

MONACO GP PREVIEW

WILLIAMS TECH SECRETS **CAN MALDONADO WIN AGAIN?**



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Colin White | Nathan Freke | Rob Carvell



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"I tell you, those four corners are more difficult than many I've done in my whole life"
BARRICHELLO ON INDY POLE DAY

COVER IMAGE: THOMPSON/GETTY
INSET: GIORGIO PIOLA



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How veteran got back in saddle, one year after heart attack



Audis give the rest an Eifel

It was a one-two for the RS LMS ultra - but there was plenty of competition on the Nordschleife

BY GARY MATEIS

As a driver without practice - and even without a full season of the race - the Audi RS LMS ultra was the dominant force at the 24-hour Nurburgring endurance race. The Audi RS LMS ultra was the dominant force at the 24-hour Nurburgring endurance race. The Audi RS LMS ultra was the dominant force at the 24-hour Nurburgring endurance race.

ANCE RATING
★★★★☆
Three manufacturers were still battling hard for victory for three quarters of the 24 hours

WILDCARD
Audi became the first manufacturer to win the 24-hour race at the Nurburgring. See and hear what a 12-month period

REPORT NURBURGRING 24H
BY GARY MATEIS

Balancing act makes big difference at the Ring
The 24-hour Nurburgring 24h race is a balancing act between speed and reliability. The Audi RS LMS ultra was the dominant force at the 24-hour Nurburgring endurance race.

RESULTS
Nurburgring 24h, Nordschleife, 24.00.00

Pos	Driver	Team	Time
1	Andreas Bakkerud	Andreas Bakkerud	24:00:00
2	Andreas Bakkerud	Andreas Bakkerud	24:00:00
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The man in the mirror has changed his ways

Ball drive... What's going on with Lewis Hamilton? EDDY STRAW says down with a grow-up, endor tomber



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A RACING RESURRECTION

If Frank Sytner's heart attack had happened anywhere other than a race track, he might not be with us today. One year on, he was racing again. BY TOMMASETTI



FRANK SYTNER'S HEART ATTACK
The 50-year-old former racing driver has returned to the track after a heart attack. He is now racing again.

THE ROAD TO RECOVERY
Sytner's recovery has been a long and difficult process. He has had to learn to live with his condition and has had to make significant changes to his lifestyle.

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SHIFT_

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“Yep,” came the reply
from the passenger seat.



Bob looked his passenger in the eye. “Are you telling me this **ground-breaking** new Nissan Juke 1.6 Acenta Premium comes with colour reversing camera, touch-screen navigation and 17" sport alloy wheels?”

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POLE POSITION

Hamilton: ready to be the Monaco master once more



A FIRED-UP LEWIS HAMILTON AT

Monaco is surely one of the most exciting spectacles in modern-day motorsport. I've been privileged enough to lean against the fence at the Swimming Pool as he's roared past in Formula 1, GP2 and F3. In two of his races I've reported on, he's smacked the guardrail and still gone on to win. He's special around there.

Lewis outlines to Edd Straw this week that he's back to his best this year, out of his "funk" of 2011 (his word, not mine). That he's not won a race, despite setting three pole positions, owes much to his team's failings and the random nature of the races so far, but 2012-spec Hamilton is simply doing what he does best.

This weekend is rich in flagship events, with Monaco followed by the Indianapolis 500. New cars, rookie drivers and an engine war add intrigue to a true American classic. There's only one thing missing: Dan Wheldon. Dan was as special around Indy as Lewis is at Monaco, so keep him in mind this Sunday.

Bradley

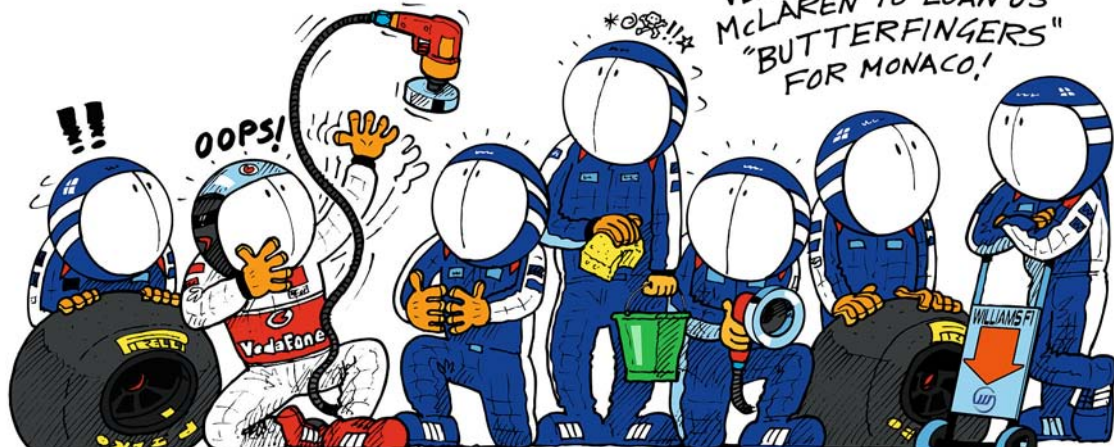
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AUTOSPORT PODCAST

BAMBER'S WEEK



NURBURGRING 24H

Audi quartet flies to victory at the 'Ring

German Nordschleife specialists Marc Basseng, Christopher Haase, Frank Stippler and Marcus Winkelhock put their circuit knowledge to good use last weekend to give Audi its first win in the Nurburgring 24 Hours. Their Phoenix-run R8 LMS ultra notched up 155 laps of the fearsome Eifel mountain venue to win by just over three and a half minutes.





FOR THE BEST PICS OF THE WEEKEND,
CLICK ON AUTOSPORT.COM/GALLERY



McLaren risks blowing it

Team could waste speed of MP4-27 if it doesn't start capitalising on its early-season pace. By EDD STRAW

McLaren runs the risk of blowing its best chance at the world championship since Lewis Hamilton's 2008 drivers' title if it does not end the run of blunders that have cost it big points in the opening five races of the season.

The McLaren-Mercedes MP4-27 has been the most consistently-quick car this season, yet the team has won only one race and lags behind Red Bull in the constructors' standings. Lewis Hamilton and Jenson Button lie third and fifth in the drivers' championship.

Although McLaren is still well placed, it should arguably have a comfortable lead by now. Last year team chiefs insisted that, provided the squad fielded a competitive car from the start of 2012, it would be a serious title contender.

McLaren principal Martin Whitmarsh admitted last week that the team has made too many mistakes, describing the season as "painful" and "frustrating". He accepted that criticism was fair, as the errors have set back the team's championship hopes.

AUTOSPORT understands that

McLaren has looked into the operational setbacks that have cost it points this year in a bid to ensure that, from this weekend's Monaco Grand Prix onwards, such errors are eliminated. Sporting director Sam Michael will oversee any changes that need to be made to team procedures (see panel, right).

This season Hamilton has lost points due to a gearbox penalty in China, pitstop mistakes by his left-rear wheelgun man in Bahrain and a fuelling error in qualifying in Spain. The Barcelona error cost him pole position and relegated him to the back of the grid. Button also lost a shot at victory in Shanghai through a similar pitstop mistake.

Hamilton has admitted that McLaren has not fully exploited the pace of its car so far this season. He pointed to strong qualifying pace as proof of the MP4-27's speed. On top of the errors, he cites problems in mastering the Pirelli tyres that have cost the team badly.

"In true pace, I think we have a fantastic car overall, definitely one of the strongest cars," said Hamilton.

"In qualifying we have been very consistent and constantly qualified high up. But in the races the tyres are so tricky.

"We are struggling to fully understand the characteristics. It's about how you heat the tyre up before you go out, the bulk temperature, the surface temperature and having the combination of those in the right window. We definitely haven't exploited the car as much as we should have."

McLaren's big opportunity to take its first constructors' title since 1998 is still very much alive, as even Red Bull, which was expected to be its

"We have a fantastic car. We definitely haven't exploited it as much as we should have"

Lewis Hamilton

major rival in 2012, has not been able to pull out a margin of more than 11 points heading to Monte Carlo.

Whitmarsh admits that his team has made mistakes with the tyres this season. With Hamilton out of contract at the end of the year, and holding fire on agreeing a new



AUTOSPORT SAYS...

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Formula 1 is now, according to some, a lottery. Strange, then, that the top four in the drivers' championship are all proven top-liners with world titles to their name. It's unpredictable, certainly, but as far as the men in the cockpits go, the cream has consistently risen. That's the sign of a formula that is far from broken, and why McLaren can still head to Monaco this weekend confident of fighting at the front.

The MP4-27 is clearly a quick car, but the closeness of the field, harnessed to the demands of the Pirelli rubber, means that the difference between success and failure is measured by a finer line than ever before.

The fact that Williams, F1's sixth-biggest team, was able to win a race on merit was not a triumph of the roulette wheel, but a team and driver doing the best job with the kit available.

For years, fans have bemoaned the supremacy of downforce as the main performance differentiator, yet as soon as the balance of power shifts there is widespread condemnation.

Isn't this what people wanted? And do the complaints from teams and drivers about this lottery increase in line with their struggles?

It's impossible to call the Monaco GP, but there's no doubt that whichever team and driver prevails will have done the best job. That's the acid test. It's unpredictable but, while it's more difficult than ever to see the patterns, it's not random.

Cream will rise on Monaco streets



Team must prevent repeat of fuel error



Taking responsibility

AUTOSPORT technical consultant Gary Anderson: McLaren has had more than its fair share of problems this season. There's a feeling that, with its 'flat-line' structure, there are times when there are too many cooks.

At the teams I worked at, we had a 'fir-tree' structure with one person at the top. If my team was having problems such as the fuel mistake in Spain, I would have taken charge and tried to fix it. It shouldn't have been possible for the car to be sent out when not enough fuel was in it, and McLaren will have had to look at the reasons why it happened.

You have to be careful with bundling the pitstop mistakes in with the fuel error. The latter is procedural, but when it comes to the stops there is a design factor to consider.

You can save fractions of a second with a shorter thread or a nut that you perhaps have to be more precise with putting on, but if it's more difficult you risk engineering in mistakes. And it's no good if, in search of a tenth of a second, you cost yourself dozens of points, as McLaren probably has this year.

There's a fine line between saving time and overcomplicating things. You can probably say the same thing about the team structure. Knowing McLaren sporting director Sam Michael, he will have put a lot of time into analysing the problems, particularly the fuel mistake.

It's vital that these situations don't happen again because in a season this close, a few points can make all the difference.



Errors have cost Button (pictured) and Hamilton



Busy times for Sam Michael

deal (see AUTOSPORT, May 17), Whitmarsh knows that it will be down to McLaren to solve these problems and provide a package that gives both drivers a run at the title.

"We have got it wrong on an occasion or two this year and that is our fault," he told AUTOSPORT. "I don't think we should be saying that it's Pirelli's fault for making the tyres so difficult. They are challenging but they aren't any easier for any other team, so there's an opportunity to exploit them properly.

"Bear in mind that it's not just about the driver. It's about the driver, the engineers, the team and how we set the car up. We're all in it together."

Team needs to convince Hamilton to stay for '13



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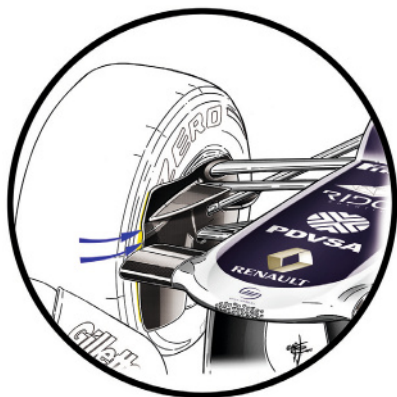
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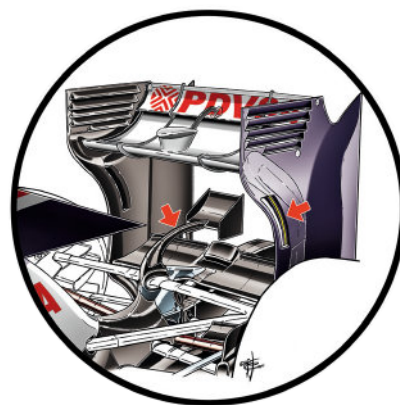
WILLIAMS'S WINNING SECRETS REVEALED

The 2012 season's latest grand prix-winning car, the Williams FW34, featured several updates at the last race that played a role in Pastor Maldonado's impressive performance. The team was reluctant to talk in detail about its changes, but here we present them in full.

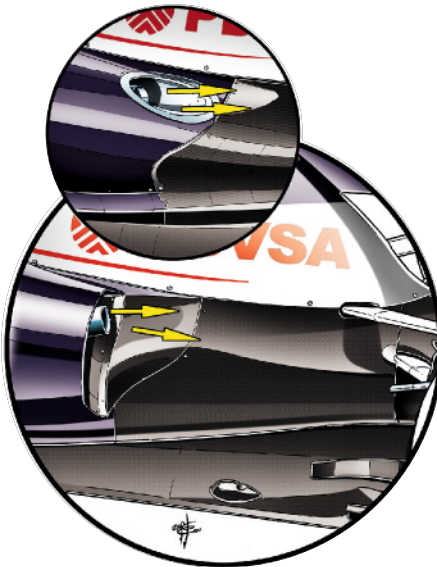


← The front brake ducts have only an outer wall, with the inner surface of the tyre forming the duct's inner wall, lowering the drag for a given level of brake cooling. This has been a feature of the car since its launch, though the detail of the ducts' shape in Spain was new.

→ The rear wing was new for Spain, with an elegant small overhang for the main plane's support and a unique solution of vertical gills in the endplates (red arrows). The front wing was also new, with a more twisted main plane.



← Two versions of exhaust layout have so far been used on the car. Inset is the standard one but in the Barcelona race the version in the bigger picture was used, with a vertical opening to improve cooling. There is a third system – tested at Mugello and used during Friday practice in Barcelona – that is more McLaren-like.



Why Maldonado can win again

Spanish GP winner has a reputation as a Monte Carlo master, meaning he can fight for a second straight victory

Pastor Maldonado could repeat his shock victory in the Spanish Grand Prix on the streets of Monaco, a circuit where he has excelled throughout his racing career.

The Venezuelan won at Monaco in every category in which he competed on the ladder to F1. Last year, he was running a remarkable sixth in the closing stages when he was pushed into the wall by Lewis Hamilton at Ste Devote, a move that earned the McLaren driver a penalty. His excellence at Monaco means that, in a car that has shown itself to be capable of winning, he cannot be ruled out this weekend at a track that he loves.

"I have a great feeling for the car

and for the track," said Maldonado of Monaco. "I know where to take risks and where not to. That makes the difference.

"It's a difficult race, one that's quite tough for concentration because it's very narrow with a lot of tight corners. And if you make a mistake, you fail. The track is very bumpy so the car jumps around a lot and there is not a lot of grip, especially at the start of the weekend. When it improves, you need to follow the track because it can change immediately by a second [in lap time]. It's not easy to understand how to adapt yourself to the track condition."

Race engineer Xevi Pujolar believes that Maldonado is "special around Monaco" because he is able

"I know where to take risks and where not to at Monaco. That makes the difference"

Pastor Maldonado



Plenty of success in junior ranks

MALDONADO AT MONACO

2005 – Formula Renault 3.5

Banned for rest of weekend, and four further rounds, after hitting a marshal in practice.

2006 – Formula Renault 3.5

Qualified: 2nd; Finished: 1st

2007 – GP2

Qualified: 1st; Finished: 1st

2008 – GP2

Qualified: 1st; Finished: 2nd/DNF

2009 – GP2

Qualified: 14th; Finished: 8th/1st

2010 – GP2

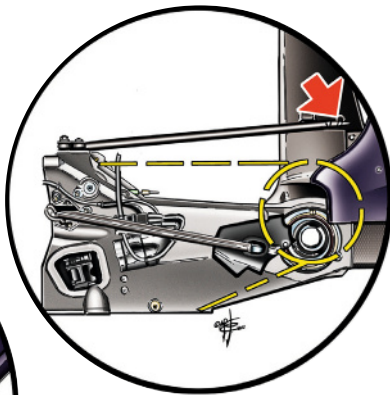
Qualified: 3rd; Finished: 2nd/11th

2011 – F1

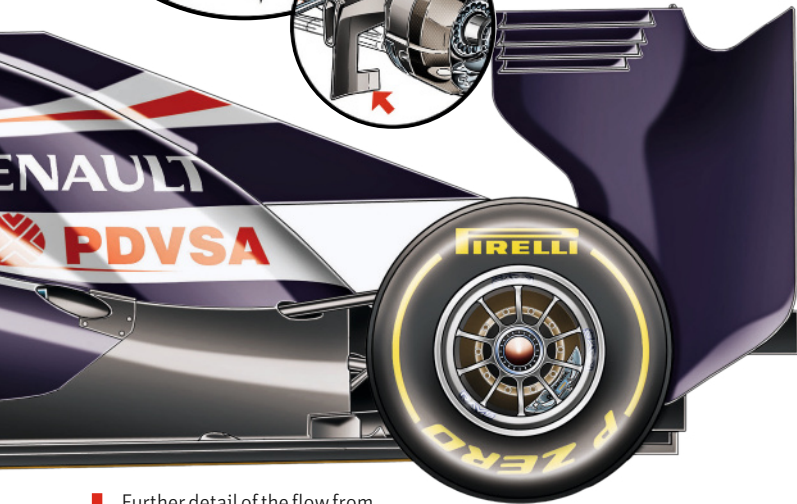
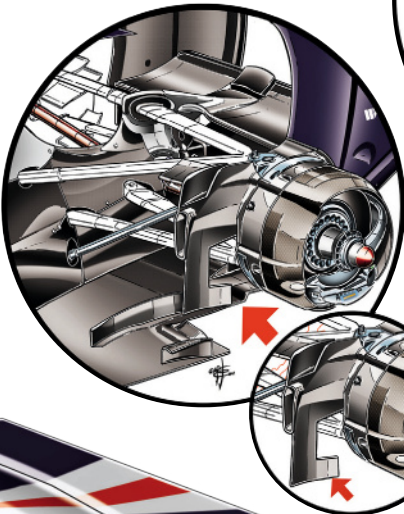
Qualified: 8th; Finished: 18th*

*crashed with Lewis Hamilton while running 6th in closing stages

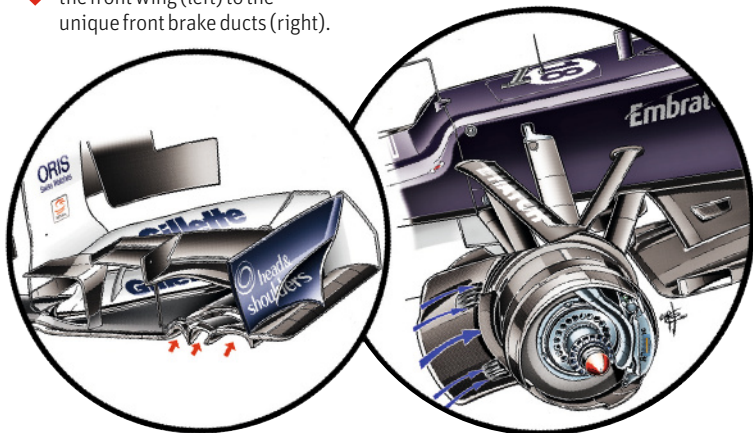
↓ The rear brake duct extends to low in the floor and has a vertical extension to stop the flow from leaking beneath the floor to the diffuser (inset arrow) while a horizontal vane on the floor (bigger pic arrow) keeps this seal even when the suspension moves up.



↑ Last season's tiny gearbox remains a feature of this car too, necessitating an upward angle of the driveshafts of 16-deg.



↓ Further detail of the flow from the front wing (left) to the unique front brake ducts (right).



to push the limits of the track further than most and run closer to the walls than some of his rivals.

The Williams is also likely to be strong at Monaco. Early in pre-season testing, the FW34 struggled for traction in slow corners, but the team dramatically improved as testing went on. At Barcelona, Maldonado was also fast in the slow third sector, suggesting that he will be a factor in Monaco (see panel).

But the team's chances are not restricted to Maldonado. Team-mate Bruno Senna has had a disappointing start to the season, save for a stunning charge from the back of the field to finish sixth in the Malaysian Grand Prix. But the Brazilian has won at Monaco in GP2 and impressed with his pace two years ago in a difficult-to-drive and uncompetitive HRT.

"What was promising for me

MONACO HINTS FROM SPANISH GP

Pastor Maldonado's pace in sector three at Barcelona two weeks ago suggests that his car will have the pace to be a factor at Monaco.

The slow third sector runs from Turn 10 to the end of the lap. It comprises second and third gear corners, including the chicane, with the final corner faster but effectively only an acceleration zone since the track was modified in 2007. Despite being around half-a-second behind Lewis Hamilton in qualifying overall, Maldonado was fastest through this sector, 19 thousandths of a second quicker than the McLaren driver.

