

# AUTOSPORT

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JULY 4 2013

## “CRAZY STUFF!”

### Rosberg picks up the pieces to win

**BRITISH GP TYRE FIASCO**



# GTi IS BACK



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## POLE POSITION

# Silverstone tyre farce mustn't happen again

**"THAT'S CRAZY STUFF!"** BRITISH GP WINNER NICO Rosberg repeated this phrase in the pre-podium green room in the general direction of Mark Webber and Fernando Alonso. He swapped tyre-damage stories with the latter, before regaling them with how slowly he'd driven back to the pits under the safety car when he'd felt his own left-rear about to blow.

Pirelli's remit was to spice up Formula 1's racing, not make it a lottery. Whether it was high track temperature, sharp kerbs (none of the support races had issues) or a case of all that debris adding to more blowouts, it can't be allowed to happen again. When you hear that Charlie Whiting almost halted the race, and admit that the clear-up process "was putting marshals at risk", it demonstrates how close we came to a farce.

Fair play to FIA president Jean Todt for taking action on F1's tyre-testing regulations this week. Let's hope there's no "crazy stuff" in Germany this weekend.

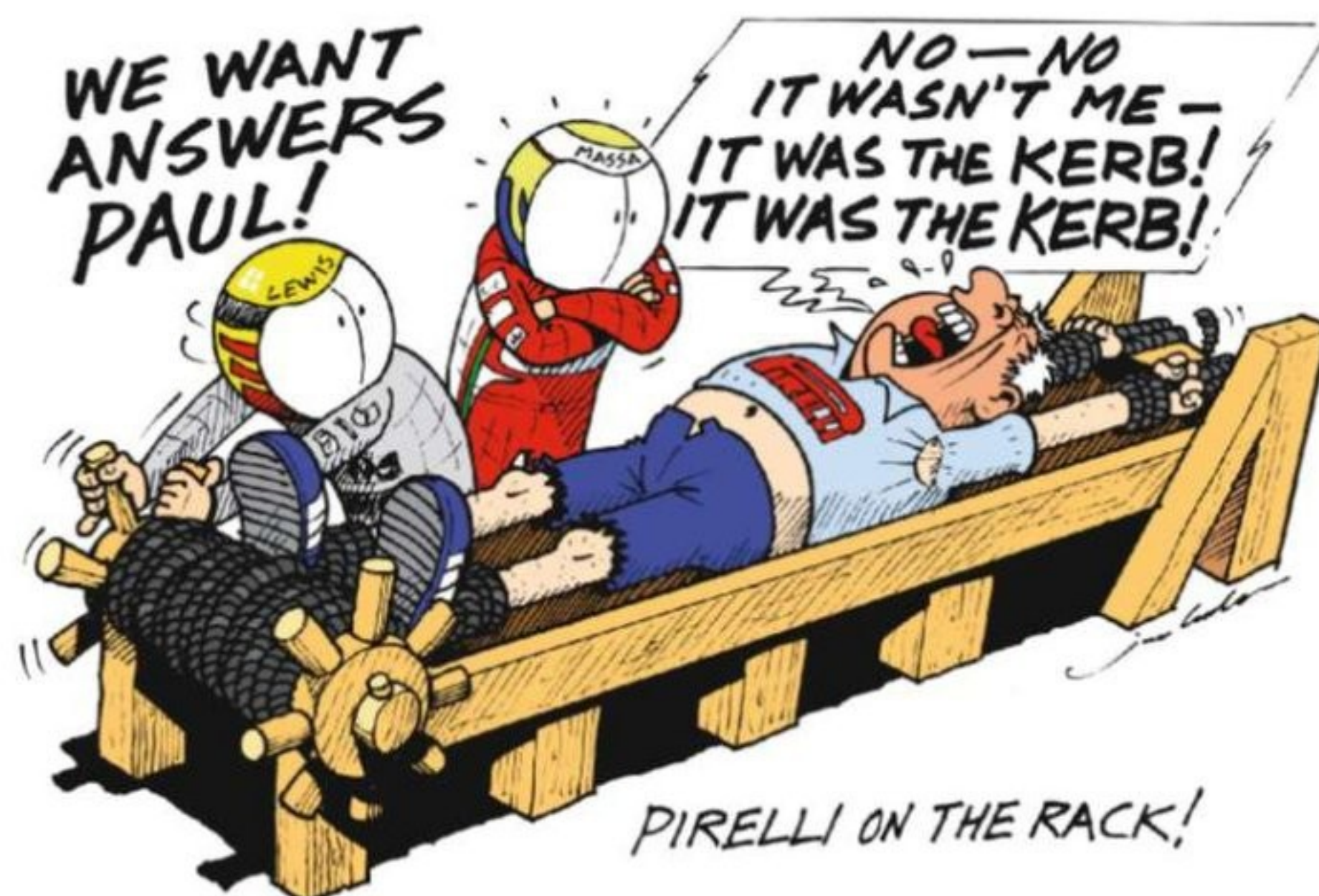
● Silverstone hosts another great event this weekend, the MSA's 'Go Motorsport Live!'. More than 50 clubs, teams, manufacturers and championships will be there and admission is free if you register at [gomotorsport.net](http://gomotorsport.net).

*Charles Bradley*

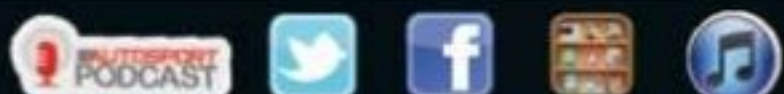
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## BAMBER'S WEEK



## FIND US ON



### PIT & PADDOCK

6 **THIS WEEK IN F1**

9 **MARK HUGHES: MPH COLUMN**

10 **THIS WEEK IN MOTORSPORT**

13 **SEBASTIEN LOEB**

The rally ace on his record-smashing Pikes Peak run

15 **DIETER RENCKEN**

What future for Pirelli in F1 after Silverstone farce?

16 **BRITISH GRAND PRIX**

Full report on a chaotic Silverstone race, won by Mercedes's Nico Rosberg. Plus full results, comment, driver-by-driver analysis and all the key technical upgrades

33 **15 QUESTIONS FOR NICO ROSBERG**

The British GP winner on smells, tears and guilt

### DEBRIEF

34 **WHAT WEBBER CAN EXPECT IN WEC**

Ex-F1 drivers and personnel point out what the Porsche-bound Aussie can expect in 2014

36 **PIKES PEAK PUG: THE NEW GROUP B?**

No, it's way too quick - so it wouldn't work in WRC

### RACE CENTRE

40 **GP2 SILVERSTONE**

Brits Sam Bird and Jon Lancaster on top at home

42 **GP3 SILVERSTONE**

Jack Harvey breaks series duck for ART

44 **WTCC PORTO**

Muller and Nash land a Chevrolet double

46 **BLANCPAIN PAUL RICARD**

51 **NASCAR; ERC; BRITISH RALLY; GRAND-AM; PIKES PEAK; STCC**

### FEATURES

54 **GERMAN GP PREVIEW**

### SUBSCRIBE FOR A FREE GIFT

58 **FREE LEWIS HAMILTON CAP**

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### WIN VIP GOODWOOD EXPERIENCE

76 **MEET NICO ROSBERG**

Your chance to meet the Monaco and British GP winner at the Goodwood Festival of Speed

### CLUB AUTOSPORT

73 **MYGALE BEHIND FIA F4 CONCEPT**

French firm release concept for new racer

74 **BRITISH GT RACER MAY QUIT**

Hector Lester unsure of future after team-mate Allan Simonsen's death at Le Mans

### 78 REPORTS

Cadwell Park CSCC; Magny-Cours Pickups; Donington Park 750MC; Pembrey CTCR/BARC; Brands Hatch BARC; Oulton Park BRSCC

### THE BACK STRAIGHT

90 **THIS WEEK**

Readers' letters; best pictures; product reviews

92 **WHAT'S ON**

The best track and TV action in the coming week

94 **RACE OF MY LIFE: MIKE BLANCHET**

Remembering an FF2000 race at Snetterton in '78

# THE BIG PICTURE

Sebastien Loeb smashed the Unlimited Class record at the Pikes Peak Hillclimb in Colorado last weekend by over a minute and a half in his mega Peugeot 208 T16



# This week in F1



LEICESTER/LAT

## Silverstone test now open to race drivers

The FIA has opened up the Silverstone young-driver Formula 1 test to include race drivers, in order to allow Pirelli to conduct tyre testing in the wake of the spate of blowouts in the British Grand Prix.

Race drivers will only be allowed to run for the purposes of tyre evaluation and will not be permitted to assess car developments. The test will run from July 17-19, with the provision to add an extra day of running.

The FIA is also pushing through a rule change allowing Pirelli to change tyre specifications during the season without unanimous approval of the teams. This follows Ferrari, Force India and Lotus blocking a planned change of construction for the Canadian GP. All three teams have said they are now open to changes after the problems at Silverstone.

Pirelli had yet to comment about the causes of the tyre problems as AUTOSPORT closed for press, save

for admitting that it was an issue not previously experienced. It has also ruled out the new bonding used to adhere the tread to the rest of the tyre – and introduced at Silverstone – as a cause.

The likely cause of the failures was a combination of serrated surfaces behind the kerbs at the Aintree kink, The Loop and the exit of Becketts, low tyre pressures and the generation of internal shockwaves.

## Red Bull's three-man shortlist for 2014 seat

Kimi Raikkonen, the 2007 world champion, is in pole position to join Red Bull in place of Mark Webber, whose Porsche sportscar deal was announced last week.

The Finn is top of a three-man shortlist, to which Toro Rosso's Jean-Eric Vergne has been added alongside team-mate Daniel Ricciardo following the Frenchman's recent strong form. Team boss Christian Horner insists there is no rush to make a decision.

A deal for Raikkonen may not come off, for financial reasons and because the Finn is understood to want to stay at Lotus if he can be convinced the investment is there for the team to emerge as a regular winner.



TEE/LAT

## SAINZ JR GETS F1 TEST FOR RED BULL

GP3 and Formula Renault 3.5 ace Carlos Sainz Jr will make his F1 test debut for Red Bull in the Silverstone young-driver test, which takes place on July 17-19. Fellow Red Bull junior Antonio Felix da Costa is also set to run.

## DID YOU KNOW?

...that Carlos Sainz Jr won't be the first in his family to try an F1 car? His two-time World Rally champion father, Carlos Sr, demoted a Renault R25 at a Barcelona World Series event in 2006.



RENAULT-SPORT

## THE CONTENDERS TO PARTNER VETTEL IN 2014

### KIMI RAIKKONEN

**Pros:** Consistent, quick and is guaranteed to win races and score heavily. Not political.

**Cons:** Keen to stay at Lotus, pricey and likely to be against doing PR activities.



FERRARI/LOTUS

### DANIEL RICCIARDO

**Pros:** Stunningly quick on his day. Very well-regarded by Red Bull engineers who ran him in testing.

**Cons:** Inconsistent. Needs to show he can recover from bad days better as Red Bull is still not convinced.



FOX/GETTY

### JEAN-ERIC VERGNE

**Pros:** Very quick, strong on race pace and reckoned to have the right mentality to cut it at the top.

**Cons:** Struggles to put together 'complete' weekends and there are question marks over qualifying speed.



FOX/GETTY

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“It was quite close to being red-flagged; it did occur to me to do that”



FIA race director Charlie Whiting confirms that stopping the British GP was possible amid the spate of tyre blowouts

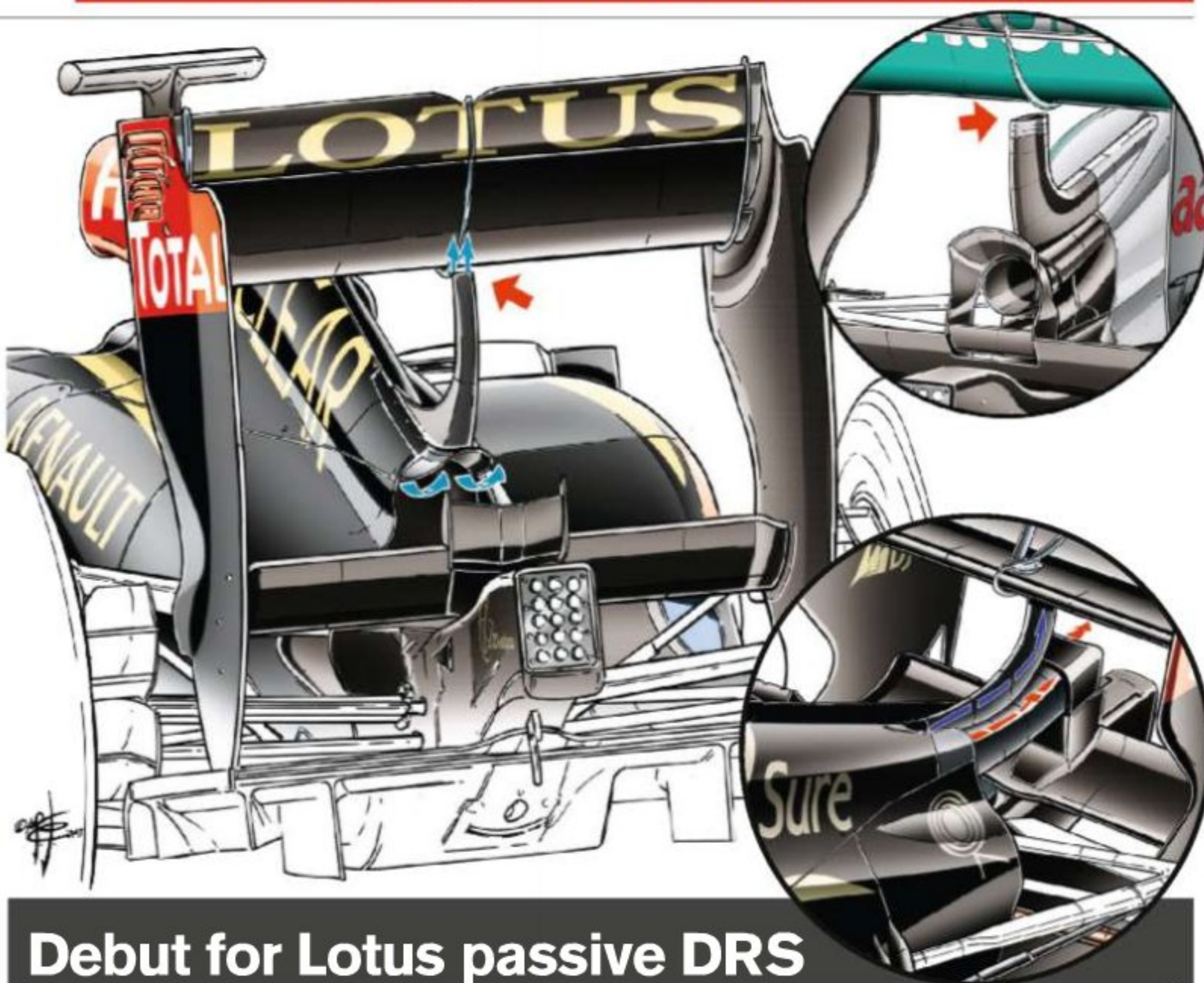
## Sauber man to McLaren

Former Sauber chief designer Matt Morris is to join McLaren as engineering director. It is unclear when Morris will make the move to McLaren and he was still a Sauber employee as AUTOSPORT closed for press. Eric Gandelin has been promoted to take Morris's role.



## IN-SEASON TEST PLANS APPROVED

The FIA World Motor Sport Council has given the green light to the return of in-season testing next year. It is expected that tests will be held on the Tuesday and Wednesday following the Spanish, British, Hungarian and Italian GPs. The WMSC also approved plans to reduce the amount of windtunnel and CFD work permissible to counterbalance the financial implications of testing returning.



## Debut for Lotus passive DRS

Lotus gave its passive DRS a long-awaited race debut at Silverstone. The design has been tweaked since its previous appearance in February's Jerez test (main pic, with Silverstone version inset lower-right, similar to Mercedes trial in 2012, inset above-right). The air-pressure pipes, previously inside the wing, are now external. The 'monkey seat' has also been changed.

**GARY ANDERSON** "Airflow comes in through the

inlets at the side of the airbox, exiting either to the lower region at the back of the car or, above a certain speed, switching to the underside of the rear wing. This will reduce drag and downforce at a point in the track where you don't need the downforce. Now, Lotus has a valve inside the airbox and that probably works with airbox pressure to make the system work better under braking, because whenever you shut the throttle the airbox pressure goes up, instantaneously changing the flow."

## Rossiter could still get a practice outing

Force India simulator driver James Rossiter's Friday practice outing at Silverstone was canned because of wet weather, but the team is open to running him

on another weekend. It is keen to give the 29-year-old, who tested at Jerez in February, more real-world experience of the car to help develop its simulator.



## LICENCE PENALTIES FOR DRIVERS IN '14

F1 drivers will be hit with licence-endorsement points for on-track offences next year, with those exceeding 12 points hit with a one-race ban. Causing a dangerous collision will earn three points, with fewer for less-serious offences.

## STEVENS BECOMES CATERHAM JUNIOR

Formula Renault 3.5 podium finisher Will Stevens has joined the Caterham F1 team's academy. According to academy boss Mia Sharizman, the team will be "giving him exposure to the F1 environment".



## Ban on stepped nose

Stepped noses will no longer appear in F1 next year. The steps came about as a result of the lowering of the noses of cars for safety reasons. While this will be retained, regulations on chassis height will be changed for 2014.

Carapau scored the most points in last weekend's Castrol EDGE Grand Prix Predictor, correctly predicting five of the top six finishers. That, plus a bonus for Paul di Resta's most positions gained gave the team 57 per cent accuracy. **You can play for free to compete for race-by-race prizes like the Samsung Galaxy Tab 2, by registering at [www.gppredictor.com](http://www.gppredictor.com) or on Facebook.**

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# Mark Hughes

## MPH



Mark Webber's announcement that he's leaving F1 for the WEC with Porsche was entirely in keeping with his abrasive Red Bull relationship

**M**ark Webber made it official last Thursday: as of the end of this season, he will be an ex-Formula 1 driver, off to endurance racing with Porsche, as has long been rumoured.

His news on Twitter coincided with Porsche's official announcement that he would be joining its squad. As required by his Red Bull contract, he told the team before the rest of the world – but only around 10 minutes before! The resultant Red Bull statement was doubtless created through gritted teeth.

In the manner of his announcement was much of the essence of Mark and of his relationship with Red Bull. There was the slight chippiness towards a team that hasn't always made things easy for him. When asked why he had given Red Bull such short notice of the news, he pointedly said: "Today's about Mark Webber and Porsche." He wanted to make it quite plain that he had chosen to leave the team and not have it coordinated by Red Bull, when it might have looked like he was leaving on something other than his own terms. That independence of spirit, that fierce determination not to be an employee, not to simply do as he was told, has always marked him out and in this he has been a healthy throwback to an earlier age.

There was also – in the way that he followed to the letter what was required of him but gave absolutely no further grace – much of how he races on track. He is

Red Bull the events of Malaysia, Multi 21 and its fallout were probably just one controversy too many for him. It was difficult to see how the two parties were going to repair their relationship or whether they'd even want to.

Webber's absolute refusal to be a number two has never sat easily with a team that has come to shape itself around Sebastian Vettel. The deal with Porsche means that when Mark does eventually retire from racing some years down the line it will be as an ex-Porsche driver, quite feasibly as a Le Mans winner, both of which will enhance his commercial worth. The mature, direct and honest way he has conducted himself in his professional career whilst remaining true to himself has given him the sort of image Porsche is happy to be associated with.

It now makes perfect sense that he turned down an offer of joining Ferrari for 2013, if Porsche was already figuring in his long-term plans. Two iconic brands in direct marketplace competition, switching from one to the other would have been an uneasy fit.

What we will recall of his F1 career will be a series of victories, some of them quite outstanding: the first one at the Nurburgring 2009, taken despite a drive-through penalty; the 2010 Monaco drive of relentless, pummeling pace, doing it all over again each time the safety car wiped out the margin he'd built. We'll recall the fantastic fast-corner commitment that even Vettel was often unable to match, the fabulous overperformances in

**“Webber wanted to make it quite plain that he'd chosen to leave Red Bull on his own terms”**

the guy who can be relied upon to push to the limit regulations and etiquette in wheel-to-wheel situations, whether defending or attacking. His leaning on Fernando Alonso as they screamed down to Suzuka's Turn 1 in 2005 at 180mph-plus was scarily thrilling, Mark having left not quite a car's width to his right and believing he had done enough, only for Fernando to use some grass to come by, the telemetry showing wheelspin briefly in top gear. Or his defence against Felipe Massa at Fuji in 2008, which resulted in a call-up to the stewards who concluded that, as ever with him, he was right on the line of transgression but hadn't quite crossed over it. You'd better be prepared for that if you want to be past Webber, but within those very fine and hard-fought margins he can be relied upon to be totally clean.

The Porsche deal makes perfect sense from a career perspective. Though still fully competitive, at the age of 36 he wasn't going to be able to stay in F1 forever and at

qualifying during his Jaguar days, the exquisite feel he had for the grip of the tyre-war rubber, the psychological pressure he'd apply to team-mates.

We'll recall the lost opportunities even more – who else has ever lost a possible grand prix win due to a passing tram (Singapore 2008)? We'll recall two occasions in which he was run into by Vettel while leading him: Fuji 2007 and Istanbul 2010. We will recall a very good F1 career that could have been yet better had he ever found a true partner in success. There was no Chapman to his Clark, no Tyrrell to his Stewart, no Williams to his Jones, no Brawn to his Schumacher. It was his misfortune to find his fast car just as a prodigy arrived at the other side of the garage.

But that was just one more thing to fight against – with intensity, fierce commitment and his heart on his sleeve, but always with honour and grace. He has been, and will continue to be, a sporting hero of giant stature. ❄

# This week in motorsport

## NEW R5s GO HEAD TO HEAD

M-Sport's Fiesta R5 and Peugeot's 208 T16 went head to head on last week's Ypres Rally, where they ran outside the general classification. After throttle-sensor problems ruled the 208 out for a loop, Thierry Neuville (Fiesta) and Kris Meeke (208) were separated by 0.6s after 50 miles of stages on the European Rally Championship event. The Fiesta was homologated on July 1 while the 208 will be on January 1 2014.



Neuville was in Fiesta...



...while Meeke drove 208

 P52 ERCYPRES REPORT

## Mini wins at X Games

Liam Doran gave the Prodrive-built Mini Supercar its maiden rallycross victory at last weekend's X Games Munich, which doubled up as rounds two and three of the Global Rallycross Championship. Briton Doran won on Saturday while Toomas Heikkinen was victorious 24 hours later in his OMSE Ford. Two-time DTM champion Mattias Ekstrom was fifth and fourth.



## TIGA PRIMED FOR RETURN

The British Tiga marque could return to the international sportscar arena following two-time Le Mans 24 Hours LMP2-class winner Mike Newton's full acquisition of the brand.

The Briton has also taken over the Team WFR/Embassy LMP2 project and is looking to re-badge the WFO1 design of 2008 to the latest cost-capped rules. Tiga plans to re-engineer the car and test it this year before making a final decision on the programme.

Tiga, which was started by former grand



prix drivers Tim Schenken and Howden Ganley ahead of the 1975 season, took Group C2 honours in the 1985 World Endurance Championship with Ray Bellm/Gordon Spice (above).

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

## Meeke gets Citroen drive

Former IRC champion Kris Meeke has been confirmed in a factory Citroen DS3 WRC for next month's Rally Finland and is ready to reschedule his wedding to make sure he is ready.

Meeke will stand in for Khalid Al-Qassimi on the next round of the championship, but his wedding, planned for July 12, could be at the same time as his pre-event test.

Meeke said: "This is the chance of my career. I'm going to the biggest rally in the world in a factory car with a champion team; it doesn't get any bigger than that. You can get married any time, but there are no second chances to go to Finland."

## SIMS BACK TO GP3 WITH STATUS TEAM

Alexander Sims will return to single-seaters at the Nurburgring this weekend with Status GP in the GP3 Series in place of Adderly Fong, who is on Audi R8 Cup duty in China. Factory McLaren GT driver Sims was a race winner in the series for Status in 2011 and campaigned the team's LMP2 Lola-Judd/BMW in European Le Mans Series and World Endurance Championship events last year.



Sims reprises 2011 drive

## Reiter to miss Zandvoort GT

Reiter Engineering will miss this weekend's FIA GT Series event at Zandvoort.

The decision to skip the event with its Lamborghini Gallardo LP560-4, which won the main event at Zolder with Peter Kox/Stefan Rosina, follows the death of Andrea Mame in the Super Trofeo event at Paul Ricard last Sunday.

The team is expected to resume its multiple programmes, starting with the European Le Mans Series round at Spielberg on July 20.



## ELECTRIC LM RACER TARGETS 186MPH

Next year's Nissan ZEOD RC experimental Le Mans 24 Hours racer has been designed to hit nearly 200mph using only electric power.

The hybrid racer, which will fill the Garage 56 slot at Le Mans in 2014, has a target speed of 186mph on the Mulsanne Straight when it laps the

circuit without its internal combustion engaged.

The electric-only Le Mans lap will require 40 mega joules of energy.

## Nissan starlet doubles up

Nissan GT Academy protege Jann Mardenborough will return to the Spa 24 Hours following his impressive performance at Le Mans last month.

The Welshman will make his second Spa start with the RJN Nissan team at the same meeting where he

will contest the British Formula 3 round with Carlin in his regular Dallara-Volkswagen.

Mardenborough will share his Nissan GT-R with fellow Academy winners Lucas Ordonez, Wolfgang Reip and Peter Pyzera.



G-Drive/Delta-ADR machine finished third on road

## G-DRIVE LOSES ITS PODIUM

The G-Drive/Delta-ADR team has been excluded from third place in the LMP2 class in the Le Mans 24 Hours.

The decision, announced last Friday, came after the fuel tank in the ORECA-Nissan O3 driven by Mike Conway, John Martin and Roman

Rusinov was found to be slightly above the 75-litre maximum. The British team plans to appeal.

The Greaves Zytek-Nissan Z11SN of Jann Mardenborough/Michael Krumm/Lucas Ordonez moves up to third in P2 as a result.

## Sekiguchi joins Masters field

Former Japanese Formula 3 champion Yuhi Sekiguchi will make a one-off appearance for Mucke Motorsport at the Masters of F3 this weekend in place of European championship regular Mitchell

Gilbert. Meanwhile, rival squad Van Amersfoort Racing is likely to run only one car as Mans Grenhagen has failed to raise the budget to contest the race alongside Dennis van de Laar.

## In brief

### ANDREA MAME

Italian racer Andrea Mame died last Sunday following a crash during a Lamborghini Super Trofeo race at Paul Ricard. The businessman, who had contested a mix of rally and circuit-racing championships since 1999, was 41. Andrea Solime, involved in the same accident, was also hospitalised. His condition is said to be satisfactory.

### NEW EURO F3 DATE

The final round of the Formula 3 European Championship, scheduled for October 25-27 at Paul Ricard, has been cancelled. A replacement round supporting Superstars at Vallelunga on October 11-13 will be held instead.

### BOARDMAN OUT

Briton Tom Boardman will skip the next World Touring Car Championship round at Rio Hondo due to damage sustained to his Special Tuning Racing SEAT in Porto last weekend.

### SURFERS SIGNINGS

V8 Supercar squad Tekno Autosport has re-signed Porsche specialists Marc Lieb and Jeroen Bleekemolen for the Surfers Paradise event. They will partner, respectively, Jonathon Webb and Shane van Gisbergen.

### LE MANS DATE SAFE

The FIA last week announced that next year's Le Mans 24 Hours will not clash with a Formula 1 event. The weekend of June 14/15 has been reserved for the World Endurance Championship blue-riband while the Test Day takes place on June 1.



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# Sebastien Loeb

## The inside line

Before smashing the Pikes Peak hillclimb record, the rallying legend wondered if it was all a bit extreme. Now, he's very glad he conquered it

**P**ikes Peak was always one of those races that I looked at and thought it would be nice to do one day. And here I am now, winning it and setting a new record. For me this was a really good moment, but it wasn't straightforward. Before doing this, I asked myself if this was in fact too extreme a car for me to feel as comfortable in as I am in my rally car. After all, it's 875 horsepower with the same downforce as a Le Mans car and more acceleration off the line than a Formula 1 car.

Think about it: the power to weight ratio is one horsepower to one kilo! So it was obviously the most extreme car I have ever driven; definitely more than a Formula 1 car in which after three laps or so you already have a good idea what's going on. This car keeps on surprising you – and of course you're driving it on a road that's a bit similar to a rally road, but with steeper drops and just one opportunity to get it right on the day. There's nothing else like it in the world.

So as I lined up on the start for Pikes Peak, I actually felt a bit of pressure. There were eight months of work and a lot of investment going into this project from Peugeot Sport and Red Bull as well as the partners, Total and Michelin. And then it all came down to me, in the space of less than 10 minutes. Hopefully, at least... Before the start I was asking myself whether or not it was best to go flat-out to really push and set a new record or if I should push a bit less hard to be sure of making the



so of course we would expect to be in front, but it's still a big satisfaction for me and everybody at Peugeot, because this is an important race in their history. Like everyone else I have seen the film *Climb Dance!*

For me, in terms of what I am doing this season, this was the race of the year because it was a unique opportunity to drive a car like this in this setting. Now, of course, we concentrate on next year, as the announcement about Citroen and the World Touring Car championship came out while I was in America.

I'm really looking forward to this new challenge. I certainly don't expect to win in my first year but I hope that I can get there eventually if I work at it. When I stopped rallying I soon realised that I needed to keep on driving in some way for my own satisfaction, and having

**“Pikes Peak is an important race in Peugeot's history – I have seen the film *Climb Dance!*”**

finish. In the end, I thought, why are we here? So I decided to push and it worked well: we were at the limit of the car more or less everywhere but never beyond it: no moments. In fact, the Peugeot Sport computer had calculated a theoretical best time of 8m15s for the course and we managed to do it in 8m13s. So that's a good record and it will be hard to beat I think.

The only thing I was a bit worried about was the weather. There were various delays at the start – there seemed to be a new delay about something every five minutes – and we knew that there was going to be rain coming in at around midday. It wasn't long before midday that we were finally cleared to start and I remember looking at the clouds forming on top of the mountain and thinking that if we didn't get going soon we might be in trouble.

In the end the conditions were perfect and I was very happy with my run. We came here with a factory team

looked at different championships and options, this was the perfect way that we could continue with Citroen. Because it's not just about me, this is a very interesting championship for Citroen, too.

That's why I've been competing in the FIA GT championship this year: to get the experience of racing that I will need for the future. It's been a lot of fun and I certainly don't have any regrets about my decision to stop rallying. I had actually already been thinking of stopping for a few years, but the date kept on getting put back and put back.

I don't think I will ever stop driving though. I enjoy running my team, Sebastien Loeb Racing, and I'm more involved in that now. But it's not the same as driving yourself. And when you find a championship like the WTCC that has competitive racing and weekends that don't require so much travelling, then it's the perfect solution for me. ☘

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# Dieter Rencken

## F1's political animal

Mixed messages surround the future of Pirelli in F1 following the Silverstone debacle, so what's really going on?

**A**s a lesson in mixed messages the on-going Pirelli saga rates as an absolute masterclass, with the International Tribunal and Silverstone debacles serving only to further confuse matters.

Although the question of Pirelli's future in Formula 1 was first raised last year, ie: over a year ahead of expiration of its current contract at the end of December, less than six months remain for F1's major players to get their respective acts together to ensure the sport is not reduced to racing on "Fred Flintstone tyres", as Ferrari team boss Stefano Domenicali so wittily – but no less accurately – put it back in Bahrain in April.

Yet there has been zero tangible progress. True, a (conditional) three-to-five year 'bridge and boards' signage deal was struck with FOM, holder of the lease over the sport's commercial rights; true, the majority of teams signed Pirelli's supply agreement; true, Pirelli last week reiterated its desire to remain in the sport despite the image-ravaging effects of the reprimand handed down by the FIA's International Tribunal in the wake of the Mercedes testing controversy.

However, all these count for nought unless the FIA ratifies a future tyre supplier in terms of its own sporting regulations, which call for appointment by tender. And, with half a year to go, no tender has been called for by the governing body, let alone adjudicated.

All the while it is becoming increasingly likely that

The testing regulations have remained much the same since 2009, ie: two years before Pirelli entered the sport, and there were no issues at all for two years thereafter. In fact, until the end of 2012 the tyre supplier made much of the fact that its products had suffered no structural issues in 39 starts with up to 24 cars per race; this year, though, a lack of testing is blamed for the company's woes.

Then there is the question of safety: Pirelli consistently denied that there were life and limb issues at stake. In fact, when questioned, head of motorsport Paul Hembery stated the company's major concern was damage caused by flailing rubber to its image; stated that the difference in construction between its 2012 products and current supply resulted in tyres deflating differently, spectacularly even, yet no more dangerously.

Tell that to an Alonso or Kimi Raikkonen immediately after they ducked shards of Kevlar and rubber mixed with steel shrapnel at 180mph. In fact, tell that to Felipe Massa, who knows all about the trauma caused by a five-pound chunk of steel travelling at F1 speeds...

That FIA president Jean Todt has been sympathetic to Pirelli's plight, for example inviting the company to Wednesday's (unofficial) Sporting Working Committee meeting (the offer was extended before Sunday's race) and calling for changes to the regulations to permit the use of current cars for tyre testing and the possibility of post-season testing in Brazil, has been interpreted in

**“It's becoming increasingly likely that Pirelli's board will pull the plug on F1 over the damage”**

Pirelli's board will pull the plug, with the damage inflicted by no fewer than five extremely public tyre explosions (plus two – on Fernando Alonso's Ferrari and the winning Mercedes of Nico Rosberg – that were nipped in the bud) possibly being the final straw.

Yes, the current (non) testing regulations have made Pirelli's life extremely difficult; yet whenever the company was questioned in this regard the stock answer indicated that simulation tools delivered commensurate results. Until, that is, delaminations came thick and fast and a three-day 'private' test hurriedly mounted in partnership with Mercedes.

The reason was ostensibly to test 2014 rubber – for an as yet unconfirmed campaign – yet post-race at Silverstone Mercedes team principal Ross Brawn indicated to the BBC that the tests had been staged to assist Pirelli with the delamination issue. Mixed messages, or what?

some quarters as a de facto extension to Pirelli's contract.

However, mixed messages are at play here, too, for such concessions would assist any possible future supplier, not only Pirelli. The prescriptions of Clause 25.1 of the Sporting Regulations continue to loom large:

*A single tyre manufacturer will be chosen by the FIA for subsequent seasons following an invitation for tenders to supply tyres to all the cars entered in Championship Events for the duration of such subsequent seasons.*

Todt is fully aware that deviation from the regulations could see the governing body hit by legal challenges from wannabe suppliers. Thus any action apart from sorting F1's future tyre contract is putting the cart well before the horse. As Fred Flintstone puts it: "We can prioritise, conceptualise and tenderise." But that is fully the extent of it until a document is signed.

In the interim, F1 must but hope the suits in Milan don't suffer chilblains... ❄

# THE RACE REPORT

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

## Rosberg dodges the rubber bullets

Much of the crowd wanted a Lewis Hamilton win, but tyre dramas saw to it that it was the sister Mercedes, with a little help from an unreliable Red Bull gearbox. MARK HUGHES reports



## AT A GLANCE



“Race director Charlie Whiting was giving serious consideration to red-flagging the race – but then what?”

**BRITISH GP**  
Silverstone

**ROUND** 8/19

**LAPS** 52

**WINNER**  
Nico Rosberg  
1h32m59.456s

**POLE POSITION**  
Lewis Hamilton  
1m29.607s

**FASTEST LAP**  
Mark Webber  
1m33.401s

**RACE RATING**  
★★★★★ Apart from the tyre drama, it was actually a good race

**DRIVERS' STANDINGS**  
Vettel 132pts  
Alonso 111pts  
Raikkonen 98pts



Hamilton was  
sensational in  
taking pole



LEICESTER/LAT

18

## QUALIFYING 13.00, 29.6.2013

➤ Around fast sweeps, out of the tight corners and down the two long straights, the Mercedes were quick in all areas. That was the first bit of good news for Lewis Hamilton. The other was that Silverstone requires the second-lowest braking energy of all the tracks on the calendar, and therefore his issue with the feel of the brakes this year was not a major factor. He could just concentrate on getting out there and letting it all flow.

Hamilton still doesn't find the W04 an easy car to drive on the limit. "I have really struggled to balance this car on a knife-edge whereas in the past I've always been able to do that," he said. "This weekend we made a bit of progress with that, and also with the brakes a little bit.

It's all going in the right direction."

The car doesn't do anything bad, and it isn't ill-balanced – it just doesn't translate what it's doing very clearly to Hamilton. Yet he put together a quite exquisite qualifying lap to take pole, a full 0.4s faster than team-mate Nico Rosberg. Through the middle sector – from the end of the Wellington Straight to the exit of Becketts – he was 0.2s faster even than Rosberg, holding a beautiful oversteer drift through Luffield, getting the car turned in with the absolute minimum of steering lock through Copse, the perfect yin-yang combination of slow-turn acrobatics and fast-corner silky smoothness.

His exit speed from the Maggots/Becketts sequence was 2km/h faster than Rosberg's and, even if by the time he'd got to Stowe he'd used up the best

of the medium tyres' grip, he was still faster than anyone else through that final sector. It was Mercedes' fifth pole from the last six events. Both drivers were comfortably quick enough to get through Q1 and 2 on a single set of option (medium) tyres, leaving them with three fresh sets of primes (hards) for the race, this a reflection of their expected high raceday degradation.

"My lap was good," said Rosberg. "It's just that Lewis's was fantastic." Four tenths adrift of Hamilton, he was still 0.2s quicker than Sebastian Vettel's Red Bull and thereby helped secure the first all-Mercedes top two on the grid for the British Grand Prix since Moss and Fangio at Aintree in 1955.

With both Ferrari and Lotus struggling for pace – Ferrari generally, Lotus over a single lap – the Red Bulls were the only things even vaguely in the same league as the Mercs. As fast as the silver cars through the fast corners, they could compete until it came to Hangar Straight. They entered there doing the same speed as Hamilton but had lost 5km/h to him by the time they flew past the speed trap before Stowe. Webber looked as if he was going to shade Vettel, being 0.2s up by the exit of Becketts, but got just a little too greedy on the brakes into Club, leaving him trailing by a hundredth of a second.

The Ferrari/Lotus struggles allowed a nice gap for Force India and Toro

Rosso to slot into, with Paul di Resta going fifth quickest, just ahead of Daniel Ricciardo. They were each around 1s off pole, but that translated into much higher grid slots than would normally be the case. They each delivered terrific laps when it counted, on their one set each of remaining fresh mediums. "We did a lot of work to ensure we hit the car's sweet spot here," said Toro Rosso tech director James Key, "and it paid off." Di Resta's car was later found to be 1.5kg underweight and was excluded from qualifying.

Adrian Sutil's Force India also made it through to Q3, but was a couple of tenths slower there than di Resta, though still ahead of Lotus pair Romain Grosjean and Kimi Raikkonen. The E21s could not get the mediums to work, despite having been very quick on them earlier that morning. Raikkonen was finally giving the passive DRS device its debut, while Grosjean stayed with the conventional set-up. The Frenchman had a bodywork update reckoned to be worth 0.15s, while Kimi had new rear brake ducts. When these three features are brought together, they should in theory be worth around 0.3s.

Ferrari's raft of updates just did not appear to have worked, both cars in all sorts of handling and grip bother. Fernando Alonso barely scratched his car into Q3 and could qualify only 10th on his one set of mediums once he was



Misery for di Resta as  
great qualifying effort  
was all for nothing

DUNBAR/LAT

there. Felipe Massa – crashing in practice for the third successive race – didn't make the Q3 cut-off and lined up 11th, just ahead of the Toro Rosso of Jean-Eric Vergne who, on a day when it was particularly important that he perform, was distraught at having run wide over the exit kerbs of Becketts – probably due to aerodynamic turbulence from, ironically, Vettel's Red Bull.

In between the Ferraris was Jenson Button's McLaren. At 2.7 per cent off the pace, this was the furthest away it had been since Melbourne, and Button was relieved the team had found 0.5s or so since Friday. "The car actually felt OK," he said, "but it seems very draggy compared to the others when we look at the numbers." He missed the Q3 cut by 0.1s and could possibly have edged Raikkonen out had he not been compromised in his preparation, the McLaren needing a hard out-lap to generate the necessary tyre

**Rosberg: 'My lap was good. It's just that Lewis's lap was fantastic'**

temperatures. Team-mate Sergio Perez was 0.4s and three places behind, having failed to improve on his Q1 time, the timing of a random weight check losing him crucial temperature on a set of tyres he continued with and that he could not get back up to temperature on the out-lap.

The Saubers and Williamses were each struggling, Nico Hulkenberg's C32 heading the sister car of Esteban Gutierrez. The aerodynamics of the Sauber are incredibly sensitive to crosswinds and at Silverstone the wind was blowing hard, giving it all sorts of problems. The FW35 was reportedly reasonable on fast corners but hopeless on slow ones and Pastor Maldonado was last of the Q2 qualifiers. The sister car of Valtteri Bottas failed by 0.1s to graduate from Q1.



