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MOTION & EMOTION



PEUGEOT

POLE POSITION

Let's get away from NASCAR-style F1

I WATCHED THE SPANISH GRAND PRIX WITH

conflicting emotions. The side of me that likes to be entertained, that finds NASCAR compelling, quite enjoyed it. But the other side, the one that demands purity in our sport, that believes it should be the ultimate meritocracy, cringed at four pitstops and drivers admitting they were operating at 90 per cent capacity.

There's a stat in Mark Hughes's grand prix report (p14) that horrified that part of me: even Fernando Alonso, during his superb second stint that defined his victory, was lapping 3.5s off his ultimate. He referred to this as "more or less normal driving in 2013".

Did this matter to the tens of thousands chanting "AL-ON-SO!" from those fervour-filled grandstands? Like NASCAR restrictor plates promote pack racing on superspeedways, 2013-spec Pirelli tyres are giving us a show that mixes up the natural order. Isn't that what we wanted?

But even NASCAR recognises it can only get away with superspeedway thrillers four times a year. Otherwise the unpredictable nature becomes the norm – who wants that? Pirelli's pledge to tone down its act from Canada onwards sounds like a wise move to me.



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BAMBER'S WEEK



FIND US ON



Cover Image: Batchelor/XPB, Inset: Jakob Ebrey

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THE BIG PICTURE

David Coulthard drives the legendary Jim Clark's stunning Lotus 25 at Silverstone. Clark won seven rounds in chassis R4 on his way to the '63 world title





This week in F1

WHITMARSH RULES OUT RESIGNING

McLaren team principal Martin Whitmarsh insists he has given no thought to resigning despite the team's poor start to the season. "I am not considering

anything other than getting this team back to where it belongs," he said last weekend. "We are going to work hard to win more races."

WHITMARSH

Wins: 20 Podiums: 52
Poles: 14 Titles: 0

WHITMARSH v DENNIS

Here is how Martin Whitmarsh's first 80 grands prix as McLaren team principal stack up against Ron Dennis' final 80.

DENNIS

Wins: 25 Podiums: 68
Poles: 26 Titles: 1



P32 MORE WORK TO DO FOR McLAREN

6

POINT FOR POLE IDEA DISMISSED

A proposal to award a point for pole position in Formula 1 from next season has been rejected by the teams. The existing points structure will be retained.

DID YOU KNOW?

While a point has never been awarded for pole in Formula 1 history, one was given for fastest lap from 1950-1959. Juan Manuel Fangio scored 23 points for fastest laps during that period.



Allison destined for Ferrari after quitting

James Allison is set to join Ferrari after quitting as Lotus technical director.

Allison, who has worked for the Enstone outfit in its various guises on and off since joining Benetton in 1991, informed the team he intended to leave between the Bahrain and Spanish Grands Prix. He was then sent on gardening leave, with former engineering director Nick Chester assuming his role with immediate effect.

AUTOSPORT understands that Allison has been in talks with Ferrari, and that although a deal has yet to be finalised, he is close to making the switch. It's not clear how he would fit into the team's technical structure, although it would be logical for him to work alongside current technical supremo Pat Fry with a particular focus on its aerodynamic programmes.

JAMES ALLISON CV

1991 Joins Benetton as an aerodynamicist

1994 Moves to Larrousse as aero chief

1995 After Larrousse closes down, Allison returns to Benetton as head of aerodynamics

2000 Moves to Ferrari as head of trackside aerodynamic operations

2005 Returns to Enstone (now named Renault) as deputy technical director

2009 Promoted to



technical director in December

2013 Placed on gardening leave in May after handing in his notice

LOTUS'S NEW TECHNICAL DIRECTOR: WHO IS NICK CHESTER?

Nick Chester has worked in and around Formula 1 for most of his career since graduating from Cambridge University with a degree in engineering in 1991.

Chester's initial involvement was with Simtek in the mid-1990s, prior to joining Arrows. There, he worked in research and development before becoming

first a performance engineer and then a race engineer.

In 2000, he joined Benetton, working as a race engineer prior to being promoted to head of the vehicle performance group in January 2005. He subsequently became head of performance systems in 2010 before taking the role of engineering director in April last year.

For all the breaking news, visit AUTOSPORT.COM

Extra tyres for 2014

F1 teams will be given an further set of durable rubber to be used during the first 30 minutes of Friday morning practice from next season. This idea was originally proposed for use by rookie drivers only, but will now be available to all. A prototype extra-hard-wearing tyre was tried in Spain last weekend.



STALEVILAT

Silverstone to host young driver test

A single three-day young driver test, open only to those who have not started a grand prix, will be held at Silverstone this year. This is likely to take place in the gap between the German Grand Prix on July 7 and the Hungarian race on July 28. All teams will attend the same test, rather than having the option to use their days at different times, as was the case in 2012 (pictured).

TEAMS TO PICK UP DRIVER FINES

The FIA is no longer fining F1 drivers directly, with penalties for pitlane speeding offences now being given to their teams. It follows a recent agreement not to fine drivers as part of the superlicence terms.

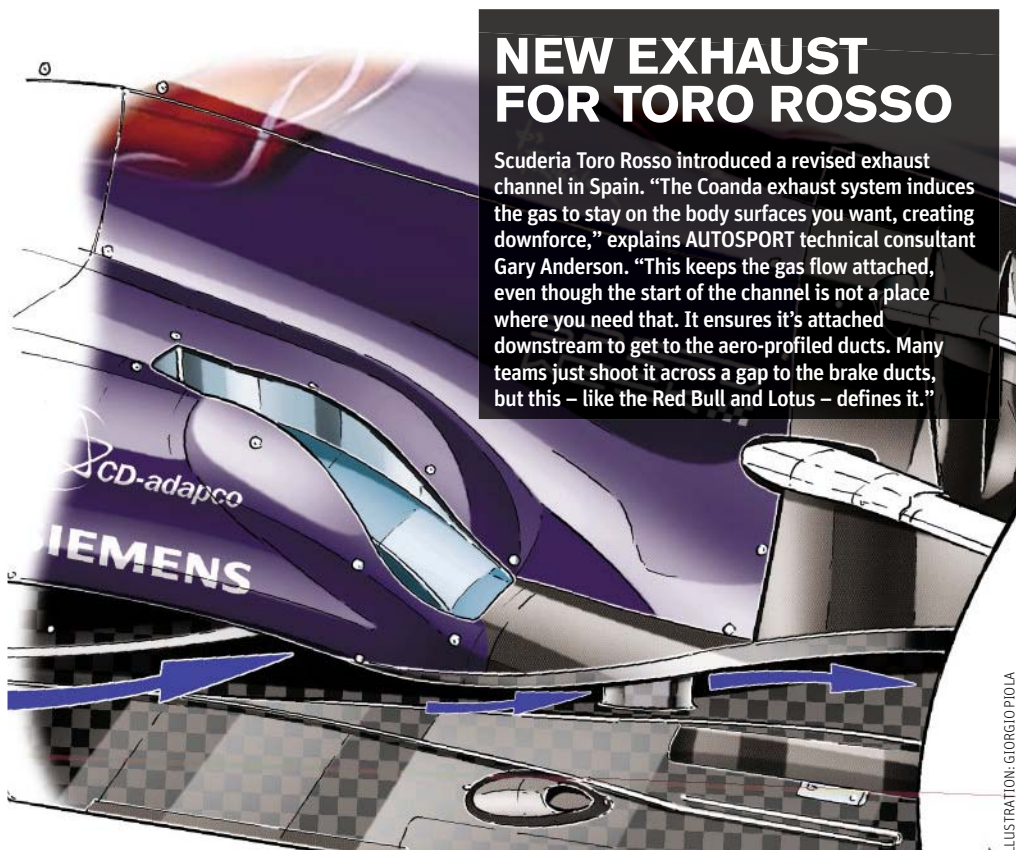


ILLUSTRATION: GIORGIO PIOLA

NEW EXHAUST FOR TORO ROSSO

Scuderia Toro Rosso introduced a revised exhaust channel in Spain. "The Coanda exhaust system induces the gas to stay on the body surfaces you want, creating downforce," explains AUTOSPORT technical consultant Gary Anderson. "This keeps the gas flow attached, even though the start of the channel is not a place where you need that. It ensures it's attached downstream to get to the aero-profiled ducts. Many teams just shoot it across a gap to the brake ducts, but this – like the Red Bull and Lotus – defines it."

Telemetry gets back on course in Spain

F1 ran with full race control telemetry and cockpit warning lights for the first time this season during the Spanish Grand Prix. Early-season troubles with the new Riedel system have now been largely solved, although blue-flag notifications are still a problem.



DUNBAR/LAT

Alonso spared flag-waving punishment

Fernando Alonso avoided any penalty for taking a Spanish flag from a marshal on the slowing down lap after winning his home grand prix. The rules prevent drivers accepting any objects, although as previous incidents of this nature have never been punished, Alonso was let off.

IN-SEASON TESTING REJECTED

The F1 sporting committee has declined a proposal to reintroduce in-season testing next year. It's been banned since 2009, save for one test held at Mugello last year (pictured), the three permitted days for rookies and straightline/constant radius running.

FORMULA 1 TEST MILES - 1999-2013

Track testing peaked in the 2006 season, with more than a quarter of a million miles completed.

1999	99,134	2004	230,813	2009	74,542
2000	113,345	2005	244,074	2010	48,692
2001	147,985	2006	255,391	2011	47,517
2002	166,291	2007	171,888	2012	47,787
2003	199,223	2008	160,849	2013	31,034



FERRARO/LAT

Castrol EDGE GRAND PRIX PREDICTOR

Pir8 finished top overall in this week's Castrol EDGE Grand Prix Predictor by scoring 175 points. As well as predicting the top six finishers, and also netting 100 bonus points for the correct winner, podium and six of the top 10, Pir8 also correctly predicted that Jenson Button would finish in eighth place. Play the game and compete for prizes at www.gppredictor.com.

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Mark Hughes

MPH

At the Spanish GP, even qualifying was a tyre-saving exercise, like endurance racing of old. Modern endurance racing, on the other hand...

At Barcelona's Spanish Grand Prix qualifying session, the key to a fast lap was to drive just slowly enough through the fast turns of the first sector! Do that, and your rear tyres wouldn't be too hot by the end of the lap, where good traction was vital and worth more lap time than fast-corner heroics.

For some time, Formula 1 racing has been an exercise in alternate conservation and attack, finding the most efficient trade-off between speed and tyre life, getting the rubber to last longer than the other guy without backing off too much. In Spain that extended to qualifying too.

Pirelli-era racing demands a complex blend of skills. The driver needs not only to sense where that optimum trade-off is for his car, but to work from the beginning of the weekend towards evolving the car's behaviour so that the optimum stint length can be achieved. In live time, once the race has started he's relying far more on the input of the team to understand how his race is playing out, combining that knowledge with how hard or soft to be driving at any given moment, which cars he is actually racing and which just happen to be on the same piece of track but on a totally different strategy and should therefore be ignored, rather than eating into tyre life trying to defend from.

He needs to have a particularly good feel for how much he can take from the new tyres on the out-laps, when they are susceptible to damage if pushed too hard. So the hard out-lap may gain you position, but shorten your stint length.



their tail near the best passing place. That way, even more fuel and tyre life can be saved.

Qualifying is usually still a simple test of who can lap a car on the limit the best, but at Barcelona, with its long, fast corners combined with a slow, 'traction-event' ending, even that wasn't the case. Furthermore, that limit in general is lower than during the days of the tyre war, when a driver had to push himself up to what the tyre was capable of giving him, especially in the braking areas. Today, it's more a case of pulling back from how hard they could attack.

It sounds a very similar mix of demands to those that used

“In sportscars, if you can't push flat-out from start to finish, there's no place for you there”

Given that the driver is not going flat-out all the time, because that would be an inefficient way to use the tyres, there is a lot of scope for saving fuel, not only in which engine map to use but also in technique, in lifting and coasting the first part of a braking zone rather than staying on the gas to the last moment, then braking to the maximum. Given that he may be driving up to 3s off the pace at stages in the race anyway, it makes no sense to be using all that fuel acing the braking zones everywhere, and the car can go to the grid with a lighter fuel load. Using the KERS electric boost in the most efficient way around a lap will also contribute to lower fuel consumption.

Then there's the matter of how he uses the traffic; given that he's not going flat-out anyway, there's advantage to be had in catching the slower or lapped cars at exactly the right point on the circuit to use DRS, so he may back off even further so as not to catch them too early in the lap, and ideally he'll be resuming his former pace as he arrives on

to be faced by endurance racers, eking out fuel and tyres that were incapable of going the full distance flat-out. But that's no longer the case for the guys in the top cars there. The Audi and Toyota drivers, on tyre-war tyres that are being progressively developed through the season, are flat-out start to finish, and the harder against those limits you can go, the better your chances of success. If you're unable to do that, there's no place for you there, no role for the 85 per cent push-and-serve technique that was once the core skill of the endurance discipline and which is now F1.

So the thought occurs that if Mark Webber really does make a switch next season to sportscars with Porsche, he will be rewinding the clock to the F1 of a few years ago, when he could use his ability and big-balls willingness to push up to limits, wringing all he can from the car every time he's in it. Has the time really come for drivers who want to prove they are the outright fastest, rather than the most 'efficient,' to get out of F1 and into sportscars? ❧

This week in motorsport

LOEB'S PIKES PEAK LIVERY REVEALED

This is how Sebastien Loeb's Peugeot 208 T16 Pikes Peak will look when it contests the Colorado event on June 30. Loeb put the car through its paces earlier this month at a private track in north-west France, and described it as a rocket and the fastest accelerating car he's ever driven. "The performance is phenomenal," said Loeb, who this week also confirmed he will contest the French round of the European Rallycross Championship at Loheac in August in a Citroen DS3 supercar.



10

MILESTONE

GP3 staged its 50th race at Barcelona last Sunday, Aaro Vainio making newcomer Koiranen GP the ninth squad to win in the series. The other eight are ART, Manor, MW Arden, Status, Jenzer, Carlin, RSC Mücke and Tech 1.



AMR planning Spa assault

Aston Martin Racing is planning a factory assault on the Spa 24 Hours in July and is finalising a deal with Belgian squad GPR Racing to jointly run a solo Vantage V12 GT3. Darren Turner and at least two other AMR factory drivers will race the car.

MORE F3 FOR RUSSIAN STAR

Red Bull junior driver Daniil Kvyat will contest the remainder of the Formula 3 European Championship with Carlin alongside his GP3 commitments. Rival team Romeo Ferraris will return at Brands Hatch this weekend with one car for Michela Cerruti after skipping Hockenheim.



Andretti quick at Indy

Marco Andretti was the fastest man during the opening three days of Indianapolis 500 practice thanks to a 225.100mph run on Monday for the Andretti Autosport team. Ed Carpenter (220.970mph) and Indy rookie Carlos Munoz (223.023mph) had set the pace on, respectively, Saturday and Sunday.

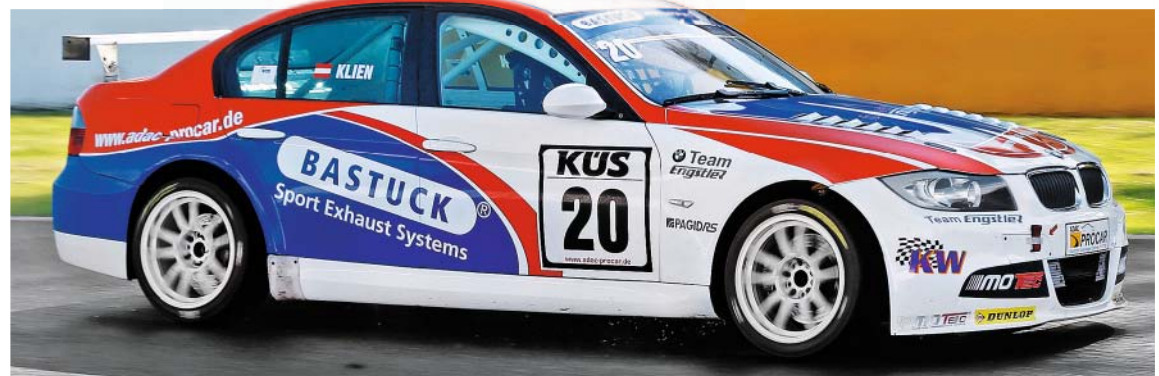
GRIFFITHS/GP3

LEWIS/LAT

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WRC future set to be decided

The shape of the World Rally Championship will be decided in a series of meetings this month. The FIA and the WRC's promoter have worked with British sports consultant Portas to produce a roadmap for the future, encompassing all aspects of the series. That plan will be laid out to the sport's most senior figures in Paris this week before being discussed by the WRC Commission in the days following. Commission president Jarmo Mahonen said: "We have a lot of meetings planned, and decisions taken in the next two weeks will be crucial to the future of the WRC." M-Sport boss Malcolm Wilson said: "The meetings I've had with the FIA and the promoter have been very positive."



KLIEN WINS IN TOURING CARS AT SPA

Ex-Red Bull Formula 1 driver Christian Klien made his ADAC Procar debut at Spa last weekend, the Austrian winning race one easily from pole in a Team Engstler BMW 320si and then retiring from the lead of race two with a mechanical problem. Klien will also take part in this weekend's Superstars round at Brno in a Scuderia Giudici BMW M3, while Edoardo Piscopo has also signed up for the event in a similar car run by RGA.

NEW TEAM FOR BTCC

New team RGM Motorsport is to join British Touring Cars next year with 2008 McLaren AUTOSPORT BRDC Award finalist Aaron Steele as its driver. Steele, 24, will drive a Vuik Racing Mercedes C200 in this year's Italian and Czech European Touring Car Cup rounds to prepare. Peterborough-based RGM, which has not revealed which car it will run, has been formed by Richard Taylor, Mark Salter and Brendan Beekan.

Walker takes IndyCar role

Long-time US team owner Derrick Walker will join IndyCar as president of operations and competition post-Indianapolis 500. Mark Miles, CEO of IndyCar parent company Hulman & Co, said: "Derrick stood out because his decades of experience in North American open-wheel racing blend ownership and management for his own team and other teams." Walker, who ran his own CART team for 19 years, will leave his role as team manager of Ed Carpenter Racing to take up



the position with IndyCar. Leading series officials Will Phillips, Beaux Barfield and Brian Barnhart will all report to Walker.

In brief

O'YOUNG FOR LE MANS

World Touring Car regular Darryl O'Young will return to the Le Mans 24 Hours in June, sharing an AF Corse-run Ferrari with Piergiuseppe Perazzini and Lorenzo Case in the GTE Am class.

AF CORSE'S ASIA TEAM

AF Corse has entered the new Asian Le Mans Series with a GT3-spec Ferrari 458 Italia in the GTC class with former GT1 world champion Andrea Bertolini, Michele Rugolo and Steve Wyatt all listed to drive.

KRUMM TO GREAVES

Nissan driver Michael Krumm has been added to the Greaves Motorsport line-up for Le Mans. The German will join Jann Mardenborough and Lucas Ordenez in the team's LMP2 Zytek-Nissan.

GUIMARAES IN BRIT F3

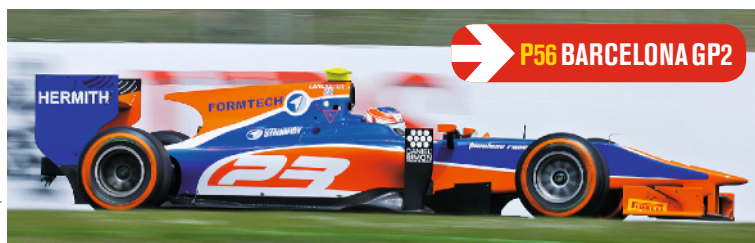
Sud-Am Formula 3 Championship leader Felipe Guimaraes, 22, has joined Fortec Motorsport for the upcoming British F3 season. Meanwhile, Carlin driver Harry Tinncknell is unlikely to contest the series due to budgetary reasons.

SARRAZIN'S ERC DRIVE

Ex-Formula 1 racer Stephane Sarrazin will return to the European Rally Championship on this weekend's Tour of Corsica. The Frenchman will drive a Mini RRC on the Ajaccio-based event.

ANDERSSON RETURNS

Two-time Junior World Rally Champion P-G Andersson has sealed a six-round WRC programme – starting with Rally Italy – in a privateer Ford Fiesta WRC.



P56 BARCELONA GP2

LANCASTER'S GP2 PODIUM

Jon Lancaster returned to GP2 with Hilmer Motorsport at Barcelona last weekend in place of Pal Varhaug and collected his maiden series podium in race one. He was 10th in race two.

PENSKE BAN IS REDUCED

NASCAR last week reduced the seven-race bans levied against seven Team Penske crew members for suspension irregularities at Texas Motor Speedway to two on second appeal last week, but upheld financial and points penalties. Meanwhile, Matt Kenseth's 50-point penalty for an underweight engine in Kansas was reduced to 12 after a NASCAR appeals panel agreed that Toyota, and not his Joe Gibbs Racing team, had been at fault, and that no advantage had been gained.



MEAN MINI

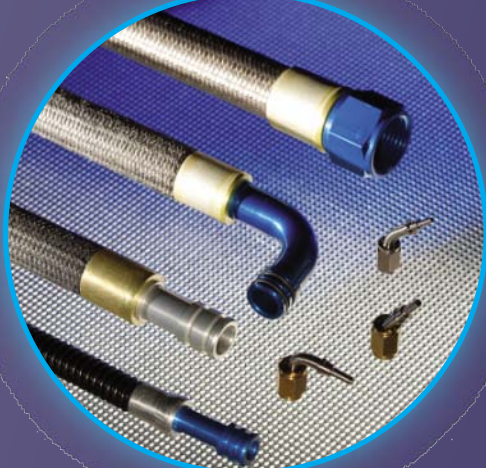
This is the Prodrive-built Mini that Liam Doran will use at X Games Spain this weekend.

Prodrive set for Dakar entry

Prodrive is preparing to contest the Dakar Rally in 2015 with either a manufacturer-entered car or its own buggy. The Banbury firm told AUTOSPORT that it started working on the project soon after attending January's South American event. Prodrive's Richard Taylor said: "We sent people to see how the rally worked and how teams worked on it. We're looking at 2015 as there's no time to get the car ready for '14. We are talking to manufacturers and have started car-modeling work."

STALEY/LAT

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Jonathan Noble

The inside line

Red Bull boss Dietrich Mateschitz says F1 is no longer about racing but tyre conservation. It's not the racing he cares about, though – just the winning

When Sebastian Vettel brilliantly executed a four-stop strategy to beat Lewis Hamilton in that thrilling Spanish Grand Prix of 2011, it was viewed as a fantastic piece of driving as the German worked superbly to fend off a rival breathing hard down his neck.

Fast forward 24 months, and the fact that Vettel was forced into a four-stopper to complete the same 66 laps of the Circuit de Catalunya was lambasted by his team as a dark day for Formula 1.

Afterwards, Red Bull's frustrated owner Dietrich Mateschitz spent the better part of an hour in private discussions with Bernie Ecclestone. Later on, he told a select group of his closest media friends that he thought F1 was no longer about 'racing' – it was now only about tyre conservation.

Why the dramatic change of heart for the way that two races, separated by two years, produced the same number of pitstops? Oh yes, Vettel failed to finish on the podium on Sunday.

Red Bull's gripes about what Pirelli's done to the tyres this year have been bubbling away all season, but really erupted after the Australian GP when it became clear that its RB9 wasn't as kind to its rubber as other cars – especially the Lotus.

For years, Red Bull's advantage has been based around producing a car that is aerodynamically

– such as the Lotus and the Ferrari – can actually be a better thing to have.

And the more the tyres degrade on specific weekends, the more it tips things away from Red Bull. When tyre degradation is pretty much in line with expectations – as it was in Malaysia and Bahrain – then Red Bull finds life easier, and it's probably no coincidence that it comes out on top.

Of course, the team doesn't slate the tyres or the 'racing' after its victories; although to be fair to team principal Christian Horner he did suggest after Bahrain that their complaints about the rubber wouldn't be eased by Vettel's second win of the season.

Mateschitz's criticisms – however headline-grabbing they may have been – are not totally unexpected, then. But they should certainly not be interpreted as a prophesy of Armageddon – or even a sign that Red Bull's questioning whether F1 is of interest to it any more.

Speaking out to the media in such a dramatic way is simply just a part of the modern game of F1. For when behind-the-scenes lobbying for changes fails – especially when your rivals are scuppering you at every turn – then there's no harm in going public and trying to win the fans over. It matters more in this era of social media than it ever did before.

Pirelli motorsport director Paul Hembery admitted, when I spoke to him earlier this week about why

“Red Bull's gripes about what Pirelli's done to the tyres have been bubbling away all season”

a step ahead of the opposition. The team led the way in blown diffusers, in (legal) flexi-wing technology, in floor design and brake duct devices – in fact, any surface of the car that would add even a couple of downforce points.

Any part of the package that didn't live up to that complete fixation on aerodynamic performance was always viewed as an inconvenience. Look at the criticism Renault faced over the years for its horsepower output or reliability. Now it's the tyres.

The advent of the Pirelli 'high-degradation' era in F1 has further complicated matters for Red Bull because the team has found that the advantage it has over the opposition through aero performance is no longer the key to success.

Instead, with the way the tyres have been so far this season, having a car that's not the out-and-out fastest on a single lap but is more mechanically sympathetic

changes were coming for Canada, that the public criticising the current tyres had been a catalyst in his company's fast-tracking revisions. The logic is simple: good quotes equals good stories, equals excited journalists, equals won-over fans.

The tyre tweaks coming from Montreal onwards may only be subtle, but in trying to move F1 away from the critical degradation races that hurt Red Bull the most, it may be enough to help the team rediscover its 'racing' mojo and get back to the front. Expect the criticisms to end swiftly if that's the case.

Yes, Mateschitz saying that racing was over in F1 was a bit of whining – especially since his team is leading the constructors' championship and Vettel is clear in the drivers' standings.

Equally, however, his opinions were simply fuelled by an intense desire to win. And that's the only thing he and Red Bull really care about. ❧

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • LAP CHART • DRIVER BY DRIVER • RESULTS

Blue-sky thinking motivates Alonso

On a clear four-stop strategy from the off, and without the tyre issues that blighted many of his rivals, Ferrari's star defeated Kimi Raikkonen on home turf. MARK HUGHES reports



AT A GLANCE



“Alonso was simply brilliant, the entire stadium echoing to the repeated three-syllable chant of his name”

SPANISH GP

Barcelona, May 12

ROUND 5/19

LAPS 66

WINNER

Fernando Alonso
1h39m16.596s

POLE POSITION

Nico Rosberg
1m20.718s

FASTEST LAP

Esteban Gutierrez
1m26.217s

RACE RATING

★★★★★ Alonso sublime, but too much influence from the tyres

DRIVERS' STANDINGS

Vettel	89pts
Raikkonen	85pts
Alonso	72pts



QUALIFYING 14.00, 11.5.2013



Rosberg claimed his second pole of the season

COATES/LAT

16



Through the slow-speed twists of the final sector the Mercedes was absolute dynamite, and this was key to the team's front row wipeout, Nico Rosberg ahead of Lewis Hamilton.

Rosberg's 0.3s advantage over third-fastest Sebastian Vettel's Red Bull was all gained in that final, twisty, traction-demanding sector. Yet Merc team boss Ross Brawn reckoned it was not a trait of the car, not a different manifestation of whatever it is that has been getting the rear tyres too hot in previous races.

It was, he said, all to do with how the drivers were preparing their tyres, going easy in the early part of the lap and still having their grip left for the slow chicane and out of Turn 10 before that. They were, he pointed out, fastest in sector one during testing here and

nowhere in sector three.

Because Mercedes was focusing so much on keeping its rear-tyre temperatures in check – after its difficulties in Bahrain – Rosberg and Hamilton were having to keep themselves in check through the faster corners early in the lap.

It was something that McLaren's Sergio Perez also worked out, allowing him to go comfortably through to Q3 in a McLaren that was definitely not Q3 material. "In Q2 I think I got the maximum from the car, but it's a different sort of maximum," he said. "Because the tyres are so critical it's very easy to overheat them through a long corner and if you do that they never come back down to the right temperature for the rest of the lap. Around here, getting the maximum lap

is all about not overheating the tyre."

The two Mercedes drivers and Perez did this perfectly. Rosberg was only fifth fastest in sector one, Hamilton 10th. But they were near enough equal fastest in the final sector, 0.3s clear of anyone. Perez was seventh and 10th respectively in sectors one and two, but a remarkable fourth in the final one – this in a McLaren with naturally poor traction. But Perez had kept the tyres in good enough shape that his traction was actually better than that of most by the end of the lap – where it counted. His actual Q3 lap was compromised by vibrations through right-handers and he would line up ninth.

Mercedes was looking to have three sets of new hards each available for the race and both drivers ran only on mediums throughout. Rosberg was confident enough to get through on just one run in Q2, giving him two runs in Q3. Team-mate Hamilton's first Q2 run wasn't quite good enough for that, obliging him to do a second and therefore leaving him with just a single set of options in Q3. But even Rosberg's first run would have shaded Hamilton by a tenth. His second one was better by 0.25s.

"I've been thinking about the Bahrain race a lot," Nico said in reference to how he might better use the rubber and the building approach to the lap, "and actually I'm so surprised that we could

be that quick today."

Hamilton was obviously not quite as happy. "I've been a bit lost with set-up," he admitted, "and it wasn't clear to me which direction I needed to go in, so into qualifying I just left it how it was and I'm not 100 per cent comfortable with its balance."

Vettel acknowledged that the Mercs were simply out of reach on Saturday. But, looking ahead to raceday, he was in a potentially strong position in that the only two cars starting ahead of him had question marks about their tyre durability. He was also delighted with his own particular sector three breakthrough: "Historically I've never really liked the last sector and the new corners they implemented a couple of years ago. This year it seems to be that, for the first time, I found a better way around, after trying so many times – which is quite funny if you think that we come here more than once a year."

Seb had used option tyres throughout each of the three sessions, with a single run in Q3, giving him three brand-new sets of hards for the race.

Mark Webber in the sister car was back in eighth (seventh after penalties), having not judged the tyre usage quite right on his new-tyre Q3 run. The rears were too hot by the time he really needed some traction.

As ever, the Red Bulls were deriving their lap time from speed through and



Button was this time not a match for Perez in qualify

off the turns, and were 20th and 22nd through the speed trap at the end of the long straight, 7.5mph slower than Alonso's Ferrari.

Fourth, a tenth back from Vettel, was Kimi Raikkonen, the Lotus easy enough on its tyres for Kimi and team-mate Romain Grosjean to feel confident in pushing hard from the beginning of the lap – they were first and second in sector one. Whether that was the most efficient way of doing the lap is questionable, for they faded progressively further down the order through the subsequent sectors. Kimi's second Q3 run was error-free, but Grosjean's was not and after locking up heavily into Turn 1 the lap was ruined, leaving him relying on his seventh-fastest first run (sixth after penalties).

Fernando Alonso was a tenth back from Raikkonen in the Ferrari. As in China, Felipe Massa was quicker in the first couple of sectors but this seemed to take too much from the tyres, as he lost vital time in the final sequence. It left him slower than his team-mate by just 0.001s to put him sixth quickest,

'Vettel acknowledged that the Mercs were simply out of reach on Saturday'

before his three-place demotion for having impeded Webber in Q2.

Final Q3 qualifier was Paul di Resta's Force India, who scraped in just ahead of the closely-matched Toro Rosso pair of Daniel Ricciardo and Jean-Eric Vergne. Di Resta's Q2 lap was rescued from not having had the ideal warm-up to prepare the tyres. Adrian Sutil in the other Force India also suffered through traffic and was back in 13th, just ahead of Jenson Button's McLaren and the Saubers of Nico Hulkenberg and Esteban Gutierrez. JB's tyre pressures had been set too high but he was never happy with the heavily revised car. Hulk's lap was a beauty and 0.4s quicker than his team-mate's. Neither Williams made it out of Q1.

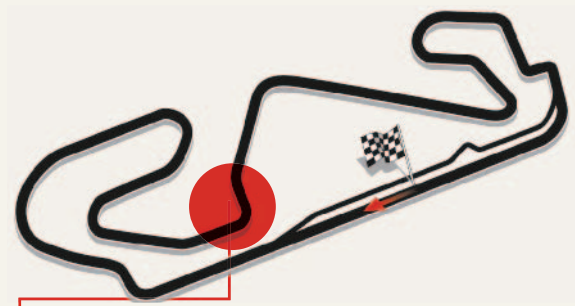


THE GRID

* – 3-place grid penalty for impeding in qualifying

TRACKSIDE VIEW

Mark Hughes
GRAND PRIX EDITOR



The snaking downhill approach through the kink of Turn 6 and into the tricky braking zone for 7 – the very base of the circuit's contours – has never looked more malevolent than in the damp of Friday morning, with the mountain tops beyond moodily clad in cloud. The scream of engines is bouncing off the surrounding hillside and spectator bankings, somehow shriller in this cool air than in the luxurious climes of late. Fernando Alonso is in breathtaking form here, using all the road on the exit of the kink, this pulling him out treacherously close to the wet painted kerb as he's hard on the brakes and firing off three equally-spaced and early downchanges. Lap after lap identical, a case study in precision and an aggressive commitment to it. The Ferrari dances a shallow slide through Turn 7 and the right-rear nuzzles the kerb serrations, wheelspinning but controlled. By comparison Felipe Massa appears to be wrestling with an angry octopus, so busy and wild is the car's behaviour. The other standout in this part of the session is Kimi Raikkonen, who is in full-on rally-car mode, extravagant slides, taking into 7 what is obviously going to be more speed than the rear tyres can deal with, really loading them up and then being ready with the spectacular catch when they let go just before the apex. That takes the car's trajectory yet more certainly towards those wet kerbs, where he allows the rear wheels to clatter hard over them, the rear sliding gracefully left as he turns the wheel sharply right and with his right foot keeps the wheels just over the point of traction loss. He's having a ball.

'Raikkonen, with extravagant slides, is in full-on rally-car mode'



RACE

14.00, 12.5.2013



This race was way simpler than it looked. The disorientation caused by 77 pitstops clouded a clear demonstration of Ferrari superiority in meeting the complex demands of the Circuit de Catalunya in the Pirelli era. It had a car with a superior combination of pace and tyre usage, and it used that tool strategically perfectly, committing from the beginning to a four-stop plan on a day when most were hoping to three-stop but fell into a compromised four.

The rest was left to Fernando Alonso, brilliant in making progress from his third-row start and then simply metering out the car's performance. Once the last engine was switched off, the whole stadium echoed to the repeated three-syllable chant of his name.

Barcelona's Circuit de Catalunya is one of the very toughest tracks on the calendar for the tyres and, coming right after the similarly demanding (though for different reasons) Bahrain track, the pattern of performance had certain similarities. For example, the league table of the top cars was very different between Saturday and Sunday, and Mercedes once again suffered the agony of falling from a great height, from qualifying dominance to race mediocrity.

Lotus was once again better in the race than qualifying and had the second-best race car, and Kimi Raikkonen duly converted this to second place, ahead of Felipe Massa's Ferrari. But the status of Red Bull and Ferrari was transposed from Bahrain. Red Bull's three-stop strategy bust, meaning in hindsight that the timing of the stops was all wrong for the four-stop it was eventually forced onto. "It wouldn't have made any difference to the final result though," said team boss



It's close at the start, as Rosberg heads Hamilton

Christian Horner. "We were just too hard on the front-left."

As in China, drivers were on the radio asking if they should race the car gaining on them or whether it was on a different strategy. Here, Vettel received a surreal variation in the answer as Raikkonen closed on him: yes, he was racing the Lotus, but he should let it go! He should continue driving well off the pace to keep those tyre temperatures from spiralling quickly out of control.

Monitoring and control: it was what

this race was all about, and both needed to be tighter even than usual. Never have the tyre-temperature sensors provided more crucial live information to teams. The fast-and-long Turn 3 and Turn 9 would instantly grain up the left-front, and pushing for the last tenth would disproportionately tear off the graining rubber, drastically reducing the stint length.

The Red Bull, in its DNA a car with an aggressively grippy front end, was taking way more out of that front-left

even at moderate speed than the Ferrari or Lotus; the corners were just too long and fast for its tyre use. But even with drivers backing off enough to control the front graining, the classic Barcelona trait of the load switching to the rears once the grip reduced through a stint would then begin to overheat those rears. Once that happened they got into a runaway temperature increase and there was no bringing them back.

It was a conundrum Nico Rosberg was particularly well attuned to. After



Hulkenberg runs out of road at the first turn...



...then does battle with Webber and Maldonado



FRIDAY



1005 In wet conditions, **Romain Grosjean** (above) spins his Lotus up the Turn 10 escape road. He recovers.

1039 Engineer **Andrea Stella** tells **Fernando Alonso** in FP1: "The yellow in the last chicane I think is a fake one, I'm not sure."

1040 **Heikki Kovalainen** reveals that a problem at the rear of his Caterham is restricting his running.

1044 **Adrian Sutil** complains: "I'm struggling with rear traction, it's not great."

1302 McLaren sporting director **Sam Michael** confirms that McLaren has more updates to try in the afternoon FP2 session, including a new front wing which transpires it is unable to race.

1406 Engineer **Rocky to Sebastian Vettel** in FP2: "Be careful, you're riding the brake pedal out of [Turns] 3 and 9."

1412 **Lewis Hamilton** spins his Mercedes at Turn 12 and recovers to the track. He is told: "OK Lewis, let's try and cool the car."

1507 **Rob Smedley** advises **Felipe Massa** on tyre management: "Fernando lifted more in Turn 3 and 9 to save the tyres."

1510 **Paul di Resta** suffers a left-rear tyre failure, similar to Massa and Hamilton in Bahrain: "Just lost the belt off the left-rear tyre."

1512 **Lewis Hamilton** seeks constant reassurance of his long-run pace: "What times should I be doing now?" He is told: "Target is mid-31s" and later "Current pace is target".

1545 **Valtteri Bottas** tells AUTOSPORT the upgraded Williams is "the best car we've had this season."

1702 Pirelli motorsport boss **Paul Hembery** admits di Resta's tyre failure "doesn't look pretty" and vows to avoid it happening again.

1910 @pauldiResta1 "Not so many laps today. We will try and understand as much as we can from it."

retaining the advantage of his pole position into Turn 1, with a canny bit of placement and earlier-than-anticipated braking that got the other Merc of Lewis Hamilton all locked up and off his case, he was immediately into conserve mode. Vettel swept across the front of Hamilton to go second into Turn 1.

The bunching up and loss of momentum caused to Vettel, Hamilton and Raikkonen by Rosberg's defensive tactics created the perfect opportunity for Alonso. His Ferrari had been its usual rocket self off the line but he was unable to convert that down to Turn 1 as he was held to the outside by Raikkonen. As they then fell over themselves and Hamilton and Raikkonen hugged the defensive inside line of Turn 3, Alonso was able to use his greater momentum to sweep around the outside of the Lotus and the Mercedes, braving it out with Lewis, wheels almost touching, Alonso on the KERS button, the crowd going crazy. It was the foundation of Alonso's day. He fainted this way and that behind Vettel as Seb did the same to Rosberg, but only for the first lap or so. After that, no one was up for an early fight on a heavy fuel load and super-sensitive rubber.



Rosberg's gentle early pace was all about anticipating and trying to head off tyre problems rather than actually experiencing them yet. But this was extreme: his pace was 11s off his pole time, and only half of that is accounted for by the fuel weight. Driving at 5.5s off what was possible, in order to keep the rubber alive for the stint lengths necessary for a three-stop race, he was keeping the entire field bunched up. But no one seemed particularly keen to hurry him up, everyone sitting in line astern looking after their own tyres.

Massa dived inside Sergio Perez's McLaren at Turn 1 to take sixth place beginning lap two and quickly latched onto the back of Raikkonen. It was

an important move for him, given that the McLaren was expected to be a hold-up once everyone's true pace began to play out.