Lotus duo Romain Grosjean and Kimi Raikkonen eclipsed Maldonado in the race, but this was partly due to the condition of the tyres both used

for the final stint of the GP when the cars were at their lightest.

Mercedes driver Nico Rosberg showed well in both qualifying and the race and his team is confident that it will do well. Ferrari's Fernando Alonso and Red Bull's Sebastian Vettel were also quick, while Sergio Perez's qualifying pace for Sauber, combined with his strong showing at Monaco before his accident last year, suggests he could be a dark horse.

BARCELONA SECTOR 3 TIMES

QUALIFYING		RACE	
1 Maldonado	28.321s	1 Grosjean	29.794s
2 Hamilton	28.340s	2 Raikkonen	29.902s
3 Alonso	28.430s	3 Maldonado	29.993s
4 Vettel	28.577s	4 Rosberg	29.973s
5 Perez	28.608s	5 Alonso	29.986s
6 Rosberg	28.617s	6 Vettel	30.114s



Williams looks good at low speed



Barcelona sector 3 is tight and twisty



Maldonado thrives in Monaco confines

was to see that Pastor was fastest in the last sector in Spain," said Senna. "That makes me confident that in Monaco we will have a good car if we can extract the most out of it. Monaco is a good track for me. I have always been pretty competitive there. Hopefully we are able to get 100 per cent out of the car."

Senna is also hopeful that he will be able to capitalise on having a full weekend of running as he will not have to sit out the first session for test driver Valtteri Bottas. The Finn's third-driver role does not include free practice track time on any of the street circuits on the F1 calendar.

MONACO WINNERS

The most successful Monaco drivers on the grid, taking into account victories in F1, GP2, Formula Renault 3.5 and F3 Euro Series races.

Michael Schumacher	5 (F1)
Lewis Hamilton	4 (F1, GP2, F3)
Pastor Maldonado	3 (3.5, GP2)
Daniel Ricciardo	2 (3.5)
Fernando Alonso	2 (F1)
Charles Pic	2 (GP2, 3.5)
Jenson Button	1 (F1)
Sebastian Vettel	1 (F1)
Mark Webber	1 (F1)
Kimi Raikkonen	1 (F1)
Romain Grosjean	1 (GP2)
Sergio Perez	1 (GP2)
Bruno Senna	1 (GP2)

➔ P40 F1'S WACKY RACES

Rosberg denies he's trying to toughen up

Mercedes driver claims his recent defensive driving tactics have nothing to do with how he is perceived by his rivals



Rosberg not aware of soft reputation

Nico Rosberg insists that his aggressive defending in last month's Bahrain Grand Prix was not the result of an attempt to toughen up his racing image.

The Chinese Grand Prix winner is regarded privately by some of his rivals as a soft touch in wheel-to-wheel combat. But despite that, Rosberg insists that his moves on the straight while battling with first Lewis Hamilton and later Fernando Alonso, which attracted the interest of the stewards but no sanctions,

were normal moves for him.

"I wasn't aware of that," he told AUTOSPORT when asked whether he was trying to lay to rest rivals' suspicions that he's easy to overtake. "I was quite pleased with the job I did in Bahrain to keep people behind."

In Australia, for example, Sebastian Vettel passed Rosberg around the outside of Turn 6, a move that he might not have risked with a more obstinate driver such as Michael Schumacher. Hamilton admitted after Bahrain that Rosberg's robust

"I had a different understanding of Nico's driving until Bahrain. After that it changed"

Lewis Hamilton

defence, which led to the McLaren driver going off the track to pass him, had changed the way that he perceives his long-term rival.

"Some drivers are very easy to overtake; you just place the car there

Mercedes hopes alive despite post-China slump

Nico Rosberg hasn't ruled out fighting for the world championship this season despite Mercedes struggling to replicate its Chinese Grand Prix-winning form.

The German followed up his maiden win with fifth in Bahrain and seventh in Spain, but he is still hopeful of taking further wins.

"We don't want to just settle on doing OK this year and building for

next year," Rosberg told AUTOSPORT. "The goal at the moment is to win the next race and see what comes from that. Then let's see."

The team is upbeat about this weekend's Monaco GP and Rosberg is adamant that Mercedes is not relying on circuits with long straights, such as Shanghai, playing into the hands of its DRS-activated front-wing stall system. He cited big steps made with

the F1 W03 since China for this.

When asked if Mercedes needed a track like Shanghai to excel, Rosberg replied: "At the time, yeah, but now we have progressed. We are understanding the car better and better. That's one of the key things, the tyre management and how to set the car up in different conditions. We will very quickly move away from needing these [long straights] to win."



China: the first of many?

Hamilton (r) has new opinion of Rosberg



Vettel bullied his way through in Oz



Winning form has gone in recent GPs

Rosberg's Chinese GP victory has played a role in changing perceptions of him in the wider world. Prior to his maiden win, there were question marks about whether he had the ultimate pace to deliver, largely because he has not gone up against a top-line team-mate in their prime.

Despite this, Rosberg insists that the first victory has made little difference to him. He remains focused on ensuring that the team improves to the point where it can fight for regular wins.

"It's a wonderful memory in my mind," he said. "And maybe that means a bit more motivation because I want to have it again. It's not like I was unsettled before. I was very comfortable in my position and convinced that the win would come. But the win is not our goal. The goal is to be the best."

"In recent weeks, we've been able to improve the car more and more to my liking and made some developments to make me feel more comfortable."

NICO ROSBERG ON...

Working with Michael Schumacher

"It's a very interesting partnership. We have both picked things up from each other and push each other. That's why it's productive for us to be together. He is driving at a very high level and it's a big challenge to beat him every race."

Ross Brawn's leadership

"He's a fantastic team principal. I can't think of a better one. He has been there and done it and that's why he's going to make it happen again with this team. The Silver Arrows have already won a race when two years ago we were far away."

Taking so long to win

"The only time when I thought about it was when journalists kept asking me about it! I was comfortable in my situation, I was driving for the Silver Arrows and I was able to help lead a team. That was a fantastic position to be in."

Jenson Button chasing him in China

"I reckon he wouldn't have caught me [even without McLaren's pitstop mistake] because I wasn't pushing. I was taking it very easy because I didn't need to push. I had plenty of tyres left at the end of the race."

Alonso hit out at Rosberg's driving

and know he's not going to be a problem," said Hamilton. "Some others you think, 'I'm not going to put the car there because he's not going to give me the space'."

"If I'm honest, I had a different understanding of Nico's driving until Bahrain. After that, it changed a bit."

FLASHBACK: FAMILY TIES IN MONACO

Nico Rosberg is bidding to match his world champion father by taking his second grand prix victory in Monaco. The younger Rosberg will also match his father's number of world championship race starts with

his 114th on Sunday.

Then-reigning champion Keke won the 1983 Monaco Grand Prix after an inspired gamble on slick tyres in a race that started in the wet to take his second GP triumph.

KEKE ROSBERG (1978-1986)	
STARTS	114
WINS	5
POLES	5
FASTEST LAPS	3
WORLD CHAMPIONSHIPS	1

NICO ROSBERG (2006-TO DATE)	
STARTS	113
WINS	1
POLES	1
FASTEST LAPS	2
WORLD CHAMPIONSHIPS	0



Rosberg Sr starred in 1983 Monaco GP

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THIS WEEK IN F1

150 TAKE TWO FOR McLAREN

McLaren will have a second bite at notching up its 150th pole position in Monaco after Lewis Hamilton was stripped of the top spot in Spain two weeks ago. McLaren has taken 11 Monaco poles, but it had to wait until 1984 to take its first, courtesy of Alain Prost.



All of the doctors I consulted are prepared to swear hand on heart that there are absolutely no traces of the impact with the spring. I don't feel in any way different to the way I was before that weekend"



Felipe Massa on suggestions that his life-threatening 2009 Hungarian Grand Prix qualifying accident is to blame for his poor performances for Ferrari.

DRS BAN REMAINS IN MONACO TUNNEL

As expected, drivers will not be allowed to deploy their DRS in the tunnel during the Monaco Grand Prix weekend. The safety measure is carried over from last year.



PIRELLI ALLOCATIONS SET

Pirelli has selected the tyre compounds that will be used for the Canadian, European and British Grands Prix. In Canada, the supersoft tyre will make its

second appearance of the year alongside the soft compound. In Valencia, the soft and medium will be used, while at Silverstone it will be soft and hard.



F1 'SALE' APPROVED



Bloomberg has reported that the Singapore Stock Exchange has approved plans for an initial public offering of Formula 1 shares. The IPO could raise up to \$3 billion.



SUTIL: YEAR OUT NO PROBLEM

Adrian Sutil does not believe that sitting out the season will hold him back from an F1 return. "Look at Kimi Raikkonen, he came back after two years away with no problem," Sutil said.

MATESCHITZ ON TYRES

Dietrich Mateschitz has hit out at the unpredictability caused by the Pirelli tyres. The Red Bull owner, whose team leads both championships, described it as a "kind of lottery".

KALTENBORN GETS SAUBER STAKE

Sauber CEO Monisha Kaltenborn has been handed a one-third stake in the Swiss team. Founder Peter Sauber sees Kaltenborn as his long-term successor as team principal.



US GP ORGANISERS SURE THAT RACE WILL GO AHEAD

Bruce Knox, executive vice president of the Circuit of the Americas, has no doubts that the track will be ready in time for its inaugural grand prix on November 18. "We're 110 per cent [certain] we're going to be racing in Austin in November," Knox told AUTOSPORT.





MONACO GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



Monaco requires aggression and precision at all times

The F1 circuit that suits the streetwise

Qualifying is always key in the Principality – more so this year with the first 2012 appearance of Pirelli’s supersoft tyres

In this most unpredictable of seasons, Monaco remains a constant. For all the talk of tyre temperatures and lotteries, whoever claims pole position on Saturday will surely have turned in an incredible lap.

It will be the first time the ultra-grippy supersoft tyre is used in 2012, which will create a spectacle similar to those days when special qualifying rubber was bolted onto the cars for one-lap specials. At Monaco, a good car is still a good car and a bad one remains bad, but the driver can be a greater part of the pace equation here than at other

tracks. It’s all about tempering aggression with precision. Those who are confident enough to aim the car inside the apex and let the car slide to take the perfect clipping point will prevail.

“When we get to Monaco, the supersoft is going to feel incredible,” reckons Lewis Hamilton, who is no stranger to pole at Monaco. While qualifying rubber is a thing of the past, Pirelli’s supersoft compound is as close to it as you’ll get.

And once up front at Monaco, there’s a good chance you’ll win. Provided, of course, you can make the supersofts last long enough.

➔ P20

TRACK GUIDE AND GARY ANDERSON’S AUTOSPORT SUPERGRID

Hamilton stole the show back in '08



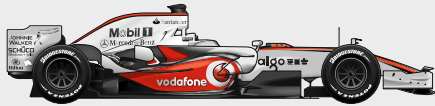
F1 cars not sole focus of snappers' attention





Teams with most wins

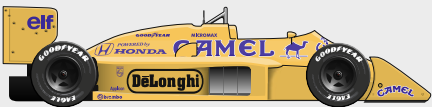
McLaren 15



Ferrari 9



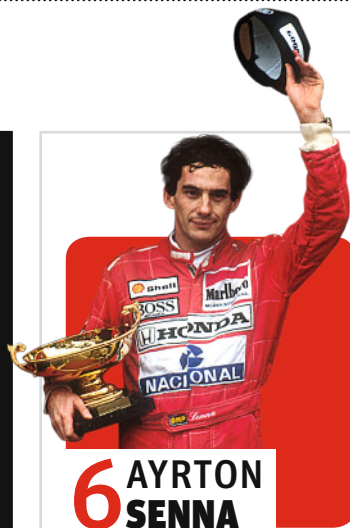
Lotus 7



BRM 5



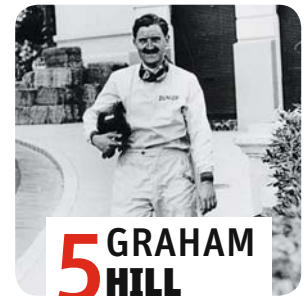
Williams 3



6 AYRTON SENNA



5 MICHAEL SCHUMACHER



5 GRAHAM HILL

Winning drivers

Alain Prost 4; Jackie Stewart 3; Stirling Moss 3; Juan Manuel Fangio 2; Maurice Trintignant 2; Niki Lauda 2; Jody Scheckter 2; David Coulthard 2; Fernando Alonso 2

Races in Monaco: 58

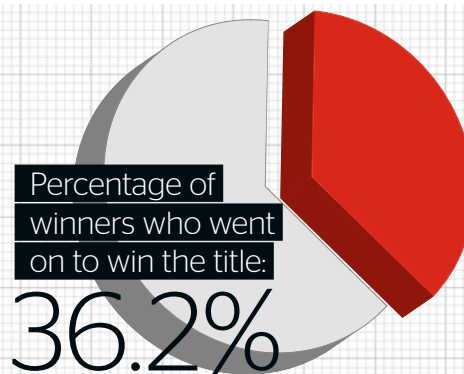


AVERAGE
NUMBER OF
FINISHERS

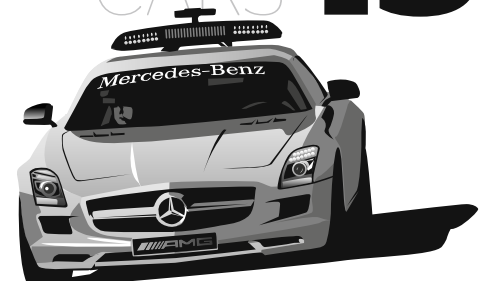
9.9

Average winning margin: 23.702s

Biggest: 2m46s (1950); smallest: 0.215s (1992)



SAFETY CARS **13**



MONACO GP TV AND RADIO LISTINGS

THURSDAY MAY 24

0845-1050 Free practice 1 LIVE (Sky Sports F1)
0855-1045 Free practice 1 LIVE (BBC Red Button & Radio 5 live sports extra)
1245-1450 Free practice 2 LIVE (Sky Sports F1)
1255-1435 Free practice 2 LIVE (BBC Red Button & Radio 5 live sports extra)

SATURDAY MAY 26

0945-1110 Free practice 3 LIVE (Sky Sports F1)
0955-1105 Free practice 3 LIVE (BBC Red Button and online)
1200-1445 Qualifying LIVE (Sky Sports F1)
1210-1415 Qualifying LIVE (BBC1)
1300-1405 Qualifying LIVE (BBC Radio 5 Live)

SUNDAY MAY 27

1130-1630 Grand Prix LIVE (Sky Sports F1)
1205-1530 Grand Prix LIVE (BBC1)
1300-1500 Grand Prix LIVE (BBC Radio 5 Live)

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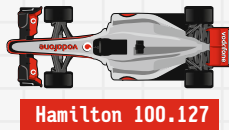
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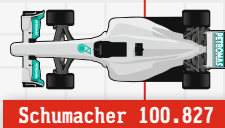
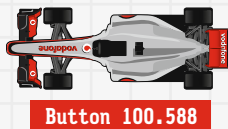
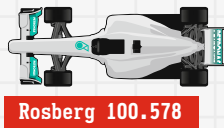
GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average after five races compared to the theoretical absolute pace, which is expressed as 100.

100%



Lewis Hamilton has moved further clear of the chasing pack. Button and Rosberg have dropped back into clutches of Grosjean and the Red Bulls.



Fernando Alonso has nearly caught up with Kimi Raikkonen in the no man's land ahead of the midfield, which is becoming more spread out.



FLASHBACK

VETTEL HOLDS OFF ALONSO AND BUTTON

Sebastian Vettel defended first position from Jenson Button and then Fernando Alonso to continue his dominance of the 2011 driver's championship. The German was under severe pressure from Alonso when Vitaly Petrov's stranded Renault brought out the red flags on lap 69. After being equipped with new tyres, Vettel cruised to victory at the restart.

2011 MONACO GRAND PRIX

POS	DRIVER
1	Sebastian Vettel (Red Bull)
2	Fernando Alonso (Ferrari)
3	Jenson Button (McLaren)

TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT



SOFT

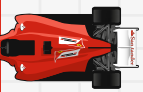


MEDIUM

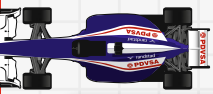


HARD





Bruno Senna was level with the Force India drivers, but a Q1 exit in Spain has dropped him behind Felipe Massa, who is still struggling with the 2012 Ferrari.



Senna 101.982



Vergne 102.274

Petrov's car appeared in full on our preview page for the first time last time out. But both Caterhams have dropped back as the team falls further from the midfield.



Petrov 103.926



Kovalainen 103.582

104%

TRACK GUIDE

MONACO	
NUMBER OF LAPS	78
CIRCUIT LENGTH	2.09 MILES
LAP RECORD	1:14.439 M SCHUMACHER (2004)
UK START TIME	1PM



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STRAIGHT TALK

DAVID COULTHARD

13-time GP winner and 2001 world title runner-up

With two F1 wins in Monte Carlo on his CV, DC knows what's required to tame the Monaco streets. And he thinks a grown-up Lewis Hamilton, who's not put a foot wrong in 2012, is perfectly poised to win

Formula 1 heads to Monaco this weekend with the man who is arguably the best of all around the streets, Lewis Hamilton, driving as well as – if not better than – he has at any point in his grand prix career. And it's great to see.

So what's changed? Well, I think he grew up during the winter. He had a chance to reflect and he seems to have done that, because what I see is a much more together racing driver than the Lewis who was here a year ago.

There was never a problem with Lewis Hamilton's speed, he just got a bit distracted, but he seems to be sorted now and that has to be a worry for everyone who has designs on beating him this year.

He's been strong in qualifying (potentially he would have run away with the Spanish Grand Prix if he'd not been sent to the back of the grid) and has made good use of his tyres and good race decisions. In fact, he hasn't put a foot wrong and beating Jenson Button from the back of the grid in Spain is

proof of what a strong package Lewis is this year.

MALDONADO TO WIN AGAIN?

Pastor Maldonado's win in Spain was a surprise, but now he and Williams have done it, and done it on merit too.

He could make it two in a row this weekend as well, based on his results around the streets of Monaco in Formula Renault 3.5 and GP2 – plus his strong run last year until Hamilton pushed him into the barrier at St Devote. The Williams should be strong too; its pace in the slow and twisty final sector at Barcelona – a good indicator of Monaco pace – was excellent, increasing his chances quite a bit.

I've heard all the theories that it was a special set of conditions with the Pirellis, but the fact is you can't win a grand prix with a slow car; you just can't. So take it from me, that Williams is fast, and as someone who made their F1 debut for Sir Frank, that makes me very happy.

THE CHALLENGE OF MONACO

Monaco is the ultimate test for the modern F1 driver; even the other street circuits are nothing on the place. The glitz and glamour are just one side of it, but the really amazing bit is that the track itself rewards a special kind of driving.

A good example of this is Loews hairpin. It's unlike any other corner in F1. If you maximise your braking as you would do for a normal hairpin, you won't get the car turned because the corner is too long. Instead you have to turn in on the brakes and use the fact that the tyres are going beyond their normal slip angle to help get the car pitched around. You have to allow it to understeer by a pretty extreme amount in the knowledge that you're on full lock and that the front will eventually grip and that this will pull the car around before you get on the gas.

Do that and you're nicely in the middle of the track on the exit, which sets you up for the right-hander at Portier. In this whole section you can easily lose three tenths, which can be the difference between going out in Q1 or not.

I was usually pretty good at Monaco and was lucky enough to win it twice, but the key to being quick there was pretty simple; you just have to know the width of your car and the track, and attack the corners. There's little time to be gained at Monaco in the apex to exit phase of the turns; it's all on the entry, which takes absolute belief. Confidence is everything in Monte Carlo; he who dares will shake hands with Prince Albert on the only podium literally on the streets. A sixth winner of 2012? ☼

Hamilton looks good for Monaco victory #2



PIC: TEE/LAT

“Lewis is a worry for those with designs on beating him”

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MARK HUGHES

GRAND PRIX EDITOR

The unique demands of the Monaco Grand Prix this weekend could mean another 'shock' win for Maldonado, or a first for Perez. Or even a maiden success for another man who shone here in GP2...

READ MARK HUGHES' THURSDAY GP FORM GUIDE ON
AUTOSPORT.COM PLUS

In this topsy-turvy season, what could the shock be in Monte Carlo this weekend? Haven't we seen everything that could feasibly be thrown at us by now? While accepting that McLaren, Red Bull and Lotus must be seen as the logical frontrunners – and you'd find it hard to argue against the rationale of a Lewis Hamilton weekend – this season is making a feature out of confounding logic.