**THE GRID**

	1 HAMILTON MERCEDES 1m29.607s Mediums
	2 ROSBERG MERCEDES 1m30.059s Mediums
	3 VETTEL RED BULL 1m30.211s Mediums
	4 WEBBER RED BULL 1m30.220s Mediums
	5 RICCIARDO TORO ROSSO 1m30.757s Mediums
	6 SUTIL FORCE INDIA 1m30.908s Mediums
	7 GROSJEAN LOTUS 1m30.955s Mediums
	8 RAIKKONEN LOTUS 1m30.962s Mediums
	9 ALONSO FERRARI 1m30.979s Mediums
	10 BUTTON McLAREN 1m31.649s Hards
	11 MASSA FERRARI 1m31.779s Mediums
	12 VERGNE TORO ROSSO 1m31.785s Hards
	13 PEREZ McLAREN 1m32.082s Mediums
	14 HULKENBERG SAUBER 1m32.211s Hards
	15 MALDONADO WILLIAMS 1m32.359s Mediums
	16 BOTTAS WILLIAMS 1m32.664s Mediums
	17 GUTIERREZ SAUBER 1m32.666s Hards
	18 PIC CATERHAM 1m33.866s Hards
	19 BIANCHI MARUSSIA 1m34.108s Mediums
	20 CHILTON MARUSSIA 1m35.858s Mediums
	21 DI RESTA FORCE INDIA 1m30.736s* Hards
	22 VAN DE GARDE CATERHAM 1m35.481s** Hards

\* – excluded; underweight  
\*\* – two five-place grid penalties

**TRACKSIDE VIEW**  
**Mark Hughes**  
**GRAND PRIX EDITOR**



The big, deep sky surrounding the old airfield is steel-blue on Saturday morning, and a strong wind is blowing away the clouds to allow the sun to break cover for the first time all weekend. Its warmth battles with the chill factor of that wind, which the drivers battle with as it blows across their cars' intricate aero surfaces just as they're turning through Abbey in seventh gear at 190mph. Rarely have the cars been so busy through so fast a corner, and it makes for spectacular viewing, Sergio Perez correcting three separate tail slides in the McLaren, Valtteri Bottas absolutely wringing the Williams's neck, Pastor Maldonado letting the slides build more before he corrects them, Jean-Eric Vergne exceptionally busy in a Toro Rosso that looks very driveable. Felipe Massa, his first run on the options, catches the serrations at the far edge of the exit kerb, but he's already off them and steering over to the other side of the track by the time the noise arrives of tyres thudding over concrete. But amid all this seventh-gear sliding are two cars spectacular for a different reason: the high-speed grip of the Mercedes and Red Bull allow them to go through there at a different rate to the others, yet barely out of line. Lewis Hamilton appears to be enjoying the sensation, even aggressively steering it over to the right on exit, a move other drivers have to make in a smooth, smothering arc.

**'Rarely have the cars been so busy through so fast a corner. It's spectacular viewing'**



Massa catches those kerb serrations

## RACE

13.00, 30.6.2013



The crowd's hero was leading his home grand prix, looked to have it all under control. It was a beautiful sunny day and all was right with the world...

Bang! "I felt it fractionally before it actually went," said Lewis Hamilton a couple of hours later, still numb of emotion. "It just suddenly went a bit loose as I was coming out of Turn 5. I didn't think it was about to explode; I just felt something a bit strange. Then it went. You're just a passenger for a moment, because as the left-rear drops down, the front-right is up in the air and you're in fifth gear with only two wheels on the ground, fighting for control."

Hamilton had most of the lap to complete before he could crawl into the pits; his sidewall and its Pirelli lettering remained intact, but the fibres attached to it flailed around like a Catherine wheel. It was a beautiful pattern with an ugly message. It was lap eight, and that message carried on the gusting wind a portent of what was to come.

One lap later Fernando Alonso was exiting Stowe when he felt a sudden deflation of the right-rear. It didn't go bang – and if it had to happen, it did so at the perfect place: just before the pit entry. He came in and had his one fresh set of hard tyres fitted. But the Ferrari tyre failure had occurred without the world at large noticing. It looked just like a slightly early first stop in a three-stop strategy. The balance lay between two and three stops, with the former slightly quicker in ideal theory but the latter not disastrous if the degradation – wear of the left front – forced you into it.

But the next failure – on the sister



Grosjean clips slow-starting Webber as they head to Abbey

car of Felipe Massa – was every bit as public as Hamilton's, and in almost the same place. Felipe, running in fourth after a great start, had his left-rear explode spectacularly as he rounded the Aintree left-hander, just as he was changing up into fifth and entering the Wellington Straight. The Ferrari looped around in the run-off and limped slowly in.

Informed by now of Alonso's tyre failure, race director Charlie Whiting

was staring at three tyre failures in the space of two laps, and was giving serious consideration to red-flagging the race. Especially as this came on top of the similar failure on Saturday morning of Sergio Perez's left-rear as the McLaren had exited Copse. It would have been easy to red-flag the race, but then what? That was the difficult bit, with 120,000 fans having paid to watch a grand prix. You wouldn't have wanted to be Charlie at this point. In the hazy background swirled the hangover of the Mercedes Barcelona test and the recent FIA Tribunal, and the two situations were far from unconnected.

Pirelli technicians were by now hurriedly carrying the sorry remains of rear tyres in unmarked bags to their garage in a desperate autopsy. In the meantime teams were advised to increase tyre pressures by 2psi and to tell their drivers to stay off the kerbs.

While Hamilton had got cleanly away from pole, surging into an unchallenged lead, Nico Rosberg in the sister Mercedes was slow away, instantly zapped by Sebastian Vettel's Red Bull. But Rosberg's start was considerably better than Mark Webber's in the other Red Bull. "What the hell happened there?" he demanded of his crew later. After a couple of good starts in recent races, we were

mysteriously back to the Webber getaways of old. As he fell backwards into the pack he was pincered by the faster-moving cars of Massa and Romain Grosjean into Abbey. The Lotus clipped the Red Bull's front wing, a piece of red-and-blue carbon-fibre flying high into the air, Webber out on the run-off and bundled yet further down the pack as they rushed into the right-hander of Village. Now back in 14th and with a damaged wing, Webber's chances in his final British Grand Prix looked doomed. But this was to be no normal race.

Hamilton was up and away. There was to be no tyre-pussyfooting around for this one. The medium and hard-compound tyres were expected to be robust. But just to be sure, Mercedes had based its strategy around three-stopping (keeping the stint lengths to a minimum) and favouring the hard – of which both drivers had three unused sets. "We decided to just go flat-out and see where that took us," said team boss Ross Brawn. "Sometimes we get into a defensive mode and that's hurt us. So we decided we'd take the race to them."

Red Bull, meanwhile, reckoned on the theoretically faster two-stop, while open to the idea of converting to a three if the front wear proved higher than expected.



Blown left-rear for Hamilton caused gloom for crowd

LEICESTER/LAT



FRIDAY



**0822** Force India reveals that **James Rossiter's** planned FP1 run has been cancelled because of bad weather.

**1006** **Valtteri Bottas** reports his KERS isn't working properly. Pastor Maldonado's steering wheel is switched to Bottas's car, to diagnose the fault.

**1102** **Sebastian Vettel** is told: "Track conditions are worse than when you last ran." Vettel replies: "It's quite bad, a lot of water."

**1116** **Daniel Ricciardo** becomes the first driver to complete a flying lap in practice, with just 14 minutes left in FP1.

**1120** **Ricciardo** pits to go three steps down on front wing flap. He reports: "Quite a bit of aquaplaning in front of the pits."

**1126** **Charles Pic** spins his Caterham into the barriers at the exit of Club Corner.



**1127** **Esteban Gutierrez** has a high-speed moment at Abbey, narrowly avoiding hitting the barrier. **Bottas** and **Vergne** escape big slides at Aintree.

**1128** **Maldonado** overcooks it into Club and runs onto the grass.

**1424** **Felipe Massa** loses control of the rear of his car and shunts exiting Stowe in FP2, ending on the verge of the pitlane entry. His Ferrari has to be hauled back to the pits on the back of a truck.

**1452** **Lewis Hamilton**, who is third-quickest at the time in his Mercedes, reports on his 10th lap of the session: "Rears have gone".

**1504** **Jean-Eric Vergne** complains of being held up by Sergio Perez's McLaren at Club Corner.

**1505** **Maldonado** is told: "There's a small water leak to the car, you might need some water recharge treatment on the next run."

**1508** **Vettel**, running a long stint on the hard tyre, is told: "Your pace is good, 1m38s." His first seven laps of the run are in that bracket.

**1512** A shocked **Nico Hulkenberg** reports: "Wow, with DRS I cannot get past the Marussia!"

'Pirelli technicians carried sorry remains to their garage in a desperate autopsy'

Hamilton was 0.8s ahead at the end of the first lap. The Merc was flying down the straights faster than the chasing Red Bull, and it was just as quick through the turns. It had great traction out of Club onto the pit straight, and also through the Luffield section onto the old pit straight, towards Copse. The Union Flags flew in the stiff wind and the crowd got to see what it had come for, although there was an early element of disappointment as Jenson Button was passed on the fifth lap by McLaren team-mate Sergio Perez, and by the recovering Webber not long after. Jenson had been one of just seven drivers to start on the hard tyre as opposed to the medium, and he just could not induce any heat in it – and that in turn created graining fronts.

Alonso, by contrast, was finding the Ferrari rather better balanced than in the cooler conditions of qualifying and was making amends for his



Alonso was affected by tyre dramas, but recovered to third

compromised start. "I was so lucky I didn't lose my front wing at the first corner when I locked up," he said. He went past Grosjean for eighth exiting Woodcote on the second lap, the Lotus suffering the tyre-eating effects of the front wing damaged in the first-corner contact with Webber. Romain would soon be in for fresh rubber.

Hamilton had his lead over Vettel out to over 2s by the fifth lap – enough that he was out of DRS reach and able to respond a lap later to any Vettel pitstop without losing position. He then simply drove to the gap. Then the tyre went pop. By the time he'd made his way around the rest of the lap, the flailing rubber had damaged the floor extensively, but a fresh set of hards was fitted and he rejoined a solid last.

Vettel was now leading Rosberg by a couple of seconds, the pair pulling away at a quick rate from Adrian Sutil, the Force India having quite a queue behind it, just exaggerating the advantage and strategic flexibility of the two leaders.

Then came the Pirelli horror show. During this time there were routine stops for the top 10, which juggled the order only slightly – Alonso got past Kimi Raikkonen for fourth, while Grosjean's early stop had temporarily boosted him ahead of Kimi too, but with his wing damage he was holding up the sister Lotus. By now Red Bull had inspected the tyres that had come off Vettel's car and had discovered ominous cuts to the left-rear. "I think we were very lucky there," said team chief Christian Horner. ▶

HONE/LAT

COATES/LAT

Winner Rosberg passes abandoned Red Bull of moral winner Vettel



22

◀ “It showed all the signs of imminent failure.” Vettel was reminded to stay off the kerbs.

Just as he was being told this, the yet-to-stop Toro Rosso of Jean Eric Vergne suffered an explosion of the left rear as he accelerated onto Hangar Straight at around 180mph. This happened right in front of the two Lotuses, which were in the process of swapping positions (as instructed by the team). A big chunk of the Toro Rosso’s rubber was flung directly onto Raikkonen’s helmet, fortunately without harm.

The safety car was now deployed to

clear the various debris from four blown tyres at various parts of the track. This tyre drama was shaping up into something to rival that of Indianapolis 2005. For seven laps the safety car ran, giving time for more information to come from Pirelli. All the failures seemed to have been triggered from damage to the inside shoulder. The hope now was that with the drivers having been warned, the pressures of the tyres fitted at the stops having been increased and the fuel load reducing the demands on the tyres anyway, the failures would stop.

They did – for a while.

Seven laps behind the safety car had theoretically moved the strategy towards a two-stop, but with teams naturally looking to minimise stint lengths on the tyres, the trend was actually in the other direction and towards a three-stop. Upon the restart Vettel and Rosberg were clean away, quickly building their gap over Sutil all over again, with Alonso, Raikkonen, Grosjean and Daniel Ricciardo’s Toro Rosso in a queue behind.

Of the recovery drives, Webber – who’d had a new nose fitted at his stop

– went past Perez for ninth in a move that thrilled for several corners, Paul di Resta was up to 11th having started at the back, and Hamilton was 14th and soon to devour the Saubers ahead. He then set about passing di Resta, and that too was an entertaining tussle in which the Mercedes eventually came out on top. It was a great performance by Lewis in a damaged car, but not one he was enjoying much. “I was very aware that a tyre might go at any moment,” he admitted. “That’s the first time in my whole racing career I’ve ever worried about something like that.”

Massa, meanwhile, was still down near the back but, having had his 15s deficit from the next runner wiped by the safety car, was soon scything through the backmarkers in the Ferrari. He too was concerned about a repeat failure, “but I just put my trust in God that I’d be OK.” That’s what it was coming down to, even for the non-believers...

On lap 29 another failure: Esteban Gutierrez’s Sauber blew its left-front approaching Stowe, the failure damaging the wing and leaving a lump of carbonfibre on the track.

The second stops came and went, but only the minor places changed. Lotus gambled on its easy tyre usage to come in early, this and subsequent strong pace jumping Raikkonen past Alonso and Sutil to go a distant third, with Alonso and Webber also jumping the Force India, which simply didn’t

Shrapnel from Vergne blowout went flying towards the Lotuses





**No priests on track this year, but marshals still had plenty to do**



**Ricciardo had splendid race with the big hitters**

have their pace around the stops. Hamilton was out of sequence and briefly diced with Raikkonen and Alonso before his second stop, galvanising the fans from Luffield to Copse. On the 35th lap Webber was able to use his DRS to pass Alonso for fourth down Hangar Straight, the bit really between his teeth now.

Sticking with Vettel's two-stop plan and resolving to stay out to the end was a nerve-wracking call for Red Bull. Still leading the race by a couple of seconds, it wasn't sure if Rosberg was going to make a third stop now. If he did, the team could respond. The question resolved itself on lap 43, soon after Alonso had pitted from fourth. Just a couple of seconds after passing the pit-entry road between Stowe and Club, Rosberg felt a sudden vibration. He radioed in and the team could see immediately a problem with the left-rear.

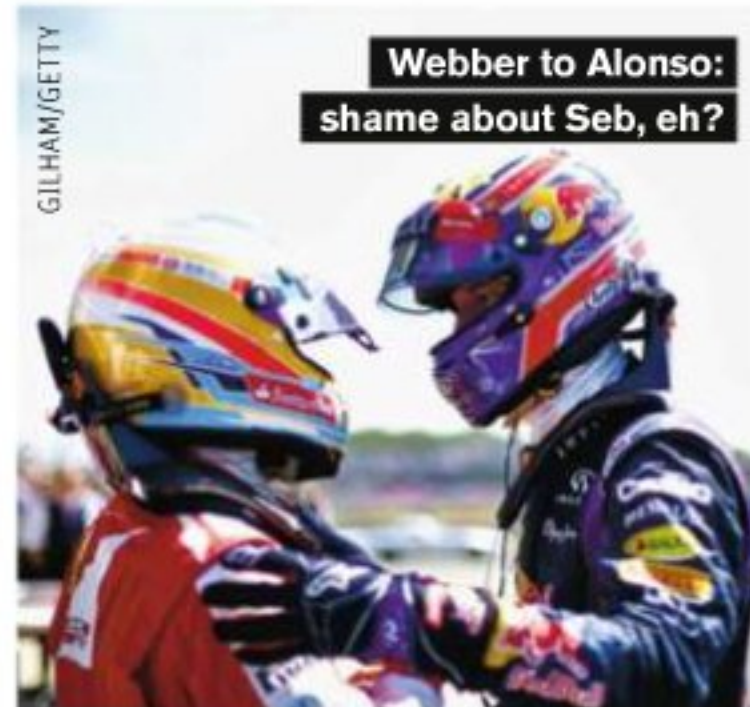
At almost the same moment, leader Vettel went to change down at Vale – and found no drive. He coasted around Club and the crowd cheered as he pulled to the side of the track adjacent to the pitwall. With the car in a dangerous position the safety car was deployed again. This obliged the whole pack to lap at the safety-car delta speed – which in turn ensured that Rosberg's limping pace on his delicate failing tyre was not unduly costly. He could do this pitstop and still emerge in the lead, such was his advantage over second-placed Raikkonen. Had Vettel pulled over

earlier on the other side of the track, where the car could have been moved, it is likely that Raikkonen would have won this race, as Rosberg's limp pitwards would have lost him a crucial amount of time.

Instead, Nico was in and under way again on his final fresh set of hard tyres. The safety car created a dilemma for everyone: do you stay out, retaining or gaining position with just nine laps to go; or do you stop for the fresh tyres and charge back past those on old rubber? There wasn't an obvious right answer. Staying out were Raikkonen, Sutil and Ricciardo – making them second, third and fourth respectively. Pitting for new rubber was Webber, who dropped a place to fifth ahead of the McLarens, which had gambled on staying out.

The longer the safety car circulated, the more it favoured those staying out, and Webber in particular was impatient for it to come in, but it was taking a time to manoeuvre Vettel's dead car into the pitlane. The weaving, snaking pack followed behind the rumbling SLS until the end of lap 45: seven laps for the new-tyred cars to try to find a way past the desperately defending drivers on old rubber.

It was a thrilling end to a dramatic day, as Webber sliced by Ricciardo at Brooklands, a move he repeated on Sutil a lap later. Alonso meanwhile dived by Button into Copse and was tight into the slipstream of Perez as they entered Hangar Straight. The McLaren's left-



**Webber to Alonso: shame about Seb, eh?**

**'Vettel coasted around Club and the crowd cheered as he pulled to the side of the track'**

rear then exploded. Alonso reacted incredibly. He was doing 179mph and steered right, momentarily generating 3.6 lateral g on the straight in avoidance. Perez limped pitwards but was withdrawn by the team with a heavily damaged floor. Lotus would make a similar tactical withdrawal of Grosjean, with the front wing damaged heavily from tyre debris.

Webber was now all over Raikkonen as Alonso – who had now passed Ricciardo – attacked Sutil. Mark went by the Lotus into Copse and Fernando took the Force India into Club. ▶

## SATURDAY

**1009** Hamilton is told in FP3: "Lost to Nico through Copse. Nico is taking fifth gear."

**1013** Perez's left-rear tyre blows on the exit of Copse: "The tyre exploded." He's told: "OK, understood, may have a puncture, box this lap. Try and bring it back."

**1014** Chilton suffers a spin onto the grass and recovers just as the red flag is thrown for Perez's tyre debris.

**1026** An unhappy Button reports: "Car is too much on the nose. Low-speed shuddering still."

**1309** To Raikkonen in Q1: "Kimi we understand you have a problem at the rear?" He replies: "No, it's just the tyres."

**1325** To Ricciardo after Q1: "What's the limiting factor in Turn 3?" He replies: "Oversteer. It's rear-limited."

**1337** Raikkonen, who is close to the bubble in Q2, says ahead of final run: "Let's go half a turn down on front wing. Maybe that helps."

**1340** Massa is struggling to get heat into his fronts during Q2, as well as graining. He gets knocked out.

**1343** Button complains of "lots of understeer at the start of the lap" as he fails to make Q3. He's told: "Raikkonen has just sneaked us by a small amount."

**1346** Ahead of Q3, Raikkonen complains of "sliding from the rear" and suggests whatever change they made to the tyre pressures on the last run was "bad".

**1355** To Alonso before final Q3 run: "For the front wing we're going to go half a degree more."

**1402** Vettel reports after qualifying third: "That was all I had, I tried everything." Christian Horner responds: "Good job. That's all right for tomorrow."

**1402** Di Resta qualifies fifth: "Nice one! Massive improvement from the last two."

**1935** Di Resta is excluded from qualifying for being 1.5kg underweight.



BIRD/LAT



Perez had tyre failure in practice and in the race

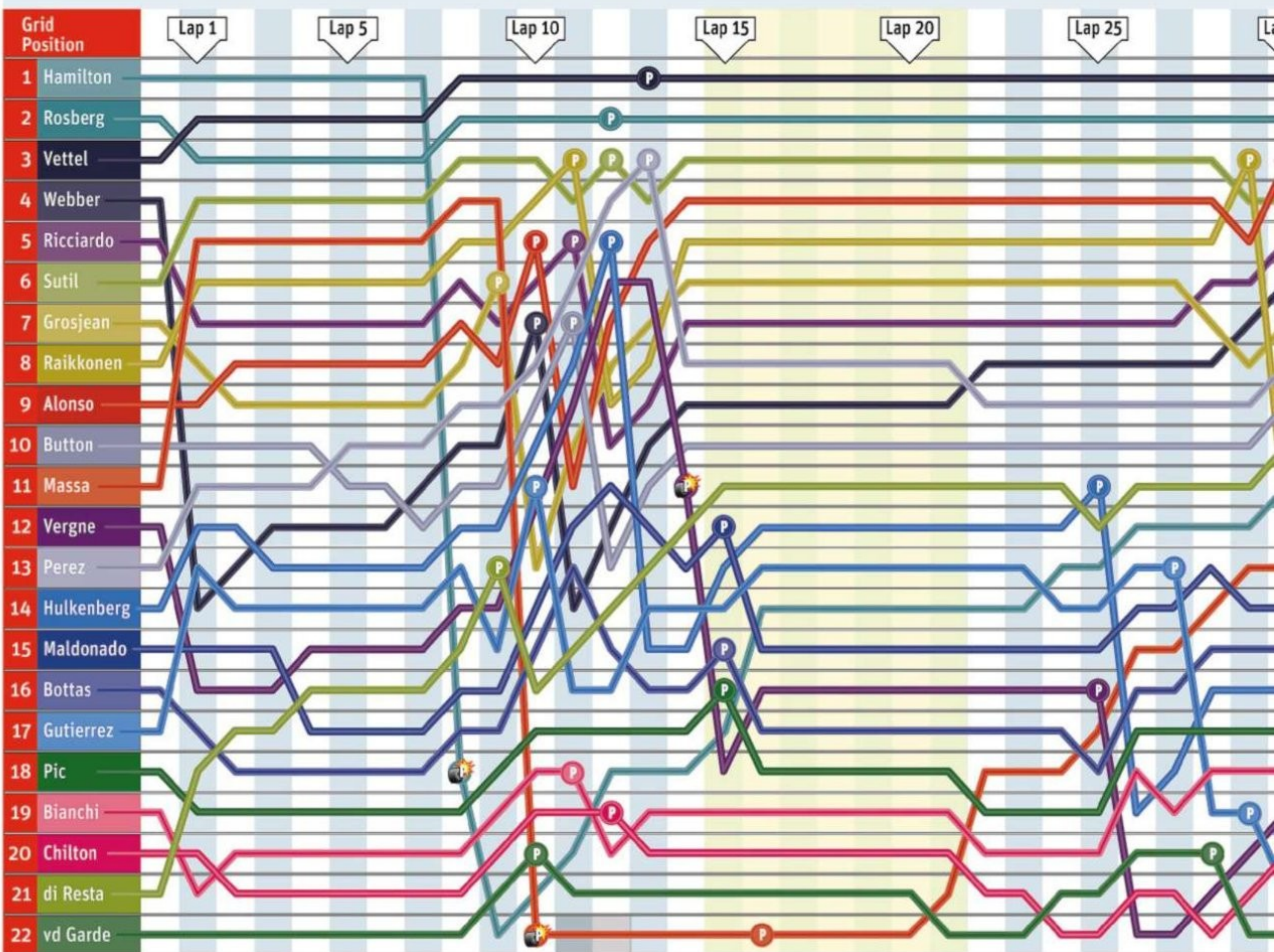
**“It’s unacceptable,” Massa said. He knows all about debris flying towards him’**

◀ Hamilton was now in the picture too, having had much of his deficit wiped out by the safety car – and he followed Alonso past Sutil.

Webber was just 1.3s behind Rosberg at the end of the 48th lap, straining to get into DRS range. Rosberg though was able to respond – his hard tyres were actually newer than Webber’s mediums, and for the last few laps he stayed just out of touch to take his third victory of the year. His win owed much to fortune, but he capitalised perfectly.

Webber got a great response from

## THE RACE LAP BY LAP







Di Resta had thrilling battle with Hamilton

the crowd for his final grand prix here, while for Alonso third was reward for a typically ballsy and relentless performance, as he held off Hamilton across the line. Raikkonen took a disappointed fifth, while Massa enjoyed a charging final few laps to take sixth ahead of Sutil and Ricciardo, who rued having stayed out on old rubber. Di Resta and Sauber's Nico Hulkenberg completed the points scorers – and Button was bundled down the pack on old tyres that would not warm up after the restart.

Later, guided by information sourced

from a couple of drivers, we took a walk up to Aintree, the corner leading onto Wellington Straight. The inside kerb is heavily serrated, but there were black rubber marks going directly over those serrations – at just where the inner shoulder of the left-rear would be. We moved onto the last part of Becketts. Beyond the extremities of the exit kerb are old-fashioned and rough miniature concrete blocks, slightly above the level of the kerb, but dropping below it by the end of the kerbing. Again, extensive tyre marks across it. Where the concrete drops

below the level of the kerbing, the inside shoulder of the left-rear would have been pinched. The tyres should be able to withstand this – but at least an answer to why Silverstone had triggered so many failures seemed to suggest itself.

“This is unacceptable,” Massa had said. He knows all about debris flying towards him – and at one point he had experienced it again. This has gone beyond political and competitive gamesmanship. Events at Silverstone may at least have galvanised everyone towards a solution.



## SUNDAY

**1259** **Hamilton** before the warm-up lap: “My feet were very hot when I got in the car. In future we need to keep my feet cool.”

**1304** **Webber** makes a terrible getaway, later complaining: “What the hell happened on that start? Unbelievable.” He’s told front wing damage is: “the same as Canada.”

**1316** **Hamilton** is told: “Tyre switch 12.” Soon after, his left-rear tyre explodes on Wellington Straight.

**1318** **Massa** spins off at Aintree following a left-rear tyre deflation. “It just blew straight in corner 5.” Engineer **Rob Smedley** says: “We saw it on the data. It was just a sudden explosion.”

**1321** Leader **Vettel** is warned: “We think the biggest risk are kerbs, exit Turn 4, Turn 5.”

**1325** **Grosjean** gets team order: “Kimi is faster than you.”

**1326** **Vergne** suffers a left-rear tyre failure at the end of the Hangar Straight.

**1328** **Vettel** is told: “Protect your left-rear tyre. You had damage to your left-rear on your previous stint. There are punctures all around. Stay off the kerbs.”

**1424** **Rosberg** radios in a tyre vibration, and is told after his final pitstop: “We think we see the start of a delamination or blister in the centre of the tread.”

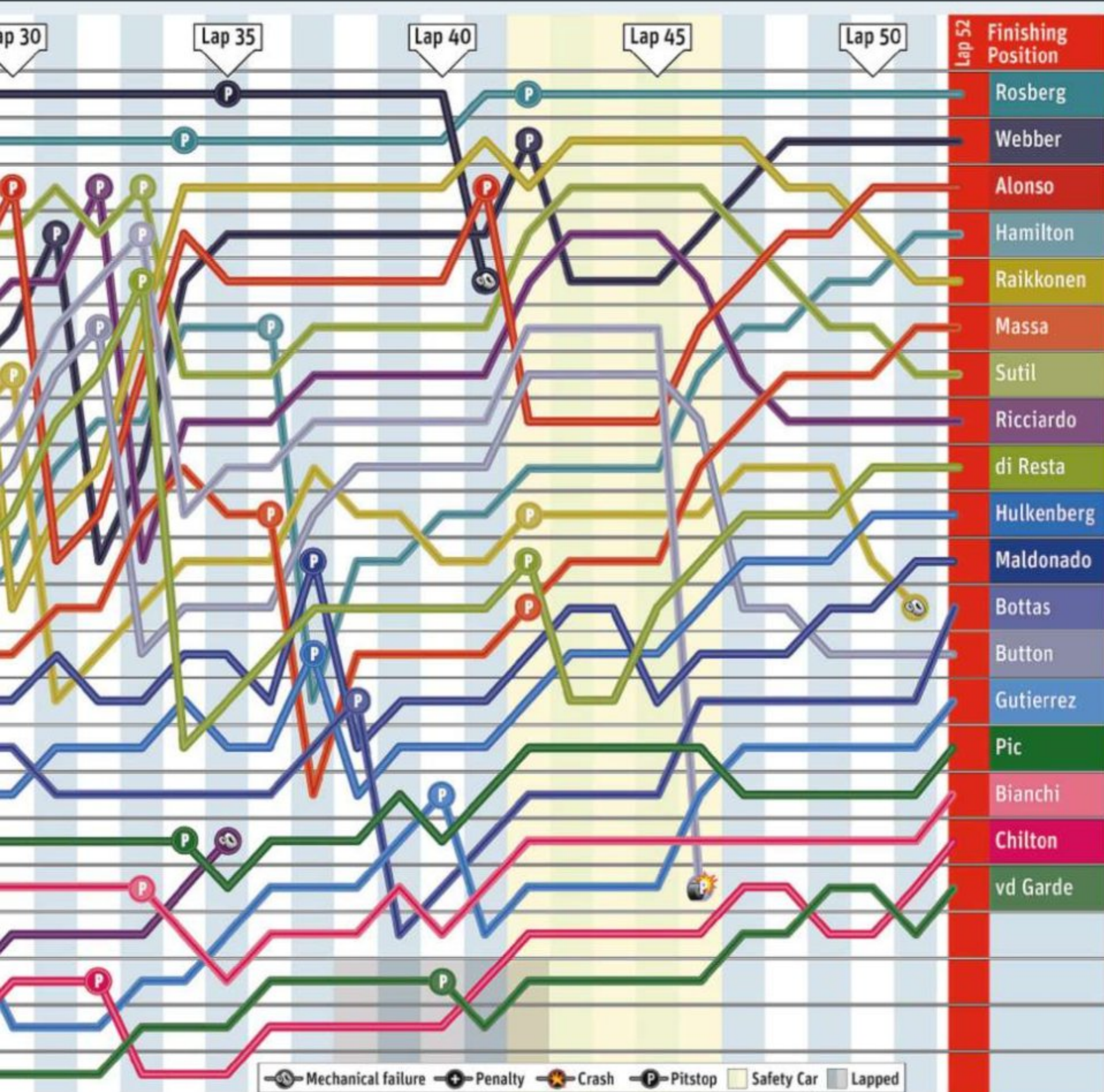
**1427** **Perez** suffers a left-rear blowout on the Hangar Straight.

**1430** **Rosberg** enquires if Webber is a threat to his win. He is told: “Yes! You need to push to the end. He is on new option tyres.”

**1436** **Horner**: “Another few laps and we’d have got him.” **Webber**: “Yeah, cheers guys.”

**1716** Winner **Rosberg** reprimanded for a yellow-flag offence at Turns 3-5.

**1800** Pirelli confirms that the new bonding process introduced at Silverstone is not the cause of the blowout problems.



HONE/LAT

## TEAM BY TEAM

## RED BULL



## Rare failure tempered by a near-win

**1**  
9/10  
Event rating

CIANFLONE/GETTY



## SEBASTIAN VETTEL

Red Bull-Renault RB9-03  
Start: 3rd; Finish: DNF  
Strategy: retired  
(medium/hard/hard)



Vettel would have won the British GP but for his gearbox problem, no question, although it's difficult to make a strong case that he would have done so without Lewis Hamilton hitting trouble. But with the Merc clearly a little quicker than the Red Bull, Vettel did everything expected of him – a good qualifying lap and usurping Rosberg at the start – before controlling the race once in the lead. The result should have been win #30, but turned out to be a rare no score.

**2**  
8/10  
Event rating

THOMPSON/GETTY



## MARK WEBBER

Red Bull-Renault RB9-02  
Start: 4th; Finish: 2nd  
Strategy: 3 stops (medium/  
hard/medium/medium)



Had this been a 53-lap race, Webber would very likely have won it. Had it been 54, it's very hard to believe he wouldn't have found his way past Rosberg to claim his third British GP victory. In qualifying, he was very nearly as quick as Vettel but a terrible getaway and turning in on Grosjean at the first corner meant he finished the first lap 14th. He recovered excellently, pulling off some fine passes and showing he hasn't switched his focus to sportscars quite yet.

## FERRARI



## Persistence pays off for points finish

**3**  
9/10  
Event rating

XPB/LAT



## FERNANDO ALONSO

Ferrari F138-298  
Start: 9th; Finish: 3rd  
Strategy: 3 stops (medium/  
hard/hard/medium)



The Ferrari was far less competitive than Alonso expected at Silverstone. He should have qualified two or three places higher, but in the race he was his usual dogged self, particularly when capitalising on fresh rubber to climb from eighth to third during the sprint following the second safety car. With Vettel not finishing, not to mention the fact that the car was nothing special, he can be very pleased with himself for pulling 15 points back on his title rival.

**4**  
7/10  
Event rating

XPB/LAT



## FELIPE MASSA

Ferrari F138-298  
Start: 11th; Finish: 6th  
Strategy: 4 stops (medium/  
hard/hard/hard/medium)



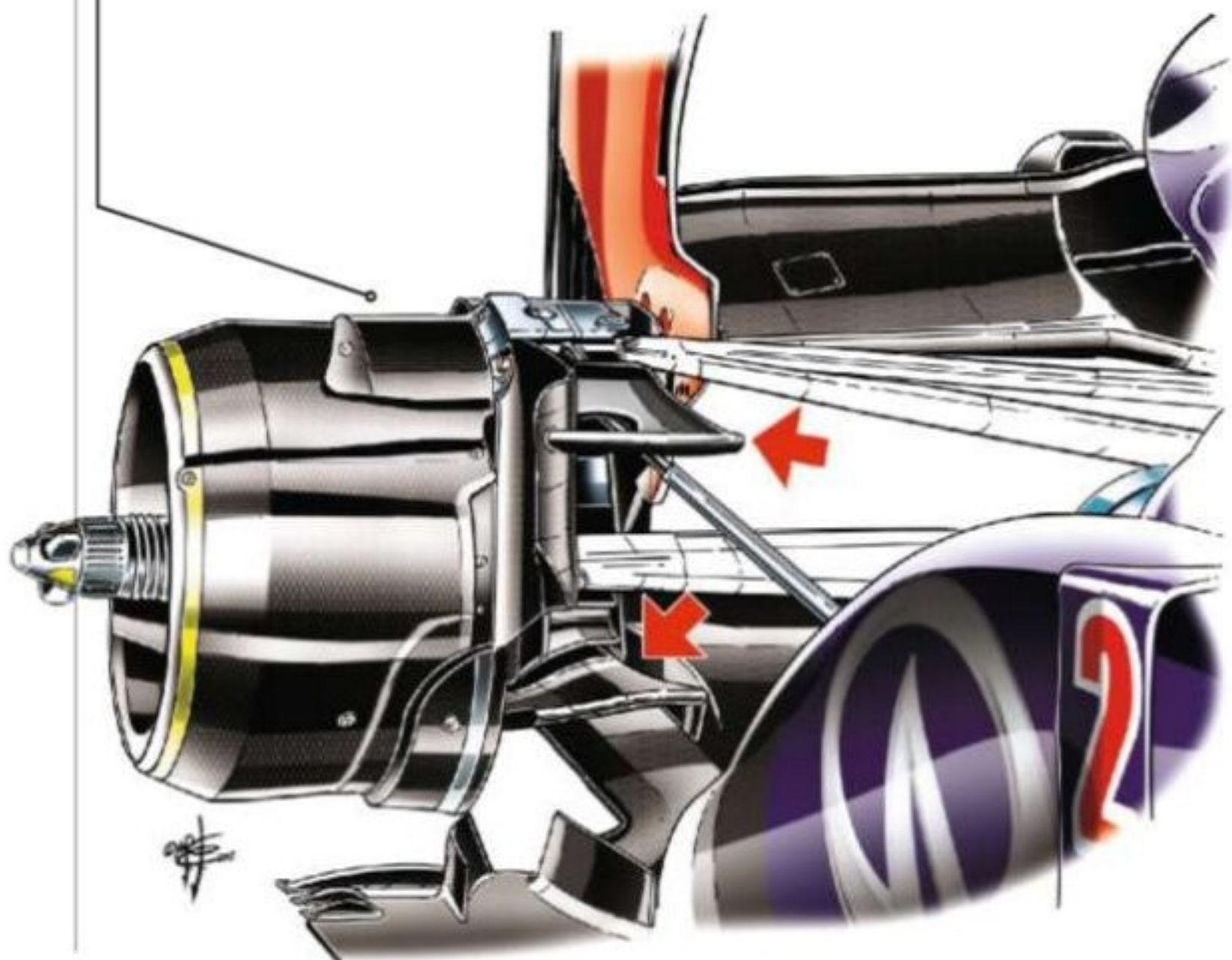
Things didn't look good for Massa during practice and qualifying, suffering a lead-footed crash in the damp exiting Stowe on Friday and failing to make the top-10 shoot-out. But a stunning start got him up to fifth and he would have been a very strong podium contender had his left-rear Pirelli not let go during the first stint. To his credit, he didn't let his head drop and managed to climb from stone-last to sixth, picking up five places on fresh rubber late on.

## Red Bull's rapid brake-duct result

➔ Red Bull introduced a new rear brake duct, making full use of its rapid prototyping system. There was a new lower winglet shape and a more sophisticated geometry.

**GARY ANDERSON** Rapid prototyping is a resin-hardening system, much like a 3D printer. It's an adequate simulation tool for things not under a great load,

which are just direction devices like these. The duct shape changes are all about managing the exhaust gas flow. The duct is creating plenty of downforce, with four or five downforce-producing devices mounted on it. The new-shape plate is re-aligning the exhaust flow to work better over these downforce-producing devices.



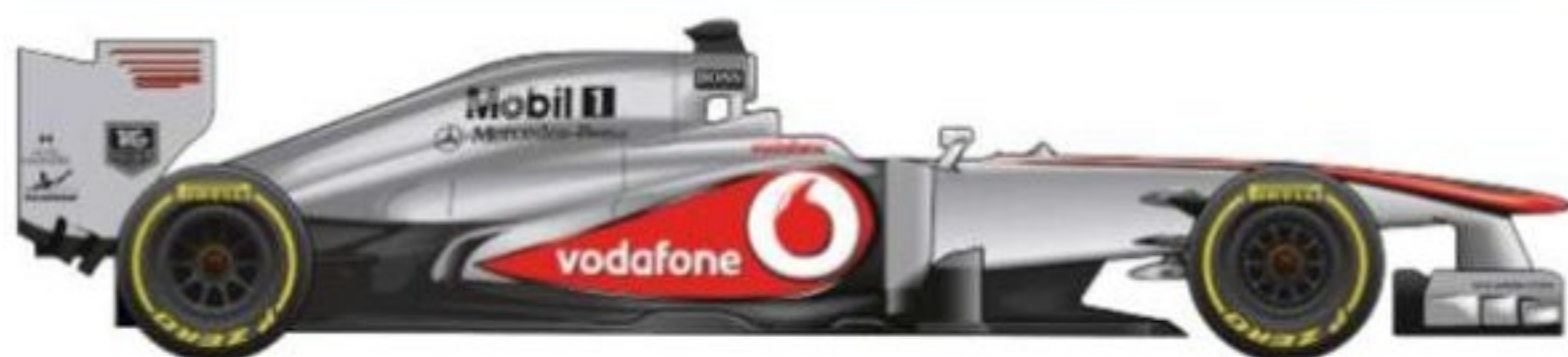
## Ferrari slots new wing on car

➔ Ferrari's new rear wing featured the increasingly common vertical slot. The wing differed from the previous one also in the intersection between the gills and endplate.

**GARY ANDERSON** Airflow around the rear tyre goes round each side and over the top and all meets up in a big mushroom shape. It's coming at a different angle to the leading edge of the wing, so that creates turbulence and inefficiency. The slot catches and then

turns that airflow, tidying it up and getting it attached to the inside surface so you don't have so much separation underneath part of the wing. At the top of the wing it's all about drag reduction. The vortex created by the corner of the wing is counter-productive; you are just dragging it along, unlike on other parts further forward where you can use the vortex to your benefit to accelerate flow over downforce-producing surfaces. Here it's just going into the space behind the car and slowing it down.

## McLAREN



### No heroics for home race weekend

**5**  
5/10  
Event rating



**JENSON BUTTON**

McLaren-Mercedes MP4-28-03  
Start: 10th; Finish: 13th  
Strategy: 2 stops  
(hard/medium/medium)



The McLaren hasn't showed many signs of becoming the victory contender the team has claimed it'll become, so it's difficult to judge Button's performance other than to say he outqualified his team-mate pretty comfortably but was on a pretty similar level during the race. Staying out on old rubber when others pitted under the final safety car was a legitimate, if ineffective, way to try to nab a point. Probably about a par weekend given the machinery.

**6**  
6/10  
Event rating



**SERGIO PEREZ**

McLaren-Mercedes MP4-28-01  
Start: 13th; Finish: 20th  
Strategy: 2 stops  
(medium/hard/medium)



Had the odd spin and off-track moment on Friday and Saturday and complained that being called to the weighbridge during Q2 cost him tyre temperature and condemned him to a seventh-row start. In the race, he made more progress than Button early on and even briefly ran as high as third while others pitted. Was trying to hang on to a points position, ahead of Button, when he suffered his second tyre blowout of the weekend, which led to a 'tactical' retirement.

## LOTUS



### Results mask both drivers' race pace

**7**  
8/10  
Event rating



**KIMI RAIKKONEN**

Lotus-Renault E21-03  
Start: 8th; Finish: 5th  
Strategy: 2 stops  
(medium/hard/hard)



Qualifying was solid but unspectacular and Raikkonen ended up being outpaced by Grosjean for the first time in 2013. But the fact that the gap between the pair was tiny suggests it's more likely both turned in broadly par performances for a car that wasn't able to find the time gain expected of the medium rubber. In the race, Raikkonen drove well, pulling an impressive pass on Hamilton, but the failure to pit under the final safety car cost a potential podium.