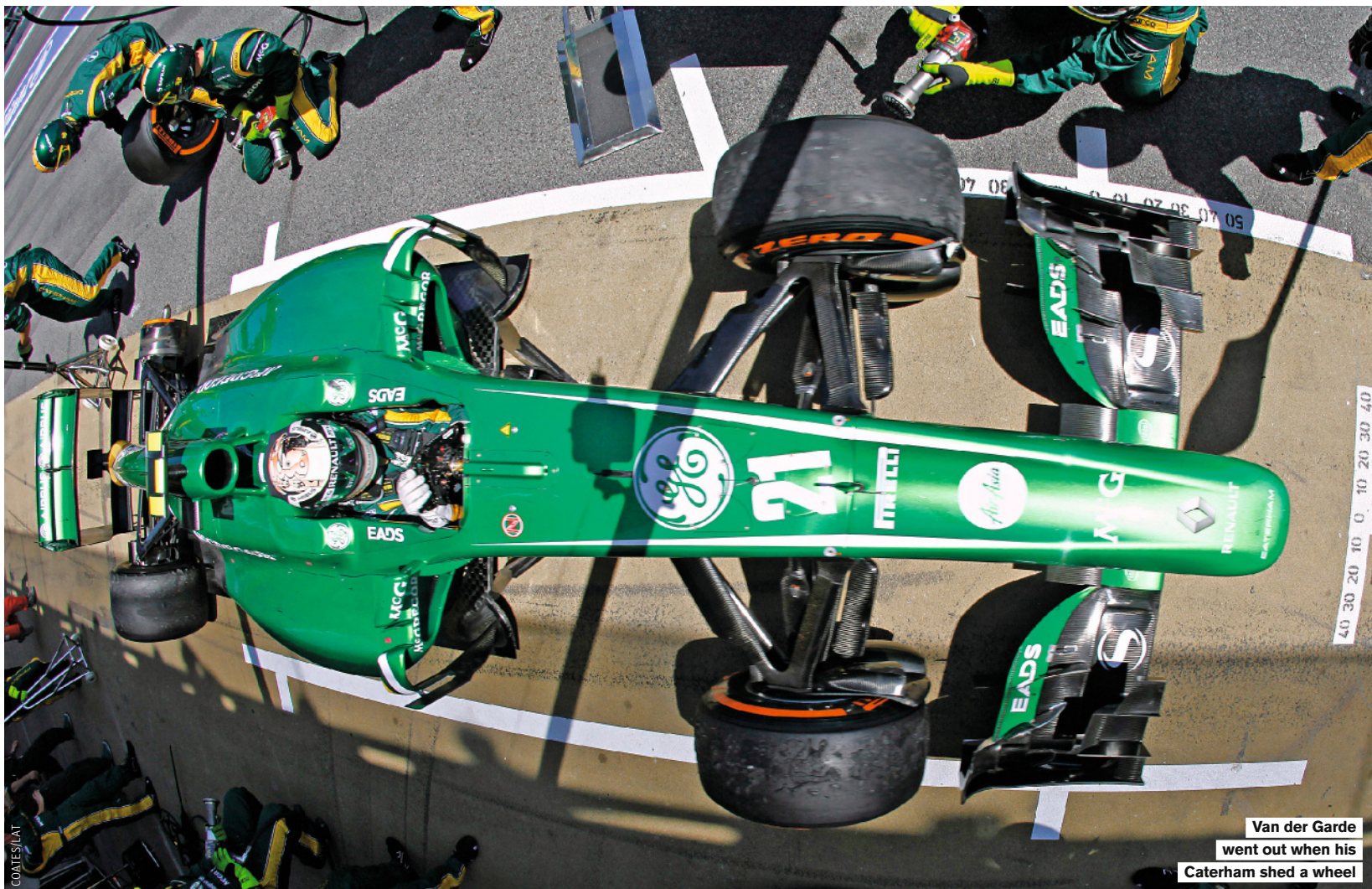
What was that true pace? Ferrari's was better than anyone's, but Lotus had the least tyre degradation. That at least was Lotus's assessment after free practice. "As far as we were concerned, this was always a three-stopping race for us," said the team's Alan Permane. "Four-stopping was about 4s faster over the distance, but with a much greater risk of getting caught in traffic. Besides, whichever of the two strategies we chose, we didn't believe we had the pace of Ferrari."

The Lotus's tyre usage also ►

DUNBAR/LAT

BATCHELOR/XPB

THOMPSON/GETTY



Van der Garde went out when his Caterham shed a wheel

◀ meant there was no ambiguity whatsoever about the softer option tyre being the preferred one, and the harder prime would be reserved for the final stint. At every other team, the option (medium) was thought to be more delicate and the prime (hard) was the preferred tyre. Alonso and Vettel, for example, would do 70 per cent of the distance on the hard compound.

Mercedes was so certain of its preference that it had conducted all of qualifying on options, so as to give it three fresh sets of hards for the race, the same as Vettel. But the option was barely any faster, certainly not fast enough to cope with Lotus's ability to make its rubber last.

But that Ferrari/Lotus pecking order would not make itself apparent during

the first stint, the order frozen as it was by the tentative Rosberg-dictated pace. Mercedes was not unduly pessimistic at this stage, at least not for Rosberg. Hamilton's first-corner lock-up had flat-spotted his fronts and he was soon falling back into the clutches of Raikkonen and Massa. But Rosberg had completed a very respectable-looking long run on Saturday morning that had Red Bull and others thinking that maybe Merc wasn't going to have a Bahrain repeat of rapid degradation after all. He continued lapping slowly, kept the tyres in shape.

At Lotus and Ferrari, they knew they could run a harder pace than this and still keep the tyres alive, but that required being in clean air. At Red Bull they were quite content to let Vettel

follow in Rosberg's wheeltracks for now, as Vettel's long runs in practice had not been great.

Hamilton's problems had opened a bit of daylight between him and the lead trio, and this urged first Raikkonen (on lap seven) and then Massa (on lap eight, on the in-lap of his first stop) to outbrake him at the end of the back-straight DRS section into Turn 10. Lewis's afternoon of misery had barely even started.

Mark Webber had made an awful start and his Red Bull had completed the opening lap 11th. To jump him clear of the slower traffic he was stuck behind, Red Bull brought him in early, on lap seven. This put him on a four-stop. The plan for Vettel remained to three-stop. Meanwhile, Romain Grosjean had just dropped out of ninth, with a right-rear suspension failure in the Lotus suspected to have its origins in a driveshaft problem.

First of the leading trio in was the four-stopping Ferrari of Alonso at the end of the ninth lap. He was followed in a few seconds later by Hamilton, keen to get rid of those flat-spotted fronts. But a switch failure meant the Mercedes green light didn't trigger, Lewis losing a chunk of time before being urged out in a more traditional manner.

Alonso's early stop forced Mercedes and Red Bull to respond with Rosberg and Vettel on the next lap, for they

could not know yet that Ferrari was four-stopping. This just increased Ferrari's advantage by extending the subsequent stint lengths of its rivals, and also by it jumping Alonso ahead of Vettel, the Ferrari exiting right on the tail of Rosberg and just ahead of the Red Bull's nose.

Raikkonen had also stopped on the 10th lap and, with most of the midfield having been in too, Esteban Gutierrez's yet-to-stop Sauber temporarily led the race, aided by the very small field spread that Rosberg's gentle pace had ensured.

With the first stint over, Rosberg led narrowly now from Alonso, and Nico began to come under serious pressure for the first time. Vettel dropped off the back of their battle, under strict instructions to look after those brand-new prime tyres. Alonso didn't need the same caution, Seb noticing just how hard he was now pushing through Turn 3. Massa's early stop had leapfrogged him over Raikkonen, while Webber's had jumped him past Paul di Resta's Force India and Perez to run seventh. Meanwhile, Hamilton had tumbled down the order after that long pitstop and now lay 10th, behind the Force India.

It was only a matter of time into the second stint before the rightful performance order put Alonso and Raikkonen at the front and, as Rosberg struggled now to defend from the

Ricciardo scored a point for Toro Rosso



ROSE/GETTY

Alonso went on the attack in first half of race



'With Rosberg's rears bubbling over the threshold of doom, Alonso pounced'

Ferrari, so he triggered that fatal overheating of the rear tyres from which there's no recovery. It's an incredibly fine line to tread, to defend position while going slowly enough to preserve delicate rubber, and inevitably Rosberg eventually failed to tread it. With his rears bubbling over the threshold of doom, his traction was poor out of the slow section at the end of lap 13, making him slow onto the straight – and Alonso pounced, KERS and DRS together sweeping him past the Mercedes early on the long straight with barely even the courtesy of a slipstream.

The crowd could be heard above the screaming pack of engines and, once Alonso was through, Vettel and Massa barged by too out of Turn 5, the Merc's rear tyres again spinning uselessly as Rosberg tried to put the power down, so damaging them even more. The dominant pole man of yesterday was now just an also ran.

Now Raikkonen – unique among the top runners in having had another set of options fitted at his first stop –

needed to be past the slowing Mercedes too and it took him just a further couple of laps, going ahead into Turn 1 with the aid of DRS. He soon got himself onto the back of the Vettel-Massa train, but Alonso up front was now pulling away at around 0.5s per lap. Vettel continued to drive a very contained race, trying to limit the visible graining of the RB9's front-left.

With Massa and Raikkonen trapped at the pace dictated by Vettel, Alonso pressed home his advantage. His average during this stint was 1m28.8s, by far the strongest stint anyone made. Yet to put this into perspective, a translation of his qualifying time to the fuel load he was carrying now would have seen him lapping in 1m25.3s. The fastest man in the race was, in other words, lapping 3.5s slower than he could have been were he not having to eke out the tyre life. "You know if you push 100 per cent maybe you kill the tyres," he admitted afterwards, "and from this point we just pushed around 90 per cent, so more or less normal driving in 2013."

His only realistic challenger now was Raikkonen, but Kimi continued to lose time trapped behind other cars. By the 24th lap, with Massa having already pitted for the second of his four stops, Vettel's tyres were critical and Raikkonen was all over him, surely about to pass, and Seb was rescued only by Red Bull calling him in for a fresh set

of primes. The team was still intending to get Seb through on a three-stop but, with 42 laps still to go, that meant an average of 21 laps on each of his next two sets of tyres. He'd managed 10 and 14 respectively on his first two sets. He would manage only 15 on these ones, and would have to be converted to a four-stop.

Before that happened, Raikkonen finally got by Vettel into Turn 1 on lap 33, with Seb's primes going away, Kimi's options still in great shape, Vettel told by his own engineer not to resist. This finally put the Lotus behind only the Ferraris, albeit with Massa not far enough clear of Raikkonen to 'buy' his extra pitstop.

The question was, could Kimi eat far enough into Alonso's lead to make it close when the Ferrari made its final stop? In short, no. The Ferraris made their penultimate stops together on lap 36, being sufficiently far spaced to allow a double-shuffle stop. Alonso came out right on Raikkonen's tail and three laps later swept effortlessly by, Fernando's new options more than a match for Raikkonen's 13-lap-old rubber. It was the final confirmation of Alonso's total command of the race.

Fernando continued to pull rapidly away, while Raikkonen was committed to running until the 45th lap. He exited half a minute behind the leader, who would need just 18s to make his fourth and final stop. ▶

SATURDAY



1005 Pirelli motorsport boss **Paul Hembery** says that **Paul di Resta's** Friday tyre failure was caused by debris.

1129 **Sergio Perez** pits after losing a turning vane from the left-front brake duct at the last corner in FP3. Later he is told by his engineer: "There's something in the power-steering that's causing asymmetry and probably inconsistent steering."

1411 **Nico Hulkenberg** hits a gearbox problem on the Q1 weighbridge: "Hang on, wait, wait! I'm stuck in first. It won't go into neutral."

1417 **Pastor Maldonado** is told: "Button's coming behind now, let him go."



1418 **Button** complains of being held up by **Maldonado**: "Massively held up in the final sector. Got to get a penalty for that."

1419 **Esteban Gutierrez** holds up **Kimi Raikkonen**, leading to complaints from Lotus. "The Sauber blocked me completely," moans Kimi. "That was stupid."

1422 **Charles Pic** explains his lacklustre Q1 lap: "Balance in high-speed was a bit strange, I could not maintain the minimum speed without oversteer. I lost the rear in the last sector. Not great."

1433 **Mark Webber** is impeded by **Felipe Massa** in the final sector in Q2. "Massa screwed me," he complains. He's told to let Massa back past on next lap.

1444 **Adrian Sutil** fails to make Q3, with only P13. Engineer **Brad Joyce** says: "I think we were too close to Vergne I'm afraid." Sutil agrees: "Yeah, that was bad timing."

1455 **Raikkonen** reports after first Q3 run: "I had some difficulties on downshifting into Turn 1, is there a problem or did I try to shift too early?" The team can't answer him.

1630 **Massa** is given a three-place grid penalty for impeding **Webber** in Q2.

1640 **Gutierrez** hit with a grid penalty of three places for impeding **Raikkonen** in Q1.



Hamilton: not enamoured with Pirelli-era racing

'Hamilton: "No grip, no pace at all. If I drove fast or slow, it made no difference"'



Vergne's tyre was ripped in pit clash

ETHERINGTON/LAT

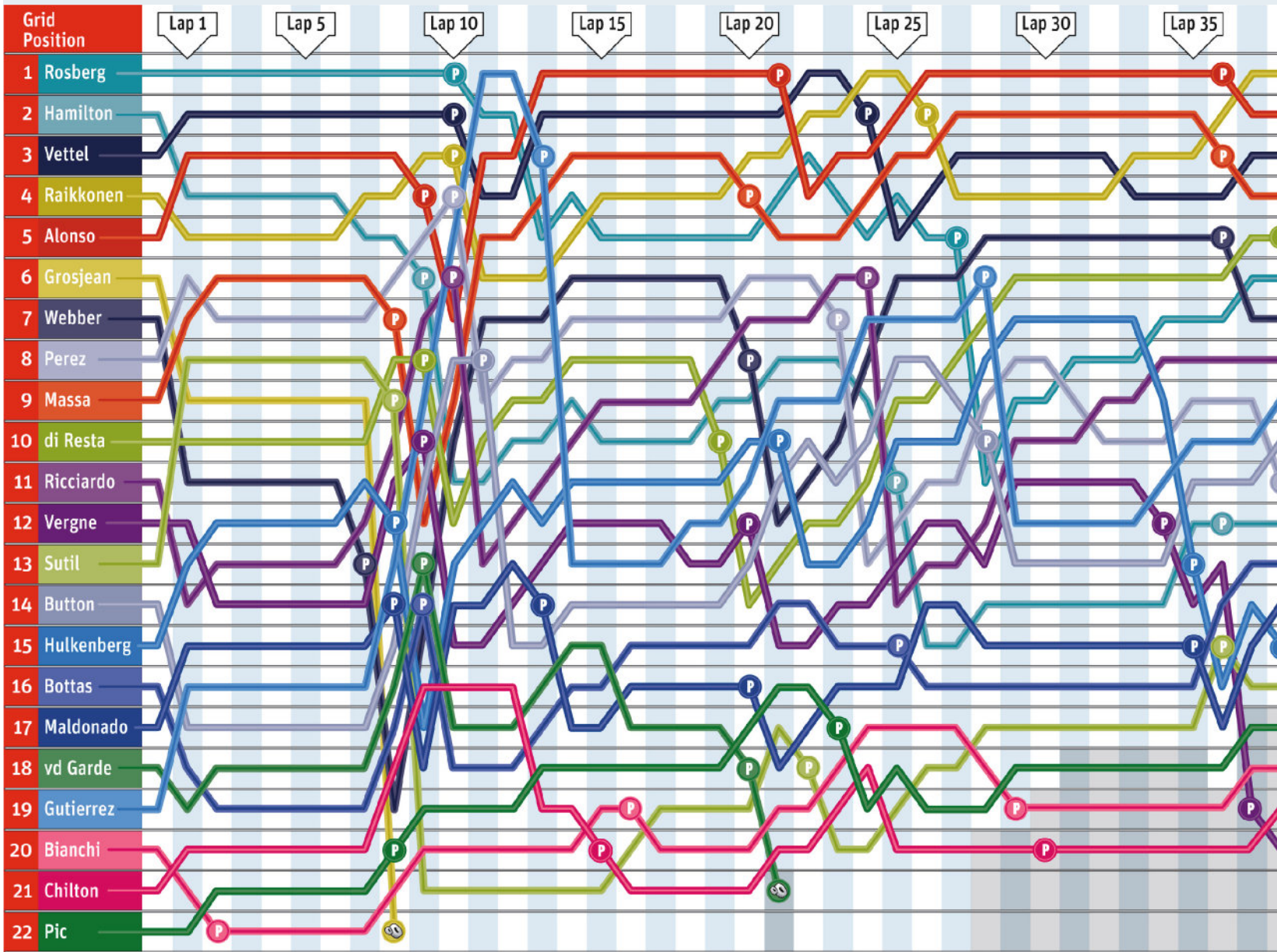
◀ In between Raikkonen's third and final stop and the fourth pit visits of Massa and Vettel, the Lotus would cut its deficit to Massa from 8s to 3s and its advantage over Vettel from 7s to 10s.

Alonso came in for the final time on the 48th lap, rejoining still 8s ahead of the Lotus. It was two laps earlier than Ferrari had been planning: the sensors were warning of a slow puncture in a rear tyre. "Had that happened with last year's tyres, he would have got a flat tyre straight away," said Pirelli's Paul Hembery. "But these ones have a steel belt, and where the puncture was

allowed it to just leak slowly. The downside for us is that with this type of construction, when you stay out on a tyre damaged in this way it can cause a stress failure that then sees the tyre unwrap itself in a very visually dramatic way." This had happened to the damaged tyre of Jean-Eric Vergne's Toro Rosso after incurring accident damage with Nico Hulkenberg's Sauber in the pits.

Massa and Vettel each made their fourth and final stops three laps after Alonso's, bringing Felipe out third, 16s adrift of Raikkonen. Vettel was fourth,

THE RACE LAP BY LAP





Hamilton was powerless to hold off di Resta

a further 14s adrift. Massa was encouraged to have a go on his new tyres at cutting into Raikkonen's advantage, and did so for a few laps until those rear-tyre temperatures forced him to call off the attack.

Once the cars had got themselves lined up into approximately their correct Sunday performance order, the gaps between them spread. Behind Vettel was the other Red Bull of Webber. Rosberg – lifting off massively through Turn 3 to keep the rubber alive – sank to sixth, defending hard for the last few laps to hold off

di Resta's four-stopping Force India, while Jenson Button was kept busy in the final laps of his three-stop drive fending off four-stopping McLaren team-mate Perez, but as Sergio chased hard it was his rubber that ran out first. He made one last do-or-die attempt on the brakes at the end of the back-straight DRS zone on the final lap and locked up in a big way.

Just a couple of hundred metres behind the McLarens on the track was the crowd's darling, on the final lap of his victorious drive, Alonso having just lapped the final points scorer, Daniel

Ricciardo's Toro Rosso. A stop just 11 laps from the end, when the fuel load was light, and a new set of hards, gave 11th-place finisher Gutierrez the race's fastest lap. But that only emphasised how much the top guys were having to drive within themselves, to successfully play the 2013 rubber game.

It's a game Hamilton, for one, is not enjoying. The front-row starter finished 12th. "No grip, no pace at all," he said. "No matter if I drove fast or slow, it made no difference. It's one of the strangest feelings I've ever had."

SUNDAY



1400 Parade lap starts with only **Jules Bianchi, Max Chilton** and **Charles Pic** starting on the hard tyre.

1403 **Bianchi** is in distress after contact: "Front wing, front wing." He stays out for while, but then: "Pit this lap, I need to change it."

1409 **Button** complains: "It feels like I can't get any heat into the tyres." He is assured: "Plan A [a three-stop strategy] can still work."

1418 **Sutil** suffers a cross-threaded wheelnut. He's told to turn the engine off, angrily responding: "Oh my God" – but later rejoins.

1418 **Gutierrez** leads a grand prix for the first time. Towards the end he sets his first Formula 1 fastest lap too.

1442 After his second pitstop, **Raikkonen** is warned as he leaves the pits: "It's tight with Rosberg on the exit, Kimi, use KERS."

1444 **Hamilton** reports: "Now I've been overtaken by a Williams. What position is possible now?" He's informed: "We're still looking at points."

1447 **Hamilton** is told his left-rear is "reaching top of the window, look after it." He protests: "I can't drive any slower."

1455 **Hulkenberg** after pitlane collision with **Vergne**: "God, that was too late. Oh my God, front [wing] is gone."

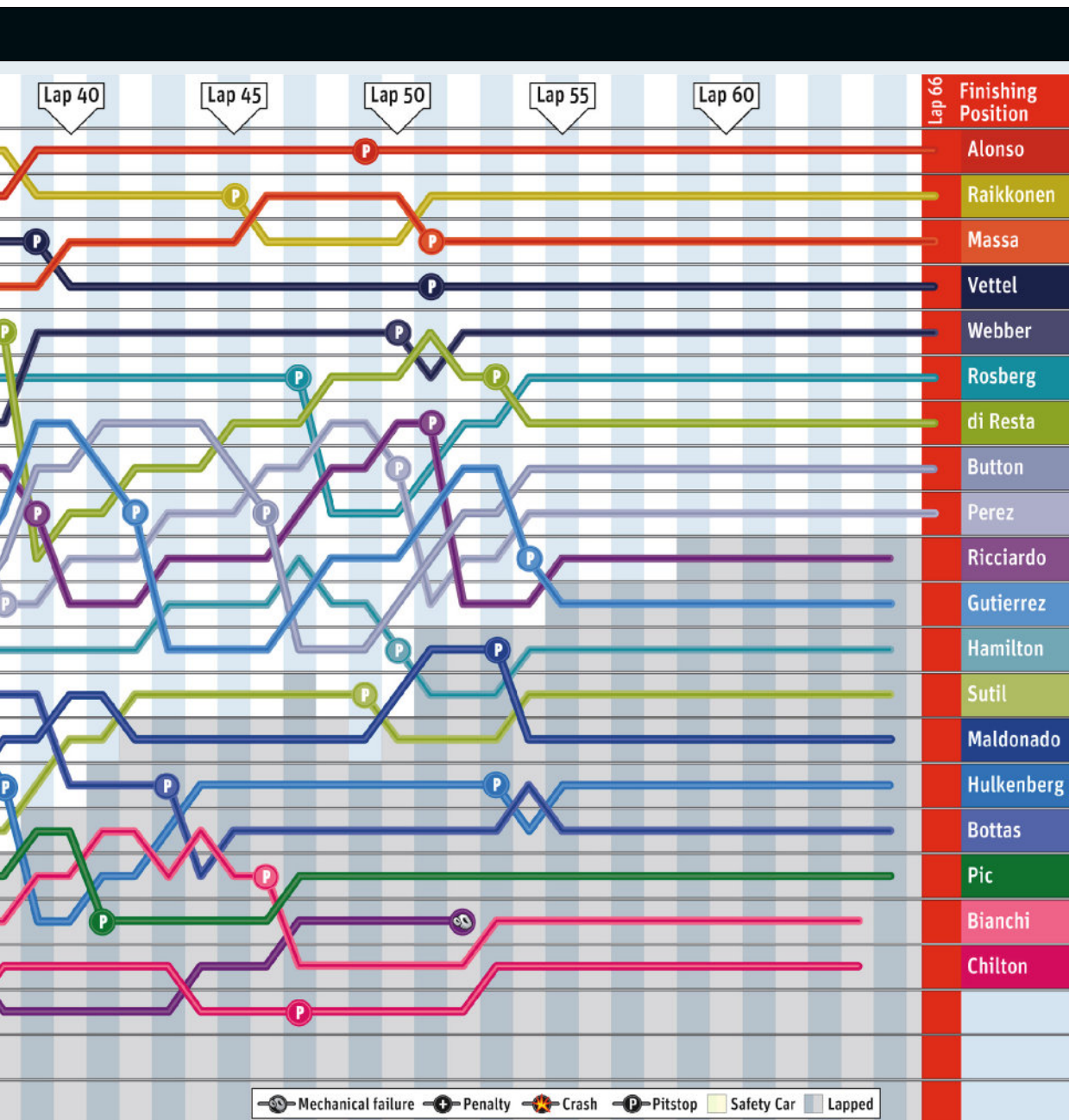
1513 **Ricciardo** is ordered to chase down Perez: "You can push – catch him now, catch him now!"

1514 **Hamilton** continues to fall back: "I just have no grip guys, it's just sliding everywhere."

1539 **Rosberg** is told: "We think you need to keep di Resta behind." He asks: "At the expense of wasting my tyres?" The message is repeated.

1545 **Rocky** to **Vettel** after the finish: "Sorry mate we didn't have the pace with the deg today."

1546 **Brawn** to **Rosberg**: "Sorry we didn't have a better car in the race, but you did your best."



TEAM BY TEAM

RED BULL



Tyres keep Vettel from podium fight

1
8/10
Event rating

CIANFLONE/GETTY

SEBASTIAN VETTEL

Red Bull-Renault RB9-03
Start: 3rd; Finish: 4th
Strategy: 4 stops (medium/hard/hard/medium/hard)



It was a surprise to see Vettel unable to mount a serious challenge for pole, although given Mercedes' race tyre management troubles, perhaps it was best to consider his third place a class pole as far as the GP was concerned. His Sunday afternoon was all about tyre management. He was unable to do anything about Alonso after being undercut at the first round of stops. Hard to fault his drive, as tyre concerns made it difficult for a serious crack at the podium.

2
7/10
Event rating

THOMPSON/GETTY

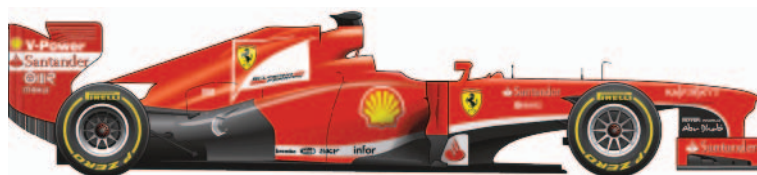
MARK WEBBER

Red Bull-Renault RB9-02
Start: 7th; Finish: 5th
Strategy: 4 stops (medium/hard/hard/medium/hard)



The former Spanish GP winner was upbeat about kickstarting a world championship push at a circuit where he has a good record. Unfortunately, by the time he reached the 'Webber Chicane' in the final sector in Q3, he'd taken the best out of his tyres and struggled badly for traction. A poor start made his life harder, but he was one of the first to pit, and was able to jump into top-five contention. In the circumstances, it was the best result possible.

FERRARI



Alonso in dominant form in home GP

3
9/10
Event rating

XPB/LAT

FERNANDO ALONSO

Ferrari F138-299
Start: 5th; Finish: 1st
Strategy: 4 stops (medium/hard/hard/medium/hard)



Reckoned he got the best from the car in qualifying, although his split times suggested he might have picked up one more place with a perfect lap. Aside from that, it's impossible to fault the Spaniard, who was at his typically forceful best in the first 30 seconds of the race – notably going around the outside of Hamilton at Turn 3 – to climb to third. Jumped Vettel at the first stops and soon passed Rosberg, never again to relinquish his grip on the race.

4
7/10
Event rating

XPB/LAT

FELIPE MASSA

Ferrari F138-300
Start: 9th; Finish: 3rd
Strategy: 4 stops (medium/hard/hard/medium/hard)



Was bang on Alonso's pace during qualifying and was fastest of all in the tricky middle sector. Ended up four places behind him on the grid, however, thanks to a one-thousandth of a second deficit and a penalty for impeding Webber in Q2. Despite that, Massa made short work of getting into podium contention, jumping to sixth on the opening lap, and did exactly what Ferrari asked of him by comfortably beating Vettel to the final podium position.

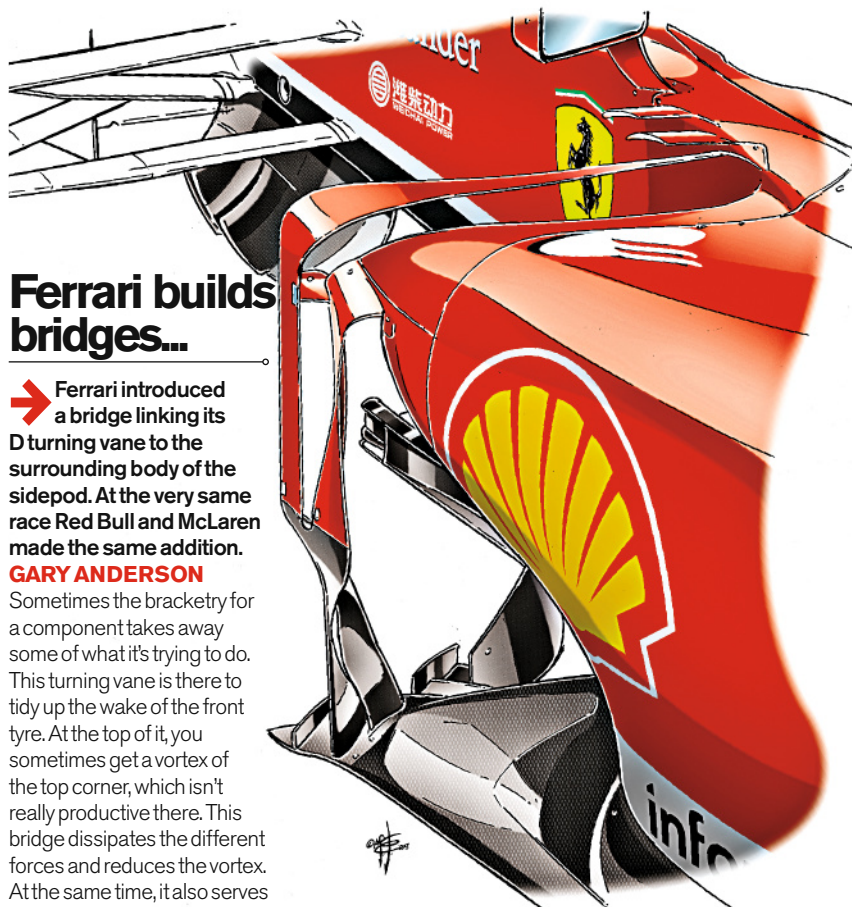
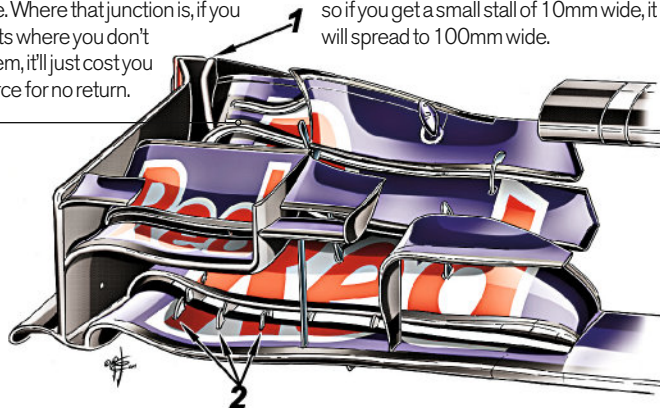
Red Bull adds seventh wing element

➔ Red Bull introduced a new front wing, whose main differentiating feature was a seventh element in the endplate created by an extra slot in the uppermost element. This was used in qualifying and the race by both cars. There was also a version of this tried with the odd-looking small vanes (2) pictured below, although this wasn't used in either qualifying or the race.

GARY ANDERSON There's another slot on the endplate, making it into a seventh element. The trailing edge flap has an extra separator duct. It's only the bit in front of the tyre – but that's the crucial area because the tyre behind, as it's steered, makes a huge difference aerodynamically. Red Bull has a four-element wing going into seven at the endplate. Where that junction is, if you have slots where you don't need them, it'll just cost you downforce for no return.

Red Bull has very short slots, which is where it'll have found the best compromise. Some of the other cars, such as the Ferrari, seem to have these slots extending further than necessary across the wing's width.

Turning to the little vanes, there's no particular direct aerodynamic reason you'd want to generate vortices at this part of the wing. I believe it's more likely you're for stopping the build-up of rubber from compromising the wing's function. There's a splitter in there, and the vanes are directly in line with that. The end of that splitter is what will catch the rubber. It'll wrap itself around there, so the splitter, instead of being a piece of 2mm carbon, will become 10mm wide and cause separation further up the wing. The wing is working very hard, so if you get a small stall of 10mm wide, it will spread to 100mm wide.

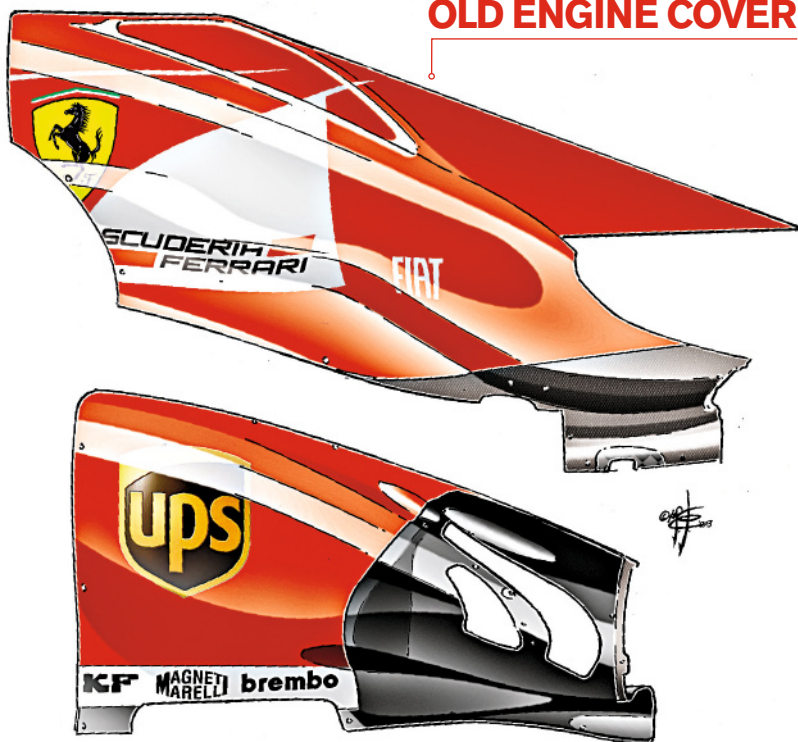


Ferrari builds bridges...

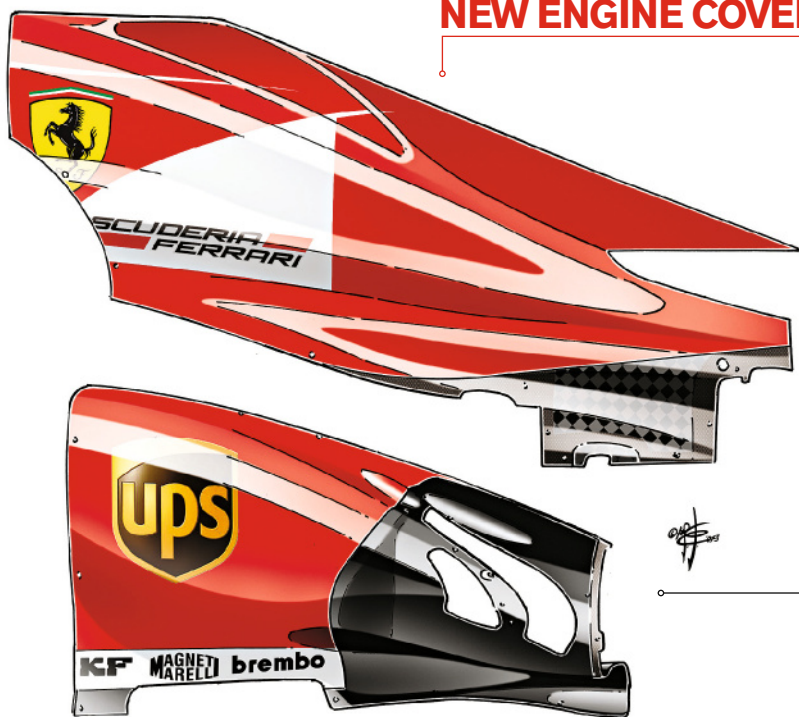
➔ Ferrari introduced a bridge linking its D turning vane to the surrounding body of the sidepod. At the very same race Red Bull and McLaren made the same addition.

GARY ANDERSON Sometimes the bracketry for a component takes away some of what it's trying to do. This turning vane is there to tidy up the wake of the front tyre. At the top of it, you sometimes get a vortex of the top corner, which isn't really productive there. This bridge dissipates the different forces and reduces the vortex. At the same time, it also serves a structural function.

OLD ENGINE COVER



NEW ENGINE COVER



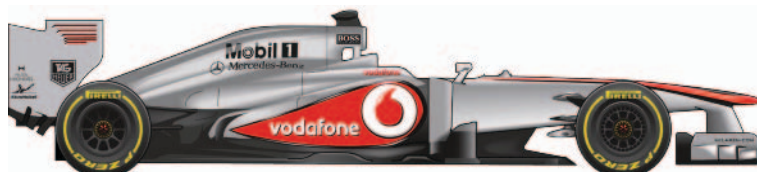
...and tries shrink-wrapped bodywork

➔ Ferrari introduced tighter-fitting rear sidepods and engine covers – evident from the resultant enhanced size of the fin. Neither were used.

GARY ANDERSON Everyone is trying to package and shrink-wrap the bodywork to the components as tightly as possible to get more volume of air flowing through to the downforce-producing devices. However, there can

be a limitation to its benefits if you are creating too much of a profile change for the air to stay attached. There's a risk you move into that territory while trying for what would be a very small boost in downforce. With P1 rained out, the upgrade was probably just one task too many to fit into the remaining practice sessions, bearing in mind it could potentially have caused grief.

McLAREN



Perez makes most of a bad business

5
6/10
Event rating



XPB/LAT

JENSON BUTTON
McLaren-Mercedes MP4-28-05
Start: 14th; Finish: 8th
Strategy: 3 stops
(medium/hard/hard/hard)



6
7/10
Event rating



XPB/LAT

SERGIO PEREZ
McLaren-Mercedes MP4-28-06
Start: 8th; Finish: 9th
Strategy: 4 stops (medium/hard/hard/medium/hard)



Button had high hopes for Spain that were only partly fulfilled by the step forward made by the car. Offset tyre pressures made it difficult to draw any conclusions about his qualifying pace, although he appeared to take too much out of the rubber early in the lap. Drove an effective three-stopper, but had he started in the top 10, he could well have finished ahead of Rosberg and di Resta.

After being outqualified by Button in their first four weekends together, Perez grabbed the MP4-28 by the scruff of the neck for an impressive seventh in Q2. Granted, the gap to Button was accentuated by his team-mate's tyre-pressure problem, but he deserves credit. The race was tougher. He was unable to match Button's three-stopper, ending a solid, if unspectacular, ninth.

MERCEDES



Dream qualifying pace fades in race

9
9/10
Event rating



XPB/LAT

NICO ROSBERG
Mercedes F1 W04/03
Start: 1st; Finish: 6th
Strategy: 3 stops
(medium/hard/hard/hard)



10
5/10
Event rating



XPB/LAT

LEWIS HAMILTON
Mercedes F1 W04/04
Start: 2nd; Finish: 12th
Strategy: 4 stops (medium/hard/hard/medium/hard)



His pole lap – or more accurately pole laps, because both Q3 runs were good enough for pole – was superb, combining precision with the pace needed to keep the tyres sharp for the final sector. It was always going to be tough in the race, but to his credit Rosberg pulled off a three-stop strategy and salvaged sixth. As his team-mate proved, it could have been significantly worse.

Hamilton described his race as one of the worst he's had. It's easy to see why. Not only was he not quite as quick as Rosberg over a single lap, but he got lost on set-up and struggled even more with tyre management. He flat-spotted his tyres in the first stint, but held on to the top five, only for a traffic-light problem at his first stop to cost him time. Thereafter, he was never a points threat.

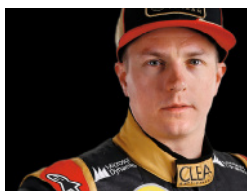
LOTUS



Raikkonen hangs on to title battle

7

9/10
Event rating



KIMI RAIKKONEN

Lotus-Renault E21-03
Start: 4th; Finish: 2nd
Strategy: 3 stops (medium/medium/medium/hard)



Another fine weekend for the Finn. You could argue he might have been able to nick another position in qualifying, but he started roughly where a Lotus should have been. The early laps of the race also weren't perfect as he dropped to fifth, but he executed his three-stop strategy well. Although he never emerged as a serious threat to Alonso, he gave the Spaniard something to think about and gained six points on Vettel in the drivers' championship.

8

6/10
Event rating

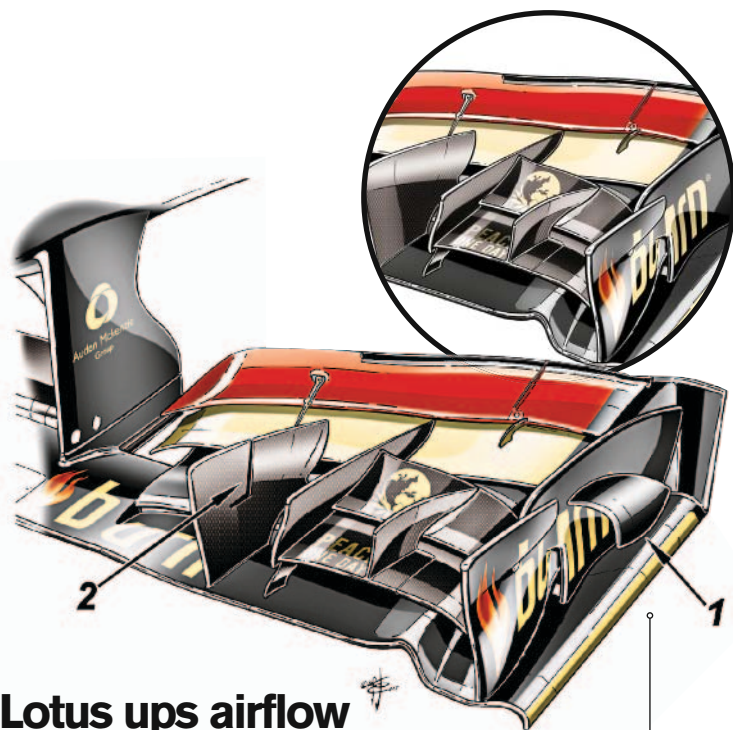


ROMAIN GROSJEAN

Lotus-Renault E21-01
Start: 6th; Finish: DNF
Strategy: retired (medium)



On paper, Grosjean's weekend looks pretty weak. The pace was there, however. In qualifying, he was just over a tenth behind team-mate Raikkonen, even though he had to rely on his first Q3 run. That was impressive, although it would have been even better had he not made a mistake in Turn 1 and had to scrub his second attempt. His race was short-lived, with a suspension component failure forcing him to retire early while in a decent position.