Beyond the obvious favourites there are three strong 'shock' contenders – and that's only if you would regard it as a surprise for Pastor Maldonado to become the

then his claim is a strong one.

His first appearance at the track in 2005 was an inauspicious one – he received a four-race ban after his insufficient slowing for yellow flags in the World Series by Renault event was adjudged to be a contributory factor in his colliding with and injuring a marshal.

Maldonado bounced back to win the following year's race in totally dominant fashion and, during his four subsequent GP2 meetings there, he was invariably the man to beat, winning dominantly in 2007 in an otherwise barren year, finishing second in the '08 feature race, winning the sprint race in '09 and taking second in the '10 feature race. Throughout his career Monaco has been the one place where he can almost guarantee being fast, and something about what he does just seems to key in perfectly with the demands of those streets. On his first grand prix there last year he gave the difficult Williams FW33 a rare outing in Q3, comfortably eclipsing team-mate Rubens Barrichello, and was running sixth in the race before his infamous coming-together with Lewis Hamilton.

But what about the two times he was beaten to second place in GP2 around here? Sauber's Sergio Perez won that 2010 GP2 Monaco feature race, soaking up anything Maldonado had to throw at him. Perez is a driver very much at home with the street-fighting wrestling style required both here and in Singapore, and last year he was brilliantly quick, seeming to transcend the Sauber by getting it through to Q3 before his concussion-inducing crash.

The weather forecast at the time

of writing was for a somewhat chilly low-to-mid 20s. If there has been any pattern in this year's inconsistency, it's that whenever the track runs a little cool – Shanghai and Barcelona being the two prime examples – the Williams and the Sauber have suddenly looked much stronger than normal. The Ferrari usually fits this pattern too, but one of the key weaknesses of the Ferrari – even in its updated form – has been its traction. For no other reason than that it's probably going to require something sensational of Fernando Alonso to make it a genuine contender this time around. By contrast, both the Williams and Sauber appear to possess very good traction.

So who beat Maldonado in Monaco in 2008? Answer: the third dark horse of this weekend, the guy who failed to graduate from Q1 in Spain, where his Williams team-mate started from pole. Yep, Bruno Senna. He's been eclipsed thus far this season by Maldonado, but he did indeed defeat him at Monaco in '08. In his only previous F1 appearance here he was in the original HRT, so not much could have been expected, but he did outqualify his team-mate by a full second and get within a few tenths of the Virgins. By far the best race of Senna's young F1 career was in Malaysia this year, where he had the perfect blend of aggression and patience on his way to that sparkling sixth place, passing car after car along the way. A similarly strong performance this weekend would be very timely.

It's the season for surprises, and Monaco historically dishes more of them out than any other venue. ❄



first man to win two races this year on the back of his flawless display at Barcelona.

If we consider Maldonado's sensational form at this track in his GP2 years, together with the excellent traction of the Williams,

“Maldonado keys in perfectly with the demands of Monaco”



SPORTSCARS

Lolas will run at Le Mans

Legendary constructor's fall into administration won't affect Le Mans commitments of its customers

Rebellion among teams running LMP Lolas

British racing car constructor Lola's move into administration this week appears unlikely to prevent any of the teams running its prototypes from taking part in next month's Le Mans 24 Hours.

The four teams, which are fielding six cars across the LMP1 and LMP2 classes at La Sarthe this year, each appear to have the necessary spares to take part in the big race on June 16-17 and the test

day at the start of the month. Lola's Le Mans contingent is split two-four across P1 and P2: Rebellion Racing is running a pair of P1s; and Gulf Racing field two P2s alongside single-car entries from Status and the German-based Lotus P2 squad, which also has one car on the reserve list.

Rebellion Racing team manager Bart Hayden said: "What is happening at Lola will not immediately affect us. We haven't

quite got everything we need, but we are not far off. There are a few Le Mans-specific aero parts that we don't have but are hopeful of receiving."

Rebellion has three sets of spares for its uprated Lola coupes of 2009 and 2010 vintage, which raced in 2012-configuration for the first time at the Spa FIA World Endurance Championship event earlier this month.

"We ordered five update kits and

stipulated that we had them for the Spa WEC round," said Hayden. "It was pretty close, but we did get everything we needed from them."

Status Grand Prix, which is making its Le Mans debut this year in the P2 category, is understood to have two sets of spares in place after completing the rebuild of the car in the wake of Alexander Sims' serious accident during practice at Spa.

Status commercial director Tim

LOLA UNDER MARTIN BIRrane (1997-2012)



1999
The B98/10, the first all-new Lola under Birrane's ownership, relaunches the marque into the sportscar racing arena.



2002
First title since 1993 and failure of Reynard results in a near-monopoly for Lola in Champ Car.

2003
Lola returns to Formula 3 with the F106/03, a joint venture with Japanese constructor Dome.





Birrane rescued Lola in 1997

sister company Lola Composites are continuing to trade while a buyer is sought. However, that statement came against the backdrop of the news that more than 60 of its 170 personnel were laid off on Monday.

The administrators claim that there is "significant interest from potential buyers" for both the chassis-making and composites arms of Lola. They have not revealed the identity of any potential purchasers.

Rumours that Canadian automotive parts supplier Multimatic is a potential buyer were fuelled by the presence of its engineering director Larry Holt, who also heads up its motorsport arm, at Lola on Monday.

Multimatic has close links with Lola. These include building the aluminium honeycomb monocoque for Lola's SR2 class B2K/40 prototype at the start of the noughties.

Lola Cars International and Lola Composites went into administration on Monday after announcing their intention to do so last Wednesday. The economic downturn and the axing of tax relief for research and development was blamed for a serious cashflow problem for both businesses.

It is understood that executive chairman Martin Birrane, who rescued Lola in August 1997 after its collapse in the wake of the Mastercard Formula 1 debacle, has made the personal decision to stop bank-rolling the companies after 15 years at the helm. He has propped it up in the years that it has made losses and the last company reports show that his Peer Group property organisation, the foundation of his wealth, has loans in excess of £13 million to Lola Cars International.

Lola's motorsport business has been largely confined to the sportscar arena in recent years. Its last major run of single-seaters came with the production of a Formula 3-based design for the Jim Russell Racing Drivers' School at Sears Point in 2008-09.



2012

Nine of Lola's new LMP prototype design, the B12/60 and B12/80, sold over the winter.



60 staff were laid off at HQ on Monday

Scott said: "Status Grand Prix is proud to race the Lola design in LMP2 and our programme remains unaffected as we finalise preparations for Le Mans."

The teams running LolAs at Le Mans will need to have their own complement of spares. It is not expected that the company will send a parts truck to the event, as had been the case previously.

The administrators have stressed that Lola Cars International and its

"It was pretty close, but we got everything we needed from them"

Rebellion Racing boss Bart Hayden on the spares situation

2005

Lola produces a short run of its classic late-1960s T70 prototype, in both Mk3B and Mk2 Spyder form.



2005

More than 50 chassis, based on the B02/50 F3000 design, built for the one-make A1GP World Cup of Nations.

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



It's late 1998 and new Lola owner Martin Birrane has just taken me to task. I've described him as a philanthropist in print, and he doesn't like it. He insists he's a businessman, only then he admits that he couldn't bear to have seen Lola go out of business the previous year.

Birrane most definitely ran Lola as a business, though with a philanthropic bent. When the company made a loss, and it frequently did, he was there to step in and make up any shortfall courtesy of his property millions. Some suggest that he's pumped in as much as £40 million down the years.

Without Birrane there would have been no Lola. The likelihood is that without him, it would

never have continued after 1997. Since then there have been plenty more times when someone without Birrane's passion for motorsport would have allowed the company to go to the wall.

Birrane isn't universally popular, but there's no doubting his passion for our sport. Just look at what he's done down the years as a driver, as a team owner and, dare I say it, as a philanthropist.

Keeping Lola going for 15 years should be high up on his list of achievements.

Lola was rescued after 1997 F1 flop



BIG NUMBER



Number of Lola entries to have started the Le Mans 24 Hours during Martin Birrane's ownership

PICS: LEVITT, BLOXHAM, GIBSON, BROOKS, EBREY/LAT



STONEMAN ALL AT SEA

Former F2 champion Dean Stoneman took a triple win on his P1 Powerboat racing debut on the shores of Plymouth last weekend. He aims to return to single-seaters next year.

INDYCAR

Honda plays down Indy grid

Engine manufacturer confident of big win despite rival Chevrolet's superiority in qualifying

Honda is confident it can win this weekend's Indianapolis 500 despite a disappointing showing in qualifying last weekend.

Main rival Chevrolet took nine of the top 10 places on the grid, with rookie Josef Newgarden taking seventh in his Honda-powered Sarah Fisher Hartman entry. Meanwhile Honda's lead Ganassi pairing of Scott Dixon and Dario Franchitti could only manage 15th and 16th spots.

But Honda Performance Developments technical director Roger Griffiths told AUTOSPORT

that while the result had not been unexpected, he was confident things would be better in the race.

"We knew that it was unlikely to go our way," Griffiths said. "What happened was, while not ideal, not unanticipated."

Teams were allowed to run an additional 10 kilopascals of boost for Fast Friday and the two days of qualifying, and Griffiths said that this amplified a performance disparity he believes still exists between the two manufacturers, despite Honda recently winning a

protracted battle to be allowed to introduce parity-based changes to its single-turbo unit. Boost will be returned to its standard Speedway level of 130kPa for the race.

"Regardless of what has happened with the turbo discussions over the last few weeks, we feel that there is still some disparity, and that tends to show up as boost levels rise," Griffiths said. "The original data was around a six per cent difference, and the new [compressor] cover has closed up 60 per cent of the gap. So we're still down a little bit. At 130kPa, things are much more even."

Griffiths also admitted that Honda teams had been slower to home in on a strong qualifying set-up than their rivals, although he said that he was encouraged by the confidence the drivers have in their race set-ups.

"The drivers are comfortable with their race package," he added. "We're confident we have a chance to win."

BRISCOE COMES UP TRUMPS ON POLE DAY



Briscoe starts on pole

Team Penske's perfect record in IndyCar qualifying in 2012 remains intact after Ryan Briscoe took pole for the Indy 500.

The Australian survived a late challenge from Andretti Autosport's James Hinchcliffe, who bettered Briscoe's 226.484mph average over his first three laps but then lost just enough time on his fourth lap to hand Briscoe pole by a scant 0.0023mph.

Penske and Andretti locked out the top six spots, while Ganassi's Honda-powered cars were in the midfield. Jean Alesi made it into the race on Bump Day and will start last.



Ganassi's champion Franchitti starts 16th

[➔ P60 INDY 500 PREVIEW](#)

V8 SUPERCARS

BTCC ace eyes V8s at Surfers

BRITISH TOURING CAR CHAMPIONSHIP frontrunner Tom Onslow-Cole is aiming to land a drive in the V8 Supercar international event at Surfers Paradise following his performance on his Superstars series debut.

Onslow-Cole received a late-call up to drive the Ferlito Motors Jaguar XF originally earmarked for Ananda Mikola at Donington Park last weekend, and did an impressive job to qualify the 530bhp V8-powered rear-wheel-drive car third on the grid despite no pre-race testing.

He was in the fight for a podium finish until a broken upright forced him out of the race and to the back of the race-two grid. A great start and some solid passing took him up to sixth, but a wheel-banging fight with Johnny Herbert again caused race-ending damage. Nevertheless, he enjoyed his experience and wants further high-powered V8 racing.

"The racing is fantastic," he said. "When you see a car get alongside you



Tom O-C raced Superstars Jag

in the mirrors you know he's coming through because it's so hard to stop these things! There's lots of overtaking and the cars drift a lot and that makes it exciting.

"I hope to do more events. I've spoken to everyone I can speak to, and who knows it may open doors into other areas. My goal is to go over and do either the Australian V8s or something in DTM. So this a good step towards that. The Surfers race looks incredible, the cars put on a fantastic show and I'd love the opportunity to go over and do it."

ONSLAW-COLE TIN-TOP CV

Age: 25
2012: Superstars (2 races)
2007-2012: BTCC (7 wins)
2003-2006: Clio Cup (13 wins, 2006 champion)

➔ **P66 SUPERSTARS REPORT**

LE MANS

Pescarolo assured of Le Mans participation

FOUR-TIME LE MANS 24 HOUR

winner Henri Pescarolo's team will be on the grid for this year's 80th running of the French endurance with its new LMP1 car.

Pescarolo has revealed that he has made up the funding shortfall that threatened his participation at Le Mans with the new Pescarolo-Judd O3. However, he could not confirm the team's participation in the remainder of the FIA World Endurance Championship.

"Everything is coming together," he said. "We have the right money for

Le Mans, but I don't know after that.

"It is important for us to be at Le Mans and to prove we have a quick car, because this is a two-year programme. What we won't know about is the reliability."

Pescarolo said the deal does not hinge on the success of his ongoing legal action against the Luxury Racing squad.

The O3 is due to be shaken down this week before a one-day test at Magny-Cours and the Le Mans Test Day on June 3. Emmanuel Collard, Jean-Christophe Boullion and Julien Jousse will drive.



Pescarolo: back to Le Mans 24

DTM/NURBURGRING 24 HOURS

DTM bosses want to avoid Nurburgring clash

LEADING FIGURES FROM AUDI AND Mercedes want the DTM to avoid a date clash with Germany's biggest endurance race, the Nurburgring 24 Hours, in the future.

Both head of Audi Sport Wolfgang Ullrich and Mercedes motorsport vice-president Norbert Haug admitted that the expanded Formula 1 calendar plus the confluence of high-profile sporting

events this year created an unavoidable situation.

Ullrich, who has routinely placed DTM drivers in works-supported R8s in the Nurburgring enduro, said: "For Audi the collision of these two important race weekends is a very bad solution, but this year international sports event like the Olympics and soccer's European Championships

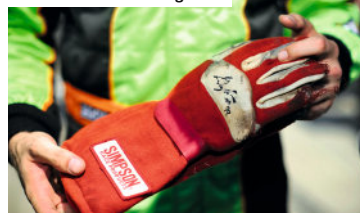
caused this. In the future we will push to avoid a clash like this."

Haug, whose firm had a number of customer teams competing at the Nurburgring, added: "It's not an ideal situation. If we can avoid it happening in the future, we will."

➔ **P48 DTM REPORT**

IN BRIEF

Hinch carried Moore's gloves



HINCH'S MOORE TRIBUTE

James Hinchcliffe carried a pair of race gloves worn by compatriot Greg Moore in his car during Indianapolis 500 qualifying last week. Moore was killed in a Champ Car accident at Fontana in October 1999.

BIG FINES FOR INDYCAR FIELD

IndyCar officials imposed fines totalling \$275,000 after Indy 500 qualifying last weekend, with recipients including polesitter Ryan Briscoe. The fines were drawn from 18 technical infractions, most of which related to brakes.

LOTUS CARS TO BE PARKED?

IndyCar race director Beau Barfield has hinted that Lotus runners Jean Alesi and Simona de Silvestro will be parked early in the Indy 500 unless their pace improves relative to their Honda and Chevrolet-powered rivals. The duo were routinely 16-17mph off the pace during practice.

F3 RACER BREAKS BACK

German F3 Cup racer John Bryant-Meisner broke his back in a testing crash at Rockingham on Monday in his Performance Racing Dallara. The Swede is therefore likely to be sidelined for the upcoming rounds.

DUO MISS BRANDS F3 RACES

GU-Racing driver Philip Ellis missed last weekend's F3 Euro Series round at Brands Hatch after sustaining a muscle injury in his left leg during training. Luis Sa Silva was another to miss the races after he crashed his Angola Racing Team Dallara in qualifying and cracked his tub.

MORE EVENTS FOR JAAFAR

Malaysian Formula 3 racer Jazeman Jaafar will join the Carlin squad for the Euro Series rounds at the Red Bull Ring, Nurburgring and Zandvoort. Jaafar, who lies second in the British F3 rankings, won the reversed-grid Euro Series race at Brands Hatch last weekend.



Jaafar won at Brands

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Puncture caused this Monteiro off

WTCC

Yokohama: No snap reaction

Tyre supplier will not panic despite multiple punctures at Austrian WTCC round

Yokohama is refusing to panic about the suitability of its World Touring Car tyres, despite eight front-wheel-drive cars suffering punctures during last weekend's round at the Salzburgring.

High track temperatures and the Austrian circuit's punishingly high-speed Fahrerlager Kurve were understood to be major factors in the incidents, which affected all five Chevrolet Cruzes among others during the late stages of race two.

Following the factory team's loss of a 1-2-3 finish due to the tyre deflations, Chevrolet Europe's motorsport manager Eric Neve called for the issues to be addressed ahead of the next round in Portugal.

"We will have to work to solve the tyre problem ahead of Portimao [Algarve], which is also a challenging track for tyres and where we can expect higher temperatures," he said.

Bamboo Engineering team chief Richard Coleman echoed Neve's concerns. His driver Alex MacDowall escaped injury after

striking Alain Menu's abandoned works Cruze while Pasquale di Sabatino also had a puncture.

"I was massively surprised at what went on there," said Coleman. "We took every precaution we could. We tested one of our tyres on Saturday and were happy with the findings, so we were just all shocked about what happened. Thankfully, Alex is OK."

Despite this, Yokohama Europe's motorsport manager Kazuyoshi Sekiguchi ruled out any immediate changes to the construction of the slick tyres used in the WTCC.

"Yokohama has an agreement with the FIA that we don't change the specification of the tyre in the season, and as Portimao is only two weeks away there isn't time to modify the construction," he told AUTOSPORT. "We will advise teams not to be aggressive [with their set-ups], but we have been to Portimao before and had no issues."

Sekiguchi insisted that Yokohama had paid close attention to tyre wear in Austria. The problems only

Chevys hit trouble too



materialised during race two, and Sekiguchi believes that a safety car period in the opening race assisted in masking the issues.

"Everybody knew the circuit was going to be very severe," he added. "The teams were asking us many times after free practice if everything was going to be OK. We checked not just the outside of the tyre, but the inside. Everything seemed OK. Our engineers visited teams to suggest not too much camber and not running too low pressure. We have to suppose they listened."

 **P56 WTCC REPORT**

IN BRIEF



Jacques is back

VILLENEUVE'S NASCAR RETURN

Jacques Villeneuve will return to Penske Racing for the NASCAR Nationwide road course races at Road America and Montreal later this year. The former F1 and Champ Car champion will drive the #22 Dodge Charger, as he did in 2011.

KLIEN GETS V8 DRIVE

Ex-Red Bull F1 driver Christian Klien has joined Walkinshaw Racing for the V8 Supercar enduros at Sandown, Bathurst and Surfers Paradise. The Austrian will share Russell Ingall's Holden.

NEW 24 HOUR TROPHY LAUNCHED

The endurance classics at the Nurburgring and Spa-Francorchamps are to be linked by a new 24 Hour Trophy. Trophies will be awarded to the three GT3 teams that achieve the best aggregate results over the two events.

DIAZ TO MAKE LE MANS DEBUT

Luis Diaz will make his Le Mans 24 Hours debut with Level 5 Motorsports in June. The 34-year-old Mexican will share its LMP2 HPD ARX-03b with Scott Tucker and Christophe Bouchut.

OAK GETS NISSAN ENGINES

The French OAK Racing squad is switching one of its Morgan P2 entries from Judd/BMW to Nissan power for the Le Mans 24 Hours next month. The team says it wants to "fully understand the car's performance with both engines".

Nissan power for #35



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The Acropolis will be 2012's car-breaker

WRC

Acropolis to offer toughest test

Greek event set to give crews and cars their biggest workout of the 2012 WRC season. By DAVID EVANS

This week's Acropolis Rally will be the toughest on the cars in this year's World Rally Championship after the Greek organisers have created one of the most challenging routes in recent history.

With the Rally d'Italia shifting back to a cooler October date, and traditionally hot and rough events in Cyprus, Jordan and Turkey not included in this year's schedule, the Acropolis stands alone as the season's potential car-breaker.

Crews will leave central service at 0600 and not return until 2100, having tackled eight stages without the teams allowed to carry out any real work on the cars. During the two remote services in Itea, teams are only permitted to change tyres

and replace parts that have been carried in the rally car.

Petter Solberg, who will start his 12th Acropolis, is convinced that the event is going to be a tough test for the crews and the machinery.

"It is the roughest round of the season," said the Ford driver. "I learned a lot about rough-road driving in Kenya on the Safari Rally and that's useful for this event. We have to be smart this week."

Former Acropolis Rally-winning co-driver Robert Reid has praised this year's event, which includes an opening day of more than 100 competitive miles.

"It's important to have different challenges in the WRC and without an event in Africa, we need hot, rough-gravel events like this," said



Burns/Reid won in 1999

Reid. "There are rounds in the championship where you can pitch up and drive, and then there's Greece – you definitely can't do that here."