**8**  
8/10  
Event rating



**ROMAIN GROSJEAN**

Lotus-Renault E21-02  
Start: 7th; Finish: 19th  
Strategy: 3 stops  
(medium/hard/hard/medium)



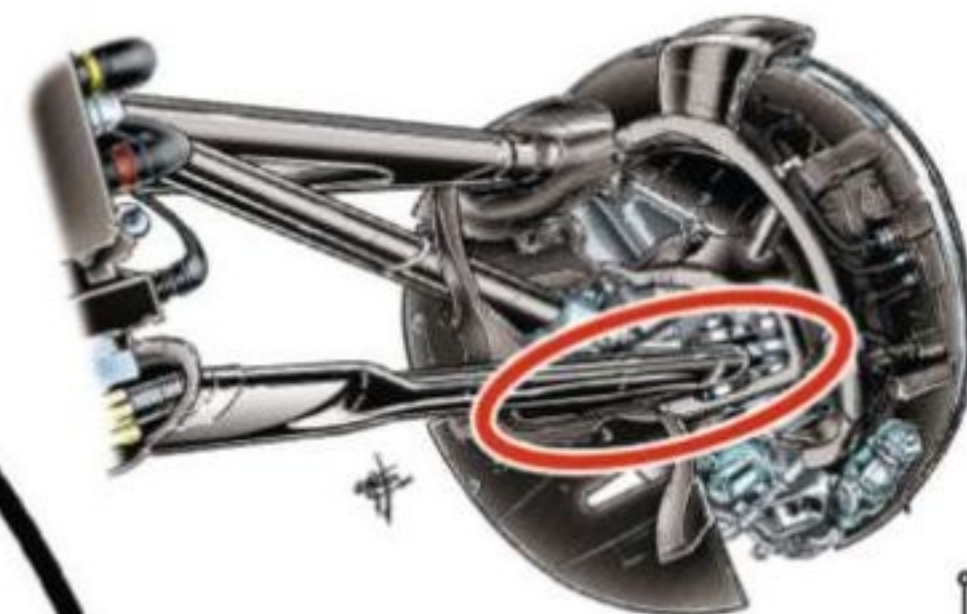
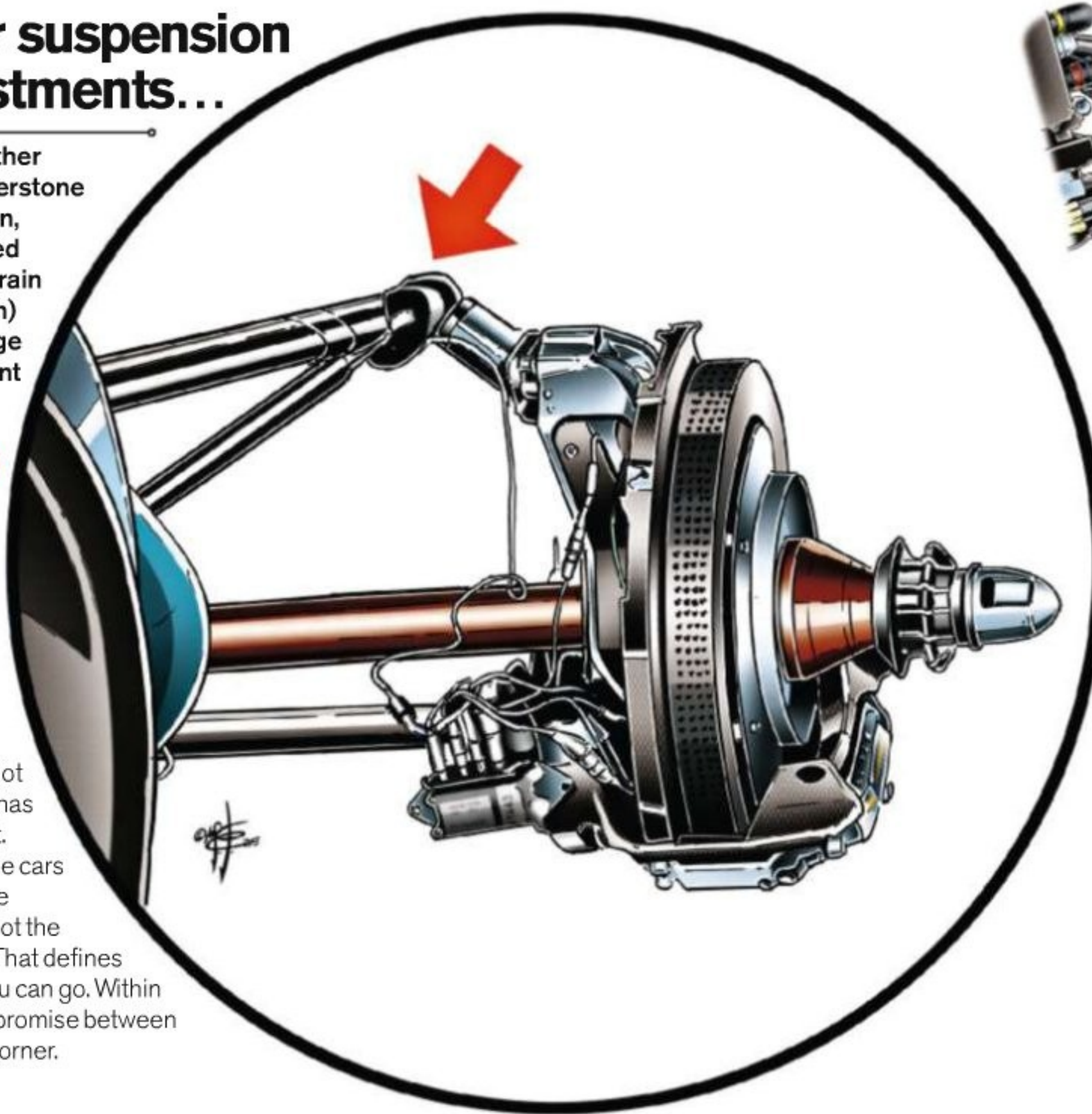
Until his second stop, the weekend had gone well. He beat Raikkonen in qualifying for the first time since last year's US GP, ending a run of eight qualifying defeats, and shadowed his team-mate. After clash with Webber at Turn 1, he became embroiled in traffic after second stop. Was still on for a few points late on, but front-wing damage slowed him and the team retired the car as making the top 10 was impossible. Drove better than results suggest.

## Lotus rear suspension gets adjustments...

→ Lotus made further changes at Silverstone to its rear suspension, having already altered the geometry in Bahrain (see main illustration) to give a greater range of camber adjustment that helps with rear tyre usage.

**GARY ANDERSON**

There's a balancing act in having enough camber in the rear of the car for the high lateral forces to keep the tyre upright and having enough contact patch in the lower-speed corners. These cars roll quite a lot so the inside tyre now has a lot more camber on it. We're seeing with some cars that the inside tyres are actually the problem, not the outside, loaded tyres. That defines the limits of how far you can go. Within that box there's a compromise between high- and low-speed corner.



## ... as does front

→ Lotus was asked to change its front suspension for the next race after it was pointed out by another team that it contravened regulation 10.5.2 which stipulates a maximum of three pick-up points onto the wheel hub. The pick-ups for the upper wishbone, lower wishbone, steering arm and pushrod formed four.

**GARY ANDERSON** Usually the bottom wishbone forms an A-frame junction, meaning one bolt fastens the upright pick-up, a second bolt fastens the pushrod to the upright pick-up and a third fastens the steering to the upright pick-up. The FIA says that the two legs of the wishbone are two separate components, so there are four in total. The geometry of where the pushrod is bolted to the pick-up point changes the weight distribution around the car and can affect the tyres significantly.

MERCEDES



Hamilton clicks but Rosberg collects

9  
8/10  
Event rating



**NICOROSBERG**  
Mercedes F1 W04/03  
Start: 2nd; Finish: 1st  
Strategy: 3 stops  
(medium/hard/hard/hard)



A creditable victory, but only the most partisan would argue that Rosberg was quite in the same class as his team-mate at Silverstone. Even so, it was a decent weekend's work from Nico, who wasn't a big fan of the oversteery car in practice and was more than four tenths off Hamilton in qualifying. But having inherited the lead, he nailed it when he needed to in the final laps to keep the charging Webber at bay. That final effort turns a 7 into an 8.

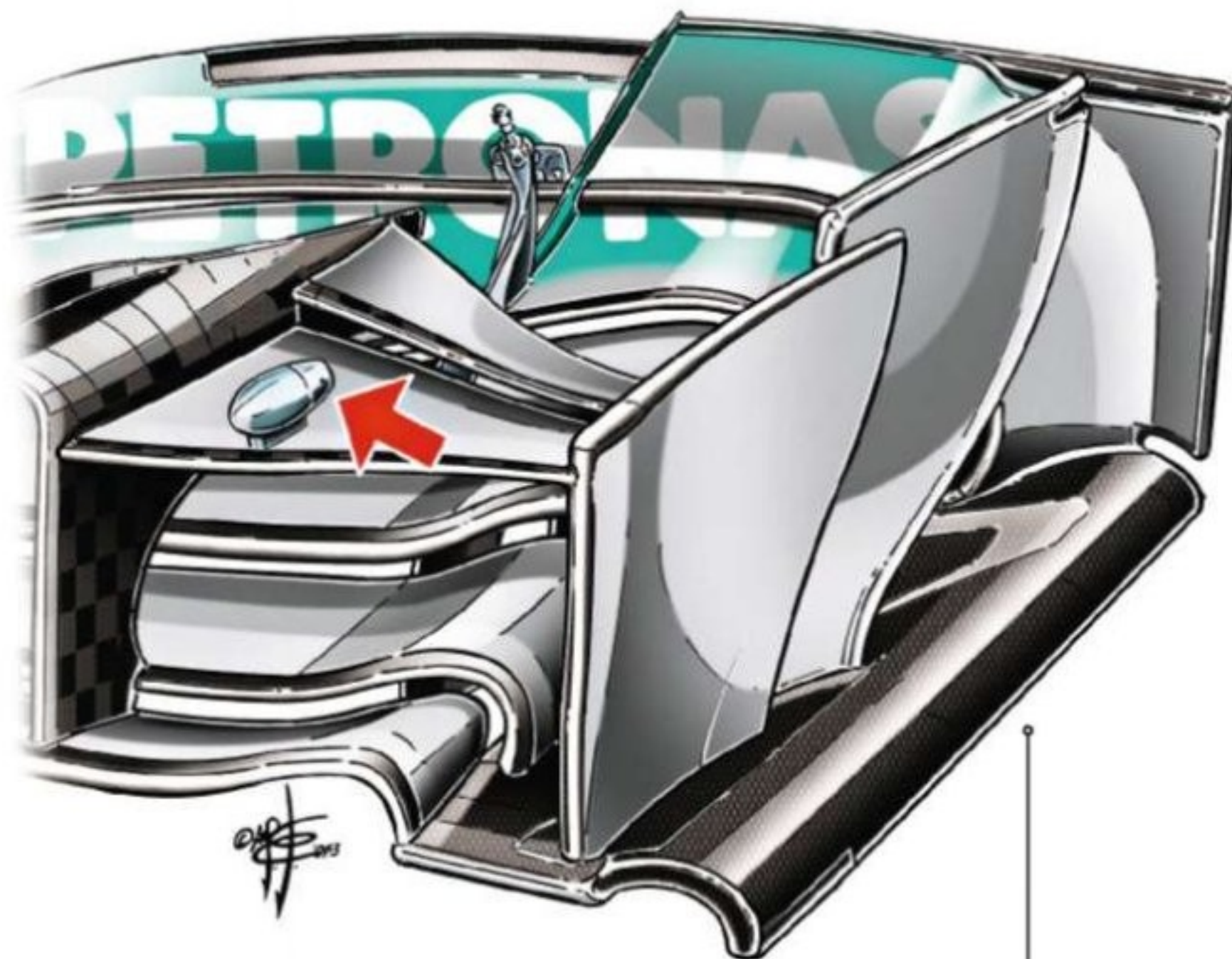
10  
10/10  
Event rating



**LEWIS HAMILTON**  
Mercedes F1 W04/04  
Start: 1st; Finish: 4th  
Strategy: 2 stops  
(medium/hard/hard)



Considering Hamilton was far from happy with his "uncomfortable" Mercedes on Friday, his qualifying effort was stunning. Fastest in every sector, even team-mate Rosberg was surprised. After pulling out of DRS range in the first two laps, he was doing exactly what he needed to do when the blowout cost him victory. Had climbed to ninth by the time of the final restart and used fresh rubber to scythe through to salvage fourth. Deserved *much* more.



Mercedes spies on its own tyres

➔ Mercedes fitted a camera to its front wing, keeping it on through qualifying and the race to monitor tyre graining/wear/pick-up.  
**GARY ANDERSON** When you see the front tyre on TV you can quite easily see the

graining and how it moves across the tyre, and how the inside shoulder is starting to throw rubber off. Is it pick-up rubber, or your own? It's important to know. So this gives the team the ability to see what's happening and they can inform the driver better.

28

SAUBER



Hulkenberg battles to a points finish

11  
9/10  
Event rating



**NICO HULKENBERG**  
Sauber-Ferrari C32-03  
Start: 14th; Finish: 10th  
Strategy: 3 stops  
(hard/hard/medium/medium)



There was no real reason why Hulkenberg could have qualified any stronger than he did, as the Sauber certainly isn't among the seven fastest cars. But given the topsy-turvy race, he was able to stay closer to the points positions than normally and was promoted from 11th to 10th when Grosjean pulled out with front-wing damage. Only downside was a messy second restart, but his point was well earned.

12  
6/10  
Event rating



**ESTEBAN GUTIERREZ**  
Sauber-Ferrari C32-04  
Start: 17th; Finish: 14th  
Strategy: 4 stops (hard/medium/medium/hard/medium)



Another weekend best described as 'character-building' for the youngest driver on the grid, who once again couldn't find the same turn of pace in the Sauber in qualifying as his team-mate and fell in Q1. But he was much better in the race, falling into line behind Hulkenberg, and without the front-left tyre failure, which wiped out a significant chunk of his front wing, would likely not have been too far off the points.

FORCE INDIA



Double points pay-out at home track

14  
8/10  
Event rating



**PAUL DI RESTA**  
Force India-Mercedes VJM06/04  
Start: 22nd; Finish: 9th  
Strategy: 3 stops  
(hard/medium/medium/hard)



It's still not clear what happened in qualifying regarding weight, although it was the driver, not the car, whose weight was lower than expected and led to the car being excluded. That aside, di Resta's qualifying effort was outstanding. Come the race, he cleared the Caterhams and Marussias immediately, proved to be Hamilton's toughest foe in battle and for the third race on the trot took points from the lower reaches of the grid.

15  
7/10  
Event rating



**ADRIAN SUTIL**  
Force India-Mercedes VJM06/03  
Start: 6th; Finish: 7th  
Strategy: 2 stops  
(medium/medium/hard)



There's not a great deal to criticise about Sutil's performance. While he was beaten by di Resta in qualifying, he was within a few tenths. A good start put him up to fourth, but while he spent a number of laps in positions higher than he finished, it's doubtful whether the circumstances of the race would have permitted him to cross the line significantly higher than he did. Was powerless to hold third in the final sprint thanks to old rubber.

**WILLIAMS**




**So close to celebration-race top 10**

**16**  
8/10  
Event rating



CIANFLONE/GETTY

**PASTOR MALDONADO**  
Williams-Renault FW35-02  
Start: 15th; Finish: 11th  
Strategy: 2 stops  
(medium/medium/hard)



The Venezuelan at least had intra-team bragging rights after qualifying on the weekend his team celebrated 600 GPs, shading Valtteri Bottas on Saturday to be the only Williams driver to escape Q1. In the race, Maldonado stuck to his task and was in the hunt for points at the final restart, only to get caught up with Hulkenberg. Given he finished within a second and a half of the top 10, it's very possible that without that incident he would have nicked a point.

**17**  
7/10  
Event rating



XPB/LAT

**VALTTERI BOTTAS**  
Williams-Renault FW35-01  
Start: 16th; Finish: 12th  
Strategy: 2 stops  
(medium/medium/hard)



An anonymous weekend for Bottas after his Canada heroics, but again he plugged away in an uncompetitive car. Wasn't quite on Maldonado's pace in qualifying, but drove consistently on Sunday. Was sent out on fresh rubber for the mini-race after the second safety car and did well to climb from 16th to 12th, overtaking Button on the last lap to finish four seconds behind his team-mate. A decent weekend's work in an unpromising situation.

**TORO ROSSO**



**Ricciardo stakes claim to RBR seat**

**18**  
5/10  
Event rating



XPB/LAT

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



With the pressure well and truly on both Toro Rosso drivers, it was Vergne who undid a little of the good work of the previous two race weekends by understeering off the track at Becketts while on target for Q3. A bad opening lap didn't help, but he can't be blamed for the tyre blowout that put him out of points contention and ultimately led to the team withdrawing him from the race as a result of the damage caused by the failing rubber.

**19**  
8/10  
Event rating



XPB/LAT

**DANIEL RICCIARDO**  
Toro Rosso-Ferrari STR8-04  
Start: 5th; Finish: 8th  
Strategy: 2 stops  
(medium/hard/hard)



After disappointing races in Monaco and Canada, Ricciardo knew that with Webber's seat definitely open for 2014, he needed a good weekend at Silverstone. He qualified strongly, although the pace of the car perhaps meant he should have outpaced di Resta, and his race was strong even though the safety car cost him a position or two in the final reckoning. Very accomplished, but still needs to prove he can consistently turn around a weekend that starts badly.

**CATERHAM**



**Pic flies the Caterham flag at home**

**20**  
7/10  
Event rating



XPB/LAT

**CHARLES PIC**  
Caterham-Renault CT03-06  
Start: 18th; Finish: 15th  
Strategy: 2 stops  
(hard/hard/medium)



Bounced back from Friday-morning off to turn in what he rated as his best qualifying lap of the year. Considering he was more than two tenths clear of the lead Marussia, there's no reason to doubt this, even though he was over 1s off the midfield group. His race drive was convincing, keeping Bianchi comfortably at bay, and without the second safety car he might have beaten Gutierrez and Bottas. Very effective weekend's work.

**21**  
5/10  
Event rating



XPB/LAT

**GIEDO VAN DER GARDE**  
Caterham-Renault CT03-04  
Start: 21st; Finish: 18th  
Strategy: 3 stops  
(hard/hard/medium/medium)



Started the weekend both baffled and on the back foot thanks to the five-place grid penalty for Montreal clash with Hulkenberg that he, understandably, remained puzzled by. Was miles off Pic in qualifying, but that was excusable given that he didn't have a serious attempt. But there was no sign in the race that he was at his team-mate's level and ultimately lost out – just – in his ongoing private battle with Max Chilton.

**MARUSSIA**



**Marussia boys make up three places**

**22**  
6/10  
Event rating



XPB/LAT

**JULES BIANCHI**  
Marussia-Cosworth MR-02-02  
Start: 19th; Finish: 16th  
Strategy: 2 stops  
(medium/hard/hard)



Given the gap to Pic in qualifying was only around a tenth and a half, and that Bianchi didn't have the smoothest of weekends, it's plausible that he might have been able to take 'class pole'. In the race, he pressured Pic early on but the Caterham driver always looked to have him covered. It seemed a solid, rather than spectacular, weekend's work, although he comfortably got the better of team-mate Chilton in qualifying.

**23**  
5/10  
Event rating



XPB/LAT

**MAX CHILTON**  
Marussia-Cosworth MR-02-03  
Start: 20th; Finish: 17th  
Strategy: 2 stops  
(medium/hard/hard)



Chilton's debut British GP weekend didn't go particularly well in practice, and he was unable to string together a decent lap in qualifying, languishing more than a 1.5s off Bianchi's time. In the race, he gave a decent account of himself. While his pace wasn't as strong as Bianchi's, a fine start and good defending against van der Garde – who was on fresh rubber – in the closing stages netted him an acceptable result.

# BRITISH GP RESULTS

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EBREY/LAT

## PRACTICE 1: Friday

POS	DRIVER	TIME
1	RICCIARDO	1m54.249s
2	HULKENBERG	1m55.033s
3	MALDONADO	1m55.354s
4	HAMILTON	1m55.458s
5	GUTIERREZ	1m55.825s
6	BOTTAS	1m56.361s
7	VERGNE	1m57.891s
8	VAN DER GARDE	1m58.859s
9	CHILTON	1m59.719s
10	BIANCHI	1m59.876s
11	MASSA	2m06.534s
12	ROSBERG	no time
13	DI RESTA	no time
14	GROSJEAN	no time
15	BUTTON	no time
16	SUTIL	no time
17	ALONSO	no time
18	WEBBER	no time
19	PEREZ	no time
20	PIC	no time
21	VETTEL	no time
22	RAIKKONEN	no time

## PRACTICE 2: Friday

POS	DRIVER	TIME
1	ROSBERG	1m32.248s
2	WEBBER	1m32.547s
3	VETTEL	1m32.680s
4	DI RESTA	1m32.832s
5	HAMILTON	1m32.911s
6	RICCIARDO	1m33.171s
7	VERGNE	1m33.290s
8	SUTIL	1m33.313s
9	GROSJEAN	1m33.322s
10	ALONSO	1m33.494s
11	BUTTON	1m33.740s
12	HULKENBERG	1m33.896s
13	RAIKKONEN	1m34.120s
14	PEREZ	1m34.130s
15	GUTIERREZ	1m34.998s
16	BOTTAS	1m35.070s
17	MALDONADO	1m35.127s
18	BIANCHI	1m35.802s
19	VAN DER GARDE	1m35.984s
20	PIC	1m36.079s
21	CHILTON	1m37.329s
22	MASSA	1m43.466s

Weather: damp but drying

## PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ROSBERG	1m31.487s
2	HAMILTON	1m31.633s
3	VETTEL	1m32.037s
4	WEBBER	1m32.078s
5	GROSJEAN	1m32.391s
6	RICCIARDO	1m32.440s
7	ALONSO	1m32.454s
8	RAIKKONEN	1m32.459s
9	SUTIL	1m32.536s
10	DI RESTA	1m32.571s
11	VERGNE	1m32.580s
12	BUTTON	1m32.926s
13	MALDONADO	1m33.133s
14	HULKENBERG	1m33.225s
15	MASSA	1m33.273s
16	BOTTAS	1m33.309s
17	GUTIERREZ	1m33.370s
18	PEREZ	1m33.607s
19	PIC	1m34.971s
20	BIANCHI	1m34.990s
21	CHILTON	1m36.694s
22	VAN DER GARDE	1m37.443s

Weather: dry



Massa made another mess of Friday practice

LEICESTER/LAT

30

## QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	HAMILTON	1m30.995s (1)	1m31.224s (6)	1m29.607s
2	ROSBERG	1m31.355s (2)	1m31.028s (3)	1m30.059s
3	VETTEL	1m31.559s (5)	1m30.990s (1)	1m30.211s
4	WEBBER	1m31.605s (6)	1m31.002s (2)	1m30.220s
5	DI RESTA	1m32.062s (10)	1m31.291s (7)	1m30.736s
6	RICCIARDO	1m32.097s (11)	1m31.182s (5)	1m30.757s
7	SUTIL	1m32.002s (9)	1m31.097s (4)	1m30.908s
8	GROSJEAN	1m31.466s (4)	1m31.530s (9)	1m30.955s
9	RAIKKONEN	1m31.400s (3)	1m31.592s (10)	1m30.962s
10	ALONSO	1m32.266s (15)	1m31.387s (8)	1m30.979s
11	BUTTON	1m31.979s (8)	1m31.649s	-
12	MASSA	1m32.241s (14)	1m31.779s	-
13	VERGNE	1m32.105s (12)	1m31.785s	-
14	PEREZ	1m31.953s (7)	1m32.082s	-
15	HULKENBERG	1m32.168s (13)	1m32.211s	-
16	MALDONADO	1m32.512s (16)	1m32.359s	-
17	BOTTAS	1m32.664s	-	-
18	GUTIERREZ	1m32.666s	-	-
19	PIC	1m33.866s	-	-
20	BIANCHI	1m34.108s	-	-
21	VAN DER GARDE	1m35.481s	-	-
22	CHILTON	1m35.858s	-	-

## QUALIFYING STATISTICS

	HEAD TO HEAD
VETTEL	8 0 WEBBER
ALONSO	6 2 MASSA
BUTTON	5 3 PEREZ
RAIKKONEN	7 1 GROSJEAN
ROSBERG	3 5 HAMILTON
HULKENBERG	8 0 GUTIERREZ
DI RESTA	5 3 SUTIL
MALDONADO	3 5 BOTTAS
VERGNE	3 5 RICCIARDO
PIC	5 3 VAN DER GARDE
BIANCHI	7 1 CHILTON

## BAD BOYS & ENGINE USAGE

	PENALTIES	FINES	ENGINES
VETTEL	0	€0	4
WEBBER	2	€5000	4
ALONSO	0	€1000	4
MASSA	2	€1400	4
BUTTON	0	€1000	5
PEREZ	0	€600	5
RAIKKONEN	1	€1500	4
GROSJEAN	1	€0	4
ROSBERG	0	€1300	5
HAMILTON	1	€0	5
HULKENBERG	0	€1000	5
GUTIERREZ	2	€800	4
DI RESTA	0	€0	5
SUTIL	0	€1000	5
MALDONADO	0	€0	4
BOTTAS	0	€4000	4
VERGNE	0	€10,000	4
RICCIARDO	0	€0	4
PIC	0	€0	4
VAN DER GARDE	2	€11,200	4
BIANCHI	0	€2800	4
CHILTON	1	€300	4



F1 paid its respects to marshal Mark Robinson

LEICESTER/LAT



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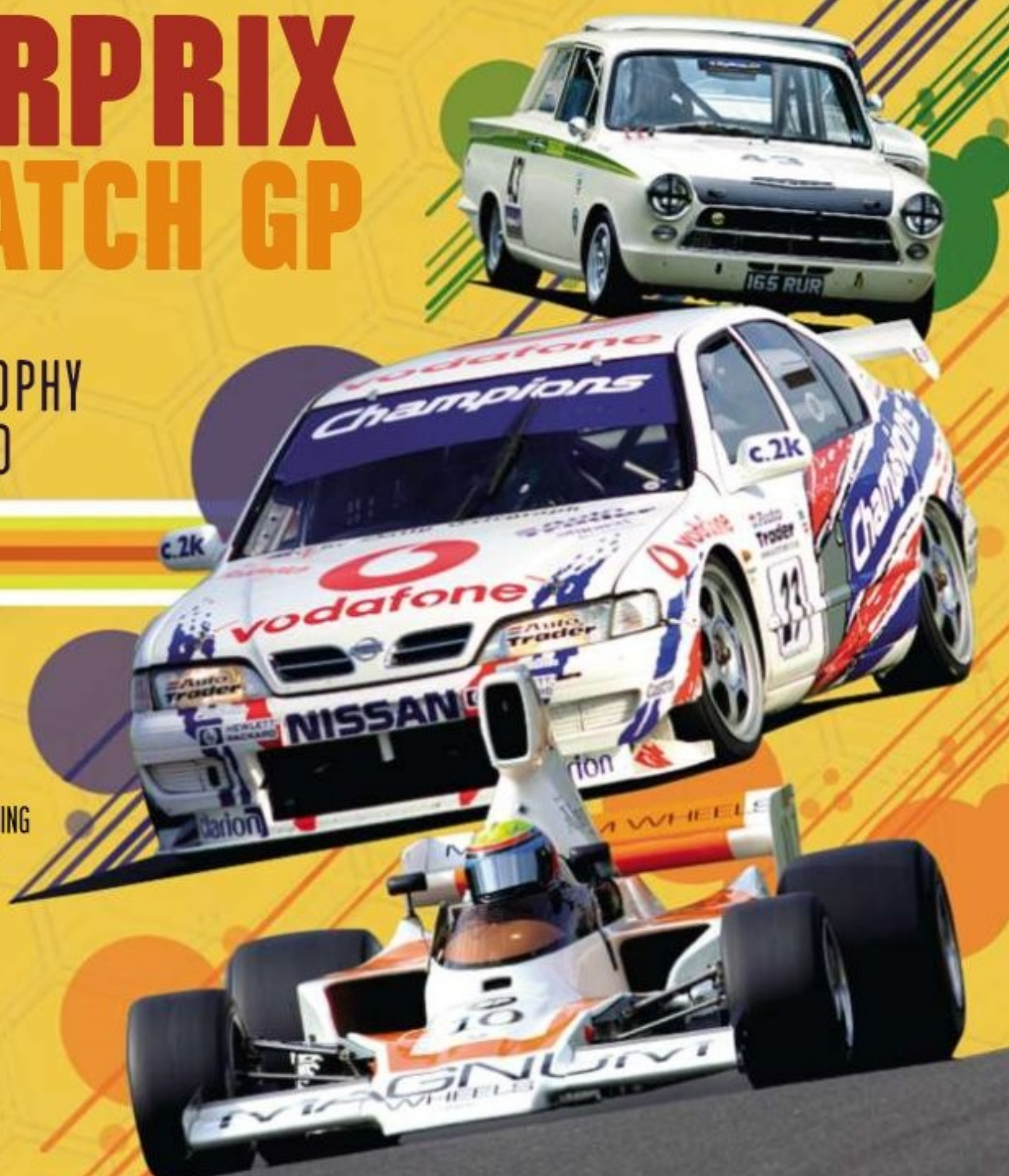
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# Fifteen questions for Nico Rosberg

**Q** What has been your biggest disappointment?

**A** Starting from pole in Bahrain and finishing ninth

**Who has been your fiercest rival?**

Probably Lewis Hamilton, starting in the karting days. I would also say Robert Kubica.

**Who was your childhood hero?**

I didn't have a hero, but someone I supported and followed was Mika Hakkinen. My father was his manager and that's why I was closer to him. It was great when he beat Michael Schumacher, like I managed to do a few years later.

**When were you happiest?**

Recently, at my best friend's wedding.

**Which living person do you most admire and why?**

Muhammad Ali – his strength and going his own way.

**What has been your most embarrassing moment?**

It's funny, I can never remember them when I'm asked this question. And when I'm not asked, I remember 100 embarrassing moments. Sorry. Next question! Maybe I'll remember later... Ah, no – it's driving over the white line in Singapore while lying second for Williams [in 2009].

**What is your most treasured possession?**

My phone.

**Who would play you in the film of your life?**

Leonardo di Caprio. I recently watched *The Great Gatsby*. Great!

**What is your favourite smell?**

My girlfriend.

**What is your guiltiest pleasure?**

Vanilla ice cream.

**To whom would you like to say sorry and why?**

If there was somebody, I would do it.

**What does success feel like?**

Indescribable emotions. Adrenaline, excitement.

**What has been your biggest disappointment?**

Starting from pole in Bahrain and finishing ninth hurt a lot!

**If you could edit your past, what would you change?**

Nothing. Because a difficult situation is what teaches you most.

**How do you relax?**

I enjoy my girlfriend's delicious cooking.

**When was the last time you cried?**

At my grandmother's funeral.



Rosberg (r) scraps with Hamilton in their F3 days back in 2004



Savouring the moment: British GP success for Merc last weekend

# WEBBER'S SPORTSCAR CHALLENGE

Mark Webber's long-term Porsche sportscar deal was one of the big stories of the British Grand Prix weekend. **AUTOSPORT** asked those best-placed to judge how he will fare and what challenges he will face

## ALEX WURZ

Two-time Le Mans winner and veteran of 69 grands prix  
 "If Mark is looking for a new challenge, the sportscar world is extremely cool, extremely welcoming. You are there simply to drive fast – that's all that matters. It's just five per cent politics versus 95 per cent racing. That's going to be really refreshing for Mark."

"He has the potential to be a top sportscar driver. There is just the learning curve to go through in



terms of traffic management, but he will learn that very quickly and he did do sportscars before. It won't take him a season to do that, it'll take him one race and then he will be on it.

"The difficult thing is to get used to working with others, and sometimes you have to give something up to make your team-mates more happy. It's not about 'me, me, me', it's about 'us, us, us'. That's tricky, but with Mark's character traits that shouldn't be an issue."

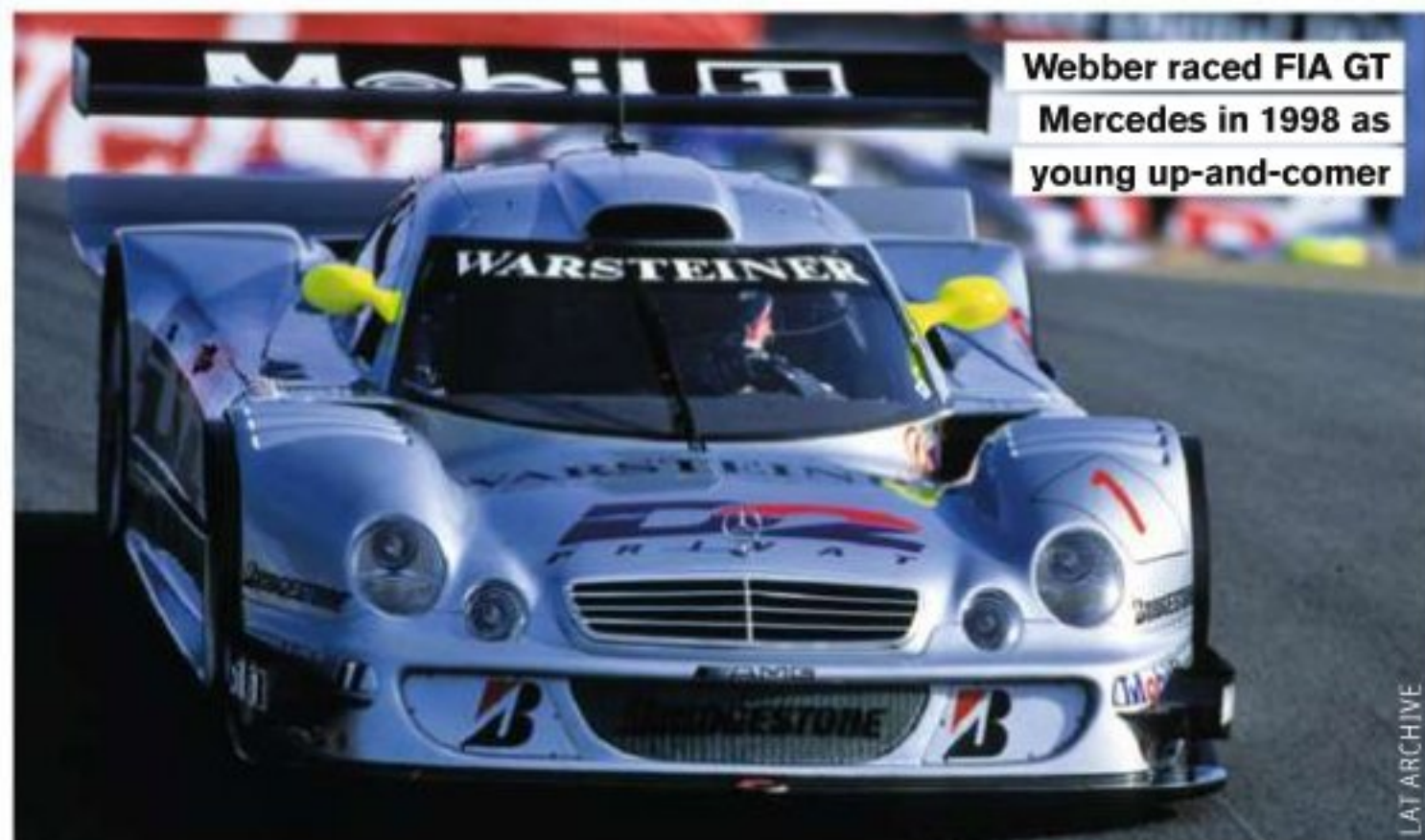
## GERHARD UNGAR

Technical director of the AMG Mercedes team Webber drove for in the FIA GT Championship in 1998 and at Le Mans in '98 and '99

"It is very important to have true team drivers. When he was with us I'm sure he had F1 in mind, but he was fully committed to that programme. He had exactly



the right mentality. We put him together with Bernd Schneider in 1998. He did a pretty good job, which was why we made him a team leader for '99. Mark did a lot of running with us in '98 and before Le Mans in '99, but I don't know how much of that experience he can use more than 10 years on."



Webber raced FIA GT Mercedes in 1998 as young up-and-comer

LAT ARCHIVE



STALEY/LAT

34

MANZONI/XPB

AUTOSPORT SAYS



**Gary Watkins**  
Special contributor  
@gazzasportscars

**“Starting a sportscar adventure with the right attitude is more than half the battle”**

Everything points to Mark Webber starting an illustrious new chapter of his racing career. A multi-year deal with Porsche is a start, but more important is the thought process that lies behind the move. The key is the conscious decision he's made to call time on Formula 1.

Webber won't line up on the grid at the start of next year's World Endurance Championship as a frustrated grand prix driver with something to prove. He's also going

in with his eyes wide open: he is well-versed in the culture of sportscar racing from his two-year stint with the AMG Mercedes team in 1998-99. He knows that he'll have to abandon the me-me-me attitude that is almost a prerequisite of success in the dog-eat-dog world of modern F1.

The timing of the decision, when he probably could have extended his F1 career (admittedly a few rows down the grid from next year's Red Bulls), also suggests that he's up for the

challenge and isn't making the switch for the sake of his pension fund. The Le Mans 24 Hours, the centrepiece of the WEC, is a race you've really got to want to do.

There's no point pitching up at the Circuit de la Sarthe in this day and age if you aren't willing to push to the limit every lap of every stint. That means in the dark, in the rain, through the traffic, on tyres four or five stints old and in a car that's taken a knock or two along the way.

Starting a sportscar adventure with the right attitude is more than half the battle for any driver leaving F1. Add a dose of Aussie grit and Webber should have no problems at Le Mans or anywhere else.



Porsche LMP1 car will be Webber's mount from 2014

PORSCHE

DID YOU KNOW?

Mark Webber has never done a racing lap in the Le Mans 24 Hours. The engine failed on his CLK-LM in 1998 before he could drive and he famously non-started his CLR the following year after its second aerial accident of the meeting in the race-day warm-up.



BLOKHAW/LAT

SERGE SAULNIER

Brought a raft of former grand prix drivers – including Jacques Villeneuve, Alex Wurz, Marc Gene and Anthony Davidson – to Peugeot Sport during his stint as team manager in 2007-09



“It's a question of mentality. Some drivers retain their F1 mentality, because they think F1 is not over or they have something to prove on pace. Others know F1 is behind them and concentrate on their sportscar career. They are perfect team players and are not obsessed with their lap times.

“Take Alex Wurz. He knew his F1 career was totally behind him. He didn't have anything to prove on speed and was the model team player. That made him the perfect endurance driver. It was the same with Anthony Davidson.

“I am not worried about Webber. I am sure he will do a very good job. If I were still a sportscar team manager, he would be top of my list.”

THOMPSON/GETTY

ANTHONY DAVIDSON

Toyota sportscar ace and ex-F1 racer



“In terms of the car, it will probably only take Mark a few laps to adapt. The cars are not that different – they have downforce although it will take a little time to get used to the fact that you're lapping more at GP2 pace than F1 pace. He knows many of the circuits and will revel in the atmosphere. After the politics in F1, it will be a great environment for Mark to really enjoy his racing.

“The biggest thing for him to get used to is going to be the traffic. You're racing with several different classes of cars with some very significant pace differences and it does take a lot of getting used to. You can't afford to give away time being hesitant in traffic and that is going to be the biggest change from what he has been used to in F1.”

EBREY/LAT

SEBASTIEN BUEMI

Red Bull F1 reserve, Toyota LMP1 racer and ex-Toro Rosso F1 racer



“In LMP1, being quick on a lap on your own in testing at Paul Ricard, or wherever, you get there easily, because a sportscar today is a monocoque chassis and very close to F1. You have an F1 seating position, and at Toyota we kept the wheel from the F1 car and you drive it the same way with two pedals. In terms of driving, Mark will have no problem.

“But when you do the races, the difficult thing is to overtake the slower cars and not lose time. Also, you have to find a compromise between overtaking those cars and not crashing. We have seen many, many accidents because a guy just tries too hard. But if you are too gentle, you lose two seconds a lap.”

STALEY/LAT

Fearsome 208 T16  
blitzed the Pikes  
Peak event this year



 P53 LOEB'S RECORD RUN UP PIKES PEAK



Technology limits  
kept Group B cars  
slow in the corners



It takes a certain  
type of driver to  
handle these cars

# Is this WRC's next Group B?

The world has gone mad for Sebastien Loeb's Peugeot 208 T16 Pikes Peak monster.

So isn't there a lesson to be learned for the WRC? **DAVID EVANS** investigates

**W**hen World Rally Cars were introduced in 1997, David Richards famously said he wanted Subaru's Impreza to look like it was doing 100mph while standing still. It did. Until Sebastien Loeb's Peugeot 208 was born. The T16 Pikes Peak leaves DR's car standing.

Acropolis Rally winner Jari-Matti Latvala is sold on the looks.

"It's so spectacular," he said. "With the big wings and everything, it looks really good. I would like to drive something like that."

Put the T16 next to any current World Rally Car and it will make it look ordinary. That's because it is ordinary compared with Peugeot's one-off creation. Loeb had twice the horsepower and only two thirds of the weight of his DS3 WRC when he launched the 208 T16 Pikes Peak up the hill in Colorado last week. And that's what makes the car special for Loeb.

"It's simple," said Loeb with a smile. "It's one horsepower for each kilogramme."

## THE TECH

With the Pikes Peak Hill Climb's 12.42 miles now all completely covered in asphalt,

Peugeot built itself a racer, not a rally car, for the Colorado climb. Much of the 208 came from the track, including the 875bhp engine and the big rear wing. The suspension was specifically set up for asphalt, with no give for gravel.

Francois-Xavier Demaison, the brains behind Volkswagen's Polo R WRC, knows he could make the same kind of car work on the dirt, because he's done it. A few years ago, when Demaison was running Petter

Solberg's team, he and the Norwegian built a Pikes Peak Xsara.

"Petter's car had the same engine as the 208," said Demaison, "but we had designed a car for the track when it had both surfaces. It was a big challenge to try to put all of this power and torque on the ground. The 208 looks really nice with the big wings. It looks fantastic and that aero would work and give so much downforce. And it would be cheaper to build this car than the current World Rally Car – this is a spaceframe with a big engine and four-wheel drive. But it's too dangerous when there are trees at the side of the road."

## THE PROBLEM

Latvala puts the task of taking the 208 T16 Pikes Peak into world rallying into perspective. With all that downforce, there would be serious cornering speeds on gravel.

He said: "When Group B was here, the cars were really fast down the straights, but because the suspension was not so sophisticated, you had to slow down a lot for the corners. Now, suspension is so good that you could carry more speed and really attack the corners."

And that's what concerns Peugeot Sport's project chief Jean-Christophe Pallier, the man who created the 208. "I think most engineers would have a conscience about sending out a car like this on a rally stage," said Pallier. "We have the good fortune to have Sebastien Loeb in our 208 T16 Pikes Peak but not every driver is like him."

"Creating the ultimate in performance is how we have our fun; it's how we express out creativity – also with aerodynamics and new materials as well as power. But we also have to live in the real world; the politics of most manufacturers is different now and the simple reality



is that this performance would be too dangerous for rallies. It's far too fast: we're talking Formula 1 levels of performance."

