn all the way.



He's Sainz, and he's rallying. Sadly, it's not in a Celica GT4

RESULTS

British Formula 3 International Series, round 4 of 10, Rockingham (GB), June 9-10

GRID	RACE 1 - 22 LAPS, 45.140 MILES	RACE 2 - 15 LAPS, 30.777 MILES	GRID	RACE 3 - 30 LAPS, 61.554 MILES	GRID									
POS DRIVER	TEAM	CAR	TIME	GRID	POS DRIVER	TEAM	CAR	TIME	GRID	POS DRIVER	TEAM	CAR	TIME	GRID
1 HARVEY 1:17.645	Jazeman Jaafar (MAL)	Carlin	DVW F312	29m18.055s	3	1 Tincknell	20m03.332s	2	2 LYNN 1:17.650	1 HARVEY 1:17.444	Harvey	40m11.308s	1	1
2 LYNN 1:17.841	Alex Lynn (GB)	Fortec Motorsport	DMB F312	+2.173s	2	2 Fantin	+0.645s	3	3 JAAFAR 1:17.802	2 Lynn	+22.240s	2	2	
3 JAAFAR 1:18.004*	Felix Serralles (USA)	Fortec Motorsport	DMB F312	+2.855s	5	3 Harvey	+11.211s	4	4 SAINZ 1:17.813	3 Sainz	+25.408s	4	3	
4 FANTIN 1:18.076	Hannes van Asseldonk (NL)	Fortec Motorsport	DMB F312	+6.718s	6	4 Serralles	+15.599s	6	5 TINCKNELL 1:17.921	4 Jaafar	+28.957s	3	4	
5 SERRALLES 1:18.385*	Jack Harvey (GB)	Carlin	DVW F312	+6.853s	1	5 van Asseldonk	+21.835s	5	6 ASSELDONK 1:18.011	5 van Asseldonk	+29.559s	6	5	
6 ASSELDONK 1:18.385*	Pietro Fantin (BR)	Carlin	DVW F312	+12.835s	4	6 Jaafar	+22.700s	8	7 FANTIN 1:18.072	6 Serralles	+31.728s	8	6	
7 ILYAS 1:18.884	Harry Tincknell (GB)	Carlin	DVW F312	+16.006s	13	7 Lynn	+23.323s	7	8 SERRALLES 1:18.283	7 Derani	+59.038s	9	7	
8 MCBRIDE 1:19.059	Nick McBride (AUS)	T-Sport	DN F312	+45.935s	8	8 Derani	+29.726s	9	9 DERANI 1:18.737	8 Ilyas	+1m02.842s	10	8	
9 UHRHANE 1:19.257	Pipo Derani (BR)	Fortec Motorsport	DMB F312	+53.243s	14	9 McBride	+31.077s	1	10 ILYAS 1:18.798	9 Fantin	+1m04.453s	7	9	
10 GODDARD 1:20.129	Carlos Sainz Jr (E)	Carlin	DVW F312	+1m03.563s	12	10 Ilyas	+31.342s	13	11 MCBRIDE 1:18.989	10 McBride	+1m05.654s	11	10	
11 PAD'CHEE 1:21.524	Spike Goddard (AUS)	T-Sport	DMH F308	+1m07.987s	10	11 Uhrhane	+31.687s	14	12 UHRHANE 1:19.112	11 Padayachee	-1 lap	14	11	
12 SAINZ 1:17.906**	Duvashen Padayachee (AUS)	Double R Racing	DMH F308	+1m08.672s	11	12 Sainz	+44.168s	10	13 GODDARD 1:20.129	12 Uhrhane	-2 laps	12	12	
13 TINCKNELL 1:18.038**	R Fahmi Ilyas (MAL)	Double R Racing	DMB F312	14 laps-acc	7	13 Padayachee	+54.468s	12	14 PAD'CHEE 1:21.356	R Tincknell	1 lap-acc damage	5	R	
14 DERANI 1:18.916**	Geoff Uhrhane (AUS)	Double R Racing	DMB F312	3 laps-acc	9	14 Goddard	+1m13.664s	11		R Goddard	1 lap-acc damage	13	R	

CHAMPIONSHIP

POS	DRIVER	PTS
1	Jaafar	137
2	Harvey	124
3	Sainz	117
4	Serralles	101

POS	DRIVER	PTS
5	Lynn	98
6	Tincknell	72
6	Fantin	72
8	Derani	70
9	van Asseldonk	52
10	McBride	30

CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Goddard	176
2	Padayachee	160

D=Da'llara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HWA; MH=Mugen Honda/Brown.

*Best time removed (Jaafar 1:17.936; van Asseldonk 1:18.193); **put to back of grid. Sainz was penalised 30 seconds in race one.

Race1 Winner's average: 92.43mph. Fastest lap: van Asseldonk, 1m19.063s, 93.42mph.

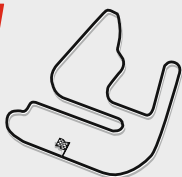
Race2 Winner's average: 92.07mph. Fastest lap: Fantin, 1m19.405s, 93.02mph.

Race3 Winner's average: 91.89mph. Fastest lap: Harvey, 1m18.627s, 93.94mph.

ROCKINGHAM

GREAT BRITAIN

June 9-10
British GT
Round 3/7



BRITISH GT AT A GLANCE

- Winners Steve Tandy/
Joe Osborne
- FL Phil Keen
- Pole Stephen Jelley



Aston sustained heavy damage in shunt

BRITISH GT ROCKINGHAM, JUNE 9-10

Unlikely lads take victory



Osborne kept his cool to become fifth winner of '12

TRACKSPEED PORSCHE PAIR

Joe Osborne and Steve Tandy became the fifth different winners of this highly competitive British GT season at Rockingham.

The duo wasn't really in contention during the first 60 minutes of this double-points, two-hour race, but a well-timed safety car just before the pit window at 50 minutes, coupled with slick pitwork, propelled the #32 997 GT3 R into the fight for victory.

After starting eighth, Tandy hadn't troubled the top 10 during the first half of the race, but Osborne lay just 5s adrift of the leading RJN Nissan GTR of Jann Mardenborough after the mandatory stops played out.

The safety car (to retrieve the Aston Martin Vantage GT3 of Andrew Howard, who crashed heavily at the banked Turn 1 following a slow puncture) eradicated a 15s lead built by Alex Buncombe in the Nissan during a first-half charge from ninth on the grid, but Playstation GT Academy winner Mardenborough still looked good defending the 5s he was left holding over Osborne after the stops.

But the Nissan struggles for traction, and is not kind

on its rear tyres. Before long, Mardenborough was battling to hang on and, when he outraked himself into Deene hairpin just before three-quarter

distance, Osborne grabbed a lead he wouldn't relinquish. "Sometimes, when people don't expect it, it comes," said Osborne. "The safety car made it for us, but this is a good circuit for me – I won in the Ginetta G50 Zytec here in 2009."

Mardenborough fell victim to a vicious cycle of rear-tyre wear and slumped to fifth, behind the #31 Trackspeed Porsche of Phil Keen and the Ferrari 458s of Allan Simonsen and Matt Griffin (enjoying a 30kg weight break).

These three chargers created a tense finish. Keen (in the Porsche started by 2010 champion David Ashburn) piled late pressure onto Osborne once through to second, but suffered in traffic. When he was badly baulked by the Motorbase Porsche of Michael Caine (which led early on but fell away with a cracked exhaust following a stop to replace loose camber shims) on the final run through Deene, Simonsen seized a chance to snatch second in the

Ferrari he shares with Hector Lester.

"We were lucky with the safety car, but we didn't put new tyres on and when I saw everyone else put new rubber on I thought we'd made a mistake," Simonsen said. "Moving forward was hard because I didn't have speed in the car, so I had to use my experience in traffic to get through."

Keen held on to finish third, resisting a last-ditch effort by Griffin to haul the Ferrari he shares with Duncan Cameron onto the podium. Griffin couldn't help but feel disappointed at finishing less than five seconds shy of victory, despite a 20s pitstop penalty for winning last time out at the Nurburgring. The fact that Cameron also mistakenly tried to stop under the safety car before the pit window opened also hurt MTECH's chances.

"We had a 20s penalty so we actually won the race by 15s!" quipped Griffin. "The safety car killed us because it effectively gave us a 20s penalty in a one-hour race. But this championship is about maximising every day and fourth is the maximum we could have done today."

Mardenborough was



RJN Nissan ran strongly again but fell away

pleased to keep Griffin and co at bay for as long as he did. He finished over 18s adrift of victory, but still 1s clear of the #33 Trackspeed Porsche of Jon Minshaw/Tim Harvey, which rounded out the top six.

That place probably should have gone to the #10 Motorbase example of Steve Parish/Stephen Jelley. Jelley qualified on pole and was on a late charge when he clashed with Speedworks' Chevrolet Corvette. Both cars spun and Jelley lost a bundle of time and his power-steering. He muscled the car home eighth, less than two seconds clear of the United Autosports Audi R8 LMS of Charles Bateman/Matt Bell, which ran as high as third in the second half of the race until switching temporarily into 'safe mode' and forcing its driver to stop momentarily

on the start-finish straight to rectify the problem.

● Ben Anderson

RESULTS (2 hours: 79 laps)

- 1 Steve Tandy/Joe Osborne (Porsche 997 GT3 R);** 2 Hector Lester/Allan Simonsen (Ferrari 458 Italia) +2.739s; 3 David Ashburn/Phil Keen (Porsche 997 GT3 R); 4 Duncan Cameron/Matt Griffin (Ferrari 458 Italia); 5 Alex Buncombe/Jann Mardenborough (Nissan GTR GT3); 6 Jon Minshaw/Tim Harvey (Porsche 997 GT3 R); 7 Alasdair McCaig/Oliver Bryant (BMW Z4 GT3); 8 Steve Parish/Stephen Jelley (Porsche 997 GT3 R); 9 Charles Bateman/Matt Bell (Audi R8 LMS); 10 George Murrells/Mike Simpson (Ginetta G55). **GT4** Warren Hughes/Jody Fannin (Ginetta G50). **Fastest lap** Keen 1m25.145s (86.75mph). **GT3 points** 1 Cameron/Griffin, 88; 2 Ashburn, 78.5; 3 Richard Westbrook, 56. **GT4** 1 Hughes/Fannin, 112.5; 2 Zoe Wenham, 82.5; 3 Sailesh Bolisetti/Phil Glew, 71.

MILESTONE

Antti Buri is the first driver to win all three races in one weekend in the new EcoBoost era of British Formula Ford



FORMULA FORD AT A GLANCE

- Race 1 **Antti Buri**
- Race 2 **Buri**
- Race 3 **Buri**
- Points leader **Buri**

REPORTS ROCKINGHAM

F3/GT SUPPORTS ROCKINGHAM, JUNE 9-10

Flying Finn Buri takes command in Formula Ford



Buri leads the field through the banking

ANTTI BURI TOOK A FIRM grip of the British Formula Ford title race by scoring a hat-trick at Rockingham.

The laconic Finn locked out pole in qualifying, recording three best times within 0.02s of each other to set himself up superbly for the races.

Buri's JTR Mygale came under pressure from the Jamun examples of Luke Williams and Jake Cook in the early stages of race one, until Buri clipped the tyres at Pif Paf and scattered them into the path of his pursuers. Cook fell back to fourth, behind team-mate Eric Lichtenstein, then retired when his EcoBoost engine cut out mysteriously shortly before half-distance.

Buri came on strong in the second half, as Williams struggled with his tyres. He eventually ran wide at Turn 1 with three laps to go, allowing Lichtenstein through into second. But the Argentinian was excluded for failing to take a drivethrough penalty for exceeding the track limits.

Williams got a 5s penalty for his track-limits offences and ran wide at the chicane with two laps to run, allowing Cavan Corcoran to complete a JTR one-two.

Jamun felt its Scholar engines were giving away speed to JTR's Mountune motors and altered its cars' set-ups in an effort to peg Buri back.

The red cars were much closer in the hotter weather of Sunday (with Cook twice beating Buri to fastest lap), but still fell short of denying the Finn victory.

Another fast start by Williams, who was generally slower than team-mates Cook and Lichtenstein, gave Buri a decisive break on the first lap of race two.

Once Cook came through to second he closed Buri down, but the JTR man responded during the middle phase of the race and victory was assured when Cook made a small mistake and fell back.

Cook chased Buri home again in the finale, which was interrupted by a safety car period to extricate Julio Moreno from his crashed JTR Mygale.

Lichtenstein had come through into second with a brilliant round-the-outside double pass on Corcoran and Cook on the first run through Deene, and he briefly grabbed the lead when Buri ran off the road at the chicane after the

restart. But Buri grabbed it back by diving underneath his rival at Turn 1.

As Buri completed his hat-trick, Lichtenstein joined Williams in retirement when his engine cut out, promoting Cook to another runner-up spot.

Gary Simms was the deserved winner of the first Ginetta GT5 race. He held off Mike Robinson at the start to lead. Robinson was then demoted to third by Sean Huyton at Tarzan, but gained the place back when Huyton outbraked himself at Deene. "That screwed me over a bit", said Huyton.

By lap four Robinson and Simms were nose to tail. This intense battle allowed a recovering Huyton to come back at the lead pair. He fought Robinson, allowing Simms to scarper, and dived up the inside at Tarzan on the penultimate lap to take second.

Robinson just held onto the lead from a fast-starting Simms in race two. Huyton started seventh, but was third by Tarzan.

Simms briefly took the lead at Tarzan on lap four, but Robinson soon muscled his way back by at Kirby. This allowed Huyton to take second from Simms a few

corners later, but he fell back after a hit from Thiago Calvet on the last lap.

Robinson took a second victory in race three. He got a good start from pole and managed to pull away as his pursuers squabbled.

Aaron Mason led the first VW Cup round from start to finish. He was pushed hard in the first half of the race by Howard Fuller, who was closing in before receiving a drivethrough penalty for not respecting the track limits.

Fuller made amends for his earlier mistakes in the second event. Joe Fulbrook led until Fuller took the lead at Deene on lap five.

"I was so careful about running wide," he said.

● Ben Anderson & Matt Upton



Robinson chases Huyton and Simms

RESULTS

British Formula Ford (13 laps)

1 Antti Buri (Mygale M12-SJ); 2 Cavan Corcoran (M12-SJ) +9.587s; 3 Luke Williams (M12-SJ); 4 Julio Moreno (M12-SJ); 5 Ryan Cullen (M12-SJ); 6 Fred Martin-Dye (M12-SJ). **Duratec winner** Matt Rao (Van Diemen LA09). **FL** Buri 1m25.395s (86.49mph).

Race 2 (13 laps) 1 Buri; 2 Jake Cook (M12-SJ) +1.377s; 3 Eric Lichtenstein (M12-SJ); 4 Williams; 5 Corcoran; 6 Martin-Dye. **DW** Olly Rae (Mygale SJ07). **FL** Cook 1m25.624s (86.26mph).

Race 3 (11 laps) 1 Buri; 2 Cook +2.671s; 3 Corcoran; 4 Martin-Dye; 5 Cullen; 6 Fabian Welter (Mygale SJ08). **DW** Welter. **FL** Cook 1m26.257s (85.63mph).

Points 1 Buri, 259; 2 Cook, 189; 3 Martin-Dye, 176; 4 Corcoran, 160; 5 Williams, 148; 6 Moreno, 144.

Ginetta GT5 Challenge (9 laps)

1 Gary Simms; 2 Sean Huyton +0.789s; 3 Mike Robinson; 4 Thiago Calvet; 5 Brad Bailey; 6 Graham Johnson. **G20 winner** Brian Murphy. **FL** Huyton 1m38.989s (74.61mph).

Race 2 (9 laps) 1 Robinson; 2 Simms +1.847s; 3 Clive Richards; 4 Ryan Ratcliffe; 5 Huyton; 6 Luke Davenport. **G20** Matt Nicoll-Jones. **FL** Calvet 1m39.560s (74.19mph).

Race 3 (12 laps) 1 Robinson; 2 Huyton +3.349s; 3 Richards; 4 Ratcliffe; 5 Rick Parfitt; 6 Davenport. **G20** Matt Flowers. **FL** Calvet 1m39.424s (74.29mph).

VW Racing Cup (13 laps)

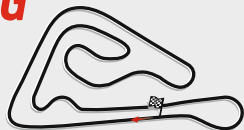
1 Aaron Mason (Golf Mk5 GTI); 2 James Walker (Scirocco R) +9.850s; 3 Joe Fulbrook (Bora 1.8T); 4 Jim Cartwright (Golf Mk5 GTI); 5 Thomas Wilson (Golf Mk5 GTI); 6 Howard Fuller (Golf Mk5 GTI). **FL** Mason 1m39.017s (74.59mph).

Race 2 (12 laps) 1 Fuller; 2 Walker +3.816s; 3 Fulbrook; 4 Mason; 5 Dominic Pettit (Jetta Sport); 6 Wilson. **FL** Fuller 1m38.588s (74.92mph).

SLOVAKIA RING

SLOVAKIA

June 9-10
FIA GT1 World Championship
Round 4/10



AT A GLANCE

- **Winners** Buurman/Bartels
- **Qual race** Vilander/Salaquarda
- **Pole** Frederic Makowiecki



Allinkl.com Mercs were solid as ever



BMW BoPs McLaren on head

A Balance of Performance verdict left the Hexis McLaren team up against it in Slovakia, and enabled the Vita40ne BMW pairing of Buurman and Bartels to win

McLaren problems gave BMW win

THE HEXIS RACING SQUAD and McLaren arrived at the Slovakia Ring expecting another good weekend after a double victory at Navarra last month. They did leave with a decent haul of points, although no wins. But most worrying, they headed for home with a truck loaded with three damaged engines and major concerns for the rest of the FIA GT1 World Championship.