Lotus ups airflow

A new Lotus front wing featured a hooked vane (1) on the outside of the endplate and a cut in the innermost turning vane of the main wing (2).

GARY ANDERSON The hook device on the outside of the endplate is setting up a vortex to hurry the airflow going around the outside of the tyre.

On the turning vane inboard of the wing, there's now a slot gap to help with the airflow turn that vane is trying to induce. If the air doesn't want to

turn because you're asking too much of it, then it will stall, so this cut-out is just releasing that stall.

Lotus, like Red Bull, never have on less than maximum front wing angle, and this angle conditions the flow back to the rest of the car. So if you can keep it in a narrow band, it allows the car to maintain its most efficient bandwidth. If you are always playing around with front wing angles, by definition you are taking the rest of the car out of its idealised window of airflow.

26

SAUBER



Penalties mask decent performance

11

6/10
Event rating



NICO HULKENBERG

Sauber-Ferrari C32-02
Grid: 15th; Finish: 15th
Strategy: 5 stops (medium/medium/hard/hard/hard/medium)



You can only imagine the extent his heart plummeted after hearing where he'd qualified in Q2, having nailed an excellent lap. Sadly, the Sauber remains a tricky car over a single lap, and he was down on the eighth row. Was fighting for points during the race, but was released too close to Vergne's STR. That said, he had time to avoid the contact, and therefore the extra pitstop and penalty that ruined his race.

12

8/10
Event rating



ESTEBAN GUTIERREZ

Sauber-Ferrari C32-03
Start: 19th; Finish: 11th
Strategy: 4 stops (medium/medium/hard/medium/hard)



Considering his recent struggles, Gutierrez deserves credit for his performance in Spain. Until the Sauber pairing's final run in Q2, he was only a couple of tenths off Hulkenberg and the eventual four-tenths gap (and impeding penalty) arguably shrouded the tidy job he did. He had a clean race, enjoying a brief cameo in the lead, and handled himself creditably in traffic. Only three-tenths off a maiden point at the end.

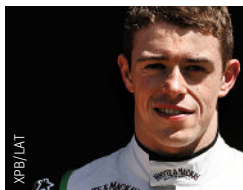
FORCE INDIA



Di Resta on the rise, as Sutil struggles

14

8/10
Event rating



PAUL DI RESTA

Force India-Mercedes VJM06/04
Start: 10th; Finish: 7th
Strategy: 4 stops (medium/hard/medium/medium/hard)



The Scot's strong season start continued in Barcelona. It wasn't a foregone conclusion that a Force India would make Q3, but Di Resta was able to pip the two Toro Rossos. Consolidated 10th in the first race stint, but benefited from the troubles of Sutil and Grosjean, plus the alarming tyre problems hit by Hamilton, to climb to seventh late on. Had a sniff of nicking sixth off Rosberg, but was unable to make a move stick.

15

7/10
Event rating



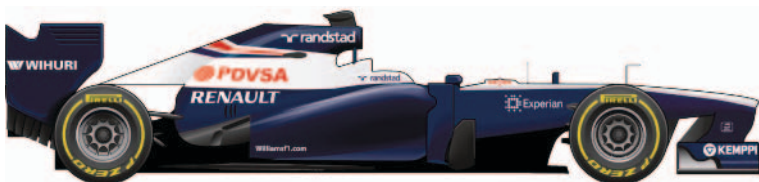
ADRIAN SUTIL

Force India-Mercedes VJM06/03
Start: 13th; Finish: 13th
Strategy: 4 stops (medium/medium/hard/hard/medium)



Since his impressive comeback seventh place in Australia last March, Sutil has been one of the unluckiest drivers in F1. Qualifying should have been better, although he did hit traffic, but after a stellar first lap to jump to eighth, a cross-threaded wheelnut during his first stop dropped him to last. He at least matched Di Resta's seventh place pace, but instead spent the afternoon buried in the lower-midfield.

WILLIAMS



Cars in need of further improvement

16
5/10
Event rating



CIANFONE/GETTY

PASTOR MALDONADO
Williams-Renault FW35-02
Start: 17th; Finish: 14th
Strategy: 5 stops (medium/hard/medium/hard/medium)



What a difference a year makes. The Venezuelan won from pole last year, but this time around was lapped by the man who he defeated in a straight fight in 2012. The Williams was improved, but not by enough to move it into comfortable Q2 contention. Maldonado was outqualified by Bottas for the third time this season, seemingly as a result of his desire to try to drive around the car's limitations. Speeding in the pits didn't help, but didn't cost any points.

17
7/10
Event rating



XPB/LAT

VALTTERI BOTTAS
Williams-Renault FW35-01
Start: 16th; Finish: 16th
Strategy: 3 stops (medium/hard/hard/medium)



The Finn continues to make the best of a difficult situation, and just shaded his teammate in qualifying. Considering Maldonado was the 2012 Spanish GP winner, that's a fine effort. Maintained his level-headed approach in the race to battle against a car problem that made the rear hard to control and tyre management more difficult. A nothing result, but in the circumstances it was a decent, determined performance in a car that wasn't working at all well.

TORO ROSSO



Resolute Ricciardo makes his point

18
7/10
Event rating



XPB/LAT

JEAN-ERIC VERGNE
Toro Rosso-Ferrari STR8-03
Start: 12th; Finish: DNF
Strategy: retired (medium/hard/medium/hard/medium)



Difficult to fault Vergne's qualifying performance too much given the almost non-existent gap to Ricciardo. Held position on the first lap and was in the thick of the battle for minor points when he was hit by Hulkenberg in the pitlane. The resulting delay and damage, added to having to return to the pits a few lap later when debris damaged a tyre, cost the Frenchman a heap of time, and the team pulled him out of the race with 14 laps to go.

19
7/10
Event rating



XPB/LAT

DANIEL RICCIARDO
Toro Rosso-Ferrari STR8-01
Start: 11th; Finish: 10th
Strategy: 4 stops (medium/hard/medium/hard/hard)



After a dire weekend in Bahrain, the Toro Rosso seemed far stronger in Spain and looked a genuine threat during Q3. Ricciardo missed out on the top 10 by just a tenth, and reckoned he got the most out of the car. However, given the gap, it's conceivable that the pace was there to pip di Resta. A point for 10th was good, but without making a bad start and dropping to 13th he might have beaten the two McLarens as well.

CATERHAM



Van der Garde benefits from upgrade

20
6/10
Event rating



XPB/LAT

CHARLES PIC
Caterham-Renault CT03-06
Start: 22nd; Finish: 17th
Strategy: 3 stops (hard/medium/hard/hard)



Struggled to get the best from the car during practice and qualifying, complaining of a balance problem. Whether this was a consequence of running a new front wing (unlike his team-mate) is hard to say, but he probably shouldn't have been so far behind van der Garde or outpaced by the Marussias. Pic's race performance was stronger, and he was only two and a half seconds behind Bottas at the flag.

21
7/10
Event rating



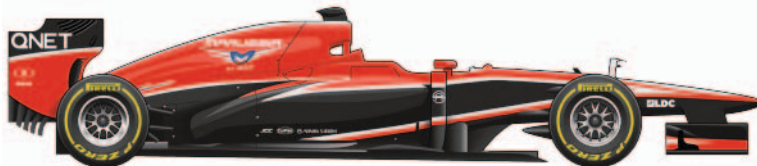
XPB/LAT

GIEDO VAN DER GARDE
Caterham-Renault CT03-05
Start: 18th; Finish: DNF
Strategy: retired (medium/hard/hard)



After running without any upgrades in Bahrain, van der Garde got a more up-to-date specification in Spain, albeit without the latest front wing. Performed well in qualifying, outpacing Pic, and did a good job in the early stages of the race to hang onto Button. Can't be held responsible for Caterham failing to attach the left-rear wheel, which led to his retirement. Probably his strongest all-round weekend of 2013.

MARUSSIA



Bianchi under pressure; Chilton solid

22
7/10
Event rating



XPB/LAT

JULES BIANCHI
Marussia-Cosworth MR-02-02
Start: 20th; Finish: 18th
Strategy: 4 stops (hard/hard/hard/medium/hard)



After his strong start to the season, Bianchi has made a big impression, but the recent improvement of the Caterhams has put pressure on him to get the best out of the car. Underachieved in qualifying to end up behind van der Garde. His first-lap misjudgement, tagging another car, meant he wasn't able to have a clear run at trying to beat the lead Caterham of Pic, despite showing decent pace thereafter.

23
6/10
Event rating



XPB/LAT

MAX CHILTON
Marussia-Cosworth MR-02-03
Start: 21st; Finish: 19th
Strategy: 3 stops (hard/hard/medium/hard)



Another solid weekend's work from Chilton. Missing Friday morning practice to allow Rodolfo Gonzalez in the car meant he was on the back foot, but thanks to a clean run during FP2 and FP3, he found the speed necessary to keep Bianchi on his toes, ending up within three-tenths in qualifying. The race was a mixed bag, with a poor start and a slow first stop not helping, but his pace was decent without being stunning.

STALEY/LAT



PRACTICE 1: Friday

POS	DRIVER	TIME
1	ALONSO	1m25.252s
2	MASSA	1m25.455s
3	VERGNE	1m25.667s
4	GROSJEAN	1m26.042s
5	SUTIL	1m26.212s
6	HAMILTON	1m26.374s
7	BOTTAS	1m26.456s
8	RAIKKONEN	1m26.614s
9	ROSBERG	1m26.621s
10	DI RESTA	1m26.755s
11	RICCIARDO	1m26.940s
12	HULKENBERG	1m27.061s
13	PEREZ	1m27.135s
14	GUTIERREZ	1m27.250s
15	MALDONADO	1m27.576s
16	KOVALAINEN	1m28.373s
17	VAN DER GARDE	1m28.600s
18	BIANCHI	1m28.887s
19	VETTEL	1m29.457s
20	WEBBER	1m29.473s
21	GONZALEZ	1m30.314s
22	BUTTON	no time

PRACTICE 2: Friday

POS	DRIVER	TIME
1	VETTEL	1m22.808s
2	ALONSO	1m22.825s
3	WEBBER	1m22.891s
4	RAIKKONEN	1m23.030s
5	MASSA	1m23.110s
6	HAMILTON	1m23.140s
7	ROSBERG	1m23.398s
8	SUTIL	1m23.840s
9	VERGNE	1m24.058s
10	DI RESTA	1m24.104s
11	RICCIARDO	1m24.175s
12	BUTTON	1m24.306s
13	PEREZ	1m24.854s
14	BOTTAS	1m24.888s
15	HULKENBERG	1m25.167s
16	MALDONADO	1m25.321s
17	GUTIERREZ	1m25.441s
18	GROSJEAN	1m25.851s
19	VAN DER GARDE	1m25.963s
20	BIANCHI	1m26.078s
21	PIC	1m26.930s
22	CHILTON	1m26.970s

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	MASSA	1m21.901s
2	RAIKKONEN	1m21.907s
3	WEBBER	1m22.044s
4	GROSJEAN	1m22.069s
5	VETTEL	1m22.229s
6	ALONSO	1m22.254s
7	DI RESTA	1m22.574s
8	SUTIL	1m22.729s
9	HAMILTON	1m22.740s
10	VERGNE	1m22.759s
11	ROSBERG	1m22.839s
12	BUTTON	1m23.151s
13	GUTIERREZ	1m23.371s
14	PEREZ	1m23.373s
15	MALDONADO	1m23.385s
16	HULKENBERG	1m23.388s
17	BOTTAS	1m23.660s
18	RICCIARDO	1m23.767s
19	PIC	1m24.775s
20	BIANCHI	1m24.793s
21	CHILTON	1m25.135s
22	VAN DER GARDE	1m25.250s

FRIDAY TESTERS

	1 KOVALAINEN	1m28.373s
	2 GONZALEZ	1m30.314s



ETHERINGTON/LAT



COATES/LAT

Weather: Wet but drying

Weather: Dry

Weather: Dry

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m21.913s (2)	1m21.776s (6)	1m20.718s
2	HAMILTON	1m21.728s (1)	1m21.001s (1)	1m20.972s
3	VETTEL	1m22.158s (3)	1m21.602s (2)	1m21.054s
4	RAIKKONEN	1m22.210s (4)	1m21.676s (4)	1m21.177s
5	ALONSO	1m22.264s (5)	1m21.646s (3)	1m21.218s
6	MASSA	1m22.492s (7)	1m21.978s (8)	1m21.219s
7	GROSJEAN	1m22.613s (8)	1m21.998s (9)	1m21.308s
8	WEBBER	1m22.342s (6)	1m21.718s (5)	1m21.570s
9	PEREZ	1m23.116s (14)	1m21.790s (7)	1m22.069s
10	DI RESTA	1m22.663s (9)	1m22.019s (10)	1m22.233s
11	RICCIARDO	1m22.905s (11)	1m22.127s	-
12	VERGNE	1m22.775s (10)	1m22.166s	-
13	SUTIL	1m22.952s (12)	1m22.346s	-
14	BUTTON	1m23.166s (15)	1m22.355s	-
15	HULKENBERG	1m23.058s (13)	1m22.389s	-
16	GUTIERREZ	1m23.218s (16)	1m22.793s	-
17	BOTTAS	1m23.260s	-	-
18	MALDONADO	1m23.318s	-	-
19	VAN DER GARDE	1m24.661s	-	-
20	BIANCHI	1m24.713s	-	-
21	CHILTON	1m24.996s	-	-
22	PIC	1m25.070s	-	-

QUALIFYING STATISTICS

	HEAD TO HEAD		
VETTEL	5	0	WEBBER
ALONSO	3	2	MASSA
BUTTON	4	1	PEREZ
RAIKKONEN	5	0	GROSJEAN
ROSBERG	2	3	HAMILTON
HULKENBERG	5	0	GUTIERREZ
DI RESTA	4	1	SUTIL
MALDONADO	2	3	BOTTAS
VERGNE	1	4	RICCIARDO
PIC	3	2	VAN DER GARDE
BIANCHI	5	0	CHILTON



HONE/LAT

BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€0	3
WEBBER	2	€5000	3
ALONSO	0	€0	3
MASSA	1	€1400	3
BUTTON	0	€1000	3
PEREZ	0	€600	3
RAIKKONEN	1	€1000	3
GROSJEAN	0	€0	3
ROSBERG	0	€600	3
HAMILTON	1	€0	3
HULKENBERG	0	€1000	3
GUTIERREZ	2	€800	3
DI RESTA	0	€0	3
SUTIL	0	€1000	3
MALDONADO	0	€0	3
BOTTAS	0	€3000	3
VERGNE	0	€10,000	3
RICCIARDO	0	€0	3
PIC	0	€0	3
VAN DER GARDE	0	€0	3
BIANCHI	0	€2800	3
CHILTON	0	€0	3

“One of the worst races I’ve had”

Mercedes took a third pole of 2013 and locked out the front row last weekend, but its drivers were nowhere in the race. By EDD STRAW

Lewis Hamilton and Nico Rosberg could offer no answers after the Spanish Grand Prix. Both Mercedes drivers were at a loss to explain how a car that had dominated in qualifying to take both front-row grid slots became an also-ran in the race. Within the team there were no illusions about the tyre troubles it faced going into Sunday but, even so, the race-day performance, for Hamilton in particular, was alarming.

The Mercedes F1 W04 is capable of a startling turn of speed. It has claimed the last three pole positions and was more than three-tenths of a second faster than Sebastian Vettel's Red Bull in qualifying last weekend. However, its weakness in races means a car that has the underlying speed to be a title challenger has proved unable to compete for podiums during the past two races.

“That has got to go down as one of the worst races I’ve had,” said an exasperated Hamilton shortly after finishing a lapped 12th in Spain. When asked why the car was so quick in qualifying but not in the race, he simply replied, “Your guess is as good as mine – I really don’t know.”

Mercedes’ troubles are nothing new. The team has struggled with tyre management and controlling

degradation, particularly of the rears, for several years. Rosberg, who finished 68 seconds behind race winner Fernando Alonso, described his day as “unbelievable”.

“It’s so strange – it’s so inexplicable,” Rosberg said. “It’s not even just the rear tyre or the front, it’s both – there’s a lot of graining, a lot of degradation.”

Hamilton later suggested that it was “something to do with how you prepare or use the tyres”, which points to a fundamental problem with the team’s understanding. This has become increasingly important in recent years, with Red Bull the latest to tackle a weakness in this area by recruiting Pierre Wache, who is well regarded for his knowledge of vehicle dynamics and tyre interaction, from Sauber ahead of this season.

The way tyres are treated before they are bolted onto a car can make a difference. Myriad factors can affect the performance of the rubber and the complex chemical interactions that dictate grip levels, the rate of thermal degradation and wear.

AUTOSPORT’s technical expert, Gary Anderson, suspects that it’s not a fundamental car issue that’s holding back Mercedes.

“It’s a strange situation,” says Anderson. “Aerodynamic stability is

very important for tyre durability, but I can’t believe that over the years that Mercedes has had this problem the car characteristics have stayed the same. There don’t appear to be any big aerodynamic deficiencies.

“So you look at the mechanical side. Load distribution can be a problem, so you would want to look at the way the KERS harvesting is working. And Mercedes do seem to change down very late in the braking zone compared to most other cars. That could be a factor in using the rears too hard, and from trackside there are times when it looks like the Mercedes is working them harder during the turn-in phase. That’s an area I would be looking at.

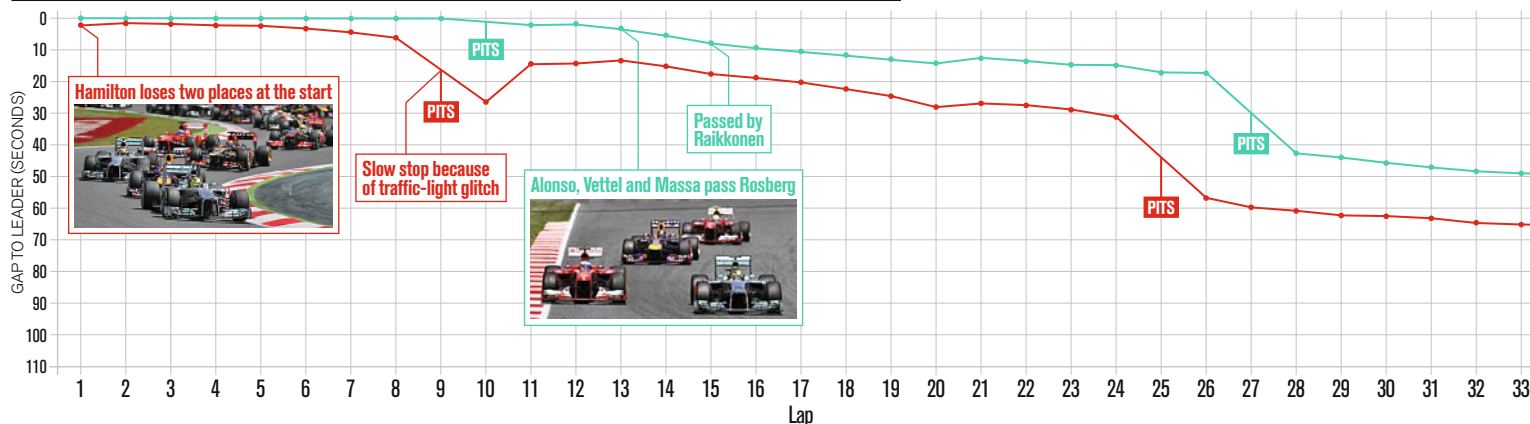
“Tyre preparation is important, although Mercedes has had enough time to work on this. But after having some warm-up issues in the past, it’s possible that perhaps it’s fallen into the habit of heating them up too much in the blankets before they go on the car rather than relying on getting some of the temperature once they’re on the track.”

Hamilton has already said he’ll head to the team’s Brackley base before Monaco to help with the problem, but on the evidence of Barcelona, the team has some way to go to understand what that problem is.



HOW THE RACE UNRAVELLED FOR MERCEDES

■ NICO ROSBERG ■ LEWIS HAMILTON





TEAMS DIVIDED OVER PIRELLI TYRE CHANGES

Pirelli's decision to drop its 2013 tyre construction from the Canadian Grand Prix onwards is no surprise given the barrage of criticism the company has had to endure this year. Several team sources, however, have expressed credible concerns that changes now, in terms of performance and aerodynamic characteristics, will have an effect on the cars and could influence the competitive order.

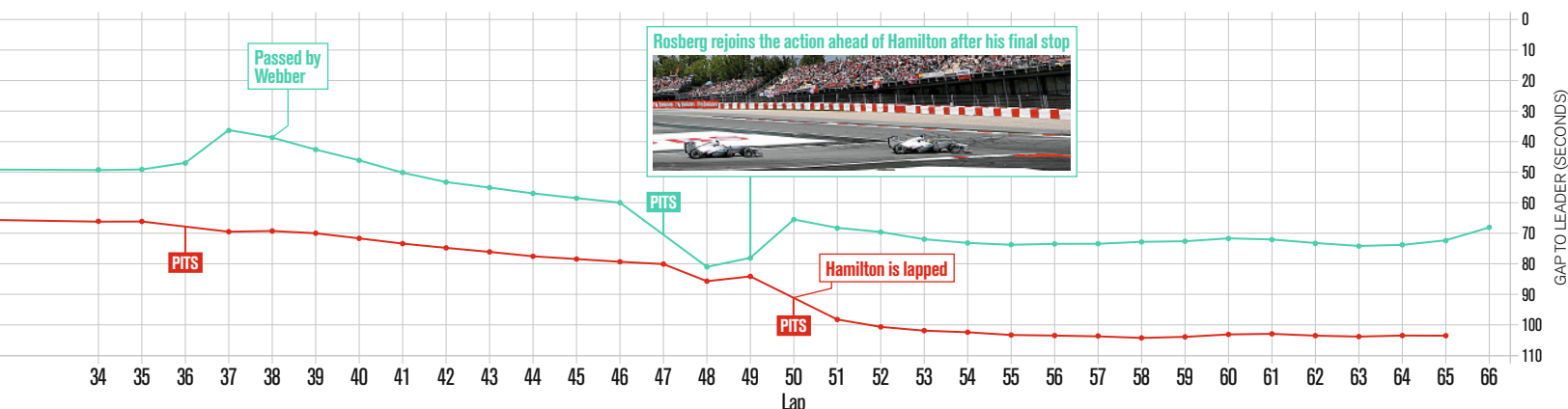
Pirelli has said its new tyres will incorporate "some of the design of the 2013 tyres", along with "elements of the 2011 and 2012 products". The changes have been made not only to ensure that two/three-stop races are the norm, but also to prevent repeats of recent incidents where debris has caused tyre failures when the tread has come away from the carcass.

Pirelli motorsport boss Paul Hembery has acknowledged misgivings about the effect on some cars' competitiveness, but claims the changes won't be dramatic enough to do this.

"There have been concerns from some of the teams that the changes will favour one team or another, but we don't think that will be the case," he said. "We need to get the balance right. We didn't want to over-react because by doing that we could be helping certain teams."

Given that all the teams have been affected (either positively or negatively) by the difference between the 2012 and 2013 tyres, it's unrealistic to expect these changes not to have an impact. Certainly, teams such as Lotus and Force India, which have performed well on the current rubber, will not be happy with the move. Red Bull, however, which is believed to have the car with the highest downforce level on the grid, will welcome it after its early-season struggles.

PICS: ROSE, THOMPSON/GETTY, DUNBAR/LAT



McLaren stuck in the midfield

There were no fireworks produced by the first big update to the MP4-28, so the team still has a lot to do to get on the pace this year. **By EDD STRAW**

FRONT WING

A new front wing (see bottom right), featuring modifications to the flap and a new cascade, was tried but not raced

ENGINE COVER

Modified to improve airflow to the rear of the car

DIFFUSER

Tweaked to gain more downforce



McLaren was at pains to manage expectations of its major upgrade package heading into last weekend's Spanish Grand Prix. The MP4-28 was never likely to be transformed into a victory contender overnight, with Jenson Button setting the very modest target of it becoming a comfortable Q3 runner after some close calls at the first four races of the season.

But while McLaren newcomer Sergio Perez made the Barcelona Q3 cut with ease, holding a 0.337s advantage over 11th-placed Daniel Ricciardo's Toro Rosso, that was largely thanks to a stellar Q2 lap by the Mexican. In the race Button and Perez finished eighth and ninth respectively and were close to being lapped by winner Fernando Alonso.

It would be wrong to condemn the upgrade as a failure. The McLaren was



improved, but not by enough to make a significant difference to its place in the competitive order. While team principal Martin Whitmarsh

drew positives from the fact that the performance of the parts showed that correlation between the windtunnel and the real world had

improved, he did accept that things could have been better.

"It's not satisfactory enough, clearly," said Whitmarsh about the effectiveness of the upgrade. "Some of them exceed expectations and some of them fall short of expectations, but we are starting to learn and I believe we can make decent steps forward during the rest of this year."

The Spanish GP upgrade was effectively the first salvo of an even bigger package, parts of which are due to be introduced in the upcoming Monaco and Canadian Grands Prix.

But the Monte Carlo and Montreal tracks are both unconventional and do not offer the perfect conditions for testing and development, meaning that McLaren should not be expected to make inroads on the leading teams for some time yet.

REAR SUSPENSION

New suspension uprights designed to offer greater camber change

REAR WING

The new rear wing features a Force India-style slot in the endplate and new Ferrari-style vanes

ROSE/GETTY

SIDEPODS

The most obvious change to the MP4-28 is the modified sidepods, which are now similar to the Mercedes design and aimed at ensuring that the airflow is optimised for getting the most out of the exhaust-gas flow

FRONT WING – THE ROOT OF McLAREN'S WEAKNESS

McLaren tried a new front wing at Barcelona, with a single slot in the endplate rather than a double. It also featured a revised profile of the upper flaps of the main wing at the inboard end.

The front wing, tried by Sergio Perez during Friday afternoon practice, was not used thereafter. A new version of it, believed to have greater flexibility built in, arrived at the circuit on Saturday morning. This was not used because the team could not check its legality on the FIA's test rig and was unwilling to take a risk.

But the new wing was still based on the previous version, which AUTOSPORT technical expert Gary Anderson suspects is at the root of the team's problems.

GARY ANDERSON:

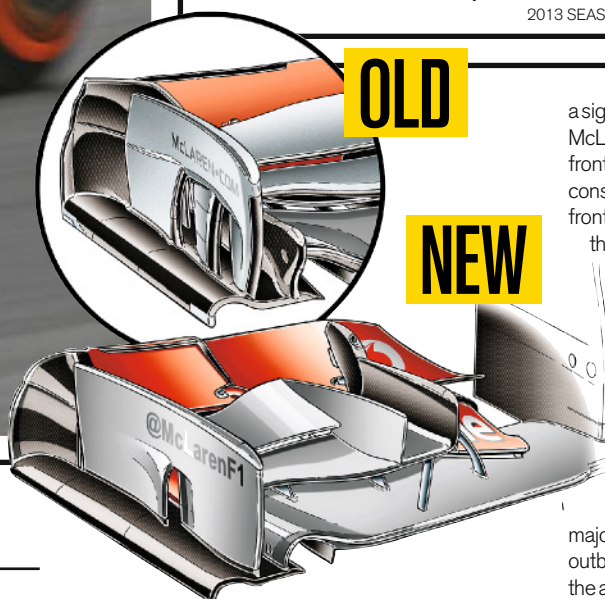
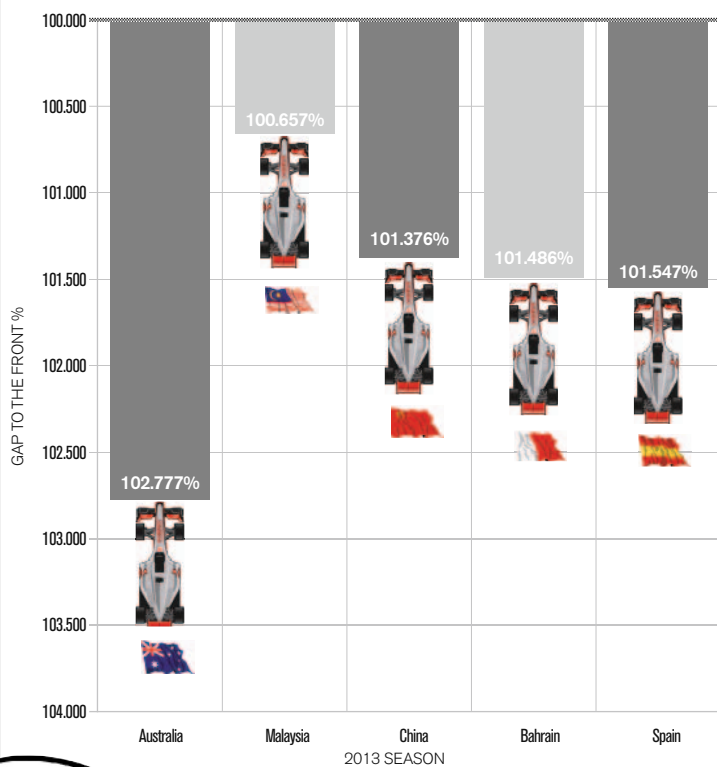
In front of the tyre, McLaren has three main elements to its front wing. Whenever that airflow stalls, you lose a big percentage of the downforce. That makes it inconsistent and you see the McLaren porpoising on track. This is caused by the front wing working to suck the car down, stalling and letting it go back up, sucking it down again then stalling etc.

Barcelona is one of the tracks that highlights this because of the bumps into the corners. The McLaren is porpoising over these bumps, but other cars – such as the Red Bull – are not.

Last year, McLaren benefited significantly from sophisticated flexing of

HAS McLAREN GOT ANY CLOSER?

Based on McLaren's fastest individual lap on each grand prix weekend, expressed as a percentage of the overall best time, AUTOSPORT's analysis shows that the team's relative position has not significantly changed following its upgrade.



a significantly smaller percentage. If McLaren had more of a multi-element front wing, it would work more consistently. It's not only the stall on the front wing itself that is bad, it's the fact that the wake of that stall is going all the way down the car.

The multi-element endplate wouldn't necessarily make the car instantly quicker but it would make it much more consistent – and you can build from there.

Looking at the outer endplate of the updated front wing tried in Spain, McLaren has always done a strange thing there. With the majority of front wings, the turning vanes outboard of the wing are trying to turn the airflow outside the front tyre. But McLaren has always tried to take air in through these ducts. It isn't clear why this would be beneficial.

The main objective is to ensure the air has a place to go other than into the tyre, making the wing work more consistently. McLaren used to have two intakes, now it's only one. The next stage is to close it off entirely and then it will get towards what other cars have. McLaren has also modified the inboard end of the flaps. They are twisted more on the inboard section to try to get better airflow to the rear.

I don't see anything on the new front wing that would make it better than the old one and don't agree with the approach to endplate detail.

How the ELMS is trying to save itself

With numbers in the World Endurance Championship down, sportscar racing needs the European Le Mans Series to thrive, says **GARY WATKINS**



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The European Le Mans Series has to survive. The Automobile Club de l'Ouest and the group running it say that, and so does common sense. A strong ELMS is vital to the health of the race that begat the series – the Le Mans 24 Hours.

“We need 56 cars on the grid at Le Mans, and we can never expect to have that many in the World Endurance Championship,” says ACO president Pierre Fillon. “That’s why we need a strong European series.”

Fillon also talks about a similar role for the other championships running to ACO rules, the American and Asian Le Mans Series. However, the question of how many entrants are to come from the new-for-2014 United SportsCar Racing series can only be a matter of guesswork. Ditto the Asian series, which is due to kick off, belatedly, in August. That makes a healthy ELMS even more important in the short term.

The figures bear that out. There are 29 full-season WEC cars and a further five additional machines entered for Le Mans by entrants in the world series. There are six cars from the ALMS and one from Asia,

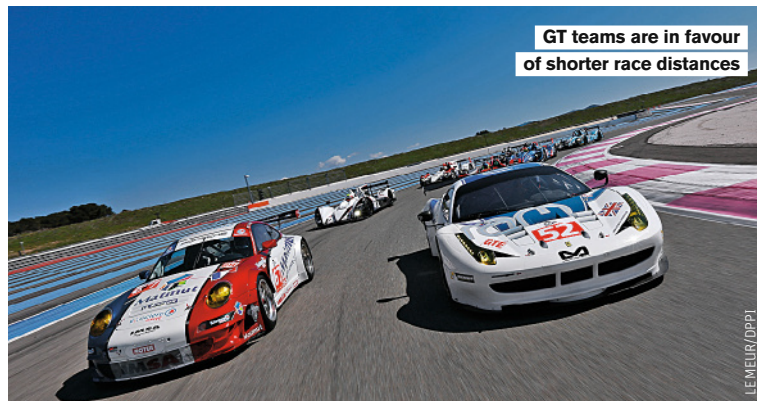


ACO president Fillon is in favour of ELMS

plus the GreenGT experimental racer in ‘Garage 56’. That leaves 14 spots on the grid for the 24 Hours, all but one of them filled by a full-time ELMS entry.

Even if the WEC should hit the present 34-car maximum set by the organisers and the Asian series puts forward three cars (the number of guaranteed entries it will award for Le Mans next year), the ELMS will still have to supply approaching 20 per cent of the Le Mans field.

That’s why the ACO has relaunched the ELMS for 2013 with a new organisation behind it, a revised



GT teams are in favour of shorter race distances

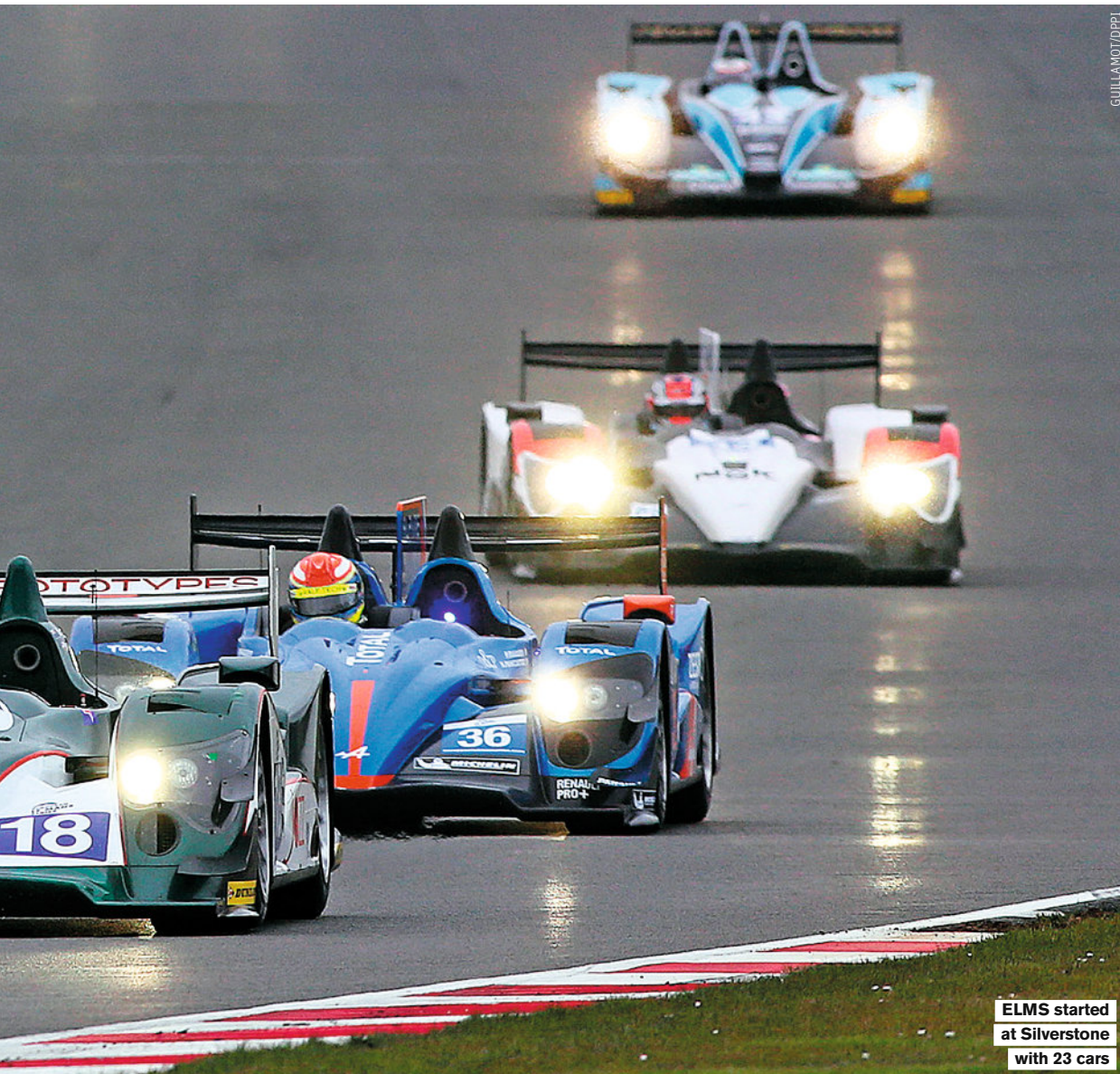
format and a tweaked class structure. The ELMS is now run from the same office as the WEC, with world championship boss Gerard Neveu at its helm, and his immediate task was to restart a series that withered and died after just two rounds last season (it’s neither here nor there that the ELMS ‘climaxed’ with a double points round at Petit Le Mans).

“We found a sick championship, and our first job was to revive it,” he says. “The first target was to reduce costs, because we are in a fragile economic situation.”

That explains the reduction in the duration of the races from six to three hours; a controversial move that has had both positive and negative effects.

The increase in entries for GTE (now pro-am only) and the rapid growth of the GTC class for GT3 cars (which was briefly on the books in 2012 but without takers) can be put down to the new format.

The Barwell Motorsport-run Ecurie Ecosse BMW squad, which has moved over from the Blancpain Endurance Series, says it would not be present but for the shorter races.



GULLIAMOT/DPPi

ELMS started at Silverstone with 23 cars



RECIPE FOR SUCCESS IN ASIA?

Attempts to export Le Mans-rules endurance racing to Asia have so far faltered. There was the short-lived Japanese Le Mans Challenge and a first attempt at an Asian Le Mans Series that stretched to two races, albeit on consecutive days. It remains to be seen whether the second stab at creating an Asian series will be any more successful.

The start date for this year's new series has already been set back to August and the number of races reduced from six to four. The company line is that the decision was made on the advice of the teams, but it remains unclear how many of those there actually are.

Series boss Mark Thomas insists that a grid of 16-20 cars is attainable for the opener at the new Inje circuit in South Korea on August 4. Of that number, he concedes that 70-80 per cent will be in GTC, the lone GT class after GTE was dropped.

"We have learnt a lot about the market since launching the series last year and we probably didn't understand it fully," he says. "GT3 is a big platform in Asia and we have had to realign ourselves accordingly."

There are two LMP2s, one from OAK and one from KCMG, confirmed, and Thomas says there could soon be a couple more.

CALENDAR 2013 ASIAN LE MANS SERIES

RD	LOCATION	DATE
1	Inje (ROK)	August 4
2	Fuji (J)	September 22
3	Zhuhai (PRC)	October 13
4	Sentul (RI)	December 15

"Three-hour races are more affordable and work for us," says Barwell boss Mark Lemmer. "We are here because we can race our BMW GT3 car across multiple platforms [the team is also doing British GTs], but the length of the races is important, too."

That view is echoed by the majority of teams running in GTE and GTC. Yet you will find nobody at the LMP2 end of the pitlane espousing the same view. Shorter races have caused a downturn in both the quantity and quality of a class that has been the premier division in the ELMS since 2012.

Shorter races have paradoxically increased budgets in LMP2, at least

in terms of the 'per driver' figure.

Jacques Morello, technical manager of the 2012 title-winning TDS Racing squad, explains: "Three hours of racing and limited free practice means you can really only have two drivers. You can't split the cost of running the car three ways, which means that budgets for each driver have gone up."

The saving made by slashing the race distance in half is relatively insignificant for the P2 teams.

"Not all the fixed costs have been reduced; you still need more or less the same number of people," says Murphy Prototypes boss Greg Murphy. "The saving by going to shorter races is only 10-15 per cent."

Neveu has raised the prospect of increasing the length of the races next year to four or four and a half hours. Predictably, the P2 teams are in favour of this and the GT teams are largely against it.

Tim Greaves, whose eponymous team is contesting the ELMS and the WEC, has come up with his own plan. He has suggested mandatory pitstops for the LMP2s every 30 minutes to break the race into six stints, making it more conducive to line-ups of three drivers.

Neveu and his team have a juggling act on their hands. The good news is that the balls are in the air rather than scattered on the floor as was the case this time last year.

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PLATO'S NEW WINGMAN

Newcomer Sam Tordoff has surprised many in his first full BTCC season with MG. KEVIN TURNER talks to him about his career and what he can achieve

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Few would argue that it's easy being Jason Plato's British Touring Car team-mate. Not only does the double champion have the most race wins in the series' history, but he's also likely to have the ear of any team when it comes to car development and getting his own way. Nevertheless, Sam Tordoff has made a pretty impressive start at the works MG team, even before taking into account that it's his rookie BTCC season.

After three rounds, Tordoff has scored 85 per cent of Plato's points total. That's in a different league to Andy Neate's 21 per cent over the course of last year and current World Touring Car racer Alex MacDowall's 37 per cent over two seasons alongside Plato in the RML-run Chevrolets.