## LOEB'S VIEW

"I don't think you could ever imagine doing a rally in a car like this," said the nine-time world champion. "This isn't really a rally car. It's a racing car."

The Frenchman's concerns would also centre on the fact that rally cars have to be universal and able to manage surfaces varying from snow and ice to rocks and boulders, broken concrete and super-smooth asphalt.

"Look at the size of it," he said. "It's very wide for most of the roads we rally on and the aerodynamics in rallying are not so important, whereas here it is very important. You would never really have the chance to exploit the potential of a car like this on a normal rally. A rally car needs to be very manageable under all circumstances and these cars are just too focused."

Would he like 875bhp when he arrives at his next scheduled WRC round, at home in Alsace in October?

"I'm not sure," he said. "I don't think that's necessary. The modern cars are very good; they're so efficient to drive, they let you extract the maximum, and they're a lot of

fun on gravel. I don't know if you would need any more power, maybe a few more horsepower would be nice on asphalt as we are missing a bit there. But on gravel it's good. I think it's nice to do this race with this car but I'm not sure how much extra having super-powerful cars like this would bring to rallying.

"You'd have to know how to use a car like this; it's not the sort of thing that's well suited to rally roads or to every driver."

## THE CONCLUSION

It doesn't look like the 208 T16 Pikes Peak will be present on Rally Finland any time soon. But there are certainly lessons to be learned from Peugeot's beautiful 208 T16 Pikes Peak. Just look at it. Now make World Rally Cars look like that. Give them more extreme aero, make them wider, make them more aggressive.

All of that could be done overnight, while retaining that all-important identity with road cars and crucial levels of safety. Just as important as the sight, is the sound.

On idle, the 208 is all pent-up aggression, a seething shock of noise waiting to explode. It's Sid Vicious in the Green room. And it makes a World Rally Car sound like Olly Murs learning his scales.

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# RACE CENTRE

REPORTS • NEWS • ANALYSIS • OPINION

51 **NASCAR Kentucky** Brad Keselowski (2) wasn't expecting this rear-end assault from Greg Biffle (16) that knocked both out of contention as Matt Kenseth won



40 **GP2 Silverstone**  
Sam Bird and Jon Lancaster fly the flag for Britain at home



44 **WTCC Porto**  
SEAT and co tried to keep up with Chevs that ran riot



52 **ERC Ypres**  
Freddy Loix was treated like a hero after his eighth home win

LAT SOUTH



# GP2

## Silverstone (GB)

June 28-30



Round 5/11

### RESULTS

RACE 1: 29 LAPS, 106.074 MILES

1	<b>SAM BIRD (GB)</b>	<b>51m32.250s</b>
	Russian Time; Qualifying 2nd-1m41.087s	
2	STEPHANE RICHELMI (MC)	+2.427s
	DAMS; Qualifying 5th-1m41.411s	
3	TOM DILLMANN (F)	+12.052s
	Russian Time; Qualifying 9th-1m41.633s	
4	FABIO LEIMER (CH)	+13.888s
	Racing Engineering; Qualifying 6th-1m41.442s	
5	JON LANCASTER (GB)	+14.782s
	Hilmer Motorsport; Qualifying 17th-1m41.978s	
6	JOLYON PALMER (GB)	+18.762s
	Carlin; Qualifying 20th-1m42.207s	
7	RIO HARYANTO (RI)	+19.734s
	Addax Team; Qualifying 7th-1m41.537s	
8	JULIAN LEAL (CO)	+20.365s
	Racing Engineering; Qualifying 11th-1m41.765s	
9	JAMES CALADO (GB)	+26.626s
	ART Grand Prix; Qualifying 10th-1m41.662s	
10	ALEXANDER ROSSI (USA)	+30.352s
	Caterham Racing; Qualifying 19th-1m42.020s	

Winner's average speed: 123.490mph. Fastest lap: Mitch Evans, 1m41.832s, 129.41mph.

RACE 2: 21 LAPS, 76.789 MILES

1	<b>LANCASTER</b>	<b>37m19.528s</b>
	Grid: 4th	
2	HARYANTO	+6.513s
	Grid: 2nd	
3	CALADO	+7.922s
	Grid: 8th	
4	LEAL	+8.420s
	Grid: 1st	
5	BIRD	+9.348s
	Grid: 7th	
6	DILLMANN	+14.563s
	Grid: 5th	
7	FELIPE NASR (BR)	+14.671s
	Carlin; Grid: 25th	
8	MARCUS ERICSSON (S)	+15.321s
	DAMS; Grid: 9th	
9	ROSSI	+15.877s
	Grid: 20th	
10	STEFANO COLETTI (MC)	+18.789s
	Rapax; Grid: 4th	

Winner's average speed: 123.436mph. Fastest lap: Lancaster, 1m43.047s, 127.885mph.

### CHAMPIONSHIP

1	<b>COLETTI</b>	<b>120</b>	6	LANCASTER	44
2	NASR	98	7	DILLMANN	43
3	BIRD	89	8	PALMER	39
4	LEIMER	66	9	FRIJNS	37
5	CALADO	52	10	EVANS	36

### TEAMS

1	<b>CARLIN</b>	<b>137</b>	4	RACING ENGINEERING	88
2	RUSSIAN TIME	132	5	HILMER MOTORSPORT	83
3	RAPAX	128	6	ARDEN INTERNATIONAL	59

#### POINTS SYSTEM EXPLAINED

In race one: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. In race two: 15-12-10-8-6-4-2-1 to top eight finishers. Two points for fastest lap among top-10 finishers in each race.

#### Sunday's sprint race gets underway



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Bird took his third win of 2013 for Russian Time

# Double glory on home soil for British heroes

A STUNNING FOURTH-TO-FIRST PASS FROM SAM BIRD and a fairytale last-to-first performance from Jon Lancaster were the highlights of two sensational GP2 Series races at Silverstone last weekend.

A wild start to the feature race set the tone for the weekend. Poleman Marcus Ericsson of DAMS led away following a perfectly timed pole position (a rain shower meant his rivals couldn't respond) and a dreadful start from fellow front-row man Bird (Russian Time). That allowed title rivals Felipe Nasr (Carlin) and Rapax's Stefano Coletti to run 2-3 through the opening sweeps, but Nasr soon lunged around an overly-cautious Ericsson at Village.

Rather than concede his lead, Ericsson came off the brakes and ran Nasr's Carlin machine off the track, which prompted contact between them as Nasr rejoined at The Loop. With Coletti dithering (his points lead was at stake), Bird made up for his wretched getaway by passing all three of them in one stellar move before Aintree. Nasr was livid, and would be forced to park his Carlin car with a bent trackrod, and vented: "He [Ericsson] has been in this series for four years and hasn't scored a point in a race this year - it says everything about him, really." Ericsson would receive a stop/go penalty.

Bird, who held his hands up to his "throttle-happy" start, said: "Actually it panned out for me; it put me in a position to capitalise." And how.

After his stunning pass, he left Coletti in his wake, and his only worry came when he became ensconced in traffic after his pitstop. No bother: fine moves on late-stoppers Fabio Crestani, Adrian Quaife-Hobbs and Johnny Cecotto Jr put daylight between him and the chasing Coletti again.

A dare-to-be-different tyre strategy from Stephane Richelmi netted the second DAMS driver the runner-up spot, once the chasing Mitch Evans was penalised for speeding in the pits, and another contrasting tyre gamble from Tom Dillmann (hard compound, then medium) yielded third. In his charging final stint on the softer compound he outfoxed a struggling Coletti at Club.

Coletti then got harpooned out of the race by



Lancaster charged to maiden series victory

Fabio Leimer at The Loop on the final lap, his first DNF of 2013, adding to Bird's joy at taking a huge bite out of the Monegasque's points lead.

Promoted to fifth came a thundering Lancaster, the Yorkshireman who was last into the first corner after almost stalling at the start. He carved his Hilmer-run car through the field, gaining 20 places and P4 on the reversed-grid sprint race.

At the start on Sunday, Lancaster made an altogether better getaway, as all those in front spun-up their rear tyres. Just like Bird the day before, his fourth-to-first move proved decisive, and he controlled this race in dominant fashion, similar to the way his fellow countryman had done.

A mid-race safety car, to retrieve Daniel Abt's stranded ART car at Farm, didn't break his stride and he rattled off a convincing 6.5s victory.

Rio Haryanto was a lonely second for Addax, ahead of another Brit, James Calado of ART, who spent much of the race fending off the attentions of poleman Julian Leal. Behind him, Dillmann deferred his fifth place to team-mate Bird and just held off the storming Nasr - who went from 25th to seventh. "That's how strong I would have been yesterday," Nasr rued of his feature-race retirement.

Jolyon Palmer - sixth in the feature race - should have been a contender, but was whacked by Richelmi at the first corner after a poor start and was later taken out by the lapped Sergio Canamasas. After a post-race confrontation with the Spaniard, Palmer was fined €12,000 while Canamasas took a stop/go penalty that turned his 20th place into 20th place.



## IN THE PADDOCK

## Charles Bradley



NOT LONG AFTER LEWIS HAMILTON HAD DRIVEN an absolute pearler of a lap to take pole position for the British GP on Saturday, Sam Bird was quite rightly milking the applause atop the podium at Silverstone – soon followed by Jack Harvey in GP3. The London 2012 Olympics buzz might be over, but budding British F1 stars gave us our own 'Super Saturday'.

"Today has been brilliant for British motorsport," said Bird. "It shows there is a wealth of talent right now that is deserving of opportunities in Formula 1. It's great to see us put on a very good show as a nation."

How unfortunate then that Bird, an ambassador of the BRDC SuperStars scheme and a graduate of the MSA's Race Elite (now Team UK), is the big loser in the Mercedes F1 team's ban from the upcoming young-driver test at Silverstone following the FIA's recent tribunal ruling. Hardly his fault – he didn't even get a run in its controversial Barcelona Pirelli tyre test!

Bird's third GP2 win of the season, his second feature-race victory this year, underlines a talent that's now undeniably matured into the 'real deal'. The way he's guided the Russian Time team to success so quickly shouldn't be ignored – remember he didn't have a drive until the eve of the season.

Likewise, the underfunded Jon Lancaster's sprint-race victory was the cherry on a particularly tasty cake.



Bird has become the 'real deal' this year

GRIFFITHS/GP2

## DID YOU KNOW?

Marcus Ericsson's pole position was the first for a driver from Orebro County in Sweden on British Grand Prix weekend at Silverstone since Ronnie Peterson 40 years ago.



LAT

## Calado: we've sorted our problem

## PRE-SEASON TITLE FAVOURITE JAMES CALADO

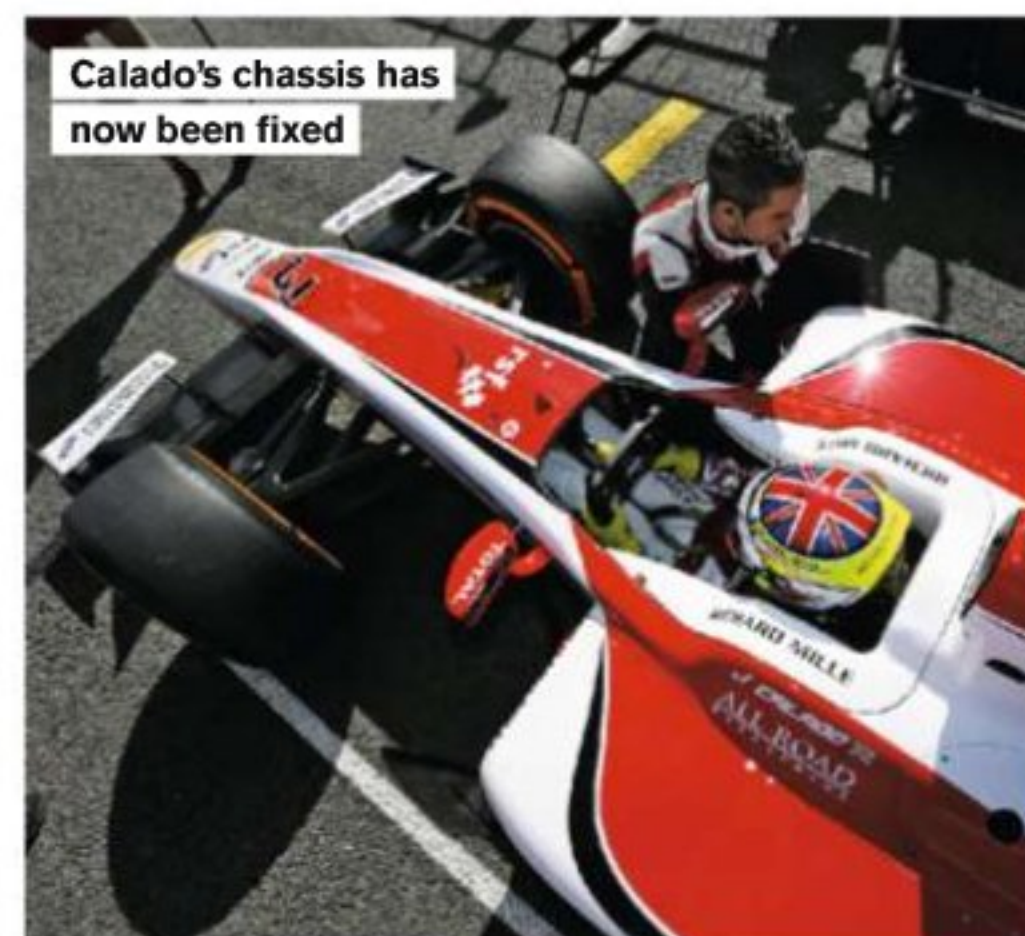
believes his GP2 campaign is back on track following the discovery of damage to his ART Grand Prix chassis since the previous round at Monaco.

Calado, who finished on the podium in Sunday's sprint race for the first time since Malaysia, told AUTOSPORT that an area of delamination was discovered on his tub around a left-side wishbone.

"We've found the solution," he said of his recent struggles. "I've now got something to work with again. Now we know the car was broken, and it turns the same way though right-handers as it did through lefts!"

Calado bemoaned the fact that free practice was wet, which meant he only got a couple of dry laps in qualifying before the rain returned. "I couldn't adapt in just two laps, the car had so much grip compared with before," he said. "I was so used to the way it's handled recently, I just couldn't counteract it; it was such a huge difference."

Calado was punted into a spin in the feature race by Jon Lancaster on his way to ninth, who went on to win Sunday's sprint race. Calado finished third in that, and is now seeking



Calado's chassis has now been fixed

EBREY/GP2

a clear run at the Nurburgring this weekend.

"The aim was the podium and we achieved that," he added. "Now we know we can be consistently quick again."

## Crucial victory for Lancaster

## SILVERSTONE SPRINT RACE WINNER JON LANCASTER

Lancaster hopes that his maiden GP2 Series victory means he can retain his seat with Hilmer Motorsport.

Lancaster dominated Sunday's sprint race after storming from last to fifth in Saturday's feature event. He almost stalled at the start of that race, due to a clutch issue that put him in anti-stall, but made up for that with an amazing fourth-to-first getaway when it mattered on Sunday.

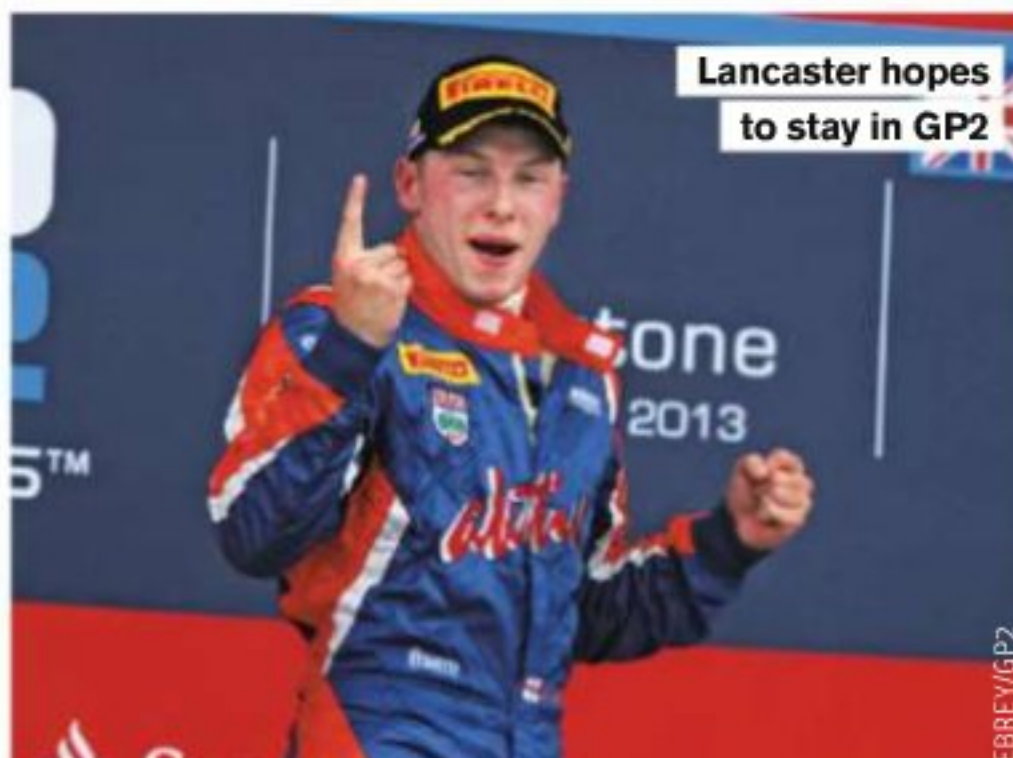
"Whether I continue is up to Franz [Hilmer, team boss] really," said Lancaster, whose win was Hilmer's second in his first season of GP2. "As long as he's happy, I'll be here. He wants me to stay, he's been really good to me."

"To be honest, GP2 is out of my league financially. When I hear other drivers complain they haven't got any money and they turn up driving BMW M3s, I don't think they live in a semi-detached house in Leeds like I do."

Silverstone was only Lancaster's fourth GP2 weekend, his third with the new Hilmer squad, and his cause was made more difficult by wet weather in free practice and a qualifying curtailed by more rain after an opening dry run.

"The last dry lap I did around here was in World Series in 2010," he added. "But the car's balance was so good. After the bad start, I was able to pick them off one by one. I had a touch with Calado, which the stewards saw as a racing incident, and I spent the race just passing car after car."

Lancaster dedicated his victory to his late brother Andy, who died in 2010.



Lancaster hopes to stay in GP2

EBREY/GP2



Evans fell foul of pitlane speeding

## SPEEDING TICKET THWARTS EVANS

Arden's Mitch Evans believes he could have won the feature race, but received a stop/go penalty after both front-wheel speed sensors failed in the pitlane and caused him to break the limit. He was running second at the time to Sam Bird.

## BIRD SETS SIGHTS ON TITLE BID

Sam Bird has closed to within 31 points of Stefano Coletti's series lead, and nine points of second-placed Felipe Nasr after scoring heavily at Silverstone. "We are getting better and faster," he said of the Russian Time team. "There's great energy here; we're the first people here and the last to leave."

## LEIMER KEEPS POINTS AFTER CLASH

Racing Engineering's Fabio Leimer, who dominated at Silverstone last year until a safety car-inspired strategy disaster, kept his points for fourth place on Saturday despite pushing title rival Coletti into retirement on the final lap. "I had been saving my tyres so I was in a position to attack towards the end of the race. Unfortunately I collided with Coletti, who visibly struggled with his car." Leimer received a 10-place grid penalty for the sprint race and struggled home in 15th.

## PALMER FINED FOR ALTERCATION

Jolyon Palmer was handed a reprimand and a €12,000 fine for "a serious departure from the expected standards of sporting behaviour" following a post-race confrontation with Sergio Canamasas after Sunday's race which included "verbal abuse and physical contact", according to the stewards' report. On Twitter, Palmer said he'd called Canamasas an "fing idiot".

## QUAIFE-HOBBS SENSES PROGRESS

Adrian Quaife-Hobbs believes his MP Motorsport squad has "definitely taken a step forward" at Silverstone. He finished on the fringe of the top 10 in both races, after his qualifying session was ruined by a spin at Copse.

**GP3**  
**Silverstone (GB)**  
 June 28-30  
 Round 3/8




**RESULTS**

RACE 1: 15 LAPS, 54.825 MILES

1	<b>JACK HARVEY (GB)</b>	<b>31m37.496s</b>
	ART Grand Prix; Qualifying: 2nd-1m46.415s	
2	KEVIN KORJUS (EST)	+3.051s
	Koiranen GP; Qualifying: 1st-1m46.360s	
3	FACU REGALIA (RA)	+5.369s
	ART Grand Prix; Qualifying: 3rd-1m46.581s	
4	DANIIL KVVAT (RUS)	+6.619s
	MW Arden; Qualifying: 7th-1m46.708s	
5	TIO ELLINAS (CY)	+8.073s
	Marussia Manor Racing; Qualifying: 6th-1m46.693s	
6	NICK YELLOLY (GB)	+9.485s
	Carlin; Qualifying: 8th-1m46.873s	
7	ALEX FONTANA (CH)	+12.309s
	Jenzer Motorsport; Qualifying: 4th-1m46.631s	
8	GIOVANNI VENTURINI (I)	+15.626s
	Trident; Qualifying: 13th-1m47.304s	
9	ADDERLY FONG (PRC)	+16.634s
	Status Grand Prix; Qualifying: 12th-1m47.296s	
10	DINO ZAMPARELLI (GB)	+17.210s
	Marussia Manor Racing; Qualifying: 16th-1m47.724s	

Winner's average speed: 104.01mph.  
 Fastest lap: Harvey, 1m48.743s, 121.185mph.

RACE 2: 15 LAPS, 54.825 MILES

1	<b>VENTURINI</b>	<b>27m32.438s</b>
	Grid: 1st	
2	YELLOLY	+0.609s
	Grid: 3rd	
3	FONTANA	+1.519s
	Grid: 2nd	
4	KVVAT	+2.723s
	Grid: 5th	
5	REGALIA	+4.673s
	Grid: 6th	
6	ELLINAS	+5.376s
	Grid: 4th	
7	HARVEY	+6.657s
	Grid: 8th	
8	AARO VAINIO (FIN)	+8.145s
	Koiranen GP; Grid: 11th	
9	KORJUS	+9.008s
	Grid: 7th	
10	ERIC LICHTENSTEIN (RA)	+10.311s
	Carlin; Grid: 13th	

Winner's average speed: 119.443mph. Fastest lap: Kvyat, 1m49.112s, 120.776mph.

**CHAMPIONSHIP**

1	ELLINAS	69	6	KVVAT	40
2	KORJUS	59	7	YELLOLY	32
3	DALY	51	8	NIEDERHAUSER	28
4	VAINIO	44	9	SAINZ	24
5	HARVEY	42	10	VISOIU	21

**TEAMS**

1	ART GRAND PRIX	134	4	MARUSSIA MANOR RACING	72
2	KOIRANEN GP	103	5	JENZER MOTORSPORT	45
3	MW ARDEN	85	6	CARLIN	32

**POINTS SYSTEM EXPLAINED**

In race one: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. In race two: 15-12-10-8-6-4-2-1 to top eight finishers. Two points for fastest lap among top-10 finishers in each race.



Daly (right) jumped start massively

FOR IN-DEPTH RESULTS  
[forix.autosport.com](http://forix.autosport.com)




Harvey celebrates his maiden GP3 victory

# Harvey gets his title bid on track at Silverstone

TWO WEEKS AGO AT VALENCIA, FOLLOWING GP3's standalone second round, Jack Harvey was a worried man. His ART team-mates Conor Daly and Facu Regalia had bossed the pace in Spain, and he was struggling to trouble the top 10. "I need a big weekend at Silverstone – I know the track and I've got to start scoring some big points," he confided.

Phew! Although he just missed out on pole position, to the tune of 0.055s, the reigning British Formula 3 champion discovered his GP3 mojo in race one. He dominated the race, truth be told. By the time a safety car was required for a huge shunt at Becketts, he was already 3.8s clear at the front of the field.

After his initial advantage was negated, he simply pulled off the same disappearing act up front at the restart, winning by 3s from poleman Kevin Korjus – who admitted: "I didn't have his pace to win today."

After making a "decent start", which polesitter Korjus (Koiranen GP) simply didn't have time to dart across to his right to cover, Harvey used the fresh set of Pirelli's new super-hard-compound tyres that he'd saved in qualifying to perfection. His cause was aided as team-mate Daly blatantly jumped the start from ninth on the grid to run second on the road until taking his penalty just as the safety car released the field at the restart.

Korjus trailed him home at a respectful distance, well clear of Regalia, Daniil Kvyat and points leader Tio Ellinas, who had pulled a smart move on Alex Fontana for sixth.

Apart from the big shunt that befell Patrick Kujala at Becketts, which prompted the safety car, the main talking point was a clash between Carlos Sainz Jr and Lewis Williamson on the Wellington Straight – a move that Williamson branded "insane" – and that handed reversed-grid pole to Giovanni Venturini. Williamson had previously pulled an audacious move on Sainz at Maggotts, but his engine lapsed into safety mode when he held it for too long on the rev limiter at Abbey, which allowed Sainz to repass him.

Williamson's better exit from The Loop led to Sainz swerving him off the track on the following

straight. The consequences could have been much worse than Williamson's mazy spins, missing the barrier that juts out by a matter of feet. Sainz received a puncture and a 10-place grid penalty, but there were many in the paddock who'd rather have seen him banned from race two to set an example.

Sunday's race was all about a tense duel between Venturini and Nick Yelloly, the Briton having finished sixth from eighth on the grid on Saturday after suffering balance issues in qualifying.

Yelloly out-braved Fontana (whom he'd passed the day before at Stowe with a superb move) at Abbey to grab second on the opening lap, and briefly grabbed the lead at Village by going around the outside of Venturini, only to run wide and get "hooked up on the kerb" on the exit.

Further attacks around the outside at Brooklands on the first two laps were as close as he'd come to usurping Venturini, who put up a solid defence to record his maiden GP3 win.

"He was really faster," admitted Venturini of Yelloly, "so I had to push a lot to stay in P1." His victory was also the Trident squad's first in GP3.

Yelloly said: "I had the pace to win; we changed the car from race one and found a better balance."

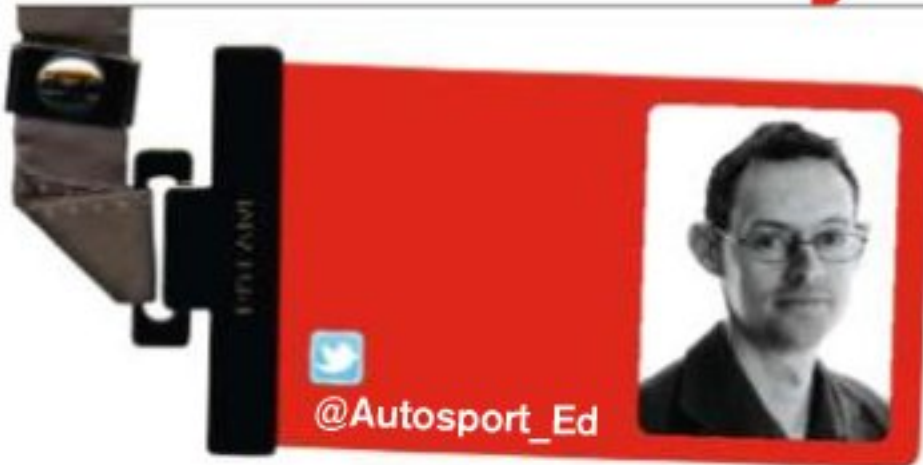
Fontana finished third, clear of Kvyat – who recorded fastest lap on the final tour. Regalia fended off Ellinas for fifth, while Harvey had a lonely run to seventh, elevating him to a top-five points place.



Winner Venturini was hounded by Yelloly

## IN THE PADDOCK

## Charles Bradley



OUTCOMES. IT'S A WORD THAT'S BANDIED ABOUT by consultants (who'll take the watch off your wrist, usually at great expense, to tell you what the time is) and bullshit merchants alike, as if it's the be-all and end-all.

In motorsport, when it comes to judging driving standards in single-seater racing, if you focus purely on the outcome then you risk missing the point of the cause. Saturday's GP3 race was an interesting case in point.

Firstly, at Becketts, Patrick Kujala made an error of judgement. As David Fumanelli got crossed up, and lifted out of the throttle to avoid spinning, Kujala kept his foot in to get past but instead rode up over the rear of Fumanelli's car. A simple mistake, the outcome was a high-speed accident for Kujala, tumbling on to the top of the tyrewall, from which he (and Fumanelli, whose head Kujala's car flew over) thankfully escaped unhurt.

Kujala was banned from Sunday's race. Fair enough. It sent a clear message.

Later in that race, Carlos Sainz Jr took a huge swerve to his left to defend his eighth place and simply swiped Lewis Williamson, who was already alongside, off the circuit. Williamson spun to a halt without hitting anything, but his 'outcome' could have been far more disastrous.

Because it wasn't (no somersault, no safety car) Sainz received a 10-place grid penalty for Sunday. In my eyes, this punishment did not fit his crime. And it won't unless the stewarding rationale becomes less outcome-based.



Sainz leads  
Williamson  
before clash

GRIFFITHS/GP3

## DID YOU KNOW?

Manor's championship leader Tio Ellinas is the only driver to have scored points in all six GP3 Series races so far. Kevin Korjus, Conor Daly and Aaro Vainio lost their 100 per cent scoring records at Silverstone.



GRIFFITHS/GP3

## Thiim's hot streak continues



Thiim (2) led  
all the way

## NICKI THIIM CONTINUED HIS RED-HOT VEIN

of form as he took his first Porsche Supercup victory of 2013 at Silverstone.

Fresh from a double win in the German Carrera Cup at Lausitz and a triumph at the Nurburgring 24 Hours in June, the Attempto Racing driver marked his rivals' cards by heading an all-Danish front row in qualifying.

But he completed a superb weekend's work by starting better than countryman Michael Christensen and leading the race from start to finish.

"That was a wonderful weekend," Thiim said. "I wanted to win the race for Allan Simonsen and I succeeded."

DAMS driver Christensen ran second for the first half of the race, but steadily came under increased pressure from the Lechner car of Michael Ammermuller, who had made a rocket start to climb from sixth to third on the opening lap.

Ammermuller eventually nipped past with six laps to go and succeeded in reducing the deficit to Thiim, although

not to the extent that he could seriously think about making a passing move.

Championship leader Sean Edwards (Tolimit) was fourth while Kuba Giermaziak (VERVA) and Thiim's team-mate Kevin Estre completed the top six.

Brit Ben Barker drove sensibly to ninth spot in his Team Bleekemolen entry while Irishman Karl Leonard, an irregular entrant in Britain's domestic Carrera Cup but driving for MRS GT at Silverstone, was 19th.

● Dylan Jacobs

## RESULTS

1 Nicki Thiim, 13 laps in 27m51.740s; 2 Michael Ammermuller, 0.580s; 3 Michael Christensen; 4 Sean Edwards; 5 Kuba Giermaziak; 6 Kevin Estre; 7 Martin Ragginger; 8 Christian Engelhart; 9 Ben Barker; 10 Patryk Szczerbinski.

Points 1 Edwards, 54; 2 Ammermuller, 50; 3 Thiim, 46; 4 Giermaziak, 44; 5 Christensen, 28; 6 Engelhart, 20.

## Pirelli in tyre-praise shock

WHILE PIRELLI CAME UNDER HEAVY FIRE IN Sunday's Formula 1 grand prix for multiple blow-outs, its new super-hard GP3 Series compound received praise after its debut at Silverstone.

Designed to eradicate the criticism following the high degradation in Barcelona, that reduced the race to a relative crawl in some stages and ruined some drivers' weekends, the new compound allowed drivers to push far more than usual despite Silverstone's abrasive reputation.

"It was not like in Barcelona at all," said Alex Fontana, who scored his first series podium on Sunday. "The car was sliding but the tyres didn't have much degradation. At the end I think everyone was pushing a lot."

Race one winner Jack Harvey said: "It's not too much different from the medium compound: it's got a peak and drops off in the same way. But I set my fastest lap on lap 13, which was good."

Runner-up in that race, Kevin Korjus, added: "It was the first time this year that I felt I could really push in the race. It was a nice feeling."



New Pirelli tyres  
received praise

GRIFFITHS/GP3



Venturini is ready  
to win again

GRIFFITHS/GP3

## VENTURINI READY TO BREATHE FIRE

Silverstone race two winner Giovanni Venturini has pledged that his Trident team will "go to Nurburgring like a dragon!" after their maiden series success together. Venturini only qualified 13th for race one, after struggling to get heat into the new Pirelli super-hard compound, but charged to eighth which gave him reversed-grid pole for a lights-to-flag victory in Sunday's second race.

## DRIVERS WARNED OVER DONUTS

The first topic in the drivers' briefing at Silverstone was "no donuts" – according to Conor Daly. The American was reprimanded for his celebrations after winning at Valencia, but didn't get to replicate the transgression after jumping the start in race one and crashing out in an opening-lap pile-up on Sunday.

## KUJALA BAN AFTER BARREL ROLL

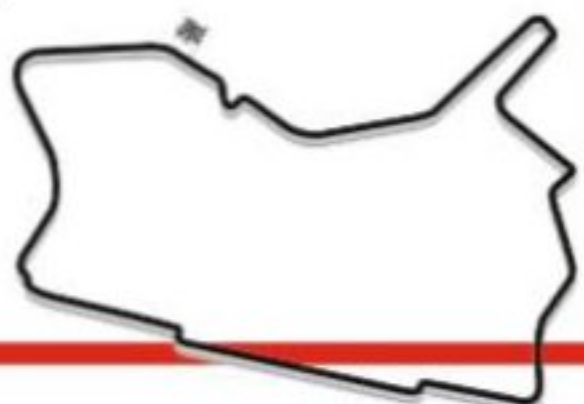
Patrick Kujala escaped unhurt from his multiple somersault in race one after he tripped over a crossed-up David Fumanelli at Becketts. Kujala was banned from starting race two. Fumanelli was bound for a drive-through penalty anyway, after being one of three drivers (along with Daly and Melville McKee) who jumped the start. Meantime, ART's Facu Regalia blamed Fumanelli for ruining his best qualifying lap.

# WTCC

Porto (P)

June 29-30

Round 7/12



## RESULTS

RACE 1: 12 LAPS, 35.79 MILES

1	YVAN MULLER (F)	27m38.637s
RML Chevrolet Cruze 1.6 T; Qualifying: 1st-2m05.347s		
2	TOM CHILTON (GB)	+0.343s
RML Chevrolet Cruze 1.6 T; Qualifying: 2nd-2m05.545s		
3	MICHEL NYKJAER (DK)	+0.665s
Nika Racing Chevrolet Cruze 1.6 T; Qualifying: 3rd-2m05.977s		
4	PEPE ORIOLA (E)	+1.318s
SUNRED Engineering Chevrolet Cruze 1.6 T; Qualifying: 6th-2m06.414s		
5	ROB HUFF (GB)	+2.493s
Munnich Motorsport SEAT Leon WTCC; Qualifying: 8th-2m06.660s		
6	JAMES THOMPSON (GB)	+3.662s
Lada (Russian Bears) Lada Granta Sport; Qualifying: 7th-2m06.552s		
7	TOM CORONEL (NL)	+6.333s
ROAL Motorsport BMW 320 TC; Qualifying: 11th-2m06.903s		
8	STEFANO D'ASTE (I)	+6.416s
PB Racing BMW 320 TC; Qualifying: 14th-2m08.045s		
9	TIAGO MONTEIRO (P)	+6.977s
Honda (JAS) Honda Civic WTCC; Qualifying: 17th-2m08.209s		
10	MARC BASSENG (D)	+7.576s
Munnich Motorsport SEAT Leon WTCC; Qualifying: 9th-2m06.663s		

Winner's average speed: 77.59mph. Fastest lap: Oriola, 2m07.228s, 84.39mph.

RACE 2: 11 LAPS, 32.81 MILES

1	JAMES NASH (GB)	23m41.247s
Bamboo-Engineering Chevrolet Cruze 1.6 T; Grid: 1st-2m06.902s		
2	HUFF	+5.624s
SEAT; Grid: 3rd		
3	NYKJAER	+6.012s
Chevrolet; Grid: 8th		
4	ORIOLA	+6.368s
Chevrolet; Grid: 5th		
5	BASSENG	+7.946s
SEAT; Grid: 2nd		
6	THOMPSON	+8.683s
Lada; Grid: 4th		
7	MULLER	+9.336s
Chevrolet; Grid: 10th		
8	CORONEL	+9.805s
BMW; Grid: 11th		
9	CHILTON	+10.178s
Chevrolet; Grid: 9th		
10	MEHDI BENNANI (MA)	+10.669s
Proteam Racing BMW 320 TC; Grid: 13th-2m07.560s		

Winner's average speed: 83.00mph. Fastest lap: Muller, 2m07.452s, 84.24mph.

## CHAMPIONSHIP

1	MULLER	282	6	CHILTON	111
2	NYKJAER	160	7	CORONEL	98
3	NASH	138	8	MICHELISZ	92
4	HUFF	135	9	ORIOLA	91
5	TARQUINI	134	10	MACDOWALL	73

## YOKOHAMA TROPHY

1	NYKJAER	112	4	BENNANI	60
2	NASH	108	5	D'ASTE	51
3	MACDOWALL	78	6	O'YOUNG	45

### POINTS SYSTEM EXPLAINED

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



Thompson was a top-six man for Lada



Muller and Chilton dominated race one

# Muller on top as Chevys lead the way

### CITROEN'S TOP BRASS WERE IN TOWN TO WATCH

a weekend that flitted between the routine and the mad, as World Touring Cars' trip to Porto threatened several times to veer off script.

Amid a bizarre timing glitch, dangerous rescue-vehicle crash, pull-out threats and blown turbos, Porto became Chevrolet territory. The marque dominated race one, triumphed again in race two and was only denied a clean sweep of podium lockouts by a dogged defence from SEAT-mounted defending champion Rob Huff.

Typically, it was Yvan Muller who led the charge. This year's runaway points leader was on pole for the fourth straight time, protected his lead from the start of race one and then made it look easy out front, despite never being afforded a cushion of more than half a second from a chasing pack led by RML team-mate Tom Chilton.

The Briton's best chance of claiming a breakthrough win was compromised by his agreement with Muller that track position would be respected at the start, but second was nevertheless a welcome reminder of why he had travelled just three days after the birth of his son Freddie. "I really didn't want to leave home," he said. "But being here, heart pounding, surrounded by walls, I realised why I came. I'm sure it wasn't great to watch, but as a driver it was fantastic."

His sentiment wasn't misjudged; there wasn't much spectacle out front, particularly after Honda's podium challenge was ended first via Norbert Michelisz clattering the Turn 13 wall on lap five, and then through Gabriele Tarquini's turbo failing on lap eight. Michel Nykjaer and new Chevy recruit Pepe Oriola therefore locked out the top four, with Huff and Lada's James Thompson impressive, and yet relatively lonely, in fifth and sixth.

The lower order changed dramatically in the closing laps however, after a shocking crash involving a recovery vehicle that ran through Turn 12 – on the approach to Tarquini's stricken Civic – just ahead of a massive pack of cars.

The front trio slowed but, as the pack squeezed



Nash took his second WTCC win

together, Hugo Valente punted Franz Engstler wide and into the recovery car, while Fredy Barth spun across the track and into the wall in the aftermath. Fortunately there were no serious injuries, and after two safety car laps we had a dash to the finish in which Huff's Munnich team-mate Marc Basseng was the main loser, dropping four spots to 10th as Tom Coronel, Stefano D'Aste and local favourite Tiago Monteiro – his own weekend blighted by turbo issues in practice and qualifying – stole past. As has been the case for much of the season, the second contest was markedly different. Poleman James Nash escaped to claim a second career win with his Bamboo-run Cruze in some style, but his cause was aided by constant squabbles as the other Chevrolets – now on the fringes of the reversed-grid top 10 – tried to fight through.

Chief protagonist was Nykjaer, who was quickly up to third but then spent the remainder of the race attempting in vain to pick off Huff, himself struggling with increasingly problematic brakes.

Behind the Dane, now second in the points, Oriola snuck past Basseng late on for fourth. Thompson, Muller and Coronel were next followed by Chilton, who fought back after losing four places to Oriola's optimistic first-lap lunge.

Honda, meanwhile, failed to score. Monteiro could only come through to 11th this time, Tarquini spent the race deliberately at the back, trialling a new set-up, while Michelisz didn't even start due to his earlier damage.

## IN THE PADDOCK

## Sam Tremayne



THE GENERAL OPTIMISM SURROUNDING Citroen's arrival in the World Touring Car Championship, even from teams whose futures are suddenly less certain, spoke volumes in Porto.

There are those in the paddock who believe rules should be dictated not by those potentially joining the series, but by those already in it. One does not need to look too far to see the validity of such arguments.

But make no mistake: the WTCC needed new blood, new momentum. RML's and Yvan Muller's dominance is a now well-established routine and, even with the arrival of Honda and Lada, shows no signs of abating. As Huff put it: "If you take Yvan out of the equation it's a hell of a championship. As it is, we're fighting for the B class."

The 2014 rules were needed too, both to end the current predictability with which each weekend begins, and to make the series more 'sexy' – a term bandied around frequently in Porto.

Inevitably it means a year of transition, but that doesn't have to spell disaster – particularly if promoter Marcello Lotti can meet his 16-car 2014 target and maintain privateer interest, a balancing act that would seem possible given the lingering enthusiasm of nearly every team in the Porto paddock.

"We'll have an intermediate year, sure, but remember what DTM did a few years ago with 10 manufacturer cars," Honda team principal Alessandro Mariani pointed out. "Above all, it's exciting to have a strong competitor like Citroen joining. We're ready for the challenge."



Lotti (r) welcomed Citroen boss Matthon

## BIG NUMBER

4



Chevrolet scored the first top-four lockout for one manufacturer since the 2009 season opener in Brazil, when SEAT did likewise in both races at Curitiba

## New tech rules rubber-stamped

## NEXT YEAR'S WORLD TOURING CARS COULD

be up to five seconds per lap faster than the current generation of cars, AUTOSPORT understands.

While the series' planned new rules were approved by a meeting of the FIA World Motor Sport Council during the build-up to Porto, no official details were released.