Reid won the event in '99 while co-driving for Richard Burns, in the middle of a five-year purple patch for British drivers when Burns and Colin McRae dominated the rally.

"This rally was one of those classic events where you always tried to win it as slowly as possible," he added. "The toughest places are the really rough sections. You either go quite hard and try to dance the car across the top of the rough stuff, or you slow right down. Often, being a little bit indecisive and trying to go middle-speed can do more damage to the car."

"Stages like Bauxites and Thiva are classic Acropolis roads and they will take their toll on the crews."

"It's going to be fascinating to see what people do on that opening day. There are a lot of miles to do in the knowledge that if you break the car, you're not going to get it fixed until you've done all the stages and the road section back to Loutraki."

WRC

Ford chief: we'll back Solberg if needs be

FORD WORLD RALLY TEAM PRINCIPAL

Malcolm Wilson has admitted he will have no problem backing Petter Solberg for the World Rally Championship if Jari-Matti Latvala's chances of taking the 2012 title disappear.

Wilson has stated he will review the team leadership in the summer break, which follows June's Rally New Zealand.

There had been speculation that his decision to favour Latvala this season was partly because Solberg had left the Ford team bound for Subaru earlier in his career. Wilson laughed off such talk.

"How stupid is that?" said Wilson. "If that was how I felt, why would I even have him in the car? I can tell you now, I will have no problem at all putting all my weight and

the team's resources behind Petter if Jari can't win the title."

Latvala, who is 63 points behind Loeb, is well aware of the pressure on him, saying: "I am not thinking to that at all. I am taking this season rally-by-rally and result-by-result. If I can't do it, I will support Petter, of course I will. I did the same last year with Mikko [Hirvonen]."

Solberg (l) and Latvala: who is #1?



WRC

Drivers call for tyre-rule changes

LEADING FIGURES IN THE WORLD

Rally Championship have called on the FIA to revise current tyre regulations in the series for next year, labelling the current situation as a joke and a lottery.

The FIA introduced a new rule for 2012, allowing teams to bring 10 emergency tyres to selected rounds run in changeable conditions. But there was anger on last month's Rally Argentina when the emergency soft tyre was the better of the two compounds, leading to drivers doing all they could to avoid running the slower, harder tyre.

Citroen driver Mikko Hirvonen said things have to change for next season.

"What we had in Argentina was stupid," said Hirvonen. "We were



Hirvonen has slated tyre rules

having to re-use already used tyres. And another problem is that some of the guys who had retired from the event were coming back later in the rally with an advantage because they had tyres left, while those of us who had competed all the way through had none. That's stupid."

Michelin's rally manager Jacques Morelli said: "The soft tyre did not work in Argentina last year and this was why we took the hard tyre. Two days before the start, we had 30C temperatures

– if this condition stayed the tyre would have been perfect."

Ford's tyre engineer George Black was equally bemused, but pointed to what he sees as two straightforward solutions.

"We either get a full choice of the two tyres or we go back to a control tyre," said Black. "We should have 40 hard and 40 soft on the emergency tyre events. This might mean an increase in budget, but the tyres will get used across the spread of the season anyway."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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The noise was shocking from the base of the scrum. Truly terrible. I can't remember the game, but competing forwards had collapsed in a heap. Seconds later there was an inordinate amount of swearing.

A collarbone had been broken.

Rugby players – especially those involving themselves in the dark arts of the front row – are generally quite tough. But a clean break ruled this prop out for two months.

Ford's Jari-Matti Latvala will be doing the equivalent of crouching, touching and engaging this morning (Thursday) when he slides into his Ford Fiesta RS WRC for the qualifying stage of the Acropolis Rally. And boy, is it going to sting a bit.

Typical of Latvala's luck, the Finn is returning on the roughest and bumpiest rally of the year. The only good thing (!) is that this event doesn't generate the sort of g-forces an asphalt rally would, but those unrelenting rocks are still going to take some getting over.

Despite all of that, Latvala remains resolute: he still has a chance this year. If he is going to do it, he's going to have to do it the hard way. The very hard way. His stoicism is admirable.

Because this week's Acropolis has all the ingredients of being an absolute classic. If Argentina was long, tough, the Acropolis will be tough, tough – and a real car-breaker.

If Latvala has any questions about how tough these roads can be, he could always ask countryman and former team-mate Mikko Hirvonen who took them on and lost in 2004. See right...



Hirvonen got it wrong in '04

IN BRIEF



Polo R WRC ran in Alicante

POLO RUNS IN SPAIN

Sebastien Ogier continued VW's Polo R test programme in Alicante, Spain last week. This was the first significant running on Catalunya-style wider roads for the new car. Skoda driver Juho Hanninen (above) has also tested the Polo on asphalt.

ARAUJO ROLLS MINI

Portuguese driver Armindo Araujo's Acropolis Rally preparations went awry last weekend, when he rolled his Mini WRC. The Motorsport Italia team has readied another car for Araujo to use in Greece.

NEUVILLE IN FOR NASSER

Thierry Neuville will take Nasser Al-Attiyah's place in the Qatar World Rally Team on next month's Rally New Zealand. The Qatari is unable to make it to Auckland due to his Olympic training commitments – he will compete in the skeet shooting competition in London this summer.

RORY GALLIGAN

AUTOSPORT is sad to report the death of former Mitsubishi BRC

driver Rory Galligan. The 39-year-old Irishman lost his battle with a lengthy illness earlier this week. AUTOSPORT sends its sympathies to Rory's family and many friends.

P-G OPTS FOR RALLYCROSS

Two-time Junior World Rally Champion Per-Gunnar Andersson will contest Sweden's round of the European Rallycross Championship in a Skoda Fabia supercar. The event runs at Holjes, 120 miles north of Karlstad on June 30.

NEW DMACK FOR ACROPOLIS

DMACK will reveal a new tyre – the DMG+2 – at this week's Acropolis Rally. DMACK has no World Rally Car runners in Greece, but Production WRC frontrunner Nicholas Fuchs will run them on his Subaru Impreza.

GRONHOLM COMMITS TO GRC

Former double world rally champion Marcus Gronholm has confirmed he will contest all six rounds of this year's Global Rallycross Championship in America. The Finn will campaign a 600bhp Ford Fiesta, starting at Charlotte this weekend.

CRICKETER GOES RALLYING

Australia cricket captain Michael Clarke will drive two stages of this week's International Rally of Queensland in a Mitsubishi Lancer.

FRANCE

Death sparks French rally safety row

FRENCH RALLY OFFICIALS HAVE moved to defend the organisers of an event in which two people were killed and 17 injured when a competing car went off the road and into the crowd on Saturday.

The Rallye Regional Plan de la Tour, run in the Var region, was cancelled following the accident in which a Volkswagen Golf went straight on at a junction where the route turned right. A 50-year-old marshal was killed along with a 20-year-old spectator.

President of the Var Motorsports Association Jean-Louis Orfila said: "I knew the commissioner [marshal] who passed away and I can assure you all those injured were well placed. We checked this special [stage] and it was validated by the police captain. They had even stopped at these points because we knew there would be people there. We could not imagine the car would come out [crash] at this point."

France's minister for sport Valerie Fourneyron said the crash had raised "a serious question of public security during automobile events. With the interior minister, we want to meet the concerned people as soon as possible in order to take necessary measures quickly."

WRC PREVIEW

Event:	Acropolis Rally of Greece
Round:	6/13
Based:	Loutraki
Date:	May 24-27
Mileage:	254.15
Stages:	22
Surface:	Gravel
Last year's winner:	Sebastien Ogier
Championship leader:	Sebastien Loeb



The man in the mirror

Five races; five points-scoring finishes; no silly shunts with Felipe Massa; no flouncing off to see about a Red

There was always the feeling that 2012 would be a make-or-break year for Lewis Hamilton's chances of ever winning a second world championship title.

With a sample set of just five races in the books, and uncertainty over where he will be racing next season, it's too early to draw any definitive conclusions about whether the 27-year-old is back on the road to the multiple titles most anticipated after his last-gasp 2008 crown. But it's a case of so far, so good. At worst, the good ship Hamilton has been steadied; at best, the course has been set for greater things.

OK, he has yet to finish higher than third in a race this season, but the fact that Lewis deserves so much credit for a winless campaign is telling. Only two drivers have scored points in every race – Hamilton and old rival Fernando Alonso – and there has been no repeat of the mishaps of last year for McLaren's man.

In 2011, when things went wrong for Hamilton, even through his own bafflingly cack-handed mistakes (Spa, anyone?), you got the feeling that he was blaming everyone but himself. This year he has had bad luck – mostly McLaren blunders – thrown at him, yet he has taken such slings and arrows with equanimity.

Two pole positions, a trio of third places and a couple of eighths (those last two results a direct result of errors by McLaren personnel) have left him just eight points off the championship lead. While not exactly delighted with his start to the season, Hamilton sees it in the ▶



has changed his ways

Bull drive... What's going on with Lewis Hamilton? *EDD STRAW* sits down with a grown-up *enfant terrible*



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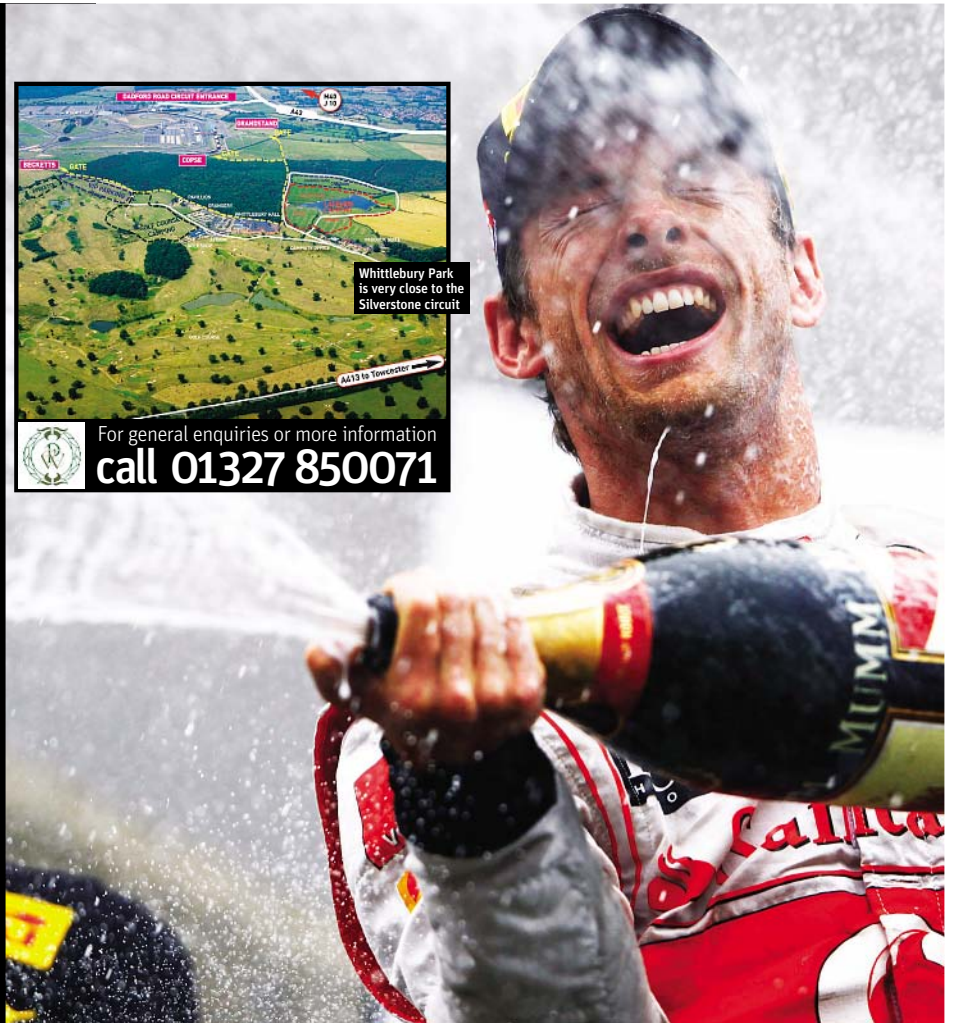
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Battling with his ex-nemesis Alonso

◀ correct context. In a season where consistent results, rather than dramatic highs, could prove even more important than usual, he's still very much in the hunt. In circumstances you would normally consider better suited to team-mate Jenson Button, Hamilton has had the edge overall.

While he wants wins desperately – as every driver worth his salt does – he can at least accept that an eighth place is better than zero points after driving into Felipe Massa. He downplays it, but there can be no doubt that Hamilton's approach has changed a little. The hard charger is still there, but that's tempered with a more-intelligent approach that will pay dividends.

"Whether I'm playing the long game or not, I'm trying to win... I want to win," says Hamilton. "I've not been happy with finishing third every race; I've not been happy with finishing eighth in that last race. To go backwards is always a disappointing feeling. You want to attack, to overtake. That's what racing is all about. But it could be a lot worse.

"Another thing that brought that into perspective recently was that I went to the Philippines and saw these kids who have nothing and live on the street or in cardboard boxes. Yet here we are in F1, so I can't be unhappy with that. That's the perspective that I have this year – that it could always be worse. I don't want to finish lower than first and if I don't I will be a bit unhappy, but you've got to keep it in perspective."

The reference to the Philippines perhaps sounds a little trite, but the point about perspective is valid. By all accounts, Hamilton last year let Sebastian Vettel's runaway championship success eat away at him. He admitted back then that off-track problems had made life more difficult for him, and many column inches were devoted to talking about the "happy bubble" that Hamilton mentioned

"There were certain things in my life I needed to get into place, and it wasn't a case of getting it done in one day"

wanting to create at last year's Abu Dhabi Grand Prix.

So what does that mean in real terms? Those who know Hamilton well reckon that his move from Switzerland – where he lived in splendid isolation, with little more to do than play video games or fume about not having a championship-winning car under him – to Monaco has made a difference. There, he has plenty of friends to hang out with and can enjoy a round of golf. In short, he can spend his time away from the track enjoying himself and relaxing, rather than stewing.

The result is a more-relaxed character who seems to have channeled the intensity that occasionally undid him last year into a constructive force. Alongside this, his deliberate move away from his family, in what was seemingly a means to becoming his own man, has ended with him once again enjoying their support. This is the famous "happy bubble" that he has spoken of in the past.

"I had a lot of winter downtime. As a driver, you try to analyse what has happened and make sure that you get your mind in gear and hope that you're not in the same funk as you were... if you were in a funk... this year. There were certain things in my life that I needed to get into place, and unfortunately it wasn't a case of just getting it done in one day. It took a long time. It's all in place now, so I'm quite happy.

"The bubble comes from a lot of things. I have my manager, Simon [Fuller]. Didier [Coton] is an assistant and there are other people there. It's about having my family there; it's about having friends there. It's a ▶

Q&A: McLAREN BOSS MARTIN WHITMARSH

Has Lewis Hamilton's mindset changed since last year?

I don't think people have step changes – they change gradually. He hasn't had an epiphany; he grows and evolves as we all do. Lewis has learned as a human being and went through a lot of changes in his life. He believes in himself as a great racing driver and he now knows that not everything goes to plan in your life. As you grow and develop you can manage those issues better than once you could. You'd never want a Lewis who would accept second best; you always want a Lewis who is that hungry competitor who isn't comfortable to be second, who wants everything to be right in himself, his car, his team and the people around him. That fierce competitiveness drives him on.

What was the reason for the large number of incidents last year?

You see in it all sports; take the tennis player who can always hit the ball just inside the line and then it goes. If you've just served two double faults, then the next one is a bloody sight harder. Lewis Hamilton is an overtaker extraordinaire and you take risks every time you do it. You can analyse these things to death but you have to put the car at a degree of risk. If there isn't a modicum of compliance you have a good chance of getting into a mess. When racing drivers are under pressure they can overdrive, and when they've lost confidence they will be slightly more tentative. Lewis didn't lose any of his skill. He is in a much more positive state of mind. He has learned and he is much more composed and happier. He knows that he can win a world championship this year.



Singapore '11: another collision with Massa

When Lewis entered F1 it was a different sort of racing, all about sprints between stops. Has it been hard for him to adapt? He has adapted to it and I think he does a better job than he is sometimes given credit for.

◀ great sport and to be able to share it with your friends means a huge amount. My dad is coming along, my brother is coming along, my cousin and my mum have been to races. It makes the year that much nicer.”

It's easy to criticise Hamilton for a need to have the right people round him. After all, the macho perspective would be that he should simply get on with it and stop complaining. But top-level sport is about psychology as much as skill, and there's every indication that, mentally, Hamilton is better suited to the pursuit of the world championship now than at any time in the previous 18 months.

After the 2010 Belgian Grand Prix, which he won, Hamilton looked to have achieved that consistency and perspective, only to embark on a year and a half of errors, which started with a clash with Massa at Monza. After that big step backwards, he's now firmly back on track and content enough to deal with the setbacks.

Needless to say, Hamilton won't be happy for too much longer if the 2012

“There are strengths and weakness for everybody. A lap on new tyres is my strength, making them last is my challenge”

victory drought doesn't end soon. In last week's AUTOSPORT, he made it clear that he's in no rush to decide on his future, even though his McLaren contract concludes at the end of this season. The team wants to keep him, and would understandably want to get him tied down to a new deal as soon as possible. But Hamilton's management, XIX Entertainment, is not going to undervalue its client. With Mercedes and – possibly – Red Bull at least a little interested, it could be a while before the future is decided. A win in the near future would certainly help, but most importantly the team needs to cut out its mistakes that have unquestionably cost him the world championship lead this year.

Hamilton himself appears to be distancing himself from the business of contract negotiation and it seems likely that it will be months, rather than weeks, before he makes a decision. By compartmentalising such matters, he can maintain his focus purely on doing the best job possible as he strives to get the first win of the season under his belt.

Monaco would be a great place to start. In recent years, Hamilton hasn't had the results that he would have expected on the streets of the Principality, but has to be rated as one



LH has taken two poles in '12

of the favourites for this Sunday's race.

“For me, Monaco and Silverstone are the two most-important races of the year,” says Hamilton. “Of course, the championship can come into play and any race can become the most important later in the year, but the two ones that you love most are your home race and the Monaco Grand Prix, even if you've won them before [which Hamilton has]. There's no feeling like winning Silverstone in front of your home crowd, regardless of the weather. And Monaco just feels so prestigious, after growing up watching the greats going through the tunnel. When you stand on top of the podium and you've mastered the track of legends, it's a cool feeling.”

Hamilton heads into his sixth Monaco Grand Prix with an excellent body of work under his belt. But it was here last year when things started to go wrong as he was hit with two penalties and made his ill-judged, but not malicious, Ali G reference post-race. In this most unpredictable of seasons, he has ended up either first or second in every qualifying session (penalties in China and Spain put him back to seventh and 24th respectively). While being beaten by Button in a straight fight in Melbourne did seem to rattle him a little, Hamilton has subsequently appeared to be as calm and calculating as anyone.

Most remarkable was Hamilton's drive in Spain. A man with a reputation for being a tyre shredder was the only driver who managed a two-stop strategy, climbing from last on the grid to eighth at the finish. It was the kind of clean, classy drive that Button used



Working hard to understand tyres

to show up Hamilton's shortcomings last year. Finally, it seems, the 2008 world champion has bought into the fact that it's not just about being the fastest over a single lap.

While it would be oversimplifying things to argue that Hamilton has made a transition from being a one-dimensional throttle-jockey into the new Alain Prost, there are signs that he has taken a big step towards improving the cerebral side of his game. Put it to Hamilton that he was better suited to the sprint-stop-sprint-stop-sprint format of the pre-Pirelli, pre-refuelling days, and he disagrees to a point. But he does accept that his greatest strength – single-lap pace – is a smaller component of the competitive equation than it was a few years ago.

“It is definitely a challenge to get on top of these tyres,” says Hamilton. “There are times when I'm on top of it and times when I'm not. But it was the same in 2008 [when he won the



Victory in China last season...



...and joy after 2008 title



Spanish GP: only two stops needed

championship on Bridgestone rubber]. It was a different challenge back then, when looking after the tyres wasn't as big an issue. Now it's all about that, whereas in the past it was a combination of saving fuel to see if we could go an extra lap and looking after the tyres a bit. Now it's a different philosophy.

"There are strengths and weaknesses for everybody. For me, getting the lap out on newer tyres is definitely a strength. Making them last is my biggest challenge."

Hamilton remains one of the quickest – or perhaps the quickest – driver over a lap in Formula 1. It has taken him a while, but he's looking more and more like the complete package that he needs to become to live up to his own expectations of winning multiple championships. The season is still young but, if he keeps going like this over the remaining 15 races, he's unquestionably going to be in the hunt come the end of the season. ❁

EXPERT VIEW

MARK HUGHES
GRAND PRIX EDITOR



Last year, Lewis Hamilton sometimes railed against the limitations the Pirellis put upon his flat-out, full-attack style of driving. The Hungarian Grand Prix was a case in point.