Perhaps more impressive, his average qualifying position – in a season so far dominated by Honda – is 5.7, with a time average 0.239s behind Plato's. And unlike MacDowall, he has turned that pace into good race results, with a podium already to his name.

Plato, who is also Tordoff's mentor under the KX Academy scheme, is a fan. "He dislikes what I dislike," he says. "I can trust his opinion when we try new things, which is really handy. He wants to contribute, he's keen and he asks the right questions. He's doing a good job."

Even rival Honda/Dynamics boss Steve Neal has been impressed. "He's turned out to be quite a catch for them," he admits. "Once he gets some experience under his belt he'll be a regular podium contender."

Like many racers, Tordoff came to the sport through karting. What started as just a hobby



when he was nine became more and more serious, culminating in British and European campaigns. He won the 2007 Super 1 National ICA title and a year later decided to move to cars.

"We felt we needed a new challenge," says the 24-year-old. "As with many drivers I had to decide on whether I wanted to be an F1 driver or go down the saloon/GT route. Being a realist, there was only one option. You can be doing touring cars well into your forties. If you've not made it to F1 by the age of 22, your single-seater career can be over."

The result was that Tordoff headed straight into the competitive Renault Clio Cup. "It was like starting afresh," admits Tordoff, who joined Total Control Racing and finished eighth in the points. He then fought for best-of-the-rest status behind Dave Newsham in 2010, but decided to skip the final round at Brands Hatch to have a one-off BTCC drive in a Triple Eight Vauxhall Vectra. "I was massively inexperienced and I wasn't really good enough at the time," he says. "But I surprised myself and a few people and from then on BTCC was the goal."

But Tordoff was aware that the new NGTC rules were coming and he wanted to make sure he could

join the right team-car package for his BTCC step. "The number-one rule I've always had with my dad is that whatever we do, we've got to do it with a proper budget in a proper car with a proper team and if the funding isn't right we won't do it," he asserts. "I didn't want to be a guinea pig for NGTC."

Instead, Tordoff applied to the Porsche Carrera Cup scholarship. He made it to the final, but lost out to Benji Hetherington and Kieran Vernon. That only made him more determined to race the 450bhp, rear-wheel-drive machines.

"It was a great sideways step, opened up the GT thing and meant we stayed on the TOCA package," recalls Tordoff, who joined Team Parker. "I felt there was unfinished business after the scholarship and I was out to prove Porsche wrong."

"The move to Team Parker was seamless, but the car was a big learning curve. I had to learn to heel and toe and when I first got in the Porsche I felt like an absolute novice. Suddenly I was in this monster that tried to kill me every time I went round a corner!"

He nevertheless achieved his goal, beating Hetherington to seventh in the standings, and became a title contender in 2012. He missed out on the championship, but won four races on his way to third in the points.

"Ultimately Michael Meadows was too good," he admits. "We had a few too many off days, but by the end of the year I felt like I had mastered the Porsche. The final round on Brands GP was in appalling conditions and I left the rest of the field for dead. It was a nice way to end."

The time was now right for Tordoff to attempt a proper BTCC effort and he was still in touch with Triple Eight, which by now was

running the works MG team. He applied to the KX Akademy, run by Plato, and got the final bit of funding needed.

"I was so much better as a driver than two years before and the KX initiative was the final piece of the jigsaw," he says. "Initially it was Triple Eight or Dynamics. Matt Neal and Gordon Shedden are part of the furniture there so it would have needed a third car, which wasn't viable."

Triple Eight was going to build a third car, but then Neate decided to leave to set up his own team and Tordoff ended up with the second MG seat. He admits the family car business, JCT600, is key to his career – "I wouldn't be here without them" – but he has already proved he is worthy of the series.

Heading to the Brands opener, Tordoff was aiming for top 10s after just two dry tests, but things went better than expected. "We just got quicker and quicker," he says. "As you get more comfortable you think about it less and go quicker. The more time I spend in a touring car, the more it seems to come naturally."

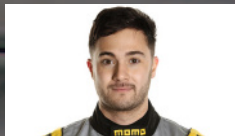
He also realised he had to make a point when it came to wheel-to-wheel racing, as a robust move on Neal showed. "The one thing I was conscious of was not to give people an easy time," he adds. "If you get a reputation as a soft touch people will just drive through you. It's so easy to become a victim. I'm not going to be a pushover and it was important to get my elbows out."

Tordoff also reckons working with Plato has turned out to be a bonus: "I'm in one of the best cars, with the best team and the best team-mate – no-one has won more races than Jason so he's the perfect mentor. He can't beat the Hondas on his own so he needs me to be as quick as I can be. He's been very helpful and we share information."

So what does Tordoff think he can achieve in 2013? "We've got to keep our expectations in check," he warns. "It shouldn't have been as good as it has so far, but I want more podiums and I'd like to be in touring cars for the next couple of years with Triple Eight. Hopefully the first win will come this year." ❄

THE BTCC'S OTHER YOUNG GUNS

Tordoff isn't the only young driver starting to make his mark in the BTCC...



Jack Goff, 22
Reigning Renault Clio Cup champion is already beginning to show promise in his first BTCC season, driving a Team Hard Vauxhall Insignia.



Adam Morgan, 24
Still has the odd flaky moment – witness Thruxton race three off while leading – but is now getting the results his 2012 pace promised.



Aron Smith, 23
Motorbase man became a race winner last year and looks set to keep team-mate and established frontrunner Mat Jackson on his toes in 2013.



TORDOFF CV

Name
Sam Tordoff
Age 24
Born Bradford
2012 3rd in Porsche Carrera Cup (4 wins)
2011 7th in Porsche Carrera Cup (0 wins)
2010 3rd in Renault Clio Cup (2 wins)
2009 8th in Renault Clio Cup (1 win)
1998-2008 karting

S. TORDOFF

DTM's big guns back at Brands

Don't miss the German touring cars' annual thrash in Kent this weekend, says **JAMIE O'LEARY**

The DTM pays its traditional visit to Brands Hatch this weekend as Britain stages its annual round of the German-based touring-car series. AUTOSPORT decided to ask our nation's three pretenders to Bruno Spengler's throne – BMW's Andy Priaulx, Audi's Jamie Green and Mercedes driver Gary Paffett – to reveal their top memories from racing at the Kent circuit.

ANDY PRIAULX
World Touring Car Championship,
September 23, 2007
RBM BMW 320si

I don't really do middle ground with Brands. I either have a fantastic weekend or a shocker. Winning the second World Touring Car race on the GP circuit in 2007 was fantastic, especially after what had happened the year before.

I'd been leading in '06 during the second race. I'd done my usual job of qualifying badly with the 70kg or so of ballast that the BMWs carried compared to the front-wheel-drive cars, but then started near the front with the reversed grid.

The problem was that we had some early laps behind the safety car, during which I couldn't keep my tyre pressures up, and so when I hit some standing water at Paddock Bend once we started racing again, I was off in the gravel. I stopped right in front of where [then BMW motorsport chief] Mario Theissen was standing.

Just sealing the win the following year would have been good, but to do it after a battle with Dirk Muller, and then to be able to dedicate the win to Colin McRae, who had died only shortly before, was extra-special.



BRANDS HATCH
DTM WINNERS



2006 Mattias Ekström Audi A4



2007 Bernd Schneider Mercedes C-class



2008 Timo Scheider Audi A4



JAMIE GREEN
DTM, July 2, 2006
AMG Mercedes C-class

I've not won at Brands, even in Formula Renaults or Formula 3, so it's never been an especially happy hunting ground for me. Maybe I can change all that this year...
 I did come close to getting a victory in

the DTM in 2006, and that's probably the race that stands out most as a strong weekend there for me – even if I did go off onto the grass at Graham Hill Bend near the end and let Mattias Ekstrom through to win.

I was in good form all weekend, qualifying second to Tom Kristensen's Audi and then getting into the lead when he had what I seem to remember was a suspension problem.

Yes, I went off and lost the win, which is something I was disappointed about for a long time, but when I think about it, my performance was strong enough that I deserved to win. Really it was just a lack of experience of leading a race on heavily-worn tyres that cost me – because those were the days when everyone pitted early to try to keep track position.



GARY PAFFETT
Formula Palmer Audi Winter Series,
November 1, 1998
FPA-Audi

My first time driving anything high powered at Brands was in the 1998 Formula Palmer Audi Winter Series. I'd only done Formula Vauxhall Junior before that, and the whole weekend was pretty eventful.

I remember binning it at Graham Hill Bend back in the days before they slowed it down. The mechanics only just managed to bolt it back together – albeit with quite a rudimentary set-up – in time for the races, which I don't remember being especially great. Just experiencing that kind of power and grip – I'd never driven a winged car, either – was something.

Brands has been a track of highs and lows in the DTM. My win last year was a particular high and the 2008 race is also one I remember fondly. I'd crashed at Druids on my first lap of qualifying, but somehow ended up with a better car than I'd started with once the Mercedes mechanics had fixed it. I ended up qualifying inside the top 10 and racing strongly in a year-old car. It was all pretty incredible!



2009 Paul di Resta Mercedes C-class



2010 Paul di Resta Mercedes C-class



2011 Martin Tomczyk Audi A4



2012 Gary Paffett Mercedes C-coupe



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BANK HOLIDAY WEEKEND



WHERE TO WATCH ALL THE ACTION...

Paddock Hill Bend

The fourth-gear right-hander, with its 'fall-off-a-cliff' entrance, is still one of the finest corners in the world, and certainly the most dramatic opening bend the DTM experiences.

GARY PAFFETT SAYS: "In a fast car, such as a DTM, this corner is unbelievably quick. With DRS, you might just be able to force a move here – even around the outside."

Druids

A legendary hairpin with precious little run-off. It's a possible overtaking spot in the DTM if the car ahead has run wide exiting Paddock.

GARY PAFFETT SAYS: "You can brake so late because of the incline on the way up to the bend, and there are a couple of lines you can take on entry. But it's not really possible to lose time here."

Graham Hill Bend

A standard left-hander whose exit onto the Cooper Straight and into the fast sweeps of Surtees is all-important. GARY PAFFETT SAYS: "It's downhill on the way in, so you can't brake too late or you'll run wide, and if it's been wet and it's slippery on the kerbs, that can cost you a couple of tenths, which can be really crucial in the DTM."

Surtees

This is the fastest corner on the track, taken in fifth gear. Paddock passing moves often begin here.

GARY PAFFETT SAYS: "You have to avoid using the right kerb on the exit, or it unsettles the car for Clearways."

TIMETABLE**FRIDAY**

1220	BRDC Formula 4 Championship (practice 1)
1255	Formula 3 European Championship (practice)
1445	Lotus Cup UK (practice)
1540	F4 (practice 2)
1625	F3 (qualifying)

SATURDAY

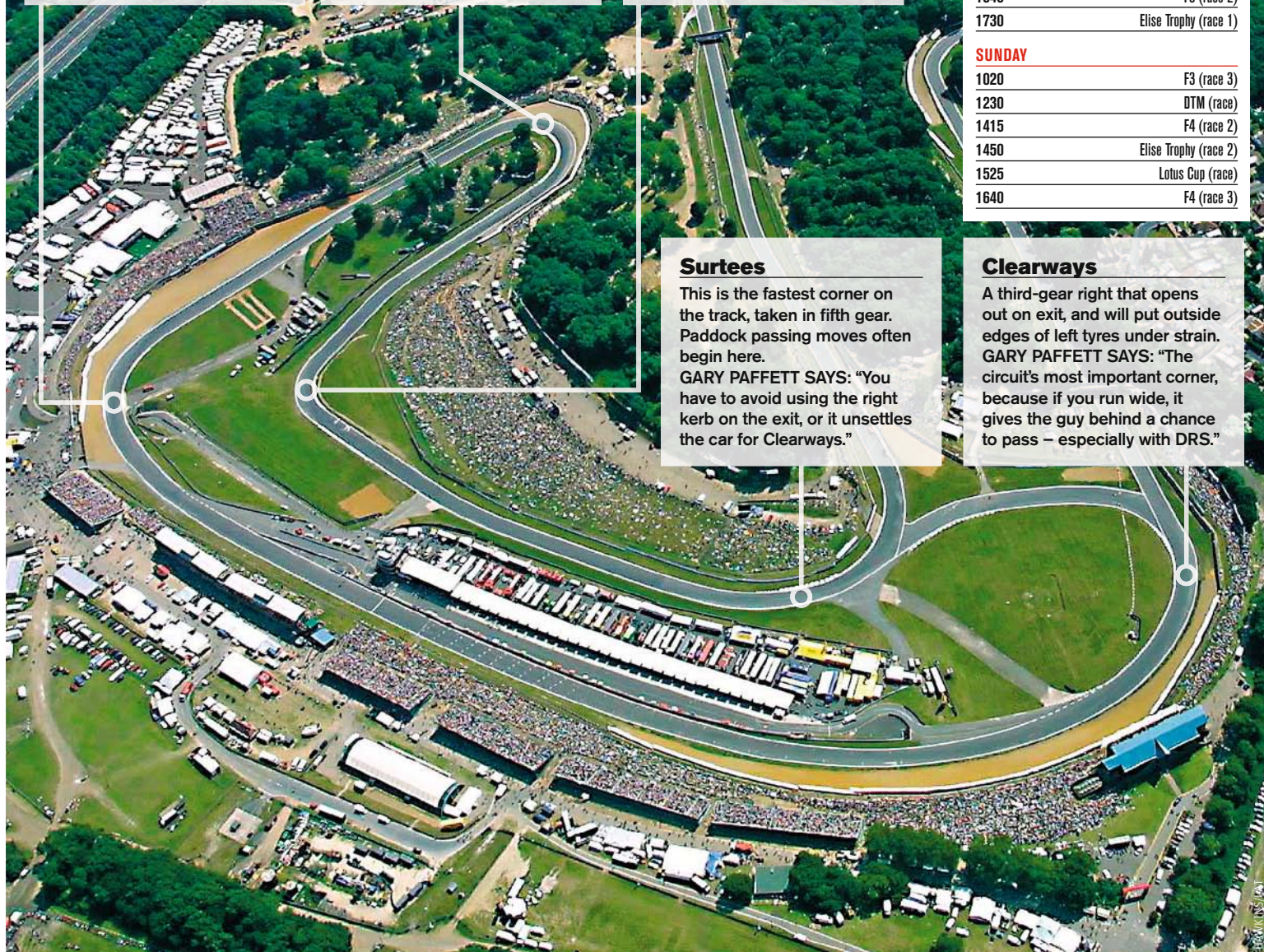
0910	DTM (practice)
1110	F3 (race 1)
1200	F4 (qualifying)
1235	Lotus Elise Trophy (qualifying)
1340	DTM (qualifying)
1520	F4 (race 1)
1550	Lotus Cup (qualifying)
1640	F3 (race 2)
1730	Elise Trophy (race 1)

SUNDAY

1020	F3 (race 3)
1230	DTM (race)
1415	F4 (race 2)
1450	Elise Trophy (race 2)
1525	Lotus Cup (race)
1640	F4 (race 3)

Clearways

A third-gear right that opens out on exit, and will put outside edges of left tyres under strain. GARY PAFFETT SAYS: "The circuit's most important corner, because if you run wide, it gives the guy behind a chance to pass – especially with DRS."



THE BRITPACK TO LOOK OUT FOR IN EUROPEAN F3

Supporting the DTM will be the Formula 3 European Championship, which is enjoying a super season following its FIA-supported revival last year. Here are the seven Brits to watch out for at Brands.



#3 Harry Tinncknell
Carlin
Dallara F312-Volkswagen
Age: 21
Championship pos: 6



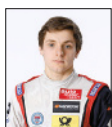
#14 Will Buller
T-Sport
Dallara F312-Nissan
Age: 20
Championship pos: 10



#27 Jann Mardenborough
Carlin
Dallara F312-Volkswagen
Age: 21
Championship pos: 17



#2 Alex Lynn
Prema Powerteam
Dallara F312-Mercedes
Age: 19
Championship pos: 3



#4 Jordan King
Carlin
Dallara F312-Volkswagen
Age: 19
Championship pos: 11



#20 Tom Blomqvist
EuroInternational
Dallara F312-Mercedes
Age: 19
Championship pos: 7



#30 Josh Hill
Fortec Motorsport
Dallara F312-Mercedes
Age: 22
Championship pos: 9



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Fifteen questions for **Andy Priaulx**

Q Who would play you in a film of your life?

A Tom Cruise, we are similar in height

Who has been your fiercest rival?
Gabriele Tarquini – he was always tough to race against and you always had to expect a massive scrap. (At the same time I most admire him for his massive commitment at 50 years old!)

Who was your childhood hero?
It has to be Nigel Mansell. I loved his never-say-die spirit in the car.

When were you happiest?
My fourth consecutive title (ETCC and WTCC). Nobody could say it was luck four years in a row! It was very satisfying to win against a far superior car in 2007. SEAT turbo-diesel power always should've been run to a different regulation...

Which living person do you most admire and why?
I was crushed by the Lance Armstrong situation, but I also feel fortunate to have had Muhammad Ali as a role model. I loved his commitment to predicting his success prior to his fights. This was amazing psychology along with his poems and affirmations that carried him through his life and are still powerful today.

What has been your most embarrassing moment?
I was on pole at Spa and I left my handbrake on and just sat on the line spinning my rears. Holy moly...

Your most treasured possession?
Probably my little boat in Guernsey. It's like my floating garden shed. It gives me time to reflect and I love the sea – it makes me feel very small and alive at the same time.

Who would play you in the film of your life?
Tom Cruise, we are similar in height!

What's your favourite smell?
Castrol R. It reminds me of my early days hillclimbing with my father. I even have some in my lawnmower.

What's your guiltiest pleasure?
Cheese, a very strong mature cheddar.

To whom would you like to say sorry and why?
Probably to my father. He has always been my biggest fan but I don't like to hear the good stuff; I always want to improve and this has caused conflict over the years.

What does success feel like?
Pride and relief at the same time, but it doesn't always bring happiness.

Your biggest disappointment?
I had some very low moments last year and I'm also disappointed that I didn't work harder at school.

If you could edit your past, what would you change?
Professionally I regret not driving a prototype at Le Mans (there's still time!) and personally I would've liked to have been more serious at school. I just didn't enjoy my education.

How do you relax?
At home with my wife and children and fishing with my father-in-law.

When was the last time you cried?
Pretty recently with a family member who is ill.



Priaulx will be in action for BMW (left) in Brands DTM round this weekend



FORD SIERRA RS500 STATS**ENGINE** two-litre turbo**POWER** 560bhp**BTCC WINS** 40**BTCC TITLES** 1 (Robb Gravett, 1990)

Excludes successes scored by

Ford Sierra RS Cosworth



HARVEY'S RETURN TO REAR-DRIVE BTCC HEAVEN

The ex-British Touring Car champion jumped at the chance to drive two of his old racers at Silverstone, but was it as good as he remembered? **KEVIN TURNER** watched the reunion

Tim Harvey scored his greatest success in the British Touring Car Championship in 1992, when he drove a BMW to the title. OK, he took several wins in later years in front-wheel-drive machines. But where do his affections lie? Definitely with the older cars... Take the Group A Ford Sierra RS500. It's one of the iconic tin-tops and, before his BMW-mounted title, Harvey drove a

Labatt's-liveried, Andy Rouse-prepared example in the BTCC in 1989 and '90.

"There are only two or three cars out of all those I've driven that I'd like to own and that's top of my list," he says. "There hasn't been anything like it since in terms of power to grip."

So it was no surprise that the 51-year-old was more than happy to take up current owner Paul Smith's offer of a test in his RS500 at last week's Silverstone Classic media day. To make the day even more nostalgic, Ian Goff brought along Harvey's ex-Vic Lee Motorsport BMW M3 from 1991.

It's the turbocharged Sierra up first, and it doesn't take long for ex-Porsche Carrera Cup champion Harvey to feel at home. "When you're racing a car – and I had that one for two years – it becomes very much part of you," he says.

"From the moment you hit the start button the sounds and feel are very evocative. Even though I've driven probably hundreds of cars since, within the space of a few corners you're completely back into Cossie driving. It becomes an instinctive process and driving the RS500 was always a visceral experience."

This RS500 is one of the most original around,



BMW E30 M3 STATS
ENGINE two-litre normally aspirated
POWER 275bhp
BTCC WINS 9
BTCC TITLES 2 (Frank Sytner, 1988 in 2.3-litre form; Will Hoy, 1991)
Includes successes scored by 2.3-litre version

JAKOB EBREY



LAT ARCHIVE

Harvey and Bristow were frontrunners in the 1989 BTCC



JAKOB EBREY

That wasn't there in '89! Harvey takes RS500 past the Wing

and the Dunlop tyres are similar to those raced in period. With around 560bhp on tap, it still makes for a challenging combination.

"I've always enjoyed cars with more power than grip," enthuses Harvey. "On the old Silverstone GP circuit, Abbey flat was a big corner and Woodcote flat was an even bigger corner.

"It was the iconic homologation touring car before the two-litre shopping-cart era started and it feels absolutely as it did then."

Harvey won two BTCC races in 1989 and was usually the man most likely to challenge

established ace Rouse and the ever-increasing threat of Robb Gravett and Trakstar.

The following season promised much, but Harvey's Dunlop tyres and the Pirellis of Rouse weren't a match for Gravett's Yokohamas.

"They were by far the superior tyres in terms of durability and grip," recalls Harvey. "Me and Andy would run out of grip after half the race.

"We had an adjustable front rollbar and used to start with the bar fairly soft and stiffen it up very quickly during the race to try and promote some understeer, because the rear tyres were going off so

fast. It was a crude attempt to balance the car, but the tyres were going off faster than you could cope with.

"Rouse had the odd win against Robb and I'd say Rouse was a better driver, but in 1990 there was just no touching it [the Trakstar car]."

It is perhaps not surprising, therefore, that Harvey's fondest RS500 memory comes from outside its BTCC career.

At the Macau Guia race in 1989, Harvey qualified the car third, behind Rouse and the M3 of Emanuele Pirro. He jumped the BMW at the start and held Pirro off, inheriting victory when ▶

Harvey even managed to fit into his old Labatt's overalls for the test!



HARVEY'S 16 BTCC WINS

- 1987** Oulton Park (Rover Vitesse)
- 1987** Silverstone (Rover Vitesse)
- 1987** Brands Hatch (Rover Vitesse)
- 1989** Thruxton (Ford Sierra RS500)
- 1989** Donington Park (Ford Sierra RS500)
- 1991** Silverstone (BMW E30 M3)
- 1992** Donington Park (BMW E36 318is)
- 1992** Knockhill (BMW E36 318is)
- 1992** Pembrey (BMW E36 318is)
- 1992** Brands Hatch (BMW E36 318is)
- 1992** Brands Hatch (BMW E36 318is)
- 1992** Donington Park (BMW E36 318is)
- 1993** Donington Park (Renault 19)
- 1994** Silverstone (Renault Laguna)
- 1995** Brands Hatch (Volvo 850)
- 1995** Brands Hatch (Volvo 850)

JAKOBEBREY

runaway leader Rouse hit shock absorber trouble. "It was my first visit there and 560bhp around that circuit was quite incredible," remembers Harvey. "I've always enjoyed street circuits.

"You'd almost use the barriers like a snowbank: if you did it right you could just oversteer up to the barrier and use it to arrest the slide, but no more.

"But it's also the small things that stand out, like doing 175mph down Hangar Straight in a Silverstone test and passing an F3000 car. You've never seen shock and awe on people's faces as much as when they saw those cars for the first time."

Harvey also began his sportscar/GT career at around the same time. Despite the GT-like power of the Ford, he maintains the two were very different: "The Sierra is heavy and doesn't have any downforce. It was completely different. I don't really know how I managed to combine the two!"

After several goes in the Sierra, Harvey's run in the BMW is prevented by technical trouble. His 1991 machine can't be persuaded to run properly and has a gearbox problem, but Harvey can still remember it well. Moving from the RS500

monsters to the new two-litre rules for that season wasn't something Harvey particularly liked.

"It was a bit disappointing to be honest," he says. "In the DTM and Europe the BMWs were 2.3-litre cars, then 2.5, but we were adopting the two-litre formula. We had to build our own engines and the cars were pretty gutless. The power was all at the top end.

"They made up for a lot of that with the handling. Compared to the Cosworth it was like a formula car. You got your enjoyment from maximising your corner speed and braking, but it was a completely different animal."

Harvey and Labatt's team-mate Laurence Bristow had moved to Vic Lee Motorsport for 1991. The same squad ultimately ran Will Hoy to the title, but for Harvey it was a disappointing season.

"We were probably the customer team as opposed to Will – we'd come from Rouse's and he was established there – but we had good service.

"It took a bit of adapting to get the best out of it from a driving point of view, but I enjoyed the rear-wheel-drive two-litres. I can't say I ever really

enjoyed the front-wheel-drive cars. I was definitely a better RWD driver; I wouldn't have said it at the time as it would have been professional suicide."

AUTOSPORT's Nick Phillips described Harvey as "probably the unluckiest driver of the season" in his 1991 review. Having been third in Class A and fourth overall in '90, Harvey slumped to eighth.

He wasn't helped by a disqualification and ensuing loss of two maximum scores for being over the 110-decibel noise limit at Donington Park, a race in which team-mate Ray Bellm deliberately backed off on the line to avoid the noise test.

"They were noise-testing the top six and we had a problem with being over the limit, so he was trying to drop out of the automatic scrutineering," recalls Harvey, who stormed up from the back after losing his qualifying times due to the issue. He swept by the slowing Bellm, got noise tested and disqualified, while Bellm inherited sixth...

Despite his troubled season with the car, Harvey's final BTCC race in the M3 proved crucial. A win at Silverstone helped cement his VLM deal for 1992, and he would go on to take the crown.

"Vic always said that me winning the last race of 1991 was what convinced him and BMW to give me the works drive for the following year," says Harvey. "It proved we had got on top of the car and that I could beat the opposition. That was very satisfying."

There's to be no success running the BMW today, so instead Harvey jumps back into the RS500. This is supposed to be just a test, but he soon starts tweaking the set-up and, despite red flags punctuating the running, gets down to times that would have been competitive in the previous year's Touring Car Trophy races at the Classic.

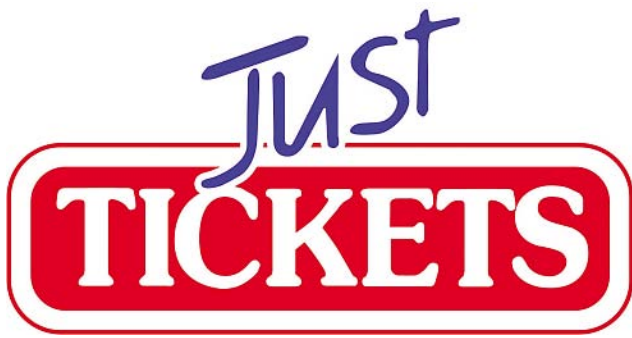
So could he be persuaded to race the RS500 if the chance arose?

"Yep, absolutely. I'd love to race the Cosworth. I'd love to own it!" ☘

Harvey's M3 win in '91 finale was crucial for his BMW deal



LAT ARCHIVE



&



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FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2013 CHAMPIONSHIP // ROUNDS 3 + 4



Race 1. Second win in a row for Antonio Fuoco. The Team Prema Junior rookie, having celebrated finishing second in Vallelunga and a win in Imola, seized his first pole and the win. The race came to a thrilling finale when, over the last two laps, the track overlooking the Santerno River was hit by heavy rain and conditioned worsened. It was then that Fuoco, uncontested leader since the green light, spun at Rivazza. Taking advantage of his rival's error was William Vermont. He ran a perfect race in the Arta Engineering car and executed a sensational pass on fellow frenchman Tech1 Racing's Pierre Gasly. However, it was the Race Director's red flag that reshaped the overall standing, placing Fuoco atop the podium with Gasly second and Vermont third.

Race 2. Another win for Fuoco with Vermont once again amongst the contenders, finishing second at the fall of the chequered flag. After Saturday's win, Italy's Fuoco was forced by France's Vermont to defend his lead right from the very first lap. Bruno Bonifacio had near-perfect race in the second car of the Angelo Rosin led team, and managed to return to the podium for the first time since his win in Vallelunga. His teammate Luca Ghiotto on the other hand, was handed a penalty and ended up sixth. Amongst the fastest over the weekend in Imola, was Pierre Gasly, who secured more precious points with his fourth place finish, consolidating second spot in the overall championship.



Next Race // Spa, Belgium // 8 - 9 June 2013 // www.renaultsportitalia.it

ALPS 2013

4 // IMOLA, ITALY



FORMULA RENAULT 2.0 ALPS

After four rounds Antonio Fuoco - three wins - is the Championship leader with 93 points followed at 53 by Pierre Gasly. The Tech 1 French driver in Vallelunga managed a third and a fourth place, while in Imola scored a second in Race 1. Not a very good weekend for Luca Ghiotto, now fourth overall - from second - just behind his team mate Bruno Bonifacio. Good news for William Vermont as well, capable of two podiums finish in Imola. Poland's Jakub Dalewski makes a new entry. Racing for JD Motorsport, he secured seventh and eighth place place finishes. The challenge on Prema Team's dominance continues in Spa, 8-9 June.

DRIVER	TEAM	PTS
Antonio Fuoco ITA	Prema Junior	93
Pierre Gasly FRA	Tech1 Racing	57
Bruno Bonifacio BRA	Prema Powerteam	52
Luca Ghiotto ITA	Prema Powerteam	44
William Vermont FRA	Arta Engineering	41
Nyck de Vries NED	Koiranen GP	32
Guilherme Silva BRA	Koiranen GP	23
Matthieu Vaxiviere FRA	Tech1 Racing	20
Jakub Dalewski POL	JD Motorsport	10
Ukyo Sasahara JAP	Euronova Racing	8



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Ed Jones won in Portugal

EUROPEAN F3 OPEN

Team West-Tec's Ed Jones won an exciting second race at the Algarve, the UAE-based Brit heading Saturday winner Santiago Urrutia and the Chilean's RP Motorsport team-mate Sandy Stuvik. Urrutia's win came over Stuvik and Alexander Toril. Richard Gonda won the Copa class each time.

FORMULA RENAULT ALPS

Ferrari protege Antonio Fuoco won both races at Imola, the Prema Powerteam driver spinning away the lead of race one but being given victory on countback after rain brought out red flags. Frenchmen Pierre Gasly (Tech 1) and William Vermont (Arta) completed the podium in race one. Vermont beat Bruno Bonifacio (Prema) to the runner-up spot in the second race.

JAPANESE FORMULA 3

Yuichi Nakayama made it four wins out of five in 2013 with a treble win at Motegi. His TOM'S team-mate Takamoto Katsuta was second each time while Tomoki Nojiri (Toda), Katsumasa Chiyo (B-Max) and Nobuharu Matsushita (HFDP) each had a third.

NASCAR NATIONWIDE

Joe Gibbs Racing machines led every lap at Darlington with Kyle Busch heading a 1-2-3 for the team and Elliott Sadler and Brian Vickers completing the top three. Regan Smith kept his points lead with seventh.

FMASTERS CHINA

Australian Aidan Wright won twice at Zhuhai after Meritus GP team-mate Afif Yazid took the opener. Akash Nandy was second twice, while Ren Nagabuchi also took two podium finishes.

ADAC FORMEL MASTERS

Mucke Motorsport-run Belgian Alessio Picariello took two wins on home ground at Spa, but a race-three retirement handed victory in that event to Jason Kremer (Schiller Motorsport). Maximilian Gunther was third twice.

MIDDLE-EAST RALLY

Nasser Al-Attiyah, co-driven by Giovanni Bernacchini, took his seventh Jordan Rally win in his Ford Fiesta RRC and increased his MERC points advantage heading into the summer break. Roger Feghali (Ford) was 1m42.2s behind in second, with Khalid Al-Qassimi (Citroen) third.



Al-Attiyah won again



Kenseth celebrates after Gibbs Toyota team dominated

NASCAR SPRINT CUP DARLINGTON (USA), MAY 11, RD 11/36

Kenseth denies Busch a win

FOR MOST OF LAST SATURDAY NIGHT'S Southern 500, it looked like nobody could stop Kyle Busch taking a win to add to Friday's Nationwide triumph.

But while none of his rivals had the raw pace to hunt down Busch's Joe Gibbs Racing Toyota heading into the final dozen laps, the one thing that could derail his progress was a chunk of debris, which sliced a hole in his right-rear tyre.

Not that Busch knew this at the time. He was just perplexed and infuriated as a car that had been sublime all night suddenly became undriveable and tumbled to sixth. It made no sense until the tyre damage was discovered post-race.

By that time, the rest of the Gibbs squad was celebrating, as the sister entries of Matt Kenseth and Denny Hamlin had swept through to first and second as Busch plummeted.

For Kenseth, it was the culmination of a very pleasing week. Just before Darlington, an appeals panel had sliced the points deduction imposed upon the 2003 champion for his Kansas Speedway engine irregularities. A win on Saturday boosted his points position even further.

Kenseth had been near the frontrunning pace all race, before surging forward after set-up changes at his final pitstop. He suspected he might have had a challenge for Busch even if his team-mate's race had ended trouble-free.

That Hamlin was a little disappointed with second underlined how competitive he had been in his first full race since injuring his back at Fontana in March. Other than being exhausted, he said he felt no ill effect.

Hendrick was the only team able to match the Gibbs cars' pace through the night. Jeff Gordon's Chevy finished third, while fourth for Jimmie Johnson stretched his early-season championship lead to 44 points over Carl Edwards, who took seventh behind Kevin Harvick and Busch.

Another Hendrick car should have been up front, but Kasey Kahne's race went awry when he spun into the wall while passing Busch at a restart 33 laps from the finish.

Neither side was certain whether light contact was made or Busch's positioning disrupted the airflow for Kahne. Either way, it left the #5 crew disgruntled, coming just a week after a touch from Busch on Kahne triggered a big Talladega wreck.

Kenseth and Gibbs were not the only ones to have penalties reduced pre-Darlington, with Team Penske's suspensions for suspension irregularities in Texas also eased.

But unlike Kenseth, Brad Keselowski was not able to celebrate

in the Darlington race. The reigning champion lost two laps when he pitted under green with a tyre vibration, then was collected by a crashing Casey Mears. After repairs, Keselowski rejoined to finish 32nd.

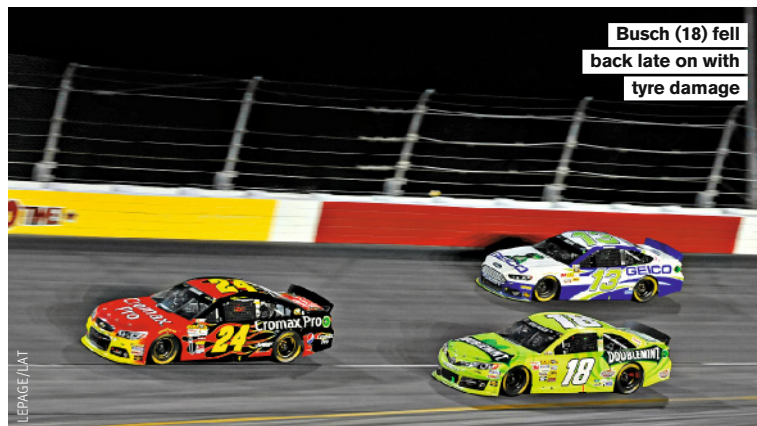
The Mears incident also involved Kurt Busch, who had given Furniture Row only its second Cup pole.

The 2004 champion, stayed in the lead for the first 69 laps before being overtaken by his brother and eventually finished 14th.

● Connell Sanders Jr

RESULTS

1 Matt Kenseth (Toyota Camry), 367 laps in 3h32m45s; **2 Denny Hamlin (Toyota)**, +3.155s; **3 Jeff Gordon (Chevrolet SS)**; **4 Jimmie Johnson (Chevy)**; **5 Kevin Harvick (Chevy)**; **6 Kyle Busch (Toyota)**; **7 Carl Edwards (Ford Fusion)**; **8 Juan Pablo Montoya (Chevy)**; **9 Dale Earnhardt Jr (Chevy)**; **10 Ryan Newman (Chevy)**. **Points** 1 Johnson, 423; 2 Edwards, 379; 3 Kenseth, 364; 4 Earnhardt, 359; 5 Clint Bowyer, 349; 6 Kasey Kahne, 326; 7 Brad Keselowski, 326; 8 Kyle Busch, 325; 9 Aric Almirola, 317; 10 Harvick, 315.



Busch (18) fell back late on with tyre damage



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AMERICAN LE MANS SERIES LAGUNA SECA (USA), MAY 11, RD 3/10

Luhr takes record-breaking victory

LUCAS LUHR ETCHED HIS NAME IN the American Le Mans Series record books by claiming his 43rd class victory at Laguna Seca, eclipsing the previous standard set by Olivier Beretta. Luhr, who shared the race-winning Pickett Racing HPD with fellow German Klaus Graf, achieved the landmark following a thrilling back-and-forth battle with Neel Jani's Rebellion Lola-Toyota.

The polesitting Rebellion car had dominated the opening stages in the hands of Nick Heidfeld, but it was a different story after the driver changes. Luhr stayed in contact with Jani, and on lap 83 made a bold pass for the lead at the Corkscrew after the Swiss had been caught out by a slower car. Jani returned the favour on lap 125, once again amid traffic at Turn 3, but only after making solid contact with his rival. A lap later, Jani peeled into the pits with a left-front puncture, effectively ending his victory hopes. Luhr's car sustained bodywork damage, but not enough to cause any severe problems.

As usual, the GT class featured a



fantastic multi-car battle for top honours, which eventually went the way of factory Corvette men Jan Magnussen/Antonio Garcia. Bryan Sellers/Wolf Henzler (Falken Porsche)

took second, but were stripped of their points after their engine restrictor failed the mandatory post-race stall test. Dirk Muller (Team RLL BMW) took the points lead after finishing third with co-driver John Edwards.

A mistake by Colin Braun at a last-lap restart gifted LMPC honours to Luis Diaz, and another final-lap move from Briton Nick Tandy snuck him past Andy Lally to earn co-driver Henrique Cisneros and the NGT squad a second-straight GTC win.

Another Brit, Marino Franchitti, took third place overall and the LMP2 class victory in the best of Level 5's HPDs, which he shared with team boss Scott Tucker. The sister car,

which Tucker shared with Ryan Briscoe, was next up.

● Jeremy Shaw

RESULTS

1 Klaus Graf/Lucas Luhr (HPD ARX-03a), 150 laps in 3h59m05.504s; **2 Nick Heidfeld/Neel Jani (Lola-Toyota B12/60)**, +6.352s; **3 Scott Tucker/Marino Franchitti (HPD ARX-03b)**; **4 Ryan Briscoe/Tucker (HPD XRX-03b)**; **5 Michael Guasch/Luis Diaz (ORECA-Chevrolet FLM09)**; **6 Jonathan Bennett/Colin Braun (ORECA)**. **GT 1 Antonio Garcia/Jan Magnussen (Corvette C6.R)**; **2 Bryan Sellers/Wolf Henzler (Porsche 911 GT3-RSR)**; **3 Dirk Muller/John Edwards (BMW Z4 GTE)**. **Points 1 Graf/Luhr, 62**; **2 Heidfeld/Jani 58**; **3 Nicolas Prost, 24**. **GT 1 Muller, 42**; **2 Oliver Gavin/Tommy Milner, 39**; **3 Dominik Farnbacher/Marc Goossens, 37**.



INTERNATIONAL GT OPEN ALGARVE (P), MAY 11-12, RD 2/8

Griffin and Cameron on top form

MATT GRIFFIN AND DUNCAN CAMERON justified their switch from MTEch to AF Corse by taking their first International GT Open win of the year in dominant fashion at the Algarve circuit last Sunday.

The Anglo-Irish duo started from pole and won as they pleased from the V8 Racing Chevrolet Corvette of

race-one winners Nicky Pastorelli/Miguel Ramos and Andrea Montermini's Ferrari.

Montermini was the star of the race, the veteran Italian driving solo after co-driver Luca Filippi had to leave midway through the race weekend owing to his Italian TV commentary commitments at

the Spanish Grand Prix.

The Scuderia Villorba man started at the back, but drove through the field to take third, despite having to take a 40-second pitstop handicap for being a solo driver.

Saturday's 70-minute race began scrappily when, following an aborted start, the brakes on Marco Seefried's Rinaldi Porsche failed, resulting in the German torpedoing Francesco Castellacci's Kessel Ferrari at the Turn 5 hairpin.

Once a number of slow laps behind the safety car were completed, polesitter Filippi built a big lead. But once his car's 30-second handicap was enforced by way of added time during the driver changes, it was Pastorelli who emerged in front and Montermini was only just able to finish within 10s of the Dutchman.

In a wretched race for British and Irish drivers, the Griffin/Cameron car

failed to start due to mechanical problems, while neither Archie Hamilton nor Michael Lyons had a chance to drive.