The mood in the Hexis camp changed on the Thursday with a round-robin email from the FIA GT Committee, the body responsible for the so-called Balance of Performance. The result was that the two MP4-12Cs would be unable to use a key development that has been central to the team's steady progress back up the GT1 pecking order.

The email demanded that all cars must run "in similar configuration than the one evaluated at the BoP test conducted in Ladoux" (part of Michelin's Clermont-Ferrand test facility) before the start of the season.

"In particular," the email continued, "we don't expect the engine mapping to be altered further than what is required by a

reasonable adjustment to ambient conditions."

There was a clear threat from the FIA should anyone ignore its communication: a 100kg weight penalty.

That forced Hexis to revert to the mapping used at the start of 2012. And that was something that almost certainly cost the French team's lead pairing of Frederic Makowiecki and

Stef Dusseldorp victory in the Championship Race.

Reverting to the old engine map didn't have a major impact on the performance of the MP4-12C, witness Makowiecki's first pole position of the season. But it did impact on reliability.

'Mako' and Dusseldorp wouldn't have won Saturday's Qualifying Race on the 3.68-mile Slovakia Ring – the AF Corse Ferrari 458 Italia driven by Toni Vilander and Filip Salaquarda was too strong in the damp conditions at the start and finish of the race for that to happen – but they would probably have ended up second if not for engine problems that ultimately resulted in Makowiecki coasting across the line in ninth place.

The revised mapping has been focused on improving fuel consumption (the McLarens struggled to do the full hour at Zolder). McLaren was forced to lean off the engine to make it go the distance in Slovakia, and this affected its reliability.

A front-row grid position for the main event would surely have made all the difference. Makowiecki made rapid progress from the fifth row and was into the lead by lap seven.

The Frenchman went into the mandatory pitstops with a one-second lead over Yelmer Buurman in the best of the Vita4One BMW Z4s. That turned into a 7.5s deficit for Dusseldorp after the German team got Michael Bartels out of the pits in double-quick time and the McLaren



No repeat of Zolder win for Porsche

RACE RATING

★★★★☆

Hexis pit delay probably cost 20,000-strong crowd a thrilling finish

MILESTONE

Filip Salaquarda took his first car racing victory in qualifying event



REPORT WORLD GT1 SLOVAKIA

GARY WATKINS
reports



AF Corse duo took qualifying race

was momentarily delayed as another car dived into its pitbox.

Dusseldorf whittled away at the gap over the second half of the race, but was still 2.9s down when the chequered flag fell. Remember, a front-row starting position would surely have made all the difference...

Hexis boss Philippe Dumas also pointed out that a fresh pit crew could have changed things. Hexis has for two seasons been the benchmark in the pits, but a difficult week and then two overnight engine changes took their toll.

"I cannot blame my guys because they have worked so hard and had so little sleep," said Dumas. "They are completely dead."

Exactly how dead the engines in the back of McLaren's service truck were can only be a matter of conjecture until they are examined in the UK. The process by which the FIA came to make its demands on the engine mapping is even less clear.

The GT3 category that now provides the cars for the world championship is not a development formula, but there was a pretty broad agreement up and down the pitlane that McLaren had done nothing wrong. Except, perhaps, doing the double at Navarra.

"If they thought we were too fast," said Dumas, "they could have given us more weight or a small restrictor." And saved the team a lot of money. ☹

Vita4One still makes good calls

Michael Bartels's Vita4One Racing squad was never going to be out of the GT1 World winners' circle for long. The squad that won the inaugural title as Vitaphone Racing with Maserati is too good a team for that, and the BMW Z4 too strong a car.

The Bimmers may have been given 20kg of ballast since Navarra under the Balance of Performance rules, but they were still right in the ballpark in Slovakia. Combined with Vita4One's pitwork and the undoubted talents of Yelmer Buurman

that resulted in a third place on Saturday and victory when it mattered on Sunday, this propelled the Dutchman and his employer to the head of the points table.

Bartels and Buurman ended up third on Saturday, the Dutchman losing second at the start of the final lap to a flying Tomas Enge, who was lapping five seconds quicker and propelled his Reiter Lamborghini onto the podium from a delayed 13th.

Buurman dropped to fourth at the start of the Championship Race, but followed Frederic

Makowiecki past Markus Winkelhock and Filip Salaquarda on lap seven.

The BMW dropped away from the McLaren initially, before Buurman came back at the leader. The pitstop ultimately turned the race.

"This shows the spirit we had is back," said Bartels. "After one year off, we are back in the rhythm."

The All-Inkl.com Mercedes-Benz SLS AMG driven by Marc Basseng and Winkelhock followed up on its fourth place on Saturday with third in the Championship Race.

Vita4One BMW won Championship Race



RESULTS

GT1 World Championship, round 4 of 10, Slovakia Ring (SK), June 9-10

29 LAPS, 106.713 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Yelmer Buurman (NL)/Michael Bartels (D)	Vita4One Racing Team	BMW Z4 GT3	1h01m24.886s
2	Frederic Makowiecki (F)/Stef Dusseldorf (NL)	Hexis Racing	McLaren MP4-12C GT3	+2.951s
3	Markus Winkelhock (D)/Marc Basseng (D)	All-inkl.com Munnich	Mercedes-Benz SLS AMG GT3	+5.600s
4	Filip Salaquarda (CZ)/Toni Vilander (FIN)	AF Corse	Ferrari 458 Italia GT3	+17.260s
5	Frank Stippler (D)/Oliver Jarvis (GB)	WRT	Audi R8 LMS ultra	+30.511s
6	Stephane Ortelli (MC)/Laurens Vanthoor (B)	WRT	Audi R8 LMS ultra	+33.464s
7	Mathias Lauda (A)/Nikolaus Mayr-Melnhof (A)	Vita4One Racing Team	BMW Z4 GT3	+38.514s
8	Matt Halliday (NZ)/Mike Parisy (F)	Exim Bank China (Muhlner)	Porsche 911 GT3-R	+47.568s
9	Enzo Ide (B)/Francesco Castellacci (I)	AF Corse	Ferrari 458 Italia GT3	+50.789s
10	Thomas Jager (D)/Nicky Pastorelli (NL)	All-inkl.com Munnich	Mercedes-Benz SLS AMG GT3	+1m24.629s
11	Stefan Rosina (SK)/Darryl O'Young (PRC)	Reiter Engineering	Lamborghini Gallardo LP560	+1m33.829s
12	Milos Pavlovic (SRB)/Matteo Cressoni (I)	SUNRED	Ford GT	-1 lap
R	Gregoire Demoustier (F)/Alvaro Parente (P)	Hexis Racing	McLaren MP4-12C GT3	19 laps-engine
R	Tomas Enge (CZ)/Albert von Thurn und Taxis (D)	Reiter Engineering	Lamborghini Gallardo LP560	2 laps-steering
NS	Benjamin Lariche (F)/Andreas Zuber (A)	Exim Bank China (Muhlner)	Porsche 911 GT3-R	engine

GRID

2 BUURMAN 2:01.934	1 MAKOWIECKI 2:01.652
4 SALAQUARDA 2:03.001	3 STIPPLER 2:02.345
6 DEMOUSTIER 2:05.083	5 IDE 2:04.833
8 MELNHOF 2:02.861	7 VANTHOOR 2:02.724
10 VON THURN 2:03.198	9 BASSENG 2:02.984
12 PASTORELLI 2:04.881	11 O'YOUNG 2:03.331
14 PARISY* 2:03.080	13 LARICHE 2:06.867
	15 PAVLOVIC* 2:02.262

QUAL RACE: 25 LAPS, 91.994 MILES

POS	DRIVERS	TIME
1	Vilander/Salaquarda	1h01m26.548s
2	von Thurn und Taxis/Enge	+4.568s
3	Bartels/Buurman	+16.106s
4	Basseng/Winkelhock	+19.777s
5	Parisy/Halliday	+26.693s
6	Jarvis/Stippler	+37.847s
7	Cressoni/Pavlovic	+39.986s
8	Pastorelli/Jager	+51.851s
9	Dusseldorf/Makowiecki	+1m05.548s
10	Mayr-Melnhof/Lauda	+1m18.101s
11	Vanthoor/Ortelli	+1m21.780s
12	Castellacci/Ide	+1m23.159s
13	O'Young/Rosina	20 laps-DNF
R	Parente/Demoustier	15 laps-engine
NS	Zuber/Lariche	engine

CHAMPIONSHIP TABLE

POS	DRIVERS	PTS	POS	DRIVER	PTS
1	Bartels/Buurman	70	6	Vilander/Salaquarda	47
2	Makowiecki/Dusseldorf	64	7	Jarvis/Stippler	40
3	Winkelhock/Basseng	57	8	Halliday/Parisy	37
4	Ortelli/Vanthoor	50	9	Parente/Demoustier	27
5	Pastorelli/Jager	47	10	Enge/von Thurn	18

*Sent to back of grid

Winners' average: 104.25mph. Fastest lap: Parente, 2m03.124s, 107.59mph.

Qualification race winners' average: 89.83mph. Fastest lap: Makowiecki, 2m03.725s, 107.07mph.

Driver listed on grid set qualifying time. First-named driver in each car in table started the race.

Finishing order of qualification race determined grid for main race.

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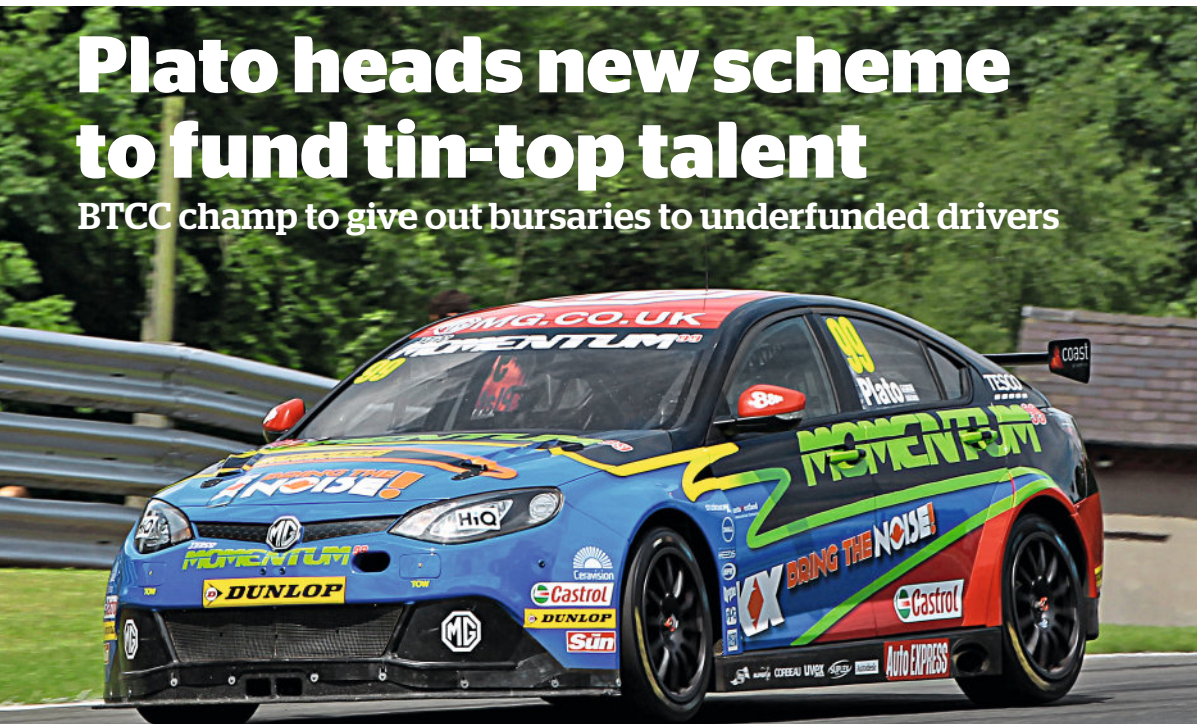
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DOUBLE BRITISH TOURING
Car champion Jason Plato will lead a new initiative to fund and support saloon car racers in the UK.

The KX Akademy will support two drivers this season, and up to four drivers and two motorcycle riders in 2013. Each selected competitor, aged between 18 and 30, will be provided with a substantial bursary, depending on individual circumstances. Exact levels of investment have yet to be revealed, but AUTOSPORT understands it will be in the region of five figures per driver. As well as the money, KX Akademy racers will receive media, financial and mental fitness training, and be mentored by Plato.

Candidates must be currently racing, or have a licence and be ready to race, rather than being new to motorsport.

They are also likely to be participating in a BTCC support or non-single-seater series on the British F3/GT package.

"We want to help some people get on and forge careers," said Plato. "They've got to have some good experience, good results and be worthwhile to help – we're not going to teach people how to drive."

"We're not looking for the next Formula 1 driver. We want to help talented, tenacious people who want to work."

The scheme is funded by the KX Energy Drink that also sponsors Plato's works MG6 in the BTCC. It will last for a minimum of three seasons, with the funded drivers selected annually.

"In a perfect scenario, it would be great to find people who have been struggling due to budget [constraints] and in three or four years see them being professional

racers – whether in touring cars, GTs or whatever," added Plato.

"We want to help those who haven't had backing or are working seven days a week at racing schools and have no time to chase sponsors. Without forging links with sponsors you're not going anywhere. I've put a lot of effort into learning all that, and I want to share it – how to put a proposal together, how to sell."

The 2012 drivers, who will be announced at Croft's BTCC round later this month, will be selected from those already competing on the TOCA package, the Renault Clio Cup, Ginetta Juniors, Ginetta GT Supercup or the Porsche Carrera Cup. The BTCC support bill has been chosen because of its TV platform and the knowledge KX and Plato already have of it, but future candidates could come from elsewhere.

"TOCA and British Superbikes are where the movers and shakers are, and have the coverage," said Plato. "TOCA is an area where, if drivers use it correctly, they can bring sponsors and guests."

Further criteria and application forms will be released soon, and a panel of judges, chaired by Plato and including media representatives, a commentator, bike racers and a KX marketing expert, will then assess applicants.

As well as those chosen, a number of others will be shortlisted and given 'Jason is watching you' stickers to highlight that they are leading candidates for future funding.

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com



THE TALE OF DRIVERS LACKING

sufficient funding to climb the ranks of professional motorsport is a familiar one. As more banks ask for bailouts, so the chances of drivers finding backers to help them chase their dreams diminish further.

That's why the new KX Akademy (started by the energy drink that supports Jason Plato's Triple Eight MG BTCC squad) is so welcome.

Our own McLaren AUTOSPORT BRDC Award and, more recently, the Racing Steps Foundation have put money into trying to push aspiring F1 drivers up the ladder, and this new scheme should provide similar support for wannabe tin-top acers.

The list of drivers who have floated around TOCA and the F3/GT paddocks without the backing to get into prized seats in the BTCC and British GT is a long one. If this new scheme can help solve this problem, then it is to be applauded.

There's no doubt this will be great marketing for KX Energy Drinks, which will have its logos all over the drivers it gives money to – and others it will shortlist for funds. And it's also great for Jason Plato. He has been a fine addition to our Award's judging panel in recent years, and it's to his credit that he wishes to use his wealth of experience to help out the next generation of tin-top superstars.

Extra contact details

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Plato (left) launches scheme with KX's David Beardmore and Heidi Johnson-Cash

PICS: EBREY/LAT

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Silverstone Classic

Jackson and Wrathall to Classic

BTCC aces will both race classic touring cars in the annual Silverstone extravaganza

Kaye raced 'Wrathall' Cavalier in '96 BTCC



BRITISH TOURING CAR frontrunners Mat Jackson and Frank Wrathall will make their historic racing debuts at next month's Silverstone Classic.

Jackson, who currently lies sixth in the BTCC, will share a Ford Lotus Cortina with Henry Mann. They will compete in the Under 2-litre Touring Cars event, for which the Alan Mann Trophy will be awarded in memory

of Henry's legendary team boss father, who died earlier this year.

Jackson, who was due to test the car at Brands Hatch today (Thursday), said: "Historics have always been something I've wanted to get into and the opportunity came up to run in an Alan Mann car, one of the leading teams of its day. It's an honour for Henry to invite us to something that will be close to his heart.

"I think it's going to be good and there are some quick guys who know historics. I don't know where we'll be, but I hope we'll be on the pace."

Wrathall will contest the Fujifilm Touring Car Trophy, which has so far attracted 37 entries, for cars built between 1970 and 2000, in an ex-BTCC Vauxhall Cavalier. The car is owned by Wrathall's chief Dynojet BTCC mechanic Jonny Westbrook,

who has also rebuilt it.

Wrathall, 25, said: "Everyone talks about the Super Touring era as a golden age so the experience of driving one should be brilliant.

"There'll be more powerful cars out there, but we should be quick."

The Cavalier was raced by Anthony Reid in the 1995 FIA Touring Car World Cup, and then in the BTCC by Richard Kaye and Jamie Wall.

MSV F3 Cup

Lynn to tackle MSV F3 at Spa

FORMER McLAREN AUTOSPORT BRDC Award finalist Alex Lynn is to contest this weekend's MSV F3 Cup round at Spa.

Lynn is on a circuit-learning exercise ahead of next month's British F3 round at the Belgian venue.

The 18-year-old will drive an ex-Alan Docking Racing Dallara-Mugen F302 run by Lanan Racing. The idea occurred to Lynn after he read a story in AUTOSPORT (May 31) saying that Aaron Steele would be contesting the event.

Lynn said: "Fortec [which runs him in F3] wanted me to learn Spa and



Lynn will take on Steele in Spa F3 Cup event

suggested a Formula Ford, but when I mentioned the MSV F3 race to Mick [Kouros, team manager] he got straight on the phone and sorted me a drive.

"If all goes to plan I'll get to Spa embroiled in a title fight for British F3, and I didn't want to be on the back foot."