Jenson Button realised from the start that this was going to be all about tyre preservation and making a two-stop strategy work; Hamilton was immediately into ambush-and-attack mode. Button had exited Turn 1 marginally ahead of his team-mate but, as they accelerated down through the kink of T2 and into the slow downhill of T3, he appeared to deliberately keep the door open for Hamilton – and Lewis needed no second invitation. He was through and gone and would quickly sprint away.

Why had Button done that? He had realised that the last thing he needed in trying to keep his tyres in shape was having to defend from a team-mate who would be sure

to be in full-attack mode. This way, all he had to do was stay within the 25s gap that would equal the length of the extra pitstop that Hamilton's greater pace necessitated. Hamilton got the gap out to no more than 7s.

Even before the rain made it all irrelevant – Hamilton came in for inters just as the rain was receding and had to make a corrective stop – Button was always on schedule to have won that race.

It wasn't always so clear cut, but Hamilton did habitually try to win races in the way he'd always won them – by sheer thrusting pace and audacity. This year he's recognised that's no longer the way on Sundays.

But his skills are still hugely relevant on Saturday afternoon – and he's been fantastic in qualifying, using his raw speed to maximise his starting point for a measured Pirelli-saving drive on Sunday.

Hungarian GP, 2011



HAMILTON'S MONACO CV

Hamilton's racing career in Monte Carlo has rarely been dull. Here's the history:

2005

Takes a double win on his Monaco debut from pole position in the F3 Euro Series.



2006

Wins by over eight seconds from pole position in GP2.

2007

Finishes second to McLaren team-mate Fernando Alonso on his Monaco Grand Prix debut after a team-orders controversy.



2008

Survives early race kiss of the wall exiting Tabac to take first Monaco Grand Prix win.



2009

Has pace to win in recalcitrant McLaren, but crash in qualifying ends his hopes.

2010

Finishes fifth and can only watch as Red Bull claims a one-two.

2011

Twice penalised after hitting Felipe Massa and Pastor Maldonado. Finishes sixth.



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Y RACES

F1 2012
WHY IT'S SO CLOSE



This F1 season is the first since 1983 to have five different constructors winning the first five races. *MARK HUGHES* examines what's producing such unpredictable competition

Never have so many brilliant Formula 1 minds shrugged their shoulders in resignation of the fact they have no answers. Five winners from the first five races and no telling which cars are going to be competitive from one race – even one day – to the next. The F1 paddock is still trying to get its head around the implications of how the category has suddenly become what a scientist might call a ‘complex system’.

Here are some descriptions of the traits of such systems (the science bit):

- ‘A complex system is a network of heterogeneous components that interact non-linearly.’
- ‘Complex systems are frequently far from energetic equilibrium.’
- ‘The components of a complex system may themselves be complex systems.’
- ‘Relationships are non-linear. In practical terms, this means a small perturbation may cause a large effect, a proportional effect, or even no effect at all.’

All those descriptions would sound very familiar to any 2012 F1 engineer.

“Formula 1 has always been about aerodynamics,” says Red Bull boss Christian Horner, the man who employed Adrian Newey, “but this year that seems to be far less a factor than historically. I’m struggling to explain it and it seems to be all about the black art of managing these tyres. Whoever understands the tyres and broadens the window in which they work will prevail.”

What’s going on? There have been plenty of theories, but then the next race or the following one has blown them out the water. Many of the few remaining theories are conspiracy ones that can’t be proven or disproven so add nothing to our understanding.

What we can say is that it seems to be Pirelli tyre-related – though maybe not totally. Pirelli’s Paul Hembery believes the loss of the extra rear grip given by exhaust-blown diffusers for the past two years is a major contributory factor.

In China he said: “The tyres are not vastly different from last year’s. But ▶

◀ the downforce working on them is very different. It's created a set of different traits that the teams are still struggling to get a handle on, but they will, just as they did with our original tyres last year."

Pirelli says the compounds are much the same as last season, with just a few tweaks and a general moving of the range into softer territory so that, for example, last year's soft is similar to this year's medium. But many team engineers doubt that can be true. Ross Brawn, for example, had this to say in Bahrain: "There would seem to be something about these compounds that is different. If you get them too hot, you cannot get them back and if you get them too cold

"There's a runaway process where the tyre gets much slower suddenly" Mercedes team principal Ross Brawn

they can be almost impossible to switch on again. Normally tyres have a self-regulating mechanism whereby if you get them too hot the compound breaks down, you have less grip and that in turn creates less heat and the tyre finds an equilibrium. But with these you can get to a point where there's sort of a runaway process where the tyre gets much slower very suddenly."

The various compounds are tuned to a different range of track temperatures, but regardless of that, the aim is to keep the tyres in a set temperature band of 85-100C. Pirelli and the various team engineers confirm that the temperature band at which this year's tyres work is much the same as before. But what's changed is how much more difficult it is to keep them there. Small imbalances in the car seem to spiral into massive imbalances in tyre temperatures front-to-rear and side-to-side so the point between balance and imbalance has become incredibly narrow.

The mechanism by which the tyre stays in its working temperature range is somehow much less robust than before. This is apparent too when the track temperature moves into or out of the range for which the tyre has been designed, when the change is much more marked than before, more step-like, way less progressive, and therefore less predictable.

In Shanghai the cars became dramatically slower as the track temperature fell below 20C. In the closing stages of Q2 in Barcelona they became dramatically faster as a passing cloud dropped the track from 43C to 37, catching out Red Bull's Mark Webber in a major way. He was stuck in the garage as ostensibly slower cars easily beat his time. In Shanghai the fall in track temperature took the tyres below their operating range minimum temperature. In Spain it brought them

under their operating range maximum.

Lewis Hamilton managed to tread the fine line of balance through Barcelona qualifying. He has in fact been consistently brilliant this year in doing that, but even he was mystified by the varying behaviour of his car through the weekend, as he explains: "On Friday I did a run on my option tyre. I had some oversteer. The tyres came in on the front a bit early [giving oversteer], then they go off, then they come in at the rear [resulting in understeer]. Then I did the hard tyre and the whole run was fantastic. I don't know why. Even last year, we didn't understand them 100 per cent. Last year, we got to understand the tyres 80 per cent by the end of the year and at the moment we are maybe at 30 or 40 per cent. We're a long way from fully understanding the tyres."

Mercedes' technical director Bob Bell agreed during the Spanish GP weekend.

"There are clearly things going on with how the tyres need to be used to get the best out of them that I don't think people are on top of," he said. "The story of the year so far has been dictated by how you get the best out of the tyres and the tyre choices you make. It does appear that the tyres that we are using are very sensitive to set-up differences. There are [unidentified] variables that are masking or over-riding the basic pace of the various cars."

What is apparent is that the unpredictability has created a certain jumpiness among the teams that has sometimes amplified the effect. We saw in Spain how Red Bull made decisions

triggered by that uncertainty, which played a crucial part in its decision to use a set of options on both cars to be sure of graduating from Q1, which in turn left it vulnerable in Q2. Neither drivers' first runs there were fast enough. Webber stayed in the garage and thereby fell in Q2. Vettel made another run that got him into Q3 but left him with no new options once he got there. There was a 0.5s gap between Hamilton's fastest time in Q3 and those of Pastor Maldonado's Williams and Fernando Alonso's Ferrari in second and third. Had the tyre situation not made Red Bull so nervy in Q1 it's quite likely that both its cars would have qualified in that 0.5s gap. So the self-reinforcing unpredictability effect can be seen.

Combine that with Lewis' penalty – totally unconnected with the tyres – and the two cars that, without the tyre inconsistency might have been expected to qualify behind two McLarens, two Red Bulls, two Lotuses and perhaps even a Mercedes or two, started the race from first and second on the grid. The really significant point thereafter was that those two cars then drove away from the rest. For much of the race they were the fastest two cars out there by a significant margin. Race day was 10C cooler than qualifying and, just as in China, that seemed to favour Ferrari, Williams and Sauber, three cars that tend to run their tyres hotter than Lotus, McLaren and Red Bull. The Mercedes also tends to run hot, though, and it was nowhere in Spain – perhaps it was running them just *too* much hotter.

Maldonado: nowhere in Bahrain, a winner in Spain



Alonso and Maldonado soon pulled clear in Spain

So it can be seen that the almost infinite variations in circumstance of track temperature, track layout and how close each car tends to run its tyres to the upper or lower temperature operating band – and therefore how variably vulnerable each car is when the track temperature tries to take the tyres to that sudden step-change in their performance – could easily be driving the huge variability we are seeing.

That competitive swing is given extra power too by just how closely matched the cars are even at their best, something that McLaren's Sam Michael feels is significant.

"At the moment, you have an extremely close grid because of the technical regulations, and if you look now at the spread from the top 15 it's sometimes only one second. Previously, when you had a five- or six-tenths advantage on the next team, not maximising the tyre grip might have cost you one or two places. But now if you drop out of that tyre window, it's more like 10 places."

But is that closeness solely because of the technical regulations? There's evidence to suggest that the tyres themselves provide what Adrian Newey has described as "a certain levelling effect" to the performance of the cars and that beyond a certain point, extra downforce isn't really buying you any lap time – because the tyres simply cannot translate it to the track. So long as they have their tyres in the correct temperature window the fastest cars are still the fastest – but not by much.

1983: F1'S OWN BACK TO THE FUTURE



Watson (not yet in pic) won Long Beach

The last time we had five winners from the first five races was in 1983. But that was about nothing more than having several closely-matched teams, the iffy reliability of the time, and two very different but closely-matched (in the races) spec of car: powerful but thirsty and heavy turbo 1.5-litre engines and less powerful but thrifty, normally aspirated 3-litre units, with superior driveability. So Nelson Piquet's Brabham turbo prevailed in Rio, John Watson's McLaren around the streets of Long Beach, Alain Prost's Renault turbo at Dijon, Patrick Tambay's Ferrari at Imola and Keke Rosberg's Williams at a wet Monaco. Unlike this year there was no dramatic competitive swing between races, just a jumble in how a tight field converted their speed into results.

"You have an extremely close grid because of the technical regulations"

McLaren sporting director Sam Michael

They can no longer gain a huge speed advantage through a fast corner by having hugely more downforce. You still get your advantage – through the slower corners – but it's much reduced. That's the theory, at least.

Much has been made of Michael Schumacher's comments about having to drive these tyres to a delta time, that they cannot be driven flat-out during a race. It requires a different blend of skills to those required for the past few years, and not everyone is as inspired by someone who can measure out their tyres efficiently as someone who can drive relentlessly on the limit.

But that isn't new; it was also the case with last year's tyres. What's new is the variation in the competitive order as teams seem to stumble into and then back out of the delicate point of balance that will keep the tyre temperatures from spiralling out of control.

The limitation is heat degradation – ie the breakdown in the tyre's grip mechanism as it becomes heat-saturated. That was only rarely the case last year when they would wear out before heat degradation became an issue. The change to a profile with a flatter contact patch has lessened the wear and thereby enabled the tyres to build up more heat in their structure until they reach the point where they no longer dissipate it enough. The greater mechanical grip from the flatter contact patch has apparently introduced more heat into the tyre's core, enough to eventually take its tread surface past its thermal limit. Heat degradation isn't a new phenomenon. What's new is that the overheating tread and its resultant lower grip does not bring the

temperature to an equilibrium – as if the heat from the core is enough to overcome that mechanism.

In balancing wear against degradation teams are beginning to run more camber, trying to artificially create a tyre more like last year's. But there is not one team that could honestly say it's mastered it yet.

"We are fighting on wear because we need the tyres to last a certain length of time," says Bell, "and we are fighting on degradation to make sure that they deliver good grip over that life. It's a tricky balancing act. That's why we are seeing the variability."

Most complex systems are in fact robust, absorbing external changes without causing big effects on the whole. But a tipping point can occur when the system reaches criticality and becomes incredibly sensitive to minor change. Engine performance has been regulated to almost standard and the outer reaches of high-speed downforce may be inaccessible. So the nuances of how to keep these newly hyper-sensitive tyres in their temperature window has come to determine the whole game and no-one yet fully understands how to do it.

One crucial question: is it a puzzle to be worked out or just something that cannot feasibly be controlled and therefore dependent upon just plain dumb luck, with merit playing a part only in how well you take advantage of opportunity, not whether opportunity comes to you or not? ❧



Vettel has only won once so far in 2012



NURBURGRING

GERMANY

May 17-20
Nurburgring
24 Hours



AT A GLANCE

- **Winners Frank Stippler/Markus Winkelhock/Marc Basseng/Christopher Haase**
- **Pole position Uwe Alzen**



Some very tired – but happy – Germans



Phoenix Audi took the spoils

Audis give the rest an Eifel

It was a one-two for the R8 LMS ultras - but there was plenty of competition on the Nordschleife

AUDI DIDN'T HAVE THE fastest car around the Nordschleife last weekend, but it did have the most reliable. And that was key in securing the German manufacturer's maiden victory in the Nurburgring 24 Hours with the factory-backed, Phoenix-run R8 LMS ultra driven by Marc Basseng, Markus Winkelhock, Frank Stippler and Christopher Haase.

The winning Audi and the second-placed Mamerow Racing R8, a privateer entry driven by Christian Mamerow, Christian Abt, Michael Ammermuller and Armin Hahne, ran through

the 24 Hours without problem – and were separated by just three and a half minutes at the end. The same couldn't be said of the top cars representing BMW, Mercedes and Porsche. Each manufacturer was in the mix at some stage over the course of a closely-fought race in which 31 cars started the top SP9 GT3 category, but all had their troubles, mechanical and otherwise.

"We had one problem during the race, a tyre-valve failure that caused an unscheduled stop," said Basseng, who had finally won the 24 Hours at the 13th time of asking. "And the

clutch has gone, but that was down to me trying to do donuts after the finish line. Seriously, the car was bulletproof today."

The honour of being the fastest car fell to the BMW Z4 GT3, or at least the #19 Schubert entry driven by factory drivers Jorg and Dirk Muller and Uwe Alzen. Veteran Alzen had put the car on pole during the new top-40 qualifying shootout on Friday evening, and Jorg Muller led the early laps prior to a puncture on lap four.

That put the car out of sequence, but when its rivals pitted the Bimmer would move into the lead prior to

its own stop. This pattern continued into the small hours when the BMW was delayed by a double-driveshaft change shortly after 3am. The right-side CV joint gater worked loose, the resultant leakage of grease forcing its replacement, and the left-side unit was

changed as a precaution.

The second Schubert Bimmer, in which Claudia Hurtgen was joined by Dominik Schwager, Nico Bastian and Dirk Adorf, wasn't a match for the lead entry but it was also in a position to win this race. It was right in the mix when it



Alzen put Schubert BMW on the pole

RACE RATING

★★★★☆

Three manufacturers were still battling hard for victory for three quarters of the 24 hours

MILESTONE

Audi becomes the first manufacturer to win the 24-hour races at the Nurburgring, Spa and Le Mans within a 12-month period

REPORT NURBURGRING 24H

GARY WATKINS
reports



suffered the same driveline failure as the sister car soon after three-quarters distance.

Muller knew that it was an opportunity lost for BMW. "We had a fast car that's really strong in the quick corners, and three fast drivers," he said. "I would say we had the fastest package."

Not that the ever-laid-back Muller seemed too concerned: "I've already won it twice anyway and I'm sure I'll be back to win it again," he continued. "We showed our performance and I had a lot of fun out there."

The two Schubert cars ended up seventh and eighth, the factory drivers finishing ahead of their team-mates, but BMW did finish higher courtesy of the Marc VDS Racing squad. Fourth was an impressive result for the Belgian team of three drivers – Bas Leinders, Maxime Martin and Markus Palttala – who had one start in the 24 Hours between them heading into this race.

The Mercedes SLS AMG GT3 wasn't on the pace of the #19 BMW, but it was a match for the Audi. Or at least it could keep an R8 behind courtesy of a higher top speed. The Merc, run by the sophomore Rowe Racing team made up largely of ex-Persson Motorsport DTM personnel, was most definitely in the hunt for victory. The car, driven by Klaus Graf, Thomas Jager,

Falken Porsche crashed at night



Jan Seyffarth and Alexander Roloff, led the race at three-quarter distance only for a damper problem to first delay the car and then force its retirement.

The Merc had moved into contention during a short period of rain on Sunday morning. Graf had gone straight from the soft Dunlop slick to rain tyres, whereas the winning Michelin-shod Audi had gone from slicks to inters and then to wets.

"We had a legitimate chance to win," said Graf. "We ran top three nearly all the way and we were leading when we ran into problems."

The next best Merc, the Heico entry driven by Bernd Schneider, Kenneth Heyer, David Lance Arnold and Alex Margaritis, moved into second place on the Rowe car's retirement. Two punctures late in the race for the Hankook-tyred car dropped it behind the Mamerow Audi, and a holed radiator put it out with just

under 20 minutes left to run.

Porsche looked set to make it onto the podium on the retirement of the Heico Merc. The Manthey 911 GT3-R, driven by factory pilots Marc Lieb, Richard Lietz, Romain Dumas and Lucas Luhr, wasn't quite a match for the Audi, BMW or the Merc, and also hit a couple of minor problems along the way.

It would have finished third had not Dumas, who had the second Heico Merc right on his tail in fourth, passed the winning car on what he thought was going to be his last lap. Another lap was not possible and his attempt to pull up before the finish line resulted in him being hit up the rear by a backmarker.

That gave the final podium spot to Pierre Kaffer, Christiaan Frankenhout and Andreas Simonsen in the second Heico Mercedes. It should have been four marques in top five, but three in the top four wasn't bad. ☼

Balancing act makes big difference at the 'Ring

It was difficult to work out exactly what effect a series of pre-race rules tweaks under the Balance of Performance had on the outcome of the 2012 Nurburgring 24 Hours. In fact, it's difficult to know exactly what they were. Unlike the FIA, which is totally transparent with its BoP, the organiser at the 'Ring doesn't publicise its changes, even to rival manufacturers.

The big winner, as in the race, was Audi. Its R8 LMS ultra was allowed to run a major aero upgrade incorporating a new splitter at the front and wing at the rear. Changes to the fuel capacities, to ensure that everyone could do nine laps

of the Nordschleife, also appeared to help Audi. The end result was that its pitstops were consistently quicker than its rivals'.

BMW got a minor aero tweak and the Merc received a bigger restrictor. Porsche, the winner of the second and third VLN long-distance races on the Nordschleife, got nothing. The Stuttgart marque was the big loser ahead of last weekend and it blunted the challenge of one of the favourites, the lead Manthey car.

"We are probably 3s a lap slower than the rest," said Marc Lieb, who led the line-up at Manthey. "It was like Usain Bolt running the 100m with five-kilo weights tied around his ankles. It's a bit ridiculous really."



RESULTS

Nurburgring 24 Hours, Nurburgring Nordschleife (D), May 19-20

155 LAPS, 2444.215 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Markus Winkelhock (D)/Frank Stippler (D)/Christopher Haase (D)/Marc Basseng (D)	Audi Sport Team Phoenix	Audi R8 LMS ultra	24h00m15.776s	12
2	Christian Mamerow (D)/Christian Abt (D)/Michael Ammermuller (D)/Armin Hahne (D)	Mamerow Racing	Audi R8 LMS ultra	+3m35.383s	2
3	Pierre Kaffer (D)/Christiaan Frankenhout (NL)/Andreas Simonsen (S)	Team Heico	Mercedes-Benz SLS AMG GT3	+11m31.116s	7
4	Maxime Martin (B)/Bas Leinders (B)/Markus Palttala (FIN)	Marc VDS Racing Team	BMW Z4 GT3	-1 lap	14
5	Marcel Fassler (CH)/Christopher Mies (D)/Rene Rast (D)/Frank Stippler (D)	Audi Sport Team Phoenix	Audi R8 LMS ultra	-4 laps	8
6	Sabine Schmitz (D)/Patrick Huisman (NL)/Klaus Abbelen (D)/Christopher Bruck (D)	Abbelen	Porsche 911 GT3-R	-4 laps	22
7	Jorg Muller (D)/Dirk Muller (D)/Uwe Alzen (D)	BMW Team Schubert	BMW Z4 GT3	-5 laps	1
8	Claudia Hürtgen (D)/Dominik Schwager (D)/Nico Bastian (D)/Dirk Adorf (D)	BMW Team Schubert	BMW Z4 GT3	-5 laps	5
9	Jens Klingmann (D)/Marco Wittmann (D)/Richard Goransson (S)/Pedro Lamy (P)	BMW Team Vita4One	BMW Z4 GT3	-5 laps	15
10	Michael Zehe (D)/Marko Hartung (D)/Roland Rehfeld (D)/Mark Bullitt (USA)	ROWE Racing	Mercedes-Benz SLS AMG GT3	-5 laps	20

OTHER SIGNIFICANT ENTRIES

32	Oliver Jarvis (GB)/Edward Sandstrom (S)/Andrea Piccini (I)/Allan Simonsen (DK)	WRT	Audi R8 LMS ultra	-20 laps	11
R	Marc Lieb (D)/Romain Dumas (F)/Lucas Luhr (D)/Richard Lietz (A)	Team Manthey	Porsche 911 GT3-R	154 laps-accident	6
R	Bernd Schneider (D)/Lance David Arnold (D)/Alex Margaritis (GR)/Kenneth Heyer (D)	Team Heico	Mercedes-Benz SLS AMG GT3	152 laps-radiator	4
R	Klaus Graf (D)/Thomas Jager (D)/Jan Seyffarth (D)/Alexander Roloff (D)	ROWE Racing	Mercedes-Benz SLS AMG GT3	120 laps-damper	10
R	Wolf Henzler (D)/Peter Dumbreck (GB)/Martin Ragginger (A)/Sebastian Asch (D)	Falken Motorsports	Porsche 911 GT3-R	66 laps-accident	40
R	Nick Heidfeld (D)/Klaus Ludwig (D)/Sascha Bert (D)/Hendrik Vieth (D)	Gemballa Racing	McLaren MP4-12C GT3	24 laps-accident	39
R	Jeroen Bleekemolen (NL)/Sean Edwards (GB)/Manuel Metzger (D)/Ralf Schall (D)	Black Falcon	Mercedes-Benz SLS AMG GT3	4 laps-tyre/acc	3

Winner's average: 101.824mph. Fastest lap: Muller/Muller/Alzen, 8m27.161s, 111.935mph.