Teams were, however, issued with a provisional set of regulations, a copy of which was seen by AUTOSPORT, that would increase power of WTCC cars to 380bhp – up by around 12 per cent – and lower their weight to 1100kg. With extra width and more aerodynamic freedom, it is estimated that the new models will be 1.1s quicker per kilometre compared to current-specification cars. Balance-of-Performance monitoring will be scrapped, although success ballast will remain.

Promoter Marcello Lotti has targeted 16 new cars for the 2014 grid, up to 10 of which AUTOSPORT understands have already been pledged by Honda, Citroen and Lada. Lotti remains confident that deals for a further six new-spec machines can be reached in the coming weeks. SEAT is not expected to be ready with its new



car until the final races of next season.

Alongside the technical changes, the series also plans to introduce a third stage of qualifying, consisting of a one-lap shoot-out for the top five cars, and scrap the current race-one rolling start.

Push-to-pass, first mooted at the start of this year, will be delayed until 2015. AUTOSPORT understands that the planned technical and sporting changes could be ratified by next month.

## Timing glitch ruins qualifying

## A TIMING GLITCH THREW PORTO QUALIFYING

into chaos after it was discovered that several drivers had been wrongly allocated times during Q2, the 15-minute shoot-out for pole position.

Tom Coronel was the most obvious victim, losing what he believed was an assured reversed-grid pole after being bumped down to 11th in the reshuffle. His loss was Pepe Oriola's gain – the Spaniard moving from 12th to sixth under the amended times – but he too was caught out by the error, saying he had pushed too hard and crashed as a direct result of being misinformed about his pace.

"My engineer told me I was a whole second off the pace in sector one, so I pushed a lot harder and I crashed," said Oriola, who was on his first outing with a Chevrolet. "That meant I also missed out on a second set of new tyres, which meant I could have been even higher than sixth. Still it was a good result for us, and a good weekend – I didn't expect to be at the front so soon just one race into life with Chevrolet."

ROAL BMW man Coronel said both the error and a subsequent lack of communication about his demotion were unacceptable. "I knew Franz Engstler had used new tyres, and Pepe was in the wall, so I knew I was P10 and I didn't go out again," he said. "How can you not trust the timing in a world championship? And they never informed me of the situation. It's unacceptable. What do you think would happen if this was Formula 1?"



## BMW TEAMS HATCH PLAN

BMW's privateer teams are collectively investigating the feasibility of creating their own upgrade package in order to stay on the grid next year, AUTOSPORT understands. Existing machinery will be permitted to compete in 2014, with the possibility of making small upgrades in order to move performance closer to that of the new cars. With BMW scaling back its involvement, the five teams – ROAL, PB, Engstler, Wiechers and Proteam – intend to pool resources.

## ENGSTLER RACECRAFT ANGER

Franz Engstler slammed driving standards in the WTCC following his dangerous crash into a recovery vehicle in race one. The German had slowed under yellows intended to flag the vehicle's presence, only to be punted from behind, and into the vehicle, by Hugo Valente. "A lot of drivers don't respect anything on track," Engstler said. "It is unacceptable – on a street circuit especially you have to respect the flags. If this happens at Macau you will be looking at a big accident."

## WTCC TARGETS FRANCE

A French round could be added to the 2014 WTCC calendar following Citroen's and Sebastien Loeb's arrival in the series. "This is something for next year," promoter Marcello Lotti said. "We will look to stay on 12 races, but we will make a final decision on this – 12 or 13 races – in September." Brazil is also due to rejoin the calendar, although there is a space already available as Porto hosts its race on a biennial basis.

## BARTH RACES THROUGH THE PAIN

Fredy Barth competed in Porto despite breaking his wrist in several places in a crash last time out in Russia. "I didn't dare attack even though I had good one-lap pace," Barth told AUTOSPORT. "In the second I got loose, thought about trying to catch it and then just thought of my wrist." Barth will miss the forthcoming Rio Hondo and Suzuka rounds.

BLANCPAIN ENDURANCE SERIES PAUL RICARD (F), JUNE 30, RD 3/5

# Marc VDS returns to Max power



Martin overtook  
Sims for win

46

BY MARC VDS RACING'S VERY HIGH STANDARDS, THE team had been going through a lean patch in the Blancpain Endurance Series of late. But that all changed with a canny victory at Paul Ricard.

Maxime Martin, who almost by the race is gaining a reputation as 'The Special One' of International GT racing, drove a flawless final stint in the team's BMW Z4 to hunt down and overtake the McLaren of 2008 McLaren AUTOSPORT BRDC Award winner Alexander Sims as the race was about to enter its final 10 minutes.

Slick pit work by the crack Hexis Racing team ensured that Sims had entered the fray in the lead, but he was soon forced to defend stoutly, firstly from the championship-leading Kessel Racing Ferrari of Daniel Zampieri. But try as he did to pass Sims, Zampieri eventually lost second to the BMW of Martin, who pulled off an audacious move at the Mistral chicane. Zampieri then saw

his podium chances ruined when he was forced to take a 10s stop-go penalty due to a pitstop infringement by his team.

If the impressive Sims thought he then had a quiet run to the flag, he was rudely jolted by the sight of the Marc VDS car in his mirrors. Martin, who had overcome being delayed by a late-stopping and out-of-synch Von Ryan McLaren, was benefiting from a tyre-pressure adjustment at his final stop and was reeling in his rival.

Martin, who was sharing the car with Yelmer Buurman and team manager Bas Leinders, chose the meandering Beausset corner to turn tighter than Sims and squeeze his way through, before opening a healthy 7s gap by the chequered flag.

A typically humble Martin said afterwards: "I was unlucky to get stuck behind the Von Ryan car, which was quick on the straights, and I lost some time. But actually it may have helped my tyres a

little anyway. It's a nice victory for us and a great way to get ready for the 24 Hours of Spa."

Rounding out the podium was the British JRM team. A week on from his GTE Pro podium at Le Mans, Peter Dumbreck set a fine foundation early on before handing over the Nissan GT-R to the rapid Lucas Luhr. Steven Kane finished the job off to lead home a recovering Zampieri, who further increased the points lead of himself and co-drivers Davide Rigon and Cesar Ramos.

The fiercely contested Pro-Am category was won by the Boutsen Ginion McLaren of David Dermont and former Superleague driver Frederic Vervisch. Buoyed by a rare visit to a paddock by Thierry Boutsen himself, the Franco-Belgian duo beat the RJN Nissan of Alex Buncombe and new Nissan GT Academy graduates Steve Doherty and Mark Shulzhitskiy.

Gulf McLaren trio Adam Carroll/Rob Bell/Nico Verdonck took the final point in 10th, while Oliver Jarvis was down in 17th with Christopher Haase and Harold Primat on a rare off day for the Audi R8 LMS ultra brigade.

● Leigh Armes

## RESULTS

**1** Maxime Martin/Yelmer Buurman/Bas Leinders (BMW Z4 GT3), 81 laps in 3h02m09.332s; **2** Alexander Sims/Alvaro Parente/Stef Dusseldorp (McLaren MP4-12C GT3), +7.420s; **3** Steven Kane/Lucas Luhr/Peter Dumbreck (Nissan GT-R); **4** Davide Rigon/Cesar Ramos/Daniel Zampieri (Ferrari 458 Italia GT3); **5** Luca Ludwig/Maximilian Buhk/Alon Day (Mercedes SLS AMG GT3); **6** Aleksandr Skryabin/Alexey Basov/Alessandro Pier Guidi (Ferrari); **7** Mikhail Aleshin/Kirill Ladygin/Victor Shaitar (Ferrari); **8** Andy Soucek/Mike Parisy/Antoine Leclerc (McLaren); **9** Stephane Ortelli/Rene Rast/Laurens Vanthoor (Audi R8 LMS ultra); **10** Adam Carroll/Rob Bell/Nico Verdonck (McLaren). **Points** 1 Rigon/Zampieri/Ramos, 45; 2 Martin/Buurman/Leinders, 31; 3 Frank Stippler/Edward Sandstrom/Christopher Mies, 27; 4 Kane/Luhr/Dumbreck, 27; 5 Darren Turner/Frederic Makowiecki/Stefan Mucke, 25; 6 Sims/Parente/Dusseldorp, 24.



Eighth-placed ART McLaren heads  
seventh-placed SMP Ferrari



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# Congratulations to the Nissan GT-R Nismo GT3 customer teams at Paul Ricard



The Nissan GT-R Nismo GT3 secured podiums in both Pro and Pro-Am categories in the Blancpain Endurance Series and now is third in Pro and first in the Pro-Am standings.



Serious parties should contact Mark Dexter, [mdexter@jrm-group.com](mailto:mdexter@jrm-group.com) or +44 (0) 1327 307 164. [www.jrm-group.com](http://www.jrm-group.com)

NASCAR SPRINT CUP KENTUCKY (USA), JUNE 30, RD 17/36

# Kenseth kickback in Kentucky



## FOR MOST OF THE KENTUCKY

Speedway Sprint Cup race, Jimmie Johnson looked not just unbeatable on the day – it looked like he would be impossible to stop in this year's title race.

Johnson was serenely dominant and, whenever anyone popped up to challenge him through the vagaries of pitstop timing, he was able to dismiss them and pull away.

That was until the final restart. Johnson had proved at the penultimate pitstops that he only needed two fresh tyres on his Hendrick Motorsports Chevrolet to stay in control. So when Brian Vickers's late crash prompted the last stops with 25 laps to go, Matt Kenseth raised the stakes and took fuel only.

Kenseth rated his chances of fending off Johnson on old tyres as "less than five per cent", but it was

his Joe Gibbs Racing Toyota that surged clear at the green flag as Johnson made a poor getaway and was gobbled up by the pack. The five-time champion then spun at Turn 2 and tumbled to 26th.

Johnson argued – vehemently over the radio and then with steely professionalism post-race – that Kenseth had illegally dropped below pace-car speed to hamper his rivals, a charge that left Kenseth incredulous.

While Johnson set about a recovery charge to ninth, Kenseth won a restart battle with the Michael Waltrip Racing Toyota of Clint Bowyer and pulled away to take his fourth win of the season.

Bowyer fell to third as Jamie McMurray and his Earnhardt Ganassi Chevrolet mounted a late charge to the runner-up spot. Joey Logano and Kyle Busch

rounded out the top five.

Polesitter Dale Earnhardt Jr's day never recovered from hitting the debris of a Denny Hamlin tyre failure. Hamlin had two such incidents, the second leading to a firm impact and a precautionary visit to the medical centre.

The race had been postponed from Saturday night due to storms, and there was another delay on lap 47 when a massive crash prompted a red flag.

Kurt Busch tipped Brad Keselowski into a spin, with the reigning champion then violently collected by Greg Biffle.

The elder Busch was unharmed and would finish sixth, while the Penske and Roush Fenway teams somehow rustled up functioning Fords from the wreckage so that Keselowski and Biffle could rejoin over 100 laps down to finish 33rd and 34th. But that calamity dropped Keselowski to 14th in the points, leaving his prospects of making the Chase, let alone defending his title, looking bleak.

● Connell Sanders Jr

## RESULTS

**1 Matt Kenseth (Toyota Camry)**, 267 laps in 3h02m07s; **2 Jamie McMurray (Chevrolet SS)**, +0.699s; **3 Clint Bowyer (Toyota)**; **4 Joey Logano (Ford Fusion)**; **5 Kyle Busch (Toyota)**; **6 Kurt Busch (Chevy)**; **7 Martin Truex (Toyota)**; **8 Jeff Gordon (Chevy)**; **9 Jimmie Johnson (Chevy)**; **10 Kevin Harvick (Chevy)**. **Points** **1 Johnson**, 610; **2 Carl Edwards**, 572; **3 Bowyer**, 569; **4 Harvick**, 544; **5 Kenseth**, 528; **6 Dale Earnhardt Jr**, 512; **7 Kyle Busch**, 500; **8 Truex**, 490; **9 Greg Biffle**, 489; **10 Logano**, 479.



## In brief



### JAPANESE F3

Championship leader Yuichi Nakayama (above) won both races at Okayama. He inherited the lead of race one when his TOM'S Dallara-Toyota team-mate Takamoto Katsuta retired with a blown engine, while the Dallara-Toda of Tomoki Nojiri was second. Katsuta was runner-up in race two, with Nojiri third.

### SUD-AM F3

Hitech Racing's Felipe Guimaraes increased his series lead with a double victory at Concordia in Argentina. He twice beat Federico Moises, who was debuting in the series in a 12-year-old Dallara. Artur Fortunato and Raphael Raucci each had a third place.

### NASCAR NATIONWIDE

Penske Ford man Brad Keselowski took his second win of 2013 at Kentucky Speedway, beating Elliott Sadler and Matt Crafton. Sam Hornish Jr was ninth to close on Regan Smith in the points.

### NASCAR TRUCKS

Ty Dillon took his first win of the year at Kentucky Speedway, the Childress Chevy driver beating Brad Keselowski and Kyle Busch to leapfrog to third in the points. Series leader Matt Crafton was 10th.

EUROPEAN RALLY CHAMPIONSHIP YPRES RALLY (B), JUNE 29-30, RD 6/12

# Loix triumphs again on home soil

FREDDY LOIX CLAIMED A RECORD-extending eighth victory on his home round of the European Rally Championship – and said afterwards that he wouldn't call it quits until he wins it twice more.

The 42-year-old Belgian first took part on the demanding asphalt event – which is set on farmland roads around the historic market town of Ypres – 20 years ago, but looked as sprightly as ever as he raced into a clear lead after winning five stages in succession on Friday evening.

Loix's performance on Saturday's 14 stages was somewhat tame in comparison to Friday – his Skoda topped just one test – but there was no need to push following rival Craig Breen's troubles on Friday evening.

The Irishman was slowed when his Sainteloc Peugeot's front-left driveshaft failed two stages before final service. He fought back to third but his bid to snatch second from Bryan Bouffier unravelled when the Frenchman went on a charge of his own on Saturday afternoon.

Breen moved into third when Hayden Paddon crashed his Ford Fiesta. He looked set for the final



Loix bridged gap to rivals early

podium place only to slip into a ditch four miles from the finish of the final test. Spectators helped haul Breen's Peugeot back onto the road but, with more than four minutes lost, his hopes were seemingly in tatters.

But with the last stage cancelled after two cars caught fire, the results were declared after 19 runs, which

meant Breen could recover to third. "It was the luckiest unlucky moment I've ever had in a rally car!" said a relieved Breen.

● Graham Lister

## RESULTS

1 Freddy Loix/Frederic Miclotte (Skoda Fabia S2000), 2h32m19.4s; 2 Bryan Bouffier/Lara

Vanneste (Peugeot 207 S2000), +1m21.0s; 3 Craig Breen/Paul Nagle (Peugeot); 4 Andy Lefevre/Andy Vangheluwe (Mitsubishi Lancer Evo X); 5 Hermen Kobus/Erik de Wild (Ford Fiesta S2000); 6 Michal Solowow/Sebastian Rozwadowski (Ford Fiesta RRC). **Points** 1 Jan Kopecky, 146; 2 Breen, 114; 3 Bouffier, 99; 4 Francois Delecour, 48; 5 Jari Ketomaa, 39; 6 Loix, 37.

GRAND-AM WATKINS GLEN (USA), JUNE 30, RD 7/12

# Another success for Action Express

ACTION EXPRESS RACING IS ON A roll. Two weeks after taking the team's first win of 2013 at Mid-Ohio, Christian Fittipaldi and Joao Barbosa did it again at Watkins Glen.

The Coyote Corvette duo enjoyed their share of good fortune, firstly when Barbosa avoided damage after being spun around by Stephane Sarrazin, and then in the closing stages when Fittipaldi half-spun and caused rival Oswaldo Negri Jr to run off the road in avoidance.

The excursion forced Negri to remove grass from the radiator grille, costing him and John Pew a potential victory and dropping the MSR Riley-Ford to fourth, behind Sarrazin/Enzo Potolicchio/Michael Valiante (8 Star Corvette) and Brendon Hartley,

who at last earned a representative result in the Starworks car he shared with Pierre Kaffer and Scott Mayer.

Robin Liddell/John Edwards won GT in their Stevenson Chevrolet.

● Jeremy Shaw

## RESULTS

1 Christian Fittipaldi/Joao Barbosa (Coyote Corvette DP), 171 laps in 6h01m17.968s; 2 Enzo Potolicchio/Stephane Sarrazin/Michael Valiante (Coyote Corvette), +0.265s; 3 Scott Mayer/Pierre Kaffer/Brendon Hartley (Riley-Ford MkXXVI); 4 John Pew/Oswaldo Negri Jr (Riley-Ford); 5 Brian Frisselle/Burt Frisselle (Coyote Corvette); 6 Gustavo Yacaman/Justin Wilson (Riley-Ford). **Points** 1 Jordan Taylor/Max Angelelli, 194; 2 Alex Popow/Ryan Dalziel, 194; 3 Fittipaldi, 190; 4 Jon Fogarty/Alex Gurney, 189; 5 Barbosa, 188; 6 Scott Pruett/Memo Rojas, 172.



Action Express pair won again

Fisher finally took victory



BRITISH RALLY SCOTTISH RALLY (GB), JUNE 28-29, RD 3/6

# Fisher hooks a win over Korhonen

ALASTAIR FISHER TOOK HIS MAIDEN British Rally Championship win as the Scottish Rally returned to the series after a seven-year absence.

Welshman Tom Cave, driving a similar Citroen DS3, emerged as an early leader, but WRC3 regular Fisher snatched the lead on stage five and never relented.

"It's been a long time coming," Fisher said. "We should have won before now several times, but it feels great to finally get the job done."

Despite Cave's efforts, he could not hold onto second as series leader Jukka Korhonen also came by before

the finish. Korhonen now leads Fisher at the head of the standings by just five points.

John MacCrone came home fourth while Jonathan Greer was fifth.

● Rachel Cavers

## RESULTS

1 Alastair Fisher/Gordon Noble (Citroen DS3 R3), 2 Jukka Korhonen/Mark Salminen (Citroen), +14.5s; 3 Tom Cave/Ieuan Thomas (Citroen); 4 John MacCrone/Phil Pugh (Citroen); 5 Jonathan Greer/Jonny Hart (Citroen); 6 Mark Donnelly/Dai Roberts (Citroen). **Points** 1 Korhonen, 58; 2 Fisher, 53; 3 Cave, 50; 4 Greer, 43; 5 Daniel McKenna, 33; 6 MacCrone, 29.

PIKES PEAK HILL CLIMB PIKES PEAK (USA), JUNE 30

Loeb dominated  
in Colorado

# Loeb shatters Pikes Peak record



**TWENTY-FIVE YEARS AFTER ARI VATANEN FIRST** broke the Pikes Peak record for Peugeot, Sebastien Loeb did it again – by the imperious margin of 90 seconds, thanks to a time of 8m13.878s. It was for many a foregone conclusion, given that Loeb's 208 T16 Pikes Peak came equipped with 875bhp, four-wheel drive and most of the engineering that went into the 908 HDi Le Mans racer.

Behind him, however, the competition was much closer. Former record holder Rhys Millen (whose 2012 benchmark of 9m46.164s Loeb pulverised) was back with a new Hyundai prototype and traded times during practice with the lightweight Norma prototype of Romain Dumas, a week on from the Frenchman's Le Mans class win.

It could have gone either way – before Dumas's engine stopped after just the third of 156 corners, the cause being a battery problem. That changed Millen's strategy completely: he concentrated on a safe run to fend off the 900bhp Mini of Andros Trophy king Jean-Philippe Dayraut. Just like last year, Dayraut suffered from brake problems, but the top four finishers – with Paul Dallenbach winning the Time Attack class in fourth overall (using Millen's car from 2012) – were all inside the former record.

One of the most remarkable records set was by the most successful driver in Pikes Peak history: Nobuhiro 'Monster' Tajima. He secured victory in the electric class and fifth overall at the wheel of

his E-RUNNER, despite finishing the event in a hailstorm. Tajima's time was quicker than he managed in 2011 with his 910bhp Suzuki SX4, setting a new electric record by half a minute.

The record that probably won't be beaten now is Loeb's new benchmark. "I think it will still stand in 10 years' time: maybe it will never be beaten," said Millen. "We saw history being made today."

● Anthony Peacock

**RESULTS** 1 Sebastien Loeb (Peugeot 208 T16 Pikes Peak), 8m13.878s; 2 Rhys Millen (Hyundai PM580T), +48.314s; 3 Jean-Philippe Dayraut (Mini Countryman); 4 Paul Dallenbach (Hyundai Genesis Coupe); 5 Nobuhiro Tajima (E-RUNNER Pikes Peak); 6 Mark Rennison (Ford RS200 Evolution).

SCANDINAVIAN TOURING CAR CHAMPIONSHIP GOTHENBURG (S), JUNE 29, RD 3/8

## Tyre gamble pays off for Bjork

**WITH PUDDLES ON THE STARTING GRID A COUPLE** of centimetres deep, starting the Scandinavian Touring Car race around the harbour roads of Gothenburg on slicks seemed like a crazy idea.

But that standing water painted a false picture – once the drivers had completed the formation lap, those on rain tyres knew their fate.

"By the time we got to the third corner I could see parts of the track were completely dry and I knew I was in trouble," admitted wet-shod Volvo driver Fredrik Ekblom afterwards.

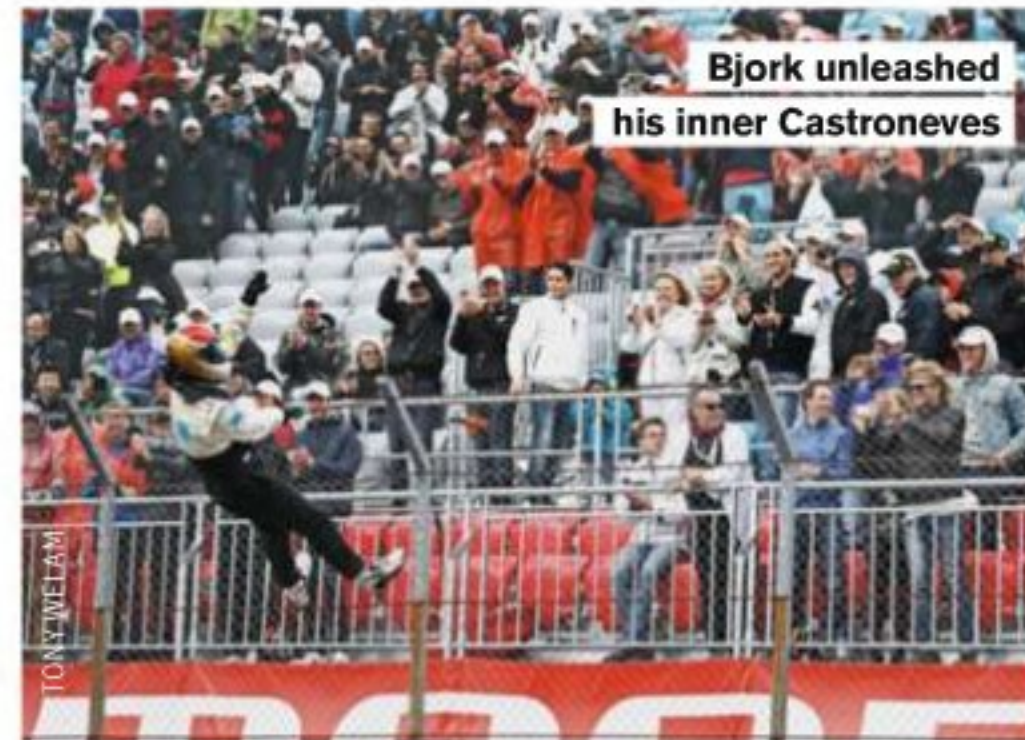
Still, for the opening few laps the wet was the tyre to have, and polesitter Richard Goransson made hay, opening up a big lead in his West Coast BMW as he found traction where the slick-shod runners couldn't.

Approaching the midway point of the 40-lapper, Goransson was over 20 seconds ahead of the slick-tyred Polestar Volvos of Thed Bjork and Robert Dahlgren. Such was the rate at which the track changed, 10 laps later he was over 10s behind and struggling to hold onto a podium spot.

Bjork claimed a comfortable win over Dahlgren, who'd picked up a slow puncture. Late on another slick starter – BMW man Robin Rudholm – passed Goransson. It was a shame for the man who'd been in a class of his own in the wet.

On the final lap Mattias Andersson in the unfancied Dacia starred, passing Daniel Haglof's Saab and Fredrik Larsson BMW to take fifth – his and the car's best result of 2013 by some distance.

● Andrew van de Burgt

Bjork unleashed  
his inner Castroneves

### RESULTS

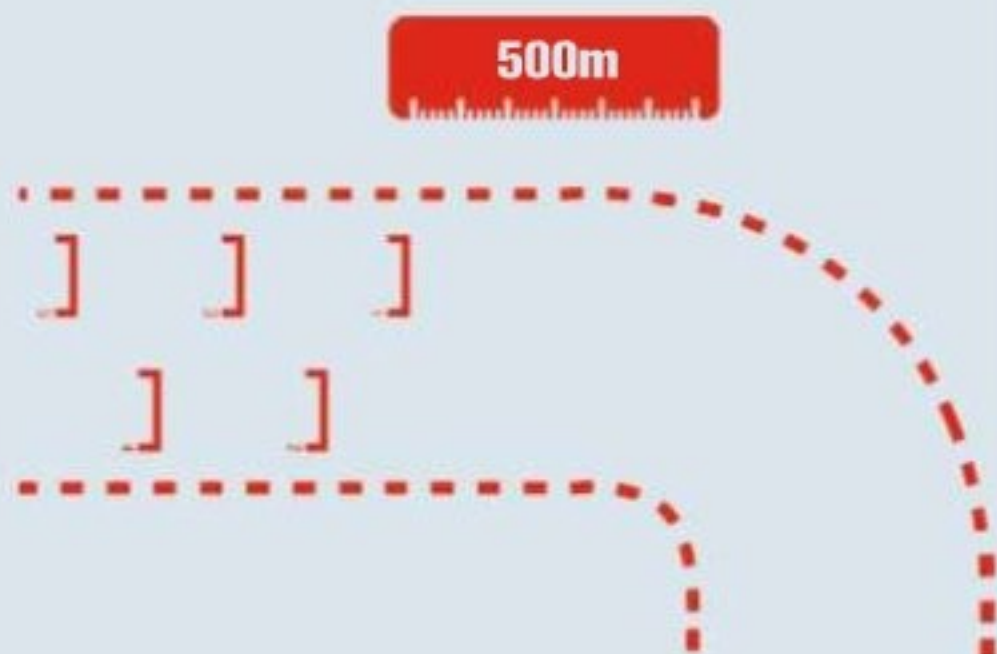
1 Thed Bjork (Volvo S60), 40 laps in 32m50.422s; 2 Robert Dahlgren (Volvo), +10.307s; 3 Robin Rudholm (BMW SR); 4 Robert Goransson (BMW); 5 Mattias Andersson (Dacia Logan); 6 Fredrik Larsson (BMW). **Points** 1 Bjork, 93; 2 Goransson, 72; 3 Dahlgren, 68; 4 Larsson, 44; 5 Linus Ohlsson, 35; 6 Fredrik Ekblom, 33.



# GERMAN GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS F1 HD**

## FIRST CORNER



It's bang on 500m from pole to the apex of turn one at the Nurburgring, and Turn 1 is a second-gear hairpin that leads almost immediately into the Castrol esses, demanding that drivers simultaneously balance the more technical requirements of the circuit with all the race-start factors.

## OVERTAKING STATS

With last year's race at Hockenheim, like-for-like statistics do not exist. However, looking back to 2011, the Nurburgring sat at precisely the halfway mark in the overtaking standings, providing some indication of the likely frequency of overtaking this year.



## FULL THROTTLE



63 per cent of the lap is spent on full throttle, putting the circuit in the top 10 for throttle demand – but only just.

## PITLANE

At 377m, the Nurburgring pitlane is a relatively short affair. And with a pitlane loss of just 18 seconds (plus stop time), it's one of the least penalising stops drivers have to make all season.



NURBURGRING	
Pitlane length	422m
Length rank	14th longest
Pitlane loss	18 seconds



MELBOURNE

SILVERSTONE

## SAFETY CARS

Circuit sharing means the German GP has an incomplete data table with which to identify trends. Over the course of the past seven GPs at the Nurburgring, two safety car periods deliver a probability of 0.3 interventions per race, which equates to the 13th lowest level across all of the 2013 season circuits.



USA/INDIA

SINGAPORE

## FUEL PENALTY



Each lap of the Nurburgring requires 2.6kg of fuel, or 156kg of fuel to complete 60 laps of the 3.198-mile circuit

## GEAR CHANGES

It will be a busy time in the cockpit for drivers as far as changing gear goes. At 57 changes per lap, it amounts to a gearchange every 90 metres of the 3.198-mile Nurburgring track.



NURBURGRING	
Circuit Length	3.198 miles
Race Laps	60
Race Distance	191.927 miles
Lap Record	Michael Schumacher, 1m29.468s (2004)
Corners	15 (6 left, 9 right)
Circuit Direction	Clockwise
Corners <62mph	3
Corners >155mph	3

## WEATHER



MONTHLY AVERAGES	
Daily sunshine	9.7hrs
Rainfall	46mm
Min temp	10.2C
Max temp	19.7C

While the Nurburgring is officially classified as having a temperate seasonal climate, the elevation of the Eifel and the densely wooded surrounding areas produces its own dependably wet micro-climate.

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

### THURSDAY

1400 Sky Sports F1  
LIVE Drivers' Press Conference

### FRIDAY

0845 Sky Sports F1  
LIVE Free Practice 1  
1100 Sky Sports F1  
LIVE GP2 Practice

### SATURDAY

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

### SUNDAY

0930 Sky Sports F1  
LIVE GP2 Sprint Race  
1130 Sky Sports F1  
LIVE German GP

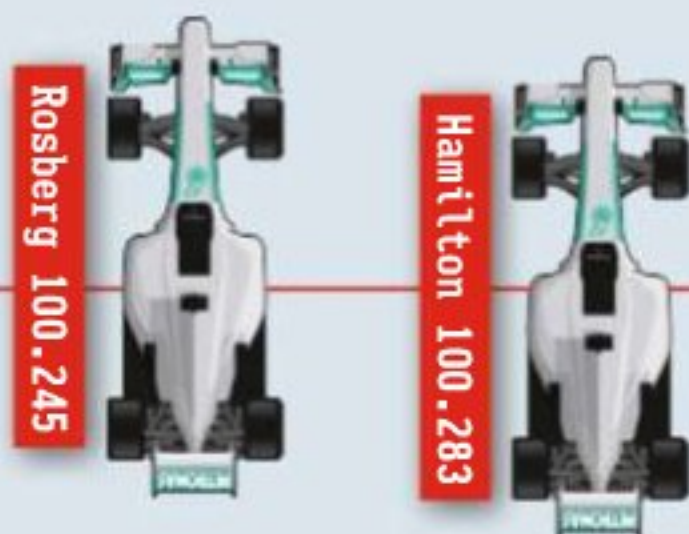
### ALL WEEK

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

100%

## GRAND PRIX SUPERGRID

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



101%



Felipe Massa, who crashed during Friday practice for the third consecutive weekend, has fallen behind Romain Grosjean, although he did fight back to P6 in the race.

102%



Another strong effort from Daniel Ricciardo (there's a Red Bull seat to fill, remember!) has meant the Aussie Scuderia Toro Rosso racer has split the McLarens of Button and Perez.

103%

## AND THE REST...

Frenchman Jules Bianchi remains at the top of the tailenders' table. All four drivers have moved slightly further from the ultimate pace after the high-speed sweeps of Silverstone.

Bianchi (Marussia)	104.197
Pic (Caterham)	104.265
Chilton (Marussia)	105.243
Van der Garde (Caterham)	105.343

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# GERMAN GP PREVIEW

# Exhausting all the avenues

**GARY ANDERSON** explains why optimised exhaust blowing will be beneficial at the Nurburgring

**T**he big thing with exhaust blowing is that it helps the rear of the car in the slower corners. In the high-speed corners you have a big aero package on the car so it's immaterial what the exhaust gases are doing, but they offer a bigger percentage of the downforce-producing energy available when moving at lower speed.

Let's say that in a 150mph corner, the car will be generating probably 1300kg of downforce, which is a lot. If you halve that speed, it will be developing more like 325kg, which is not a huge amount. That's when the exhaust effect is so important.

The exhaust set-up and the engine

mapping is crucial. As far as the drivers are concerned, it's about adapting to using it. Watching the drivers trackside, the only one I see consistently doing that — ie using the system in the way it should be — is Sebastian Vettel. I suspect Mark Webber is quicker in the fast corners, but Vettel has much more feel in the slower corners because of this.

How well a driver adapts differs enormously. I've had drivers who will buy into things and some who couldn't. Take Rubens Barrichello, for example. When we did our first two-pedal car, he drove along with his foot on the brake pedal. He came from karting, so it's hard to understand,

yet someone like Eddie Irvine was able to adapt in a few laps at Jerez. Rubens kept right-foot braking throughout his F1 career, although he did change when he went to IndyCar.

That shows how difficult it can be to get a driver to buy into a change in technique even if you can show him it's quicker. With the exhausts, you have to sit down with the driver, tell them what they can do to increase the exhaust flow in the slower corners. You have to understand the timing and optimise it once you do that.

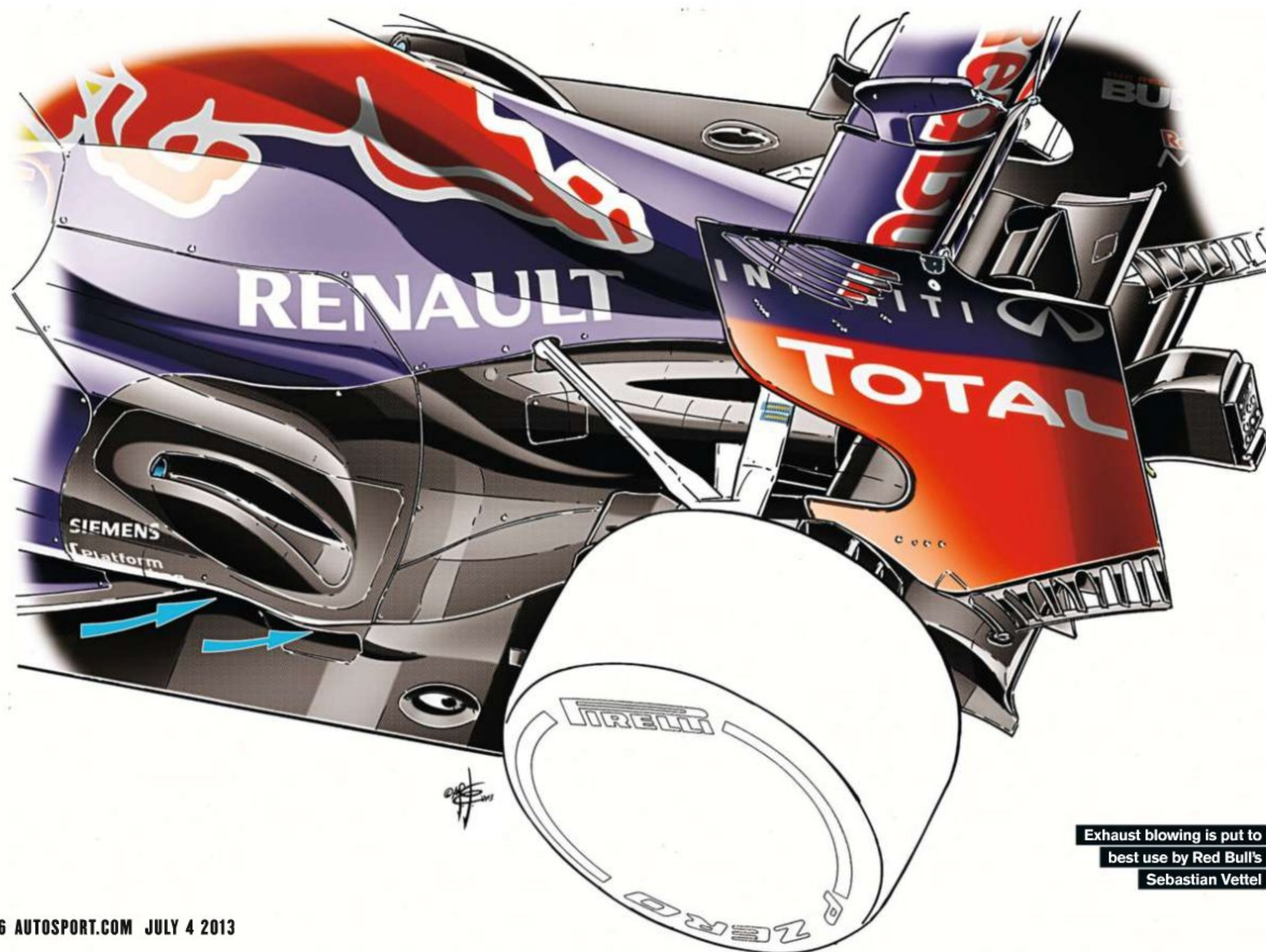
Vettel comes into the slower corners, stays on the brakes until the middle of the corner, then gets onto the throttle to rotate the rear of the car,

which increases the rear grip as he does so. It's the perfect technique for exhaust blowing. So teams can make the design work, but what really matters is ensuring the driver adapts.

Mapping-wise, since last year's ruling, you can't do too much. Previously, you could retard the engine and keep firing fuel into the exhaust to generate the energy. Now, there is a certain amount of airflow you are allowed to put through, plus whatever is generated on the throttle.

The Nurburgring has a good number of corners where the exhaust-blowing effect will be worth lap time, so it's an idea place to look at how different cars and drivers behave.

56



Exhaust blowing is put to best use by Red Bull's Sebastian Vettel



**THE CIRCUIT BRIEF**



**JENSON  
BUTTON**  
Nurburgring  
podium finisher

The Nurburgring is a circuit I really like. A lot of the corners are cambered, both positively and negatively, which is unusual, and the weather can be unpredictable.

There are good overtaking chances into Turn 1 and the chicane and you can

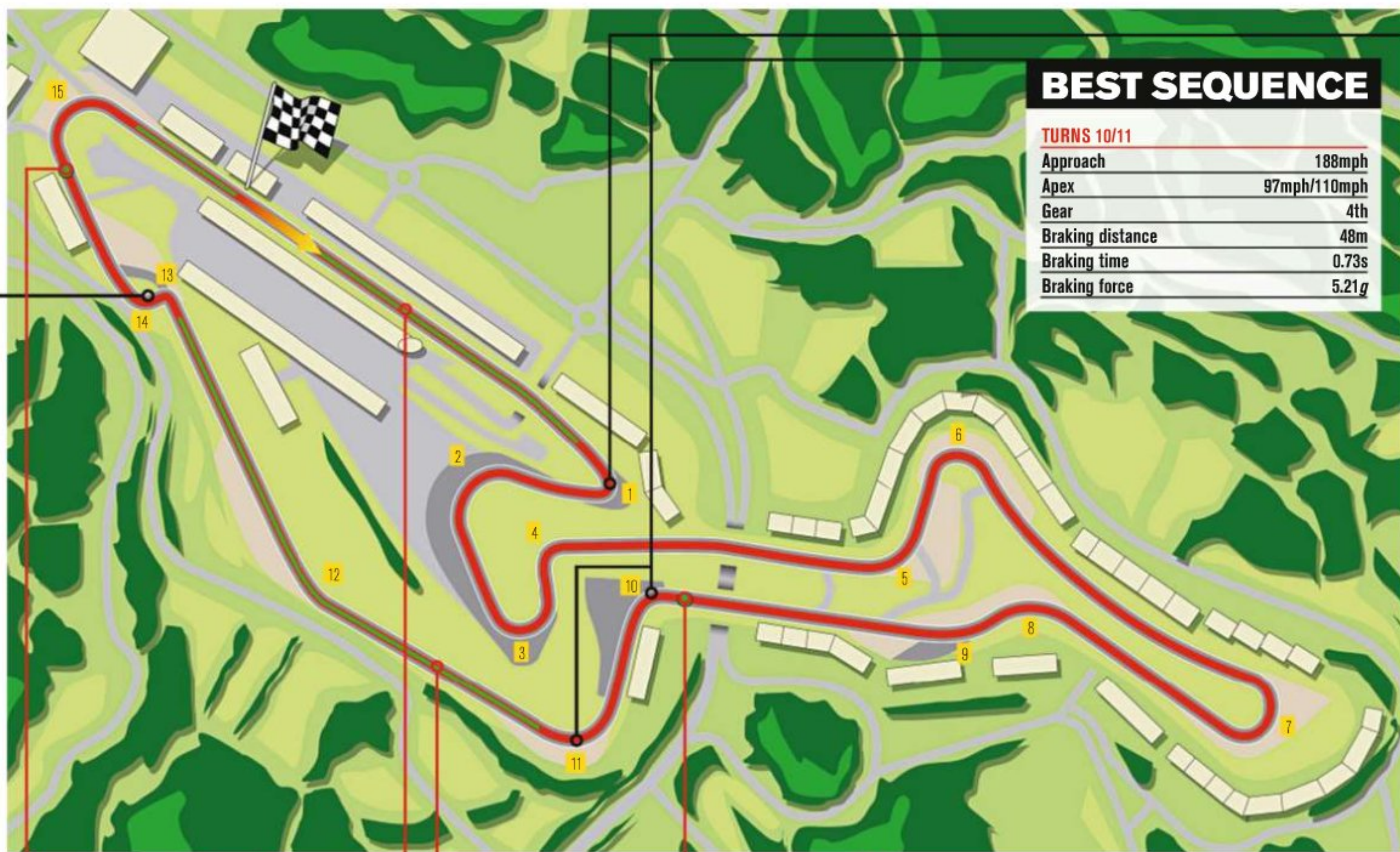
even have a shot at getting up the inside in the Mercedes Arena (Turn 3).

The first corner is strange because it's downhill and you're slightly turning right before braking. The apex is completely blind and it's very easy to overshoot. It's always an interesting start to the race!

Michelin Kurve (Turn 10) is absolutely blind and bumpy under braking, which makes it very easy to lock the rears. You have to get the car to the apex and hug it otherwise you can run wide.