Lanan's Graham Johnson added: "We weren't going to go, but because the lad's quick we decided we've got a chance."

Ginetta GT Supercup

Hill returns to action in G55 race

GINETTA RACING ACE JAKE HILL returned to the GT Supercup at Oulton Park last weekend, competing in the top G55 class for the first time.

Hill, 18, was a frontrunner in the G50 category last season, but lacked the funds to step up at the start of 2012. A late deal meant he joined Tollbar for Oulton. After diff issues, Hill qualified 11th before coming through to sixth and fifth in the races.

Father Simon Hill said: "Carl Breeze moved from Tollbar to TCR so the car was available. We'd wanted to get Jake out in

the Supercup and Ginetta wanted the car and him on the grid.

"We'd like to do the rest of the year, but we're budget-dependent."

Jake said: "The car was good but really tricky to find the limit in the circumstances, so I'm delighted to have been so competitive."



Hill finished in the top six

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British GT

Dean blasts British GT rules after Audi struggles at Rockingham

UNITED AUTOSPORTS TEAM BOSS

Richard Dean criticised British GT's Balance of Performance (BoP) after his drivers struggled for pace in qualifying at Rockingham last weekend.

Many tipped Charles Bateman and Matt Bell as title favourites for 2012, but they have yet to finish on the podium and lie 13th in the standings, 67 points adrift of leading Ferrari 458 duo Duncan Cameron/Matt Griffin.

Dean hit out at adjustments designed to equalise the cars, after the 458s gained a 30kg weight-break for the Rockingham event.



Audi R8 qualified 16th at Rockingham

"We've got some good drivers, but we've been outqualified by Ginettas and a Chevron - it's laughable," said Dean, after watching his car qualify 16th, two seconds slower than the polesitting Motorbase Porsche of Stephen Jelley. "Everyone was complaining our driver line-up was too strong, but if we're two seconds off in qualifying what does that say about BoP? Not in line."

"The Porsche is out of balance and I don't understand how the Ferrari won at Nurburgring and got weight taken off. It's an opposite philosophy to how I understand BoP works."

Championship manager Benjamin Franassovici said he was happy with the way BoP is working in British GT.

"The Ferrari wasn't the fastest at Nurburgring and there was 1s across the top 10 in qualifying here," he said. "The Audi had a bigger restrictor and an aero change, but there's always going to be someone unhappy."

Ginetta Junior

Collard Jr targets single-seaters

RICKY COLLARD, SON OF BRITISH Touring Car racer Rob, is likely to step up into single-seaters next season after making his car-racing debut in Ginetta Junior at Oulton Park last weekend.

The Racing Steps Foundation-backed karter passed his ARDS test the week before the event and qualified his Tollbar G40 11th in the 13-car field. He finished 11th in race one and then escaped a heavy crash in race two.

"I pushed a bit too hard, locked the rears and went into the wall," said the 15-year-old. "The weekend was a good experience, it's just not

Collard Jr had an eventful weekend at Oulton



the way I wanted it to finish.

"RSF want to put me in single-seaters, probably InterSteps or Formula Renault."

Father Rob added: "Ricky was going really well, it's just a shame the way it ended. I was very nervous watching him!"

Radical UK Cup

Fastest man on earth to Brands race

WORLD LANDSPEED RECORD

holder Andy Green will race a Radical SR3 RS in the UK Cup at this weekend's Brands Hatch Mini Festival.

The RAF Wing Commander will share the car, wearing entry number #1000,



Green will race Radical SR3 RS

with motoring journalist Chris Harris. Green will use the races to help prepare for his Bloodhound SSC project, which is aiming for a 1000mph world land speed record attempt next year.

Green said: "The benefit of using the SR3 RS in a race environment is to hone my physical and psychological responses ahead of the record attempt. As a high-performance-yet-forgiving racecar it is ideal for the purpose."

"Recognising the rapidly changing grip and stability of a racecar in race conditions is important."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



FIA doesn't have great recent record with historic

This weekend is one historic racers should dread. The World Motor Sport Council of the Federation International de l'Automobile is expected to rubber-stamp a motion that will torpedo the sport they love by regulating many popular competitions out of existence.

The focus on dozens of championships - or looser series of essentially amateur events - in which more than one 'round' is run outside the territory of registration, will bring hundreds of races the world over into the FIA's gunights.

In reality, the bureaucrats in Switzerland are likely to focus on those on its European doorstep. They will be considerably easier to police, although the inflated cost of doing this will inevitably be borne by competitors.

Among the targets, I hear, are Masters promotions (for which championship status was granted via official channels) U2TC, GTSCC, HGPCA and even the HSCC-run Historic F2 - which it rescued - and fledgling Martini Trophy.

If the FIA's apparent will is to control, regulate and tax everything within motorsport's only sustainable growth area in a global recession, what benefits can be expected? Cynical racers will say "nothing", based on what hundreds of thousands of pounds levied on Historic Technical Passports for

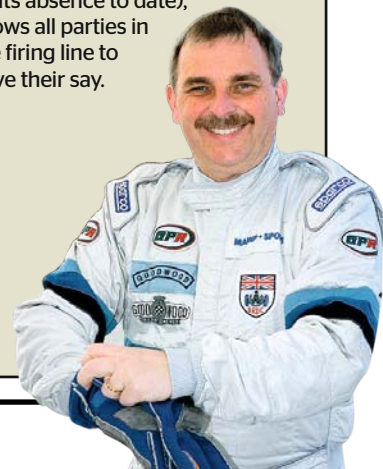
competition cars have done for them.

That the World Council should wield such power when voting delegates from nations in which a racing car has never been seen can tip the balance is democracy gone mad. Then again, some decisions from FIA specialists indicate no conception of the logistics of running historic cars. It's easier for those flown to Geneva on expenses to follow the underlying mood than to rebel in favour of informed choice.

No matter how blinkered some delegates may be, the FIA has a lamentable record in promoting historic racing. It sanctions only two championships now: Historic F1, which is dead (don't be fooled by the bumper turn-out for next month's British GP support race), and the Lurani Trophy, which excels because Duncan Rabagliati's passion for Formula Junior has kept it afloat. But, with enormous overheads, perhaps it is no surprise the world governing body feels the need to cash in elsewhere.

Faced with a probable fait accompli, European competitors must hope that the MSA and sister ASNs stand up for the world's finest and most competitive historic racing. And that the FIA defers change until a consultation period (notable by its absence to date), allows all parties in the firing line to have their say.

“If the FIA's will is to regulate and tax historic motorsport, what benefits can be expected?”



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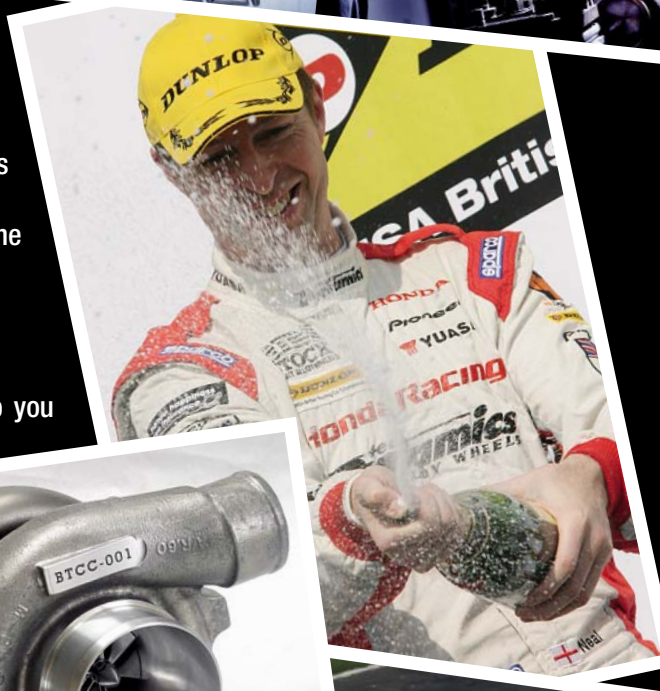
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IN BRIEF

Cullen had better pace at Rockingham



FORMULA FORD ROOKIE RYAN

Cullen will run with leading squad Jamun Racing for the rest of this season, after switching amicably from David Ellesley's Race Car Consultants outfit for last weekend's races at Rockingham.

ASTON MARTIN RACING MD JOHN

Gaw shook down a Vantage GT3 car during the first practice session for British GT at Rockingham last weekend. Gaw hopes to enter a second car alongside the Beechdean example of Andrew Howard/ Jonny Adam later this season.

NICK ELLIOTT/DAVE PRICE ARE

led for the lead of the British Historic Rally championship with Julian Reynolds/Pat Walsh, after both crews once again won their categories on last Saturday's Severn Valley Historic Stages to extend their unbeaten runs to four events.

SPANIARD JOAQUIN FOLCH BEAT

a thin field to win both races of last weekend's Historic F1 round at Imola. Folch (Brabham BT49) twice headed the Lola T370 of Mauro Pane as Arrows driver Steve Hartley suffered a glut of issues. Lola racers Alberto Francioni and Michel Quiniou each won in Classic Endurance.

A MULTI-CAR INCIDENT ON THE

first lap of the first HSCC/HRSR Historic Touring Car race at Snetterton last Sunday left the class-leading Ford Anglia 105Es of Robyn Slater and Brian Webb badly damaged, although both drivers escaped serious injury.

IRISH RALLYCROSSER WILLIE

Walsh has become the new managing director of Lydden race circuit. He is part of the Pat Doran consortium that bought the circuit from McLaren. "We want to welcome back all those who enjoyed the friendly atmosphere at Lydden and move forward together," Walsh said.

TERMINALLY ILL RACER JESSICA

Cassery was loaned a Sheane to compete in last weekend's Formula Vee race at Mondello Park. She failed to finish.

Cassery braved illness to race



Daly in Theodore at Long Beach in 1982

Goodwood Revival

Daly to race again in Rapier

Former grand prix driver will don his helmet once more at Goodwood event

EX-FORMULA 1 AND GROUP CRACER

Derek Daly will drive in September's Goodwood Revival, more than 30 years after he last raced in the UK in the 1982 British Grand Prix for Williams.

The Irishman, who finished fifth in that race, will share a Sunbeam Rapier with Harry Sherrard in the pro-am St Mary's Trophy race.

It will mark his competitive return to Goodwood for the first time since he tested for the Theodore F1 team in

1978, 13 months after winning the Formula Ford Festival.

Daly has lived in America since his switch to CART racing in 1982 and now runs the Derek Daly Academy in the US for aspiring racing drivers. He will test the Rapier at Goodwood on July 5.

"The test will be the first time I have seen Goodwood since 1978 and the first time I have seen a Sunbeam Rapier," he said. "I have followed the Revival for many years and admired what they do.

I have been so impressed with the calibre of driver, even the temporary guys, this is true door-handle-to-door handle stuff and that impresses me even more.

"I got a call from Harry and I jumped at it. I don't know him at all; I haven't even met him yet. It'll be interesting to go back, I've only been there once to drive a Formula 1 car and I have not raced a car since I stopped in 1992 at Daytona."

Le Mans Classic

Armed forces to help run Bell's Bentley

INJURED MEMBERS OF THE armed forces will run the Blower Bentley to be driven by sportscar legend Derek Bell and owner Martin Overington in the Le Mans Classic in July.

The team of three that will help run the car includes Trooper Jimmy Gillbourne, who was injured in



Bell will link up with troops to race at Le Mans

Helmand Province, Afghanistan exactly a year before the Le Mans Classic is scheduled to take place.

An Improvised Explosive Device went off under his right boot but he has since been training with Bentley Motors, in Crewe, for the event.

Bell said: "In my first year of racing I attended the funerals of two of my team-mates, but injuries and fatalities are mercifully rare in motorsport these days.

"These guys have extraordinary qualities of teamwork, guts and resilience, so I'm very proud that they are on our team."

Five-time Le Mans winner Bell will also drive a Porsche 962C-K6 (also owned by Overington) in the support race for this weekend's Le Mans 24 Hours. Both events will mark what Bell expects to be his last races at the Circuit de la Sarthe.

Tour Britannia

Hindley Porsche takes Tour Britannia glory

FORMER GT RACER PHIL HINDLEY scored a resounding victory on the eighth edition of Tour Britannia last weekend in his Porsche 911SC.

Hindley and co-driver Andy Bull finished clear of the Ford Escort Mk1 of Roger Kilty and Lynette Banks when the tour concluded in Harrogate last Friday evening - after 20 asphalt stages, and races at Croft and Cadwell Park.

Hindley's Tech 9 operation built the

three-litre 911SC from a road car. Despite a spin on the second special stage in the grounds of event HQ Rudding Park Hotel in Harrogate, Hindley was on the pace on the special stages. He then stamped his authority on the event in the two races.

Third went to the Chevrolet Camaro of Stuart Scott and Steve Wood, while the Radical SR3 SL of Richard Meaden and Nathan Blewer won the concurrent Targa event for modern cars.

Hindley's newly-prepped Porsche won eighth Tour



QUICK RESULTS

→ AUTOSPORT 3 Hours **Nick Fleming**
→ CRC **Ian Jones**
→ Clubmans **John Harrison**

“That was an epic motor race”

AUTOSPORT 3 Hours winner Nick Fleming had to work



HSCC SNETTERTON, JUNE 9-10

Flemingoes fly over Norfolk

NICK FLEMING

became the first solo driver to win the HSCC's AUTOSPORT 3 Hours retrospective in superlative style last Saturday.

The Scot guided his Chevron B8 home almost two minutes clear of the Ginetta G16 of George Douglas and Luke Stevens, who drove 12 laps for Fleming last year.

Fleming's speed and consistency took the SPT Chevron ahead from the start, but the precise fuel calculations of Mike and Andy Jones of Racing Fabrications, and an inspired second stop, cemented his second successive victory.

Having refuelled after 35 minutes, Nick ran another 28 laps before something unusual caught his eye. "I saw the safety car lights flashing and threw the B8 into the pits," he said. "I only just made it!"

Stevens pitted too and stayed in the Ginetta – which gained a lap over

James and Graeme Dodd's G16 with the timing of a caution period – but needed a late third stop. Douglas scrambled in and matched Stevens' spin tally, but the Irishman was delighted with second ahead of the Dodds.

The Pre-'65 GT section was a nail-biter. James Denty (in German Klaus Bergs' stunning Jaguar E-type) led before the 26R-spec Lotus Elans of Nick's dad Al Fleming (sharing with Ian Jones) and father and daughter Bob and Vicky Brooks took up the cudgels.

A leaking oil-filter seal cost Fleming several minutes, and engine/gearbox failure stranded Vicky Books with victory in sight. Over the last 20 minutes Fleming overhauled an MGB, Andrew Hill's Healey 3000 and – at Agostini on the final lap – Jon Wolfe's TVR Grantura to clinch an extraordinary family double. "Another lap and

we would've run out of fuel," said his jubilant team.

Back in his familiar Lotus 59, Jones seized Classic Racing Cars pole by 2.7 seconds. Set-up changes made rival Mike Scott's Brabham BT28 a wieldier race proposition, however, thus the Kiwi had to fight for every inch to extend his unbeaten record.

Ray Mallock and John Harrison vied mightily for Classic Clubmans supremacy, watched by Mike Evans. Harrison outsmarted Mallock for a brilliant win. Only two F3 racers lapped [fractionally] quicker all weekend! Despite a broken exhaust, Clive Wood pulverised B-Sport opponents.

The '70s Road Sports races followed similar patterns with Richard Plant squeaking narrow victories over Julian Barter, whose father Charles' brakeless Datsun 240Z faded. "The starts are the Morgan's Achilles' heel, with lots of axle tramp [suspension

distortion], but unusually I beat Julian away," said Plant, who had Barter's TVR 3000M inching alongside at the chequer.

Four lead changes with Stuart Tizzard on one lap told 1000cc F3 poleman Nigel Bancroft it was time to get his foot down and make his escape. Tim Kary's Brabham chased the Chevrons in.

"I knew Warren [Briggs] had tested quicker, so thought I'd better get a move on," said Mike Gardiner having blasted his Ford Falcon into an

invincible lead over the New Zealander in the Touring Car opener, restarted after a shemuzzle at the Montreal Hairpin. Multiple champion Dan Cox trumped Gardiner later however, lunging his hot Cortina Lotus inside the beast into Montreal on lap one. "I'd spent enough time looking at the back of a Falcon today," he smiled amid congratulations from the vanquished V8 men.

The single-seater double-headers all brought repeat victories, but each set had its qualities.

Gardiner got a move on to win Touring Cars





Fleming Sr won the GT class...



... as son Nick took the overall honours



Harrison beat Mallock to Clubmans victory



Rowe destroyed FF2000 opposition

Milicevic at Agostini on the last lap, but the champion had other ideas – scrabbling past into the Esses to win by a length. Nick Fennell proved he is getting to grips with his gorgeous Ford France Lotus 27 with a pair of thirds. Ray Mallock (U2) set the front-engined standard.

Nelson Rowe dominated Historic FF2000, going away at three seconds per lap with a wonderful display of commitment. “The Reynard loves fast corners,” said the former Caterham Eurocup winner.

Benn Simms’ speed was similarly devastating in Historic FF1600. Having nailed what he believes to be the first win for Keith Vickery’s Jomo JMR7 design, he underlined his superiority in the drizzly finale. Championship leader Callum Grant, 17, fought from fifth to second, pursued by Finn

Pertti Kiiveri, who drove a blinder to land his first podium with the self-built Kvantti. “A 40-year dream come true,” he beamed.

Challenger David Shaw spun back to third at Oggie’s in the first Classic F3 race when the nose of his ex-Nelson Piquet Ralt RT1 tagged the rear wheel of leader Jamie Brashaw’s ex-Kenny Acheson March at Oggies. Despite hitting a couple of neutrals, a recomposed Shaw made the reigning champ sweat throughout the second leg. David Clark upheld Argo honour with third.