● Ben Evans

RESULTS

Race 1 1 Nicky Pastorelli/Miguel Ramos (Chevrolet Corvette C6.R), 36 laps in 1h10m35.021s; **2 Luca Filippi/Andrea Montermini (Ferrari 458 Italia)**, +9.982s; **3 Cesar Campanico/Carlos Vieira (Audi R8 LMS ultra)**; **4 Alessandro Pier Guidi/Aleksej Basov (Ferrari GT3)**; **5 Alexander Talkanitsa Sr/Alexander Talkanitsa Jr (Ferrari)**; **6 Jan Seyffarth/Miguel Toril (Mercedes SLS AMG GT3)**. **Race 2 1 Matt Griffin/Duncan Cameron (Ferrari)**, 28 laps in 51m31.758s; **2 Pastorelli/Ramos, +7.576s**; **3 Montermini**; **4 Pol Rossel/Roman Mavlanov (Ferrari GT3)**; **5 Michael Lyons/Matteo Beretta (Ferrari GT3)**; **6 Talkanitsa/Talkanitsa**. **Points 1 Montermini, 72**; **2 Filippi, 58**; **3 Talkanitsa/Talkanitsa, 43**; **4 Enzo Ide/Maxime Soulet, 42**; **5 Griffin/Cameron, 41**; **6 Pastorelli/Ramos, 40**.



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ADAC GT MASTERS SPA (B), MAY 11-12, RD 2/8

Wrong tyre call costs Ford a double

A PAIR OF PODIUM FINISHES DURING the ADAC GT Masters' inaugural visit to Spa allowed Dutch DB Motorsport pairing Jeroen den Boer and Simon Knap to lead the series, despite not winning either race in their BMW Z4.

Amid the usual inclement weather suffered at the Belgian Grand Prix venue, local racer Nico Verdonck took pole for race one in Lambda Performance's Ford GT and took an undisputed victory, despite co-driver Frank Kechele spinning while moving off-line in an attempt to cool his rain tyres on a drying circuit late on.

The DB BMW held second until the pitstops, where it was passed by the HTP Mercedes of Maxi Buhk/Maxi Gotz thanks to a slower driver change and had to settle for third.

The Ford again started from pole in race two, but Verdonck/Kechele wrongly chose slicks for the second half of the race and fell to ninth by the finish. That allowed Claudia Hurtgen/Dominik Baumann in for the win in their Schubert BMW, with Buhk/Gotz and den Boer/Knap again completing the podium.

Rene Rast and Jorg Muller came to blows during race one during a fight



The two winning cars duel in the first race

for fourth, the Prosperia C Abt Audi losing a spot to the HTP Merc of Sergey Afanasiev in the process while Muller's BMW was eliminated.

The pair again collided, this time with huge consequences, in race two. Rast, a winner of last year's Spa 24 Hours, spun at Raidillon on the opening lap with Muller ploughing into the stationary Audi, which had been hidden in a ball of spray. While

Muller walked away, Rast complained of back pain and was taken to hospital where he stayed overnight.

● Rene de Boer

RESULTS

Race 1 1 Nico Verdonck/Frank Kechele (Ford GT GT3), 23 laps in 1h00m14.445s; 2 Maxi Buhk/Maxi Gotz (Mercedes SLS AMG GT3), +7.218s; 3 Simon Knap/Jeroen den Boer (BMW Z4 GT3); 4 Andreas Simonsen/Sergey Afanasiev

(Mercedes); 5 Rene Rast/Christopher Mies (Audi R8 LMS ultra); 6 Markus Winkelhock/Rahel Frey (Audi). **Race 2 1 Claudia Hurtgen/Dominik Baumann (BMW)**, 20 laps in 1h00m39.206s; 2 Buhk/Gotz, +7.319s; 3 Knap/den Boer; 4 Simonsen/Afanasiev; 5 Robert Renauer/Martin Ragginger (Porsche 911 GT3-R); 6 Yelmer Buurman/Martin Matzke (BMW). **Points 1 Knap/den Boer**, 48; 2 Verdonck/Kechele, 41; 3 Hurtgen/Baumann, 41; 4 Simonsen/Afanasiev, 40; 5 Renauer/Ragginger, 39; 6 Buhk/Gotz, 38.

GERMAN FORMULA 3 CUP SPA (B), MAY 11-12, RD 2/9

Bernstorff takes maiden F3 victory

BRITAIN'S EMIL BERNSTORFF TOOK his first German F3 Cup win at Spa as the Motopark-run Lotus squad locked out the podium positions.

After choosing slick tyres on a damp track for the final race of the weekend, Bernstorff defeated Russian team-mate Artem Markelov, with points leader Marvin Kirchhofer passing John Bryant-Meisner for third late in the race.

German teenager Kirchhofer had led the whole of the first race to beat Performance Racing driver Bryant-Meisner and Van Amersfoort Racing's Gustavo Menezes.

Bryant-Meisner took reversed-grid race-two honours after resisting the temptation to start on rain tyres on a

drying track surface. Bernstorff chased him home, with Kirchhofer driving to third from eighth on the grid.

● Rene de Boer

RESULTS

Race 1 1 Marvin Kirchhofer (Dallara-VW F311), 14 laps in 31m41.301s; 2 John Bryant-Meisner (DV F311), +3.180s; 3 Gustavo Menezes (DV F311); 4 Emil Bernstorff (DV F311); 5 Yannick Mettler (DV F311); 6 Artem Markelov (DV F311).

Race 2 1 Bryant-Meisner, 9 laps in 22m11.589s; 2 Markelov, +25.788s; 3 Kirchhofer; 4 Menezes; 5 Bernstorff; 6 Thomas Jager (DV F311). **Race 3 1 Bernstorff**, 13 laps in 30m23.173s; 2 Markelov, +4.885s; 3 Kirchhofer; 4 Bryant-Meisner; 5 Jager; 6 Mettler. **Points 1 Kirchhofer**, 113; 2 Markelov, 80; 3 Bryant-Meisner, 70; 4 Bernstorff, 62; 5 Menezes, 54; 6 Mettler, 30.



Bernstorff (second right) scored German F3 win



Rossi leads Girolami on opening lap

SUPER TC2000 SAN JUAN (RA), MAY 12, RD 3/12

Rossi channels spirit of Rindt & co

MATIAS ROSSI TOOK HIS SECOND WIN in a row at San Juan, a circuit where Jochen Rindt, Pedro Rodriguez, Jo Siffert and many others raced Formula 2 machinery 45 years ago.

After trailing champion Jose Maria Lopez in regular qualifying, Rossi claimed pole in the 'super-8' shoot-out and led away as the lights went out at the start.

He lost the lead to Nestor Girolami's Peugeot heading onto the main straight on the opening lap, but the TTA Toyota was back in front a handful of laps later when Girolami's car slowed with a misfiring engine.

Rossi was able to shake off the

attentions of Lopez's Fiat by half distance and led his rival home, while behind them third went to Bernardo Llaver after Agustin Canapano's car slowed suddenly during the final stages of the race.

● Tony Watson

RESULTS

1 Matias Rossi (Toyota Corolla), 31 laps in 37m50.640s; 2 Jose Maria Lopez (Fiat Linea), +0.698s; 3 Bernardo Llaver (Toyota); 4 Christian Ledesma (Honda Civic); 5 Mariano Werner (Toyota); 6 Leonel Pernia (Renault Fluence). **Points 1 Rossi**, 70; 2 Lopez, 48; 3 Werner, 44; 4 Facundo Ardusso, 43; 5 Llaver, 42; 6 Ledesma, 41.



Frijns is chased by Palmer, Bird and Coletti

STALEY/GP2

GP2 SERIES BARCELONA (E), MAY 11-12, RD 3/11

Latecomer Frijns proves his class

56

ROBIN FRIJNS IS A FAST LEARNER.

Last time out at Sakhir, on his GP2 Series debut, he obliterated his tyres and failed to register a point. At Barcelona, he produced two stunning drives to record a first and a second for the new Hilmer Motorsport squad to put himself in the championship frame – despite uncertainty over continuing with the team from here on.

Frijns pitted at the first available opportunity to gain track position in the feature race, then nursed his tyres when possible. This was not easy, as divergent strategies of those who started on the hard tyre and ran a long first stint (the Dutchman, like almost all frontrunners, started on softs and switched to hards) meant there were slow cars to trip over.

Having run sixth before his stop, Frijns used his fresh rubber to leapfrog those ahead. He just beat Sam Bird (who was emerging from the pits) into Turn 1, which meant that, of the drivers who'd stopped, he was second behind polesitter – and early leader – Marcus Ericsson of DAMS.

Enter the jokers: first, tardy Daniel de Jong caused a traffic jam, in which Bird nearly jumped Frijns at the exit of Turn 12, only to be squeezed out, which allowed Jolyon Palmer past him. A lap later, Kevin Giovesi unwittingly got in the way; as Palmer went one way, Bird went the other and, in the mess, the luckless Ericsson got clobbered and went out.

Frijns, who had already passed



Coletti shared race two rostrum with Frijns (l) and Nasr (r)

STALEY/GP2

Ericsson, stylishly dispatched the traffic, further aided as Palmer, Bird and points leader Stefano Coletti continued to squabble behind him. Now it was a case of minding the gap of just over a second, while looking after those precious tyres.

“I learnt a lot in Bahrain; I hit the Pirelli wall, which taught me how to handle the tyre,” he said. “The car was good, and I was just saving tyres until the end. Knowing how to kill the tyre meant I was always looking for signs that it was dying.”

He felt he had Palmer covered. But how about JP’s Carlin teammate Felipe Nasr? He ran third early on, but a slow pitstop and messy out-lap meant he had to charge from sixth. And so he did, passing Alexander Rossi, Coletti, Bird and Palmer with some stunning moves.

With four laps left, the gap to Frijns was 1.7s. He couldn’t catch him, could he? No. “I heard on the radio that Felipe was coming for me, and I had something left,” said Frijns, who doubled the gap on the last lap to prove he had pace to burn.

Behind Nasr, Palmer was third on the road but was dumped to 10th by stewards for a late-race defence from Bird exiting Turn 4 that elbowed his fellow Brit into a gravel-bound spin. That promoted Jon Lancaster, making his GP2 return with Hilmer, onto the podium after a sensational pass on Coletti at Turn 9.

Tom Dillmann, who’d started on the hards, had been ahead of both of these, despite being punted into the gravel by Stephane Richelmi earlier in his charge. But he got too greedy trying to pass Palmer around the

outside of Turn 3 and slipped back to fifth behind Coletti.

Rapax man Coletti extended his points lead in Sunday’s sprint race, rocketing into the lead despite a brush with Johnny Cecotto Jr at Turn 1. Cecotto ran wide at Turn 9, allowing the fast-starting Frijns into second, and Nasr, who had already passed Rossi, into third.

They finished in that order, but there was mayhem behind as Palmer passed Cecotto, inflicting wing damage on the Venezuelan. Cecotto then pushed the limits of the rulebook, barging Sergio Canamasas (up from 23rd!) off, resulting in a logjam that led to Rio Haryanto flying over the top of Canamasas.

Series frontrunners Fabio Leimer and James Calado collided in the opening seconds of race one, which left them point-free this weekend.

● Charles Bradley

RESULTS

Race 1 Robin Frijns (Hilmer Motorsport), 37 laps in 1h00m38.896s; 2 Felipe Nasr (Carlin), +3.316s; 3 Jon Lancaster (Hilmer); 4 Stefano Coletti (Rapax); 5 Tom Dillmann (Russian Time); 6 Alexander Rossi (Caterham Racing); 7 Kevin Ceccon (Trident Racing); 8 Johnny Cecotto Jr (Arden International); 9 Rio Haryanto (Addax Team); 10 Jolyon Palmer (Carlin). **Race 2 1 Coletti**, 26 laps in 41m49.895s; 2 Frijns, 0.691s; 3 Nasr; 4 Palmer; 5 Cecotto; 6 Rossi; 7 Ceccon; 8 Daniel Abt (ART Grand Prix); 9 Fabio Leimer (Racing Engineering); 10 Lancaster. **Points** 1 Coletti 93; 2 Nasr 76; 3 Leimer 54; 4 Frijns 37; 5 Bird 33; 6 Palmer 31; 7 Rossi, 27; 8 Calado, 24; 9 Dillmann, 22; 10 Cecotto, 19.

GP3 SERIES BARCELONA (E), MAY 11-12, RD 1/8

Ellinas and Manor lord it in Spain

IF YOU THOUGHT THE SPANISH GP WAS dominated by tyre degradation, so too was the GP3 Series opener. Old hands Tio Ellinas and Aaro Vainio shared the victories, but they both admitted afterwards that it had been a struggle as the cars, unlike their Pirelli rubber, had been upgraded massively for 2013.

With the machinery now powered by a gutsy 400bhp V6 engine and featuring new aero, Manor driver Ellinas sprinted away in race one. The Cypriot had inherited pole from Kevin Korjus, guilty of a yellow-flag infringement in practice, and opened a 3.8s lead over Patric Niederhauser of Jenzer, but the Swiss was being smart on his already-used tyres. "I knew he was on new tyres," he said. "And I tried not to go crazy about it and looked after mine."

The strategy almost paid off as he caught Ellinas, in dire trouble with his rubber having pushed so hard early on, with three laps remaining. But try as he might, Niederhauser failed to find a way past, and Conor Daly also caught the lead duo on the last lap, the trio flashing over the line covered by less than a second.

"I thought they were so far ahead of me that I would never see them again," said Daly, who might have passed them both given another lap. "It's just part of the Pirelli game."

Nick Yelloly finished fourth, ahead of Vainio, Jack Harvey, David Fumanelli and Korjus.

That eighth place meant Korjus finally got a pole, for the reversed-grid race two, but it was Koiranen team-mate Vainio who leapt into



the lead with a perfect start from P4 – although even the Finn admitted that he thought he'd jumped it due to a slipping clutch!

They lapped closely in tandem throughout, with Vainio just having the edge and extending his lead to a 1.8s winning margin.

"I tried to push hard with three laps to go to build a small gap," said Vainio. "Kevin responded, but I was OK, as he wasn't massively faster."

Korjus reckoned he lost the win at the lights: "Aaro just made the perfect start. I think if I had done that I would have led and won the race."

Unlike on Saturday, Niederhauser

eventually got the better of Ellinas, this time for third. They both benefited when Fumanelli quite blatantly punted a struggling Yelloly into a spin at the chicane with five laps remaining. Daly, who had kept Niederhauser behind him for the first 10 laps, inherited fifth when Fumanelli was rightly penalised post-race, which also promoted Harvey, Lewis Williamson and Giovanni Venturini into the points.

Carlos Sainz Jr starred with a charging drive from 15th to seventh, but was disqualified when his MW Arden car was found underweight.

● Charles Bradley

RESULTS

Race 1 1 Tio Ellinas (Manor Racing), 17 laps in 28m06.022s; 2 Patric Niederhauser (Jenzer Motorsport), +0.428s; 3 Conor Daly (ART Grand Prix); 4 Nick Yelloly (Carlin); 5 Aaro Vainio (Koiranen GP); 6 Jack Harvey (ART); 7 David Fumanelli (Trident Racing); 8 Kevin Korjus (Koiranen); 9 Robert Visoiu (MW Arden); 10 Alex Fontana (Jenzer). **Race 2** 1 Vainio, 17 laps in 29m44.420s; 2 Korjus, +1.808s; 3 Niederhauser; 4 Ellinas; 5 Daly; 6 Harvey; 7 Lewis Williamson (Bamboo Engineering); 8 Giovanni Venturini (Trident); 9 Fontana; 10 Eric Lichtenstein (Carlin). **Points** 1 Ellinas 39; 2 Niederhauser 28; 3 Vainio 25; 4 Daly 21; 5 Korjus 18; 6 Yelloly 12; 7 Harvey, 12; 8 Fumanelli, 6; 9 Williamson, 2; 10 Visoiu, 2.

PORSCH SUPERCUP BARCELONA (E), MAY 12, RD 1/9

Edwards takes it to limit in Supercup

BRITAIN'S SEAN EDWARDS KICKED OFF the Porsche Supercup season with a dominant victory at Barcelona as the series began to get used to life after Rene Rast.

The Tolimit Racing driver produced the kind of performance that Audi GT convert Rast used to pull out of his pocket on a regular basis over the past three years and won by over seven seconds.

The runner-up spot looked like being Kuba Giermaziak's after the VERVA Racing-run Pole – who had qualified alongside Edwards on the front row – slotted into second at the start and drove smoothly and consistently for most of the race.

After Michael Ammermuller and Nicki Thiim grabbed third and fourth

places from Michael Christensen, when the DAMS driver locked up and ran wide at Turn 4 at mid-distance, Giermaziak's position began to look less secure.

Ammermuller left his braking too late at the La Caixa (Turn 10) hairpin on the final lap, tapping the rear of Giermaziak's car and sending him onto the asphalt run-off area. With Ammermuller also missing the apex, Thiim – who had worked his way up from 10th on the grid – gleefully nipped inside both to grab second with just four corners remaining.

Giermaziak tried to retaliate at the penultimate corner, pulling a similar move on Ammermuller, but was hung out to dry on the outside and had to settle for fourth.



Christensen, Robert Lukas, Klaus Bachler, Jeroen Mul and Porsche debutant Richie Stanaway were next up, while 2012 Carrera Cup Great Britain runner-up Ben Barker held off nine-time World Rally champion Sebastien Loeb for 10th.

Thiim's Attempto Racing team-mate Kevin Estre, an expected title contender, failed to start due to a mechanical problem while World Touring Car refugee Alain Menu

retired early on after a collision with Jean-Karl Vernay.

● Dylan Jacobs

RESULTS

1 Sean Edwards, 14 laps in 26m14.124s; 2 Nicki Thiim, +7.346s; 3 Michael Ammermuller; 4 Kuba Giermaziak; 5 Michael Christensen; 6 Robert Lukas; 7 Klaus Bachler; 8 Jeroen Mul; 9 Richie Stanaway; 10 Ben Barker. **Points** 1 Edwards, 22; 2 Thiim, 18; 3 Ammermuller, 16; 4 Giermaziak, 14; 5 Christensen, 12; 6 Lukas, 10.

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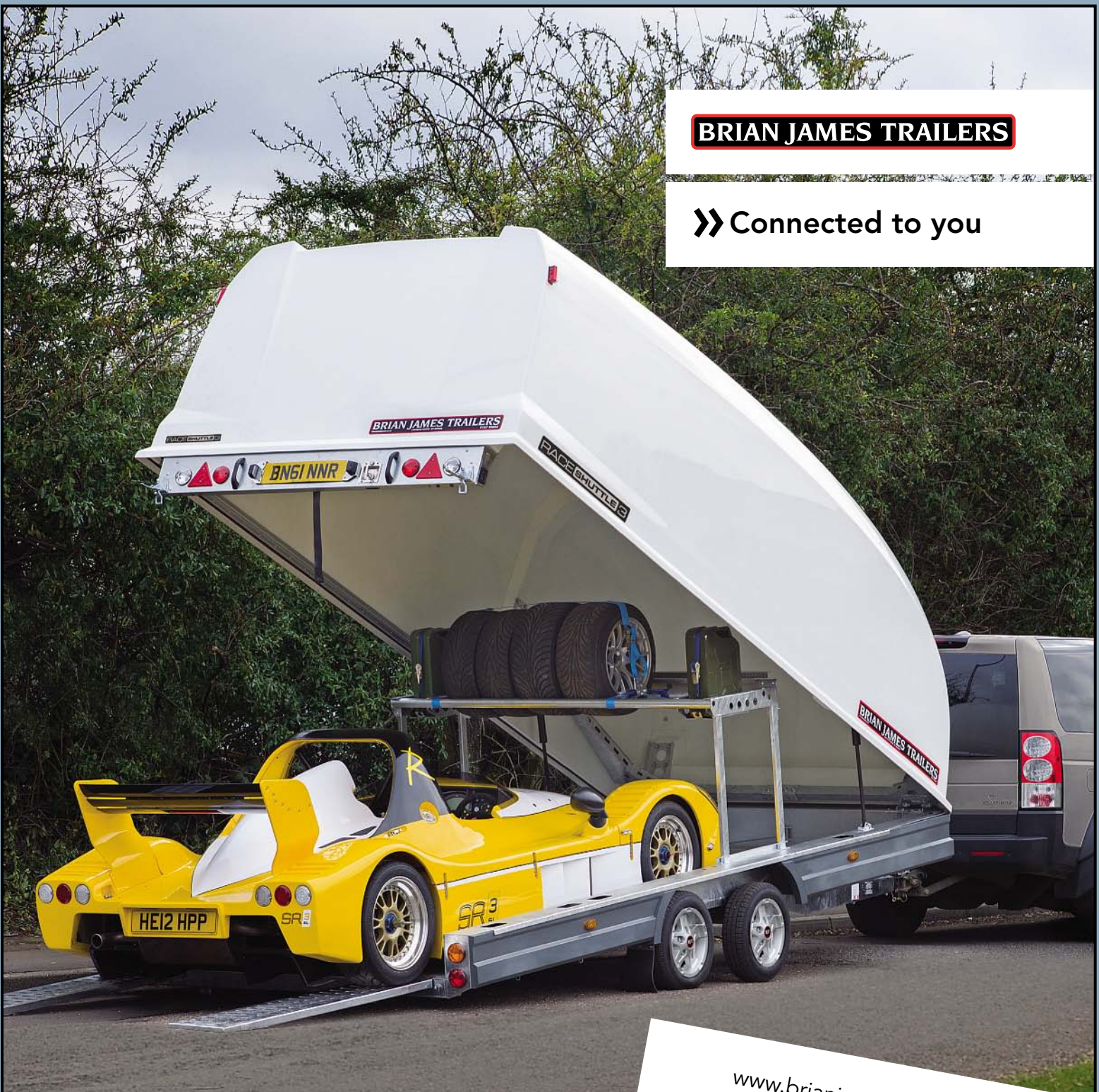
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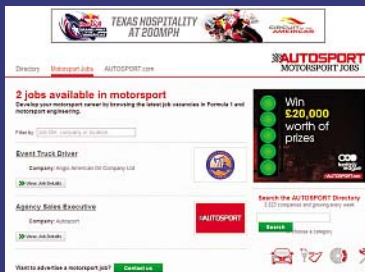
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Job Ref: 18a/2013

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Candidates must be qualified to degree level or higher in an Engineering discipline and have experience in a similar role. Knowledge of the F1 SECU and hybrid powertrains would be a distinct advantage, along with a sound knowledge of CAN, military spec wiring systems and sensor technologies. This role will involve some travel.

Composites Workshop Supervisor

Job Ref: 19a/2013

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Proven team building and communications skills are essential.

Factory Based Composites Technicians

Job Ref: 20a/2013

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Senior Model Designer & Model Designers

Job Ref: 21a/2013

Successful applicants will primarily be responsible for designing components for our wind tunnel test programme. Using surfacing and solid modelling techniques, you will be expected to produce parts from initial schemes through to detailed drawings and assemblies. Applicants will be expected to demonstrate an in-depth knowledge of all aspects of model design. Experience of NX7.5 is also an advantage.

Model Makers

Job Ref: 22a/2013

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SENIOR AERO SURFACES DESIGNER

REF: SW483/1101

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AERODYNAMMISTS

REF: SW556/0404

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SENIOR SIMULATOR ENGINEER

REF: SW503/0402

Reporting to the Head of Vehicle Dynamics the role's main responsibilities are to independently co-ordinate and lead DIL simulator tests, analysis and reporting. Provide administrative support for tracking and optimisation of DIL simulator utilisation, lead projects for DIL Simulator development. You will have a proven competence in a similar role and experience analysing vehicle performance and vehicle dynamic data, the ability to independently lead a team under tight time constraints while still maintaining strong communication to management is also vital.

AERO PROGRAMME PLANNER

REF: SW426/1211

Reporting to the Aero Planning Manager this role is responsible for publishing and maintaining the overall aerodynamic development schedule and driving adherence to local plans. Key responsibilities are to format, publish and communicate the development schedule agreed with the Aero Strategic Planning Group, working with Aerodynamicists, Design and Production Planning to set CAD release dates, manufacturing and fitting windows, and working with the Planning Manager to ensure the schedule is met.

SENIOR MECHANICAL DESIGN ENGINEER

REF: SW568/1804

Reporting to the Head of Mechanical Design the main responsibility is to take full ownership for a variety of complex mechanical projects and designs, taking them through from concept to assembly, specifying tests and developing improvements where possible. Taking responsibility for the design and development of mechanical car components and assemblies of the highest complexity, hand calculation and CATIA FEA, R&D test specification and fault rectification.

DIGITAL MOCK-UP DESIGNER

REF: SW572/1804

Reporting to the Head of Reliability this new position will allow a highly pro-active individual to apply their theoretical and practical knowledge to play an important role in improving our engineering and design standards with the ultimate aim to eliminate any potential car build issues. Key responsibilities are the development and management of all digital mock-up activities, completion of interference checks (static & kinematic), creation and management of assembly and photo books.

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Event director Nick Wigley's team, as well as the event sponsors, have put a lot of time and money into making the event what it is and deserve a big turn-out of spectators. Silverstone's awkward-to-navigate Grand Prix circuit aside, I've got it marked as one of my 2013 calendar highlights.

As is my British GT visit to Northamptonshire later this month. Quite apart from including probably the best grid in the series' history, the race will also have added spice now that frontrunners Matt Griffin and Duncan Cameron have jumped ship from MTECH and landed at AF Corse (see page 72).

The Griffin-Cameron-MTECH combination has been a British GT title challenger for several years now, but has never quite managed to land the big prize thanks to a combination of the odd pit blunder and bad luck. It will be interesting to see how much of a difference AF Corse can make to Matt and Duncan.

● There were an almost unprecedented number of club events last weekend, presumably taking advantage of the gap between the Thruxton BTCC meeting and the DTM's visit to Brands Hatch this weekend. Our contributors were spread around the country (and one made it to France!), so catch up with what you missed in our bumper reports section, starting on p76.

Priaulx for Silverstone Classic

BMW tin-top star is part of bumper entry for July's historic extravaganza

FORMER WORLD TOURING CAR champion Andy Priaulx will make his Silverstone Classic debut this year in a BMW 1800 TiSa.

The DTM racer is one of a number of stars already entered for the historic festival and will compete in the Under Two-litre Touring Car event, one of 24 races slated for the weekend.

"It all began with the Goodwood Revival last year," the 39-year-old told AUTOSPORT. "I drove an 1800 TiSa from BMW heritage. I had so much fun sliding the car around with no real pressure on me to get a result, so I decided to buy myself a car, and go and do one or two races each year just for kicks.

"As it happened, a friend of mine, who

wishes to remain anonymous, fancied having one, so we agreed that he'd own it and I'd race it."

The BMW will be run by Laranja Engineering, which prepares the similar car of Richard Shaw and Le Mans 24 Hours victor Jackie Oliver.

"When you've been a professional racing driver for a long time, you lose sight sometimes of why you fell in love with racing, because it's all about the result," added Priaulx. "Doing historics just brought me back to the joy of driving.

"It'll be my first time driving in the Silverstone Classic, but I've followed it for years. It looks like a great event."

Other big names already confirmed for the Classic include Italian Formula 1 and

sportscar legend Arturo Merzario, who is expected to race a Lola T70, and former British Touring Car and British GT race winner Mike Jordan (Ford GT40).

Ex-BTCC champion John Cleland (Vauxhall Vectra) and old Super Touring rival Patrick Watts (Peugeot 406) should go head to head in the Touring Car Trophy races. Organisers are also hoping the FF1600 entry, which already includes ex-F1 racer and TV presenter Tiff Needell, will reach 50.

Event director Nick Wigley said: "We believe we'll easily beat last year's record of 1104 entries, but it's not just the scale, it's about the quality, the spectacle, the racing."

There are also several new awards this year, including the International GT Trophy for pre-1966 GT cars and the Jim Clark Trophy, which will be the prize for the two HGPCA Pre-1966 Rear-engined Grand Prix Cars encounters. The Peter Arundell Trophy will be contested by the Formula Junior field, celebrating the former Lotus star's victory in the 1963 British Grand Prix support event. His son Neil will do the presentation honours.

Porsche Cars GB will run its 'Project 50' 1965 911 at the event as part of the half-century celebration of the model. It will also be raced by Richard Attwood, Barry Horne and other guest drivers during 2013.



Porsche GB will
run 1965 911 in
selected events
this year



MTECH duo lead
at Silverstone in 2012

Griffin and Cameron won with AF Corse in Portugal



British GT

Griffin/Cameron jump to AF Corse

BRITISH GT RACE WINNERS Matt Griffin and Duncan Cameron will resume their 2013 series campaign with the AF Corse Ferrari team at Silverstone later this month.

Griffin and Cameron, who missed the Rockingham event earlier this month after parting company with the MTECH Ferrari squad, have agreed to join AF for the remainder of their assault on the British series. They will drive one of the Italian team's Ferrari

458 Italia GT3s in all but one of the remaining five rounds.

The move follows a successful try-out with AF in last weekend's International GT Open event at the Algarve circuit in Portugal, which yielded victory in the second race.

Griffin, who also drives for AF in the World Endurance Championship, said: "Duncan has decided not to continue with MTECH. No disrespect to them, but AF is the world's top Ferrari team.

"It makes sense because of my links with the team. British GTs is probably now the hardest national GT championship in the world, so we are very happy to be doing it with a team like AF."

Griffin and Cameron, who scored six British GT wins with MTECH and a best of third in the championship, will also continue in GT Open with AF driving a GTE-specification 458. They have decided to contest the Jerez round

on June 14-15 in preference to the British series double-header at Snetterton on the same weekend.

The duo, currently 16th in the British GT standings, joins Aaron Scott and John Dhillon on AF's British series roster. A third AF Corse car will compete in the three-hour Silverstone event on May 26 with Asian Pacific Ferrari Challenge graduate Steve Wyatt, who will also race with the team in the forthcoming Asian Le Mans Series.

BRDC F4

Williams leaves Formula Ford to make BRDC F4 race debut

LUKE WILLIAMS WILL MAKE HIS BRDC Formula 4 debut at Brands Hatch this weekend after confirming a switch from British Formula Ford.

Williams, who will drive for Chris Dittmann Racing, won once on his way to seventh overall in Formula Ford last year and is sixth after three rounds of this campaign with a Jamun Racing Mygale.

He will race at the DTM-supporting second round of the championship on a one-off basis this weekend before assessing a deal for the rest of the season.

"I just felt we were going nowhere in Formula Ford," he told AUTOSPORT. "I tried Chris's car for the first time [at a test last week] and it felt good straight away.

"At the moment it's a one-off before we make a decision."



Williams tested F4 car last week

Williams, who will bring the grid to 22 cars at Brands, is the first driver confirmed for the Gloucestershire-based squad.

Team boss Chris Dittmann added: "He's had a tough time in Formula Ford but we can see his pace is very good. He had a very strong test with us and we're delighted to have him on board."

Renault Clio Eurocup

British Clio ace Files wins first Eurocup race with new machine

RENAULT CLIO CUP UK TITLE contender Josh Files won the opening race of the 2013 Clio Eurocup season at Imola to lead the championship in the first year with the new-shape model.

Files, who is second in the UK championship, backed up his race one victory with second in race two to hold a

three-point lead at the top of the standings.

Having topped Friday practice, he won the first race comfortably from fifth on the grid but could not find a way past eventual winner Massimiliano Pedala in the second.

The Team Pyro driver said: "I didn't expect it when I came here because I didn't know the track or the car."



Files won first race of new Clio era

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British GT

BTCC star Onslow-Cole eyes GT outings after Aston Martin test

BRITISH TOURING CAR RACE

winner Tom Onslow-Cole is eyeing a GT programme with Aston Martin later this year after testing an AMR Beechdean V12 Vantage GT3 at Snetterton last week.

Onslow-Cole, 26, drove the car on the Norfolk circuit's 300 layout alongside regular pilot Jonathan Adam.

"I'd had a meeting with AMR boss John Gaw earlier in the year once I'd sorted my BTCC drive out, and expressed my interest in doing some GT racing and it led to the test, which was great," said the Team Hard BTCC driver.

"The main thing that surprised me was how much grip the aerodynamics generated in the high-speed sections; Riches and Coram were seriously

impressive with this car."

Although Onslow-Cole's BTCC programme is his primary focus for the year, he is keen to add a handful of GT appearances in Aston Martin machinery if the opportunity presents itself.

"I'd love to get out in that car this year and British GT could be a possibility if the right things come together," he said. "But looking at it the other way, there are no BTCC clashes with the Blancpain Endurance Series, which they're also involved with, so you never know."

● Onslow-Cole will contest the Dutch Supercar Challenge round at the Slovakia Ring this weekend in a Czech-built Praga R1 sports car. He is due to race in two further rounds in the 210bhp sports car.



Onslow-Cole fancies a race drive in GT3 Aston Martin

British Formula Ford

South African ace Kruger joins Jamun for Formula Ford assault

EXPERIENCED SOUTH AFRICAN

single-seater driver Jayde Kruger has joined Jamun Racing for the remainder of the British Formula Ford season.

The 25-year-old, twice a national Formula Ford champion and the winner of the past two Formula Volkswagen titles, will make his British series debut at Oulton Park next month.

He will drive the Mygale used by Scott Malvern in the opening round of the championship at Brands Hatch.

"I have kind of reached my peak in South Africa," he said. "What do you do, race the same thing again and again, year after year – and have a lot of fun – or do



Kruger wants UK challenge

you try to accomplish something else?"

"I'm looking forward to it; I'll give it my best shot and see where we go."

HUMBLE PYE

The voice of club racing



Rechede's Lola was the best of strong Pau FF1600 field

More Brits should head to Pau for the French FF1600 events

The streets of Pau, picturesque capital of southern France's Pyrenees-Atlantiques region, is a polar opposite to Castle Combe's former airfield track, yet I've just watched Formula Ford cars racing flat-out at both within six days.

The gear sets may have been very different – the best lap at Combe last Monday was over 93mph, more than 20mph higher than the quickest on the spectacular switchback, overlooked by snow-capped mountains – yet the concentration levels required are not dissimilar.

I've enjoyed watching the FF Historic France championship at Dijon and Pau before, and applaud promoter Regis Prevost's achievements over many years. On Sunday, 30 Pre-1972 cars set off into battle, sadly without Prevost, whose McNamara was sidelined in a practice accident. Lolas ruled the roost in both classes.

While many will recall Eric Broadley's marque's contribution to the 1600cc Kent-engined class with its T640/642/644 series of cars in the 1980s, the firm's money-spinning T340, T440 and T540 forebears did great things too – mostly in the USA, where importer Carl Haas's Chicago emporium buzzed with them.

The Lola name carried considerable cachet from its senior models, thus Broadley's initial FF attempts – the T200/202/204 family of cars – sold in big numbers Stateside. Few were seen in the UK, but future star Tom Pryce tamed one.

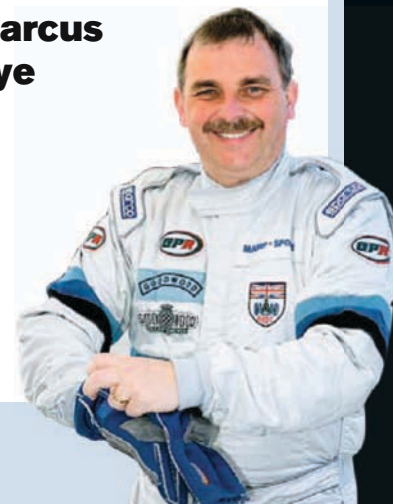
Like their more obscure rivals, the Lolas appear to work better on modern Avon control tyres, coupled with engineers' greater understanding of dynamics and suspension damping. Current French champion Alain Girardet races a T200.

Arnaud Rechede, 34, won both Pau races in a T540, of which 80 plus were produced from 1978. Younger brother Olivier, 28, and Swiss five-time Le Mans 24 Hours starter Pierre-Alain Lombardi backed him up for a T540 clean sweep in the first. Girardet finished second in race two, ahead of David Zollinger's Ayrton Senna tribute Van Diemen RF81.

Alexis, Crossle, Dulon, Lotus and Royale chassis were in the field, plus a rare Belgian Vanev. Preparation was generally good, although I noticed cars sporting non-period aero tweaks, which suggests eligibility scrutineering is not as stringent as in the UK.

Only one Briton, Julian Pierce, made the trip this year, but more Historic and Classic FF1600 competitors should consider Peter Auto's GP Historique de Pau. Not least because it gives a rare taste of street racing in a wonderful setting. And even if you get an invite to Monaco, it's 10 times the entry fee!

Marcus Pye



"The spectacular switchback, overlooked by mountains, required real concentration"

AUTOSPORT GOLDEN HELMET

UNDEFEATED IN NINE British Formula Ford starts, Dan Cammish sits atop our table for race wins in the British Isles in 2013. Shane Stoney has had success in Minis both in the national and Scottish series, while the very promising Harry Woodhead is on six out of six in Ginetta Juniors.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Dan Cammish (Mygale M12-SJ)	9	0	9
2	Shane Stoney (Mini Cooper)	1	6	7
3	Harry Woodhead (Ginetta G40)	6	0	6
4	David Abbott (Ford Fiesta Zetec S)	6	0	6
5	George Wright (Porsche 993C4/944S2)	1	5	6
6	Tom Roche (Mazda MX5 Mk1)	5	0	5
7	Jake Packun (Mini JCW)	5	0	5
8	Dean Brace (Ford Coupe)	5	0	5
9	Nelson Rowe (Reynard SF79/Crossle 20F)	5	0	5
10	Carl Breeze (Ginetta G55)	5	0	5
11	Bill Addison (Caterham Superlight R400)	5	0	5
12	JJ Ross (Ford Fiesta ST)	5	0	5

Repechage, consolation, 'overflow entry' and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

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Herbert thinks club-level series will grow

Renault Clios

Clio Cup Series looks to future after bright start

RENAULT CLIO CUP SERIES

co-ordinator Simon North believes the category will grow after an encouraging debut at Snetterton last weekend.

A mixture of racing Clios and converted Renaultsport 197 and 200 road cars made up a grid of 13 for the first two races, and North expects the series to continue to improve in quantity and quality.

"The reaction has been very positive, which we're extremely pleased about,"

he said. "This season is a learning year – that's why it's a series, not a championship. We need to get feedback and reflect on that. We want a stable series that people want to be involved in."

With the UK Clio Cup introducing a new car for 2014, North wants the club series to be the new home for various teams and drivers who want to keep on racing the older model – as well as continuing to grow the road-car class.

"Michelin is delighted," he added. "The series was partially created with it in mind and with an eye to the future as to where we go with the main Clio Cup.

"It was a really brave move to launch a road-car class. Bringing in anything new in this climate is difficult – the race meeting itself is the tip of the iceberg."

Double race winner Luke Herbert said: "I think the series is going to be great. I'm sure it'll go from strength to strength."

FISCAR wants cars like Chris Guest's Cooper T21



Historics

New series for '50s sports-racers

HISTORIC RACE ORGANISER THE

Fifties Sports Car Racing Club is set to launch a new series for 1950s sports-racers of up to 1500cc.

FISCAR, which currently runs the Historic Inter-Marque series and organised the recent George Abecassis celebration race at Silverstone, is planning a pilot event at the Castle Combe Autumn Classic with an eye to forming a new series.

To be eligible for the pre-1960 event,

cars must have either production-based 1500cc engines, such as the MG XPAG and Ford 100E, or 1100cc racing engines, which include the Coventry Climax FWA and BMC A-series. Rear-engined cars must have raced before 1955.

FISCAR chairman John Turner said: "The 1950s was an exciting period for small sports-racers. We are hoping this will encourage owners to dust off their cars and bring them out."

Formula JEDI

Hemming returns from Jedi break

EX-FORMULA JEDI RUNNER-UP

Jodie Hemming made a comeback to the category last weekend at Silverstone.

Hemming, second in the championship in 2005, went on to compete in a variety of series, but then stopped to start a family.

The 27-year-old, who has two young daughters, charged to sixth in the opening race from 12th on the grid and followed it up with a fourth-place finish.

"I'm loving being back out," she said. "Hopefully, I'll be competing in the rest of the championship."

Former Formula Vee racer Ryan Lindsay marked his Jedi debut with two podiums.



Hemming is back in Jedis after a layoff



The winners were in a Porsche 911 SC

Tour Britannia

Second Tour win for Hindley/Bull

PHIL HINDLEY AND ANDY BULL

took a second victory in the Tour Britannia when they brought their Porsche 911 SC to the finish in Warwick last Saturday with two and a half minutes in hand over the rest of the field.

Races at Mallory Park and Silverstone, and 18 asphalt special stages made up

the ninth tour, with Hindley and co-driver Bull repeating their 2012 win.

"I built the car to win this event, and I'm pleased we did it," said Hindley.

Duncan Buck and his wife Cate won the Targa section in a 911, while Melissa Raven and Jeremy Haylock narrowly won the Regularity section in a Porsche 356.



Grand-Am hits Britcar

Nigel Mustill gave a debut to his Riley MkXXII, a trackday variation of a Daytona Prototype, at Silverstone's British Endurance round last weekend (above). WEC racer John Martin put it on pole, but retired when the compressor for the paddleshift became waterlogged.

Problems for Jordan

BTCC frontrunner Andrew Jordan's Britcar race weekend came to grief at Silverstone. The Honda Integra he was due to share with Nigel Ainge suffered terminal engine failure in qualifying for the Production Cup race, while the Intersport Mosler never made the GT grid thanks to a dropped valve.

Stoneman penalised

Porsche Carrera Cup driver Dean Stoneman was handed two points on his licence – and lost two championship points as a result – for his move on Michael Meadows at the start of race one at Thruxton earlier this month.

Yellow jerseys awarded

Renault Clio Cup race winner Stefan Hodgetts has been awarded the KX Akademy's Yellow Jersey for his Thruxton TOCA weekend. Ginetta GT Supercup racer Rob Boston has been awarded the prize retrospectively for the Brands round.