Elite Karting League

Tornadoes & Heroes share first EKL wins

Bayford Meadows hosted the first round of the new Elite Karting League on Sunday. 25 teams with 107 weight equalised drivers competed with novices to more experienced racers including 2011 FIA Formula Two driver Ramón Piñeiro and 2008 Karting World Champion driver Mathias Grooten. Each team competed in a one hour practice, 16 heats, Race of Champions qualification and 12 lap race, Enduro qualifying and two one-hour races in identical karts with Biz Kart Evo chassis and equalised twin GX160 Honda engines.

Hereford Heroes dominated the sprint races with seven wins from the 16 starts. Teamsport Tornadoes won six with the remaining sprints victories being taken by Cambridge Cobras, Pontefract Pirates and Birmingham Wheels Bullets.

Hereford Heroes also went on to claim the £625 cash prize for the Race of Champions. After the 12 laps the top four were separated by just seven tenths of a second.

Teamsport Tornadoes won both endurance races, but not without a struggle. Pontefract Pirates put up a good fight and were leading both races at times. Hereford Heroes, Teesside Angry Birds, Birmingham Wheels Bullets and Hereford Heroes were among the top challengers.

Ollie Brown, Hereford Heroes & Race Instructor: "It's been a good day's racing. It's value for money with plenty of driving and pretty high level competition."

Phil Simpson, Teesside Thunder: "It's been brilliant – an experience! The competition is great. It's been good fun – a new track, new people and new format. Very enjoyable."

Ramón Piñeiro, 3rd 2011 FIA Formula 2: "It's tough! I did it for the exciting racing and to race with friends. I've always liked karts and this is close racing. I drove in five races and one endurance for £100. The value for money is amazing."

It's not too late to join EKL. Visit [Facebook.com/thekartingleague](https://www.facebook.com/thekartingleague).

2012 Elite Karting League Calendar:

- 10 June Ellough Park,
- 22 July Clay Pigeon, Dorset;
- 23 September Llandow, South Wales; Norfolk;
- 7 October Whilton Mill, Northamptonshire;
- 11 November Teesside Karting, Middlesbrough.



NURBURGRING

GERMANY

May 18-19
British GT
Round 2/7



AT A GLANCE

- Race 1 **Howard/Adam**
- Race 2 **Cameron/Griffin**
- Poles **Mardenborough & Tandy**

REPORT BRITISH GT

Soft strategy pays off for Ferrari duo



MTECH Ferrari leads Beechdean Aston

MATT GRIFFIN AND THE

MTECH Ferrari team hatched a plan after practice for last weekend's British GT Championship away-day at the Nurburgring.

The Irishman and team-mate Duncan Cameron were going to struggle to beat the Porsches on one-lap speed, so team and drivers decided to play the long game.

The team softened its Ferrari 458 Italia after practice and went softer still after qualifying.

"We knew we couldn't challenge the Porsche on pace," explained Griffin. "They can be quite hard on tyres, so we thought we might be able to beat them over the race distance."

The tactic worked a trick, Griffin storming from ninth to fourth over the second half of Friday's opening race (around a little-used variant of the Nurburgring GP Circuit), before Cameron came from behind to take the pair's second British GT win together on Saturday.

Nick Tandy and Richard Westbrook dominated the early going in race two in their respective Motorbase

and Trackspeed Porsches. Their pair of 997-shape 911 GT3 Rs ran away from the chasing pack, led by Michael Caine in the second Motorbase Porsche.

Griffin ran fourth, though was 18s down on leader Tandy when the pitstop sequence began. Cameron emerged in third, still nearly 15s down on the leader, yet was in the lead and pulling away just 10 laps later.

The MTECH Ferrari took giant chunks of time out of Steve Parish, who had taken over from Tandy. Cameron needed just six laps to take second. The five-second gap to leader David Ashburn in the Trackspeed Porsche disappeared in the space of three laps and after a lap of defence from Ashburn, the

lead changed hands.

"As the fuel burned off, the car got better and better," said Cameron.

Parish lost out to team-mate Daniele Perfetti, who also came within a whisker of depriving Ashburn for second. The veteran was struggling on the tyres and almost lost it at the chicane two corners from home on the final lap.

The RJN Motorsport Nissan GT-R ended up fifth with Alex Buncombe and Jann Mardenborough. Mardenborough had been the star of race one, again suggesting that he might well be the best graduate yet of the GT Academy.

The 20-year-old qualified on pole and then dominated the early running against

the other silver- and bronze-rated drivers. Mardenborough finished his stint 8s up on British GT returnee Luke Hines in the Optimum Ginetta G55.

The Nissan wasn't the fastest car around the Nurburgring, which explains why Buncombe was unable to defend the gap to Jonny Adam, who had taken over the factory-assisted Beechdean Aston Martin Vantage GT3 from Andrew Howard. Adam was closing at almost a second a lap when the Nissan took a drivethrough penalty.

The Nissan had been stationary for half a second less than the mandatory 68s at the stops. Buncombe suggested that he would have made life difficult for Adam when he caught him; the stopwatch suggested that the Aston would easily have had enough in hand to pass the Nissan.

The penalty dropped Buncombe to third behind Perfetti and Caine. Perfetti was spun to the back of the field at the first corner before charging up to 10th prior to the pitstops.

● Gary Watkins

RESULTS (both 1 hour: 34 laps)

1 Andrew Howard/Jonathan Adam (Aston Martin Vantage GT3);
2 Daniele Perfetti/Michael Caine (Porsche 997 GT3 R) +16.305s;
3 Jann Mardenborough/Alex Buncombe (Nissan GTR GT3);
4 Duncan Cameron/Matt Griffin (Ferrari 458 Italia);
5 Alasdair McCaig/Oliver Bryant (BMW Z4 GT3);
6 David Jones/Godfrey Jones (Mercedes AMG SLS);
7 Marco Attard/Marcel Leipert (Lamborghini Gallardo LP600+);
8 Jon Minshaw/Tim Harvey (Porsche 997 GT3 R);
9 Steve Tandy/Joie Osborne (Porsche 997 GT3 R);
10 David Ashburn/Richard Westbrook (Porsche 997 GT3 R). GT4 Jody Fannin/Warren Hughes (Ginetta G50). Fastest lap Adam 1m44.626s (99.16mph).

Race 2 1 Griffin/Cameron;
2 Westbrook/Ashburn +8.480s;
3 Caine/Perfetti;
4 Nick Tandy/Steve Parish (Porsche 997 GT3 R);
5 Buncombe/Mardenborough;
6 Matt Bell/Charles Bateman (Audi R8 LMS);
7 Adam/Howard;
8 Allan Simonsen/Hector Lester (Ferrari 458 Italia);
9 Bryant/McCaig;
10 Jones/Jones. GT4 Phil Glew/Sailesh Bolisetti (Lotus Evora GT4). FL N Tandy 1m43.651s (100.09mph).
GT3 Points 1 Cameron/Griffin, 70;
2 Ashburn/Westbrook, 56;
3 Perfetti/Caine, 53. GT4 1 Fannin/Hughes, 75;
2 Bolisetti/Glew, 71;
3 Zoe Wenham (Ginetta G50), 60.

Bolisetti and Glew took GT4 win with Lotus



BRANDS HATCH

🇬🇧 GREAT BRITAIN

May 18-20
DTM
Round 3/10



AT A GLANCE

- Winner **Gary Paffett**
- Pole position **Paffett**
- Fastest lap **Martin Tomczyk**
- Points leader **Paffett**



Paffett gets another bottle of bubbly

Homecoming party for perfect Paffett

It was a long time since Gary Paffett had won in the UK, but there was no stopping the Merc man at Brands



IT HAD BEEN 13 YEARS SINCE Gary Paffett had last won a race outright on home soil before he rewrote that slightly-skewed statistic at Brands Hatch last weekend.

The HWA Mercedes driver had his revenge over Bruno Spengler for defeat at Lausitz last time out and increased his championship lead to 25 points over the French-Canadian thanks to a consistently fast, if dizzying, 97 laps of the Brands Hatch Indy Circuit.

Nobody bar the Schnitzer BMW man – a team-mate of Paffett's before moving from Stuttgart to Munich over the winter – got close to denying him a home celebration in Kent. And he was headed off in his attempts to take the lead

around the outside of Paddock Hill Bend on the opening lap.

So what did Paffett think of ending that home drought, which stretched back to Silverstone on September 19 1999 in Formula Vauxhall Junior?

"I remember that day; I won the championship," he said post-race. "But don't forget I've not raced in a British series since F3 in 2000 [when he took the Scholarship Class title for old-spec machinery], so since I've been in the DTM I've only had one chance each year to win in front of my home crowd.

"It feels special, it really does. And especially here, which is where I first learned to race cars.

A very good weekend."

Paffett commanded the race throughout, holding a gap of more than two seconds for the first two thirds of the event. Even a slow [by DTM standards] final pitstop and a slight brush with Adrien Tambay's Abt Audi while

lapping the Frenchman failed to upset Paffett, or give Spengler the chance he needed to repeat his Lausitz success.

Indeed, even if the BMW man had not damaged his front splitter on the inside kerbs at Paddock with 30 laps remaining, he doubted

that he could have taken the fight to the C-coupe.

"I think it would have been a safe second place without that," he said. "Instead I had to try to keep 'Rocky' [third-placed finisher Mike Rockenfeller] behind me, because he had some good pace in the race."



Rockenfeller chased Spengler for second

RACE RATING

★★★★☆

On-track passes reached double figures, making for an interesting race

MILESTONE

First front-row start for HWA Mercedes driver Christian Vietoris



REPORT DTM BRANDS HATCH

JAMIE O'LEARY
reports



Paffett led at the start, despite Spengler's efforts

Plenty of action behind winning Merc

When Bruno Spengler's challenge for victory ended after he hit the kerbs at Paddock Hill Bend and damaged his splitter, he had to watch the yellow-and-green dot in his mirrors get progressively closer over the closing stages of the race.

By the time that dot – Mike Rockenfeller's Phoenix Audi – was filling those mirrors, Spengler knew he had a fight on his hands. But just as he managed to fend off Gary Paffett for victory at Lausitz, so he held off the A5 here.

In finishing less than six seconds adrift of the winner, Rockenfeller's performance was the strongest by an Audi driver in 2012, although he played down suggestions that his first podium of the year was evidence that Audi has now got a grip on how to

give its machine consistently strong race pace.

"Brands Hatch is not the same as Hockenheim or Lausitz," he said. "I think if we finish third at the Red Bull Ring [the next race on June 3], then it's a bit more certain we've taken a step forward."

Right on Rockenfeller's tail was BMW's Martin Tomczyk, who passed Christian Vietoris and tin-top rookie Adrien Tambay – who had qualified as best of the Abt Audi drivers – on successive laps at Clearways (and later denied he'd spent the night watching videos of Jason Plato perfecting the move in the BTCC). He then got by Filipe Albuquerque at the second round of stops when the Rosberg Audi team was unable to fit the Portuguese's right-front tyre without a 4s delay that cost him four places.

Albuquerque and team-mate

Edoardo Mortara slipped back to 10th and ninth by the flag – far less than their respective drives warranted.

Mattias Ekstrom, Vietoris and Miguel Molina – up from 12th on the grid – all passed Albuquerque at his final stop for fifth, sixth and seventh. Molina resisted a cheeky nibble from Jamie Green at Druids late on.

After a damper breakage limited him to 15th on the grid, Timo Scheider had a dismal race and retired with a misfire in his Abt Audi. Scheider had helped Andy Priaulx off at Graham Hill Bend on lap one, damaging the splitter on the RBM BMW. After David Coulthard did the same thing to him next time around (which he apologised for), Priaulx's day was effectively over and he pitted for good soon after.

By the time Paffett was informed that the 1.2-second advantage he had held over Spengler had gone up to over five, he'd backed off, safe in the knowledge that an 18th career win was more or less assured.

It was yet another superb result in what has been an outstanding start to the season from the McLaren Formula 1 test driver. Two wins and a second place from three races leave Paffett on 68 points from a possible 75. Using last year's points system, he'd already have 28 in the bag – three more than he scored during the whole of the 2011 season.

"Yeah, Norbert [Haug, Mercedes motorsport vice-president] said that

to me as well," he remarked. "So something must be going right."

Haug is a big fan of Paffett's, and remarked on the morning of the Lausitz race a fortnight earlier that he believes the Brit is the best driver in the DTM (no wonder he was so keen to tie him down to a new long-term contract last year – and ward off interest from the returning BMW).

"Last year he didn't do anything different to now," Haug said. "Back then it wasn't all coming together for him, and now it is. 'Stand by your man' I guess is the lesson there."

The level that Paffett is operating on presently is evident when you look at what the rest of the HWA ▶



First-lap jostling into Druids hairpin



Ekstrom took solid fifth spot



Tomczyk spent ages behind Albuquerque

REPORT DTM BRANDS HATCH



“It’s like a bank account. It’s important to have one, and important not to talk about it”

Norbert Haug when quizzed about Gary Paffett’s 25-point championship lead



Coulthard helped Priaulx off on lap two



Green chased down the Audis late on



Merhi was spectacular

Mercedes contingent managed at Brands Hatch. The man most likely to knock him off his pedestal, Jamie Green, admitted that he “couldn’t find that last little bit in qualify”.

To give him his dues, qualifying expert Green was only 0.264s off the fastest time in Q3 and 0.183s off a spot in Q4, but around the six turns of Brands Hatch’s 1.2-mile Indy Circuit this was worth no more than 10th place on the grid.

Green’s final-stint pace was excellent, the Brit putting enough pressure on Rosberg Audi drivers Filipe Albuquerque and Edoardo Mortara to make both lock up and run wide on separate occasions at Druids as he gleefully stole eighth.

“I’d tried to do what I did at Lausitz and run long in the first stint to gain some track position,” Green said. “But it didn’t work as well here because you’re almost never in a straight – even the straights are curved – so that wears the outside of the tyres faster and means you’ve got more of a tyre disadvantage against someone on fresh rubber than you would have on a normal circuit.”

While Green didn’t get

there in qualifying, Christian Vietoris certainly did. Sneaking into Q4 by the skin of his teeth (his 41.101s lap in Q3 was identical to Martin Tomczyk’s time, but secured earlier on), the convert from GP2 scraped onto the front row for the first time in his DTM career.

“I think at Hockenheim [scene of the opening round] and Lausitz I was a bit too nervous not to mess things up and just do a solid job, and that perhaps

cost me in qualifying, but here I felt less pressure and it definitely went well,” said the young German.

A poor start dropped him to fifth by Paddock, and then Vietoris found himself ninth when RMG BMW driver Tomczyk got revenge for being dumped out of qualifying by catching him unawares at Clearways on the opening lap.

But strong race pace coupled with some pitstop errors by the Rosberg Audi

“At Hockenheim and Lausitz I was a bit too nervous not to mess things up and just do a solid job”
Vietoris got on front row

squad brought Vietoris back up to sixth by the flag, right on the tail of Mattias Ekstrom’s Abt Audi.

Ralf Schumacher could have been in the same kind of zone as Green late on,

but copped a drive-through penalty for speeding in the pits at his second stop. What would have been 11th place with 20 laps left became a lapped 19th.

Perhaps the best appraisal of the event was offered by young Alfie Paffett post-race. When asked by his father to give AUTOSPORT a rundown on the race’s key points, Paffett Jr smiled and proudly proclaimed: “Daddy won!”

RESULTS

DTM, round 3 of 10, Brands Hatch (GB), May 20

GRID	
2	VIETORIS 41.410
4	R*FELLER 41.484
6	ALBUQUERQUE 41.142
8	EKSTROM 41.163
10	GREEN 41.284
12	MOLINA 41.392
14	PRIAULX 41.403
16	MERHI 41.524
18	SCHUMACHER 41.587
20	COULTHARD 41.657
22	WOLFF 41.677*
1	PAFFETT 41.266
3	SPENGLER 41.462
5	TOMCZYK 41.101
7	TAMBAY 41.156
9	FARFUS 41.172
11	MORTARA 41.381
13	HAND 41.399
15	SCHETTER 41.479
17	WICKENS 41.584
19	WERNER 41.655
21	FREY 41.956

97 LAPS, 116.266 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Gary Paffett (GB)	HWA	Mercedes C-coupe	1h10m01.585s	1
2	Bruno Spengler (CDN)	Schnitzer Motorsport	BMW M3	+5.065s	3
3	Mike Rockenfeller (D)	Phoenix Racing	Audi A5	+5.579s	4
4	Martin Tomczyk (D)	RMG	BMW M3	+5.997s	5
5	Mattias Ekstrom (S)	Abt Sportsline	Audi A5	+22.416s	8
6	Christian Vietoris (D)	HWA	Mercedes C-coupe	+23.195s	2
7	Miguel Molina (E)	Phoenix Racing	Audi A5	+23.689s	12
8	Jamie Green (GB)	HWA	Mercedes C-coupe	+24.284s	10
9	Edoardo Mortara (I)	Team Rosberg	Audi A5	+25.779s	11
10	Filipe Albuquerque (P)	Team Rosberg	Audi A5	+29.582s	6
11	Augusto Farfus (BR)	RBM	BMW M3	+30.302s	9
12	Adrien Tambay (F)	Abt Sportsline	Audi A5	+33.015s	7
13	Joey Hand (USA)	RMG	BMW M3	+35.977s	13
14	Robert Wickens (CDN)	Mucke Motorsport	Mercedes C-coupe	+36.340s	17
15	David Coulthard (GB)	Mucke Motorsport	Mercedes C-coupe	-1 lap	20
16	Dirk Werner (D)	Schnitzer Motorsport	BMW M3	-1 lap	19
17	Roberto Merhi (E)	Persson Motorsport	Mercedes C-coupe	-1 lap	16
18	Rahel Frey (CH)	Abt Sportsline	Audi A5	-1 lap	21
19	Ralf Schumacher (D)	HWA	Mercedes C-coupe	-1 lap	18
20	Susie Wolff (GB)	Persson Motorsport	Mercedes C-coupe	81 laps-mechanical	22
R	Timo Scheider (D)	Abt Sportsline	Audi A5	55 laps-misfire	15
R	Andy Priaulx (GB)	RBM	BMW M3	12 laps-splitter	14

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Paffett	68
2	Spengler	43
3	Ekstrom	35
4	Green	34
5	Rockenfeller	25
6	Vietoris	20
7	Tomczyk	18
8	Farfus	15
9	Priaulx	8
10	Scheider	8

* Five-place grid penalty. Winner’s average: 99.62mph. Fastest lap: Tomczyk, 42.138s, 102.40mph.

1

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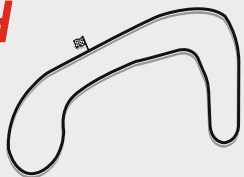
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BRANDS HATCH

GREAT BRITAIN

May 18-20

F3 Euro Series Round 2/8
FIA European F3 Round 3/10



RACE RATING

★★★★☆

Not much action at front, but strong recovery drives added spark to all three races

REPORT F3 EURO SERIES

JAMIE O'LEARY
reports



Marciello headed Juncadella in race one



Double win for Italy's rising star

LIFE SEEMED PRETTY GOOD

for Raffaele Marciello after the Italian teenager took victory at the Pau Grand Prix, and a week later it was even better following a double win at Brands Hatch that takes him into the lead of the FIA European Formula 3 Championship.