Brothers Andy and Mike Jones shared their ex-Randy Lewis Brabham BT38C, Ian’s lads returning with a 1600cc class win apiece to complete a remarkable family odyssey, Andy having pressured Graham Kiddy (Dastle) into skating off at Hamilton.

● Marcus Pye

HISTORIC ROAD SPORTS SNETTERTON, JUNE 9-10

Prof’s speedy Lotus 7 keeps Tooms honest

ONCE ROUND EASTER starter Peter Shaw’s similar Lotus Elan on the outside of Riches, points-leader Paul Tooms had to contend with the Lotus 7 of Andy Shepherd.

Shepherd, who had broken clear of Alan Harper’s Elan, ousted Shaw and eagerly set about closing down champion Tooms.

“I’ve never seen so many revs in top. I was pulling 7600rpm on the [Bentley] straight with the wind blowing me along,” enthused “The Prof”, who finished a few lengths shy.

Behind the Lotuses, the 1500cc Ginetta G4s of Australian Justin Murphy (open) and Pat Ward-Booth (closed) diced until the latter spun without conceding a place.

Shepherd won the experimental multi-start handicap race although

Tooms – who left last, half a minute behind him – crossed the timing line six seconds ahead, albeit in the pitlane, having been penalised for a start infringement. “At one point there were 12 cars together in the chicane,” said Shepherd. “I was only on the grass once, but everybody was racing for position. Great fun!”

RESULTS (7 LAPS) 1 Paul Tooms (Lotus Elan S1); 2 Andy Shepherd (Lotus 7 S2) +0.783s; 3 Peter Shaw (Lotus Elan S1); 4 Alan Harper (Lotus Elan); 5 Justin Murphy (Ginetta G4); 6 Patrick Ward-Booth (G4). **CW** Adam Simmonds (Ford Mustang); John Shaw (Porsche 911); Dick Coffey (Turner Mk1). **FL** Shepherd 2m19.773s (76.46mph).

HANDICAP (6 LAPS) 1 Shepherd; 2 Ward-Booth +5.729s; 3 Simmonds; 4 Steven Bee (Volvo P1800S); 5 Harper; 6 Colin Sharp (Triumph TR5). **FL** Tooms 2m18.011s (77.44mph).



‘Prof’ Shepherd starred

6TH AUTOSPORT 3 HOURS (75 LAPS)

1 Nick Fleming (Chevron-BMW B8); 2 George Douglas/Luke Stevens (Ginetta-BMW G16) +1m52.308s; 3 James & Graeme Dodd (Ginetta-BMW G16); 4 Brian Casey/Mike McMollum (Lenham-Lotus t/c P69); 5 Mike Malone/Rick Hall (Elva-BMW Mk7S); 6 Gary Wright/Joe Twyman (Elva-BMW Mk8); 7 Chris Lillingston/Price/Tim Lyons (Chevron-BMW B8); 8 Andy Newall/Andrew Garside (Lotus t/c 23B); 9 Al Fleming/Ian Jones (Lotus Elan 26R); 10 Jon Wolfe/David Thompson (TVR Grantura Mk3). **Class winners** Malone/Hall; Newall/Garside; Fleming/Jones; Harry Wyndham/Andrew Hill (Austin-Healey 3000); Nick Smith/Peter & Jan Boyes (MGB). **Fastest lap** Fleming 2m04.944s (85.54mph).

CLASSIC RACING CARS (10 LAPS)

1 Ian Jones (Lotus t/c 59); 2 Michael Scott (Brabham t/c BT28) +0.920s; 3 Martin Anslow (Brabham t/c BT21); 4 Tim Kary (Brabham-MAE BT28); 5 Peter Thompson (Brabham-MAE BT21); 6 Steve Seaman

(Brabham-MAE BT21). **CW** Kary; Jonathan Baines (Merlyn Mk20). **FL** Jones 2m04.952s (85.53mph).

BARC CLASSIC CLUBMANS (10 LAPS)

1 John Harrison (Mallock Mk21); 2 Ray Mallock (Mallock Mk18B) +0.305s; 3 Mike Evans (Mallock Mk21); 4 Steve Chaplin (Phantom P79); 5 David Childs (Gryphon C74); 6 Clive Wood (Mallock Mk20B). **CW** Wood. **FL** Harrison 1m57.992s (90.58mph).

70s ROAD SPORTS (7 LAPS)

1 Richard Plant (Morgan +8); 2 Julian Barter (TVR 3000M) +0.624s; 3 Charles Barter (Datsun 240Z); 4 Oliver Ford (Lotus Europa); 5 James Dean (Lotus Europa); 6 Alan Harper (Lotus Elan S4). **CW** J Barter; Ford; John Thomason (Triumph GT6). **FL** J Barter 2m17.875s (77.52mph).

RACE 2 (6 LAPS) 1 Plant

2 J Barter +0.085s; 3 C Barter; 4 Ford; 5 Harper; 6 Dean. **CW** J Barter; Ford; Thomason. **FL** Plant 2m17.690s (77.62mph).

HISTORIC F3 (9 LAPS) 1 Nigel Bancroft

(Chevron B17); 2 Stuart Tizzard (Chevron B15C) +1.1304s; 3 Tim Kary (Brabham

BT28); 4 Peter Thompson (Brabham BT21); 5 Jim Chapman (Lotus 59); 6 Keith Messer (Vesey VF3). **FL** Bancroft 2m11.683s (81.16mph).

HISTORIC TOURING CARS (5 LAPS)

1 Mike Gardiner (Ford Falcon); 2 Warren Briggs (Ford Mustang) +14.284s; 3 Greg Thornton (Ford Falcon); 4 Dan Cox (Ford Lotus Cortina); 5 Jonathan Gomm (BMW 1800); 6 Neil Brown (Ford Lotus Cortina). **CW** Thornton; Cox; John Pugsley (Ford Anglia 105E); Mike Koskela (Ford Anglia 105E); Roger Phillips (Austin Cooper S); Adrian Oliver (Hillman Imp).

FL Gardiner 2m17.378s (77.80mph).

RACE 2 (7 LAPS) 1 Cox

2 Gardiner +4.609s; 3 Briggs; 4 Thornton; 5 Gomm; 6 Tim Davies (Ford Lotus Cortina). **CW** Gardiner; Thornton; Davies; Pugsley; Phillips; Oliver. **FL** Gardiner 2m18.704s (77.05mph).

HISTORIC FORMULA JUNIOR

(7 LAPS) 1 Jon Milicevic (Cooper T59); 2 Dave Methley (Brabham BT6) +1.964s; 3 Nick Fennell (Lotus 27); 4 Pete Morton

(Lightning Envoyette); 5 Peter Anstiss (Lotus 20/22); 6 Ray Mallock (U2 Mk2). **CW** Mallock; James Hicks (Caravelle Mk3); Robert Barrie (Lotus 18); Gil Duffy (Bond); Gordon Wright (Stanguellini). **FL** Methley 2m09.216s (82.71mph).

RACE 2 (7 LAPS) 1 Milicevic

2 Methley +0.086s; 3 Fennell; 4 Morton; 5 Richard Smeeton (Wainer); 6 Anstiss. **CW** Mallock; Hicks; Barrie; Duffy; Wright. **FL** Methley 2m07.528s (83.80mph).

HISTORIC FF2000 (8 LAPS) 1 Nelson

Rowe (Reynard SF79); 2 Andy Huxtable (Lola T580) +25.915s; 3 Simon Toyne (Reynard SF79); 4 David Wild (Reynard SF79); 5 Andrew Park (Reynard SF81); 6 John Hayes-Harlow (Royale RP30). **FL** Rowe 2m01.892s (87.68mph).

RACE 2 (8 LAPS) 1 Rowe

2 Park +21.587s; 3 Huxtable; 4 Andrew Storer (Royale RP27); 5 Hayes-Harlow; 6 Toyne. **CW** John Bowles (Royale RP9). **FL** Rowe 2m01.618s (87.88mph).

HISTORIC FF1600 (7 LAPS) 1 Benn

Simms (Jomo JMR7); 2 Simon Toyne

(Lola T200) +15.802s; 3 Stuart Baird (Merlyn Mk11A); 4 William Nuthall (Jamun T2); 5 Callum Grant (Merlyn Mk20A); 6 Pertti Kiiveri (Kvantti Mk1). **CW** Julian Pierce (Macon MR8). **FL** Simms 2m08.560s (83.13mph).

RACE 2 (7 LAPS) 1 Simms

2 Grant +18.883s; 3 Kiiveri; 4 Baird; 5 David Wild (Lola T200); 6 Toyne. **CW** Andrew Wiggins (Titan Mk6). **FL** Simms 2m21.170s (75.71mph).

CLASSIC F3 (8 LAPS) 1 Jamie Brashaw

(March-Toyota 793); 2 Hugh Price (Chevron-Toyota B38) +29.861s; 3 David Shaw (Ralt-Toyota RT1); 4 Jonathan Price (March-Toyota 783/793); 5 David Clark (Argo-Toyota JM6); 6 Greg Thornton (Titan-BDA Mk10). **CW** Andy Jones (Brabham t/c BT38C). **FL** Brashaw 1m58.394s (90.27mph).

RACE 2 (8 LAPS) 1 Brashaw

2 Shaw +1.325s; 3 Clark; 4 H Price; 5 Mike Jones (Brabham t/c BT38C); 6 Rudolf Ernst (Ralt-Toyota RT1). **CW** Jones. **FL** Brashaw 1m57.516s (90.95mph).



Hulbert manhandles his ERA

VSCC CADWELL PARK, JUNE 9

Nuthall notches up his first win

OLIVER NUTHALL claimed the Shuttlesworth Trophy honours on his historic single-seater racing debut in his father Ian's Alta F2. Sean Danaher made the early pace in his Maserati 6CM ahead of Mac Hulbert's ERA R4D, fresh from victory in last month's Historic Monaco Grand Prix, but Nuthall moved up to second place on lap two and hit the front one tour later.

Thereafter he romped to the flag unchallenged, leaving second-placed Danaher to take the Nuffield and Len Thompson Memorial spoils ahead of Hulbert and Robert Carr's AC/GN Special. "I was really nervous, particularly as my twin brother started racing a year ago and did really well," Nuthall said.

Morgan Three Wheelers Club Challenge leader Hamish Bibby built on his success in the previous round at Prescott with a dominant victory in his JAP 8/80. Charles Reynolds proved to be the best of the rest, with Greg Bibby, father of the race winner, reclaiming third from Tim Gray on the final lap.

In the first Scratch race for Pre-war cars, Hulbert powered to a clear-cut win. Rob Cobden's Riley Falcon Special was second on the grid, but faced retirement at the start, with Cobden explaining: "I think I broke a halfshaft, so sadly my day is done."

This left Brian White and William Mahany to complete the podium trio.

Andrew Kellock led the field home in the second Scratch race in his Fiat AC, but he was made to work hard for his success. He was chased by Edward Williams, John Reeve, David Hands and Geoff Toms before Hands's Bugatti retired to the paddock on the

penultimate tour and it was only on the final lap that the pressure relented.

White looked set to claim the Frazer Nash/GN event spoils, but Charles Gillett got his reward on the final tour after tracking the leader for lap after lap. Their pursuers fought for third and it was Joshua Beebee's TT Replica that claimed it from Jo Blakeney-Edwards' Shelsley.

In the Melville Trophy encounter, Simon Blakeney-Edwards was the early frontrunner, but was soon usurped by the Alvis Speed 25 Sports pedalled by Brian Maile. Although Maile remained ahead to the close he was never able to relax as the combined efforts of Tim Kneller, Blakeney-Edwards, Richard Iliffe and Guy Plante kept him honest.

Mahany started second on the grid for the Geoghegan Trophy contest, but quickly got the better of polesitter Fred Wakeman. Once ahead, the HRG Le Mans Model remained there while Wakeman made second place his own. To their rear, Andrew Mitchell closed on Neil Twyman's Alfa Romeo 8C and claimed third.

Robert Carr qualified



Nuthall slides to victory



The Frazer Nash race gets underway

fourth for the John Holland Trophy event, but made a brilliant start and led the field into Coppice for the first time. However, Robert Tuluie's Riley Menasco Pirate soon headed the AC/GN Special and so it remained to the close, although Carr was right on Tuluie's tail at the chequered flag. Duncan Wood and Gillett held third and fourth.

Stephen Shoosmith and Chris Hudson had an excellent scrap in the Williams Trophy race in a Bugatti T51 versus T35B contest, and it was the former who reached the chequered flag first after getting the better of his rival on the final lap. Hudson was subsequently demoted to third, behind the Riley Dixon of Duncan Ricketts after a 10-second

jumped-start penalty.

As the stagger unwound in the opening Handicap contest for Pre-war cars it was Richard Ellingworth's MG PA that emerged on top, with David Asplin his closest rival. Subsequently, the second Handicap contest ended with Guy Plante edging past Andrew Bell on the final lap to claim the laurels.

● Graham Read

SHUTTLESWORTH, NUFFIELD & LEN THOMPSON MEMORIAL TROPHIES (10 LAPS)

1 Oliver Nuthall (Alta F2); 2 Sean Danaher (Maserati 6CM) +18.17s; 3 Mac Hulbert (ERA R4D); 4 Robert Carr (C/GN Special); 5 Stephen Shoosmith (Bugatti T51); 6 Terry Crabb (ERA R12C). **Class winner Carr. Fastest lap** Nuthall 1m48.63s (72.01mph).

MORGAN THREE WHEELERS (6 LAPS)

1 Hamish Bibby/Katie Bain (Morgan JAP 8/80 Racing); 2 Charles Reynolds/Steve Ash (Morgan JAP 8/80 Racing); +20.27s; 3 Greg Bibby/Bill Tuer (Morgan JAP 8/80 Racing); 4 Tim Gray/Annette Gray (Morgan JAP 8/80 Racing); 5 Gary Caroline (Morgan JTOR Super Aero); 6 Sue Darbyshire/Maggie Bridge (Morgan JTOR

Super Aero). **CW** Tony Quinn (Morgan Matchless s/s); Chris Harfield/George Gould (Morgan F-Super). **FL** Hamish Bibby/Bain 1m57.53s (66.56mph).

SCRATCH RACE FOR PRE-WAR CARS (BOTH 5 LAPS)

1 Mac Hulbert (ERA R4D); 2 Brian White (Frazer Nash/BMW TT Replica) +6.11s; 3 William Mahany (HRG Le Mans Model); 4 Tim Greenhill (Wolseley Hornet Special); 5 Jo Blakeney-Edwards (Frazer Nash Shelsley); 6 Brian Maile (Alvis Speed 25 Sports). **CW** White; Mahany; Maile. **FL** Hulbert 1m54.99s (68.03mph).

RACE 21 Andrew Kellock (Fiat AC)

2 Edward Williams (Frazer Nash TT Replica) +1.18s; 3 John Reeve (Riley 12/4); 4 Geoff Toms (Fiat 508S);

5 James Potter (Riley 9 Brooklands); 6 Heinz Stamm (Aston Martin Speed Mode).

CW Toms; Peter Butler (Bentley 3/45 Litre).

FL Kellock 2m07.83s (61.20mph).

FRAZER NASH/GN (6 LAPS)

1 Charles Gillett (Frazer Nash Super Sports); 2 White +19.00s; 3 Joshua Beebee (Frazer Nash TT Replica); 4 Jo Blakeney-Edwards (Frazer Nash Shelsley); 5 Frederic Wakeman (Frazer Nash Super Sports); 6 Paul Baker (Frazer Nash Sports). **FL** White 1m55.78s (67.57mph).

MELVILLE TROPHY (7 LAPS)

1 Brian Maile (Alvis Speed 25 Sports); 2 Tim Kneller (Riley 12/4 Special) +1.10s; 3 Simon Blakeney-Edwards (Frazer Nash Shelsley); 4 Richard Iliffe (Riley Kestrel 12/4 Special); 5 Guy Plante (Alvis

Speed 25 Special); 6 Ewen Getley (Bentley 3/45 Litre).

FL Blakeney-Edwards 2m03.09s (63.55mph).

GEOGHEGAN TROPHY (7 LAPS)

1 William Mahany (HRG Le Mans Model); 2 Frederic Wakeman (Frazer Nash Super Sports) +5.52s; 3 Andrew Mitchell (HRG 1½ Litre); 4 Neil Twyman (Alfa Romeo 8C); 5 Darbyshire; 6 Beebee. **FL** Mahany 1m59.21s (65.62mph).

JOHN HOLLAND TROPHY (8 LAPS)

1 Robert Tuluie (Riley Menasco Pirate); 2 Robert Carr (AC/GN Special) +0.32s; 3 Duncan Wood (Morgan Super Aero); 4 Gillett; 5 Chris Hudson (Bugatti T35B); 6 Caroline. **FL** Tuluie 1m53.61s (68.86mph).

WILLIAMS TROPHY (8 LAPS)

1 Stephen Shoosmith (Bugatti T51); 2 Duncan Ricketts

(Riley Dixon) +7.23s; 3 Hudson; 4 Mahany; 5 Twyman; 6 John Polson (Delahaye 135S). **FL** Shoosmith 1m53.31s (69.04mph).

HANDICAP RACE FOR PRE-WAR CARS (BOTH 5 LAPS)

1 Richard Ellingworth (MG PA); 2 David Asplin (Austin 7 Ulster Replica) +11.61s; 3 Richard Lake (Aston Martin 15/98 Speed); 4 Hamish McNinch (MG C-Type Montherly); 5 Hugh Birley (Austin 7 Ulster); 6 Robert Barbet (Riley Sports). **FL** Lake 2m10.88s (59.77mph).