Youngest British racer

Aaron Thompson became the youngest car racer to compete in the UK by racing to eighth (and last) in the two Ford Fiesta Junior encounters at Silverstone on his 14th birthday. He missed Saturday practice because his licence didn't take effect until Sunday morning, but qualified by undertaking laps behind the safety car.

Minis honour Devereux

Mini Classic racers at Pau honoured Christian Devereux, who died in a Donington Park crash earlier this month, by running their late friend and rival's name alongside their own last weekend.





Smith leads race one as Packun lurks behind him

HAWKINS

MINI CHALLENGE BRANDS HATCH GP, MAY 11-12 MSVR

Packun takes three as Smith rues safety car intervention

JAKE PACKUN MANAGED TO WIN ALL three Mini races at Brands, but there was plenty of action.

Chris Smith led from the start of race one from Packun and Lee Allen. He began to build on his lead too as Allen came under pressure from Lawrence Davey for third, until Davey went off at Paddock and brought out the safety car, which proved crucial.

From the green flag Packun dived into the lead at Paddock as Smith ran into the gravel. Allen and Luke Caudle followed to demote the former leader to fourth. "I just overcooked it," Smith

admitted. But he fought back and retook third at Paddock on lap six of eight before ousting Allen for second before the end of the lap.

Packun was too far ahead, however, and so Smith had to settle for second, with Caudle grabbing third from Allen into Clearways a lap from home.

It was an untidy start to race two, but Packun emerged at the head once again. Caudle was second by Druids, and had Smith and Allen on his tail in an early four-car break.

Packun then briefly lost his advantage. "I made a mistake, Luke

got me and Chris nearly followed," he admitted. But within a lap Packun had retaken Caudle and eased his way clear.

Smith again came through to second, from Caudle. With Allen crashing out at Graham Hill Bend, Chris Callister-Russell completed the top four.

Packun ousted Callister-Russell at Clearways on the opening lap of race three before securing a treble. It took five laps for Smith to find his way past George Allen for third, but Davey and Mark Steward soon followed.

● Peter Scherer

RESULTS

RACE 1 (8 LAPS) 1 Jake Packun; 2 Chris Smith +5.073s; 3 Luke Caudle; 4 Lee Allen; 5 Kevin O'Connor; 6 Chris Smiley. **Class winner** Ollie Walker. **Fastest lap** Packun 1m50.345s (79.38mph).

RACE 2 (11 LAPS) 1 Packun; 2 Smith +0.365s; 3 Caudle; 4 Chris Callister-Russell; 5 Mark Steward; 6 George Allen.

CW Shane Stoney. **FL** Caudle 1m40.702s (86.98mph).

RACE 3 (9 LAPS) 1 Packun; 2 Callister-Russell +4.597s; 3 Smith; 4 Smiley; 5 Lawrence Davey; 6 Steward. **CW** Stoney. **FL** L Allen 1m43.428s (84.69mph).

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Mowle took two wins in his Z4

HAWKINS

GT CUP BRANDS HATCH GP, MAY 11-12 MSVR

Mowle's British GT BMW beats the Ferrari hordes

LEE MOWLE'S BMW Z4 MADE IT TWO GT Cup wins out of three in mixed conditions on the GP circuit.

In race one the lead only changed during the pitstops, but Mowle had to fight for his win at the end.

Having taken over a Ferrari 458 from Derek Johnston, Mike Edmonds came close to snatching a late advantage into Surtees on the final lap, while John Dhillon's Ferrari completed the podium.

Although Dhillon made the best start in race two, Johnston and Mowle both got by on the same lap. It was close all the way to the flag, but Johnston's defence held while Mowle remained well clear of Dhillon.

Mowle took his second win in a wet

finale, with Dhillon and Chris Randall's Lotus completing the podium.

● Peter Scherer

RESULTS

RACE 1 (20 LAPS) 1 Lee Mowle (BMW Z4);

2 Derek Johnston/Mike Edmonds (Ferrari 458 GT3) +0.897s; 3 John Dhillon (458 GT3); 4 Jacques Duyver/Charles Hollings (Ferrari 458 Challenge); 5 Alex Martin (458 Challenge); 6 Toby Tarrant-Willis (458 Challenge). **FL** Mowle 1m40.013s (87.58mph).

RACE 2 (17 LAPS) 1 Johnston; 2 Mowle +0.468s;

3 Dhillon; 4 Martin; 5 Duyver; 6 Chris Dockerill (Ferrari 430 Scuderia). **FL** Mowle 1m29.314s (98.07mph). **RACE 3 (16 LAPS) 1** Mowle; 2 Dhillon +4.428s; 3 Chris Randall (Lotus Europa); 4 Tarrant-Willis; 5 Duyver; 6 Martin. **FL** Mowle 1m38.281s (89.13mph).

MONO 1800 BRANDS HATCH GP, MAY 11-12 MSVR

Wright's race after GEM of a pass on Mono rival Timms

ADRIAN WRIGHT CAME OUT ON TOP in both Mono races, but didn't have it all his own way.

Jason Timms's Speads went wide at Paddock in race one, which handed the early lead to the JKS of Geoff Fern. Wright and his GEM AW3 made it a three-car break on lap three, but Timms was back in front as they dived into Paddock.

Fern lost second to Wright and Timms was soon coming under pressure from the GEM. Wright finally made the decisive move into Surtees one lap from home.

"I think Jason's engine was going off though," Wright admitted.

It was lights-to-flag for Wright in a

wet race two, with the Jedis of Dax Ward and Dan Levy behind.

● Peter Scherer

RESULTS

RACE 1 (9 LAPS) 1 Adrian Wright (GEM AW3);

2 Jason Timms (Speads RM07) +6.575s; 3 Marc Fortune (Jedi Mk8); 4 Geoff Fern (JKS TFR11); 5 Mike Scott (Speads RM02); 6 Dax Ward (Jedi Mk6). **CW** Matt Hayes (Jamun M97Z); Luke Rosewell (Ray 96); Jonathan Baggott (Van Diemen RF95). **FL** Wright 1m30.844s (96.42mph).

RACE 2 (7 LAPS) 1 Wright; 2 Ward +8.551s; 3 Dan Levy (Jedi Mk4); 4 Fern;

5 Fortune; 6 Mike Reed (Jedi Mk6). **CW** Ryan Hayes (Jamun T25); John Whitbourn (Ray GRS02); Adrian Heath (Formula Vauxhall Junior). **FL** Fortune 1m45.007s (83.42mph).



Wright defeated Timms with late pass

HAWKINS

**RADICAL SR3 CHALLENGE
BRANDS HATCH GP, MAY 11-12 MSVR**

Smith's wins keep coming

BRADLEY SMITH KEPT HIS 100 PER cent 2013 record intact with another Radical double, but left it very late to win race one at Brands.

Smith had been in charge from the start, ahead of James Abbott, Paddy McClughan and Andy Cummings, after Tony Wells had spun at Paddock.

The top three held station until the pitstops, with Duncan Williams having moved up to fourth after the first safety car period.

Abbott emerged from the stops as the new leader, with Smith briefly in third before reclaiming second from Max Robinson in the McClughan car. Robinson then had to serve a stop-go penalty for short-stopping, leaving Smith to hunt down Abbott.

"James made a mistake at Stirlings and I got him," said Smith after snatching 2013 win number three with only a lap to spare.

Howard Fuller/Frederic Greiling finished strongly to secure third, but had Bradley Ellis closing at the end.

Smith had Ellis chasing for the first half of race two, with Fuller into third



Smith has seen the flag first a lot already this year

from lap 12 after Alex Kapadia went wide exiting Paddock. After the stops Smith eased well clear, with Abbott snatching second from Tom Jordan in the Kapadia car with four laps left.

Jeremy Ferguson came close to taking third, but had to abort his last-lap attack on Jordan as the yellow flags were out at Clearways.

● Peter Scherer

RESULTS

RACE 1 (24 LAPS) 1 Bradley Smith; 2 James Abbott +1.468s; 3 Frederic Greiling/Howard Fuller; 4 Andy Cummings/Bradley Ellis; 5 David Jacobs; 6 Marcel Marateotto. **FL** Matt Bell 1m24.681s (103.44mph).

RACE 2 (26 LAPS) 1 Smith; 2 Abbott +5.688s; 3 Alex Kapadia/Tom Jordan; 4 Jeremy Ferguson; 5 Matt Bell/Timothy Lyons; 6 Darron Anley. **FL** Smith 1m25.381s (102.59mph).

BRITISH HILLCLIMB CHAMPIONSHIP BARBON MANOR & HAREWOOD, MAY 11-12

Willis wins then crashes as Morans score



Roger Moran won at Harewood and scored heavily

SCOTT MORAN WAS THE JOINT POINTS victor of the hillclimb weekend on 24, with father Roger only one behind.

Defending champion Trevor Willis went from victory at Barbon to failure at Harewood, perhaps over-trying in his last shot of the weekend and damaging his new OMS.

On Saturday the sometimes superb Barbon showed its evil side with a wet-weather abandonment, the paddock like a swamp after Trevor Willis took the only run-off victory. Contrast this with BARC Harewood, which coped with all the – perhaps lesser – Sunday weather challenges.

A little disappointed after Barbon, the Morans came straight back at the

field with Roger victorious in the first run-off and son Scott doing the closing business in the last run.

"Harewood is a favourite of mine but it kills the tyres," said Moran Jr as he inspected another set of fronts that were at the end of their life.

Also successful over the weekend was Wallace Menzies, who equalled Moran Jr's 24-point haul in the dramatic Firestorm over the three rounds and is now only one point behind Willis in the overall standings.

Will Hall was another big scorer with 20, but he slipped to fifth overall behind Menzies.

Small-fry 1600cc hotshots Richard Spedding and Eynon Price

BARBON ROUND 3

1 Trevor Willis (3.2 OMS-Powertec 28) 21.69s (BTD); 2 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 22.31s; 3 John Bradburn (3.5 Gould-Cosworth HB GR55) 22.81s; 4 Will Hall (3.5 Force-Nissan WH) 22.88s; 5 Scott Moran (3.5 Gould-NME GR61X) 23.28s; 6 Roger Moran (3.5 Gould-NME GR61X) 23.66s; 7 Richard Spedding (1.6 Force-Suzuki PC) 24.05s; 8 Eynon Price (1.6 Force-Suzuki PC) 24.33s; 9 Mike Manning (2.0t Ford Puma 4WD) 26.34s; DNFs: Graham Wynn (1.3s Force-Suzuki LMO01); Simon Moysie (1.3s Gould-Suzuki GR59); Alex Summers (1.3s DJ-Suzuki Firehawk).

BARBON ROUND 4 ABANDONED

Barbon class winners Vic Lord (1.8 Lotus Elise) 32.59s; Simon Butterworth (3.2 Porsche Boxster) 32.81s; Andrew Russell (1.1 Ginetta G15) 32.27s; Peter Green (3.5 BRA Cobra) 38.03s; Wynn 26.89s; Manning 26.64s; Darren Gumbley (1.1 Force-Suzuki PT) 23.39s; Graham Curwen (1.6 Van Diemen-Ford RF91) 33.47s; Price 25.85s; Summers 25.54s; Willis 23.58s.

HAREWOOD ROUND 5 1 R Moran 51.28s; 2 Willis 52.14s; 3 S Moran 52.24s; 4 Hall 52.40s; 5 W Menzies 52.66s; 6 Spedding 52.76s; 7 Price 52.80s; 8 Deryk Young (4.0 Gould-Judd GR51B) 54.16s; 9 Bradburn 54.76s; 10 David Uren (1.6 Force-Suzuki PC) 57.45s; 11 Manning 58.64s; 12 Nicola Menzies (1.6 Force-Suzuki PC) 59.87s.

HAREWOOD ROUND 6 1 S Moran 50.04s (BTD)

2 W Menzies 50.88s; 3 R Moran 50.96s; 4 Young 51.52s; 5 Hall 51.54s; 6 Bradburn 51.71s; 7 Summers 52.03s; 8 Price 53.07s; 9 Uren 53.55s; 10 Spedding 53.56s; 11 Lee Griffiths (1.6 OMS-Suzuki 25) 54.56s; DNF: Willis.

Harewood CW Karl Jackson (2.0 Honda S2000) 69.41s; Mark Dempster (2.0 Imagination-Vauxhall PH1) 60.76s; Tom Brown (3.5 SPA-Judd) 56.73s; Steve Owen (0.6 OMS-Suzuki Hornet) 60.03s; Simon Fidoe (1.1 Empire-Suzuki 002) 57.29s; Price 53.42s; John Chacksfield (2.0 OMS-Vauxhall CF04) 54.17s; S Moran 50.95s.

POINTS 1 S Moran, 44; 2 R Moran, 40; 3 Willis, 32; 4 W Menzies, 31; 5 Hall, 30; 6 Bradburn, 21; 7 Summers, 18; 8 Young, 16; 9 Spedding, 14; 10 Price, 12.

consolidated their places by making it into all three run-offs.

● Eddie Walder



PROJECT 8 SALOONS

Both races at Brands Hatch became duels between the Seldon family's almost identical BMW E36 M3s (above). Son Matt was a convincing winner in race one, taking the spoils from dad Peter by over 12 seconds. Stephen Pearson was a respectable third, as Karl Cattliff just held off Marcus Burnett for fourth in a BMW clean sweep. Race two went in Seldon Sr's favour, again both well clear of their rivals, but only 0.599s apart. Burnett completed the podium from James Broad's VW Corrado.

RADICAL CLUBMANS

The weather and safety car interventions at Brands reduced both races to short sprints. Although James Abbott's SR3 led race one throughout, Tony Wells took the win from Steve Burgess and Jesper Westerholm after Abbott was given a jumped-start penalty. Burgess secured his third 2013 win out of four in race two, after both he and Wells caught Westerholm napping in between safety car periods.

PRODUCTION BMW

The fight for second helped Stuart Waite make a break in the first of the weekend's races at Brands. Liam Crilly, Matt Parkes and Harry Goodman remained in close formation. But Crilly made a late charge for victory, missing out by only three tenths. Waite led again at the start of race two. After four laps Parkes took charge, only to spin away his hopes at Clearways on the last lap and hand victory to Crilly.

MONO 2000

Robbie Watts (below) converted his pole position into a comfortable double win at Brands in his Lola F106/03, though he claimed "it wasn't as easy as it looked". Kevan McLurg (Dallara) put him under threat towards the end of race one, but after cutting out on the last lap he was happy to retain second. Adrian Holey's Dallara led the chase in race two, with McLurg completing the podium.



Middlehurst builds his title advantage

HAVING SPENT THE PAST TWO YEARS learning his craft in single-seaters, following his graduation from karting, Formula Renault championship leader Chris Middlehurst continued to apply his education well at Snetterton with two wins and a second.

Nevertheless, he made a hesitant start in the wet opening race, falling from pole to third behind Joe Ghanem and Jorge Cevallos. Meanwhile, Sam MacLeod, in his maiden year of car racing, suffered worse, dropping from third to the back and never recovering.

It wasn't long, however, before Middlehurst was on the move: a mistake by Cevallos promoted him to second place, and the MGR man snatched a decisive lead from Ghanem after a safety car period had bunched up the pack. The flying Jake Cook (up from eighth on the grid), Matias Galetto and Ivan Taranov followed suit to complete the top four finishers.

Having struggled in race one after qualifying last, Caterham-backed Weiron Tan looked set to bounce back from pole in race two. He then stalled on the grid and dropped out of contention, promoting MacLeod to the lead. Despite having Middlehurst breathing down his neck, a near-faultless MacLeod held on to win. Ex-Formula Ford racer Cook continued his strong form, holding off Henrique Baptista and Pietro Fittipaldi for third.

A resurgent Tan started strongly from pole in the dry/wet finale, but it didn't last. An excursion at Brundle, followed by an ill-fated switch to wet tyres wrecked his chances. Instead, Taranov, Middlehurst and Cook filled the top three places, and with a pair of safety car periods restricting racing laps to a handful, the order remained unchanged to the finish. However, Taranov's subsequent exclusion for an overly robust defence against Ghanem



Middlehurst extended points lead with a fine weekend

handed Middlehurst the win and ensured he heads to Thruxton next month with a comfortable points lead.
● Oliver Timson

RESULTS

RACE 1 (19 LAPS) 1 Chris Middlehurst; 2 Jake Cook +2.400s; 3 Matias Galetto; 4 Ivan Taranov; 5 Joe Ghanem; 6 Jorge Cevallos.
Fastest lap Middlehurst 1m20.533s (88.69mph).

RACE 2 (16 LAPS) 1 Sam MacLeod; 2 Middlehurst +0.791s; 3 Cook; 4 Henrique Baptista; 5 Pietro Fittipaldi; 6 Cevallos.
FL Middlehurst 1m11.667s (99.66mph).
RACE 3 (17 LAPS) 1 Middlehurst; 2 Cook +0.409s; 3 Matthew Rao; 4 Cevallos; 5 Weiron Tan; 6 Matteo Ferrer. **FL** Tan 1m12.991s (97.85mph). **POINTS 1 Middlehurst, 158;** 2 Cook, 112; 3 Cevallos, 100; 4 Ghanem, 78; =5 MacLeod and Ferrer, 71.

Whittaker is unstoppable as reigning champ Wells spins

THE PACKED GRID OF KUMHO BMWs made an impressive sight at the Snetterton 200, with Garrie Whittaker taking the opening race by the scruff of its neck to earn a pole-to-flag win.

By contrast, reigning champion Colin Wells gave himself plenty to do by spinning out of second at Brundle on lap one. Undeterred, he completed his recovery by prising runner-up spot from Piers Ross with a lap to spare as M3s dominated.

The challenge from second-row starters Darren Fielding and Tom Wrigley evaporated as they succumbed to an off at Murrays and fuel pressure problems respectively.

Whittaker was masterful in a wet second race, balancing power and

adhesion in treacherous conditions to win again. Wells gradually dropped back into the clutches of Ross, who snatched second place as they flashed past the chequered flag.

● Oliver Timson

RESULTS

RACE 1 (15 LAPS) 1 Garrie Whittaker (E36 M3); 2 Colin Wells (E46 M3 CSL) +28.003s; 3 Piers Ross (E36 M3 EVO); 4 Richard Bacon (E46 M3); 5 Stephen Lanfermeijer (E36 M3); 6 Roger Lavender (3 Series). **CW** Lavender; Dave Heasman (328i Saloon); Andrew Donaldson (3 Series). **FL** Whittaker 1m19.349s (90.01mph).
RACE 2 (13 LAPS) 1 Whittaker; 2 Ross +18.125s; 3 Wells; 4 Paul Skitt (318 Compact); 5 Stuart Laws (E36 M3); 6 Ian Crisp (E36 M3).
CW Laws; Heasman; Donaldson. **FL** Whittaker 1m32.948s (76.84mph).



Wells leads, but Whittaker would soon move ahead



Herbert was in the thick of the Clio action at Snett

Herbert takes two as new Clio series makes feisty start

THE NEW CLIO CUP SERIES MARKED ITS opening race with a breathless scrap.

Rob Gaffney and former Mazda ace Luke Herbert were tied together for seven laps before a mistake by Herbert at Chapman dropped him to third behind Peter Felix. Unbowed, a charging Herbert reclaimed second from Felix into Montreal on lap 11 of 15, before unseating Gaffney on the final lap to secure a dramatic win.

A good start by Felix boosted him into the early lead of race two, ahead of poleman Herbert, only for the latter to reclaim the advantage as they swept together into lap two. Thereafter, Luke eased away for his second win of the weekend. Gaffney's challenge ended almost before it began, as he tried to squeeze between Ian and Andy Jordan off the grid, causing front-end damage that forced him to retire.

Instead, with Herbert disappearing off into the distance, Felix found his mirrors full of a flying Darren Wilson (who was up from row four) in the closing laps. Felix doggedly resisted until the last few yards, when he inadvertently nudged the engine off switch, allowing Wilson's immaculate Gulf-coloured car to steal second place.

● Oliver Timson

RESULTS (BOTH 15 LAPS)

RACE 1 1 Luke Herbert; 2 Rob Gaffney +0.283s; 3 Peter Felix; 4 Brett Lidsey; 5 Darren Wilson; 6 Graham Mulholland. **Class winners** James Weston; Tommy Ostgaard; Sam Randon. **FL** Herbert 1m23.428s (85.61mph).
RACE 2 1 Herbert; 2 Wilson +16.009s; 3 Felix; 4 Lidsey; 5 David Pierce; 6 Mulholland. **CW** Weston; Ostgaard; Randon. **FL** Herbert 1m23.141s (85.90mph).

BRITISH ENDURANCE CHAMPIONSHIP SILVERSTONE INTERNATIONAL, MAY 11 BRITCAR

Aston duo weather the storm for Britcar win



Aston survived a tough race to win by two laps

ANDY SCHULZ AND PAUL BAILEY overcame tricky conditions to triumph in the British Endurance encounter on Silverstone's International circuit last weekend in their Aston Martin.

Starting during a heavy downpour, it was 20 minutes and nine laps before the pace car let the field go.

World Endurance racer and polesitter John Martin, giving Nigel Mustill's Riley MkXXII its debut, made the early running, but retired with waterlogged electrics. Then the frontrunning Mosler of round one winners Javier Morcillo and Manuel Cintrano was forced to run a damage limitation programme after similar problems, finishing seven laps down.

Schulz's Aston Vantage had passed the Mosler in the opening half-hour, and he and Bailey executed a faultless drive in changeable conditions to take their maiden series win.

The Class 3 BMW M3 of Tom and James Webb, which led for a time, finished second overall after trading places in the closing stages with Class 2 victors Ian Loggie and Chris Jones' Porsche 997, both battling with an eye on the fuel gauge.

Another brief leader, the works Chevron GT3 of Marcus Clutton and Jordan Witt, eventually came home fourth in the three-hour enduro.

British Touring Car driver Jeff Smith struggled with the hastily repaired and ill-handling BPM

Renault Megane Trophy he shared with Simon Leith and Ash Woodman.

Nigel Greensall's fastest lap in Mike Millard's Rapier, after a superb middle stint by Karsten le Blanc, was set after a move to slicks on a drying track — a short-lived advantage soon stymied by another downpour.

● Steve Wood

RESULTS (3 HOURS: 132 LAPS)

1 Paul Bailey/Andy Schulz (Aston Martin Vantage GT3); 2 Tom Webb/James Webb (BMW M3 GTR) -2 laps; 3 Ian Loggie/Chris Jones (Porsche 997); 4 Jordan Witt/Marcus Clutton (Chevron GT3); 5 Peter Cook/Anthony Mott (997 RSR); 6 Anthony Reid/Ray Grimes (Chevron GT4). CW Loggie/Jones; Webb/Webb. FL Nigel Greensall (Rapier SR2) 1m10.952s (93.91mph).

BRITCAR PRODUCTION SILVERSTONE INTERNATIONAL, MAY 11 BRITCAR

Production honours fall to solo SEAT racer

MARK CUNNINGHAM TOOK THE Production Cup spoils in his SG Racing SEAT, helped by an early delay for polesitter Graham Johnson.

Johnson was forced to mount a recovery drive in his TCR-run SEAT Supercopa after being caught in a first-corner fracas.

During a fraught first part of the race, Cunningham seized the lead from the Intersport BMW M3 of Adam Hayes. The Class 2 Supercopa of Harry Cockill was in close attendance, while behind Michael Symons, Barclay Dougall and Rob Day in BMWs dived with Nigel Moore's SEAT.

Lone driver Cunningham held on to take the win, fewer than five seconds ahead of the Cockill brothers, who took Class 2 victory and maximum championship points.

Mike Robinson eventually brought the SEAT started by Johnson home in fourth place overall.

Class 3 victory went to former Le Mans class winner Nick Adams,



Cunningham flew to victory in SEAT v BMW Production Cup battle

partnered by novice son Tim, in a Damax-run BMW M3, after the resurgent Chris Hayes/Andrew Thompson SEAT Cordoba lost time with problems.

Alyn James celebrated the swansong of the Synchro Honda Jazz by taking Class 4 honours, despite being delayed by electrical problems.

● Steve Wood

RESULTS (90 MINUTES: 71 LAPS)

1 Mark Cunningham (SEAT Supercopa); 2 Harry Cockill/Edward Cockill (Supercopa) +4.767s; 3 Barclay Dougall (BMW M3); 4 Graham Johnson/Mike Robinson (Supercopa); 5 Nigel Moore/Henry Dawes (Supercopa); 6 Adam Hayes/Mark Radcliffe (BMW M3). CW Cockill/Cockill; Nick Adams/Tim Adams (BMW M3); Alyn James (Honda Jazz). FL Lawrence Wiltshire (Nissan 370Z) 1m11.729s (92.89mph).



STILES

CLASSIC FF2000

Ian Pearson's title defence suffered a blow when a loose oil pipe cost him a race one win at Snetterton. A delighted Colin Wright (above) claimed the laurels in his Class B Reynard. Pearson recovered from a slow start to win the sequel.

CLASSIC FF1600

Despite losing his long-held lead to Andrew Smith with a late mistake at Snetterton, Mike Gardner surged back ahead on the final straight to win by a tenth. Meanwhile, after having his qualifying times excluded, Adriano Medeiros battled from last to third.

V-TECH CHALLENGE

Poleman Robert Burkinshaw overcame a first-lap gearbox glitch in the first Snetterton race to surge up the order and overtake leader Richard Voaden on the penultimate lap to win. In race two, Burkinshaw's late retirement while narrowly leading handed victory to Voaden.

CLUBMANS

Marcus Bicknell tamed a sodden Snetterton to win Saturday's Clubmans race. He was well clear of teenager Michael Day, who ousted Steve Everson for second on the last lap. Alex Champkin set a new lap record as he monopolised the lead in race two.

PORSCHE GT3 CUP

Justin Sherwood and Steven Liguorish made the running in the pair of Snetterton races. Sherwood repeated his Donington Park success by frustrating his rival's constant attentions both times to take a double. Peter Kyle-Henney claimed a pair of thirds.

PRODUCTION SPORTS

Both Britcar Production Sportscar races at Silverstone were won by Chrissy Palmer's Mazda MX5 (below). The Porsches of Richard Bennett and Guillaume Gruchet were wiped out in first-corner mayhem in race one, leaving Palmer to take the honours. Palmer fended off Bennett's 993 to win race two.



BRISTED



Lewis took a Mini double at Silverstone

MIGHTY MINI & SUPER MIGHTY MINI SILVERSTONE NATIONAL, MAY 11-12 BRSCC

Lewis pips Booth in Mighty Mini thriller

MINI RACING VETERAN JONATHAN LEWIS

edged out Zack Booth after an intriguing duel in the third Mighty Mini round of the season. On paper, Lewis – a winner at the Castle Combe season opener – led every lap of the race, but the reality was quite different.

Several times Booth got ahead at Copse or Maggotts, only for the canny Lewis to plant his car in the tow along the Wellington Straight to resume the lead by Brooklands. His winning margin was one-sixth of a second.

David Hale trumped Steven Rideout in a similar scrap for third place, while

Damien Harrington (also a Combe victor) trailed home 17th following an off at Becketts.

In the wet second race, Lewis was untouchable, with Hale getting the better of Booth for second at Maggotts on lap 13 of 15. Harrington narrowly came off worst in a great fight for fourth with Robert Pearson.

Lewis was out in the Super Mighty Minis, too, but was handed a 5s penalty on Saturday for exploration of the circuit extremities.

Bob Bennetts revelled in the wet conditions, climbing from fourth

position to ease clear of the battling pack. Former champion Pat Ford starred, up from 15th to second place, with a move up the inside of three cars at Becketts on the penultimate lap sealing the deal.

Ford failed to finish Sunday's encounter, which was headed for most of the way by Jamie White. Bennetts challenged hard and led for a third of a lap on more than one occasion, but finished second, ahead of Peter Tervet and Louise Inch, who set fastest lap on her way to fourth.

● Ian Sowman

RESULTS

MIGHTY MINI (15 LAPS) 1 Jonathan Lewis; 2 Zack Booth +0.172s; 3 David Hale; 4 Steven Rideout; 5 Charlie Budd; 6 Gregory Jenkins.

Fastest lap Booth 1m20.741s (73.07mph).

RACE 2 (14 LAPS) 1 Lewis; 2 Hale +12.506s;

3 Booth; 4 Robert Pearson; 5 Damien Harrington; 6 Budd. **FL** Lewis 1m28.158s (66.92mph).

SUPER MIGHTY MINI (15 LAPS)

1 Bob Bennetts; 2 Pat Ford +2.515s; 3 Jamie White; 4 David Kirkpatrick; 5 Jonathan Lewis; 6 Peter Tervet. **FL** White 1m20.909s (72.92mph).

RACE 2 (15 LAPS) 1 White; 2 Bennetts +0.345s;

3 Tervet; 4 Louise Inch; 5 Neven Kirkpatrick; 6 Lewis. **FL** Inch 1m21.571s (72.33mph).



Saunders' Cerbera didn't stay ahead of Hood's Sagaris for long

TVR CHALLENGE SILVERSTONE NATIONAL, MAY 11-12 BRSCC

Hood is too powerful for the rest in TVR season opener

AFTER A SEVEN-MONTH CLOSED season, the TVR Challenge roared back into life with an impressive entry of the very rapid machinery but fewer of the more standard cars that have been the backbone of the series.

Tim Hood's incredible seven-litre Sagaris was the car to beat in both dry and wet races, the Leicestershire driver setting times in the low 57s bracket when conditions were at their best. Michael Saunders (Cerbera) came closest to beating him in the opener, grabbing onto his coat-tails amid traffic late on.

Darren Dowling (4.7-litre Sagaris), who lost several places running wide at Becketts at the start of race one, trailed Hood in the second.

Dean Cook topped the Tuscan hordes with fourth in the first race,

but Keith Vaughan-Williams got the better of him on lap 12 of 18 in the second encounter.

Dave Chant and Graham Walden shared the wins in the Rover V8-engined Tuscan division.

● Ian Sowman

RESULTS

RACE 1 (21 LAPS) 1 Tim Hood (Sagaris);

2 Michael Saunders (Cerbera) +1.768s; 3 Darren Dowling (Sagaris); 4 Dean Cook (Tuscan); 5 Steve Glynn (Sagaris); 6 Fred Tonge (Sagaris).

Class winners Cook; Dave Chant (Tuscan); Piers Townsend (MGB); Chris Hayward-Browne (Chimera). **FL** Hood 57.251s (103.06mph).

RACE 2 (18 LAPS) 1 Hood; 2 Dowling +13.975s;

3 Saunders; 4 Keith Vaughan-Williams (Tuscan); 5 Cook; 6 Tim Davis (Tuscan). **CW** Vaughan-Williams; Graham Walden (Tuscan); Hayward-Browne. **FL** Hood 1m05.499s (90.08mph).

ALFA ROMEOS SILVERSTONE NATIONAL, MAY 11-12 BRSCC

George is Alfa king come rain or shine at Silverstone

ON A SOAKING TRACK – VERY different from the one he had encountered in practice – Anthony George drove a cautious first few laps of the opening race before producing a result that was equally as dominant as his qualifying performance.

Barry McMahon (GTV) passed Andy Robinson's 156 for the lead at Becketts on the opening lap, while George sat in seventh. Darelle Wilson's diesel-powered GT looked a strong bet in the conditions and passed McMahon on lap two before it failed, handing the lead back to McMahon. George's 156 Turbo took over at the front as the track dried.

Conditions were much more to the liking of George in race two, and he finished nearly half a minute clear. Robinson and Evans completed the

podium, while Wilson climbed to fourth at Copse on lap 11 of 18. James Ford (156) won in the production class, emulating Saturday winner Tom Eastwood (145).

● Ian Sowman

RESULTS

RACE 1 (17 LAPS) 1 Anthony George (156);

2 Barry McMahon (GTV) +19.815s; 3 Andy Robinson (156); 4 Clive Hodgkin (75); 5 Graham Seager (GTV); 6 Roger Evans (147). **CW** Hodgkin; Seager; Roger McMahon (Fiat Punto); Nick Anderson (33); Tom Eastwood (145).

FL George 1m12.993s (80.83mph).

RACE 2 (18 LAPS) 1 George; 2 Robinson +24.778s; 3 Evans; 4 Darelle Wilson (GT Diesel); 5 Hodgkin; 6 Ray Foley (GTV). **CW** Evans; Wilson; Arthur McMahon (Fiat Punto); Roz Shaw (Giulia Sprint); James Ford (156). **FL** George 1m05.333s (90.31mph).



George was happier in dry conditions



Foley couldn't quite defeat Taylor in the second race

FORD FIESTAS SILVERSTONE NATIONAL, MAY 11-12 BRSCC

Bowers and Taylor share the Fiesta spoils

NICK BOWERS TOOK THE LEAD OF THE Ford Fiesta ST Championship with victory and a fourth-place finish in the third double-header of the year.

Erstwhile points leader David Ellesley, who had won the first three rounds of the championship, suffered a setback on Saturday when he was excluded from pole position due to running an incorrect down pipe on the exhaust of his Fiesta. From the back of the 31-car grid, he could climb only to 16th and ninth positions. Aaron Trigwell, who lay third before the weekend, fared even worse, with just one 14th after mechanical woes.

Bowers took the lead at the complex on lap two, just before a safety car period to allow the recovery of the cars of Simon Horrobin, Joe Ferguson and Curtis Mitchell, which had crashed heavily at Luffield. Bowers

eased clear of Andrew Foley and Bobby Thompson after the restart.

Welsh wizard Foley led race two from the off, but he faced a strong challenge from Andrew Taylor, who was up from row three. Taylor flirted with the lead twice before sealing it at Copse on lap six, whereupon Foley faced on onslaught from older brother Matthew. Once ahead at the complex, the older Foley set about attacking the leader, getting ahead once, only to make a mistake at Becketts. Further attempts on the leader were unsuccessful, but Matthew did at least keep Andrew out of second.

In the Class A, B and D races, David Abbott had his first Zetec S class opposition of the season in the form of James Appleby, but Alan Donnelly (Si) split them in race one. Ian Scruton (Si) went clear at Copse in

race two, but lost outright honours to Abbott at Becketts on lap nine.

● Ian Sowman

RESULTS

CLASS C (15 LAPS) 1 Nicholas Bowers;

2 Andrew Foley +0.633s; 3 Bobby Thompson; 4 Daniel Holland; 5 Matthew Foley; 6 Andrew Taylor. **FL** Thompson 1m09.654s (84.70mph).

RACE 2 (16 LAPS) 1 Taylor; 2 M Foley +0.238s;

3 A Foley; 4 Bowers; 5 Thompson; 6 Charlie Ladell. **FL** M Foley 1m14.826s (78.85mph).

CLASSES A, B AND D (17 LAPS) 1 David Abbott (Zetec S); 2 Alan Donnelly (Si) +0.684s; 3 James Appleby (Zetec S); 4 Ian Scruton (Si); 5 Peter Dendy-Sadler (Si); 6 Jack Williams (Si).

CW Donnelly; Ken Bateman (Zetec). **FL** Donnelly 1m12.433s (81.45mph).

RACE 2 (15 LAPS)

1 Abbott; 2 Scruton +0.676s; 3 Appleby; 4 Donnelly; 5 Keith Chapman (Zetec); 6 Andrew Mollison (Zetec). **CW** Scruton; Chapman.

FL Scruton 1m18.411s (75.24mph).



Small Atom field put on two good races

ATOM CUP CADWELL PARK, MAY 11-12 MSVR

Small grid but great racing as Atom Cup hits Cadwell

THE INAUGURAL UK SERIES FOR Ariel Atoms may lack quantity at the moment, but it certainly isn't lacking in quality.

Despite only seven cars starting the two races at Cadwell – one fewer than the opening rounds at Silverstone (won by Jean-Pascal Burguet) – the action was the best of the day.

With Burguet absent, the victories were shared in two intense races held in very different conditions.

In the dry first encounter, poleman Richard Marler was beaten into Coppice at the start by Matt Walton, but reclaimed the lead on the same lap. The extravagant Stuart Drewell began to make progress on lap six, and cleared Walton as he came into

the pits with a problem, emerging a lap later right in front of Marler. That swung the race in Drewell's favour.

Marler's lead was instantly eradicated and Drewell needed no second invitation, passing him into Coppice. Marler returned the favour before the Gooseneck, but then lost out to Drewell and Paul Donkin.

The second race was wet, which Drewell had feared, and he made little headway in the reversed-grid affair. John Hamilton, who had started from the pitlane, was on to the back of the pack by the end of the first lap, and up to fourth by the third. By lap five, he was third and two laps later was right behind the lead pair, having reduced a six-second deficit to

nothing. By the sixth lap, he was in the lead – one he would not relinquish. Behind, Marler spun trying to pass Whitehead for third.

● Scott Mitchell

RESULTS

RACE 1 (13 LAPS) 1 Stuart Drewell; 2 Paul Donkin +0.461s; 3 Richard Marler; 4 Nick Whitehead; 5 Lewis Cook; 6 Matt Walton. **FL** Whitehead 1m37.312s (80.90mph).

RACE 2 (11 LAPS) 1 John Hamilton; 2 Donkin +8.675s; 3 Whitehead; 4 Drewell; 5 Cook; 6 Walton. **FL** Hamilton 1m51.274s (70.75mph).



EURO SALOONS

Michael Saunders was a late addition to the Silverstone entry in his TVR Cerbera (above, right), to the chagrin of Paul Rose (Saker) who finished second to him on each occasion. Having started race one from the back, Gary Prebble (Mitsubishi Evo) blasted to third early on in the second event.

BRSCC PORSCHE

Richard Styryn left Silverstone £50 poorer after being fined for a yellow-flag infringement in Sunday's race, but that aside it was a perfect weekend as he eased to two wins.

VAG TROPHY

Josh Caygill won twice at Cadwell, but the second came in controversial circumstances. Caygill made contact with erstwhile race leader Paul Taylor, dropping the latter to third while Caygill went on to claim victory. In Saturday's encounter, Caygill passed Paul Taylor – without incident – and Dave Carvell to win.

VW GOLF GTI

Jamie Martin doubled up in the two Cadwell races, but was made to work hard for both. Victory in the first came after fending off three chasing cars for eight laps until the red flags flew. James Bark, Lewis Hopkins and Harry Vaulkhard were all within two seconds of the defending champion. Martin was similarly steely on his way to victory in race two.

TRACKDAY TROPHY

The Leon Bidgway/Andy Chapman Toyota MR2 led away at the start, but went off early on, dropping to fourth. Henry Curtis hit the front and pulled out a substantial advantage before the pitstops. A penalty for his nearest rival left Curtis free to ease to Cadwell victory.

INTERMARQUE

The two Matts – Moore and Simpson – claimed entertaining Intermarque wins at Cadwell. Moore's Escort (below) blasted into the lead at the start of the first race and emerged victorious from a battle with the Tigra of poleman Chris Brockhurst. Moore retired from race two after contact on the opening lap, leaving Simpson to take a dominant victory.



Faultless McCullough leads the way

IVOR McCULLOUGH'S REIGN AS KING OF Irish FF1600 shows no sign of ending, despite the best efforts of some very talented new racers this year.

The wily man from Ballymena dominated proceedings at Bishopscourt with a brace of victories and, while he didn't lead every lap, he was always in front when it mattered.

Niall Murray took a brace of second places to become 'best of the rest', while Sean Doyle also shone with two third places, but both had to fight hard in uncertain weather to get there.

Pole position changed hands several times during the final two minutes of qualifying, and it was Kevin O'Hara who took the honours. However, while McCullough moved to the front in the race, O'Hara went the other way.

Jonny McMullan started the second race from pole, but his race lasted as far as the first corner when, after being shuffled to the outside of the pack for the very fast downhill left-hander, he took to the grass, rejoining in the middle of the field to the detriment of those who were there at the time.

At the restart, it was Doyle who led the first few damp laps, but as the track dried McCullough moved to the front, followed, after a few hectic laps, by Murray. He was initially demoted one



McCullough secured a brace of victories in Irish FF1600

place for short-cutting a chicane, but this was later overturned on appeal.

Behind the talented trio, Rob Barrable (making a welcome return to FF1600) and Noel Dunne led the charge along with O'Hara.

McCullough now leads both the Northern Ireland and Irish

Championships with perfect scores, but there's still a long way to go.

● Richard Young

RESULTS (BOTH 12 LAPS)

RACE 1 1 Ivor McCullough (Van Diemen RFO0); 2 Niall Murray (Van Diemen RF99) +0.882s; 3 Sean Doyle (Van Diemen RF91);

4 Robert Barrable (Van Diemen RFO1); 5 Jonny McMullan (Mondiale M89S); 6 Stephen Daly (Ray GR07). **Fastest Lap** McCullough 1m19.166s (82.95mph).

RACE 2 1 McCullough; 2 Murray +3.647s; 3 Doyle; 4 Noel Dunne (Van Diemen RFO0); 5 Barrable; 6 Kevin O'Hara (Van Diemen RF99). **FL** Dunne 1m14.194s (88.50mph).

FORMULA SHEANE BISHOPSCOURT, MAY 11-12 BARC/LMC

Sheane masters the weather to take dominant double

LIFE IS NEVER DULL WHEN FORMULA Sheanes are around, and it was no different at Bishopscourt.

A wet start to the first race had the midfield pack going in all directions just before Turn 1. Somehow, though, most of them gathered themselves up and continued, the only casualty being Keith Hogg who was forced to park for the afternoon.

Up front, Kevin Sheane put on another high-speed demonstration, pursued by Brian Hearty and the rest.