FERRARO/LAT



**BEST SEQUENCE**

**TURNS 10/11**

Approach	188mph
Apex	97mph/110mph
Gear	4th
Braking distance	48m
Braking time	0.73s
Braking force	5.21g

DRS Detection 2

DRS Zone 2

DRS Zone 1

DRS Detection 1

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**THE STORY OF 2012**

**PASSING SPOT**



Buemi puts Heidfeld on the grass in 2011

**CHICANE**

Approach	195mph	Braking distance	96m
Apex	59mph/71mph	Braking time	1.81s
Gear	2nd	Braking force	5.57g

Fernando Alonso took advantage of a wet qualifying session at Hockenheim as a springboard for a surprisingly controlled dry-weather victory for Ferrari, which extended his points lead to 34 over Mark Webber. While the Spaniard celebrated his third win of the season, Sebastian Vettel was demoted from second to fifth for going off track at the hairpin to pass Jenson Button in the closing stages.



Alonso lifts 2012 trophy

**TURN 1**

Approach	193mph
Apex	50mph
Gear	2nd
Braking distance	108m
Braking time	2.22s
Braking force	5.57g



Hamilton leads the 2011 race

ETHERINGTON/LAT

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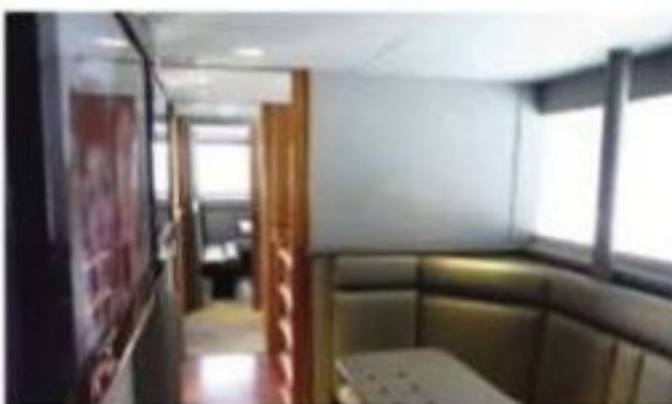
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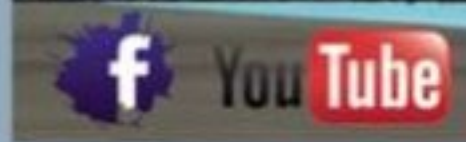
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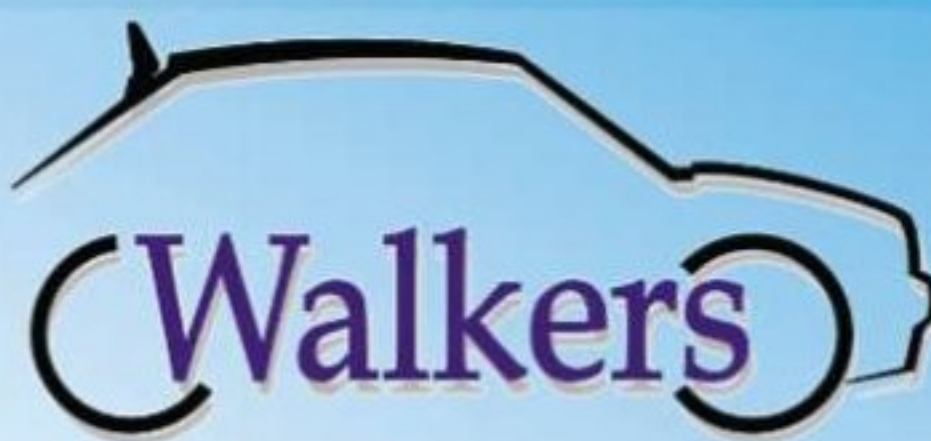
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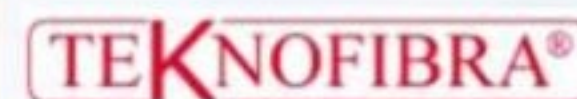
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REF: CH653

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**TEMPORARY INSPECTOR/ETCHER**

REF: CH627

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REF: CH625

Early/Late Shift

Responsible for efficient inspection and verification of components, to ensure adherence to specification, in accordance with defined procedures and priorities. Using inspection equipment to ensure dimensional, mechanical and visual characteristics of each component adhere to drawing specifications. The successful candidate will be computer literate with a practical approach, have a basic understanding and interpretation of engineering drawings and will be conscientious with a keen eye for detail; as marking accuracy is paramount.

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Mygale has produced this concept car for the new FIA formula



## Mygale backs FIA F4

French maker produces concept for new FIA single-seater category

### FRENCH CONSTRUCTOR

Mygale is among the first wave of manufacturers planning to build cars for the FIA's new Formula 4 single-seater category.

The FIA has finalised plans for a new formula in 2014, designed to simplify the ladder to Formula 1 (see AUTOSPORT, March 14).

Constructors have until the end of August to submit formal proposals to homologate cars. These can either be new designs, or existing cars adapted to the new FIA rules.

From 2014, the registration process will run from January to the end of March, during which time the first batch of F4 cars will be homologated. Designs registered in '14 will be homologated for the following year.

The promoters of individual FIA

Formula 4 series will have to stipulate a single engine, but the category will be open to multiple makes of chassis.

Mygale has already produced a concept car for the new regulations, which stipulate a carbon-monocoque chassis conforming to the latest FIA Formula 3 safety standards. Mygale boss Bertrand Decoster said his marque believes in the power of the FIA to rationalise junior single-seater racing.

"The big idea is globalisation, because at the moment our sport is too complex," Decoster told AUTOSPORT. "If you are a kid from Asia, Germany, the UK, United States, it is a complex thing at the moment to know where you can start off in racing."

"It's a completely new project for us and a huge opportunity to be part of a global organisation, which has the

authority and legitimacy to globalise junior single-seaters. If anybody can do it, it's the FIA. Under its umbrella, I would expect F4 to be successful."

Decoster said Mygale remained committed to British Formula Ford, but could not afford to pass up this new opportunity. "We believe in Formula Ford but the UK market is a very complex thing," he added. "Unfortunately, for many reasons, the success is not there, and now we have Ford, F4 with Jonathan Palmer, and Renault wanting to launch 1600."

"We decided to introduce a concept car because it's important for Mygale. The FIA reaction was very positive."

AUTOSPORT understands that fellow French constructor Signatech and Italian firms Dallara and Tatuus are also drawing up proposals.

Single Seater Commission president Gerhard Berger presented Mygale's concept at last week's FIA Sport Conference Week at Goodwood.

He said the FIA would approve chassis at the end of September.

"To my knowledge, Mygale is working on the concept, along with Dallara, Signatech and Tatuus," Berger told AUTOSPORT. "They are totally new cars too, not the existing cars from Formel Masters or Renault 1600."

"We knew we were going to get interest because it's an important step of the single-seater ladder, one that isn't working so well at the moment."

**BEN ANDERSON**  
NATIONAL EDITOR

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### GERHARD BERGER APPEARS

to have the sort of single-minded determination to carry out his work that you would expect of a 10-times grand prix winner. After all, it takes enormous focus to win races at the highest level.

The FIA's Single Seater Commission president reckons the current path to the formula in which he made his name two decades ago is fraught with the perils of confusion by saturation.

Instead of a hundred different championships in a hundred different countries for the same level of driver, he envisages a world in which there are only simple variations of one formula – his formula – at the entry level from karts to cars.

It seems as though some of the world's foremost single-seater constructors share in his utopian vision, and are proposing to produce cars that conform to the FIA's new template.

As far as the UK is concerned, I guess that could leave BRDC F4, Formula Ford 200, Formula Renault BARC and the new Formula Renault 1.6 UK championship fighting against the FIA for supremacy at some point, unless one of them does a deal to become FIA Formula 4.

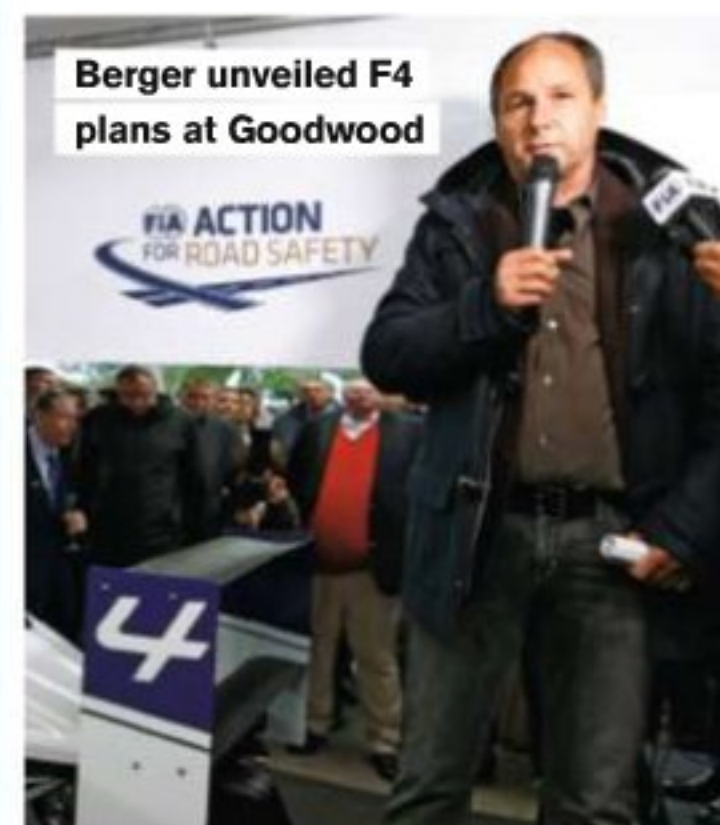
But Formula Ford and BRDC F4 both use spaceframe chassis, so wouldn't comply without a costly wholesale redesign. Realistically it could only be FR1.6, but Renault is already striking out on its own having begun expanding its latest junior concept throughout Europe.

Whichever way you slice it, it looks as though the junior battleground is set to get messy again. And there are bound to be a few casualties...

Decoster says Mygale remains committed to British Formula Ford



Berger unveiled F4 plans at Goodwood



Lester (left) and Simonsen were Brit GT partners



British GT

# Lester uncertain over GT future

## BRITISH GT STALWART HECTOR

Lester is unsure whether he will continue racing in the series this season, following the death of his co-driver Allan Simonsen at last month's Le Mans 24 Hours.

The pair had raced together in British GT since 2004 and claimed five outright race wins. They were lying 12th in the GT3 standings this season before Simonsen's fatal crash at Tertre Rouge on lap three

of the 24 Hours on June 22.

Lester has not ruled out continuing in British GT with his Rosso Verde Ferrari 458, but told AUTOSPORT "he couldn't face" the prospect of racing without his friend at present.

"I couldn't do it at the moment, it would just break my heart," Lester said. "I funded the team, but Allan drove it forward. He was the team – that's what makes it so appalling.

"Allan was scheduled to do 30 events

this season, so he couldn't have done Brands [the next round on August 10-11], which just left Zandvoort and Donington. We'll just have to see how we feel a few months down the line.

"Probably I'd just weep if I turned up right now and Allan wasn't there to have a laugh with – I couldn't face it."

Lester also paid tribute to his Danish team-mate, who he described as a "great driver and a great leader of a team".

"It was my big fear that I'd ruin his career, but whatever I did in the car he turned us from zeroes to heroes," Lester added.

"He was just on the verge of greater things and his career was on the up. It's shockingly sad and we're all desperately sorry for his family.

"He's the last person I thought would have that sort of accident. It's a bit like Senna and Clark: it just doesn't happen to drivers like them."

## BRITISH GT SAYS A FOND FAREWELL TO ITS FALLEN FRIEND

### ANDREW KIRKALDY

(Former team-mate)

"I knew Allan really well. We worked together at PalmerSport for a while and Allan actually got to drive a Veloqx Ferrari before I did, but it was great when we drove together. As you'd expect from most young drivers, he was flat-out every lap, always on the limit, and this definitely became a trait of his throughout his career."



### JOE OSBORNE

(British GT rival)

"Living with his brother Benny, I got to know Allan. He had a confident swagger. I thought this guy either thinks he's the bollocks, or he is the bollocks. It was quite obviously the latter. When I started racing against him, I'd gauge my performance by the gap to him. If I was in front, I wondered what was wrong with his car!"



### PIERS MASARATI

(Former British GT rival)

"Allan and I didn't see eye to eye in 2005, but we became friends after. My Tech 9 Porsche was the better car then, but Allan was the better driver. The guy was special; he's been the benchmark for years. He was part of the reason I retired after '05. Once you find you're not as talented as someone else, there's no real reason to carry on."



### MATT GRIFFIN

(Fellow Ferrari racer)

"Allan and I were very similar; going around the world getting paid to do something we love, and we both have young families. We all know the danger involved, but driving a racing car for guys like us is not just what we do, it's what we are. I had a huge amount of respect for Allan. He was a true professional and always a benchmark."



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**Euro NASCAR**

## Papis targets full-time drive ahead of Euro NASCAR bow

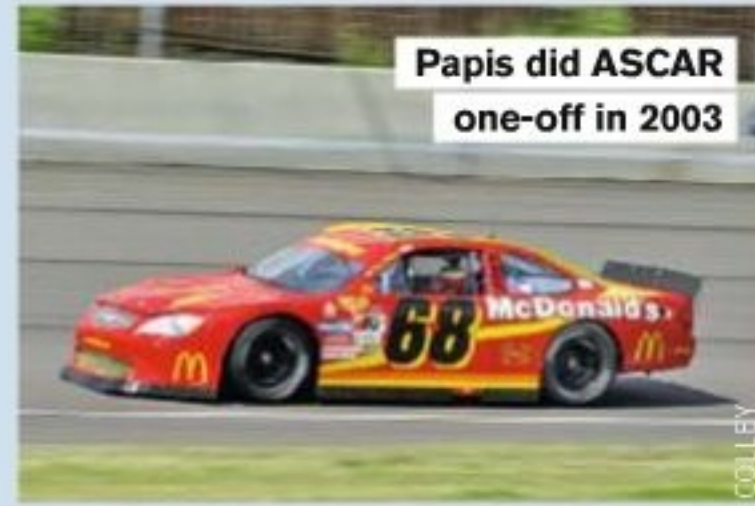
**FORMER GRAND PRIX DRIVER**

Max Papis is targeting a full attack on the newly-renamed NASCAR Whelen Euro Series within the next three years.

Papis, the European with the most NASCAR starts in history, will contest two of the four remaining rounds of this year's series, starting this weekend on the new Tours Speedway. He believes the NASCAR-supported series will be able to support professional drivers by 2015.

"The plan is to do two races this year, four or five next year and hopefully a full season the year after that," said the 43-year-old, who is contesting NASCAR Nationwide Series road-course races with Richard Childress Racing this year. "I hope to bring an American NASCAR name back with me at some stage."

Papis said his participation at Tours and



Papis did ASCAR one-off in 2003

at Monza in September was about fostering links between NASCAR and the European series, which is now sponsored by the Whelen Engineering company that backs a number of NASCAR feeder series in North America.

Bertrand Baguette, LMP2 class winner at last month's Le Mans 24 Hours, and multiple NASCAR Truck Series race winner Rick Crawford will also race at Tours.

**Radical SR3 Challenge**

## Cammish to join Abbott for Radical SR3 debut at Oulton

**RUNAWAY BRITISH FORMULA FORD**

Championship leader Dan Cammish will race in the Radical SR3 Challenge this weekend as he assesses a switch to sportscars for 2014.

He will team up with Formula Ford rival and SR3 regular James Abbott – who is second in the SR3 standings – for the two 40-minute races at Oulton Park.

The 24-year-old's trio of Formula Ford wins at Croft last month brought his record to 15 wins out of 15 for the season.

But Cammish believes a switch of discipline is the only way to further his career and says that driving the Radical would be the first step towards that.

"I know my single-seater days are numbered," Cammish told AUTOSPORT. "I'm looking to get as much experience as I can to get ready for the future."

"I'm now aiming to place myself somewhere for next year, hopefully in a GT category. The Radical is something new to try, and it's all good experience."

Cammish, who has a 150-point lead in Formula Ford, added that while the SR3 Challenge was not something he had set his sights on specifically, he had been mooting the idea with Abbott – son of Radical boss Phil – for several weeks.

"This hasn't come out of the blue, but I didn't exactly plan to do it either," he added. "James has said to me before I should have a go some time and he asked me to be his partner for this weekend. Hopefully I can do a good job for him and the team."



Abbott is SR3 frontrunner

**Pro Mazda**

## Malvern looks Stateside after Pro Mazda test at Sebring

**REIGNING FORMULA RENAULT**

BARC champion Scott Malvern hopes to relaunch his career in the US after testing with leading Pro Mazda squad Team Pelfrey.

The 26-year-old switched his focus to landing a full-time drive for 2014



Hawksworth won title with Pelfrey

(see AUTOSPORT, June 27) having not raced since the British Formula Ford opener in March. He is now pushing for a Stateside campaign next year after last week's test at Sebring with Pelfrey, which ran fellow Briton Jack Hawksworth to the 2012 Mazda title.

"It was an exploratory test to see what it's all about," Malvern told AUTOSPORT. "I need to see what they can offer me."

"I think it's going to be a good place for me to go for my long-term career. I'd like to do some more tests at the end of the year and do a full season in 2014. Both of us are keen to do something."

## HUMBLE PYE

# The voice of club racing



Rosberg Sr performed miracles in Theodore

## From one Rosberg to another as Nico follows Keke's lead

Reflecting upon The Back Straight's What's On Track in the UK (AUTOSPORT, last week), I eschewed "the elite of motor racing" at red-hot Silverstone in favour of "the grass-roots heroes" of the 750 Motor Club at Donington, thus missed a Rosberg winning the British Grand Prix for the first time.

I count myself fortunate, however, to have been at a hideously wet Silverstone 35 years previously – on March 19 1978 – to witness Nico's father Keke score an extraordinary victory in the BRDC Daily Express International Trophy (his first Formula 1 success, in his second start) aboard Teddy Yip's Theodore TR1/2.

The good Keijo, whose car control was always amazing to behold (as disciples of F2 readily attest – ask Fred Opert Racing crew chief Dick Bennetts) made the establishment look daft that day in a simple low-budget car, effectively Ron Tauranac's ubiquitous Ralt RT1 'sardine can' with a Cosworth DFV V8 bolted in the back.

The combo qualified 11th, behind Ronnie Peterson and Mario Andretti (Lotus 78s), Niki Lauda (Brabham-Alfa Romeo BT45C, destined not to start), James Hunt (McLaren M26) and Emerson Fittipaldi (Fittipaldi F5A), but ahead of F1 returnee Jacky Ickx (Ensign N177), in a field shored up by a couple of drivers from the British F1 series at which

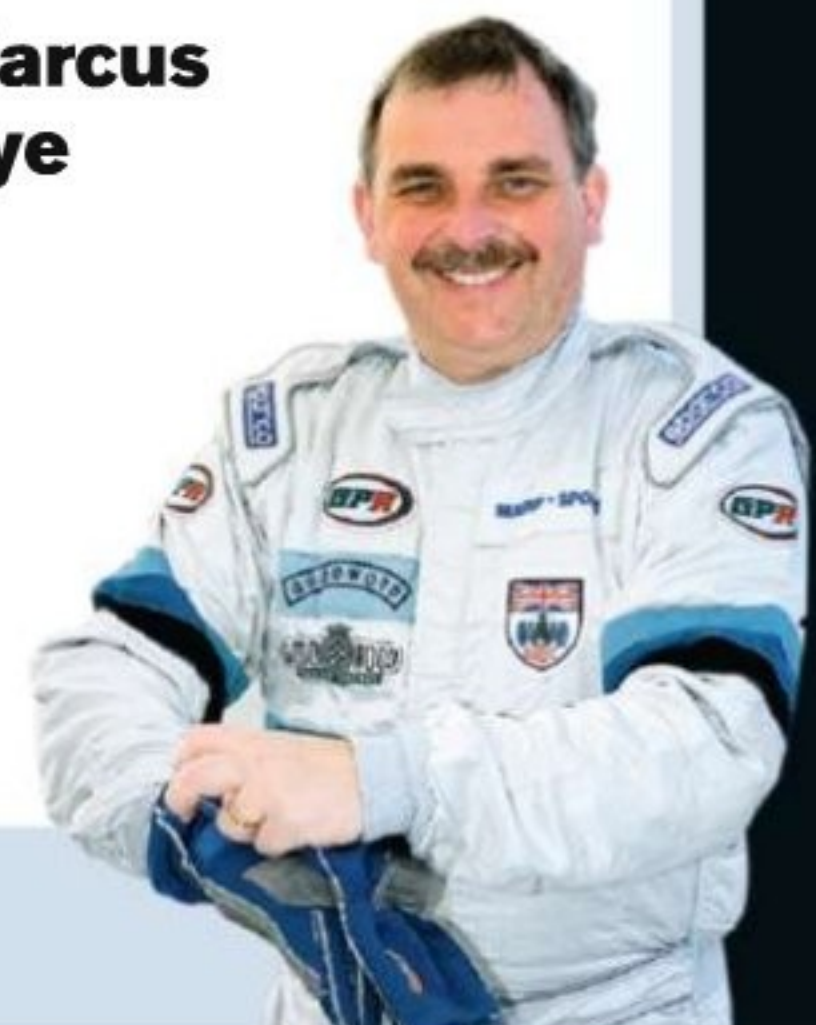
I was a regular scribe early into my AUTOSPORT career.

I remember sitting in the Dunlop Tower's press room, which was perched on stilts between the Woodcote grandstands, as F1 debutant Derek Daly seemingly ignored the conditions, rocketing his Hesketh 308E from 10th on the 3-2-3 formation grid into second by Copse and thence to the head of the pack, only to aquaplane off at Abbey.

Rosberg had already spun, but as cars flew off everywhere, and the spark box in Hans-Joachim Stuck's Shadow drowned, DD and Keke pulverised allcomers. Until Derek, leading, plunged into the catch-fencing to our right. Super-smooth Fittipaldi subsequently reeled Rosberg in, but the Finn held on to win by under two seconds. Only four of the six runners at the chequer were classified.

Today, extreme downforce may stifle exuberance and present aces' car control in a very different light, thus it is invidious to compare three-time GP winner Nico with his extrovert father, who landed five. More so, since Keke's machinery could not be classed as remotely special for much of his nine-season F1 career.

## Marcus Pye



**"The good Keijo's car control was always amazing to behold"**

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Apart from his current F1 car, what else will Nico Rosberg be driving at Goodwood this year?

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The new Mini launches as road model this year



Mini Challenge

## Mini Challenge to get brand new car for 2015

**THE MINI CHALLENGE WILL**

introduce a new car for the 2015 season, based on the forthcoming new BMW Mini Cooper road car.

Championship boss Antony Williams told AUTOSPORT a 'Gen3' race version of the car, which will launch as a road model this November, would be tested and developed throughout 2014 in preparation to join the series the year after.

The car will be introduced for a new class in the championship, rather than replacing the existing turbocharged JCW

machines and their normally-aspirated Cooper class cousins.

Williams said: "It's going to be a really exciting car. We're targeting performance that should, based on the spec of the base car, be significantly quicker than the new Clio Cup, but also significantly cheaper.

"As a standard road car, the base engine will already be capable of 25 per cent more power than the current JCW. I'm not saying we'll go that high, but it will have the capability of achieving a power-to-weight ratio

in excess of that seen in the BTCC."

Williams said the new car would cost "significantly under £30,000" to buy. He estimated that current JCW Challenge cars price at around £25,000 once converted to race specification.

The race spec of the new car will be finalised during testing with various current Mini Challenge teams, Williams said.

He added the new car would be closer to a race car than its predecessors, and will likely make its debut in an open formula such as Britcar at some point during 2014.



Mission competed in 2012 Britcar 24 Hours

Mission Motorsport

## Forces charity eyes bigger role

**MISSION MOTORSPORT AIMS TO** increase its support for injured soldiers following the opening of its new race workshop in Wantage.

The project, which uses motorsport to rehabilitate soldiers, has assisted more than 160 ex-servicemen since its launch last year.

Co-founder James Cameron says its new Oxfordshire base will become a training facility for personnel. The base includes a vinyl-wrapping studio

for motorsport decals, and will also act as a central hub for Mission Motorsport's race pursuits.

"One of the aims of the workshop is to provide an educational and vocational output for guys in recovery," he told AUTOSPORT. "We'll help rebuild their confidence in order to get them a foothold in a subsequent career."

Cameron also indicated that Mission would be stepping up its competitive programme in the near future.

Aston Centenary

## Champions join Aston centenary

**REIGNING WORLD AND BRITISH**

Touring Car champions Rob Huff and Gordon Shedden are among the stars racing Aston Martins in the marque's centenary at Brands Hatch this weekend.

Huff and Shedden share the Vantage GT4s of Des Smail and Julian Reddyhough respectively in Saturday's GT4 Challenge race on the Indy Circuit, which includes chef James Martin and Calum Lockie.

All return for Sunday's GP circuit race, in which Andrew Howard/Jonny Adam, Paul Drayson/Jonny Cocker and Tom Alexander/Adrian Willmott will race Vantage GT3s. Ex-British GT champion Bradley Ellis anchors American Simon Arscott's GT4 in this race.

Astons from the 1930s will appear in Saturday's St John Horsfall race, but later DB2, DB3S, DBR1, DB4GT and Project 212 and 214 derivatives are also expected.

Sunday demos star Bruno Senna in a current GTE racer and Ray Mallock in a Nimrod. An AMR1 will also be in action.

Bryant's tin-top skills led him to Brabham in 1961



## Robin Bryant 1935-2013

**EX-RACING DRIVER ROBIN BRYANT** passed away last month, aged 77.

Born on October 28 1935, Bryant spent three years from 1954 competing in stock car racing.

He won the 1000cc class of the AUTOSPORT Championship in 1960

and his performances in the Barwell-entered, semi-works Turner BMC led to a contract with Jack Brabham in 1961 to drive Sunbeam Alpines and Rapiers.

But accidents in John Hine's Lola Formula Junior curtailed the arrangement for 1962.



Cliffe wins at Zolder

Only seven cars were present for the F3 Cup's Zolder round last weekend. Tristan Cliffe (above) claimed his first victory of the year after leading from lights to flag, ahead of Alex Craven and Henry Chart. Race two was won by Alice Powell, who had started race one in the pits and finished fourth, with Craven and Chart second and third again.

SUMMERELL-YOUBE/AUTOCAR

FF1600 grids combined

Organisers of the BRSCC Northern FF1600 Championship ran combined grids for their Pre-'90 and Post-'89 divisions at Oulton Park due to disappointing entry levels. An increased entry is expected at the next round at Donington as the Northern competition is combined with a National championship round.

BRM society set up

The British Racing Motors Association has been formed to promote the history of the former F1 world championship-winning team. Set up by David Owen and Rick Hall, it is also intended to act as a forum for classic BRM owners and former employees. Membership includes a newsletter, access to track days and an annual meeting.

Bloodhound to Burpham

Burpham Motor Racing Club is holding its fourth annual classic car and motorbike show on Sunday, September 1. Rebranded Auto Historica, it will include a display of the Bloodhound SSC project, as well as an Aston Martin Owners Club-organised presentation in celebration of the marque's centenary year. It will take place in Burpham, near Arundel, West Sussex.

Peking to Paris Rally

Gerry Crown and Matt Bryson won the Peking to Paris Rally on the 40th anniversary for their 1973 Leyland P76 (below). They beat the 1965 Porsche 911 of Peter Lovett and Tim Smith to win the Classics division. Britons Phil Garratt and Kieron Brown won the Vintageants class.



Olson's Lotus  
overcame a big  
penalty to win



WALKER

FUTURE CLASSICS CADWELL PARK, JUNE 30 CSCC

## Olson's Esprit triumphs in the end

**NICHOLAS OLSON OVERCAME** a one-minute success penalty to take his Lotus Esprit to victory by over two seconds at Cadwell Park.

At the start it was Martyn Adams and his Triumph TR7 V8 that had the edge over polesitter Olson, with Dave Ball's BMW E30 a close third. Into Park for the third time Olson surged ahead and attempted to build a lead to compensate for his impending long stop.

Adams had to fight hard to keep Ball at bay, which he managed to do as they became the lead battle when Olson was first to stop.

Ball briefly led too until he stopped. As he exited the pitlane to rejoin, Adams came by to take command again.

Olson had already climbed back to third as the final stops were made, but the gap to the lead pair was still substantial. "The pit crew told me I may be able to catch second, but had little chance of the lead," said Olson.

By lap 18 second place was just over three seconds away, but two laps later Olson emerged from Park not only second, but only 3.7s off the lead. Time was running out for the Lotus driver, but then the TR7 of

Adams began to slow.

"I think it was his tyres," Olson explained. Having run nose to tail over the penultimate lap, Olson made his move into Park and emerged with the lead and a hard-fought victory.

Adams still retained second from Ball, while David Bryant (Toyota MR2) just lost out to the Ford Escort Mk1 of Mark Lucock after a racelong duel for fourth.

Matthew Irons and his BMW 323 completed the top six after the similar car of Nick and Ethan Whittaker retired to the pits just after Ethan had taken over.

Nick Leston (Porsche 911), Robert Hardy (Porsche 944) and the Reliant Scimitar of Howard and Matthew Nelson completed the top 10.

John Wright's Ford Escort Mk1 pulled off at the Mountain, vacating seventh place after just four laps.

● Peter Scherer

**RESULTS (23 LAPS)** 1 Nicholas Olson (Lotus Esprit); 2 Martyn Adams (Triumph TR7 V8) +2.041s; 3 Dave Ball (BMW E30); 4 Mark Lucock (Ford Escort Mk1); 5 David Bryant (Toyota MR2); 6 Matthew Irons (BMW E21 323). **Class winners** Bryant; Adams; Lucock. **Fastest lap** Olson 1m41.400s (77.64mph).

TINTOPS CADWELL PARK, JUNE 30 CSCC

## Tongue hangs it all out but can't quite lick Livens

**THERE WAS LITTLE TO SPLIT THE** Honda Civic of Mark Livens and Nigel Tongue's Peugeot 306 at the flag, after Richard Woods retired his Ford Focus only four laps from home.

Tongue and Paul Mensley (Ford Focus) made a first-lap break after Woods had a grassy moment that delayed the chase.

When Mensley locked up and slid off, Danny Cassar's Renault Clio assumed second place (having charged from mid-grid), while Livens and Woods duelled for third.

Cassar led from lap five while Woods was first to make his stop, only for the safety car to come out for a few laps, during which time Cassar, Tongue and Livens all pitted

from the podium places.

Although Woods emerged as the new leader, he was unable to shake off Livens, which allowed Tongue to close in again, having worked his way back up from sixth.

Simon Smith's Renault Clio climbed to third during the stops, but lost out to both Tongue and Tom Mensley on track.

It was still close for the lead when Woods slowed into Mansfield with three laps to go. He peeled straight off to the paddock and left Livens out in front, with Tongue on the limit in his pursuit.

With a lap to go they were inches apart, but after slight contact at Barn on the final lap Livens just held on



Tongue's 306 hunts  
Livens's Civic Type R

WALKER

by 0.320s to win.

The Mensley brothers retained third in their Focus, while Ian Collins finished fourth after taking over the Clio from Cassar.

Smith and Lisa Selby/Toby Harris (Ford Puma) completed the top six.

● Peter Scherer

**RESULTS (21 LAPS)** 1 Mark Livens (Honda Civic); 2 Nigel Tongue (Peugeot 306) +0.320s; 3 Paul & Tom Mensley (Ford Focus); 4 Danny Cassar/Ian Collins (Renault Clio); 5 Simon Smith (Clio); 6 Lisa Selby/Toby Harris (Ford Puma). **CW** Simon Jackson/Mark Hammersley (MG ZR); Selby/Harris; Andrew Windmill/John Allen (Peugeot 106XS). **FL** Cassar 1m42.288s (76.97mph).



Coleing leads as Barnes surges past a backmarker

MAGNIFICENT SEVENS CADWELL PARK, JUNE 29 CSCC

# Coleing beats naughty boy Barnes to win

MARK COLEING BATTLED TO a memorable victory after a racelong duel with former British GT Champion Jon Barnes in the works Caterham R600.

Coleing's CSR had the edge from the start, but Barnes challenged and went ahead into the Gooseneck.

There was no sign of giving up from Coleing, who surged back ahead into Coppice. "I was happy to stay where I was, but Jon slowed a bit so I took him," Coleing explained. Barnes stayed inches from his rival, but was one of the early stoppers when the pit window opened.

Coleing managed to make his stop and retain the lead, but Barnes remained a threat until he had to pit again to remove a loose mudguard. He still took the flag in second, but

well down on Coleing. "I had an alternator problem at the end and had to slow with a misfire," said the winner.

Barnes was later excluded for a yellow-flag infringement.

Ian Thompson lost third to a grassy moment at the Mountain, which promoted Barney Pryor, Richard Green and Bill Hailstone. But while this trio fought, that allowed Thompson to catch back up, and he had carved his way back through into third by lap five.

Neil Thompson took over the family car at the stops, and narrowly lost out to Hailstone after a fair amount of place-swapping for what became second place in the wake of Barnes's exclusion.

Pascal Green, in for Pryor, came

out on top in his duel with Green for what became fourth.

Paul O'Reilly/Ian Payne easily won the Group 1 race despite collecting a drive-through penalty.

● Peter Scherer

**RESULTS GROUP 2 (25 LAPS)** 1 Mark Coleing (CSR); 2 Bill Hailstone (C400) +1m18.585s; 3 Ian Thompson/Neil Thompson (CSR); 4 Barney Pryor/Pascal Green (C400); 5 Richard Green (C400); 6 Doug Newman (7 Hayabusa). **CW** Pryor/Green; Newman; Colin Watson (R400); Richard Carter (R300). **FL** Coleing 1m32.459s (85.15mph). **GROUP 1 (22 LAPS)** 1 Paul O'Reilly/Ian Payne (Supersport); 2 Richard Solomons (Supersport) +16.510s; 3 Leigh Shardlow (Roadsport A); 4 Graham Hill/Alastair Smart (7); 5 Mark & Alan Drain (Roadsport A); 6 Andrew Greenwood/Ian Haire (Roadsport A). **FL** O'Reilly/Payne 1m38.339s (80.06mph).

PICKUP TRUCKS MAGNY-COURS, JUNE 29-30 BARC

# Grindrod on top as trucks go on tour

THE PICKUP TRUCK CHAMPIONSHIP made a maiden appearance in France last weekend with a visit to former French GP venue Magny-Cours.

The early pacesetter in race one on Saturday was Nic Grindrod, who led for most of the race in tricky conditions until Steve Dance caught and overtook him on the last bend, much to the delight of the fans watching in the grandstand.

In front of a huge crowd on Sunday and in brilliant sunshine, it was Paul Tompkins who was the early leader, pulling out quite a gap over the closing pack.

Grindrod set about reeling Tompkins back in and eventually caught and overtook the #12 truck to claim the win.

The real entertainment was for the



Grindrod fell only three tenths shy of a hat-trick

final podium position as five trucks swapped places throughout the race, but it was Dance who made the decisive move to come home third.

Grindrod made his way to the front very early in race three and stayed there to claim his second win of the weekend.

Michael Smith was pushing hard to catch Grindrod but the gap was too great.

Dance came home third to make it a hat-trick of podiums, while Antony

Hawkins was fourth again.

● Graham Holbon

**RESULTS (10 LAPS)** 1 Steve Dance; 2 Nic Grindrod +0.340s; 3 Paul Poulter; 4 Antony Hawkins; 5 Mel Collins; 6 Pete Wilkinson. **FL** Dance 2m06.791s (77.82mph). **RACE 2 (11 LAPS)** 1 Grindrod; 2 Paul Tompkins +0.902s; 3 Dance; 4 Hawkins; 5 Michael Smith; 6 Pete Stevens. **FL** Poulter 1m59.069s (82.87mph). **RACE 3 (11 LAPS)** 1 Grindrod; 2 Smith +1.558s; 3 Dance; 4 Hawkins; 5 David O'Regan; 6 Tompkins. **FL** Smith 1m59.711s (82.42mph).



## Special Saloons

Ian Hall was a double winner at Cadwell, but his Darrian's overheating problems in both races kept Paul Sibley's Lotus Elan in with a chance. Hall's car (above) developed a misfire in race one, but he was saved by a couple of laps behind the safety car. Hall led from lights to flag to secure win number two, although Sibley stayed close throughout.

## Morgan Challenge

Having secured pole by 1.8 seconds, Keith Ahlers was soon in the clear at Cadwell with his Plus 8. Philip Goddard was second, but 20s down. Matthew Wurr briefly threatened Roger Whiteside, who retained a racelong third. Tim Harrison completed the top six, after Andrew Thompson retired his Roadster.

## Swinging Sixties

The Lotus Seven of Roger Lee and Dave Boland only lost the lead briefly during the pitstops at Cadwell, taking the win fairly comfortably over Robert Bremner's AC Cobra. Mark Halstead/Stuart McPherson (Lotus Elan) lay second for most of the first half, but a long stop followed by a grassy moment put them out of contention and handed Adam Cunningham's Sprite a clear third.

## Allcomers

Caterhams dominated both races at Cadwell. Pascal Green led from start to finish in race one, while Anthony Bennett won a duel for second with Richard Carter after Richard Green fell back. Bennett went one better in race two, taking victory by a massive 27s over Tom Houlbrook's BMW M3.

## Modern Classics

A success penalty proved too much for Tom Houlbrook (BMW M3) (below), who led the first six laps at Cadwell. Dave Ball's BMW led after the stops, but fuel starvation slowed the Bimmer and Mike Hampton (Locost) grabbed the win at Hall Bends five laps from home. Houlbrook was fourth, behind the BMW of Dave Hickton/Ray West.



# Higginson builds title momentum

A FIRST DOUBLE VICTORY OF THE season clearly demonstrated that Matt Higginson is emerging as hot favourite to land the RGB title, and he thanked the Spire Sports Cars/Tim Gray Motorsport conglomerate for turning a bad start on its head.

Second-season man Higginson's Honda Fireblade engine "rodded itself" in the early-morning Grand Prix circuit acclimatisation session, but Paul Nightingale's team and 2012 champion Gray changed it in 90 minutes, finishing the job as the cars were called for qualifying.

Matt duly planted the lime-green GT3 on pole with a 1m38.92s lap, but Scott Mittell was but 0.07s shy in the eponymous car designed and built by father Ian. Spire pilots John Cutmore and Alastair Boulton were within 0.7s and 0.8s respectively.

Higginson, Mittell and Cutmore set off at a furious pace, but when Cutmore oversteered wide out of McLeans corner on lap one

Boulton eagerly demoted him.

Andy Hiley's improving Chronos lasted one lap and Paul Rogers two in what became a two-horse race.

No matter what he tried, Higginson could not shake off double Locost champion Mittell in a terrific battle. "I was a little quicker than Matt in some places, but as soon as I got close I was losing frontal downforce, particularly in the Craner Curves," said Mittell. A subdued Cutmore trailed the duo home.

As the increasingly confident front-engined graduate Boulton occupied Mittell from the start of the finale, Higginson was able to make a decisive break and land his fifth victory in eight starts. Clear of Cutmore, Boulton made Mittell work overtime but he just kept second.

Mittell prevented a top-six lockout for Nightingale's Spire GT3s, Jonathan Thackray and David Wale suppressing Colin Chapman's BDN to seventh.



Higginson won twice after replacing his engine before qualifying

JONES

Stephen Bell drove his Sylva Striker superbly to a front-engined double, Paul Rickers and Austen Greenway finishing the first race in his wake. Colin Spicer's Fury Wildmoor was right there too, before his driving attracted a penalty. Regular pacesetter Greenway's engine went bang in race two, but Bell was beyond catching.

● Marcus Pye

**RGB (BOTH 9 LAPS) 1** Matthew Higginson (Spire GT3); 2 Scott Mittell (Mittell MC-52) +1.33s; 3 John Cutmore (Spire GT3); 4 Alastair Boulton (Spire GT3); 5 Mark Conroy (Contour RGB11); 6 Jonathan Thackray (Spire GT3). **Class winner** Stephen Bell (Sylva Striker).

**Fastest lap** Mittell 1m38.70s (90.72mph).

**RACE 2 1** Higginson; 2 Mittell +4.75s; 3 Boulton; 4 Cutmore; 5 Thackray; 6 David Wale (Spire GT3). **CW** Bell. **FL** Higginson 1m38.47s (90.93mph).

# Perfect Donington score for MR2 youngster Palmer

BANISHING MEMORIES OF THE mechanical problems that meant he scored a miserable two points from the belated Toyota MR2 season-opening double-header at Brands Hatch in April, Matthew Palmer added a perfect 52 at Donington to his double podium at Snetterton.

Stuart Nicholls may have proven the agile 1800cc Mk3 Roadster option's pace by winning outright at Snetterton, but 22-year-old Palmer outspinted polesitter Michael Wells's similar 2-litre Mk2 to lead both rounds from lights to chequered flag.

Behind him, Nicholls fought back from fourth to second in race one, while Jim Davies (Roadster) and Wells disputed third. Davies had it when red lights came on with Lee Atkinson beached at Coppice,

but lost out on countback.

Davies's determination showed second time out, for he pounced after Wells ran wide onto the grass out of Fogarty's and grabbed second with four laps remaining. "Michael and I were on the ragged edge; it was brilliant," he grinned.

The Nicholls family, usually in contention, had disappointing runs, fading to 12th (Stuart) and 29th (Mick) respectively.

● Marcus Pye

**RESULTS (5 LAPS) 1** Matthew Palmer; 2 Stuart Nicholls +5.05s; 3 Michael Wells; 4 Jim Davies; 5 Mick Nicholls; 6 John Wilson. **CW** S Nicholls. **FL** Palmer 1m56.45s (76.89mph).

**RACE 2 (8 LAPS) 1** Palmer; 2 Davies +2.99s; 3 Wells; 4 Wilson; 5 Timothy Heron; 6 Robert Wells. **FL** Davies 1m55.45s (77.56mph).



Storming starts were key to Palmer's (18) twin successes

JONES



In-form Roberts doubled up

# Compact Cup double puts Roberts in the ascendency

STEPHEN ROBERTS RATCHETED UP his Compact Cup title challenge by defeating erstwhile points leader Stuart Joyce in both rounds of the BMW E36 coupe competition at Donington Park.