HANDICAP 21 Guy Plante (Alvis Speed 25 Special)

2 Andrew Bell (Aston Martin Speed Mode) +8.42s; 3 Greenhill; 4 Wood; 5 Kneller; 6 Simon Stokes (Riley Treen). **FL** Wood 1m55.18s (67.92mph).



EURO SALOONS & SPORTSCARS BRANDS HATCH, JUNE 9-10

Robinson hangs on to share spoils

ANDY ROBINSON'S mighty Ford Falcon retains the Eurosaloons championship lead after a hectic Brands Hatch weekend, even though seven litres of V8 power are not best suited to the Indy circuit.

The Cramlington man was credited with a win in race one, although he was behind Gary Prebble's Mitsubishi when red flags flew. The stoppage was caused when Brian Cox and Christopher Murray-Brown crashed heavily on the Brabham Straight. The SEAT Leon and Renault Clio damaged safety barriers beyond immediate repair, so a result was declared.

Prebble passed the Falcon but lost on countback.

Ilsa Cox, was a class-winning third in her Leon in front of Barry Squibb and Vaughan Fletcher.

Sunday's second race represented unfinished business for TVR Cerbera driver Michael Saunders, who shot up from last on the grid to 12th before the previous day's stoppage.

Prebble led immediately but Saunders took fourth and third rapidly from Fletcher and Squibb. Robinson would prove a tougher opponent as he gained a huge advantage past the pits against the misfiring TVR.

A backmarker came to Saunders' rescue on the



last lap, placed exactly where Robinson planned to blast past his rival as they powered out of Clearways. "I was absolutely robbed, but it was a fun race," summed up Robinson.

● Brian Phillips

RESULTS (3 LAPS)

1 Andy Robinson (Ford Falcon); 2 Gary Prebble (Mitsubishi Evo 9) +0.433s; 3 Ilsa Cox (SEAT Leon Cupra); 4 Barry Squibb (Mitsubishi

Evo 9); 5 Vaughan Fletcher (Subaru Impreza); 6 Richard Hawken (Nissan Primera). **CW** Robinson; Cox; Wayne Schofield (Suzuki Cappuccino); Nick Hayes (SEAT Leon Cupra); Chris Boon (Honda Civic Type R). **FL** Prebble 50.862s (85.49mph). **RACE 2 (22 LAPS)** **1 Prebble;** 2 Michael Saunders (TVR Cerbera); 3 Robinson; 4 Squibb; 5 Fletcher; 6 Cox. **CW** Prebble; Cox; Schofield; Coon de Haan (SEAT Supercopa); Boon. **FL** Prebble 49.849s (87.23mph).



TVR CHALLENGE BRANDS HATCH, JUNE 9-10

Saunders scythes through on only six cylinders

THE 2012 TVR Challenge waited until midsummer to get going and produced two lively encounters, won by Michael Saunders in his Cerbera.

Saunders started at the back in a car that would only run on six cylinders, but this barely hampered his progress. Early leader Dean Cook slowed, fearing his Tuscan had broken its suspension, but he was feeling the effects of a oily track so attacked again when Martin Crass closed.

Saunders was soon into his stride in race two and passed Cook for the lead

on lap seven. Tim Davis was third after Crass retired.

● Brian Phillips

RESULTS (23 LAPS)

1 Michael Saunders (Cerbera); 2 Dean Cook (Tuscan) +10.418s; 3 Martin Crass (Tuscan); 4 Tim Davis (Tuscan); 5 Keith Vaughan Williams (Tuscan); 6 John Wilson (Cerbera). **CW** Davis; Pete Reeve (Tasmin); Jim Walsh (Tasmin). **FL** Saunders 50.016s (86.94mph).

RACE 2 (24 LAPS)

1 Saunders; 2 Cook +9.600s; 3 Davis; 4 Wilson; 5 Williams; 6 Billy Thompson (Tuscan). **CW** Davis; Reeve; James Knight (Tasmin). **FL** Saunders 50.105s (86.78mph).

CATERHAM TRACKSPORT BRANDS HATCH, JUNE 9-10

Langley sneaks a win

THE TRACKSPORT Championship provided the closest action among the three kinds of Caterhams on view at Brands Hatch. Terry Langley only led Saturday's race for a couple of yards, but they were the yards that really mattered as they took him past the chequered flag with 0.009s in hand over David Robinson.

Visually this represented under half a Caterham length, and less than 0.6s covered these two plus the cars of Mike Hart and Kurt Brady.

Langley was never lower than about fourth in a leading train of up to 10 cars in the 30-minute event. But it wasn't until the last eight laps that he took up station behind Robinson and timed his drive out of the last corner to perfection.

A touch of understeer affected Langley in race two, and although he ran as high as second early on, he lost

contact with winner Brady and perennial runner-up Robinson. Although Brady did most of the leading, Robinson briefly had his nose in front within the last five laps.

Hart finished fourth with James Needham surging alongside as they took the flag. Stuart Leonard headed a frantic bunch contesting sixth place downwards, which lost a few along the way.

● Brian Phillips

RESULTS (BOTH 33 LAPS)

1 Terry Langley; 2 David Robinson +0.009s; 3 Mike Hart; 4 Kurt Brady; 5 Tim Mashman; 6 James Needham. **FL** Robinson 54.455s (79.85mph). **RACE 2 1 Brady;** 2 Robinson +0.421s; 3 Langley; 4 Hart; 5 Needham; 6 Stuart Leonard. **FL** Brady 54.426s (79.89mph).

Brady leads Langley up to Paddock



BRANDS IN BRIEF



De Wit was fast but inconsistent

SAKER CHALLENGE

Dutch visitors enlivened the Saker Challenge, but home-grown Paul Rose won two sprint races and guest driver John Saunders took the wet enduro in a Ginetta G50. Rogier and Laurens de Wit drove the fastest car but couldn't stay on the track.

CATERHAM SUPERSPORT

Aaron Head couldn't find second gear at the start but recovered to win the first Caterham Supersport race. The same problem dropped him to 11th in race two, but he came back to chase winner Craig Currie.

CATERHAM ROADSPORT

Brad Smith won both Caterham Roadsport races. Championship leader Elliott Norris was poised to challenge for the lead in race one, but a mistake cost time and ended his plan to use the slipstream out of the final corner.

PRODUCTION GOLF GTI

Simon Hill easily won a dry Production Golf GTI race, but the tables were turned in a wet second event. Hill spun wildly under pressure and fell to fourth, promoting John Mawdsley, who was runner-up in the first race.

FF1600 TRIPLE CROWN

Felix Fisher and Luke Cooper each had a Formula Ford Triple Crown win at Brands Hatch. Fisher won the opener despite a misfire and a soft clutch pedal, but an intermittent problem put him out of race two.

PORSCHE CHAMPIONSHIP

David Bearman won two Porsche Championship races at Brands Hatch and finished second in the other. Richard Styryn also earned a victory and beat Bearman on the road in race three, but he was penalised for exceeding the track limits.



Styryn won on the road

QUICK RESULTS

→ Run-off 1 **Scott Moran**
 → Run-off 2 **S Moran**

“Have I really got the record?”

Goodyear couldn't believe it



P85 SPORTS EXTRA RESULTS ROUND-UP
 for June 9-10



BRITISH HILLCLIMB CHAMPIONSHIP LOTON PARK, JUNE 10

Goodyear stars but Moran won't change the record

SCOTT MORAN SCORED a hard-won double and took the outright hill record, but only after Jos Goodyear had become the first of the modern 1600cc bike-engined hillclimbers to take a hill record. Moran took it back within 10 minutes, but Goodyear and Trevor Willis also scored bonus points for going under the old record on a day when many class benchmarks were broken.

Goodyear's co-driver Lee Adams was frustrated in the second run-off, spinning when trying to match the frantic pace in his own dash for glory.

It was several seconds after he pulled up in the finish paddock before Goodyear realised his success, having only briefly

seen his time on a display screen after the finish, and he then proceeded to jump around shaking the hands of anyone nearby.

Nevertheless, it wasn't enough to deny multiple champion Moran. He had first lowered his September 2011 record in the first set of qualifying runs, which attract no bonus points, before setting the new mark in the second run-off.

“I haven't had to work this hard since the days of my rivalry with Martin Groves,” he said. “I almost regret taking a win and the record from Jos!”

Alongside Willis, Roger Moran was his usual consistent self with a third and a fourth.

● Eddie Walder



Goodyear briefly held Loton record

ROUND 11 1 Scott Moran (3.5 Gould-NME GR61X) 44.37s; 2 Trevor Willis (3.2 OMS-Powertec) 44.70s; 3 Roger Moran (3.5 Gould-NME GR61X) 45.02s; 4 Jos Goodyear (1.6 GWR Raptor Extreme) 45.05s; 5 Alex Summers (1.3s DJ-Suzuki Firehawk) 45.24s; 6 Lee Adams (1.6 GWR Raptor Extreme) 45.63s; 7 Tom New (4.0 Gould-Judd GR55) 45.95s; 8 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 46.42s; 9 Will Hall (3.5 Force-Nissan WH) 46.94s; 10 Andy Coley (2.5 Gould-Cosworth GR55) 46.95s; 11 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 47.17s; John

Bradburn (3.5 Gould-Cosworth GR55) Fail.
ROUND 12 1 S Moran 43.82s record; 2 Goodyear 43.82s; 3 Willis 44.17s; 4 R Moran 44.66s; 5 Menzies 44.95s; 6 Hall 45.82s; 7 Bradburn 46.09s; 8 New 46.14s; 9 Steve Owen (1.6 OMS-Suzuki) 47.28s; Tony Wiltshire (2.5 Gould-Cosworth GR55), Tomlin & Adams Fail.
Class winners Robert Lancaster-Gaye (3.6 Porsche Carrera) 59.84s; Darren Luke (1.6 Caterham-Suzuki) 52.57s rec; Andrew Russell (1.2 Ginetta G15) 60.63s; Keith Murray (1.4t Audi 80) 56.68s rec; Mike Turpin (2.1t Vauxhall VX220) 54.55s rec; Nigel Morris (1.6 Westfield

Megabus) 55.81s; Les Mutch (2.5 Dax Rush-Rover KV6) 52.15s rec; Gary Stephens (1.7 Mallock Mk21/24b) 52.73s; Rib Stevens (1.3s Force-Suzuki SR4) 49.22s; Tony Clifford (2.5 Pilbeam-Hart MP43) 55.50s; Mark Goodyear (0.6 OMS-Yamaha Hornet) 53.96s; Simon Andrews (1.1 OMS 2000M) 50.36s; Andrew Henson (1.6 Van Diemen RF91) 57.78s; Goodyear 44.75s rec; Summers 45.85s rec; S Moran 44.26.
POINTS 1 S Moran, 114; 2 Willis, 98; 3 R Moran, 86; 4 Adams, 58; 5 Menzies, 56; 6 Goodyear, 53; 7 New, 50; 8 Hall, 37; 9 Summers, 29; 10 Bradburn, 28.



Greaney starred in Honda Integra

IRISH TOURING CARS MONDELLO PARK, JUNE 10

Great recovery helps Greaney to victory

HAVING ONLY WON HIS drive in the ITCC Touring Class at the start of the season, John Greaney probably could not have imagined he would be standing on the top step of the podium by the mid-point in the season, but that is what he did in the second race last Sunday.

Things did not seem to be going too smoothly for the Race 2 Race competition winner during the early part of the race as, while battling for the lead with Kevin

Moran (Honda Civic), contact put his Honda Integra into the gravel. But a great recovery drive soon had Greaney fighting with Aimee Kershaw's Civic for second, a position he took after sustained pressure.

At this stage Moran was away in the distance, but as he came back into view from the back of the circuit his Honda Civic had lost all power and Greaney went by the stricken car as the pair rounded Mazda. Greaney's lead was solidified as

Moran, despite coasting around the track, refused to cede to Kershaw in her pursuit of Greaney.

The result came after a topsy-turvy first race that initially had the Civic of Keith Rabbitt haring to a comfortable lead before slowing in the latter stages and becoming involved in a battle with Alex Fawcett (Rover 25) and Moran. Fawcett came off the better of the three drivers and took his first class win from Rabbitt.

Up ahead of all this in both races was Robert Butler, who dominated the top Super Touring class in his Integra.
 ● Paul Healy

RESULTS (BOTH 15 LAPS)

1 Robert Butler (Honda Integra); 2 Eoghan Fogarty (Integra) +8.959s; 3 Erick Carroll (Integra); 4 Brian Fitzpatrick (Honda Civic); 5 Garrett Hayden (Integra); 6 Philip Burdock (Civic). **CW** Alex Fawcett (Rover 25). **FL** Butler 1m01.596s (67.19mph).
RACE 2 1 Butler; 2 Fitzpatrick +4.948s; 3 Philip Brennan (BMW M3); 4 Carroll; 5 Fogarty; 6 Robert Savage (Integra). **CW** John Greaney (Integra). **FL** Butler 1m01.558s (67.23mph).

FORMULA SHEANE MONDELLO PARK, JUNE 10

Sheane Jr wins again

BEFORE THE OFF, ALL the talk was of Brian Hearty and Kevin Sheane Jr, two drivers who had battled all season in 2011 but had not faced each other so far in '12. Things started well, but the battle was not to come to fruition.

Hearty drew first blood with pole, but after Sheane took the lead Hearty was forced into retirement, leaving his rival to a comfortable win.

There was still interest behind. After missing qualifying, Anton Savage started at the back of the grid but within a few laps he was up to fourth and

pressurising Sean Hynes in third, which became second when Hearty dropped out.

Savage harried Hynes into making a mistake and slipped through to take second but, having pulled off an amazing drive, Savage was then black-flagged in the closing stages, apparently for starting from the grid rather than the pitlane.

● Paul Healy

RESULTS (16 LAPS)

1 Kevin Sheane Jr; 2 Sean Hynes +6.673s; 3 Robbie Allen; 4 Gary Corcoran; 5 Timmy Swail; 6 John Linnane. **FL** Anton Savage 58.090s (71.24mph).



Sheane presses on to victory



Cameron took two victories in his 'Pink Pig' Porsche 911

CLASSIC FF2000 SILVERSTONE, JUNE 10

Wins for Temple and Mercer as Pearson hits trouble



Temple (19) would win; Pearson (1) had nightmare

IT WAS A DISASTROUS day for reigning champion Ian Pearson at Silverstone. He qualified on pole but an ignition wire came off, so he pitted on the green-flag lap, and then retired from the first race with broken suspension.

His loss was Scott Temple's gain, with a

lights-to-flag win in the first race ahead of a fine battle for second.

Nigel Corry took Paul Burt for the place into Brooklands on the third lap, but it remained a five-car train for most of the race, with Corry unable to make a break. Both Corry and Burt retained

their podium places, leaving Marc Mercer and Jon Finch nose-to-tail for fourth.

Pearson was back to the fore in race two, just holding off Temple for the lead, while Corry, Finch, Mercer and Tom Pope did battle for third. Temple began to close down

Pearson's initial lead. "I got the inside line in Copse, got ahead and pulled away for a while," said Temple.

Pearson came back and as they arrived into Copse for the 11th time both spun. "It jumped out of fourth gear, I spun and Ian had nowhere to go," Temple explained.

Corry led briefly before Mercer and Finch got by, with Mercer taking victory. ● Peter Scherer

RESULTS (BOTH 20 LAPS)

1 Scott Temple (Van Diemen RF82); 2 Nigel Corry (RF82) +3.650s; 3 Paul Burt (RF82); 4 Marc Mercer (RF82); 5 Jon Finch (RF82); 6 Philip Hart (RF82).
FL Corry 1m01.478s (96.05mph).
RACE 2 1 Mercer; 2 Finch +0.725s; 3 Corry; 4 Tom Pope (RF82); 5 Temple; 6 Chris Levy (RF83).
CW Dale Spruce (Reynard SF80).
FL Temple 1m01.605s (95.86mph).

CLUBMANS CUP SILVERSTONE, JUNE 10

Bicknell and Champkin are the class of Clubmans field

MARCUS BICKNELL'S Honda-powered Mallock won both Clubmans Cup races, the first after an entertaining exchange with Ian Crombie.

But it was behind the two Proto machines that the real action took place, with Alex Champkin's Vision not only giving him a maiden class victory but a double too.

Jason Money (Mallock) had the class edge initially in race one, until Champkin went ahead around the outside at Brooklands.

Nemesis driver Daniel Gibson and Mike Evans (Rage) soon followed, before Gibson piled enormous pressure on Champkin. "I threw everything at him,

including the kitchen sink and the barn door, but he didn't give in," said Gibson.

While Bicknell dominated at the head of race two, Champkin was third and took the class double.

● Peter Scherer

RESULTS (BOTH 16 LAPS)

1 Marcus Bicknell (Mallock Mk35 EB Honda); 2 Ian Crombie (Mallock Mk288B Proto) +0.510s; 3 Alex Champkin (Vision V84); 4 Daniel Gibson (Nemesis K11); 5 Mike Evans (Rage); 6 Jason Money (Mallock Mk26).
CW Champkin. **FL** Bicknell 59.345s (99.51mph).
RACE 2 1 Bicknell; 2 Crombie +8.972s; 3 Champkin; 4 Evans; 5 Gibson; 6 Michelle Hayward (Mallock Mk27).
CW Champkin. **FL** Crombie 59.017s (100.06mph).



Banham stormed clear in the first Lydden race

SEMSEC SALOONS LYDDEN, JUNE 9

Banham beats them all

NOVICE ANDY BANHAM, with just two previous race meetings under his belt, took an impressive maiden win at Lydden, his Subaru leading from pole to the finish last weekend.

His was no easy victory: close behind, Lydden locals Nigel Craig and Bill Richards scrapped for second until Richards's Mini was black-flagged amid a cloud of oil smoke.