Sheane did it again in race two, in which Hearty didn't make it round the first lap. Most of the excitement was provided by Robbie Allen and Barry Rabbitt, both keeping the flying Sheane on his toes.

At the halfway point, a dash of rain provided a touch of the unexpected, and a number of cars slid off at various parts of the circuit.

This brought out the safety car. It was still in the lead when the flag fell, but Sheane got the win from Allen and Rabbitt.

● Richard Young

RESULTS

RACE 1 (9 LAPS) 1 Kevin Sheane; 2 Brian Hearty +5.217s; 3 John Linnane; 4 Richard Kearney; 5 Aidan Byrne; 6 Daniel Clerkin. **FL** Sheane 1m20.669s (81.40mph).

RACE 2 (10 LAPS) 1 Sheane; 2 Robbie Allen +0.787s; 3 Barry Rabbitt; 4 Tim Swail; 5 Robbie Parks; 6 Linnane. **FL** Sheane 1m14.283s (88.40mph).



Kevin Sheane (2) dominated the FSheane races

Holstein won the first ITCC race in his BMW



ITCC BISHOPSCOURT, MAY 11-12 BARC/LMC

Hondas fight over scraps as Beemers prove unbeatable

WITH TWO BMW M3s ON THE FRONT row and Bishopscourt's high-speed sweepers ahead, the rest of the Honda-dominated ITCC field was doomed to fight for lower places.

In race one, Erik Holstein led by a comfortable three-second margin at the flag, but Dave O'Brien got his similar M3 working well in race two to mount a serious challenge that lasted for much of the race.

O'Brien set the fastest lap of the race and was in front on occasion, but it was only on the run down to the flag from the final corner that he made it stick, and not by much.

In both cases, it was Rob Savage who topped the Honda hordes, with his Integra in third place.

● Richard Young

RESULTS

RACE 1 (11 LAPS) 1 Erik Holstein (BMW M3); 2 Dave O'Brien (BMW M3) + 3.100s; 3 Rob Savage (Honda Integra); 4 Gareth Hayden (Integra); 5 Norman Fawcett (Honda Civic); 6 Mark Keane (Integra). **FL** O'Brien 1m21.473s (80.60mph).

RACE 2 (12 LAPS) 1 O'Brien; 2 Holstein +0.470s; 3 Savage; 4 Fawcett; 5 Keith Rabbitt (Integra); 6 Ian Radford (Integra). **FL** O'Brien 1m16.928s (85.36mph).



Smallridge survived early rain and a spin to win

INTERMARQUE OULTON PARK, MAY 11 MSVR/AMOC

Smallridge spins but wins in rain-hit affair

WILLIAM SMALLRIDGE STAMPED his authority on the sole AMOC Intermarque Championship race at Oulton, despite a last-minute rain shower as the race started.

A brave move around the outside into Old Hall provided Robin North's Ford Mustang with the edge on a soggy lap one.

Smallridge's Sunbeam Tiger soon nibbled away at the gap between him and North as the pair scrapped, separated by less than one second.

While the lead battle raged on, Peter Snowdon, who had teamed driving Martin Melling's Aston Martin DB4 with commentary duties

for the day, came into play when he trimmed the gap from third place.

As Snowdon closed in, North defended against the chasing duo. Smallridge then slipped by, but after a brief spell in front, he pirouetted under braking for Old Hall, allowing the Mustang to retake control.

Fired up after his spin, Smallridge launched an attack and got ahead of both Snowdon and North before the pitstop window opened.

The race ended in Smallridge's favour, with North second. Snowdon and Melling completed the rostrum.

"It was a good result," said Melling. "We were on wet tyres, and as the

track started to dry we had to find the water to keep them cool."

Jeremy Cooke was fourth, ahead of Wayne Marrs and Rob Hollyman.

● Leanne Fahy

RESULTS (21 LAPS)

- 1 William Smallridge (Sunbeam Tiger);
- 2 Robin North (Ford Mustang) +1m05.257s;
- 3 Martin Melling/Peter Snowdon (Aston Martin DB4 Lightweight);
- 4 Jeremy Cooke (Porsche RSR);
- 5 Wayne Marrs (Ferrari 355);
- 6 Rob Hollyman (Porsche 964).

Class winners North; Cooke; Marrs; Hollyman; Tristan Bradfield (Sunbeam Tiger); David Falkingham (Triumph TR7 V8).

FL Smallridge 2m01.799s (79.56mph).

EQUIPE GTS OULTON PARK, MAY 11 MSVR/AMOC

Foster edges Andon in battle of the Triumphs

PETER FOSTER TRIUMPHED IN THE Oulton Park Equipe GTS encounter, despite the best efforts of eventual runner-up John Andon's similar Triumph TR4.

As polesitter Will Linley's MGB led Foster towards Old Hall on lap one, the fast-starting Andon immediately graduated seven places to follow the lead duo down the Avenue.

Blanketed by less than one second, the top three edged away from the rest of the field.

An attack for the lead eventually

forced Linley to relinquish his control, as Foster took over the reins. Andon also passed Linley a number of laps later to resume his battle with Foster.

With fewer than five minutes left on the clock, the heavens opened and down came the rain and hail.

"The hail made it very tricky during the last few laps," said Foster, who eventually won by 2.5s, setting fastest lap in the process.

"It was difficult out there, no heroics today, I settled for second," added Andon.

A disappearing act from Linley in the closing stages promoted Mark Hoble's Morgan Plus 4 into third.

● Leanne Fahy

RESULTS (14 LAPS)

- 1 Pete Foster (Triumph TR4);
- 2 John Andon (Triumph TR4) +2.511s;
- 3 Mark Hoble (Morgan Plus 4);
- 4 Paul Land (MGB);
- 5 Graham Coles (MGA);
- 6 Richard McKoen (Triumph TR4 A).

CW Land; Anne Reed (Aston Martin DB2); Andrew Mitchell (Alfa Romeo Giulia Sprint GT); David Beatty (Triumph Spitfire).

FL Foster 2m09.843 (74.63mph).



Foster (77) fought poleman Will Linley (118) early on



GLOBAL LIGHTS

Paul Fitzpatrick took two wins out of the three Bishops court encounters (above). Max Drennan was the other winner and might have increased his score had he not reversed into the tyrewall while leading the first race and then stopped in the third.

NI SEVENS/STRIKERS

Alan Davidson and Jack Boal dominated the two races at Bishops court, finishing one-two in both outings. David Mutch was third. Alan Watkins took the first Striker class win at a canter, but gave best to David Griffin in the second.

HRCA HISTORICS

Dave Kelly and his Crossle 9S took the honours in the first wet Bishops court race from Bernard Foley's rumbling MGB and the Chevron B8 of Stephen Doyle. Race two was drier, and Jackie Cochrane's mighty Sunbeam Tiger outgunned everyone to win.

AMR GT4 CHALLENGE

Mike Brown and Paul Cripps splashed their way to a wet AMR GT4 Challenge victory at Oulton Park. Problems for long-time leaders Olivier Bouche and Andrew Jarman left the top spot to the MB Racing duo as they slipped to second.

HRDC ALLSTARS

Richard Skinner swapped seventh on the grid for the race lead at Oulton. The fast-starting Marcos 1800GT was happier in the dry and romped into the distance, only seen by his rivals after the chequered flag. Martin Richardson's MGB Roadster was second.

TOURING GREATS

Mark Daniell's Austin A40 was the star of the show in the HRDC Touring Greats race at Oulton. A dash towards Old Hall from the front row of the grid gave him the advantage he needed, ahead of Richard Butterfield and Peter Dorlin's shared Jaguar Mk1 (below).



Astin extends his Mini winning streak



Astin had to fight hard for his Miglia double at Rockingham

KANE ASTIN MAINTAINED HIS PERFECT start to the season by claiming two hard-fought victories in a pair of typically thrilling Mini encounters at Rockingham.

Astin grabbed a lead he would never surrender when poleman Peter Baldwin ran wide on the exit of Deene on lap one.

Rupert Deeth soon snatched second as Baldwin uncharacteristically dropped back down the field. Conversely, Niven Burge was making superb progress, rising up to third from the sixth row of the grid by the end of the opening tour.

Together with Paul Thompson, Burge began to close on Deeth. The

latter defended well for several laps before Burge took second at Chapman on lap seven of 10, with Thompson claiming third shortly after.

Behind the top four, though, Aaron Smith was closing fast. Looking to atone for a poor start, Smith overcame Thompson at Turn 1 on the

penultimate lap. He then passed Burge on the outside at the same spot to snatch second a lap later and began to hunt down Astin. It proved fruitless, but Smith only missed out on race victory by a mere 0.3s.

Burge stayed third ahead of Thompson and Deeth, with Baldwin salvaging sixth despite being delayed when Dave Drew spun at Gracelands.

Six-time champion Baldwin attempted to make amends in the wet second race. He led early on, but was caught and passed by Astin (who had started fifth) at the Brook chicane on lap five.

Astin held on to claim his third win in three starts, with Smith and Richard Casey passing Baldwin shortly after to complete the podium.

● Mark Libbeter

RESULTS (BOTH 10 LAPS)

RACE 1 Kane Astin; 2 Aaron Smith +0.313s; 3 Niven Burge; 4 Paul Thompson; 5 Rupert Deeth; 6 Peter Baldwin. **Fastest lap** Smith 1m36.647s (72.26mph).

RACE 2 Astin; 2 Smith +1.725s; 3 Richard Casey; 4 Baldwin; 5 Thompson; 6 Burge. **FL** Astin 1m44.207s (67.01mph).

PICKUPS ROCKINGHAM OVAL, MAY 11-12 BARC

Perfect Poulter powers to Pickup double success

PAUL POULTER PROVED TO BE THE Pickup man to beat at Rockingham last Sunday, edging Nic Grindrod in a thriller in the dry before claiming an impressive second race win in the wet on Rockingham's oval circuit.

With grid line-ups for both races determined by the top 10 in qualifying being reversed, Grindrod and Poulter had to force their way to the front of the field. Once there, though, the pair embarked on an enthralling battle for the lead.

For several laps and racing at more than 130mph, the duo came within millimetres of each other and the outside walls as they swapped positions numerous times.

Poulter held the advantage in the closing stages, but nearly lost out to Grindrod as they caught backmarkers

exiting Turn 4 on the final lap. At the finish, they were separated by just 0.059s. Third place was taken by Charlie Weaver.

Poulter was far more comfortable in the rain of race two, a late safety car period denying him a more dominant success. Grindrod lost second on the last corner of the last lap, however, when Anthony Hawkins swept by to snatch the runner-up spot.

● Mark Libbeter

RESULTS (BOTH 35 LAPS)

RACE 1 Paul Poulter; 2 Nic Grindrod +0.059s; 3 Charlie Weaver; 4 Anthony Hawkins; 5 Michael Smith; 6 Paul Tompkins. **FL** Grindrod 40.364s (131.89mph). **RACE 2** Poulter; 2 Hawkins +1.159s; 3 Grindrod; 4 David O'Regan; 5 Pete Stevens; 6 David Longhurst. **FL** Poulter 45.410s (117.24mph).



Poulter (74) narrowly defeated Grindrod in race one



McLoughlin (6) took a win while Jamieson was excluded

PRE-1993/2005 TOURING CARS ROCKINGHAM, MAY 11-12 BARC

BMW and Cosworth rivals share touring car victories

PAUL BELLAMY AND JIM McLOUGHLIN both took advantage of a frustrating weekend for Oulton Park winner Craig Jamieson to claim a win apiece in the well-supported Pre-1993/Pre-2005 Touring Car double-header.

Poleman Jamieson made a poor getaway at the start of race one, enabling the BMW M3 E36 of Bellamy to take a lights-to-flag success, leading home Roger Stanford's older E30 machine.

In a wet race two, a fabulous race-long battle developed between McLoughlin and Jamieson, both driving Ford Sierra Cosworths.

With two laps to go, Jamieson looked to have secured race victory, but heading into Gracelands Alan O'Neill spun his Toyota Corolla and Jamieson was forced to take avoiding action and run wide. McLoughlin

seized his chance and sneaked inside to claim the race win.

Post-race both Jamieson and third man Stanford were disqualified for technical infringements.

● Mark Libbeter

RESULTS (BOTH 10 LAPS)

RACE 1 Paul Bellamy (BMW E36 M3); 2 Roger Stanford (BMW E30 M3) +1.713s; 3 James Card (BMW E30 M3); 4 Craig Jamieson (Ford Sierra RS Cosworth); 5 Jim McLoughlin (Ford Sierra Cosworth); 6 David Hickton (M3). **Class winners** Stanford; Andrew Sheraton (BMW E30); Tom Dommatt (Peugeot 206 GTI); Neil Bray (Ford Fiesta); Steve Rowles (Proton Satria GT1). **FL** Stanford 1m33.023s (75.07mph). **RACE 2** McLoughlin; 2 Bellamy +38.953s; 3 Lawrie Dunster (BMW E36 M3); 4 Bray; 5 Hickton; 6 Simon Leleu (Rover Tomcat). **CW** Bray; Card; Colin Gibbons (Alfa Romeo 156); Sheraton; Rowles. **FL** McLoughlin 1m47.427s (65.01mph).

CATERHAM TRACKSPORT
ANGLESEY, MAY 11-12 BRSCC

Jarratt duels with Gazda

AFTER HIS BRACE OF VICTORIES AT Snetterton's opening rounds, Michael Gazda appeared en route to an early season hat-trick in the first Tracksport event at Anglesey.

Gazda pulled out a gap of more than a second to Oliver Jarratt in the opening four tours, but over the next two laps Jarratt impressively closed the gap down – setting fastest lap in the process. He then swept by to take the lead on lap seven of 18.

Such was his pace, onlookers expected Jarratt to comfortably pull away, but Gazda was a master at using the slipstream to keep on terms with his adversary. In fact the pair repeatedly swapped places in a very entertaining scrap.

Their battle was so intense that third man Matt Dyer was able to join in the fun and take second from Gazda at the Corkscrew on the final lap, only for Gazda to snatch the place back at the Bus Stop as Jarratt narrowly took victory.



BOURNE PHOTOGRAPHIC

Gazda and Jarratt shared the wins in Tracksport

Gazda returned to the top step of the podium at the end of Sunday's event. He always had an edge over Jarratt on the slippery International GP layout, while Dyer was delayed as it took him a while to get the better of Paul Thacker.

● David Williams

RESULTS

RACE 1 (18 LAPS) 1 Oliver Jarratt; 2 Michael Gazda +0.277s; 3 Matt Dyer; 4 Paul Thacker; 5 Paul Lewis; 6 Mark Lewis. **FL** Jarratt 1m41.672 (74.35mph).

RACE 2 (15 LAPS) 1 Gazda; 2 Jarratt +5.438s; 3 Dyer; 4 Adrian Barwick; 5 P Lewis; 6 M Lewis. **FL** Gazda 1m51.728s (67.66mph).

CATERHAM SUPERLIGHT R300 ANGLESEY, MAY 11-12 BRSCC

Taylor avoids Caterham chaos to win twice

OLLIE TAYLOR WON BOTH CATERHAM R300 Superlight encounters at Anglesey, but the races were remarkable for the hair-raising on-track incidents.

The first race started in dramatic fashion when Flick Haig, Mark Farmer and Adam Balon battled three abreast, and Haig briefly found herself airborne following contact with Balon's car. On landing, she speared into the unfortunate Robin Smith, causing mayhem.

Many failed to slow down as the safety car boards appeared, resulting in numerous near misses. Red flags gave the officials an opportunity to issue a stern lecture on the grid.

After the restart, Taylor opened up a gap of almost a second by lap four, only for the chasing pack to catch him and make it a six-way dice for the lead. As a gale-force headwind made slipstreaming even easier than usual in the Caterhams, Taylor seemed vulnerable out in front approaching Rocket on the final tour. Although Aaron Head swept up alongside, some demon late-braking sealed victory for Taylor. Head then lost the runner-up spot to Ed Hayes at the last corner.

Conditions were very wet for the second encounter. With Taylor back in third, Terry Langley looked the man most likely to win as he closed in on leader Craig Currie. However,

Langley received a nasty surprise at Rocket on lap 12 when he was punted into a spin as Head arrived at high speed after his pass on Taylor went badly wrong. Taylor then reeled in Currie in the closing stages to win.

Head later apologised to Langley before receiving a formal reprimand from the stewards.

● David Williams

RESULTS

RACE 1 (13 LAPS) 1 Ollie Taylor; 2 Ed Hayes +0.791s; 3 Aaron Head; 4 Craig Currie; 5 Terry Langley; 6 Kurt Brady. **FL** Head 1m35.827 (78.89mph).

RACE 2 (17 LAPS) 1 Taylor; 2 Currie +0.594s; 3 Langley; 4 Head; 5 Hayes; 6 Adam Balon. **FL** Langley 1m45.051 (71.96 mph).



BOURNE PHOTOGRAPHIC

Taylor narrowly topped the R300 field twice



JONES

PRE-'83 TOURERS

Neil Bray (above) made the most of treacherous conditions at Rockingham to score a surprise outright victory in his nimble Ford Fiesta in Saturday's opening race. Nic Strong, who had struggled in his Ford Capri on Saturday, won Sunday's drier race.

CLASSIC SALOONS

Despite the best efforts of James Burrows, Phil Manser steered his Austin Mini Cooper to glory in race one at Rockingham. Manser retired early in race two, handing Burrows' Mini the spoils despite a determined challenge from Richard Sprigg's Ford Anglia.

BLUE OVAL SALOONS

Scott Matthias took full advantage of the mechanical dramas of brother David's similar Ford Escort to score a dominant opening race win at Rockingham. David won the second encounter after a fantastic charge from the back of the grid, defeating his brother by 0.495s.

MAZDA MAX5

David Chapman and Jonathan Halliwell continued their title tussle at Rockingham, with the former coming out on top in both races. Paul Roddison completed the podium in race one, but was beaten to that honour later by Jeremy Shipley.

CATERHAM S'SPORT

Polesitter Mike Hart was involved in an altercation at Rocket while contesting second at Anglesey. The resulting spin left David Robinson with a comfortable race-winning advantage. Hart moved up from sixth on the race-two grid to finish runner-up, sandwiched between winner Craig Currie and Robinson.

POST-1989 FF1600

American Austin Kimberly in a Ray (below) scored his maiden UK FF1600 victory in race two at Anglesey. Initially, he held off race-one winner David McArthur, but the latter's chances were scuppered when he ran wide and gyrated.



BOURNE



DEVENT

COCKSHOOT CUP

It was third time lucky for the MG Car Club's Cockshoot Cup runners on their visit to Croft, as the initial contest had to be red-flagged twice. The wet conditions favoured the front-wheel-drive runners and it soon became a two-horse race between Ashley Woodward's MG ZS and David Coulthard's ZR (above), with the latter getting the decisive advantage at the chicane on lap nine of 11. In the subsequent encounter, also run in tricky conditions, Woodward emerged to take his turn on top after a close battle with Coulthard and the ZS of Peter Burchill.

TIME ATTACK

The Time Attack time trial competitors had their first taste of the Croft circuit last weekend. Following warm-up, practice and qualifying sessions for both Club and Pro categories, Lee Bullen posted the fastest time in the Club final, circulating in 1m33.107s (81.20mph). The Pro Final featured some seriously quick machinery, as Oly Clark topped the timesheets with a best of 1m22.524s (91.61mph), the Subaru ace going faster than all the weekend's racers.

20/20 CHALLENGE

The Darlington and District Motor Club had to cancel its proposed brace of 20-minute 20/20 Challenge races due to insufficient interest from competitors.

HONDA CIVIC CUP

In the first ever Honda Civic Cup event at Croft, Nathan Burrell made the early pace ahead of Rich Hockley and the pair soon edged clear. Hockley moved ahead on lap seven, but lost out on countback after red flags flew, leaving Burrell (below) victorious. Nick Chatburn might have finished a lonely third first time out, but he really flew when the Civics took to the track again and won from Hockley, while Burrell edged third from Tim Evans.



DEVENT



Scott held off a charging Godfrey at Knockhill

COULTHARD

BRITISH RALLYCROSS CHAMPIONSHIP KNOCKHILL, MAY 12

Scott comes home and takes win at Knockhill

MAKING AN APPEARANCE AT HIS home round of the British Rallycross Championship, European series contended Andy Scott claimed victory in his Peugeot 306 at an incredibly wet and misty Knockhill.

He didn't have things all his own way, a misfire in the third qualification heat slowing the Scottish driver. Thus it was reigning champion Julian Godfrey who claimed pole position for the final in his Ford Fiesta, with Scott second.

But the Peugeot driver made the better getaway, followed by second-

row starter Steve Harris (Ford Focus). Godfrey got squeezed onto the grass as the pack headed for the first corner, before Harris outbraked himself, making contact with the back of Scott's 306 and running wide onto the loose section.

Scott held the lead, ahead of Godfrey and Andy Grant (Focus), who took his joker at the end of lap one. Godfrey was next to take his joker lap, allowing Pat Doran's Citroen DS3 into second, while Scott joked on lap three, handing the lead to Doran.

Godfrey hunted Scott down over

the gravel section on the final lap, the pair clearing Doran as he too took his joker lap, but crossed the line 0.2s down on the Peugeot man. Doran completed the podium.

● Hal Ridge

SUPERCAR RESULTS (4 LAPS)

1 Andy Scott (Peugeot 306); 2 Julian Godfrey (Ford Fiesta) +0.2s; 3 Pat Doran (Citroen DS3); 4 Andy Grant (Ford Focus); 5 Jon B Hrolfsson (Subaru Impreza); 6 Steve Harris (Ford Focus). **POINTS 1 Godfrey, 50;** 2 Mark Watson (Citroen Xsara), 41; 3 Hrolfsson, 39; 4 Kevin Procter (Focus), 34; 5 Doran, 30; 6 Grant, 26.

BRSCC MAZDA MX5 CROFT, MAY 11-12 DDMC

Roche has triple joy in Croft MX5 encounters

AFTER WINNING THE TWO OPENING rounds at Rockingham last month, the experienced Tom Roche helped himself to three further dominant MX5 victories at Croft.

Roche converted his pole position into a clear-cut victory in race one, despite early pressure from Brett Smith. The latter then succumbed to both Ed Gay and Alex Preston, reaching the chequered flag fourth.

Later, Roche was again in a class

of his own, finishing 17 seconds ahead of the rest of the 32-car field. Gay passed Preston for second at the Complex on the last lap, but a penalty for exceeding the track limits dropped him to 12th.

Roche's green MX5 again disappeared into the distance in the finale. The runner-up position was claimed by Preston, as Gay held off Wayne Le Montais for third.

● Graham Read

RESULTS

RACE 1 (12 LAPS) 1 Tom Roche; 2 Ed Gay +7.198s; 3 Alex Preston; 4 Brett Smith; 5 Simon Baldwin; 6 Alan Henderson. **Fastest lap** Roche 1m42.601s (73.68mph). **RACE 2 (11 LAPS) 1 Roche;** 2 Preston +17.518s; 3 James Blake-Baldwin; 4 Baldwin; 5 Smith; 6 Matt Robinson. **FL** Roche 1m52.778s (67.03mph). **RACE 3 (11 LAPS) 1 Roche;** 2 Preston +21.609s; 3 Gay; 4 Wayne Le Montais; 5 Smith; 6 Will Blackwell-Chambers. **FL** Roche 1m52.282s (67.33mph).

NSSCC CROFT, MAY 11-12 DDMC

Morrison and Addison share the Northern spoils

ANDREW MORRISON AND BILL Addison claimed two wins apiece in the quartet of Northern Saloon and Sportscar races at Croft.

In the opening event for classes B, C, D and H, former champion Mike Cutt's BMW M3 swept ahead of the Datsun of Brian Morris, followed by Andrew Morrison's SEAT Cupra.

Sadly the entertaining scrap for the lead ended on lap three when Cutt exited the fray at Tower with brake failure, leaving Morrison to take a comfortable victory ahead of Andy Wilson's M3 and Morris.

Later Morrison won from Cutt, but the highlight was the fine drive from third-placed Paul Moss as he held off Martin Addison and Miles Collins for

class D honours in his Citroen Saxo.

David Brewis kept the leading Bill Addison in sight throughout the opening classes A and E encounter, but could do nothing to challenge the reigning champion. Subsequently Colin Simpson's Marcos threatened, but Addison fought hard to win again.

RESULTS - CLASSES B, C, D & H (11 LAPS)

1 Andrew Morrison (SEAT Leon Cupra); 2 Andy Wilson (BMW M3) +12.909s; 3 Brian Morris (Datsun 240Z G); 4 Mike Williamson (Mitsubishi Evo 4); 5 Paul Moss (Citroen Saxo); 6 Neville Anderson (Vauxhall Vectra). **FL** Morrison 1m32.486s (81.74mph). **RACE 2 (10 LAPS) 1 Morrison;** 2 Mike Cutt (BMW M3) +1.420s; 3 Moss; 4 Martin Addison



Morrison's SEAT won twice

DEVENT

(Peugeot 106); 5 Miles Collins (Peugeot 205 GTi); 6 Clinton Ewen (Austin Mini).

FL Cutt 1m44.924s (72.05mph).

CLASSES A & E (11 LAPS) 1 Bill Addison

(Caterham Superlight R400); 2 David Brewis (Lotus Elan) +2.036s; 3 Stuart Carr (Caterham CSR); 4 Guy Blumer (Ford Sierra Cosworth); 5 Alan McPherson (MK Indy); 6 Mark Leybourne (Westfield SEWi). **FL** Colin Simpson (Marcos Mantis) 1m29.939s (84.06mph).

RACE 2 (10 LAPS) 1 B Addison; 2 Simpson +3.054s; 3 Brewis; 4 Carr; 5 David Botterill (Porsche 944); 6 Leybourne. **FL** Addison 1m37.553s (77.50mph).

NATIONAL RESULTS ROUND-UP

BRANDS HATCH GP

MSVR, MAY 11-12



PROJECT 8 RACING SALOONS (12 LAPS) 1 Matt Seldon (BMW E36 M3); 2 Peter Seldon (E36 M3) +12.613s; 3 Stephen Pearson (E36 M3); 4 Karl Cattliff (BMW E36 M3); 5 Marcus Burnett (BMW M3); 6 James Broad (VW Corrado). **Class winners** Ian Clark (Ford Capri); Broad; Danny Cassar (Proton Satria GTi); James Christie (Hillman Avenger); Matt Smith (BMW 320i). **Fastest lap** M Seldon 1m42.911s (85.12mph). **RACE 2 (7 LAPS)** 1 P Seldon; 2 M Seldon +0.599s; 3 Burnett; 4 Broad; 5 Pearson; 6 Cattliff. **CW** Clark; Broad; Barnaby Davies (Toyota Starlet); Christie; Charles Plumley (BMW 320). **FL** Broad 1m51.317s (78.69mph).

RADICAL CLUBMAN'S CUP (7 LAPS)

1 Tony Wells (SR3); 2 Steve Burgess (SR3) +0.304s; 3 Jasper Westerholm (PR6); 4 Andy Cummings (SR3); 5 Lewis Plato (SR3); 6 Oskar Kruger (PR6). **CW** Westerholm. **FL** Wells 1m26.458s (101.31mph).

RACE 2 (8 LAPS) 1 Burgess; 2 Wells +0.847s; 3 James Abbott (SR3); 4 Plato; 5 Darron Anley (SR3); 6 Chris Headlam (SR3). **CW** Westerholm. **FL** Wells 1m37.030s (90.27mph).

PRODUCTION BMW (BOTH 11 LAPS)

1 Stuart Waite; 2 Liam Crilly +0.341s; 3 Matt Parkes; 4 Harry Goodman; 5 Ian Jones; 6 Jack Gabriel. **FL** Crilly 1m51.868s (78.30mph).

RACE 2 1 Crilly; 2 Jones +2.496s; 3 Parkes; 4 Waite; 5 Charles Plumley; 6 Miles Howard. **FL** Goodman 1m52.566s (77.81mph).

MONO 2000/CLASSIC (BOTH 10 LAPS) 1 Robbie Watts (Lola F106/03); 2 Kevan McLurg (Dallara F397) +13.990s; 3 Malcolm Scott (Dallara F398); 4 Adrian Holey (Dallara F399); 5 Russ Giles (Dallara F398); 6 Ben Cater (Van Diemen). **CW** Cater. **FL** Watts 1m28.174s (99.34mph).

RACE 2 1 Watts; 2 Holey +7.852s; 3 McLurg; 4 Scott; 5 Cater; 6 Lee Cunningham (Van Diemen). **CW** Cater. **FL** Watts 1m27.829s (99.73mph).

SNETTERTON 200

BARC, MAY 11-12



CLASSIC FF2000 (16 LAPS) 1 Colin Wright (Reynard SF79); 2 Nigel Corry (Van Diemen RF82) +6.610s; 3 Jon Finch (RF82); 4 Paul Burt (RF82); 5 Chris Levy (Van Diemen RF83); 6 Peter Chippindale (RF82). **CW** Corry. **FL** Ian Pearson (RF83) 1m17.132s (92.60mph).

RACE 2 (14 LAPS) 1 Pearson; 2 Mark Mercer (RF82) +3.391s; 3 Paul Wighton (RF82); 4 Erik Pagano (RF82); 5 Finch; 6 Burt. **FL** Mercer 1m28.592s (80.62mph).

PRE-'90 FF1600 (12 LAPS) 1 Stuart Kestevenban (Van Diemen RF79); 2 Steve Mellish (Van Diemen RF89) +0.257s; 3 Terry Durdin (Crosle 25F); 4 Ian Janey (Dulon LD9); no other finishers. **FL** Mellish 1m39.689s (71.64mph).

HONDA V-TEC CHALLENGE (BOTH 14 LAPS)

1 Robert Burkinshaw (Integra Type R); 2 Richard Voaden (Integra) +0.121s; 3 Robert Williams (Civic Type R); 4 Richard Chilton (Integra); 5 Dave Roberts (CRX); 6 Mark Chese (Civic Type R). **CW** Voaden; Williams. **FL** Burkinshaw 1m24.265s (84.76mph). **RACE 2** 1 Voaden; 2 Williams +5.004s; 3 Chilton; 4 Stuart King (Integra Type R); 5 Matthew Walker (Civic EK9); 6 Roberts; **CW** Williams; Roberts. **FL** Burkinshaw 1m24.060s (84.96mph).

CLUBMANS CUP (BOTH 11 LAPS) 1 Marcus Bicknell (Mallock Mk35 EB Honda S2000); 2 Michael Day (Mallock Mk26) +39.161s; 3 Steve Everson (Mallock Mk28 EB MG Rover K); 4 Alex Champkin (Vision V84); 5 Howard Payne (Gem 008); 6 Antony Denham (CKM Doris). **CW** Day; Denham; Clive Wood (Mallock Mk20). **FL** Bicknell 1m29.601s (79.71mph).

RACE 2 1 Champkin; 2 Chris Pickering (Mallock Mk27 EBX) +11.305s; 3 Peter Richings (Mallock Mk30PR); 4 Day; 5 Payne; 6 Phil Weaver (Mallock Mk28/30). **CW** Wood. **FL** Champkin 1m16.970s (92.79mph).

PORSCHE GT3 CUP (20 LAPS) 1 Justin Sherwood; 2 Steven Liguorish +1.677s; 3 Peter Kyle-Henney; 4 Rob Boughton; 5 Guy Riall; no other finishers. **FL** Liguorish 1m14.439s (95.95mph). **RACE 2 (19 LAPS)** 1 Sherwood; 2 Liguorish +3.897s; 3 Kyle-Henney; 4 Kelvin Fletcher; 5 Riall; no other finishers. **FL** Sherwood 1m15.448s (94.66mph).

CLASSIC FF1600 (15 LAPS) 1 Mike Gardner (Van Diemen RF80); 2 Andrew Smith (Van Diemen FA73) +0.092s; 3 Adriano Medeiros (Van Diemen RF79); 4 Alan Fincham (Van Diemen RF80); 5 Steve Pearce (Van Diemen RF78); 6 Nigel Lingwood (Van Diemen RF80). **CW** Smith. **FL** Medeiros 1m22.843s (86.21mph).

SILVERSTONE INTERNATIONAL

BRITCAR, MAY 11



BRITCAR PRODUCTION SPORTSCAR SERIES (3 LAPS) 1 Chrissy Palmer (Mazda MX5); 2 Alan Broad (Porsche 944) -1 lap; 3 Ryan Cefferly/Dave Whitmore (MX5); 4 Owen Mildenhall/Richard Aucok (MX5); 5 Nicola Gillatt/Mike Gorton (MX5); no other finishers. **CW** Broad. **FL** Palmer 1m17.661s (85.79mph).

RACE 2 (25 LAPS) 1 Palmer; 2 Richard Bennett (Porsche 993) +22.413s; 3 Cefferly/Whitmore; 4 Mildenhall/Aucok; 5 Mark Ticehurst/David Hooper (MX5); 6 Broad. **CW** Bennett. **FL** Bennett 1m23.436s (79.86mph).

SILVERSTONE NATIONAL

BRSCC, MAY 11-12



EURO SALOON AND SPORTS (18 LAPS) 1 Mike Saunders (TVR Cerbera); 2 Paul Rose (Saker) +11.651s; 3 Steve Putt (Mazda RX7); 4 Steve Harris (Saker); 5 Kevin Wendt (BMW M3); 6 Gary Furst (Mitsubishi Lancer). **CW** Wendt; Nick Hayes (SEAT Leon). **FL** Saunders 1m05.597s (89.94mph).

RACE 2 (21 LAPS) 1 Saunders; 2 Rose +12.976s; 3 Gary Prebble (Mitsubishi Lancer); 4 Harris; 5 Vaughan Fletcher (Subaru Impreza); 6 Mark Burton (Saker). **CW** Peter Challis (Nissan Primera); Adam Prebble (Rover Tomcat). **FL** Saunders 58.202s (101.37mph).

PORSCHE (15 LAPS) 1 Richard Styrin (Boxster); 2 Jonathan Greensmith (Boxster) +5.904s; 3 Steven Boyles (Boxster); 4 Arjo Ghosh (Boxster); 5 William Sharpe (Boxster); 6 Steven Brown (Boxster). **CW** Rebecca Jackson (Boxster); Henry Sharpe (924). **FL** Styrin 1m14.154s (79.56mph).

RACE 2 (18 LAPS) 1 Styrin; 2 W Sharpe +3.457s; 3 Boyles; 4 Ghosh; 5 Greensmith; 6 Brown. **CW** Julian Brown (Boxster); **FL** Styrin 1m06.436s (88.81mph).

FORMULA JEDI (BOTH 19 LAPS) 1 Lee Morgan; 2 Andrew Dunn +4.481s; 3 Ryan Lindsay; 4 Barry Armstrong; 5 Dan Clowes; 6 Jodie Hemming. **FL** Morgan 1m04.309s (91.75mph). **RACE 2** 1 Morgan; 2 Lindsay +6.174s; 3 James MacLachlan; 4 Hemming; 5 Scott Stevens; 6 Clowes. **FL** Morgan 59.666s (98.88mph).

FORD FIESTA JUNIOR (13 LAPS) 1 JJ Ross; 2 Alex Reed +6.873s; 3 Alfonso Skrziczka; 4 Robert Cox; 5 Ben Wilcox; 6 Rory Collingbourne. **FL** Ross 1m11.354s (82.69mph). **RACE 2 (12 LAPS)** 1 Ross; 2 Skrziczka +5.477s; 3 Cox; 4 Collingbourne; 5 Wilcox; 6 Natasha Hussain. **FL** Ross 1m15.009s (78.66mph).

CADWELL PARK

MSVR, MAY 11-12



VAG TROPHY (11 LAPS) 1 Josh Caygill (Volkswagen Golf GTI Mk5); 2 Dave Carvell (VW Scirocco GT2) +0.914s; 3 Tony Absolom (VW Golf R32); 4 James Dowding (VW Mk4 Golf); 5 Paul Taylor (VW Golf R32); 6 Daz Bedford (VW Golf Mk1). **CW** Dowding. **FL** Caygill 1m48.509s (72.55mph).

RACE 2 (8 LAPS) 1 Caygill; 2 Carvell +5.286s; 3 Taylor; 4 Absolom; 5 Richard Morgan (VW Golf Mk5); 6 Len Simpson (VW Vento VR6). **CW** Dowding. **FL** Caygill 1m40.770s (78.13mph).

GOLF MK2 GTI (6 LAPS) 1 Jamie Martin; 2 James Bark +0.528s; 3 Lewis Hopkins; 4 Harry Vaulkhard; 5 Herry Wright; 6 Simon Gusterson. **CW** Andrew Aldridge. **FL** Hopkins 1m57.678s (66.90mph). **RACE 2 (12 LAPS)** 1 Martin; 2 Hopkins +0.612s; 3 Wright; 4 Vaulkhard; 5 Gusterson; 6 Bark. **CW** James Dowding. **FL** Vaulkhard 1m45.323s (74.75mph).

TRACKDAY TROPHY (23 LAPS) 1 Henry Curtis (Peugeot 205); 2 Simon Hogg/George Wright (Porsche 944) +21.482s; 3 Perry Winch/Andy Wilmot (Renault Megane); 4 Ray Honeybone (Renault Clio); 5 Frank Frostick (Ford Sierra); 6 Luke Allen (Clio). **CW** Hogg/Wright; Honeybone; Adam Read (Citroen Saxo); Steve Reynolds/John Ridgeon (Ford Fiesta Zetec S). **FL** Curtis 1m45.581s (74.57mph).

INTERMARQUE (5 LAPS) 1 Matt Moore (Ford Escort RSR); 2 Chris Brockhurst (Ludlow Tigra) +0.483s; 3 Matt Simpson (Tigra); 4 Jeff Simpson (Tigra); 5 Russell Humphrey (Tigra); 6 Malcolm Blackman (Tigra). **CW** Brockhurst; John Casey (Caterham 7). **FL** Moore 1m37.558s (80.70mph).

RACE 2 (9 LAPS) 1 M Simpson; 2 Brockhurst +8.286s; 3 Simpson; 4 Humphrey; 5 Baz Johnson (Pontiac Coupe); 6 Lewis Smith (Peugeot 205). **CW** Casey. **FL** Brockhurst 1m47.818s (73.02mph).

TEAM TROPHY (23 LAPS) 1 George Wright (Porsche 993); 2 Mark Flower (BMW M3) +9.468s; 3 Marcus Burnett/William Burnett (M3); 4 Nick Starkey (Honda Integra R); 5 Ray Honeybone (Renault Clio); 6 Adam McKeever/Matthew Weymouth (BMW 328i). **CW** Flower; Starkey; McKeever/Weymouth; Ashley Bird/Eward Platt (Ginetta G20). **FL** McKeever/Weymouth 1m54.687s (68.64mph).

BISHOPSCOURT

BARC/LMC, MAY 11-12



GLOBAL GT LIGHTS (ALL 11 LAPS) 1 Paul Fitzpatrick; 2 Mark Twomey +4.817s; 3 Richard Finlay; 4 Alan Byrne; 5 Mark Braden; 6 John Conway. **FL** Byrne 1m22.190s (79.89mph).

RACE 2 1 Peter Drennan; 2 Twomey +12.629s; 3 Finlay; 4 Fitzpatrick; 5 Braden; 6 Ivor Miller. **FL** Drennan 1m22.862s (79.25mph). **RACE 3** 1 Fitzpatrick; 2 Braden +9.567s; 3 Miller; 4 Byrne; 5 Conway; 6 Pat Murphy. **FL** Fitzpatrick 1m22.545s (79.55mph).

NI SEVENS (11 LAPS) 1 Alan Davidson (0.9 GMS Honda); 2 Jack Boal (0.9 Locost Honda) +0.505s; 3 David Mutch (0.9 GMS Honda); 4 Trevor Allen (0.9 Stryker Honda); 5 Jimmy Dougan (0.9 Locost Honda); 6 Wesley McCreary (0.9 MK Indy Honda). **FL** Boal 1m22.979s (79.13mph).

RACE 2 (12 LAPS) 1 Davidson; 2 Boal +10.309s; 3 Mutch; 4 McCreary; 5 Graham Moore (0.9 Westfield Honda); 6 Allen. **FL** Davidson 1m18.858s (83.27mph).

STRYKERS (11 LAPS) 1 Alan Watkins; 2 David Griffin; 3 Brian Kingston; 4 Andrew D'Alton; 5 Seamus Ryan; 6 Roger Welaratne. **FL** Watkins 1m27.459s (75.08mph).

RACE 2 (12 LAPS) 1 Griffin; 2 Watkins +0.379s; 3 Paul Yeomans; 4 Mark Baker; 5 D'Alton; 6 Kingston. **FL** Watkins

1m20.799s (81.15mph).

HRCA HISTORICS (10 LAPS) 1 David Kelly (2.0 Crosle 95); 2 Bernard Foley (3.9 MGB GT) +47.580s; 3 Stephen Doyle (2.0 Chevron B8); 4 Jackie Cochrane (4.7 Sunbeam Tiger); 5 David Moloney (1.3 MG Midget); 6 Billy Crosbie (1.6 Lotus 7). **FL** Kelly 1m30.839s (72.16mph). **RACE 2 (11 LAPS)**

1 Cochrane; 2 Kelly +2.364s; 3 Doyle; 4 Foley; 5 Crosbie; 6 Moloney. **FL** Cochrane 1m21.793s (80.28mph).

IRISH FORMULA VEE (BOTH 11 LAPS) 1 Adam Macauley (Sheane FV01); 2 Dan Polley (Sheane LOH 1) +3.576s; 3 Kevin Grogan (Leystone JH002); 4 Stephen Morrin (Leystone JH004); 5 Ray Moore (Leystone JH004); 6 Roy Tobin (Sheane FV). **FL** Macauley 1m20.769s (81.30mph).