Just as with Pau, Brands was another venue that the Ferrari Academy driver had never set eyes on before arriving at the track. But after securing a pair of front-row starts in qualifying – behind Euro Series/European championship points-leading team-mate Daniel Juncadella – the scene was set for an outstanding weekend's work.

While there's no doubt that Juncadella handed Marciello his wins through a combination of poor luck and judgement, there was equally little to suggest that the Italian did not deserve his successes.

Juncadella made what he called "the worst start in the history of the world" in race

one, generating excessive wheelspin from the Kumho rear tyres on his Prema Powerteam Dallara-Mercedes and leaving himself powerless to defend from his team-mate.

"I knew the race was over at that point," he said. "From then on I needed him to make a mistake, but I knew he wouldn't."

Marciello didn't, and beat the Spaniard by nearly two seconds to move into the lead of the FIA European championship, for which the two longer Brands races counted.

The tables looked to have turned in Sunday's third race, with Juncadella having built an advantage of almost 3s by lap five. But he was given a

drive-through penalty for starting ahead of his grid slot, gifting Marciello his fourth FIA points-scoring win of 2012 and his third in the Euro Series.

After the disasters of his Hockenheim series debut, Prema's American rookie Michael Lewis took his first two Euro Series podiums with a pair of thirds and added a fourth spot in the reversed-grid race.

That encounter was won by Carlin's British F3 series interloper Jazeman Jaafar, whose Dallara-Volkswagen resisted race-long pressure from Prema's Sven Muller. Jaafar therefore became the first Malaysian to win a Euro Series race.

The pair were together

again at the start of race three, to Jaafar's detriment. "I was coming down to Turn 3 and this crazy guy [Muller] jumped at me. We got going again, but he tried to pass me again later on and bent my steering, so I had to stop."

Muller's recovery took him as high as 10th, two places behind Juncadella, who had proved wrong the adage that you can't pass in F3 on the Brands Indy circuit, even if he did bend an upright on Fahmi Ilyas's Double R machine in the process.

After qualifying third, Will Buller's first race was ruined by a grid penalty for pitlane speeding – "There are two speed-limit lines at the pit exit, and every time I've raced here before it's been the first one, not the second" – and then a duff air filter, which limited the amount of air getting into the engine from the restrictor, and therefore left him down on power.

Buller made amends by taking second in race three. His Carlin team-mate Carlos

Sainz Jr kept up his championship aspirations with two fourths and a sixth.

The hopes of another pre-season favourite, Mucke's Felix Rosenqvist, took a nosedive. A sixth was the Swede's best finish, with a clutch problem putting him out of the final encounter.

RESULTS

Race 1 1 Raffaele Marciello (Dallara-Mercedes F312), 56 laps in 40m23.651s; 2 Daniel Juncadella (DM), +1.782s; 3 Michael Lewis (DM); 4 Carlos Sainz Jr (Dallara-Volkswagen); 5 Pascal Wehrlein (DM); 6 Sven Muller (DM). **Race 2 1 Jazeman Jaafar (DV)**, 28 laps in 19m45.156s; 2 Muller, +0.392s; 3 Wehrlein; 4 Lewis; 5 Felix Rosenqvist (DM); 6 Sainz. **Race 3 1 Marciello**, 56 laps in 39m06.997s; 2 Will Buller (DV), +15.537s; 3 Lewis; 4 Sainz; 5 Wehrlein; 6 Harry Tincknell (DV).

Points Euro Series 1 Juncadella, 74; 2 Marciello, 73; 3 Sainz, 69; 4 Rosenqvist, 49; 5 Buller, 47; 6 Lewis, 41. **European Championship 1 Marciello**, 108; 2 Sainz, 86; 3 Juncadella, 84; 4 Rosenqvist, 56; 5 Buller, 38; 6 Lewis, 33.



SALZBURGRING

AUSTRIA

May 19-20

WTCC

Round 6/12



AT A GLANCE

- Race 1 Rob Huff
- Race 2 Stefano D'Aste
- Pole position Rob Huff
- FLs Muller/Menu



Muller kept trying outside move on Huff



The hills are alive for Huff

The Brit's sound of music in Austria was 'God Save the Queen' on the podium. But it was less 'doe a deer' than 'oh dear' in race two

Huff and Muller lead the way in race one

"I GOT A PUNCTURE IN THE last corner! I couldn't believe it! I knew a puncture was a risk, but fortunately I managed to bring it home."

Rob Huff could be forgiven for being rather less than composed following the tyre-induced mayhem of the Salzburgring reversed-grid race. Any disappointment of losing his second victory on the final corner of the last

lap swiftly gave way to the emotion of a driver who knows his title prospects have just received a boost of Saturn V proportions.

Following a hard-fought victory from pole in race one, Huff grasped an unexpectedly large points haul over RML Chevrolet team-mate and championship leader Yvan Muller when the Frenchman became one of eight drivers

to suffer a left-front puncture. The reigning world champion would endure the pain of seeing his advantage in the drivers' standings cut to eight points.

Wiechers-Sport BMW runner Stefano D'Aste negotiated subsequent confusion created by Huff's front-left tyre deflating at the final corner to achieve a popular maiden WTCC win.

The WTCC was making its first visit to the Salzburgring, located between the lakeside town of Bas Ischl and the baroque city of Salzburg. The circuit immediately appeared well-suited to the powerful Chevrolets. With its long straights, down one side of a valley to a hairpin and a return leg up a hillside, it called for Monza-style

slipstreaming tactics in qualifying.

Huff used some excellent RML teamwork to take his first pole of the season. Mindful that the tow on the straights was worth an estimated 10-12 km/h, he was wary of his vulnerability to team-mates Muller and Alain Menu. At the rolling start the Brit defended his position deftly but could not stage any sort of break.

Muller nosed into the lead on the approach to the super-quick Fahrerlager Kurve on a number of occasions. But, repeatedly forced to the outside, he was unable to complete the move.

Slovakia Ring winner Gabriele Tarquini took fourth in his SEAT, three seconds in arrears of Huff,

who celebrated the 20th WTCC win of his career. The Italian narrowly held off the Tuenti Racing Leon of Tiago Monteiro and Alex MacDowall's Bamboo Cruze.

That there had been no sign of tyre issues in the opening race was in part down to the mid-race appearance of the safety car. Darryl O'Young was involved in a relatively innocuous collision with D'Aste, before suffering a more severe impact after contact with Charles Ng. While the injured O'Young sat out race two, D'Aste pitted for repairs to ensure he could assume his fourth-place starting position for the second encounter.

Tom Coronel's ROAL Motorsport BMW led D'Aste away from the start of race

Huff finished second despite race two blow-out



RACE RATING

★★★★☆

It may have been for the wrong reasons, but race two provided most-thrilling finish of the season

MILESTONE

D'Aste's first overall WTCC win in 141 starts - and first for Wiechers as well



REPORT WTCC SALZBURGRING

JURGEN STIFTSCHRAUBE
reports



two, but there was to be no holding back the Chevrolets. As in Marrakech, the Chevrolet drivers' progress was aided by their ability to breeze past numerous rivals on the straights.

The first sign of impending tyre dramas came when Monteiro suffered a lock-up and ran into the gravel on lap seven. By this stage, the works Chevys comfortably occupied the top three positions.

Next time around, third-placed Menu failed to negotiate the daunting 145mph Ostschleife curve.

"It was the worst place for something like that to happen," said Menu. "You are at full speed in sixth gear, and it's not a nice feeling when you have absolutely no control of a car that is heading towards a guardrail."

MacDowall later struck Menu's bent machine, and further punctures to both

Lukoil SEATs added to the alarm bells on the RML pit perch. "Rob and I reduced the pace, but in the final laps we had to push again as the BMWs were getting close," said leader Muller.

At Turn 9 on the last lap Muller punctured, and ran off the road at Turn 10. "Race two was definitely 200 metres too long," said a philosophical Muller.

Huff appeared to have it in the bag, but at the Schikane he too slowed. Coronel chose to pass on the left but was blocked, so D'Aste seized his chance and drove past both men on the outside.

"I knew it was something of a gamble whichever way I went," said an ecstatic D'Aste, "but fortunately it was the correct decision. I actually didn't know that the last lap; I asked Dominik Greiner [Wiechers team manager] how many laps were left and he told me I had won!" ❁

It's a Yokohama 'oh no' on high-speed swerves



Yokohama personnel may have grimaced at the prospect of adverse publicity from their trip to the Salzkammergut, but history is filled with agonising weekends for suppliers of racing tyres.

Indeed, it could be argued that Yokohama is rather more deserving of sympathy than many other instances of multiple tyre failures. From Avon's 1991 Enna F3000 torment, in which a certain Formula 1 hopeful by the name of A Menu demolished his Reynard and hastened his

path towards a career in touring cars, to Michelin's spate of deflations during the 2006 FR3.5 round at Spa and Goodyear's '08 NASCAR blowouts, there are plentiful examples of days when bills to damaged machinery have been considerable.

That traditional racing protocol was eschewed last weekend perhaps shields the blame from Yokohama. Scorching track temperatures of over 52C and 110mph average speeds no doubt contributed to the failures on a circuit notorious for high

tyre wear – thanks largely to the dauntingly fast Ostschleife corner.

As at the Slovakia Ring, 2012's other debut WTCC venue so far, the customary extra practice session for circuits new to a calendar were not imposed. While lesser-funded teams were happy for their machinery to sit idle on Friday, the early opportunity to flag up potential issues was missed.

In light of the action in Austria's reversed-grid race, a review of arrangements is perhaps required.



RESULTS

FIA World Touring Car Championship, round 6 of 12, Salzburgring (A), May 20

GRID RACE 1		RACE 1 - 14 LAPS, 36.893 MILES						RACE 2 - 12 LAPS, 31.623 MILES			CHAMPIONSHIP TABLE			
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS		
2	MULLER	1	HUFF	1:26.933	1:26.791	1	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	23m26.809s	1	1	Muller	206
4	TARQUINI	3	MENU	1:27.490	1:26.961	2	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+0.312s	2	2	Huff	198
6	MONTEIRO	5	MACDOWALL	1:27.808	1:27.573	3	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+0.739s	3	3	Menu	175
8	ORIOLA	7	D'ASTE	1:28.122	1:27.927	4	Gabriele Tarquini (I)	Lukoil Racing Team	SEAT Leon WTCC	+2.919s	4	4	Coronel	116
10	DUDUKALO	9	CORONEL	1:28.317	1:28.124	5	Tiago Monteiro (P)	SUNRED (Tuenti)	SEAT Leon 1.6T	+3.483s	5	5	Tarquini	111
12	BENNANI	11	O'YOUNG	1:28.373	1:28.342	6	Alex MacDowall (GB)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+3.774s	6	6	Michelisz	90
14	CERQUI	13	NASH	1:28.424	1:28.421	7	Pepe Oriola (E)	SUNRED (Tuenti)	SEAT Leon WTCC	+4.741s	7	7	Cerqui	87
16	SABATINO	15	MICHELISZ	1:28.858	1:28.582	8	Tom Coronel (NL)	ROAL Motorsport	BMW 320 TC	+6.923s	8	8	Muller	84
18	NG	17	ENGSTLER	1:29.137	1:28.913	9	Norbert Michelisz (H)	Zengo Motorsport	BMW 320 TC	+8.419s	9	9	Engstler	43
20	WEBER	19	BOARDMAN	1:30.116	1:30.057	10	James Nash (GB)	Arena Motorsport	Ford Focus S2000 TC	+8.914s	10	10	Nash	38
						11	Franz Engstler (D)	Team Engstler	BMW 320 TC	+9.796s	11	11	Chilton	
						12	Pasquale di Sabatino (I)	Bamboo-Engineering	Chevrolet Cruze 1.6T	+10.429s	12	12	Weber	
						13	Alberto Cerqui (I)	ROAL Motorsport	BMW 320 TC	+12.813s	13	13	Ng	
						14	Charles Ng (PRC)	Team Engstler	BMW 320 TC	+13.178s	14	14	Dudukalo	
						15	Gabor Weber (H)	Zengo Motorsport	BMW 320 TC	+13.983s	15	15	di Sabatino	
						16	Tom Chilton (GB)	Arena Motorsport	Ford Focus S2000 TC	+16.756s	16	16	Tarquini	
						17	Mehdi Bennani (MA)	Proteam Racing	BMW 320 TC	+18.390s	17	R	Menu	7 laps-puncture/acc
						18	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon TDI	13 laps-transm	18	R	MacDowall	7 laps-puncture/acc
						19	Aleksei Dudukalo (RUS)	Lukoil Racing Team	SEAT Leon WTCC	11 laps-accident	19	R	Monteiro	7 laps-puncture
						20	Stefano D'Aste (I)	Wiechers-Sport	BMW 320 TC	5 laps-acc dam	20	NS	Boardman	transmission
						21	Darryl O'Young (PRC)	Special Tuning Racing	SEAT Leon WTCC	4 laps-accident	21	NS	O'Young	accident damage

Race 1 Winner's average: 94.40mph. Fastest lap: Muller, 1m28.340s, 107.39mph. Race 2 Winner's average: 105.55mph. Fastest lap: Menu, 1m27.820s, 108.02mph. *grid penalty.

Damon's return for all the right reasons

Unlike his old sparring partner Michael Schumacher, Damon Hill has no thoughts of a proper comeback after his one-off VW race at Brands. *By CHARLES BRADLEY*



Twelve and a half years had passed since Damon Hill last raced a car, but the promise of a €10,000 donation to his charity from Volkswagen – plus some good old-fashioned persuasion from pal Perry McCarthy – got him back behind the wheel last Saturday for his first competitive race since the 1999 Japanese Grand Prix in a fun-packed Scirocco R-Cup event at Brands Hatch.

And what a return it promised to be: in horribly mixed weather conditions on Friday afternoon in free practice, the 1996 world champion rolled back the years to top the session following an early spin. “Mad,” said Hill, shaking his head as he surveyed the timesheet. Point proved; he’s still ‘got it’. “I suddenly got into the zone there,” he added.

But qualifying didn’t quite go to plan. Damon was only 11th fastest this time, just 0.044s slower than old Formula 3 team-mate Martin Donnelly (another of the five ‘rat-pack’ legends that VW had assembled), but six and a half tenths off pole position. “You’ve got to be 100 per cent on it in qualifying, and I think I was about 91 per cent,” Damon admitted.

And if qualifying didn’t go to plan, the race certainly didn’t. A poor start dropped Hill a place, then a charging Jakub Litwin (who’d totally forgotten to use his boost button in qualifying) passed him at Paddock, edging Damon towards the grass as he tried to re-attack up to Druids. Their battle caused a gaggle of cars to concertina behind them, one of which rear-ended Hill’s car moments later on the approach to Graham Hill Bend – the corner named after his father – on lap five, and sent a shocked Damon to the pits.

“It was a classic case of hero to zero after being quickest in practice,” said Hill. “I was going slowly backwards down the order and then got hit up the backside. It slightly stunned me, to be honest, it was such a heavy blow. I didn’t see who it was.”

Following an exploratory lap to check for damage, Hill called it a day after just seven laps. Quite a few parallels to Suzuka 1999, when he pitted his Jordan after an off at Spoon Curve, and was quoted as saying there was “too little to gain and too much to lose in carrying on”.

Donnelly (left) and McCarthy can't believe Hill's practice P1





Hill in something borrowed and blue

Hill back in the rhythm at Paddock



"I came in to check the car was OK to carry on, and much to my surprise it was – these Sciroccos are very robust little cars," he added. "When I went back out, I was in front of the leaders, and I didn't want to get in their way – I was three laps down by then anyway so I called it a day."

Hill, now 51, steps back into racing retirement after a weekend back in the spotlight, and does so with no regrets.

"It was a lot of fun, I really enjoyed myself, and it was great to meet up with Perry, Martin, Mark [Blundell] – all the old crew. There's life in the old dogs yet... but not much!

"This racing is all about cut-and-thrust, and I think I lost my cut-and-thrust some time ago. I mean, look at Mark Blundell; he's lost nothing, has he? He's gained a bit of weight, but lost none of his speed!"

In between the racing there was some choice banter between the 'rat pack', and

"Look at Mark Blundell; he's gained a bit of weight, but lost no speed"

Hill gets a bit cheeky

Hill appeared to enjoy every minute of it. In fact, it was only the hurly-burly of the elbows-out nature of one-make racing that seemed to rattle him – and the pitlane speed limit, which he broke no fewer than four times!

"The regular guys out there are shit hot; they're really eager and awake," he says in reflection. "I think I was dozing a bit, to be honest. My son Josh [who races in the Formula Renault North European Cup] was watching and said I got mugged. He's probably right. You need youth on your side really, don't you?"

So no Schumacher-style fulltime racing comeback for Damon then? "No, I'm quite happy with that," he replies. "It's nice to have a reminder, but you've simply got to want to do it, and if you don't have that it's not going to help you in the race. Those that do have that desire... they can go! I was quite happy to let people past.

"But this weekend has reminded me just how much I do enjoy motor racing, and I've got a lot of pleasure out of it."

But it still won't tempt you back?

"No!" ❄️

BRABS CRASHES 'RAT-PACK' PARTY

David Brabham wasn't a member of the mid-1980s 'rat-pack' movement, so it was a bit cheeky that he should beat them all in the 'legends' element of the Brands Hatch Scirocco event.

The five he beat – Mark Blundell, Martin Donnelly, Perry McCarthy, Julian Bailey and, of course, Damon Hill – were not only on-track demons of the time, but great friends off the track. And with absent rat-packer Johnny Herbert on Superstars duty at Donington, 'Brabs' was drafted in.

Although he missed Thursday's one-hour practice session, Brabham qualified seventh, two spots behind Blundell. But Mark made a terrible start, dropping to seventh as Brabham soared forwards. He was catching the leaders when he put a wheel off at McLaren, and was forced to settle for fifth.

Blundell was one spot behind, surviving a lairy moment on the grass on Cooper Straight, with Donnelly 10th after a huge battle with some of the regular racers, during which he was punted into a half-spin. "These young guys have no respect for their elders," quipped Donnelly. "It was like stock car racing out there!"

McCarthy and Bailey trailed in 21st and 23rd respectively, Perry's weekend afflicted when a rear wheel came off in qualifying – a problem with new rear stub axles that resulted in an overnight refit of older parts on all 26 cars.



Blundell ran wide but took sixth

SUPPORT DAMON'S CHARITY

Hill was racing at Brands in aid of The Halow Project, a Surrey-based charity he co-founded that creates activities and encourages independence for those with learning disabilities who are coming out of the education system. For more details, including how to take part in the charity kart race at Sandown on June 28, visit halowproject.org.uk.



WHY THIS YEAR'S INDY 500 IS WORTH WATCHING

There are new cars and new drivers at the Indy 500 this weekend, but the high-speed challenge remains the same.

MARK GLENDENNING is your guide to the US classic

In Oliver Stone's acclaimed Vietnam War film *Platoon*, the character Bunny (played by Kevin Dillon, later of *Entourage*) declares that the only thing comparable to female companionship is the Indy 500.

Being a soldier, he finds a substantially more direct, but less family-friendly, manner of saying it, but the basic sentiment still holds. American single-seater racing has been through a lot during the past couple of decades, but the one constant has been the status of the Indy 500. And this year's race promises to be another classic.

It's the first oval race for the new DW12 – the car named, of course, after last year's Indy winner Dan Wheldon – and also the first race of IndyCar's new engine-war era. But even those are sideshows to all the subplots throughout the grid. Ganassi's Dario Franchitti and Scott Dixon (both former

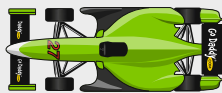
winner at Indianapolis) will be looking to the Brickyard to kick-start a recovery after a frustrating start to 2012.

Main rival Will Power at Penske, meanwhile, comes into the weekend on the back of a three-race winning streak. And if he has a bad weekend, Penske's rivals still have three-time Indy winner Helio Castroneves and pole-sitter Ryan Briscoe to deal with. Add an in-form Andretti Autosport line-up to the mix, sprinkle it with a crop of rookies ranging from young charger Josef Newgarden to F1 elder statesmen Rubens Barrichello and Jean Alesi, and all the ingredients are there for a weekend to remember.

The one missing element, tragically, is Wheldon himself. The Briton's loss will be felt ever more keenly as the series returns to the scene of his final triumph, and a race that matches the drama of that win 12 months ago would be no less a tribute than his memory deserves.