Banham led for most of the second round as well until Craig surged past at Chesson's Drift. "I'm still not used to traffic," admitted Banham.

Speedy septuagenarian

Tony Skelton put in a late charge that culminated in a thrilling finish, level with Craig's door. ● Kerry Dunlop

RESULTS (BOTH 16 LAPS)

1 Andy Banham (Subaru Impreza); 2 Nigel Craig (Ford Escort RS2000) +13.649s; 3 Tony Skelton (Renault Clio); 4 Peter Wilkinson (Peugeot 306); 5 Mary Grinham (Maguire Mini); 6 Stephen King (Rover Mini).
CW Grinham; King; Peter Osborne (Renault Clio). **FL** Banham 45.736s (78.71mph).
RACE 2 1 Craig; 2 Skelton +0.010s; 3 Banham; 4 Grinham; 5 King; 6 Chris Isaacs (Honda S2000).
CW Grinham; King; Osborne. **FL** Skelton 45.985s (78.28mph).

Bicknell won twice as battles raged behind



IN BRIEF

IRISH HISTORICS

Bob Cameron took a double victory at Mondello, but only after Alan Kessie gifted him the first win by retiring from a comfortable lead. Cameron's second win was on merit, with Jackie Cochrane unable to contend with the power of the Porsche 993-model 911.

STRYKERS

Two fine Mondello drives from Alan Watkins, one from the back of the grid, were rewarded with two podium finishes. Paul Yeomans took victory in race one and put Watkins under a lot of pressure for the lead in the sequel, but was unable to pass.

FORMULA VEE

Not even a restart after a safety car could separate Ray Moore and Lee Newsome, who seemed glued to each other at Mondello. Moore had the experience to hold off Newsome when it mattered.

KUMHO BMW

Thomas Houlbrook reeled in the fast-starting Colin Wells to take victory in the first Kumho BMW race at Silverstone. Wells gained revenge with a lights-to-flag win in race two.

CLASSIC AND PRE-1990 FORMULA FORD

With both Nigel Lingwood's Van Diemen and Colin Williams's PRS interlocked at Luffield on the second lap, Stuart Kestenbaum was able to ease himself clear to another Classic FF1600 win in his Van Diemen RF79 at Silverstone. He then escaped from a titanic duel between Steve Bradley's Van Diemen and Williams to win the pre-1990 encounter.

HONDA V-TEC CHALLENGE

No-one got near Richard Voaden's Integra as he took another double victory at Silverstone. Stewart Hutchinson (Integra) held off Adam Roberts (Civic) for second in the first race, but roles were reversed in the second.

SEMSEC SPORTS-RACERS

Chris Enderby beat Charles Harvey-Kelly in the opening championship round at Lydden, but his father, legendary multiple winner 'Doc' Enderby, had to give best to the younger CH-K (who also won the second sports-racer event) in the SE Challenge.



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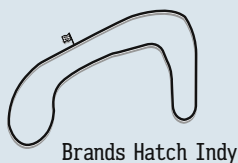


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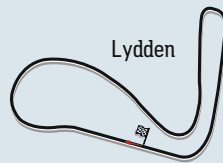
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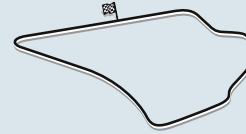
Mondello Park



Silverstone National



Lydden



Knockhill

Irish Formula Vee pack gets going at Mondello



MONDELLO PARK MEC, JUNE 10

IRISH HISTORICS (14 LAPS)

1 Bob Cameron (Porsche 993); 2 Jackie Cochrane (Sunbeam Tiger V8) +14.168s; 3 Billy Crosbie (Lotus 7); 4 Philip Jones (Porsche 924); 5 John Cardoo (Austin Mini); 6 Noel Collins (Ford Escort MKII).
FL Alan Kessie (Gryphon C73) 59.191s (69.91mph) **record RACE 2 (5 LAPS)**

1 Cameron; 2 Cochrane +5.272s; 3 Crosbie; 4 Bernard Foley (MGB V8); 5 Cardoo; 6 Collins. **FL** Cameron 1m01.646s (67.13mph).

STRYKERS (BOTH 15 LAPS)

1 Paul Yeomans (Sylvia Stryker); 2 Dave Griffin (RAW Stryker) +3.797s; 3 Alan Watkins (Sylvia); 4 Roger Weltrane (Sylvia); 5 Andrew Dalton (RAW); 6 Bill Griffin (Sylvia). **FL** Watkins 1m02.250s (66.48mph). **RACE 21 Watkins**; 2 Yeomans +0.514s; 3 D Griffin; 4 Dalton; 5 B Griffin; 6 Peter Aubrecht (RAW). **FL** Watkins 1m01.911s (66.84mph).
FORMULA VEE (12 LAPS) 1 Ray Moore (Leastone JH004); 2 Lee Newsome (Sheane) +0.099s; 3 Dan Polley (Formula Vee); 4 Jimmy Furlong; 5 David Kelly (Sheane FV02); 6 Kevin Grogan (Leastone). **FL** Kelly 1m00.667s (68.22mph).

SILVERSTONE BARC, JUNE 10

KUMHO BMW (BOTH 19 LAPS)

1 Thomas Houlbrook (E36 M3); 2 Colin Wells (M3) +0.662s; 3 Tom Webb (E36 M3); 4 Richard Bacon (E46 M3); 5 James Card (E46 M3); 6 Lawrie Dunster (E36 M3).
CW Wells, Mark Smith (M3); John Jones (328is); Mike Hibbert (E36 318is).
FL Bacon 1m03.741s (92.64mph).
RACE 21 Wells; 2 Houlbrook +6.842s; 3 Webb; 4 Bacon; 5 Dunster; 6 Card.
CW Smith; Jones; Matthew Fielding (318 Coupe). **FL** Wells 1m03.879s (92.44mph).
CLASSIC FF1600 (19 LAPS)
1 Stuart Kestenbaum (Van Diemen RF79); 2 Steve Bell (Royale RP29) +7.951s; 3 Liam McShane (Crosbie 45F); 4 Steve Bradley (Van Diemen RF80); 5 Mark Turner (Jamun T12B); 6 Dan Fox (Van Diemen RF89). **CW** Ian Jeary (Elden



Jon Hunter gets it wrong at Lydden in his Jedi

Mk8); Turner. **FL** Bell 1m05.393s (90.30mph).

PRE-1990 FF1600 (19 LAPS)

1 Kestenbaum; 2 Bradley +2.571s; 3 Colin Williams (PRS RW01); 4 Terry Durdin (Crosbie 25F); 5 Turner; 6 McShane. **FL** Williams 1m05.143s (90.65mph).
HONDA VTEC CHALLENGE (BOTH 14 LAPS) 1 Richard Voaden (Integra); 2 Stewart Hutchinson (Integra Type R) +14.589s; 3 Adam Roberts (CRX); 4 Mark Chese (Civic Type R); 5 Mark Bennett (S2000); 6 Robert Williams (Civic Type R). **FL** Voaden 1m07.624s (87.32mph). **RACE 21 Voaden**; 2 Roberts +12.558s; 3 Hutchinson; 4 Chese; 5 Williams; 6 Paul Armitage (Integra). **CW** Roberts. **FL** Voaden 1m07.003s (81.3mph).

LYDDEN SEMSEC, JUNE 9

SEMSEC SPORTS-RACING CHAMPIONSHIP (BOTH 17 LAPS)

1 Chris Enderby (Radical SR4); 2 Charles Harvey-Kelly (Radical SR4) +1.101s; 3 Paul Gibb (Caterham 7 HPC); 4 Mark Bishop (Caterham 7); 5 Bruce Wilson (Caterham CSR Superlight); 6 Peter Hargroves (Caterham SLR). **CW** Gibb; Gerry Fincham (Caterham R400).
FL Enderby 41.466s (86.81mph).
RACE 21 Harvey-Kelly; 2 Bishop +5.670s; 3 Merrick Linnett (Caterham R500); 4 Gibb; 5 Wilson; 6 Hargroves.
CW Linnett; Gibb. **FL** Harvey-Kelly 42.869s (83.97mph).

Richard Voaden led the way in the V-Tec Challenge at Silverstone...



...while Stuart Kestenbaum did the same in FF1600



BRANDS HATCH BRSCC, JUNE 9-10

SAKER SPORTSCAR CHALLENGE/ ENDURO CUP (24 LAPS)

1 Paul Rose; 2 Melroy Heemskerck +11.474s; 3 Tim Wheeldon; 4 Rogier de Wit; 5 Jeroen van den Heuval; 6 Vincent le Sage.
Class winners Paul Spencer (Prospert LM3000). **Fastest lap** R de Wit 49.385s (88.05mph). **RACE 2 (24 LAPS)** 1 Rose; 2 Laurens de Wit +4.305s; 3 R de Wit; 4 Rudolf Meijer; 5 Tim Wheeldon; 6 Evan Kersbergen. **CW** Spencer. **FL** R de Wit 49.402s (88.02mph). **RACE 3 (44 LAPS)**

1 John Saunders (Ginetta G50); 2 Rudolf & Gerrit Meijer +51.577s; 3 Heemskerck/L de Wit; 4 Rose; 5 Wilbo Rademaker; 6 R & L de Wit. **CW** Meijer/Meijer. **FL** Saunders 56.589s (76.84mph).
CATERHAM SUPERSPORT (32 LAPS)

1 Aaron Head; 2 Ben Whibley +0.526s; 3 Craig Currie; 4 Lee Wiggins; 5 John Saunders; 6 Sean Byrne. **FL** Head 53.416s (81.41mph). **RACE 2 (34 LAPS)** 1 Currie; 2 Head +1.677s; 3 Jeremy Webb; 4 Wiggins; 5 Carlton Brown; 6 Byrne. **FL** Currie 53.258s (81.65mph).

CATERHAM ROADSPORT (BOTH 22 LAPS) 1 Brad Smith; 2 Elliott Norris +4.970s; 3 Robert Smith; 4 Achille Corbellati; 5 Alex Macindoe; 6 Robert Chappell. **FL** R Smith 55.661s (78.12mph). **RACE 21 B Smith**; 2 R Smith +5.373s; 3 Norris; 4 Jake Bradshaw; 5 Corbellati;

6 Chappell. **FL** Norris 55.621s (78.18mph).

PRODUCTION GTI (21 LAPS)

1 Simon Hill; 2 John Mawdsley +5.138s; 3 Dean Spurr; 4 James Howlison; 5 Martyn Walsh; 6 Craig Roberts. **CW** Roberts. **FL** Hill 58.548s (74.27mph).
RACE 2 (18 LAPS) 1 Mawdsley; 2 Roberts +0.277s; 3 Spurr; 4 Hill; 5 Howlison; 6 Walsh. **CW** Roberts. **FL** Mawdsley 1m06.164s (65.72mph).

FF1600 TRIPLE CROWN (BOTH 24 LAPS) 1 Felix Fisher (Van Diemen RF06); 2 Luke Cooper (Swift SC10) +2.418s; 3 John Murphy (Van Diemen RF90); 4 Neil Winn (Van Diemen LA10); 5 Chris Chisnall (Van Diemen RF00); 6 Gaius Ghinn (RF00). **FL** Fisher 50.869s (85.48mph).
RACE 21 Cooper; 2 Murphy +15.134s; 3 David McArthur (LA10); 4 Winn; 5 Ghinn; 6 Chisnall. **FL** Fisher 51.117s (85.07mph).
BRSCC PORSCHE (22 LAPS) 1 David Bearman (Boxster); 2 Richard Styryn (Boxster) +3.206; 3 Gerry Taylor (Boxster); 4 Richard Sykes (Boxster); 5 Adam Croft (Boxster); 6 John Bearman (Boxster). **CW** Steven Brown (Boxster); Sean Siddall (924). **FL** Sykes 54.590s (79.67mph).

RACE 2 (19 LAPS) 1 Styryn; 2 D Bearman +1.708s; 3 Taylor; 4 Sykes; 5 Croft; 6 Cliff Graham (Boxster). **CW** Stephen Potts (Boxster); Marc Mackenzie (924). **FL** Styryn 54.687s (79.51mph). **RACE 3 (22 LAPS)**

1 D Bearman; 2 Styryn +4.149s; 3 Taylor; 4 Sykes; 5 Guillaume Gruchet; 6 Croft. **CW** Potts; Alastair Kirkham (924). **FL** Styryn 54.634s (79.59mph).

Gerry Taylor was one of the top Boxster racers at Brands





Winner Dryburgh leads AMR GT4 Challenge

AMOC BRANDS HATCH, JUNE 4-5

Horsfall's new era is a hit at Brands



Foster's TR4 leads the Equipe GTS runners

THE AMOC'S ST JOHN

Horsfall meeting over the Bank Holiday Jubilee Monday and Tuesday boasted large grids and some brilliant action at its new Brands Hatch home.

Peter Foster and his Triumph TR4 took a lights-to-flag victory in the first Equipe GTS race, but behind him was an intense battle for second.

Mike Thorne (Austin Healey 100M) and David Reed (Aston Martin DB2) fought for the place early on, and the pair was soon joined by the charging TR4 of John Andon.

Andon had worked his way up from 11th on the grid to fourth by lap three. After dispensing with Reed, Andon dived up the inside of Thorne at Surtees on the sixth tour.

Unfortunately for Andon, a great drive came to nought when he had to pull into the pits with a broken seat.

Thorne was second at the flag, taking the position after Reed ran wide at Clearways on the final lap.

Andon came from the back of the grid to deny Foster victory in race two. Andon scythed through the field, and eventually took the lead from Foster at Paddock Hill Bend on lap 12 of 30. But Andon couldn't shake his rival, and the two Triumphs were separated by just 0.724s at the flag.

David Tomlin took honours in the first Ferrari Classic race, but he was pushed all the way to the end by James Cartwright.

Cartwright pestered Tomlin in the opening laps, attempting moves on the outside at both Druids and Clearways in the early stages, but to no avail. While the battle raged, Nigel Jenkins snatched third from Wayne Marrs at Paddock.

Tomlin was beginning to pull away from his rival, but a safety car period stopped him in his tracks. Despite being slow to react at the restart, Cartwright stalked Tomlin – who was struggling with his tyres – all the way to the finish.

In the second encounter

Tomlin dropped to sixth after an extremely tardy start, but Cartwright's getaway was textbook and he pulled away to take an easy win.

Tomlin had managed to fight his way back up to fourth spot until he locked up and spun at Paddock while challenging Jenkins for third.

Peter Dubsy's Aston led the St John Horsfall Trophy race initially, but by the end of the first tour

he had lost the lead at Surtees to the diminutive Wolseley Hornet Special of Tim Greenhill. He was further demoted a lap later, losing second to Clive Morley's Bentley at Graham Hill Bend.

The powerful Bentley could do nothing about the agile Wolseley, despite attempting to take the lead after a safety car restart.

The unfortunate Chris Scragg looked as if he would take an impressive

victory in the Intermarque Championship but, on lap 33 of 47, he retired from the race – his sixth retirement of the season – with an electrical problem on his Aston Martin V8.

It was the father/son combination of Daniel and Sean Brown who thus crossed the line first in their DB4 Lightweight, but they were subsequently disqualified from the race for ignoring a five-second



James Cartwright's 328 won in Ferrari Classic

“The plan was to force an error”

Peter Foster's idea to beat John Andon didn't work



Talbot was eighth in Pre-War race

REPORTS
SPORTS EXTRA



Dubsky's Aston led but finished third in St John Horsfall race

penalty board. This handed the win to the Ferrari F355 of Wayne Marrs.

Aston Martin Racing managing director John Gaw took the spoils in the AMR GT4 Challenge with co-driver Phil Dryburgh. Dryburgh led from pole, but soon found himself being challenged by a charging Olivier Bouche. Bouche took the lead on lap nine, diving up the inside of Dryburgh at Graham Hill Bend.

After two stops, Gaw came out of the pits just 2.7 seconds ahead of Pierre Mantello but eased away in the wet conditions to win by over 57 seconds.

Steve Hart's gorgeous Maserati 300S won the 50s Sports Cars encounter with relative ease. Jonathan Abecassis made a hash of his start, and slipped from the front row to ninth.

This allowed Nigel Webb into second.

The race was brought to an abrupt halt on the 18th lap after Webb's XK120 dumped fluid all over the circuit. Webb was not classified due to causing the stoppage.

Cheng Lim's victory in the Sports Racing and GT Challenge was far from easy. He resisted racelong pressure from John Plant's Allard J2.

After a slow start, Plant relentlessly closed on Lim's RAM SC, but by the time he was on his tail he also had backmarkers to contend with.

Apart from a couple of late-braking attempts on the inside at Surtees, Plant couldn't quite get close enough to pass Lim.

Gary Eastwood was peerless in the first Ferrari Open round, leading from

start to finish, with Sam Smeeth three seconds behind. Smeeth was the victor in the soaking second encounter, battling hard with Eastwood until Eastwood pirouetted at Paddock on the final lap.

Despite a misfire, Stuart Roach (Alexis Mk2) took an easy win in a very wet Formula Junior race. His job was aided by poleman Simon Goodliff (Lola Mk2) making a woeful getaway.

Alan Hudd described his victory in the Pre-war Challenge handicap race as “a huge surprise”.

Hudd's Aston Martin Speed Model took the lead from Paul Wright's Aston Martin Ulster on lap five.

Robert Lewis, who snatched second place on the penultimate lap, finished 19 seconds behind the winner.

● Matt Upton

HVRA BRANDS HATCH, JUNE 4-5

Wilson's MGB beats the American muscle cars

DESPITE A LARGE field of American muscle it was – appropriately for the Jubilee weekend – John Wilson's British MGB that won both Historic V8 races.

In race one the Rover SDI of Jay Wheals usurped the Camaro of Arthur Thurtle at the start to lead.