While Joyce became embroiled in some early dogfighting, from which he did well to regain second in both outings, fourth qualifier Roberts steered clear of the first lap shenanigans in the 38-car field and sailed serenely to twin victories.

David Drinkwater annexed pole, but his car sustained damage at McLeans on lap two of race one and was trailed. Joyce — who started in P2 — had been elbowed back to fourth on lap one but regained his equilibrium, passing Locost convert Martin Gambling, whose mirrors were full of Alex Dew.

Joyce went into Coppice too hot in the later race and after some hairy autocrossing slotted in fourth again, behind Roberts, Gambling and Alan Kirkaldy, who had originally gridded ninth but was promoted by Farard Darver being nerfed out of race one at the Melbourne hairpin.

Clean races and consistent scoring will decide the crown's destiny. While the differential is narrow, the momentum is currently with the in-form Roberts.

● Marcus Pye

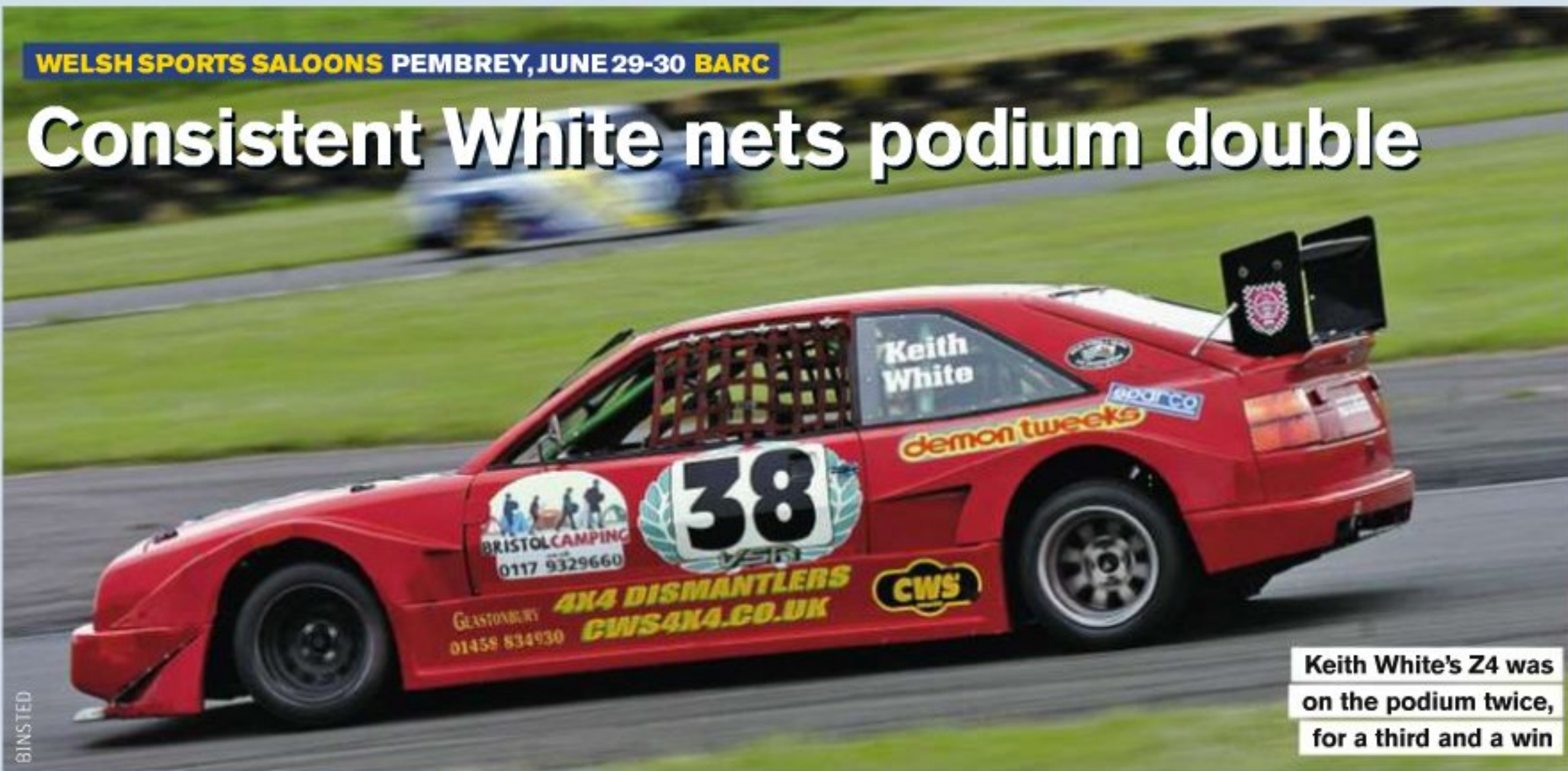
**RESULTS (8 LAPS) 1** Stephen Roberts; 2 Stuart Joyce +8.03s; 3 Martin Gambling; 4 Alex Dew; 5 Alan Kirkaldy; 6 Neil Trotter. **FL** Roberts 1m58.14s (75.79mph).

**RACE 2 (7 LAPS) 1** Roberts; 2 Joyce +3.21s; 3 Gambling; 4 Kirkaldy; 5 Kevin Denwood; 6 Dew. **FL** Joyce 1m58.87s (75.33mph).



WELSH SPORTS SALOONS PEMBREY, JUNE 29-30 BARC

# Consistent White nets podium double



Keith White's Z4 was on the podium twice, for a third and a win

A BRACE OF PODIUMS, INCLUDING a win in race two, meant Keith White emerged as the most consistent Welsh Sports Saloons runner.

In the first race, Endaf Owens's Mini stormed through the field to beat long-time leader Michael Cond.

Jason Davies led away, while Keith Butcher, in a Ginetta, was an early spinner. Davies engaged in a spot of rallycross on lap four but got away with it, while third-placed man David Coe retired on lap six.

Cond's Sylva Riot led after one-third distance, but slowed on the penultimate lap, so Owens (who had passed Davies at Hatchets), claimed

victory with White third.

In race two White started well in his BMW Z4 and led into Hatchets on lap one. A spirited drive from Butcher was not enough to trouble the runaway leader.

White said: "I paced myself through the traffic to make sure I didn't make a mistake."

Butcher dispensed with Owens after a clean move at the beginning of lap four. The Ginetta G50 pulled away from Owens's Mini, which in turn was caught and passed by David Jones in his Caterham.

Butcher put the hammer down in the remaining laps but, as they sliced

through the backmarkers, White had enough in hand to claim victory.

● James Stacey

**RESULTS (BOTH 15 LAPS) 1 Endaf Owens (Spaceframe Mini); 2 James Davies (Ford Sierra Cosworth) +0.658s; 3 Keith White (BMW Z4); 4 David Jones (Caterham 7); 5 Neil Watts (Westfield); 6 Keith Butcher (Ginetta G50); CW Jonathan Vamplew (Westfield); Chris Morris (Suzuki); Watts; Andy Long (Sylva Phoenix); Craig Freeman (Mini Cooper S). FL Michael Cond (Sylva Riot) 1m00.872s (86.10mph).**

**RACE 2 1 White; 2 Butcher +2.937s; 3 Jones; 4 Owens; 5 Cond; 6 Watts. CW Vamplew; Morris; Watts; Cond; Freeman. FL White 1m02.106s (84.39mph).**

CLASSIC THUNDER PEMBREY, JUNE 29-30 BARC/CTCRC

# Card storms to thunderous brace in Wales



Card's BMW (left) fought Owen hard

JAMES CARD CLAIMED A CLASSIC Thunder Touring Car double to halt Alexander Owen's run of victories.

Card ended up on top in race one in his BMW M3 after losing out at the start to Owen's Sierra Cosworth.

After the opening-lap exchanges, Card was past on lap 10 at Hatchets. Owen duly finished second, with James MacIntyre-Ure a distant third.

Card stormed to victory in race two, holding off a determined challenge from Owen before the Sierra man dropped it out of Honda, narrowly avoiding the pit wall.

Owen, who had won three races on

the bounce until this round, looked to have the pace, but Card's straight-line speed advantage made up for any shortfall around the turns.

Eventually the matter was resolved on lap nine, when Owen, having got it pointing in the right direction, suffered a puncture.

Meanwhile, a great battle between MacIntyre-Ure's BMW and Terence Clark was resolved in favour of the Fiesta man with four laps to go. Clark said: "A BMW V8 must be more of a handful than a Fiesta round here." MacIntyre-Ure added: "It was fantastic fun." Only two cars finished

on the lead lap, with MacIntyre-Ure lapped on the final tour.

● James Stacey

**RESULTS (BOTH 19 LAPS) 1 James Card (BMW E46 M3); 2 Alexander Owen (Ford Sierra RS Cosworth) +10.164s; 3 James MacIntyre-Ure (BMW E34 540); 4 Terence Clark (Ford Fiesta ST); 5 Robert Nigel Hutton (Ford Sapphire Cosworth); 6 Alan Eason (Ford Fiesta XR2). CW Hutton; Clark; Eason; Amanda Ewings (BMW). FL Card 1m03.770s (82.19mph).**

**RACE 2 1 Card; 2 Clark +1m05.686s; 3 MacIntyre-Ure; 4 Hutton; 5 Eason; 6 Ewings. CW Hutton; Clark; Eason; Ewings. FL Owen 1m04.451s (81.32mph).**



JONES

## Formula Vee

Paul Smith (AHS Dominator, above) made it six wins from eight starts this term with a Donington double over Martin Farmer (GAC). Peter Belsey (Spyder) and second qualifier Graham Gant (WEV) completed the podia, Gant having salvaged ninth from the pitlane in race one following ignition dramas. Ian Jordan was too good for his Class B rivals.

## Sports Specials

Ben Shalders and his zippy Caterham R400 were head and shoulders above the Sports Specials pack at Donington. Top qualifier Clive Hudson missed race one repairing his Eclipse's Panhard rod mount, but finished second later, mirroring teammate Paul Boyd's previous result in a tough scrap with ex-F2 stock car racer Rob Johnston.

## Roadsports/SRGT

An inspired pitstop under a safety car put birthday boy John Dickson (RAM SC) ahead of dominant Roadsports enduro leader John Wilson (MGB GTV8) at Donington, but Wilson had almost negated a 27s deficit when ignition problems slowed him. Neil Plant's Kougur-Jaguar gulped water at the stop en route to a fine third.

## Pre-'93 Touring Cars

BMW M3 driver Paul Bellamy won twice in two close-fought races from fellow BMW M3 racer Rodger Card at Pembrey. In race two, Jim McLoughlin (Ford Sierra Cosworth) attempted a do-or-die manoeuvre at the hairpin for second on lap four, but finished third. Roger Stanford ran second but finished fourth for the second time.

## Classic FF2000

Tom Pope (below) won a tight race one at Pembrey while champion Ian Pearson triumphed on Sunday. Marc Mercer finished second in race two, after he passed Paul Burt at Hatchets. Pope also went by for third. Burt's mistake put him under pressure from Paul Wighton, who he held off to the end.



BINSTED

# Kendrick fights back to win twice

**SIMON KENDRICK AND LEE SULLIVAN** both took double victories in their respective MG Owners' Club races.

Kendrick was narrowly leading the first MGF event from Paul Wisbey when he rotated at Surtees on lap three – "I was just too aggressive on cold tyres," he said afterwards – while Wisbey subsequently had to take to the grass in avoidance.

Stuart Philps inherited the lead and, when Kendrick got going again, he was down in 14th place, with Wisbey fifth. Kendrick scythed his way through the field, and with five laps to go was already up to fourth.

The pair both passed Stephen Williams in second, and when Philps missed a gear on lap 13 they found themselves fighting for victory.

It looked as if Wisbey would hold on, but he spun at Graham Hill Bend with two laps to go, handing the glory to Kendrick.

Wisbey was right on Kendrick's back bumper in the early stages of the second encounter and the pair made contact at Druids on the third lap. Kendrick was left facing the wrong way, while Wisbey continued at the head of the field.

Kendrick now had to work his way back to the front from 11th. It took him just eight laps to get back onto terms with Wisbey, and he took the lead from him at Paddock at the beginning of the penultimate lap.

Sullivan led the first of the ZR races from start to finish, fending off an early challenge from Ben Palmer.

Race two had to be restarted after several cars went off on oil at Paddock Hill Bend. Vince Pain, who had been running third before the red flag, used the restart to his advantage, passing Palmer for second on the Brabham Straight. He didn't quite have enough time to catch Sullivan,



Kendrick spun and won twice!

who held on to take his second victory of the weekend.

● Matt Upton

**RESULTS CLASSES A & F (15 LAPS)** 1 Simon Kendrick (F VVC); 2 Stephen Williams (F VVC) +1.003s; 3 Mark Baker (F); 4 Stuart Philps (F); 5 Jim Baynam (B Roadster); 6 Paul Wisbey (F VVC). **Class winners** Baynam; Graham Wilson (B). **Fastest lap** Kendrick 58.626s (74.17mph). **RACE 2 (15 LAPS)** 1 Kendrick; 2 Wisbey

+1.462s; 3 Williams; 4 Baker; 5 Baynam; 6 Brian Butler (F). **CW** Baynam. **FL** Kendrick 59.477s (73.11mph).

**CLASSES B, I & Z (16 LAPS)** 1 Lee Sullivan (ZR); 2 Ben Palmer (ZR160) +2.089s; 3 Vince Pain (ZR160); 4 Robb Addison (ZR); 5 David Mellor (ZR); 6 John O'Brien (ZR160). **FL** Palmer 57.685s (75.38mph). **RACE 2 (5 LAPS)** 1 Sullivan; 2 Pain +1.624s; 3 Palmer; 4 Addison; 5 O'Brien; 6 Mark Halsall (ZR160). **CW** Jag Golhar (Maestro). **FL** Palmer 58.193s (74.72mph).

# Janicki fends off dogged Price for hard-earned double



Janicki and his Nissan could not shake off Price

**JAMES JANICKI WON BOTH NIPPON** Challenge races, digging deep to beat Martin Price's Subaru Impreza.

It was the Impreza of Wayne Wards that took the lead at the start, rocketing from third to first. Price was second, while poleman Janicki's Nissan Skyline slipped to fourth.

At the end of the second lap Price was leading, and Janicki was right on his tail. When Price ran wide at Clearways with just two laps remaining, Janicki assumed control.

Behind them Ward and Jason Jesse (Celica GT4) ran side by side for the whole of lap six for third, but problems for both allowed Adam Lockwood (200 SX) through.

Janicki led race two from lights to flag. He was hassled for the duration by Price but the Tilbury man didn't

crack, and he crossed the line 1.5 seconds ahead of his rival.

Lockwood came home a comfortable third.

● Matt Upton

**RESULTS (BOTH 16 LAPS)** 1 James Janicki (Nissan Skyline); 2 Martin Price (Subaru Impreza) +0.990s; 3 Adam Lockwood (Nissan 200SX); 4 Don Hughes (Peugeot 306 GTi); 5 Jason West (Nissan 200 SX); 6 Robbie Durrant (Subaru Impreza). **CW** Lockwood; Hughes; Kevin Middleton (Mazda MX5); Craig Rankine (Toyota MR2); Lee Bennett-Neil (Honda Integra); Nick Harrison (Renault Clio 172); Beth Cox (Citroen Saxo VTR). **FL** Janicki 54.748s (79.42mph).

**RACE 2 (16 LAPS)** 1 Janicki; 2 Price +1.574s; 3 Lockwood; 4 Hughes; 5 Andy McLennan (Suzuki Swift); 6 West. **CW** Lockwood; Hughes; Bennett-Neil; Middleton; Rankine; Harrison; Cox. **FL** Janicki 54.616s (79.62mph).

# Caterham wins shared in action-packed pair of races

**JEREMY WEBB AND ANDY McMILLAN** took the victories in two enthralling Caterham Sigmax races.

It was Neil Shinner who made the early running in race one. Paul Turley held second position until six laps from home, when he was usurped by Webb at Paddock Hill Bend as Martin Amison followed suit.

The next time around, Amison took second from Webb at Druids and then set about challenging Shinner. At Druids, on lap 20 of 24,

Amison spun Shinner around, claiming the lead until Webb found a way through at Druids to take victory by just 0.179s.

Shinner slipped from second on the grid to third after Turley's quick getaway in race two. But he fought his way back past Turley on lap seven, and then wrestled the lead from Webb three laps later.

On lap 13 Shinner was once again hit from behind. McMillan, who ironically was driving Amison's car,



Winner Webb (left) battles Amison

was the culprit, going on to take the victory after soaking up immense pressure from Webb.

● Matt Upton

**RESULTS (24 LAPS)** 1 Jeremy Webb; 2 Martin

Amison +0.179s; 3 Paul Turley; 4 Mick Whitehead; 5 Ian Anderson; 6 Neil Shinner. **FL** Amison 52.074s (83.50mph).

**RACE 2 (23 LAPS)** 1 Andy McMillan; 2 Turley +0.689s; 3 Webb; 4 Shinner; 5 Whitehead; 6 Anderson. **FL** McMillan 53.176s (81.77mph).



Jardine leads  
Poole and Blijleven

**NORTHERN FF1600 OULTON PARK, JUNE 29 BRSCC**

## Poole victorious in fraught Ford encounter

WAYNE POOLE TOOK HIS SECOND victory of the season in a fraught BRSCC Formula Ford Northern Championship encounter.

The 2000 Castle Combe Pre-'90 champion qualified his Van Diemen RF88 on the outside of the second row of the grid, but was in the thick of the action immediately as poleman Chris Hodgen (Van Diemen RF89) faltered at the start.

He dropped to fourth as the top three of initial leader Jamie Jardine, Poole and Jaap Blijleven ran abreast through Island Bend. Poole emerged in front, but Jardine (Reynard 84FF) retook the lead at Hislops.

A nip-and-tuck fight between Jardine and Poole ensued, with the top two given brief respite when Blijleven ran over the grass at

Hislops. Later, Poole made the decisive move for the lead at Island on lap six of 11.

Having caught the leaders again, the Dutch driver grabbed second from Jardine at Hislops on lap nine and, despite a missed gear on the next lap, held the position to the end.

Colin Williams (PRS RH01) won the Pre-'84 division, just 0.265s ahead of John Moulds (Crossle 20F).

"I made it hard work for myself by making such a bad start," admitted Kevin O'Hara after emerging to win the Post-'89 thrash.

Martin Short (Van Diemen JL12) capitalised to take the lead, with Skylar Robinson (Ray GR08) taking over at Shell on lap three. O'Hara, who set the fastest lap in his Van Diemen JL10 by a couple of tenths,

pulled away from eventual second-position man Short, who overtook Robinson with two laps to run.

● Ian Sowman

**RESULTS PRE-'90 (11 LAPS) 1 Wayne Poole (Van Diemen RF88); 2 Jaap Blijleven (Reynard 88FF) +0.681s; 3 Jamie Jardine (Reynard 84FF); 4 Christopher Stones (Van Diemen RF88); 5 David Murphy (Van Diemen RF85); 6 Will Alterman (Reynard 89FF). CW Jardine; Kevin O'Hara (Van Diemen JL10); Jake Byrne (Van Diemen RF90); Colin Williams (PRS RH01). FL Martin Short (Van Diemen JL12K) 1m49.802s (88.26mph). POST-'89 (11 LAPS) 1 O'Hara; 2 Short +0.258s; 3 Skylar Robinson (Ray GR08); 4 Byrne; 5 Stuart Jones (Van Diemen RF05); 6 Ian Parkington (Van Diemen JL13). CW Byrne; John Murphy (Reynard 84FF); Dave Harwood (Van Diemen RF89); Ian Wood (Royale RP33). FL O'Hara 1m49.570s (88.44mph).**

**EURO SALOONS OULTON PARK, JUNE 29 BRSCC**

## Saloon points leader plays second fiddle

DANNY WINSTANLEY DID THE DOUBLE on his first Euro Saloon and Sportscar Championship outing of the season, but points leader Paul Rose extended his advantage with a brace of second-place finishes.

Winstanley's bright green TVR Sagaris led from the off, but Paul Fleury briefly got his Ginetta G50

up to second at Old Hall.

Rose was ahead by Cascades, and fellow Saker driver Steve Harris tried to go third at Island but found no gap on the inside of Fleury.

Instead, he took the place at Hislops and thereafter there was little incident among the top three. Fleury dropped out of the top four

with a moment on the fourth lap, promoting Gary Prebble's Evo.

The fast-starting Rex Stamp took fifth in his Lotus Elise, ahead of the Escort Cosworth of Dave Cockell.

While Winstanley led the second race throughout, Rose took three laps to overturn Harris's advantage. Putt's Mazda RX7 overhauled the ailing Prebble on lap nine to grab fourth.

In an attritional race, Stamp, Cockell and Ilsa Cox (SEAT Leon) were among those to fall by the wayside.

● Ian Sowman

**RESULTS (12 LAPS) 1 Danny Winstanley (TVR Sagaris); 2 Paul Rose (Saker) +4.161s; 3 Steve Harris (Saker); 4 Gary Prebble (Mitsubishi Evo); 5 Rex Stamp (Lotus Elise); 6 Dave Cockell (Ford Escort Cosworth). CW Ilsa Cox (SEAT Leon); Ian Craig (BMW M3); Alistair Stenhouse (BMW M3). FL Winstanley 1m43.060s (94.03mph). RACE 2 (12 LAPS) 1 Winstanley; 2 Rose +3.718s; 3 Harris; 4 Steve Putt (Mazda RX7); 5 Paul Fleury (Ginetta G50); 6 Prebble. CW Ian Craig. FL Winstanley 1m43.946s (93.23mph).**



Winstanley won on  
his first appearance  
of the season



HAWKINS

### Caterham Graduates

Dylan Stanley (above) led the Super and Sigma Class opener at Brands until he pirouetted at Graham Hill Bend on the penultimate lap. This handed victory to Toby Briant. Stanley made amends for his mistake in race two. Myles Packman and Jamie Ellwood shared Mega spoils, their combined winning margin just 0.6s. James Russell denied Graham Smith a Classic double with a banzai pass at Paddock in the first Classic race.

### Citroen 2CVs

Alec Graham charged from 21st on the grid to first after just four laps of the first race at Brands. He exchanged the lead several times with Sammie Fritchley, until she outraked Graham at Druids on the final lap. Pete Sparrow won race two by 0.133s, after a tight battle with Graham and Peter Rundle.

### MR2 Challenge

Aaron Pullan did the double in the MR2 Challenge at Brands. Pullan eventually took the lead in the first encounter on lap 11, after diving inside Paul Corbridge at Druids. In race two, Pullan ran wide at Paddock Hill Bend and let David Hemingway through into second. After Corbridge slowed, Pullan snatched the lead from Hemingway at Paddock on lap eight.

### TVR Challenge

Tim Hood dominated proceedings at Oulton in his Sagaris, winning both races by more than half a minute despite being slow off the line on each occasion. Danny Winstanley led the first encounter before retiring, but bounced back later to climb from the rear of the grid to second.

### Formula Jedi

Richard Mitcham (below) returned to end Lee Morgan's winning streak with a double at Oulton Park. The 23-year-old led both races from lights to flag. Morgan took second place in race one, but that aside it was a day to forget for the top three in the championship – Morgan retired from race two, while Dan Clowes and Andrew Morgan failed to register a point.



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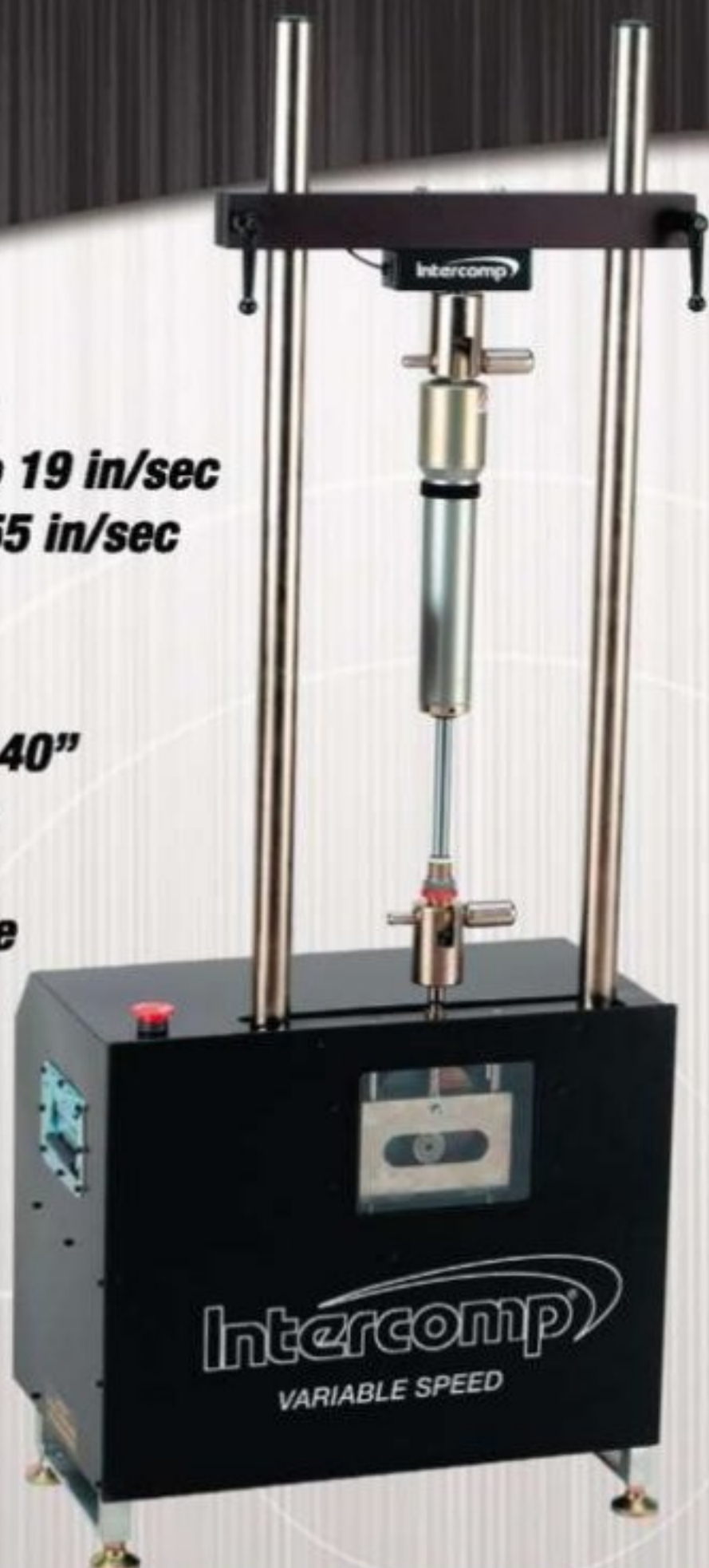
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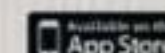


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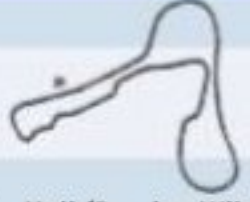
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# NATIONAL RESULTS ROUND-UP

**CADWELL PARK**  
CSCC, JUNE 29-30



**SPECIAL SALOONS (8 LAPS) 1 Ian Hall (Darrin Wildcat T98);** 2 Paul Sibley (Lotus Elan) +8.589s; 3 Ricky Morris (Peugeot 309 GTi); 4 David Brewis (Lotus Elan); 5 Steven Moss (Ford Anglia); 6 Chris Isaacs (Morris Minor V8). **Class winners** Morris; Sibley; Martin Baker (Hillman Imp). **Fastest lap** Hall 1m33.601s (84.11mph). **RACE 2 (10 LAPS) 1 Hall;** 2 Sibley +1.197s; 3 Danny Morris (Peugeot 309 GTi); 4 Moss; 5 Isaacs; 6 Thomas Carey (Honda CRX). **CW** Morris; Sibley; Baker. **FL** Hall 1m33.028s (84.63mph). **MORGAN CHALLENGE (18 LAPS) 1 Keith Ahlers (Plus 8);** 2 Philip Goddard (Plus 8) +20.631s; 3 Roger Whiteside (Plus 8); 4 Matthew Wurr (Plus 8); 5 Tony Lees (Plus 8); 6 Tim Harrison (4/4). **CW** Lees; Sharlite Goddard (Plus 8); Phil Thomas (Plus 4); John Bevan (4/4); Timothy Parsons (4/4). **FL** Ahlers 1m38.813s (79.67mph). **SWINGING SIXTIES (23 LAPS) 1 Roger Lee/Dave Boland (Lotus Seven);** 2 Robert Bremner (AC Cobra) +12.752s; 3 Adam Cunnington (Austin Healey Sprite); 4 Chris Edwards (Lotus Seven); 5 Richard Skinner (Marcos 1800GT); 6 Christopher Edwards (Triumph TR6). **CW** Cunnington; Bremner; Skinner; Thomas Pead (BMW 1600 Ti); Steve Chapman (Triumph TR4); Matt Domin/Mark Lamont (MGB GT); Chris Blewett (Ginetta G12). **FL** Lee/Boland 1m41.662s (77.44mph). **ALLCOMERS (9 LAPS) 1 Pascal Green (Caterham C400);** 2 Anthony Bennett (Caterham R300) +15.869s; 3 Richard Carter (Caterham R300); 4 Keith Ahlers (Morgan Plus 8); 5 Richard Green (Caterham C400); 6 Paul O'Reilly (Caterham Supersport). **CW** Bennett; Ahlers; O'Reilly; Neil Palmer (RAW Striker). **FL** P Green 1m36.459s (81.62mph). **RACE 2 (9 LAPS) 1 Bennett;** 2 Tom Houlbrook (BMW E36 M3) +27.195s; 3 Steven Moss (Ford Anglia); 4 Ian Haire (Caterham Roadsport); 5 David Ball (BMW E30); 6 Christopher Mills (Ginetta G27). **CW** Haire; Mills. **FL** Bennett 1m40.998s (77.95mph). **MODERN CLASSICS (23 LAPS) 1 Mike Hampton/Ritchie Hampton (Stuart Taylor Locost);** 2 Dave Ball (BMW E36 320) +6.875s; 3 Ray West/David Hickton (BMW M3); 4 Tom Houlbrook (BMW M3 E36); 5 Barry Johnson/Luke Johnson (Porsche 944); 6 Steve Atkinson (Porsche 968CS). **CW** Ball; West/Hickton; Robert Alman (BMW M3 E36); David Gardner/Christopher Mills (Ginetta G27). **FL** Hampton/Hampton 1m39.856s (78.84mph).

**DONINGTON PARK**  
750MC, JUNE 30



**FORMULA VEE (9 LAPS) 1 Paul Smith (AHS Dominator);** 2 Martin Farmer (GAC) +8.35s; 3 Peter Belsey (Spyder Mk2); 4 Ian Jordan (Sheane Jordan); 5 Daniel Pitchford (AHS Leystone); 6 Keith Farrance (GAC). **CW** Jordan. **FL** Smith 1m46.53s (84.05mph). **RACE 2 (9 LAPS) 1 Smith;** 2 Farmer +1.61s; 3 Graham Gant (WEV); 4 Jordan; 5 Farrance; 6 Steve Ough (AHS Dominator). **CW** Jordan. **FL** Farmer 1m46.32s (84.22mph). **SPORTS SPECIALS (9 LAPS) 1 Ben Shalders (Caterham R400);** 2 Paul Boyd (Eclipse SM1) +15.37s; 3 Rob Johnston (Cyana MX500r); 4 Anton Landon (Cyana Mk2); 5 Wayne Rothwell (Tiger GTA); 6 Steve Quenby (Tiger R6). **CW** Boyd; Paul Cooper (RAW Striker). **FL** Shalders 1m44.86s (85.39mph). **RACE 2 (9 LAPS) 1 Shalders;** 2 Clive Hudson (Eclipse SM1) +5.90s; 3 Boyd; 4 Johnston; 5 Rothwell; 6 Nigel Brown (Sylva Phoenix). **CW** Hudson; Colin Benham (STM Phoenix). **FL** Shalders 1m43.66s (86.38mph). **ROADSPORTS/SRG (24 LAPS) 1 John Dickson (RAM SC);** 2 John Wilson (MGB GTV8) +52.88s; 3 Neil Plant (Kougar-Jaguar); 4 Rob Horsfield (Toyota MR2 Mk2 Turbo); 5 Alric Kitson (Toyota MR2 Roadster V6); 6 Patrick Mortell/Simon Phillips (Toyota MR2 Roadster Turbo). **CW** Plant; Horsfield; Mortell/Phillips; Mark Bowd (Ford GT40 replica); Alexander & Rory Bagnall (Toyota MR2 Mk1). **FL** Wilson 1m42.01s (87.78mph).

**PEMBREY**  
BARC/CTCRC, JUNE 29-30



**PRE-'93 TOURING CARS (14 LAPS) 1 Paul Bellamy (BMW M3);** 2 Rodger Card (BMW E30 M3) +0.487s; 3 Jim McLoughlin (Ford Sierra Cosworth); 4 Roger Stanford (BMW M3); 5 Neil Bray (Ford Fiesta); 6 Simon Sheridan (Fiesta XR2). **CW** Card; Nick Haldane (BMW); Bray. **FL** Bellamy 1m05.217s (80.37mph). **RACE 2 (14 LAPS) 1 Bellamy;** 2 Card +0.795s; 3 McLoughlin; 4 Stanford; 5 Bray; 6 Sheridan. **CW** Card; Haldane; Bray. **FL** Stanford 1m06.011s (79.40mph). **CLASSIC FF2000 (20 LAPS) 1 Tom Pope (Van Diemen RF82);** 2 Marc Mercer (Van Diemen RF82) +1.431s; 3 Ian Pearson (Van Diemen RF83); 4 Paul Wighton (Van Diemen RF82); 5 Paul Burt (Van Diemen RF82); 6 Chris Lord (Van Diemen RF82). **CW** Antonio Armelin (Reynard SF79); Tony

**Caterham Graduates racer**  
Colin Jardine found a new way to alight his car at Brands



Hancock (Van Diemen RF82). **FL** Pope 59.516s (88.07mph). **RACE 2 (21 LAPS) 1 Pearson;** 2 Mercer +9.470s; 3 Pope; 4 Burt; 5 Wighton; 6 Hancock. **CW** Hancock. **FL** Pearson 58.914s (88.97mph). **PRE-'83 TOURING CARS & PRE-'05 PRODUCTION TOURING CARS (13 LAPS) 1 Tim Scott Andrews (Rover Vitesse);** 2 Mark Osbourne (Triumph Dolomite) +11.727s; 3 Neil Bray (Ford Fiesta); 4 Nic Strong (Ford Capri); 5 Francis Butcher (Ford Capri Mk1); 6 Jeremy Knight (Ford Capri). **CW** Osborne; Bray; Andy Johnson (Peugeot). **FL** Scott Andrews 1m09.053s (75.90mph). **RACE 2 (13 LAPS) 1 Scott Andrews;** 2 Osbourne +14.521s; 3 Bray; 4 Butcher; 5 Richard Welby (Rover SD1); 6 Strong. **CW** Osbourne; Bray; Johnson. **FL** Scott Andrews 1m08.970s (75.99mph). **CLASSIC FF1600 (19 LAPS) 1 Adriano Medeiros (Van Diemen RF79);** 2 Stuart Kestenbaum (RF79) +9.108s; 3 Andrew Smith (Van Diemen FA73); 4 Steve Pearce (Van Diemen RF78); 5 Andy Powell (Royale RP26); 6 Chris Stuart (Van Diemen RF80). **CW** Smith. **FL** Powell 1m03.159s (82.98mph). **RACE 2 (15 LAPS) 1 Medeiros;** 2 Kestenbaum +10.281s; 3 Pearce; 4 Smith; 5 Powell; 6 Kevin Howell (PRS RHO1). **CW** Smith. **FL** Medeiros 1m03.145s (83.00mph). **CLASSIC SALOON & HISTORIC TOURING CARS (13 LAPS)**

**1 Roger Stanford (Lotus Cortina Mk1);** 2 James Burrows (Mini Seven) +5.338s; 3 Richard Sprigg (Ford Anglia 105E); 4 Andy Messham (Austin Mini Seven); 5 Pietro Caccamo (Lancia Fulvia); 6 Tony Preston (Morris Minor). **CW** Burrows; Preston; Messham; Caccamo. **FL** Stanford 1m12.364s (72.43mph). **RACE 2 (13 LAPS) 1 Stanford;** 2 Burrows +11.651s; 3 Sprigg; 4 Messham; 5 Preston; 6 Steve Barber (Ford Anglia). **CW** Burrows; Preston; Messham. **FL** Stanford 1m12.037s (72.76mph).

**BRANDS HATCH**  
BARC, JUNE 29-30



**CATERHAM SUPER & SIGMA GRADUATES (21 LAPS) 1 Toby Briant;** 2 Luke Tzourou +1.261s; 3 Jonathan Miller; 4 Dylan Stanley; 5 Gareth Cordey; 6 Charles Elliott. **CW** Amanda Black. **FL** Stanley 54.289s (80.10mph). **RACE 2 (23 LAPS) 1 Stanley;** 2 Miller +2.068s; 3 Briant; 4 Justin Cox; 5 Tzourou; 6 Cordey. **CW** Black. **FL** Stanley 54.301s (80.08mph). **MEGA GRADUATES (22 LAPS) 1 Myles Packman;** 2 Jamie Ellwood +0.287s; 3 Adrian Russell; 4 Brett Ray; 5 Nick Frost; 6 Adam Bettinson. **FL** Russell 53.950s (80.60mph). **RACE 2 (23 LAPS) 1 Ellwood;** 2 Russell +0.323s; 3 Packman; 4 Glenn Burtenshaw; 5 Ray; 6 Tom Overton. **FL** Oliver Gibson 54.438s (79.88mph). **CLASSIC GRADUATES (22 LAPS) 1 James Russell;** 2 Andrew Outterside +1.060s; 3 Stu Thompson; 4 Paul Hawker; 5 Graham Smith; 6 Graeme Smith. **FL** Thompson 57.810s (75.22mph). **RACE 2 (22 LAPS) 1 Graham Smith;** 2 Russell +5.165s; 3 Thompson; 4 Hawker; 5 Trevor Harber; 6 Graeme Smith. **FL** Hawker 58.301s (74.58mph). **CITROEN 2CV (18 LAPS) 1 Sammie Fritchley;** 2 Alec Graham +0.381s; 3 Ainslie Bousfield; 4 Lien Davies; 5 Wayne Cowling; 6 Christer Hallgren. **FL** Graham 1m08.724s (63.27mph). **RACE 2 (18 LAPS) 1 Pete Sparrow;** 2 Peter Rundle +0.133s; 3 Graham; 4 Simon Clarke; 5 Matthew Hollis; 6 Steven Panas. **FL** Graham 1m07.586s (64.34mph). **MR2 CHALLENGE/HYUNDAI COUPE CUP (15 LAPS) 1 Aaron Pullan (MR2);** 2 Paul Corbridge (MR2) +0.684s; 3 Craig Rankine (MR2); 4 Nathan Harrison (MR2); 5 Jon Winter (Hyundai Coupe); 6 David Hemingway (MR2). **CW** Winter. **FL** Pullan 59.343s (73.27mph). **RACE 2 (15 LAPS) 1 Pullan;** 2 Hemingway +3.041s; 3 Harrison; 4 Winter; 5 Corbridge; 6 Ross Stoner (MR2). **CW** Winter. **FL** Pullan 59.506s (73.07mph).

**OULTON PARK**  
BRSCC, JUNE 29



**TVR CHALLENGE (12 LAPS) 1 Tim Hood (Sagaris);** 2 Fred Tonge (Sagaris) +47.109s; 3 Dean Cook (Tuscan); 4 Tim Davis (Tuscan); 5 Keith Vaughan-Williams (Tuscan); 6 Darren Smith (Tuscan). **CW** Cook; Graham Walden (Tuscan); Chris Hayward-Browne (Chimera). **FL** Hood 1m40.591s (96.34mph). **RACE 2 (12 LAPS) 1 Hood;** 2 Danny Winstanley (Sagaris) +31.496s; 3 Tonge; 4 Cook; 5 Davis; 6 Vaughan-Williams. **CW** Cook; Walden; Hayward-Browne. **FL** Hood 1m41.059s (95.89mph). **FORMULA JEDI (13 LAPS) 1 Richard Mitcham;** 2 Lee Morgan +10.067s; 3 James Maclachlan; 4 Ryan Lindsay; 5 Benjamin Spurge; 6 Richard Gittings. **CW** Karl Davidson. **FL** Mitcham 1m36.202s (100.73mph). **RACE 2 (13 LAPS) 1 Mitcham;** 2 Gittings +2.084s; 3 Lindsay; 4 Maclachlan; 5 Scott Stevens; 6 Alok Jyengar. **CW** Davidson. **FL** Mitcham 1m36.697s (100.22mph).

**Adriano Medeiros won two at Pembrey in RF79**



BIMSTED

**John Wilson's MGB leads at Donington**



JONES

**CSCC racer Thomas Pead's BMW 1600Ti flows through Cadwell Park's Hall Bends**



JONES

# WHY DO WE NEED THE



# BRDC?

GIBSON/GP3

86

Many people write the BRDC off as an elitist social hub, but its role in the sport goes far deeper.

**AUTOSPORT** spoke to three leading lights to discover what really goes on at this exclusive club

**DW:** Derek Warwick, President   **IT:** Ian Titchmarsh, Club Committee Chairman   **TH:** Tim Harvey, BRDC Superstars Director

**AUTOSPORT:** What does the BRDC do for British motorsport?

**IT:** There's a little bit of history that feeds the motives and directives of the BRDC. It's to do with Silverstone, although the club pre-dates Silverstone. Earl Howe became president in the early 1930s and remained until the '60s. He was a big cheese at the RAC. The RAC organised the first Grand Prix here in 1948, but didn't want to carry on running it, so Earl Howe said to the BRDC, 'Would you like to take over responsibility?' So in 1952 through to 1970 the BRDC took a lease from the Air Ministry on the Silverstone site. Then the opportunity came to take on the freehold. Since then, the BRDC has looked after that freehold to ensure there is a British GP. OK,

it alternated with Aintree and then Brands Hatch for a while, but I would say the main thing the BRDC does for British motorsport is to preserve the British GP.