RACE 2 (13 LAPS) 1 Polley; 2 Moore +2.537s; 3 Macauley; 4 Grogan; 5 Tobin; 6 Colm Blackburn (Leystone JH004). **FL** Grogan 1m24.139s (78.04mph).

FORMULA LIBRE (11 LAPS) 1 Martin Daly (2.0 Tatuus FR); 2 Cian Carey (2.0 Tatuus FR) +0.775s; 3 Bob Scanton (1.5 Radical SR3); 4 Fergus Faherty (2.0 Tatuus FR); no other starters. **FL** Scanton 1m21.062s (81.01mph).

RACE 2 (13 LAPS) 1 Daly; 2 Faherty +0.620s; 3 Carey; no other finishers. **FL** Daly 1m11.165s (92.27mph).

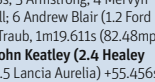
NI SALOONS (BOTH 11 LAPS) 1 Stephen Traub (2.3 Honda Integra); 2 Aidan Vance (1.6 Honda Civic) +2.855s; 3 Andrew Armstrong (1.6 Honda Civic); 4 Garry Miller (1.4 Fiat Punto); 5 John Denning (1.2 Ford Fiesta); 6 Ryan Campbell (1.2 Ford Fiesta). **CW** Miller; Denning. **FL** Traub 1m25.566s (76.74mph).

RACE 2 1 Traub; 2 Vance +39.198s; 3 Armstrong; 4 Mervyn Miller (1.4 Fiat Punto); 5 Campbell; 6 Andrew Blair (1.2 Ford Fiesta). **CW** Miller; Campbell. **FL** Traub, 1m19.611s (82.48mph).

PRE-'55 HISTORICS (9 LAPS) 1 John Keatley (2.4 Healey Silverstone); 2 Kevin McBride (2.5 Lancia Aurelia) +55.456s; 3 Ken McAvoy (1.5 Riley TT Sprite); 4 Leslie Murray (8.3 De Dion Curtis); 5 Edmund Cassidy (1.2 Iona Special); 6 Detlef Heyer (2.0 BMW 328). **FL** Keatley 1m45.182s (62.43mph).

OULTON PARK

MSVR/AMOC, MAY 11



AMR GT4 CHALLENGE (46 LAPS) 1 Mike Brown/Paul Cripps; 2 Olivier Bouche/Andrew Jarman +10.535s; 3 Adrian Johnson/Clare Johnson; 4 Bolaji Odunsi/Richard Hope; 5 Tom Black/Chris Kemp; 6 Mark Walker/David Tinn. **FL** Bouche/Jarman 1m58.459s (81.81mph).

HRDC ALLSTARS (11 LAPS) 1 Richard Skinner (Marcos 1800GT); 2 Martin Richardson (MGB Roadster) +17.508s; 3 Ian McDonald (Richardson) 4 Brian Arculus (Lotus Elite); 5 Dominic Barnes (MGB Roadster); 6 Richard Dutton (Austin A35). **CW** Richardson; McDonald; Arculus; Dutton; David Griffiths (Standard Vanguard Vignale S11); Bob Francis (Jaguar XK120); Gavin Watson (Borgward Isabella T5); Guy Harman (Fiat Abarth 1500S). **FL** Skinner 2m08.057s (75.67mph).

HRDC TOURING GREATS (20 LAPS) 1 Mark Daniell (Austin A40); 2 Richard Butterfield/Peter Dorlin (Jaguar Mk1) +22.324s; 3 Neil Brown/Richard Dutton (Austin A35); 4 Ian McDonald/Celia Stevens (Harrow GT); 5 Alistair Dyson (Ford Zephyr Mk2); 6 Brian Arculus (Hillman Minx). **CW** Butterfield/Dorlin; Dyson; Arculus. **FL** Daniell 2m12.831s (72.95mph).

AMOC '50s SPORTS CARS (12 LAPS) 1 Darren McWhirter (Lister-Jaguar); 2 David Reed (Aston Martin DB2) +28.622s; 3 Mark Hoble (Morgan Plus 4); 4 Andrew Moore (Jaguar XK120); 5 Richard Frankel (Alfa Romeo SS); 6 Steven Hart (Maserati 300S). **CW** Reed; Hoble; Moore; Frankel; Hart; Rob Pinchbeck (Jaguar XK150); Stephen Chapman (Sunbeam Harrington). **FL** McWhirter 2m32.147s (63.69mph).

PRE-WAR TEAM CHALLENGE (8 LAPS) 1 Richard Frankel (Bentley TT); 2 Tim Wadsworth (Lagonda 2 Litre Bentley) +6.001s; 3 Clive Moter (Tim 3/4/5); 4 Richard Hudson (Bentley 3/4/5); 5 Peter Dubsky (Aston Martin 15/98); 6 Guy Northam (Bentley 4.5). **CW** Wadsworth; Dubsky; Tim McWhirter (Jaguar SS100). **FL** Morley 2m36.394s (61.96mph).

ROCKINGHAM

BARC, MAY 11-12



PRE-'83 TOURING CARS (8 LAPS) 1 Neil Bray (Ford Fiesta); 2 John Wright (Ford Escort) +13.284s; 3 David Hall (Vauxhall Firenza); 4 Mark Osborne (Triumph Dolomite Sprint); 5 Mike Haynes (Ford Capri); 6 Malcolm Best (Capri). **CW** Wright; Haynes. **FL** Bray 1m56.320s (60.04mph). **RACE 2 (9 LAPS)** 1 Nic Strong (Ford Capri); 2 Osborne +1.284s; 3 Best; 4 Bray; 5 William Jenkins (BMW 3.0 CSL); 6 Alan Greenhalgh (Vauxhall Firenza). **CW** Osborne; Bray. **FL** Best 1m40.567s (69.44mph).

CLASSIC SALOONS AND HISTORIC TOURING CARS (BOTH 9 LAPS) 1 Phil Manser (Austin Mini Cooper); 2 James Burrows (Mini Seven) +5.038s; 3 Richard Sprigg (Ford Anglia 105E); 4 Andy Messham (Austin Mini Seven); 5 Ian Drew (Ford Classic 109E); 6 Pietro Caccamo (Lancia Fulvia). **CW** Messham; Drew; Luc Wilson (Austin A40); Stuart Radford (Triumph 2000). **FL** Burrows 1m43.207s (67.66mph). **RACE 2** 1 Burrows; 2 Sprigg +1.660s; 3 Messham; 4 Caccamo; 5 Radford; 6 Tony Preston (Morris Minor). **CW** Messham; Caccamo; Radford; Preston. **FL** Burrows 1m43.593s (67.41mph).

BLUE OVAL SALOONS (BOTH 10 LAPS) 1 Scott Matthias (Ford Escort); 2 Terence Clark (Ford Fiesta ST) +2.4.689s; 3 John Edwards-Parton (Fiesta); 4 Demetris Neophytou (Fiesta Mk1); 5 Alex von Ehrheim (Fiesta); 6 Alan Eason (Fiesta XR2). **CW** Clark; Edwards-Parton; Eason. **FL** David Matthias (Ford

Escort Cosworth) 1m35.001s (73.51mph). **RACE 2** 1 D Matthias; 2 S Matthias +0.495s; 3 Clark; 4 Simon Beament (Escort); 5 Edwards-Parton; 6 Neophytou. **CW** Clark; Edwards-Parton; Eason. **FL** D Matthias 1m33.500s (74.69mph).

MAZDA MX5 (3 LAPS) 1 David Chapman; 2 Jonathan Halliwell +2.433s; 3 Paul Roddison; 4 Ian Loversidge; 5 Jeremy Shipley; 6 Jonathan Cryer. **CW** Amy Barker. **FL** Chapman 2m00.537s (57.94mph).

RACE 2 (12 LAPS) 1 Chapman; 2 Halliwell +1.743s; 3 Shipley; 4 Roddison; 5 Loversidge; 6 Cryer. **CW** Barker. **FL** Halliwell 1m39.720s (70.03mph).

CLASSIC THUNDER (BOTH 12 LAPS) 1 Alexander Owen (Ford Sierra RS Cosworth); 2 James Card (BMW E46 M3) +2.162s; 3 James MacIntyre-Ure (BMW E34 540); 4 Lawrie Dunster (BMW E36 M3); 5 Roger Stanford (BMW M3); 6 Mark Hope (Renault 5 Turbo). **CW** Card; MacIntyre-Ure; Eason. **FL** Card 1m39.692s (70.05mph).

RACE 2 1 Owen; 2 Card +5.891s; 3 MacIntyre-Ure; 4 Stanford; 5 Adrian Tuckley (Ford Fiesta XR2); 6 Nic Strong (Ford Capri). **CW** Card; MacIntyre-Ure; Tuckley. **FL** Stanford 1m34.198s (74.14mph).

MINI SEVEN (BOTH 10 LAPS) 1 Max Hunter; 2 Tristan Knight +4.933s; 3 Paul Spark; 4 Andrew Deviny; 5 Gareth Hunt; 6 Ashley Davies. **FL** Knight 1m44.713s (66.69mph).

RACE 2 1 Hunter; 2 Spark +12.819s; 3 Darren Thomas; 4 Knight; 5 Deviny; 6 Hunt. **FL** Hunter 1m42.855s (67.90mph).

ANGLESEY INTERNATIONAL

BRSCC, MAY 11-12



CATERHAM SUPERSPORT (19 LAPS) 1 David Robinson; 2 Tim Marshman +16.734s; 3 Jonathan Mortimer; 4 Craig Currie; 5 Neil Shinner; 6 Mike Hart. **FL** Robinson 1m39.068s (76.31mph). **RACE 2 (14 LAPS)** 1 Currie; 2 Hart +0.644s; 3 Robinson; 4 Lee Wiggins; 5 Adam White; 6 Mortimer. **FL** Hart 1m49.725s (68.89mph).

NATIONAL/NORTHERN FF1600 POST-'89 (13 LAPS) 1 David McArthur (Van Diemen LA10); 2 Austin Kimberly (Ray GR08) +1.251s; 3 Skylar Robinson (EGR08); 4 Tom McArthur (LA10); 5 James Raven (Swift SC10); 6 Scott Moakes (Van Diemen RF99). **CW** Luke Cooper (Swift SC92F). **FL** D McArthur 1m34.869s (79.68mph).

RACE 2 (12 LAPS) 1 Kimberly; 2 Robinson +0.404s; 3 Raven; 4 Cooper; 5 D McArthur; 6 T McArthur. **CW** Cooper. **FL** Raven 1m46.168s (71.20mph).

NATIONAL/NORTHERN FORMULA FORD 1600 Pre-'90 (13 LAPS) 1 Jaap Blijlevend (Reynard 88FF); 2 Chris Hodgen (Van Diemen RF89) +7.019s; 3 Andrew Thomas (Reynard 89SF); 4 Christopher Stones (Van Diemen RF88); 5 Jamie Jardine (Reynard 84FF); 6 David Murphy (Van Diemen RF85). **CW** Jardine; Graham Leggett (Crosle 25F). **FL** Hodgen 1m36.234s (78.55mph). **RACE 2 (11 LAPS)**

1 Hodgen; 2 Blijlevend +3.147s; 3 John Murphy (Reynard 84FF); 4 Thomas; 5 Jardine; 6 Mario Sarchet (RF85). **CW** J Murphy; Leggett. **FL** Hodgen 1m35.229s (66.76mph).

CATERHAM ROADSPORT (8 LAPS) 1 Stephen Nuttall; 2 Pete Fortune +3.637s; 3 Tristan Judge; 4 Alexander Gurr; 5 Michael Coulten; 6 Tony Mingoia. **FL** Nuttall 1m44.034s (72.66mph). **RACE 2 (11 LAPS)** 1 Nuttall; 2 Gurr +1.478s; 3 Judge; 4 Coulten; 5 Andrew Sinclair; 6 Zoltan Csabai. **FL** Coulten 1m52.138s (67.41mph).

XR CHALLENGE (10 LAPS) 1 Ralph Fernihough (XR2); 2 Steve Poole (XR2) +0.202s; 3 Michael Heath (XR2); 4 Tony Rudd (XR2); 5 Jack Minshaw (XR2); 6 Craig Readyhough (XR2). **CW** Adam Burgess (XR31). **FL** Fernihough 1m59.783s (63.11mph). **RACE 2 (7 LAPS)** 1 Poole; 2 Fernihough +1.249s; 3 Readyhough; 4 Heath; 5 Lee Shroshire (XR2); 6 Minshaw. **CW** Burgess. **FL** Readyhough 1m56.703s (64.77mph).

MAZDA MX5 SUPER CUP (12 LAPS) 1 Paul Sheard; 2 Matthew Davies +13.139s; 3 Andrew Clarkson; 4 Will Chappell; 5 Mike Comber; 6 John Davies. **FL** Sheard 1m45.664s (71.54mph). **RACE 2 (11 LAPS)** 1 Sheard; 2 M Davies +0.226s; 3 Comber; 4 Chappell; 5 Clarkson; 6 J Davies. **FL** Sheard 1m55.932s (65.21mph).

RACE 3 (11 LAPS) 1 Sheard; 2 M Davies +1.417s; 3 Comber; 4 J Davies; 5 Chappell; 6 Adam Brindle. **FL** Sheard 1m55.157s (65.64mph).

CROFT

DDMC, MAY 11-12



MG COCKSHOOT CUP (BOTH 11 LAPS) 1 David Coulthard (MG ZR190); 2 Ashley Woodward (MG ZS) +1.253s; 3 Peter Burchill (ZS); 4 David Morrison (MG Midget); 5 Helen Waddington (ZR160); 6



Hughes dominated the Lurani Trophy races in his Brabham

PAU GP HISTORIQUE PAU (F), MAY 11-12

Hughes triumphs on Pau debut

BRITON JONATHON HUGHES'S MAIDEN trip to Pau was memorable, for not only did he win both legs of the FIA Lurani Trophy Formula Junior round but he also finished an excellent third – from the back – in the HGPCA Pre-'66 finale at Peter Auto's action-packed Grand Prix Historique event.

"My main objective was to bring both cars home in one piece, but I loved the challenge of the circuit and found myself right on the pace," said the ex-Formula Vee racer. "Things could hardly have gone better."

Hughes planted his ex-Jo Siffert/Clay Regazzoni/Silvio Moser Brabham BT6 on pole for the prestigious FJ counter, which lost French hope Stephane Rey's Lola Mk5A in an unfortunate incident during qualifying. Hughes duly ran away from the strong field, Scottish veteran John Fyda leading the chase both times having charged his ex-'Pete' Geoghegan Lotus 22 past Swiss ace Philipp Buhofer's faster-starting Lola. The determined Fyda's polished performances netted fastest lap each time.

Fyda's team-mate 'Muttley' Chilcott was tenacious as ever, running fourth in his ex-Moser drum-braked Lotus 20 before giving best to Portugal's Joao Campos Costa (ex-Picko Troberg Lola). French-based Australian Don Thallon rounded out the top six consistently in his Aussie-built MRC, a Lotus 22 clone.

Andrew Tart was king of the

front-engined section and did well to keep Jon Goddard-Watts's 1100cc front-wheel-drive Bond on the winner's lap. John Chisholm – still recovering from a hand injury sustained over the winter – was next in his Gemini, although Hughes 'doubled' him.

As he did when the HGPCA last visited in 2011, Peter Horsman (ex-Tony Shelly Lotus 18/21) bagged a brace of victories. This time, however, the poleman had to work considerably harder to see off a flock of eager Cooper-mounted young guns comprising Miles Griffiths (T51), Will Nuthall and Jonathon Hughes (T53s), and trick tricyclist Rod Jolley in his ex-works T45/51.

Second qualifier Nuthall led the first two laps of the opener but, as he tore up the hill and round the long left-hander underneath Pont Oscar, Horsman positioned himself to dive right into the Lycee hairpin. With perfect timing he claimed the apex but, as they exited towards the Parc Beaumont sweepers abreast, Nuthall's car came off the outside kerb and a brush of tyres flicked Horsman into a 360-degree spin.

Peter lost remarkably little time (and defended his rival when Will was called to the stewards to explain the incident) but Jolley, Hughes and Griffiths squeezed through to lead the recovering Nuthall and Horsman. Griffiths reclaimed second when Hughes's gearbox started to jam, presaging retirement.

Horsman, meanwhile, was on the



Peter Horsman won both HGPCA Pre-'66 races

warpath. He passed Griffiths and Jolley in quick succession and finally made it to the front on lap nine. Jolley responded though and, with Griffiths (his tyres reddened by brushes with the barriers) and Nuthall in tow, they finished close together, albeit under red flags.

Sid Hoole (ex-Jo Bonnier Cooper T66) had shaken off Climax V8 rivals 'Mr John of B' (ex-John Surtees Lola Mk4) and Andrew Beaumont (ex-Innes Ireland Lotus 24) for what became fifth and had lapped Andrew Smith (ex-Jack Brabham Cooper T43) when Smith's gearbox blew its oil out. With Beaumont in his slipstream, the pseudonymmed Frenchman hit the slick first and clobbered the wall exiting the downhill chicane. As he

cannoned back into the track, the pale green Lotus vaulted the Lola in what Beaumont described as his "Mark Webber moment". Neither driver was hurt.

Fortunately, the later race was less dramatic, although Hughes rocketed from the back to sixth on lap one, overpowered Hoole and got stuck in to catching Jolley. Theirs became a tussle for second once Griffiths spun at the Station hairpin and Nuthall pitted with a broken exhaust.

The acrobatic Jolley closed on Horsman thereafter and had the distinction of recording fastest lap. Hurt by his lack of first gear at the Lycee hairpin, Hughes was grateful for third – and a third podium visit. Behind Griffiths, Hoole's lonely run to fifth enabled onlookers to trace



Mahe finally took a dominant win in his AC Cobra

60s ENDURANCE
Patience pays off as Mahe gets his reward

SO OFTEN THE QUICKEST competitor in the plateau, yet denied by mechanical failure or incident in the second stanza, a relieved Yvan Mahe finally landed the two-part Trophee Phil Hill '60s Endurance prize – with imperious ease – aboard his Equipe Europe AC Cobra.

On paper, the French giant faced opposition from a number of rivals, but all fell by the wayside, several in Saturday evening's opening leg. Among these was Nathan Kinch, whose Ferrari 275 broke its propshaft, inflicting further mayhem. "Until then it was great fun," he said.

Jean-Pierre Lajournade's Jaguar E-type ran ahead of the Ferrari, but collided with a Porsche 911 while in second. The nippy Lotus

Elan Shapecraft coupe of Georges Verquin was also sidelined with a broken differential.

Michel Lecourt's (Kirkham) Cobra looked the part, but alas proved desperately unreliable. A clutch hydraulics issue stopped it at the Station hairpin within a few laps on Saturday. That fixed, co-driver Raymond Narac blasted from last on the grid to third on Sunday's opening lap, only for a blown head gasket to sideline it within seconds at the same corner.

From the instant the start lights went out on Sunday, Mahe never stinted at the throttle of his ex-Bernard Perruch car, coming round 15 seconds ahead on lap one. He lapped the field inside 12 tours and took the *drapeau a damier* two full circuits clear.

The chase initially featured Francois Birbeau's E-type tussling with the Porsche 911s of Damien Kohler and Switzerland's Didier Denat, but the Jag crashed spectacularly at the kink past the pits (drivers in the paddock assembly area reported seeing its belly above the wall!).

Veterans Lucien Guitteny and Maxime Bochet steered clear of trouble, though, bringing their Alfa GTA home fourth, behind the 911s.

RESULTS – RACE 1 (37 LAPS) 1 Yvan Mahe (AC Cobra); 2 Francois Birbeau/Jacques Guntrand (Jaguar E-type) –3 laps; 3 Didier Denat (Porsche 911); 4 Damien Kohler (Porsche 911); 5 Lucien Guitteny/Maxime Bochet (Alfa Romeo GTA); 6 Mike Thorne (Austin-Healey 100M). **FL** Mahe 1m32.030s (67.1mph). **RACE 2 (36 LAPS)** 1 Mahe; 2 Kohler –2 laps; 3 Denat; 4 Guitteny/Bochet; 5 Jan Guizen/Anthony Schrauwen (Lotus Elite); 6 Franck Augis (Austin-Healey 100/4). **FL** Mahe 1m33.056s (66.4mph).



Pre-War victor Chanoine



Majou topped small Mini pack

the Pyrenean street circuit's contours by his screaming six-spee'der's exhaust note.

Hughes's team-mate Julian Bronson completed a red-letter weekend for Mick Moberley's Hi-Tech Motorsport crew with victories in both HGPCA Pre-'61 races. The Monaco maestro gave his gruff Offenhauser-engined Scarab plenty of wellie, delighting spectators with his car control.

Star of the show, though, was Tony Smith who howled his ex-Phil Hill Ferrari 246 Dino from pitlane to third first time out and to fastest lap en route to second later. British marshals voted him driver of the day. Paddins Dowling drove his ex-Peter Whitehead 1500cc ERA R10B brilliantly too, finishing

FIA LURANI TROPHY FORMULA JUNIOR (16+16 LAPS)

1 Jonathon Hughes (Brabham BT6); 2 John Fyda (Lotus 22) +16.870s; 3 Philipp Buhofer (Lola Mk5A); 4 Joao Campos Costa (Lola Mk5); 5 Chris Chilcott (Lotus 20); 6 Don Thallon (MRC 22). **Class winners** Chilcott; Andrew Tart (Bond). **RACE 1** Hughes; 2 Fyda +5.649s; 3 Buhofer; 4 Campos Costa; 5 Chilcott; 6 Thallon. **CW** Chilcott; Tart; James Owen (Elva 200); Tupper Robinson (LJ2 Mk4). **Fastest Lap** Fyda 1m32.461s (66.8mph). **RACE 2** Hughes; 2 Fyda +11.221s; 3 Buhofer; 4 Campos Costa; 5 Chilcott; 6 Thallon. **FL** Fyda 1m32.489s (66.7mph).

HGPCA PRE-1966 GP CARS (12 LAPS) 1 Peter Horsman (Lotus 18/21); 2 Rod Jolley (Cooper T45/51) +1.367s; 3 Miles Griffiths (Cooper T51); 4 William Nuthall (Cooper T53); 5 Sid Hoole (Cooper T66); 6 Andrew Smith (Cooper T43). **CW** Hoole; Smith; Peter Studer (Lotus 24); Patrick Jamin (Lola T54). **FL** Horsman 1m29.050s (69.3mph). **RACE 2 (17 LAPS)** 1 Horsman; 2 Jolley +3.469s; 3 Jonathon Hughes (T53); 4 Griffiths; 5 Hoole; 6 Don Thallon (T53). **CW** Hoole; Studer; Larry Kinch (Lotus 32). **FL** Jolley 1m29.059s (69.3mph).

HGPCA PRE-1961 GP CARS (14 LAPS) 1 Julian Bronson (Scarab); 2 Paddins Dowling (ERA R10B) +8.150s; 3 Tony Smith (Ferrari 246 Dino); 4 Paul Grant (Cooper-Bristol Mk2); 5 Alex Boswell (Ferrari 500/625); 6 John Bussey (Cooper T41). **CW** Dowling; Grant; Bussey; Dick Smith (Frazer Nash Nurburg). **FL** Bronson 1m36.981s (63.7mph). **RACE 2 (16 LAPS)** 1 Bronson; 2 T Smith +3.913s; 3 Dowling; 4 Sid Hoole (Cooper T41); 5 Boswell; 6 Grant. **CW** Dowling; Hoole; Grant; D Smith. **FL** T Smith 1m36.159s (64.2mph).

FF1600 (BOTH 14 LAPS) 1 Arnaud Rechede (Lola T540); 2 Olivier Rechede (T540) +5.885s; 3 Pierre-Alain Lombardi (T540); 4 David Zollinger (Van Diemen RF81); 5 Laurent Courregelongue (RF80); 6 Xavier Michel (RF81). **CW** Thierry Gallo (Merlyn Mk20A). **FL** A Rechede 1m27.772s (70.4mph). **RACE 2 1 A** Rechede; 2 Alain

second and third on his birthday.

The locally raised Rechede brothers, Arnaud and Olivier, headed a Lola T540 1-2-3 in the FF1600 Historique (Pre-'82) opener. Morocco-based Arnaud won the



Pre-'61 victor Julian Bronson leads in his Scarab

Girardet (Lola T200) +3.770s; 3 Zollinger; 4 Jean-Jacques Deverly (Van Diemen RF80); 5 Courregelongue; 6 Joseph Signalet (Royale RP21). **CW** Girardet. **FL** Girardet 1m27.821s (70.4mph).

PRE-WAR CARS (BOTH 14 LAPS) 1 Thierry Chanoine (Riley); 2 Gregory Ramouna (Bugatti T35B) +8.955s; 3 Jean-Jacques Bally (BMW 328); 4 Albert Otten (BMW 328); 5 Pierre Rageys (BMW 328); 6 Jean-Marc Laffont (Bugatti T35B). **FL** Chanoine 1m48.151s (57.1mph).

second from reigning champion Alain Girardet's Lola T200 and David Zollinger's Ayrton Senna tribute Van Diemen RF81.

The bizarre Riley Special of Thierry Chanoine beat a phalanx of

RACE 2 1 Chanoine; 2 Bally +11.747s; 3 Laffont; 4 Otten; 5 Rageys; 6 Damien Kohler (Bugatti T35B). **FL** Laffont 1m50.236s (56.0mph).

MINI CLASSIC (BOTH 15 LAPS) 1 Laurent Majou; 2 Philippe Quirriere +2.997s; 3 Jonathan Hartop; 4 Peter Crewes; 5 Stephane Soulet; 6 Philippe Lalanne. **FL** Hartop 1m39.631s (62.0mph). **RACE 2 1** Majou; 2 Quirriere +3.140s; 3 Hartop; 4 Crewes; 5 Lalanne; 6 Soulet. **FL** Majou 1m39.407s (62.1mph).

Bugattis and BMWs to win both the Pre-War encounters, while Laurent Majou topped the disappointingly thin Mini Classic bouts.

● Marcus Pye



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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



Tyres are failing to keep pace with car development

Fans' patience is wearing thin

Fallout from the Spanish GP and the woefully inadequate Pirelli rubber was inevitable. However, fair play to Paul Hembery: he put his hands up post-race and admitted his team got it wrong in Spain. Four stops is unacceptable.

From what he said, the cars have moved on big-time since his original brief: with more power and downforce, the tyres are simply not up to the job. That said, surely Pirelli would have recognised the pace of development in F1 and adjusted its own

development programme accordingly?

It's a tricky call to spice up the spectacle, with the cars being so reliable these days. However, in my view if the tyres lasted better it would allow the cars to go faster and reliability may become more of an issue and bring other variables into the equation.

As Vettel said post-race, they drove to the pace of the tyres. Something needs to be done and quickly.

Graham Dalley, Banbury, Oxon

Enough is enough. I've been an F1 fan for decades and cannot recall a season where tyres have been so dominant and resulted in such hopelessly boring racing. Why have a race comprising 50-plus laps when, in reality, every race this year has been a series of short sprints until the rubber gives out?

What nonsense that Mercedes can dominate qualifying certain in the knowledge it will be nowhere at the end. Alonso deserved his win if only for his breathtaking manoeuvres at the start, but we the spectators and viewers deserve more than three laps of exciting racing.
Philip Malkin
Darlington, Co Durham

I read you online from the US and am finding the tyre debate interesting but moot. Wouldn't you say the real

problem in terms of managed competition could be summed up as B-e-r-n-i-e-e?

While I recognise that just about all auto racing sanctioning groups have reverted to managed competition (some, like IndyCar, running common chassis) as a way of evening out competition and creating cults of personality around the drivers, with lesser emphasis on the cars and technology, this trend has resulted in an inhibition of design innovation as well as a stifling of real racing.

The result has been a paradigm where the cars look virtually the same, differing only in minor tweaks, and no one team is allowed an advantage earned through brilliant or groundbreaking engineering.

Perhaps the new formula for 2014 will produce some interesting results in F1.
David Esler
California

I was left amazed by the actions of Johnny Cecotto again on Sunday in the GP2 Sprint race. This isn't the first time this has happened this season. Cecotto's punishment for this dangerous, reckless driving was nothing – he was left off!

GP2 is a great series, but some of the driving standards over the last few years have been poor and the lack of action from the stewards is unforgivable. It's time to get hard on the dangerous driving. Some drivers are not being taught right from wrong, and are taking that into F1.

Matt Allen
Portsmouth, Hants

CORRECTION
Brian Robinson drove a Chevron B42 in the 1981 F2 International Trophy, not a B48 (Race of My Life, May 2).



In pictures

Our lensmen snapping from Jordan to Barcelona, via South Carolina

"90-LEFT INTO - YIKES!"
 Mohammed Al-Sahlawi teeters on the brink of disaster in Jordan last week. This devilish left-hander would later claim his Citroën team-mate, Majed Al-Shamsi



CALADO'S RACE IS OVER SHORTLY AFTER IT BEGAN
 James Calado's collision with Fabio Leimer in Saturday's GP2 feature race resulted in another DNF at Barcelona

THEY START 'EM YOUNG IN STOCK CARS
 Joe Gibbs Racing's Elliott Sadler helps son Wyatt with his safety helmet ahead of Friday's NASCAR Nationwide race at Darlington



LOEB SOLID ON PORSCHE DEBUT
 Despite stalling on the dummy grid, Sebastian Loeb made a decent fist of his Porsche Supercup debut at Barcelona on Sunday, finishing in 11th place



In the shops

Desirable new releases

AMEDEE GORDINI BIOG

£55 – autosport.com/shop

Racing historian Roy Smith's latest biography tells the story of the passion and determination displayed by French constructor Amedee Gordini. All of his cars and projects are recorded with insight into how manufacturing giant Renault got involved in the late 1950s.



LE MANS 24 HOURST-SHIRT

£25 – t-lab.eu

T-lab has turned out another of its subtle designs, again screen-printed onto a heavyweight cotton T-shirt. This time, it's the turn of the most famous number in sportscar racing: 24. You've got plenty of time to order the iris blue Le Mans 24 Hours T-shirt before heading off to La Sarthe at the end of next month, with M, L and XL sizes available.



SUBARU IMPREZA 1:18 MODEL

£77.99 – autosport.com/shop

Here's one for Scooby and Carlos Sainz fans: Sun Star has released a 1:18-scale diecast replica of the Prodrive-run Subaru Impreza 555 driven to victory by The King on the 1995 Monte Carlo Rally. It's a limited edition of only 2999 pieces worldwide, but sadly doesn't come with the traditional 555 branding. The addition of a lamp pod helps to make up for it.



WHAT'S ON

ON TRACK IN THE UK

BRANDS HATCH

DTM/MSVR

May 17-19

brandshatch.co.uk

Brands Hatch has established itself as the home of the DTM in Britain since taking over from Donington Park in 2006, and 22 of the fastest touring cars in the world from BMW, Audi and Mercedes arrive in Kent this weekend to put on a show.

A packed schedule also includes the burgeoning Formula 3 European Championship – featuring seven young British hotshots and Ferrari's 'next big thing' Raffaele Marciello – plus the brand-new BRDC Formula 4 Championship, Lotus Cup UK and Lotus Elise Trophy. See page 41 for more information, including a timetable.



Paddock Bend
spectators: get set
for gravel shower

SILVERSTONE

HSCC

May 18-19

silverstone.co.uk

The Historic Sports Car Club always puts together fine meetings and the International



Silverstone: Bell Trophy includes F5000 and F2

GRIFFITHS/LAT

Trophy event on Silverstone's Grand Prix circuit should be no exception. There are races for single-seaters, tin-tops and sportscars, including the Derek Bell Trophy for Formula 5000 and F2 cars, Historic Touring Cars, the Martini Trophy and separate Guards Trophy events for sports-racers and GTs of the 1960s.

DONINGTON PARK

BRSCC

May 18

donington-park.co.uk

Just two Fun Cup races on Saturday – a four-hour enduro preceded by a one-hour 'sprint'.

DONINGTON PARK

MSCC

May 19

donington-park.co.uk

Morgan Sports Car Club is in charge for the day, with four races up for Ferraris.

LYDDEN

SEMSEC

May 18

lyddenhill.co.uk

The local club brings its mix of sports and saloon action.

ON TRACK AROUND THE WORLD

NURBURGRING 24 HOURS

Nurburgring, Germany

May 19-20

24h-rennen.de

WORLD TOURING CAR CHAMPIONSHIP

Rd 5/12

Salzburgring, Austria

May 19

fiawtcc.com

NASCAR ALL-STAR RACE

Charlotte, N Carolina, USA

May 18

nascar.com

TOUR OF CORSICA

European Rally Championship

Rd 5/12

Ajaccio, Corsica

May 16-18

fiaerc.com

V8 SUPERCARS

Rd 5/14

Austin, Texas, USA

May 18-19

v8supercars.com.au

EUROPEAN LE MANS SERIES

Rd 2/5

Imola, Italy

May 18

europeanlemansseries.com

V8 STOCK CARS

Rd 4/12

Salvador, Brazil

May 19

stockcar.globo.com

SUPERSTARS

Rd 2/8

Brno, Czech Republic

May 19

superstarsworld.com



Nurburgring 24 Hours races through to Monday in German Bank Holiday

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY MAY 16

0000-0030 **Eurosport 2**
Porsche Supercup:
Barcelona Highlights
1210-1415 **Motors TV**
ALMS: Laguna Seca Highlights

FRIDAY MAY 17

0930-1000 **Eurosport**
Inside the WTCC
1000-1100 **Eurosport LIVE**
ERC: Rally Corsica Day 1
1900-2000 **Eurosport LIVE**
ERC: Rally Corsica Day 1

SATURDAY MAY 18

0355-0420 **Channel 5**
Motorsport Mundial
0500-0600 **Eurosport**
ERC: Rally Corsica Day 1
1000-1100 **ITV4**
Motorsport UK
1100-1200 **Eurosport LIVE**
ERC: Rally Corsica Day 2
1105-1205 **Motors TV LIVE**
FIA Euro F3: Brands Hatch Race 1
1445-1555, 1640-1820 **Motors TV LIVE**
ELMS: Imola
1555-1640 **Motors TV LIVE**
FIA Euro F3: Brands Hatch Race 2
1700-1800 **Eurosport LIVE**
ERC: Rally Corsica Day 2
2105-2210 **Motors TV LIVE**
V8 Supercars: Austin Race 1
2250-2355 **Motors TV LIVE**
V8 Supercars: Austin Race 2

SUNDAY MAY 19

0030-0430 **Premier Sports LIVE**
NASCAR Charlotte All-Star Race
0500-0600 **Eurosport**
ERC: Rally Corsica Day 2

0730-0745 **Eurosport**
WTCC: Salzburgring
Qualifying Highlights
0745-0815 **Eurosport LIVE**
WTCC: Salzburgring Warm-Up
1105-1200 **Motors TV LIVE**
FIA Euro F3: Brands Hatch Race 3
1115-1215 **ESPN**
NASCAR Charlotte All-Star Race
1200-1305 **Motors TV**
Superstars: Brno Race 1
1215-1415 **ESPN LIVE**
DTM: Brands Hatch
1500-1600 **Motors TV**
Superstars: Brno Race 2
1600-1800 **Eurosport**
WTCC: Salzburgring Races 1 & 2
1835-2000 **Motors TV**
ELMS: Imola Highlights
2105-2210 **Motors TV LIVE**
V8 Supercars: Austin Race 3
2250-2355 **Motors TV LIVE**
V8 Supercars: Austin Race 4

MONDAY MAY 20

0300-0500 **Eurosport 2**
WTCC: Salzburgring Replay
0415-0600 **ESPN**
DTM: Brands Hatch
1900-2000 **ESPN**
NASCAR Charlotte All-Star Race
2000-2215 **Sky Sports F1**
Classic F1: Monaco GP
2305-0040 **Motors TV**
ELMS: Imola Highlights

TUESDAY MAY 21

2100-2200 **Eurosport 2**
ETCC: Salzburgring Highlights

ONLINE

HOT ON THE WEB THIS WEEK

YOUTUBE: KURT BUSCH LAPS INDIANAPOLIS IN HUNTER-REAY'S CAR



SEARCH FOR: 2013 Kurt Busch IndyCar Test at Indianapolis Motor Speedway (2:34)
NASCAR star Kurt Busch swaps his Chevy for Ryan Hunter-Reay's Andretti Autosport Dallara IndyCar as he goes through the Indianapolis 500 Rookie Orientation programme. The man himself, Michael Andretti and James Hinchcliffe feature on this fascinating insight.

AUTOSPORT+

Exclusive content coming up in our premium website this week

What we think F1 should really be like

In the wake of the Formula 1 tyre debate, AUTOSPORT's Edd Straw considers exactly what the central qualities of grand prix racing are, or should be. Plus, we take a look at who is performing best of the sport's current rising stars and celebrate 15 years of *Gran Turismo*.

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AUTOSPORT

Revved up over what's on the box



"Felipe, press the red button now, do you understand?"

WE LIVE IN THE INFORMATION AGE. Everything is available at the click of a button. There's no such thing as too much, it seems. Well, I've had enough. Over last weekend's Spanish Grand Prix I was struck by the realisation that this overloading of information is literally ruining my enjoyment of Formula 1.

Principally this stems from the (over)use of team radio. In qualifying, every other lap we were treated to a millionaire belly-aching to his team boss to file a complaint against one of his fellow drivers for being on a part of the race track he felt it was his divine right to have access to.

'Great!' You may think. 'A bit of scandal!' But this is an unedifying addition, making justifiable enquiries appear to be petty moans. There's no context, just a quick edit for a tabloid scoop. It's the same sort of editing that allows us to mock the stupidity of candidates on *The Apprentice* from the brickbat-free comfort of the sofa.

Come the race it was even worse, with communications regarding tyre wear trotted out like a mantra and undermining the action. It fits in with the agenda of slagging off the current rules, but if we had access to the pit-to-car transmissions in 1985 we would have heard similar

instructions to back off and save fuel. Surely this would have led to widespread condemnation that they weren't pushing at 100 per cent like in the good old days...

Broadcasting the radio messages has also made a reluctant star of Rob Smedley, Felipe Massa's race engineer, whose mind coaching and tactical advice has become a *Mr & Mrs*-style sideshow.

"The bane of my life is that you lot can hear it," said Smedley when his advice was played back to him in order to fill the endless hours of post-race coverage.

Like Rob, I just want it to stop.

Revved Up

Gerhard Berger

“I always liked circuits with very little margin for error”

■ Australian GP ■ November 15 1987 ■ Ferrari F187 ■ Feeling invincible



Berger rags Ferrari
on way to second
successive win

THIRTY-FIVE-DEGREE AIR temperature, more than 3000 gearshifts over two hours and concrete walls lining the track. And to cap it all, a pretty punishing season had left me finished; my physical condition was medium at best.

But the 1987 Australian Grand Prix at Adelaide is still easily the race of my life. Only my last grand prix win, at Hockenheim 10 years later, even comes close.

I'd joined Ferrari for 1987 from Benetton with Michele Alboreto as my team-mate, but pretty soon I'd made it my team. They were very fair with me initially because although Michele was the more experienced driver and had been the vice-champion in Formula 1 in '85, they spent the first three races having a close look at both of us, decided I was faster and then started to build development of the car around me for the rest of the year.

My Ferrari, the F187, didn't start the year as the best car, although the turbocharged engine was good and it had excellent slow-speed traction. But when Gustav Brunner made

some pretty serious changes to the sidepods, it suddenly just worked and there was literally no stopping us. I ran very strongly at Jerez, although I was blocked behind someone else for a long time, I was leading at Estoril easily until I crashed, and then I dominated the Japanese Grand Prix from pole and set fastest lap to take my first win for Ferrari.

It was a special time, especially because after Estoril I'd received a

letter signed by Mr Ferrari that basically said, "Don't worry, you did a good job and you'll have plenty of other chances to win". It was just a shame that the updates came so late in the year because if they'd happened sooner we could have been challenging for many more wins.

Adelaide was a real punisher, a track that you had to drive one-handed for about 50 per cent of the lap because one hand had to be on the gear lever, but despite all the

troubles I was on a high coming off the Suzuka result.

At that age, when you're young and everything's going well, you feel invincible. Crises of confidence don't come until you get older. I never felt down, or uncomfortable... To be honest, I never felt any pressure and I always slept very well at night. That's what confidence does for you.

I've always liked circuits that have a very small run-off and very little margin for error: Suzuka, Hockenheim, Spa, Estoril... On the other hand I was never very good at tracks that were too wide, had miles of runoff and left you with limited reference points. I remember the first time I went to Magny-Cours I was hopeless. I couldn't work out braking or turn-in points. But Adelaide was right up my street.

I don't really remember a hell of a lot about the race itself. There was some good, tough fighting with Ayrton Senna in the Lotus that lasted for a lot of laps, but what mattered was that I won.

Gerhard Berger was speaking to Jamie O'Leary

PROFILE



GERHARD BERGER IS BEST

known for his 210 grand prix starts for ATS, Arrows, Benetton, Ferrari and McLaren from 1984-97, including 10 wins and 12 poles. He has won in European F3 and the 1985 Spa 24 Hours. Since retiring from driving he has enjoyed a stint as BMW motorsport director, was part-owner of the Toro Rosso F1 team and is now president of the FIA Single-Seater Commission.

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