Third-placed Wilson was soon pressuring Thurtle for second, and he took the place on the ninth tour. He then set about leader Wheals, eventually getting by on the inside at Surtees.

It initially looked as if Wheals would respond, but he was forced out with a gearbox failure on lap 12 of 22.

A fierce battle for second embroiled John Young (Corvette), Thurtle and Tony Jardine (Aston Martin V8). Young won

out, but only after Jardine and Thurtle collided at Surtees behind him.

Wilson won again in the 40-minute pitstop race, but he had to drive flat-out to keep the powerful Thurtle Camaro at arm's length. “I knew he was going to catch me if I lifted,” said Wilson.

RESULTS (22 LAPS)

1 John Wilson (MGB GT V8);
2 John Young (Chevrolet Corvette) +31.197s; 3 Peter Halford (Chevrolet Corvette); 4 John Shoesmith (Chevrolet Camaro); 5 Tom Barley (Chevrolet Camaro); 6 Arthur Thurtle (Chevrolet Camaro). **CW** Young. **FL** Wilson 52.672s (82.56mph).

RACE 2 (43 LAPS) 1 Wilson;

2 A Thurtle/Boysie Thurtle +8.031s; 3 James Tucker/Mike Haig (Marcos); 4 Barley; 5 Shoesmith/John Barrow (Chevrolet Camaro); 6 Bob Searls/Tony Jardine (Aston Martin V8). **CW** Halford. **FL** Wilson 52.579s (82.700mph).



Wilson's MGB V8 defeated the American bolides

EQUIPE GTS (27 LAPS)

1 Peter Foster (Triumph TR4); 2 Mike Thorne (Austin Healey 100M) +6.418s; 3 David Reed (Aston Martin DB2); 4 Dominic Spicer (Triumph TR4); 5 Ronald Watt (MGB); 6 Graham Bates (MGB). **Class winners** Reed; Watt; James Willis (MG Midge). **Fastest lap** Foster 1m01.189s (71.06mph). **RACE 2 (30 LAPS)**

FERRARI CLASSIC (20 LAPS)

1 David Tomlin (308 GTB); 2 James Cartwright (328 GTB) +0.433s; 3 Nigel Jenkins (328 GTB); 4 Wayne Marrs (328 GTB); 5 Chris Butler (328 GTB); 6 Tim Walker (328 GTB). **CW** J Cartwright; Butler; Neil Whittaker (308 GT4). **FL** J Cartwright 55.371s (78.53mph).

RACE 2 (22 LAPS) 1 J Cartwright;

2 Jenkins +13.717s; 3 Ben Cartwright (328 GTB); 4 Marrs; 5 Tomlin; 6 Butler. **CW** B Cartwright; Tomlin; Jack Dwane (Mondial QV). **FL** Tomlin 55.315s (78.61mph). **ST JOHN HORSFALL (17 LAPS) 1 Tim Greenhill (Wolseley Hornet Special);** 2 Clive Morley (Bentley 3-4 1/2) +12.091s; 3 Peter Dubsky (Aston 15/98 2 Seater); 4 Paul Chase-Gardener (Aston Martin Speed); 5 Trevor Swele (Invicta S Type); 6 Christian Pederson (Austin 7 Single Seater). **CW** Dubsky. **FL** Greenhill 1m03.269s (68.73mph).

INTERMARQUE (47 LAPS) 1 Wayne Marrs (Ferrari 355);

2 Vance Kearney (Ferrari 355) +10.125s; 3 Adrian Clark (Porsche 928GS Cup); 4 Conor O'Brien/John Bussell (Aston Martin DB4 Lightweight); 5 Tim Mogridge (Ferrari F355 Challenge); 6 Darren Laverty/Lee Moulden (Ferrari F355 Challenge).

CW Clark; O'Brien/Bussell; Robert Hollyman (Porsche 944 S2); Tristan Bradfield (Sunbeam Tiger); William Smallridge (MG Midge). **FL** Chris Scragg (Aston Martin V8) 53.776s (80.86mph).

AMR GT4 CHALLENGE (112 LAPS)

1 John Gaw/Phil Dryburgh (GT4); 2 Pierre Mantello/Olivier Bouche (GT4) +57.659s; 3 Tom Black (GT4); 4 Sid Sadique/Paul Wright (N24); 5 Kenneth Greenberg/Andreas Kramer (GT4); 6 Chris Kemp/Tiffany Chittenden (GT4). **FL** Bouche 51.801s (83.94mph).

50s SPORTS CARS (17 LAPS) 1 Steve Hart (Maserati 300S);

2 Steve Skipworth (Jaguar XK120) +27.488s; 3 Mike Thorne (Austin Healey 100M); 4 Robert Rawe (Aston Martin DB4); 5 John Todd (Austin Healey 100M); 6 Jonathan Abecassis (Austin Healey 100/4). **CW** Skipworth; Thorne; Martin Melling (Aston Martin DB3). **FL** Hart 59.156s (73.51mph).

SPORTS RACING & GT CHALLENGE

(28 LAPS) 1 Cheng Lim (RAM SC); 2 John Plant (Allard J2) +0.587s; 3 Peter Smith (Ginetta G20); 4 Paul Richardson (Lotus 23 Replica); 5 Barry Sheppard (Nomad 1A); 6 Matt Smith (Ginetta G20). **CW** P Smith; Richardson; Ian Wale (Caterham S7); Ken Culverwell (Mamba Lotus 23). **FL** Plant 1m03.573s (68.40mph). **FERRARI OPEN (30 LAPS) 1 Gary Eastwood (458 Challenge);** 2 Sam Smeeth (430 Challenge) +3.138s; 3 Paul Bailey (430 GT2); 4 Mick Dwane (458 Challenge); 5 Wayne Marrs (360 GTC); 6 Paul Brooks (456GT). **CW** Smeeth; Brooks; David Hathaway (360 Challenge). **FL** Bailey 48.817s (89.07mph). **RACE 2 (26 LAPS)**

1 Smeeth; 2 Jacques Duyver (430 Challenge) +17.348s; 3 Dwane; 4 Eastwood; 5 Bailey; 6 Lee Moulden (355 Challenge). **CW** Dwane; Moulden; Nick Kaye (360 Challenge). **FL** Eastwood 56.490s

(76.98mph).

FORMULA JUNIOR (17 LAPS)

1 Stuart Roach (Alexis Mk2); 2 John Chisholm (Gemini Mk2) +22.445s; 3 Andrew Tart (Bond); 4 Richard Ellingworth (Gemini Mk2); 5 Jan Biekens (Stanguellini); 6 Gil Duffy (Bond). **CW** Biekens; Duffy; Phoebe Rolt (Elva 200). **FL** Roach 1m10.936s (61.300mph). **PRE-WAR TEAM CHALLENGE (17 LAPS) 1 Alan Hudd (Aston Martin Speed Model);** 2 Robert Lewis (Lagonda V12 Le Mans) +19.661s; 3 Richard Hudson (Bentley 3-4 1/2 2 seater); 4 Paul Wright (Aston Martin Ulster); 5 Peter Dubsky (Aston 15/98 2 seater); 6 Paul Chase-Gardener (Aston Martin Speed). **CW** Lewis; Hudson; Nick Pellett (Talbot 105 Team Car); Barry Baxter (Wolseley Hornet Special); Gregan Thruston (Austin 7 Special). **FL** Tim Greenhill (Wolseley Hornet Special) 1m03.742s (68.22mph).

YOUR SAY

What you think of the motorsport news of the past week

Texas action kept the eyelids from drooping



The only way to watch is live

Staying up until beyond dawn on Sunday to watch the IndyCar race was no easy task, but Justin Wilson's last-moment taking of the lead made it all worthwhile. Highlight shows only focus on overtakes, not strategy, and recording a race leaves the all too easy temptation of skipping through the seemingly 'boring' bits.

Watching races live is the only way to understand strategies. Thanks therefore must go to Sky Sports, Keith Huewen, Tomas Scheckter and Jonny Kane for putting on a great live show, when they could easily have all slept and shown highlights instead. The only way to watch is live, so your efforts are much appreciated.

Anna Szczygielska, Castletown, Sunderland

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TOP FIVE ON OUR WEBSITE

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2. RED BULL FORCED TO MODIFY HUB DESIGN
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5. CANADA CANCELS 'OPEN DOORS' DAY

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VILLENEUVE: A PUNDIT WITH A POINT OR TWO

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WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- How long until DRS causes a serious accident?

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

EDITORIAL CONTACT mail@autosport.com

What a great Canadian

Grand Prix we had last weekend! It was absolutely fantastic.

Great strategy from all the teams except Red Bull and Ferrari. What were they thinking when they destroyed my Grand Prix Predictor? I was on the way to collect 100 points plus with 20 laps to go. But Red Bull and Ferrari didn't pit...

But congratulations Romain Grosjean and Sergio Perez, it was really fun to watch that race.

Patrik Knoos
Saffle, Sweden

Former F4 and Radical

champion Lee Atkins and his family would like to express their gratitude to the marshals and medical crew at Oulton Park after they attended to Lee following his heavy off in the PCGB race.

As ever their efficiency and professionalism was demonstrated as Lee was removed from the car and taken promptly to the medical centre, reassuring the family that he was not seriously injured.

Keith Atkins
By email

Within a month we have

lost both winners of the 1959 Le Mans 24 Hours, Carroll Shelby and Roy Salvadori, who partnered each other to the only post-war Aston Martin win at the Circuit de la Sarthe.

I was lucky enough to be there in '59 and this experience was the catalyst for the founding of motorsport tour operator Page & Moy two years later in 1961.

Some years later I was able to point this fact out to Salvadori, who was both polite and modestly

dismissive of the importance that I attached to this connection.

Le Mans 1959 is a race I will never forget.

Tony Moy
By email

Without wishing to be

disrespectful to the brilliant team at Highcroft Racing and Nissan, is it too late to paint the DeltaWing yellow, with 'Trotters Independent Trading Co' on the side?

Shaun Andrews
High Wycombe

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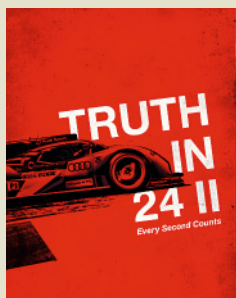
From £7.99 (autosport.com/shop)

Aston Martin has always struck a chord with British sportscar racing fans and this year's Le Mans is likely to be more poignant following the recent deaths of the marque's 1959 winners Carroll Shelby and Roy Salvadori.

The factory-backed, Prodrive-run squad is back in the GT ranks this year with the Vantage V8 and ready to take on Chevrolet, Ferrari and Porsche for class honours.

Show your support for the team by donning this all-new range of official Aston Martin Racing merchandise – there's everything from pull bags to umbrellas, beanie hats to T-shirts and polo shirts to rain jackets.

Check the website for details and prices of the complete range.



TRUTH IN 24 II FILM

Free
Download from iTunes

The sequel to Audi's award-winning Le Mans film charts its terrifying and triumphant 2011 race with fascinating and emotional insight from inside the security fences of the German marque's set-up. Superb production values make this the perfect companion for your road trip down to La Sarthe.



F1 IN CAMERA 1970-1979

£35 (978 0 85733 074 1)
autosport.com/shop

So popular was Haynes' first volume of this unashamedly nostalgic wallow through 1970s F1 that author Paul Parker has created part two. The format again brings year-by-year summaries and over 250 colour images of winners, losers, one-offs, heroes and villains with superbly detailed captions.



LE MANS RACING MAG

£19 for nine issues
lemans-racing.com

The French-language *Le Mans Racing* magazine has launched an English digital edition online in time for the 80th enduro this weekend. The latest issue features the experimental DeltaWing, carries an interview with sportscar stalwart David Brabham, and looks back at Matra's history.

HOT ON THE WEB THIS WEEK

YOUTUBE: JUSTIN WILSON'S LAST-GASP INDYCAR WIN



SEARCH FOR: 2012 Indy Car Series Firestone 550K at Texas Dramatic Finish (5:54) Justin Wilson claims his maiden IndyCar oval victory after leader Graham Rahal smacks the wall with a few laps remaining. Afterwards, Justin and the Dale Coyne Racing team got to perform the Stetson-sporting, gun-toting winner's ritual.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

CASTLE COMBE (CCRC)

June 16-17

Admission: £10 (Saturday)

£15 (Sunday)

Tel: 01249 782417

Castle Combe hosts the Anglo-Japanese Sportscar Weekend with action from the Lotus Elise Trophy, Castle Combe Saloon Car Championship, Ma5da MX150Rs, Sports & GT Championship, Lotus Cup UK, Castle Combe Formula Ford 1600 Championship and the OSS Championship on Saturday. Sunday adds additional action from the Ma5da Mk1 MX5 Championship, Ma5da Mk3 MX5 Cup, Nippon Challenge and Toyota MR2s.

ANGLESEY (BARC)

June 16-17

Admission: £12

Tel: 01407 811 400

Sports Saloon Championship, Caterham Graduates Championship (Classic, Super, Sigma, Mega), Legends Cars

Championship and BARC MaX5 Series.

LYDDEN (BARC)

June 16-17

Admission: £12

Tel: 01304 830557

Intermarque, Saloon Cars, Oval Races, Truck demo races, Show Trucks and a Truck pull.

THRUXTON (BARC)

June 17

Admission: £14

Tel: 01264 882200

Formula Renault BARC headlines at Thruxton. Ginetta-sponsored Seb Morris leads the championship with 2011 British Formula Ford champion Scott Malvern close behind. Ian Taylor Memorial Formula Ford 1600, Porsche GT3 Cup Challenge and Magnificent Sevens Series provide the support.

DOUNE (BHC)

June 17

www.top12runoff.co.uk

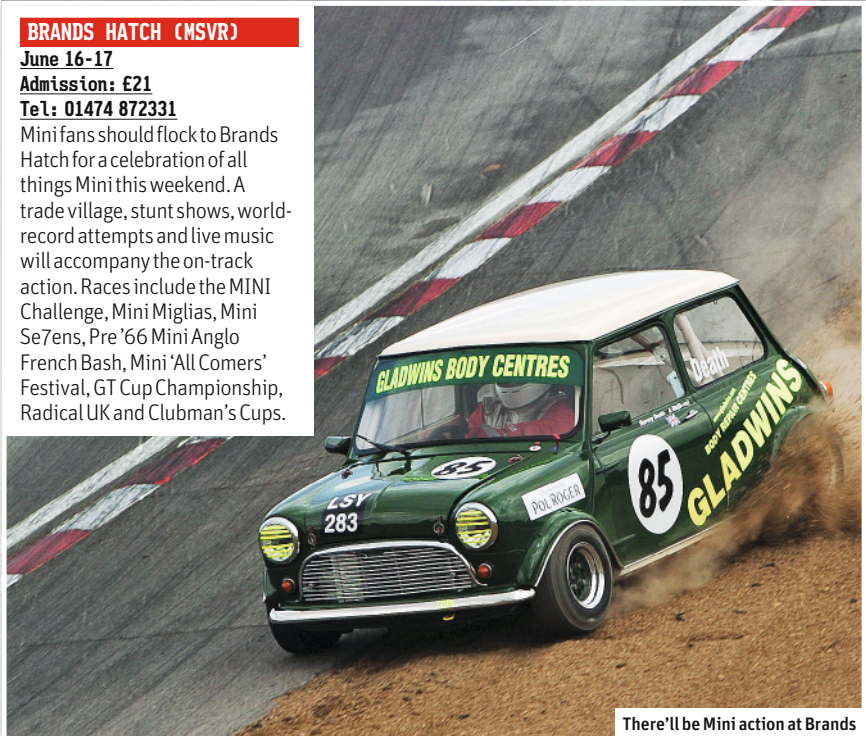
BRANDS HATCH (MSVR)

June 16-17

Admission: £21

Tel: 01474 872331

Mini fans should flock to Brands Hatch for a celebration of all things Mini this weekend. A trade village, stunt shows, world-record attempts and live music will accompany the on-track action. Races include the MINI Challenge, Mini Miglias, Mini Se7ens, Pre '66 Mini Anglo French Bash, Mini 'All Comers' Festival, GT Cup Championship, Radical UK and Clubman's Cups.