**AS:** What is the ethos of the BRDC?

**IT:** The last questionnaire we put to members in 2006 revealed two things that inform the ethos of the BRDC. Firstly, preserving the British GP – every member understands the importance of that. And secondly, helping young drivers.

**DW:** For me it's about making sure our young members feel comfortable, because they are the future of our club. When you're racing, the only thing that's important is being two



HOVER/EBREY

tenths quicker than your team-mate. You don't necessarily appreciate what the BRDC stands for, or its history. I'm a good example. I got invited in my Formula 2 days in 1980. I wore the badge throughout my career, so it meant something to me, but it wasn't

a place I was sure I wanted to be, because I wasn't at ease with the image we had – a little bit blue blazer and gold buttons, and hung up on the history. I think that changed under Damon Hill. He made it more relaxed and more desirable for young drivers.

DUNBAR/LAT

James Rossiter had BRDC support to race in F3 in '04



**AS:** Silverstone has been through a lot of change recently, recapturing the British GP from Donington, building the new 'Wing' pit-and-paddock complex and altering the circuit for MotoGP. How much did that take out of the club?

**IT:** A huge amount in finances, a huge amount in effort; it's difficult to measure that. It's just as well the likes of [BRDC chairman] Stuart Rolt and I have retired [from their day jobs] because we spend an inordinate amount of time taking some very weighty decisions.

**TH:** I think we need to explain the relationship between the BRDC and Silverstone Holdings Limited [the commercial arm of the club]. There's a massive misconception that the BRDC is a bunch of blazers sitting in a smoking room looking at black-and-white photographs. When we talk about the work the board is doing, well that's also SHL's work. I don't think the BRDC gets any of the credit it's due for where we are today with the infrastructure that's here. It may be because of unfamiliarity that people think SHL have done all that, but really it's the commitment the BRDC made.

**DW:** The next step is to make Silverstone even bigger and better. That's why we've been looking for investment for the last two and a half years. We had a lot of criticism when the Wing first opened, but if you link it with the masterplan – a tunnel and a bridge leading to a hotel and permanent grandstands – the whole thing works. It doesn't work at the moment because it's isolated and we've spent all the money we have and are borrowing quite heavily. We need to reduce that borrowing for pressure and responsibility to be taken off the BRDC.

**AS:** How far into the masterplan are you?

**IT:** Not very far – we've got planning permission to do a whole lot of things, but the club can't do them without more investment.

**AS:** How much investment are we talking? How much to realise what you want Silverstone to be?

**DW:** I think it's wrong to talk numbers at this stage because that investment depends largely on what the investor wants to build and how they want to build it.

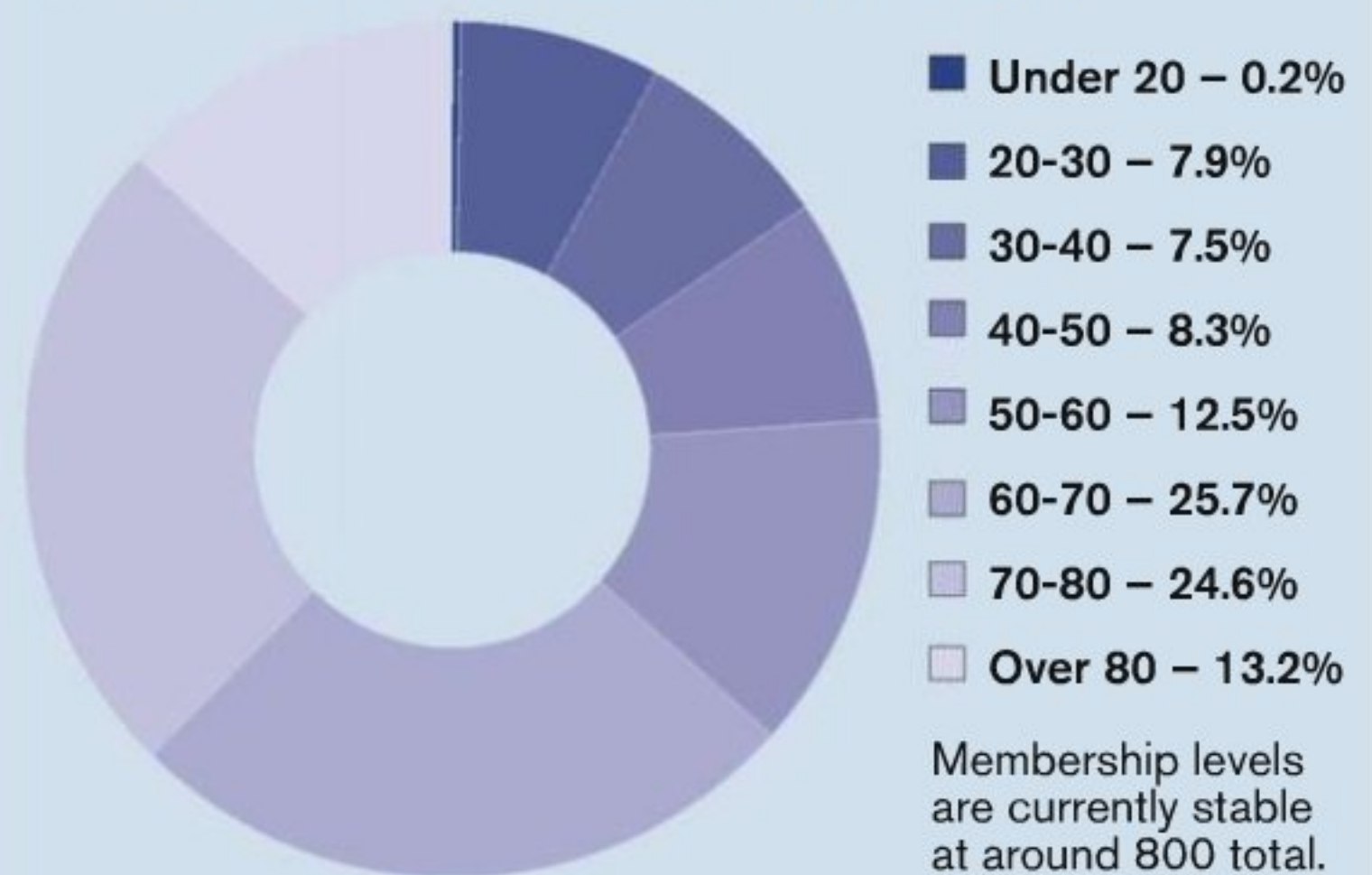
**IT:** You could give a very high figure but it depends what the investor wants. There are many things we would like to see done, but that's part of the negotiating process.

**DW:** I have to say I felt very angry when we lost the GP to Donington. You can imagine it sent us all into a flat spin, but that got turned around with no help from the governing body, no help from government and no help from third parties. The only people that turned that around were the BRDC and SHL. I think we deserve credit for having the balls to go out there and get what we've got here now. Look at this place! It's fantastic!

**AS:** What would happen to the sport if the British GP didn't exist then?

**IT:** Silverstone itself would have to downsize to something much smaller than it is now. The centre of motor racing for a long time was Italy, and then it moved to the UK in the late 1950s and early '60s. I think it could well move to Germany if we didn't have a major event in the UK, ie the British GP, which ensures that much motor racing industry is based here.

## THE AGE OF BRDC MEMBERS



**DW:** Silverstone would be tumbleweed; let's not forget how fickle this business can be. Why is there not a French GP anymore? It's because Elf pulled their young-driver scheme and all of a sudden there were no French drivers in Formula 1. We often say we get involved with our young drivers because we have to find the next Lewis Hamilton, Jenson Button, Paul di Resta, Max Chilton... We have to find them because they are the difference between ultimate success or failure of the British GP. If you have a British GP and no British drivers, you will get 60-70,000 people attend regardless, but it's the next 20-40,000 people who want to see Lewis, Jenson and the other Brits.

**TH:** We are almost custodians of the British motorsport industry. Without the British GP we don't have the interest, we don't have the infrastructure, we don't have the drivers. That's a hell of a responsibility on the BRDC's shoulders.

**AS:** Let's take a look at the second part of your ethos: helping young drivers. How do you do that?

**IT:** It has permeated thinking for a long time. When Octagon was tenant here, paid a nice annual rent and there was a fair bit of money around, we started the Young Driver Initiative in 2000, where the BRDC topped up drivers' budgets with interest-free loans, ranging from £5000 to £60,000. Drivers like Andy Priaulx, Jamie Green, Susie Wolff, Justin Wilson and James Rossiter all benefited and will acknowledge that without the BRDC's assistance they wouldn't have gone to the next stage. This went on until 2003-04. Octagon terminated their lease and so it was back on the BRDC to run Silverstone, thus the money wasn't coming in.

**AS:** It comes back to that whole investment argument then doesn't it? Is that something ▶

The BRDC has backed Jonathan Palmer's new F4 single-seater series



**you want to get back to doing?**

**IT:** It's on our wish list. Superstars is the culmination of what we can afford to do at the moment.

**AS:** How do your BRDC Rising Stars and BRDC Superstars schemes fit in?

**TH:** The Rising Stars is an introduction to the club, so drivers understand its history and ethos. They get certain benefits, but it's limited to 40 people aged under 24. The Superstars doesn't have a set limit, but 15 drivers is really the maximum you can handle effectively. It's a dedicated driver-development programme, so they get day-to-day contact and support. But it's for the *creme de la creme* of emerging drivers across formulae. The real goal of the programme is to help them achieve success at the level they're at, and to make the next step up. The biggest thing they get is advice. Sometimes, drivers do not want to admit failings.



But I can talk to them, in confidence, without sponsors knowing. We have no financial interest directly in their careers. We are seen as completely unbiased and not putting pressure on them.

**AS:** What about the lack of financial support?

**TH:** If we had a multi-million-pound title sponsor sure [it would be good to provide funding], but I wouldn't necessarily want the money to come from Superstars because I love the

independent, unbiased, trust relationship that I can have with drivers that I would not have if I were funding them. The expectations would be entirely different.

**AS:** If you're a full member of the BRDC, what obligations do you have to the club?

**IT:** Don't get drunk in the clubhouse!

**TH:** Funnily enough Sam Tordoff asked me that same question and I told him, 'You don't have any real obligation!' He asked the price of annual subscriptions and I told him for under 30s it's £175, for a Superstar it's free, and even if you become a full member after being a Superstar it's still free. He thought it would cost about £1500, so his idea of the benefit of being a BRDC member was that £1500 was a good price to pay, which I thought was quite interesting.

**AS:** A driver obviously has to be good enough to qualify for

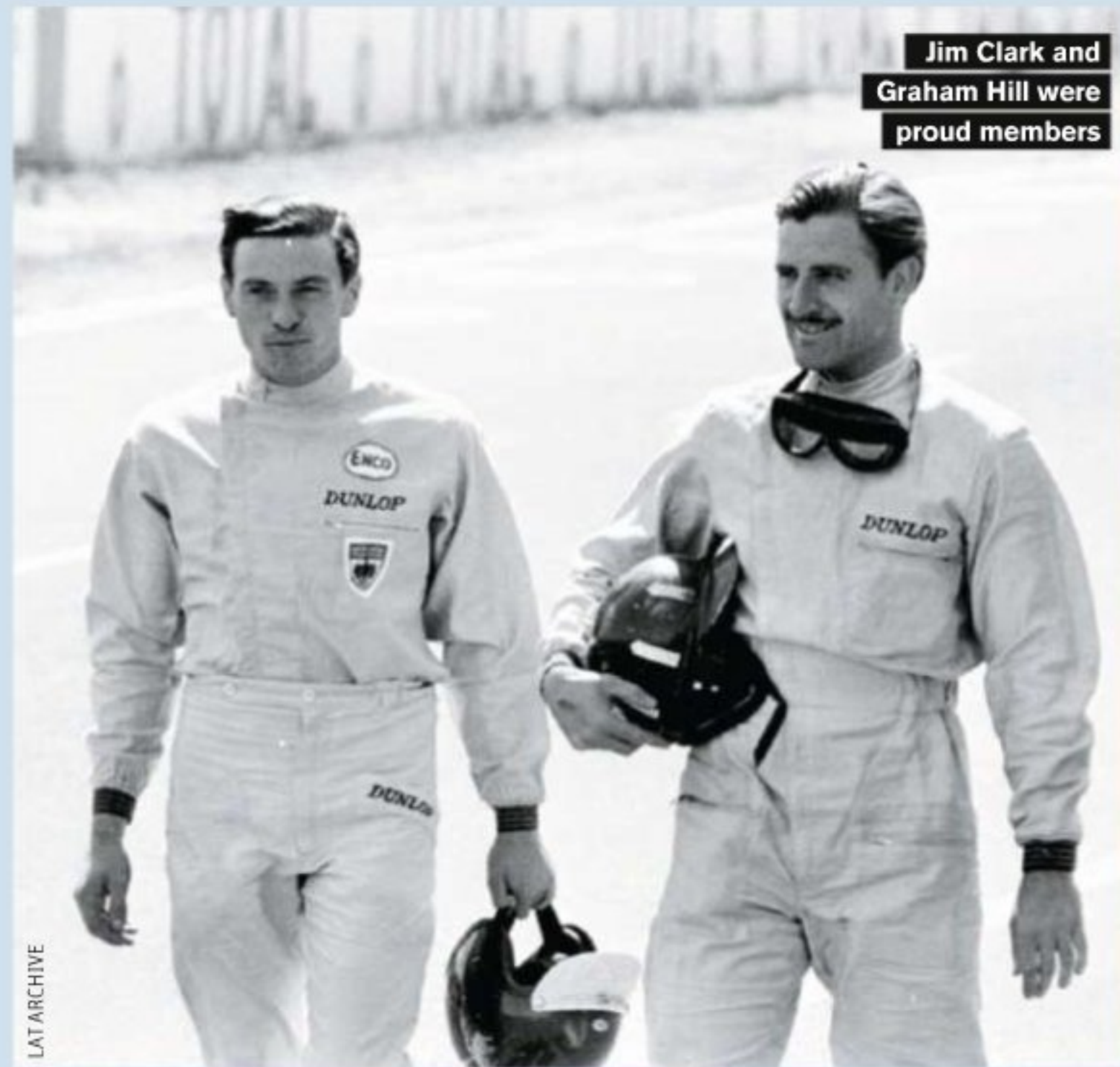
membership but there are loopholes. We know BRDC members have got in on the back of ace co-drivers in two-driver races, such as in British GT. Is there not a broader way to assess them?

**IT:** Well they have to achieve four podiums in a qualifying championship, and have to have driven 30 per cent of the distance in each of those four races.

**TH:** It does depend on the strength of the championship and you mention British GT, which has come and gone in previous years. But do you honestly think a tigger of an amateur driver would now get into the top three?

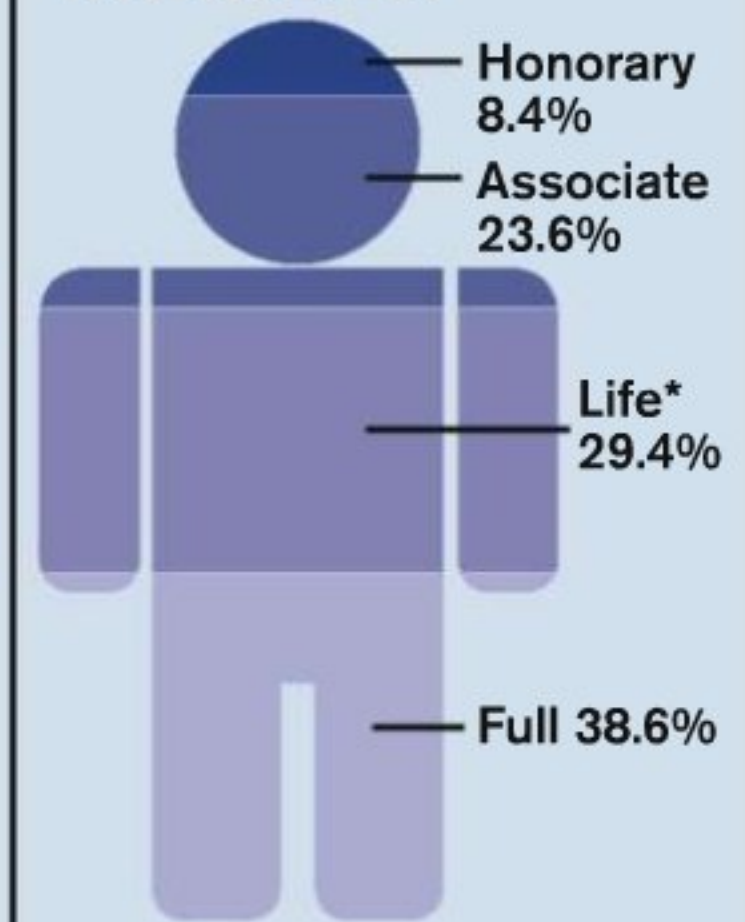
**IT:** I don't think you would get many "tiggers", by Tim's definition. The original definition for someone to be considered for membership was that they had to be a "serious racing driver". You don't have to be





Jim Clark and Graham Hill were proud members

## TYPES OF BRDC MEMBER



\*A Full member can convert to Life Membership when they've been a member for 20 years.

We can't all be Lewis Hamiltons. We can't all be world champions, otherwise it would be a very exclusive club with about eight members! You could argue the non-F1 drivers really are the heart of this club.

**AS:** What about 'associate' members of the club?

**IT:** Associate membership of the club, as it's worded in the articles, is for "ladies and gentlemen considered desirable as members because they have made an exceptional contribution to motorsport over a considerable period of time and who are not qualified for full membership".

**AS:** What about the club's foreign members?

**DW:** We have honorary members.

**IT:** Sebastian Vettel is an honorary member; Fernando Alonso is an honorary member.

**AS:** If you're an honorary member, how does that differ from being a full member?

**IT:** Well they can't vote, they don't have to pay full subscription, but they can wear the badge and they can use the clubhouse.

**DW:** Remember they are another step away from understanding what the BRDC stands for. People like Rubens Barrichello will not understand the history of the BRDC, but we are proud he is an honorary member.

**AS:** What is the rationale behind having honorary members, why do you want to be associated with them?

**IT:** One of the founding tenets of the club was to entertain foreign drivers when they came to this country. You can go back to Baron de Graffenried, who was made an honorary member

in the 1930s, and other foreign drivers who raced at Brooklands.

**AS:** So you'll serve *vol-au-vents* to Fernando Alonso when he comes into the clubhouse at the British Grand Prix then?

**IT:** Well we wouldn't need to do that!

**AS:** Another thing we'd like to touch on is the BRDC's relationship with the governing body in this country and the structure of the sport.

**DW:** Well, my thoughts on the MSA are pretty close to nothing really. They are the administrator of British motorsport, which licenses some 32,000 drivers and insures events. They do a good job in continually upgrading safety around the circuits. Where else should their responsibilities lie? They should help young drivers like we do, which they do but not enough in my opinion with the resources they have. They should ensure the British GP happens every year. They don't do that, but they still come along and give out our trophies, and that annoys me a little bit.

**AS:** The BRDC and the MSA both talk about nurturing the next generation of licence holders and volunteers. So why isn't there a stronger relationship between the governing body and the BRDC?

**DW:** Foreign drivers race here because of the British GP and Silverstone. You lose Silverstone and the British GP; all of a sudden you become tumbleweed all together. As of now, the mood is shifting. Formula 3, Formula Renault UK, these championships have gradually moved to Europe. Why? Because our governing body is not proactive and strong enough to control this

situation. There are nine million different formulas out there with only 10 cars on the grid. I watched a Formula Ford race at Oulton Park. Nine cars were on that grid. Our governing body is not controlling that, but they should.

**AS:** The MSA say it's not for them to decide, but why are they not more involved in the British GP?

**IT:** Well it's because they're not that interested. They see their responsibility as extending to all aspects of motorsport, not just F1.

**DW:** For all these different formulas, they also do all the regulations, so it's quite a big job. If there were fewer formulas, there would be fewer regulations. I was told that the Belgian equivalent of the MSA brings in €3 million worth of revenue and sponsors drivers to the tune of €700,000. I understand group revenue from the MSA is £8 million?

**TH:** The other thing that's really annoying is they say they're not allowed to restrict competition and fair trade. Well it doesn't stop the Germans having one junior single-seater championship...

**AS:** Why did the BRDC decide to put its name to a new single-seater championship [BRDC F4], having not been involved in one for nearly 10 years?

**DW:** It links very well into our Rising Stars programme and where we see ourselves in the future. Many formulas are getting a bit long in the tooth and we would prefer to see our young drivers in a modern, safe car with slicks, wings and modern technology. That is something we want to promote. ❧

absolutely top 10 to be a member of the BRDC.

**AS:** Well if you use that phrase then you could bring in someone with good funding, who isn't necessarily that quick, but is a regular in GTs.

**IT:** Well that's part of the test: whether a driver is there year after year, or here today and gone tomorrow.

**DW:** There have been drivers over the years who got in through loopholes because the system wasn't completely right. It will never be perfect because championships get stronger and weaker, so you have to keep changing with the times. I look at members sometimes and, because they haven't been F1 drivers, I have difficulty in thinking of them as BRDC members. You have to be a little bit subjective and realise that maybe a driver who isn't a Lewis Hamilton can still bring something to the club.

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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



## Red flags should have flown

I find it shocking that the British Grand Prix wasn't red-flagged. After one, two, three, four and eventually five blowouts, the drivers were expected to continue, regardless of the consequences.

I know 'the show must go on', and there are TV schedules to consider, but nothing is worth risking drivers' lives for.

A red flag would have meant the tyres could have been checked, the kerbs inspected, debris picked up and any

other doubts resolved, before resuming the grand prix.

And if it was old and broken concrete that caused the damage, then surely this could have been fixed with quick-dry filler, as is done in IndyCar and NASCAR.

The drivers risk enough without having to go out, time and time again, knowing full well they could be next to experience a sudden and complete tyre failure.

**Mike Vickers, Swindon**

**Am I alone in failing to understand the outbursts from F1 drivers and teams aimed at Pirelli?**

The teams know the nature of the tyres supplied, they then decide on suspension geometry, camber angles, tyre pressures – all issues that will affect durability and resistance to failure.

after the race by Gary Anderson that drivers and kerbs may be an issue, as well as tyres. Since all we seem to hear about Pirelli are complaints about a tyre designed the way F1 wanted, I wouldn't blame them for walking away.

**Dougie Jardine**  
Bishopbriggs, East Dunbartonshire

Friday evening, when drivers and teams joined them for a minute's silence in honour of Mark Robinson, who died while marshalling at the Canadian GP. It was a fitting tribute and a reminder of the debt we owe to our volunteers.

Sincere thanks to all who contributed to such a successful grand prix.

**Nick J Bunting, chief executive, Motor Sports Association**

Drivers choose to drive on the kerbs when they should be on the track – the black bit between the kerbs. What's the point of circuit designers making corners a challenge if drivers ignore the confines of the track by taking short-cuts?

**Tim Maxwell**  
By email

**Once the furore dies down over Sunday's GP, I can see Pirelli walking away. It was eloquently suggested**

**After such a great weekend in the Silverstone sunshine, it's important to recognise the work and dedication of those that made the event possible.**

Without the skill and commitment of more than 1100 trained volunteers, from marshals and scrutineers to the medical and organisational teams, the British Grand Prix simply could not take place.

The esteem in which volunteers are held was demonstrated poignantly on

**While I'm sorry to see Mark Webber leave F1, I can't help but feel it's the best career move for him.**

A no-nonsense guy can finally get on with some proper grown-up flat-out racing. Good luck Mark, I'll be willing you and Porsche on at Le Mans next year.

**Tom Martin**  
Cardiff



# In pictures

Exciting images of the best of British, from Surrey to Scampton & Silverstone



**SURTEES CARS STEAL THE SHOW**  
John Surtees (TS7) leads Alexander Sims (TS14) and Sam Bird (TS19) in a parade of the 1964 world champion's cars during the Henry Surtees Foundation event at Brooklands last week. His 'Team Challenge' kart event raised an estimated £58,000 for charity

GARY HAWKINS

**LEWIS'S RED ARROWS RUN**  
British GP polesitter Lewis Hamilton swapped his Silver Arrow for an RAF Red Arrow in the run up to last weekend's event, enjoying a blast with the iconic top guns at RAF Scampton in Lincolnshire



IMAGE BY FLIT MIKE CHILD

**HUFF'S HORSES FOR COURSES**  
World touring car champ Rob Huff, who's become an ambassador at Newmarket racecourse, poses on the hallowed turf with jockey Siobhan Miller



DUNBAR/LAT

**SIR FRANK AND HIS STEEDS**  
At Silverstone Sir Frank Williams sits proudly in front of a giant poster of his cars to celebrate its 600th GP, which falls this weekend at the Nurburgring



## In the shops

Desirable new releases

### COLIN MCRAE RALLY APP

£2.99 – iTunes

Colin McRae Rally holds a special place in the hearts of car-game fans. Now you can play it again in an iTunes app based on the original games. It features four iconic cars, including Ford's Focus WRC and Subaru's Impreza WRC on many of the stages from the classic series. A must-have time-killer. Requires iPad 2 or iPhone 4S or newer.



### TAMIYA BMW 635 CSI 1:24 KIT

£31.46 – grandprixmodels.com

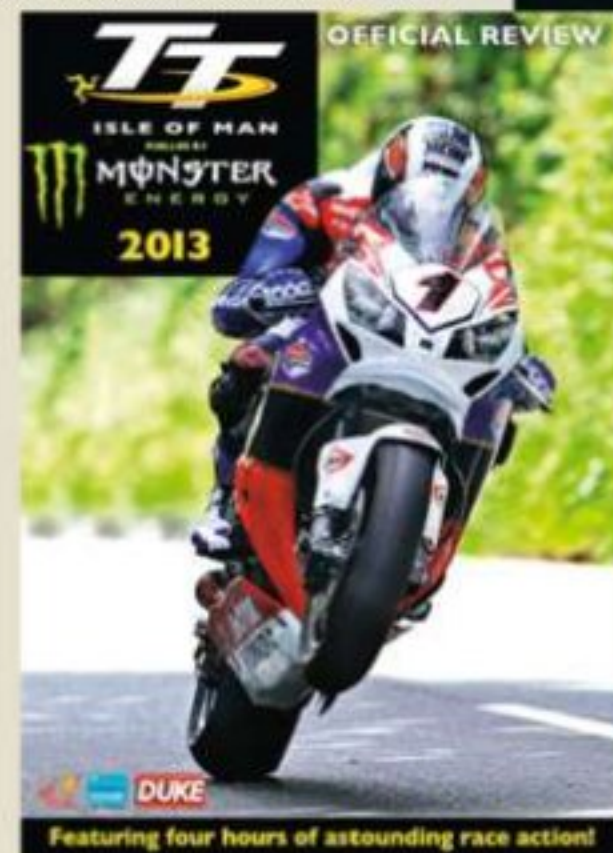
BMW's 635 CSI floats the boat of any fan of the Group A touring car genre and Tamiya's 1:24-scale plastic kit of the car raced by Hans-Joachim Stuck in the 1984 DTM has to be the coolest of the lot. The Jagermeister-branded machine has all the hallmark Tamiya detail, inside and out, and comes with high-quality Cartograf decals and a removable bonnet to show off that 3.5-litre straight-six motor that you'll have painstakingly built.



### IOM TT 2013 REVIEW DVD

£16.99 – dukevideo.com

Due for release on Monday (July 8), this is the annual highlights package from the Isle of Man TT races – lovingly crafted into four hours of incredible action. Expect onboard trickery, helicopter-chase cameras and behind-the-scenes shots from the whole week of Mountain magic. Relive Michael Dunlop's four wins and his bid to match the five-win clean sweep, only to be denied in the Senior TT finale by John McGuinness, who secured his 20th career win in a vintage year.



# WHAT'S ON

## ON TRACK IN THE UK

### BRANDS HATCH

#### AMOC

July 6-7

[brandshatch.co.uk](http://brandshatch.co.uk)

The Aston Martin Centenary meeting will celebrate 100 years of a British racing icon at Brands this weekend. The regular AMOC categories are joined by HRDC Touring Greats and Allstars races, plus two special centenary events: a 100-minute race for any class of Aston Martin Racing-built GT car, and a 30-minute blast for pre-1965 roadgoing Astons. The line-up also includes demonstrations of some of the marque's most important models. Saturday's action takes place on the Indy Circuit, before racing moves to the GP loop on Sunday.



Robertson leads the F4 hopefuls to Oulton this Saturday

JAKOBEBREY

### CROFT

#### BARC

July 6-7

[croftcircuit.co.uk](http://croftcircuit.co.uk)

Will Chris Middlehurst continue his seemingly inexorable march towards the Formula Renault BARC title in North Yorkshire? Support comes from the BARC Clio Series, Kumho BMW, the Porsche GT3 Cup, Honda V-Tecs, and the Northern Saloons and Sports Cars Championship's miscellany.

### OULTON PARK

#### MSVR

July 6

[oultoupark.co.uk](http://oultoupark.co.uk)

Round four of the new BRDC F4 championship takes place in Cheshire this Saturday with Ginetta Junior champ Charlie Robertson holding a narrow lead over Jake Dalton. The single-seaters have three races, supported by double-headers for Radical's SR3, Clubmans and SR1 categories.

### HAREWOOD

#### British Hillclimb Championship

July 6-7

[britishhillclimb.co.uk](http://britishhillclimb.co.uk)

A double win for reigning champion Trevor Willis at Doune last time out prevented triple champion Scott Moran breaking Martin Groves's record for the most run-off wins in the BHC. Find out whether Moran and his Gould can make history in Yorkshire this weekend.

### SILVERSTONE

#### Go Motorsport Live

July 7

[silverstone.co.uk](http://silverstone.co.uk)

The inaugural Go Motorsport Live event is a free open day organised by the MSA to encourage more people into motorsport. There will be passenger rides, demos and plenty of organising clubs on-hand to show you how to get more involved in the sport. Register at [gomotorsport.net](http://gomotorsport.net).

### MONDELLO PARK

#### CKMC

July 6-7

[mondello.ie](http://mondello.ie)

The Irish Formula Vee Festival, plus FF1600, Formula Libre, Ginetta Junior, Formula Sheane, Fiestas, Historics and the Irish Touring Car Championship.

### LYDDEN

#### SEMSEC

July 6

[lyddenhill.co.uk](http://lyddenhill.co.uk)

## ON TRACK AROUND THE WORLD

### GERMAN GRAND PRIX

#### Formula 1 World Championship

Rd 9/19

Nurburgring, Germany

July 7

[formula1.com](http://formula1.com)

### GP2 SERIES

Rd 6/11

Nurburgring, Germany

July 6-7

[gp2series.com](http://gp2series.com)

### GP3 SERIES

Rd 4/8

Nurburgring, Germany

July 6-7

[gp3series.com](http://gp3series.com)



HONE/LAT

### INDYCAR SERIES

Rd 10/16

Pocono, Pennsylvania, USA

July 7

[indycar.com](http://indycar.com)

### INDY LIGHTS

Rd 7/12

Pocono, Pennsylvania, USA

July 6

[indycar.com/roadtoindy](http://indycar.com/roadtoindy)

### FORMULA 3 MASTERS

Zandvoort, Netherlands

July 7

[circuit-zandvoort.nl](http://circuit-zandvoort.nl)

### FIA GT SERIES

Rd 3/6

Zandvoort, Netherlands

July 6-7

[fiagtseries.com](http://fiagtseries.com)

### EUROPEAN RALLYCROSS CHAMPIONSHIP

Rd 6/9

Holjes, Sweden

July 6-7

[rallycrossrx.com](http://rallycrossrx.com)

### NASCAR SPRINT CUP

Rd 18/36

Daytona, Florida, USA

July 6

[nascar.com](http://nascar.com)

### V8 SUPERCARS

Rd 7/14

Townsville, Queensland, Australia

July 6-7

[v8supercars.com.au](http://v8supercars.com.au)

### AMERICAN LE MANS SERIES

Rd 4/10

Lime Rock, Connecticut, USA

July 6, [alms.com](http://alms.com)

Your guide to the best events taking place in the UK and around the world – plus TV and online

**ON TELEVISION**

**THURSDAY JULY 4**

1400-1445 Sky Sports F1 LIVE  
F1 German GP: Drivers' Press Conference  
2000-2200 Sky Sports F1  
Classic F1: German GP

**FRIDAY JULY 5**

0845-1100 Sky Sports F1 LIVE  
F1 German GP: Free Practice 1  
1000-1030 ESPN  
NASCAR Now  
1100-1145 Sky Sports F1 LIVE  
GP2: Nurburgring Practice  
1245-1445 Sky Sports F1 LIVE  
F1 German GP: Free Practice 2  
1445-1530 Sky Sports F1 LIVE  
GP2: Nurburgring Qualifying  
1615-1700 Sky Sports F1  
F1 German GP: Team Principals' Press Conference  
1700-1800 Sky Sports F1 LIVE  
The F1 Show  
1800-1900 Sky Sports F1  
Classic F1: German GP 1993

**SATURDAY JULY 6**

0355-0420 Channel 5  
Motorsport Mundial  
0745-0820 Sky Sports F1 LIVE  
GP3: Nurburgring Qualifying  
0850-0950 ITV4  
Motorsport UK  
0945-1110 Sky Sports F1 LIVE  
F1 German GP: Free Practice 3  
1200-1435 Sky Sports F1 LIVE  
F1 German GP: Qualifying  
1230-1405 Motors TV LIVE  
FIA GT: Zandvoort Qualifying Race  
1435-1600 Sky Sports F1 LIVE  
GP2: Nurburgring Feature Race

1615-1710 Sky Sports F1 LIVE  
GP3: Nurburgring Race 1  
1715-1945 Motors TV  
NASCAR Nationwide: Daytona  
1755-1910 BBC1  
F1 German GP: Qualifying Highlights  
1945-2305 Motors TV LIVE  
ALMS: Lime Rock

**SUNDAY JULY 7**

0030-0430 Premier Sports LIVE  
NASCAR Sprint Cup: Daytona  
0635-0730 Channel 4  
Blancpain: Silverstone Highlights  
0820-0910 Sky Sports F1 LIVE  
GP3: Nurburgring Race 2  
0930-1030 ESPN  
NASCAR Sprint Cup: Daytona Highlights  
0930-1040 Sky Sports F1 LIVE  
GP2: Nurburgring Sprint Race  
1130-1615 Sky Sports F1 LIVE  
F1 German GP  
1500-1635 Motors TV  
FIA GT: Zandvoort Championship Race  
1700-2000 ESPN LIVE  
IndyCar: Pocono  
1800-1930 BBC1  
F1 German GP: Highlights  
2245-0015 Sky Sports F1  
F1 German GP: Highlights

**MONDAY JULY 8**

0340-0430 ITV  
Motorsport UK  
2000-2100 ESPN  
NASCAR Sprint Cup: Daytona Highlights  
2205-0010 Motors TV  
ALMS: Lime Rock Highlights

**ONLINE**

**HOT ON THE WEB THIS WEEK**

YouTube RIDE WITH SEBASTIEN LOEB FOR PIKES PEAK RECORD RUN



**SEARCH FOR:** Sebastien Loeb Pikes Peak World Record 2013 Full Onboard (9:09)  
Ride onboard the whole way up the 12.3-mile, 156-corner Pikes Peak Hillclimb course with rally legend and nine-time world champion Sebastien Loeb as he takes over 90 seconds off the 2012 Unlimited Class record in the bonkers Peugeot 208 T16.

**AUTOSPORT+**

Exclusive content coming up in our premium website this week

**British GP fallout & Nurburgring latest**

After a tempestuous British Grand Prix last weekend, all eyes are on Pirelli this week as we head straight into another race weekend at the Nurburgring. Our team of newshounds will be in the paddock getting the very latest developments from Thursday.

**GET AUTOSPORT ON THE MOVE**

- IN THE IPAD ISSUE THIS WEEK...
- WATCH HIGHLIGHTS FROM PIKES PEAK, BLANCPAIN AT PAUL RICARD, NASCAR FROM KENTUCKY, YPRES RALLY AND STCC
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99



Download it now from [autosport.com](http://autosport.com)

**Revved up over what's on the box**



"THERE IS NO SUCH THING AS BAD publicity except your own obituary." That quote, from the late Irish poet (and provincial terrorist) Brendan Behan clearly had Pirelli's British GP performance in mind. For a rubber manufacturer that wishes to enhance its image through its F1's tyre supply, Silverstone was like a 90-minute TV 'badvert' (an unintentionally negative message from a TV commercial). A good example is the Go Compare opera singer ad, who the creatives have been forced to parody to sell some sort of whacky sense of irony, like it was some genius masterplan rather than the world's

most annoying thing ever. And as we all know, irony sells insurance, doesn't it? Oh no, my mistake, that's meerkats. Pirelli's worst nightmare – its products blowing-out left, right and centre – made for perversely entertaining viewing as you didn't know whose tyres might explode next. There was no need for a track-invading priest, the rubber was doing its very own 'dance of piece(s)'. Crikey, even the leader broke down – it was like the mid-80s all over again. I'm surprised driver steward Nigel Mansell didn't dust down his overalls and jump in a Williams; he'd have been right at home.

Its flailing rubber beamed live across the world, and accompanying news broadcasts, it was no surprise to hear a comment – a female voice – drift across the pub beer garden on Sunday evening: "It's a good thing Pirelli don't make condoms!" As Martin Brundle summed-up on Sky: "Tyres are a four-letter word in Formula 1 at the moment." A week after having the Pirelli name dragged through the mud in a Paris Tribunal, its bosses who sign the cheques must be sharpening their pencils in readiness to write that F1 obituary. **Revved Up**

# Mike Blanchet

“I totally drove my ‘whatsits’ off that day and I got a new lap record”

■ MCD British Formula Ford 2000 ■ Snetterton ■ October 22, 1978 ■ Lola T580 ■ Back-to-front win



Blanchet (62) battles through the pack after his first-lap spin

94

**I'M LUCKY ENOUGH TO HAVE** had a terrific career on both sides of the racing fence, in both the 'office' of the cockpit and a more conventional office within the industry, in which I'm still involved after almost 40 years. Of course it is probably something you can't really do now, so I suppose I was one of few who could literally race on a Sunday and then sell on a Monday!

At Snetterton in 1978 we had a semi-works entry if you like. I had a loaned chassis from Lola, with whom I was sales manager at the time and I got a works Titan engine. I had to pay all the running costs, so therefore it was a very modest operation.

I had a wonderful mechanic called John Church, who was at Lola up until 2010 I believe. I also had my then father-in-law helping at weekends.

The Lola T580 was very good and I developed the car during the course of the year. It had to be good as we were up against some very good drivers, like Mike White, David Leslie and Desire Wilson. But the key character in my most memorable

race was a certain Adrian Reynard!

I qualified on pole but made a poor start and got punted up the backside and spun. I rejoined dead last so some serious red mist then came down.

Before the race John Church and I set up the car really well – we ran just enough wing to get through Coram flat without scrubbing off any speed. I could take it flat with minimum steering input, which of course means minimum drag through the tyres.

So with that extra speed and the fact I wasn't taking any prisoners in traffic, I was soon up at the front. On the last lap I caught Adrian. 'Christ', I thought, 'the last person I want to try to pass on the last lap is Adrian Reynard in his own car' – but I got him at Sear because I had very good momentum through Riches.

Immediately, though, he tried to slipstream me down the backstraight. I kept to the left but he just kept

coming half on the grass at the Esses. Well, I knew there was no way he was going to make it because I braked as late as I could. I gave him enough room but he skated right across the front of me. Somehow, however, he made it through back in to the lead.

I had an ace up my sleeve and that was my superior speed through the Bombhole and I managed to get him on the exit. It was a real 'grandstand finish' and I distinctly remember my father-in-law, Tom, an ex-Spitfire pilot so, as you would imagine, quite a character, 'doing a Colin Chapman' and hurling his hat high in the air as I crossed the line just ahead of Adrian!

I totally drove my 'whatsits' off that day and I got a new lap record, which was very satisfying. In fact, it went unbeaten until Tommy Byrne broke it in 1981. Looking back it's funny because Rick Gorne was also in that race and he was pretty handy. A few years later we were battling against each other again, this time off the track, as Lola went up against Reynard in F3000. Great days indeed. *Mike Blanchet was talking to Sam Smith*

## PROFILE



### BRITON MIKE BLANCHET

was a competitive racer during the 1970s and 1980s, racing on meagre budgets in Formula Ford 1600, FF2000, F3 and then in sportscars and Thundersports. Racing part time, he was forced to dovetail his racing career with the role of sales manager at celebrated British racing car manufacturer Lola. Now 65, Blanchet still works as a consultant in the motorsport industry.

**NEXT WEEK** GERMAN GRAND PRIX REPORT  
All the action from the Nurburgring

V de V Endurance Series



MOTORLAND ARAGÓN



# AUGUST 30-31<sup>ST</sup> - SEPT. 1<sup>ST</sup> 2013 12 - HOUR RACE

ENDURANCE SERIES  
CALENDAR 2013

**CATALUNYA-BARCELONE [SPAIN]**  
March, 22-23-24  
6H GT - 6H PROTO  
FUNYO - MONOPLACE

**MOTORLAND ARAGON [SPAIN]**  
August, 30-31<sup>st</sup> - Sept. 1<sup>st</sup>  
12H GT & PROTO  
FUNYO - MONOPLACE

**MUGELLO [ITALY]**  
April, 19-20-21  
6H GT - 6H PROTO - 2H HIST.

**PAUL RICARD [FRANCE]**  
Sept., 6-7-8  
2 TOURS D'HORLOGE  
24H-HISTORIC RACE

**PAUL RICARD [FRANCE]**  
May, 31<sup>st</sup> - June, 1<sup>st</sup> - 2<sup>nd</sup>  
4H GT - 4H PROTO - 2H HIST.  
FUNYO - MONOPLACE

**MAGNY-COURS [FRANCE]**  
October, 25-26-27  
6H GT - 6H PROTO - 2H HIST.  
FUNYO - MONOPLACE

**DIJON-PRENOIS [FRANCE]**  
June, 28-29-30  
3H GT - 3H PROTO - 2H HIST.  
FUNYO - MONOPLACE

**ESTORIL [PORTUGAL]**  
November, 15-16-17  
6H GT - 6H PROTO - 2H HIST.

SPAIN

**INFORMATION & ENTRIES**  
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