There'll be Mini action at Brands

LE MANS 24 HOURS

FIA WEC Rd 3/8

Le Mans, France

June 16-17

www.fiawec.com / www.lemans.org



The 80th Le Mans starts on Saturday

INDYCAR

Rd 8/16

Milwaukee, USA

June 16

www.indycar.com

INDY LIGHTS

Rd 6/12

Milwaukee, USA

June 15

www.indycar.com

NASCAR SPRINT CUP

Rd 15/36

Michigan, USA

June 17

www.nascar.com

NASCAR NATIONWIDE

Rd 13/33

Michigan, USA

June 16

www.nascar.com

V8 SUPERCARS AUSTRALIA

Rd 7/15

Hidden Valley, Australia

June 16-17

www.v8supercars.com.au

Television

THURSDAY JUNE 14

1200-1300 [Sky Sports 2](#)
F3 Euro Series: Austria Highlights
1310-1515 [Motors TV](#)
Grand-Am: Mid-Ohio Highlights
1515-1750 [Motors TV](#)
ADAC Masters: Sachsenring Replay
1930-2000 [Eurosport LIVE](#)
Le Mans 24 Hours: Qualifying
2100-2230 [Sky Sports F1](#)
Formula 1: Canadian GP Highlights
2100-2300 [Eurosport LIVE](#)
Le Mans 24 Hours: Qualifying

FRIDAY JUNE 15

2030-2100 [Motors TV](#)
Mobil 1: The Grid
2115-2145 [Eurosport](#)
Le Mans 24 Hours: 24 Minutes

SATURDAY JUNE 16

0800-0900 [Eurosport LIVE](#)
Le Mans 24 Hours: Warm-up
0900-1000 [Eurosport LIVE](#)
Le Mans 24 Hours: Legends Race
1130-1300 [Sky Sports F1](#)
Formula 1: Malaysian GP Highlights
1330-1500 [Sky Sports F1](#)
Formula 1: Bahrain GP Highlights
1345-1900 [Eurosport LIVE](#)
Le Mans 24 Hours
1455-1625 [ITV4](#)
BTCC: Oulton Park Highlights
1630-1800 [Sky Sports F1](#)
Formula 1: Monaco Highlights
1720-1825 [Motors TV](#)
British Formula 3: Rockingham

1800-2030 [Sky Sports 3 LIVE](#)
IndyCar: Milwaukee
1825-2030 [Motors TV](#)
V8 Supercars: Phillip Island Repeat
1900-1930 [Eurosport 2 LIVE](#)
Le Mans 24 Hours
1930-2130, [Eurosport LIVE](#)
Le Mans 24 Hours
2030-2305 [Motors TV LIVE](#)
NASCAR Nationwide: Michigan
2130-2200 [Eurosport](#)
Le Mans 24 Minutes
2130-2200 [Eurosport 2](#)
Le Mans 24 Hours
2200-0830 [Eurosport LIVE](#)
Le Mans 24 Hours

SUNDAY JUNE 17

0830-0900 [Eurosport](#)
Le Mans 24 Hours: 24 Minutes
0830-0900 [Eurosport 2 LIVE](#)
Le Mans 24 Hours: Race
0900-1100 [Motors TV](#)
NASCAR Nationwide: Michigan
0900-1415 [Eurosport LIVE](#)
Le Mans 24 Hours: Race
1000-1200 [Sky Sports 3](#)
IndyCar: Milwaukee Repeat
1030-1515 [Sky Sports F1](#)
Formula 1: Monaco GP Replay
1545-2030 [Sky Sports F1](#)
Formula 1: Canadian GP Replay

MONDAY JUNE 18

1830-1930 [Sky Sports 3](#)
NASCAR: Michigan Highlights

Online

AUTOSPORT.COM PLUS

Coming up in our premium web content this week



Can a hybrid win Le Mans? We'll be there to find out

LE MANS 24 HOURS COVERAGE

A grid guide, a look at the chances of heavyweights Audi and Toyota, and Martin Brundle's Le Mans memories should get you in the mood for the greatest endurance in the world before our comprehensive race coverage begins.

LE MANS DRIVER VIDEO DIARIES

Follow Anthony Davidson, Allan McNish and Marino Franchitti as they tackle the French classic with AUTOSPORT



TOP 50 LE MANS CARS

AUTOSPORT's staffers come up with a list of their definitive Le Mans racers



REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Did Vettel manage to upset America?



TO YOUR AVERAGE
American, Formula 1 is about as far off their radar as Pyongyang (which they'd probably think was the capital of Scotland). So when I heard David Letterman was interviewing Sebastian Vettel on his *Late Show* (CBS, Monday night), I just had to tune-in.
Only the late Johnny Carson is revered more in US TV chat-show circles than Letterman, and his guests are strictly A-list. But he's a massive gearhead, an IndyCar Series team owner, and hosted Indy 500 winner Dario Franchitti a week previously.
Franchitti was not only on first-name terms with

Letterman, he was on "Dave" terms – get him!
Despite Letterman-virgin status, sharp-as-a-pin Vettel didn't take time to settle in...
Letterman: "You're still just a kid, 24 right?"
Vettel: "Right, and how old are you?"
"65 – don't get any ideas, I still know what I'm doing."
More banter...
"Are you from the same area as Michael Schumacher?"
"Not really, well, Germany's not that big compared to America..."
"And don't you forget it!"
Bizarrely, Letterman then became obsessed about explaining KERS and DRS – a tricky topic for anyone, never mind

mainstream America.
"Has this DRS thing helped the passing?"
"Yes, it has, but obviously if it's artificial it's not good.
It's complicated stuff."
"And does it come on automatically? And you have to be within a certain distance of the car in front?"
"Now you make it really complicated, people here have no fucking clue what you're talking about!"
Yikes. A few minutes in, and Seb's dropped the F-bomb. Without flinching, Letterman goes off on one

of his own: "It's crazy, because all of a sudden they're in the downgrade reduction zone – look out!"
Vettel then goes on to explain his first drive of the New Jersey street track, which is why he's in New Jersey in the first place.
"It looks very quick, you'll need some big balls I think [with an obvious gesture to his loins]"
Cue a very disapproving look from Dave. "Just don't do that again."
Too late, he already did.
Revved Up

"A few minutes in to his appearance on the *Late Show* with David Letterman and Sebastian Vettel drops the F-bomb"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from Cheshire to Texas, via Montreal

THE ALL-NEW DUKES OF HAZZARD

Rhys Millen gets some air as the Global Rallycross series hit Texas last weekend



LEWIS MAKES A BIG SPLASH...
After winning the Canadian GP, Lewis Hamilton took a refreshing dip



YOU TOO CAN RIDE WITH A LEGEND

Before every IndyCar race, Mario Andretti takes the wheel of the two-seater to give some lucky punter a thrill. This is what it looks like at Texas



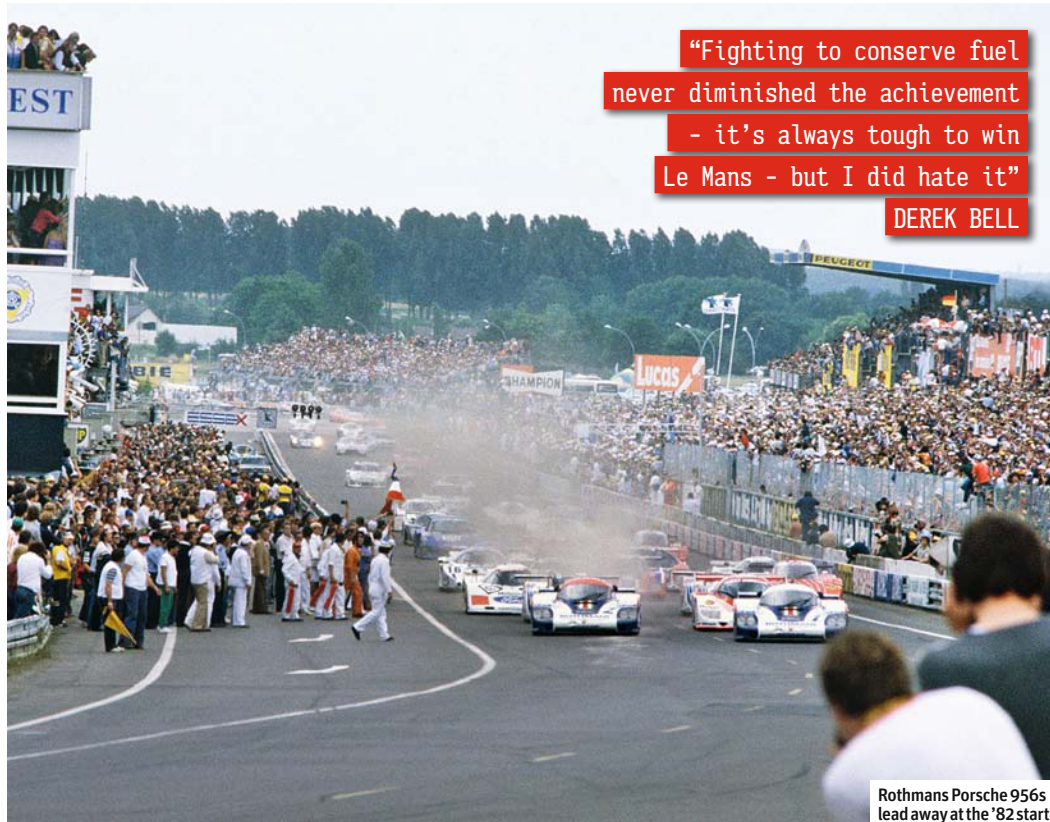
...AND SO DOES JASON PLATO!
A huge puddle caught out JP at Cascades in BTCC qualifying at Oulton Park

PICS: PENNINGTON, MIRALLES/GETTY, EBREY, COATES/LAT

NEXT WEEK FULL LE MANS 24 HOURS REPORT
HOW A CLASSIC RACE WAS WON **DON'T MISS IT!**

FROM THE ARCHIVE

Derek Bell secures his third Le Mans 24 Hours win in 1982



“Fighting to conserve fuel never diminished the achievement - it’s always tough to win Le Mans - but I did hate it”
DEREK BELL

Rothmans Porsche 956s lead away at the '82 start

THE AUTOMOBILE CLUB DE L'OUEST WANTED SOMETHING special to mark the 50th running of the Le Mans 24 Hours, and Jacky Ickx and Derek Bell duly delivered with a comprehensive victory at the head of an outstanding podium whitewash for Porsche.

Like the pair's triumph in 1981, victory was almost flawless – or at least it seemed to be, as the main competition from Ford, Lancia and Rondeau fell by the wayside, allowing the trio of works Porsches to cross the line in an emphatic line-astern finish.

In truth, however, victory was far from straightforward. New fuel restrictions for turbo cars meant the team was always trying to eke out margins, with the constant threat of cutting performance markedly in order to finish.

Under such conditions the speed and consistency of Ickx and Bell flourished, the pair coming home three laps ahead of team-mates Jochen Mass and Vern Schuppan and 19 laps ahead of the third works Rothmans Porsche of Hurley Haywood, Al Holbert and Jurgen Barth. It was their sixth and third Le Mans triumphs respectively, a fitting record for the great race's half-century.

“What was so critical about the race was the change in fuel regulations,” Bell recalls. “Four weeks before, we had gone out at Silverstone, and [team manager] Peter Falk

came to us and said there was no hope of winning. I was stunned – Porsche had miscalculated the fuel consumption.

“We finished third in the race, but we were droning around – short-shifting, backing off on the straights, slip streaming wherever possible. It was pretty dismal.

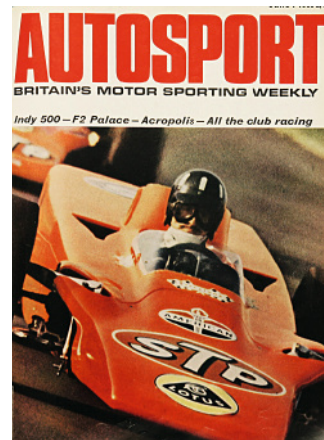
“After that Porsche got things right, but fuel was still a big issue. We had a chart on the steering wheel which showed how much fuel should have been consumed at a certain point on the track.

“We had to glance at the chart and compare our reading to what we were being shown – and you could never let it get far away because that just compounded the effort to get it back. Jacky and I became very good at that. The other Porsche guys did a bloody good job, but they had to slow down at some point, while we were consistent throughout.

“We still drove like hell through the corners, but you were always controlled by fuel, which meant it was no less physical than it is today as a 24-hour sprint race.

“Fighting to conserve fuel never diminished the achievement – it's always unbelievably tough to win Le Mans – but I did hate it. Part of being a racing driver is being there to entertain, and if the public can't see you pushing, it doesn't work. In the end we managed to beat the system, but it was bloody tough.” ❄

THIS WEEK IN...

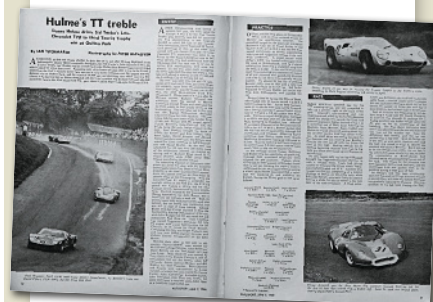


JUNE 7 1968

DENNY HULME COLLECTED HIS THIRD RAC Tourist Trophy in four years this week in 1968, holding off a late charge from Monaco Grand Prix runner-up Richard Attwood.

Hulme's participation at Oulton Park had been in doubt due to his long-haul flight back from Indianapolis, where he had been competing in the USAC National series the previous weekend, but he only missed qualifying, with Sid Taylor putting the Lola T70 eighth.

Helped somewhat by the retirement of Attwood's Ford F3L, by one-third distance Hulme had moved into the lead. Attwood however was a reserve driver for David Piper, and soon took over the controls of his Ferrari P3/4. Hulme's gap was gradually whittled down as the Kiwi struggled with gear selection, but he hung on to win by just over nine seconds.



PIG: LAT



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KARL WENDLINGER

■ Canadian Grand Prix, Montreal ■ June 14, 1992 ■ March CG911-Ilmor ■ Low-budget, low-expectation result



Wendlinger nursed the March to impressive P4

I WAS DRAFTED INTO THE Leyton House team for the last two grands prix of 1991. By then the team was struggling as team owner Akira Akagi was jailed for his involvement in a financial scandal.

The team was regrouped for 1992 and rebranded as March F1, but money was scarce. The late Charlie Moody did his best to run the show on an absolute shoestring budget. I remember once asking engineer Gustav Brunner about planning the pitstops. He said, 'What do you want a pitstop for?' I replied, 'For changing the tyres.' And he replied, 'Just drive smoothly during the first stint and then, when everyone else pits for new tyres, yours will still be fine to finish the race strongly.' In fact, we never had four airguns to do a proper stop!

I was scheduled to race at Le Mans with Peugeot that year, so the week before the Canadian GP Peugeot had set up a week of fitness training near Biarritz in France. I left from there early to fly to Paris on Tuesday evening.

On Wednesday morning I was supposed to fly out to Frankfurt to catch a plane to Montreal, but

"All of the favourites - Senna, Mansell, Patrese - fell by the wayside. I was on the move and passed a lot of people, but then the gearbox became very noisy"

instead I had to go via Dusseldorf, as Frankfurt was closed for whatever reason. So it was Dusseldorf to Toronto. I got there, and made it to the gate to Montreal – and fell asleep right in front of the boarding desk. Nobody bothered to wake me up. When I woke up the plane had gone, so I rescheduled to catch the next

flight. Eventually, I got to Montreal pretty late on Wednesday night, caught an ordinary bus downtown, jumped off and decided to walk to the hotel. It was just one of those cases of 'Karl alone abroad'.

The March never got further development. We just used up all the spare parts from 1991. Even the engine was the same as in '91. But

the Ilmor engine was quite strong, had a lot of torque and had very good driveability. Initially in practice the car did not handle too well. I came in, reported to Gustav and then he made all the changes at once, not step-by-step. Ride height, dampers, springs, aero. Incredible. And it really worked. It was only because of a spinning car that I had to forfeit a better grid position than 12th.

The race itself went well from the start – until the closing stages. All the favourites – Senna, Mansell, Patrese – fell by the wayside. I was on the move and passed lots of people. But then the gearbox became noisy. I felt the dogrings itching, so I decided to short-shift and be really gentle with it. That was a shame – even though I was clearly quicker, my plan to attack Jean Alesi did not come to fruition. And he was third.

Gerhard Berger won the race, which was quite fitting. He helped me a lot in my junior days. It was a great day for Austrian motorsport. How I made it back to Europe I can't remember, really! ✖
Karl Wendlinger was talking to Gregor Messer

IN PROFILE



KARL WENDLINGER BEAT MICHAEL Schumacher and Heinz-Harald Frenzen to the German F3 crown in 1989 by one point, which landed him a Mercedes Group C Junior Team role. In between sportscar duties he competed in F3000 before joining Leyton House for the '91 Japanese GP. Life-threatening injuries in practice at Monaco in '94 in a Sauber put paid to his F1 career. He returned briefly in 1995 before moving into touring cars, DTM and GT racing. He still races a Mercedes in GT3.



Henry Surtees Brooklands Team Challenge

at Mercedes-Benz World, Brooklands

Wednesday 4 July 2012



Charity Challenge two hour endurance race in high-performance two-stroke DMax karts followed by a Champagne Reception in the impressive Mercedes-Benz World building

Don't miss this unique opportunity to race at Brooklands with star names. Entries received from Mercedes GP, McLaren, BMW, Bernie Ecclestone to name a few. You could also just join us for the Champagne Reception, prize giving and star interviews which will be hosted by Steve Rider plus Henry Hope-Frost. A charity auction will be carried out by Malcolm Barber of Bonhams. The event has been made possible by the Brooklands Museum and will raise funds for the Henry Surtees Foundation and the Museum.

Team entry for 4 or 5 drivers is £1,000.

You are invited to come along and watch the racing, enjoy the Museum and Mercedes-Benz World. Tickets for the Champagne and Canape Reception are available for a minimum donation of £40.

For more information, to book a team or purchase tickets for the reception contact sharon@henrysurteesfoundation.com

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



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Terms and exclusions apply. Warranty 100,000 miles; Service 48,000 miles. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding Isle of Man and Channel Islands) to apply. Finance, subject to status, provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Visit renault.co.uk/4plus for details.

Rental stated is for Renault Lease. Comparable payments are available on our personal contract purchase product – ask your dealer for details. If you choose Renault Lease then you will not own the car. When you have paid the final rental at the end of the contract, you can keep using the car and pay an annual rental equivalent to one monthly rental. [†]Typical example: Mégane Coupé Dynamique TomTom 1.6 110, advance rental **£1,968 inc. VAT**, followed by 48 monthly rentals of **£259 inc. VAT**, final rental **£4,855 inc. VAT**. ^{††}Typical example: Mégane Coupé GT Line dCi 160, advance rental is **£385 inc. VAT** followed by 48 months rentals of **£385 inc. VAT**, final rental **£6,476.91 inc. VAT**. Car shown with optional i.d. metallic paint available at an additional £520. A finance facility fee of £149 will be payable with the advance rental. Available at participating dealers only. Not available in conjunction with any other schemes or finance offers, please check with your local dealer for information. Offers are available to retail and business customers (but exclude fleet customers with own terms), and are valid on new vehicles, at point of new vehicle registration, when ordered from 1st June 2012 until 30th June 2012.