3 RYAN HUNTER-REAY
Dallara-Chevrolet
Speed: 226.240mph



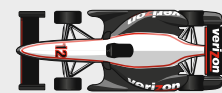
2 JAMES HINCHCLIFFE
Dallara-Chevrolet
Speed: 226.481mph



1 RYAN BRISCOE
Dallara-Chevrolet
Speed: 226.484mph



6 HELIO CASTRONEVES
Dallara-Chevrolet
Speed: 225.172mph



5 WILL POWER
Dallara-Chevrolet
Speed: 225.422mph



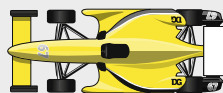
4 MARCO ANDRETTI
Dallara-Chevrolet
Speed: 225.456mph



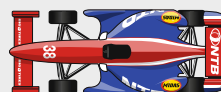
9 EJ VISO
Dallara-Chevrolet
Speed: 224.422mph



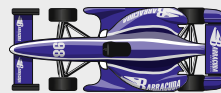
8 TONY KANAAN
Dallara-Chevrolet
Speed: 224.751mph



7 JOSEF NEWGARDEN
Dallara-Honda
Speed: 224.037mph



12 GRAHAM RAHAL
Dallara-Honda
Speed: 223.959mph



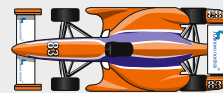
11 ALEX TAGLIANI
Dallara-Honda
Speed: 224.000mph



10 RUBENS BARRICHELLO
Dallara-Chevrolet
Speed: 224.264mph



15 SCOTT DIXON
Dallara-Honda
Speed: 223.684mph



14 CHARLIE KIMBALL
Dallara-Honda
Speed: 223.868mph



13 ANA BEATRIZ
Dallara-Chevrolet
Speed: 223.920mph

PREVIEW INDIANAPOLIS 500



Will '12 match up to last year's epic?



Lotus-powered cars scraped in

ENGINE MANUFACTURER FIGHT

Andretti Autosport's Ryan Hunter-Reay believed that the true pecking order of the engine manufacturers would be revealed in qualifying for Indy, and if that's the case then Chevrolet has staked its claim for supremacy fairly emphatically.

The Bow Tie locked out the top six places on the grid and nine of the top 10 spots, with Sarah Fisher Hartman's Josef Newgarden the lone Honda-powered interloper among the frontrunners.

Teams had additional horsepower at their disposal for Fast Friday and qualifying, so don't expect to see Ryan Briscoe's pole speed of 226.484mph replicated on race day. The real question is whether Honda can come to the party in race spec. Newgarden and Ganassi's Scott Dixon both set fastest times during the practice week, so there's still hope that the gap between the two is not as dramatic as it seemed last weekend.

Lotus, meanwhile, had a troubled build-up to the 500 that began with a messy divorce with Dragon Racing, and then hit rock bottom when marque came signing Jean Alesi admitted during practice that he was so underpowered he felt unsafe on the track. Both Alesi and fellow Lotus-powered runner Simona de Silvestro qualified for the race on Bump Day, although it might have been a different story if Chevrolet or Honda had sufficient spares to supply a late entry.



18 JR HILDEBRAND
Dallara-Chevrolet
Speed: 223.422mph



21 JUSTIN WILSON
Dallara-Honda
Speed: 222.929mph



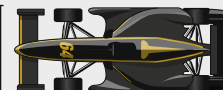
24 SEBASTIAN SAAVEDRA
Dallara-Chevrolet
Speed: 222.811mph



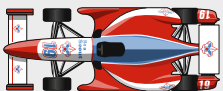
27 ORIOL SERVIA
Dallara-Chevrolet
Speed: 222.393mph



30 KATHERINE LEGGE
Dallara-Chevrolet
Speed: 221.624mph



33 JEAN ALESI
Dallara-Lotus
Speed: 210.094mph



17 JAMES JAKES
Dallara-Honda
Speed: 223.482mph



20 TOWNSEND BELL
Dallara-Honda
Speed: 223.134mph



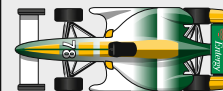
23 SIMON PAGENAUD
Dallara-Honda
Speed: 222.891mph



26 WADE CUNNINGHAM
Dallara-Honda
Speed: 223.258mph



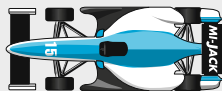
29 MIKE CONWAY
Dallara-Honda
Speed: 222.319mph



32 SIMONA DE SILVESTRO
Dallara-Lotus
Speed: 214.393mph



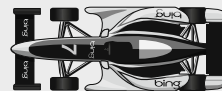
16 DARIO FRANCHITTI
Dallara-Honda
Speed: 223.582mph



19 TAKUMA SATO
Dallara-Honda
Speed: 223.392mph



22 MICHEL JOURDAIN
Dallara-Honda
Speed: 222.893mph



25 SEBASTIEN BOURDAIS
Dallara-Chevrolet
Speed: 223.760mph



28 ED CARPENTER
Dallara-Chevrolet
Speed: 222.324mph



31 BRYAN CLAUSON
Dallara-Chevrolet
Speed: 214.455mph

LEADING-DRIVER FIGHT

History suggests that experience counts around the Brickyard. On the current grid, Helio Castroneves (Penske) and Dario Franchitti (Ganassi) account for five Indy 500 victories between them.

Franchitti's current championship position of 10th owes more to one or two tough weekends and a bit of bad luck than it does any major downswing in form, so the Scot will be as big a threat this year as he always is. It's the same for Franchitti's team-mate and 2008 Indy 500 winner Scott Dixon, who could already have won at least two races this season had the cards fallen slightly differently.

So Ganassi has its side of things covered. What about Penske? In recent years, the Captain's go-to man at Indy has been Castroneves, who drew a line under a poor

2011 season by winning this year's season-opener at St Petersburg. But Will Power is going through one of those patches where everything he touches turns to champagne, and while he has never finished higher than fourth at Indy, he put any talk of being vulnerable on ovals to rest with his win at Texas last June.

Aside from the traditional 'big two' teams, a third potential powerhouse is emerging in the form of Andretti Autosport. The addition of two Indy-only entries (for Ana Beatriz and Sebastian Saavedra) boosts Andretti's car count to five, but the main focus will be on the regular trio of Ryan Hunter-Reay, James Hinchcliffe and Marco Andretti.

Hunter-Reay and Hinchcliffe in particular have been strong all season, and the team was a consistent frontrunner during the practice week.



NEW RACER ENTERS OVAL OFFICE

The new-for-2012 Dallara DW12 chassis now has four races under its belt in road/street course trim, but Indianapolis will be the first time that it goes into combat on an oval.

Visually, the most obvious difference is the rear bodywork, with the rear-wheel guards curving up to meet the trimmed-out rear wing. Dallara has provided an additional array of parts that teams can play with, such as underwing sidewalls

and rear-wheel fairings, although Ganassi's Scott Dixon has noted that too much fiddling takes off a lot of downforce with little benefit in terms of drag, so it's likely that most teams will gravitate towards similar configurations.

The series mandated a turbo-boost increase for Fast Friday and qualifying in an effort to liberate another 40-50 horsepower from the engines, although the boost levels will revert to their standard Speedway levels for race day.



Dallara's DW12 makes Indy bow



Rookie Newgarden has starred so far in 2012



Castroneves is aiming for win number four



Wheldon celebrates 2005 victory

WHELDON TRIBUTES

Last year's Indy 500 winner Dan Wheldon will be the subject of several tributes in the lead-up to this year's race. The highlight will be Bryan Herta, co-owner of the team for which Dan won last year's race, lapping the track in Wheldon's 2011 race-winning car shortly before the command is given to start engines. The William Rast-liveried car will also be on display at the IMS Hall of Fame museum in the days prior to the race. Other tributes will include fans being given white cardboard Wheldon-style sunglasses to wear on the parade lap and on laps 26 and 98 in recognition of the race numbers he carried for his two wins at The Brickyard.



Arie Luyendyk offers Jean Alesi a few tips

F1 VETERANS ARE INDY ROOKIES

There are two distinct breeds of rookie at Indianapolis this year: the traditional type (ie young drivers breaking in from lower categories) and the two who have won grands prix and boast a combined age of 86. Rubens Barrichello and Jean Alesi both had their first taste of an oval during the pre-race test and practice sessions, and go straight into the top

10 all-time list of most ridiculously overqualified rookies in history. It's fair to say that both have had very different inductions, though. Barrichello, having signed for the season with KV Racing, has already had some time to adapt to the car and the series, and he has two teammates in Tony Kanaan and EJ Viso to help.

Alesi's entry with Indy Lights team Fan Force, on the other hand, was finalised at the 11th hour, and leaves him playing an unenviable game of catch-up. His cause isn't helped by his deal to use Lotus engines, which were significantly down on power relative to their rivals during practice. Alesi himself was so concerned at the deficit that he admitted to feeling "unsafe" lapping 10mph slower than the Chevy and Honda-powered backmarkers, and 17mph slower than the guys up front.



Kanaan (l) has helped Barrichello



SPRINT STAR GETS SERIOUS

Most people in the UK haven't heard of Bryan Clauson. In fairness, outside of certain circles, most people in the US haven't heard of Bryan Clauson. But then, when a 25-year-old Tony Stewart swaggered out of USAC Sprint Car racing to have a shot at Indy with Menard in 1996, not many people had heard of him, either. One IndyCar title and three NASCAR Sprint Cup crowns later, he's one of the most recognisable drivers in North America.

Clauson is the first driver since Stewart to attempt the leap from the USAC ranks to the Indy 500 grid, and in a nice piece of symmetry, has spent the past couple of years racing for Smoke's USAC team. Whether he can replicate his boss's success will be revealed over the coming seasons, but he showed good pace in the six Indy Lights races he contested last year, and was quickly up to speed during testing for the 500 last week.

The 22-year-old will drive a second Sarah Fisher Hartman car alongside fellow standout rookie Josef Newgarden. The reigning Lights champion and former GP3 racer has been a revelation so far, and could have been on the podium at Long Beach were it not for a bit of youthful over-exuberance at a restart. He topped the times twice during practice week at Indy, and has shown that he's not overawed by either the company or the occasion.



Graham Rahal will carry US hopes

HOME-GROWN HOPES

Were it not for a small mistake on the final corner of the final lap last year, Indy 500 fans would have had their first homegrown winner since Sam Hornish in 2006.

JR Hildebrand's error and Dan Wheldon's opportunism denied them that, but if you treat Ganassi, Penske and Andretti as the favourites, then there are a couple of locals capable of springing an upset.

The first of those is Hildebrand. Will the disappointment of 2011 spur him on to make amends this time around? Sadly, motor racing rarely works like that. The facts are that the Californian has made a solid start to his season, and from Indy onwards, his

Panther Racing team will expand from one car to two courtesy of its new alliance with Dreyer & Reinbold. D&R's Oriol Servia is a quick driver with lots of experience, and he's happy to share it – his 2011 team-mate at Newman/Haas, James Hinchcliffe, credited the Spaniard with helping him get up to speed so quickly during his rookie season.

Marco Andretti (Andretti) and Graham Rahal (Ganassi) both have credentials that extend beyond their surnames, and Andretti in particular was quick during the opening days of running at the Brickyard. But the real dark horses could be Sarah Fisher Hartman's all-rookie line-up of Josef Newgarden and Bryan Clauson (see left).

Shock to the system



Dave Newsham has been the surprise star of the 2012 BTCC season. *KEVIN TURNER* catches up with him and learns why his speed shouldn't have been such a shock

Eyebrows were sent sky high when Dave Newsham topped the pre-season British Touring Car Championship test at Silverstone. But no-one took it too seriously. Testing can be incredibly misleading after all, and surely the new-spec NGTC machines he was up against would stretch their legs come the first round...

So when Newsham put ES Racing's Super 2000 Vauxhall Vectra on pole for the Brands Hatch opener, those same eyebrows went into orbit. Hang on

though, there was that extra boost handed to the TOCA engine for 2012...

Dig deeper though, and you find that Newsham was only seventh and 11th through the speed traps. And then he was a frontrunner at Donington Park and Thruxton. Brands was no fluke.

"I knew we had a heck of a lot of pace," says Newsham, "but it was a shock to get pole. Put new tyres on the car and it comes alive."

Newsham's ability to mix it at the front of the BTCC came as no shock those who have followed the career of

the 44-year-old former Clio champion.

"I started racing on two wheels when I was seven, in grass track," he says.

"I was doing semi-pro speedway by the time I was 17, but I had quite a bad accident and broke my shoulder blade and never competed after that."

He came back on four wheels in 1994, winning his second karting event and contesting the Scottish championship before trying his hand at Legends. The category for 5/8-scale racers with American-style bodywork of the 1930s and '40s provides close competition. Newsham immediately became a frontrunner in Scotland and stepped up to the UK series in 2005. Again he was a race winner, and twice finished as the title runner-up.

"I was on a very tight budget and I was preparing the car myself," he says. "I had a few car problems and I was up against some pretty good teams. That's what let me down."

That experience convinced Newsham he had to join a team for his graduation to the Renault Clio Cup, which brought him a step closer to the BTCC.



Newsham (r) shares podium with Plato and Jackson

Newsham has been a feature at the front in 2012



Feeling at home in ES Racing's Vectra

NEWSHAM'S 2012 SO FAR

BRANDS HATCH

Stunning pole. Not the greatest start, but was fighting for the lead of race one when he clashed with Jason Plato. "He caused the incident by not giving me racing room," claimed Plato, but it was the MG driver who was handed three points on his licence. Newsham recovered to ninth in race two, then took first podium in finale.



DONINGTON PARK

Qualified and finished seventh in race one, then secured fourth in the second after tipping Andrew Jordan's NGTC Honda out of the way. Bruising race three resulted in overheating and retirement.



THRUXTON

Strong drive to second in wet first race before taking sixth in second encounter. Gambled on a drying track in the reversed-grid race and was lapped twice when conditions remained bad.



NEWSHAM CV

- 2012**
BTCC
(currently 7th)
- 2011**
BTCC (15th)
- 2010**
Renault Clio Cup (1st)
- 2009**
Renault Clio Cup (5th)
- 2005-08**
Legends UK
(twice runner-up)
- 2004**
Scottish Legends (3rd)

prepares you for touring cars, but there's still a lot to learn," he says. "Your lines are quite different – it's all about getting traction out of the corners."

The 2011 season also convinced Newsham that the Vauxhall Vectra was the S2000 machine to have. The result was a deal with Chris James's ES team, which had purchased two ex-Triple Eight Vectras and – crucially – the crack squad's set-up data.

"I could see the Vectra was a really good chassis and the TOCA engine was extremely reliable last year," he adds. "ES has a lot of ambition to be a top team so we struck a deal I could afford. Had Chris not come along I probably wouldn't have been on the grid this year."

Newsham's 2012 cause has been boosted by that Triple Eight data. "We're not going to make the car any better," he admits.

Newsham had a rude welcome to the front of the BTCC at Brands. While fighting for the lead with established stars Matt Neal and Jason Plato in race one, he was the victim of an optimistic move by Plato's MG. "I think Jason made a mistake – he didn't expect me to brake that late," says Newsham. "I've had some races with him since and it's been fine."

That clash, however, did remove one of Newsham's best chances to win a race. The opportunity to beat the ever-developing NGTC cars, which run wider tyres that last longer, is disappearing.

"They have got an advantage with the tyres – it's a shame we're not all on the same," he says. "We needed the Hondas and MGs to be having problems early on, but the Hondas in particular are so fast."

"I still think we could get a win over the next couple of rounds. Mat Jackson and Rob Collard [who have taken wins in S2000 cars already in 2012] are the guys we need to beat and we're bang on their pace. To beat Mat is like a win for me."

So now that he has shown everyone his ability, is Newsham in the BTCC for the long term? "I'm loving it and want to stay here, but a lot of it comes down to sponsorship," he says. "Next year we'll have to be in an NGTC and to get a new car is expensive. I'm happy with ES and they're happy with me. Anything could happen. I've just got to get out there and perform." ❧

"I still think we could get a win over the next couple of rounds"

"I wanted to be on a bigger stage," says the Norscott Vending MD. "Legends was great, but it was closer to club racing. I've been a BTCC fan for years and wanted to be close to it."

After a learning season with Avery Motorsport, which yielded a win and fifth in the points, Newsham joined leading squad Team Pyro for 2010.

"The first year was all about learning slicks and front-wheel drive," he says. "Pyro was where I wanted to be and as soon as I stepped in the car it was night-and-day different."

After taking the Clio crown by 98 points with a record 12 wins, there was only one place Newsham wanted to go. But his first season in the BTCC didn't go according to plan: a deal to race a Geoff Steel Racing BMW only lasted two rounds and a switch to a Special Tuning Racing SEAT was beset by car problems.

"GSR and I had some disagreements early on," admits Newsham. "The team didn't operate as I wanted."

"STR is a very organised team, but we had an exhaust-manifold issue. We fixed it at the penultimate round and then got fourth at Silverstone."

It wasn't the season he had hoped for, but Newsham had shown flashes of potential and learned a lot. "Clios



Newsham was a star in the Clio Cup

INTERNATIONAL RACES & RESULTS
SUPERSTARS

Donington Park (GB), Rd 3/9

QUICK RESULTS

- Race 1 **Gianni Morbidelli**
- Race 2 **Morbidelli**
- Pole **Morbidelli**
- Fastest laps **Morbidelli x2**

RACE RATING



Some great racing on show behind the dominant Audis

SUPERSTARS INTERNATIONAL SERIES DONINGTON PARK (GB), MAY 20, RD 3/9

Morbidelli and Audi untouchable



Morbidelli used four-wheel drive to win twice in Britain

WEEKENDS DON'T COME MUCH more perfect than Gianni Morbidelli enjoyed at Donington Park.

The Audi Sport Italia driver was untouchable across the Superstars Series' annual visit to England, topping every session.

First practice set the tone for the weekend. On a damp track, the four-wheel-drive RS5 put Morbidelli a second clear of the field. When the track dried later on it was obvious that the Audi was going to be too fast in any weather, Morbidelli pacing FP2 before bashing out four pole laps during qualifying.

What followed were two comfortable wins, with the ex-Formula 1 driver barely troubled in either outing.

"This is a special track for us," he said. "I'm happy for me, happy for the team, and

happy that we have a fantastic car."

Morbidelli's fellow Audi driver Johan Kristoffersson finished second in both races, increasing his points lead in the process. But the Swede's weekend wasn't straightforward. Having missed all of Saturday's running to race in the Scandinavian Touring Car round in Sweden, Kristoffersson started race one last. But such was the Audi's dominance that it was hardly a handicap. Despite Kristoffersson having never driven around Donington before, he climbed to second with 10 minutes remaining. Another second in race two wrapped up a solid Sunday's work.

It could have been an Audi 1-2-3 in both races. Thomas Schoffler qualified

second for race one, but stalled at the start of the formation lap. He eventually got going from the pitlane, and managed to climb to sixth. In race two the problem struck again, but in a more serious manner, the German's RS5 remaining stuck in the pits throughout the race.

As a result, Vitantonio Liuzzi (CAAL Mercedes) and Johnny Herbert (Swiss Team Maserati) shared the third places. While Herbert snagged his podium in race one after a great battle with Liuzzi, Thomas Biagi's Dinamic BMW and Max Pigoli (Ferlito Jaguar), his second race didn't quite go to plan. A mid-race clash with fellow Brit Tom Onslow-Cole, in the other Ferlito Jag, left him seventh. Onslow-Cole, meanwhile,

didn't make it to the end of either race. After starring in qualifying with the third-fastest time, his two races ended with broken suspension (race one) and a broken wheel in race two, thanks to the contact with Herbert.

● Andrew van Leeuwen

RESULTS

Race 1 1 Gianni Morbidelli (Audi RS5), 17 laps in 27m18.823s;

2 Johan Kristoffersson (Audi), +6.971s; 3 Johnny Herbert (Maserati Quattroporte); 4 Thomas Biagi (BMW M3); 5 Vitantonio Liuzzi (Mercedes C63 AMG); 6 Thomas Schoffler (Audi). **Race 2 1 Morbidelli**, 15 laps in 27m18.200s; 2 Kristoffersson, +3.469s; 3 Liuzzi; 4 Francesco Sini (Chevrolet Lumina); 5 Paolo Meloni (BMW); 6 Biagi. **Points** 1 Kristoffersson, 85; 2 Biagi, 69; 3 Liuzzi, 64; 4 Morbidelli, 63; 5 Andrea Larini, 48; 6 Max Pigoli, 45.

Onslow-Cole and Herbert (r) collided in race two



CURRENT STANDINGS

- 1 **Sebastian Vettel** ◇ 27,970
- 2 **Mark Webber** ◇ 20,325
- 3 **Jenson Button** ◇ 19,588
- 4 **Lewis Hamilton** ◇ 19,247
- 5 **Fernando Alonso** ◇ 18,910

Ranking the world's best drivers.....

WHAT HAPPENED THIS WEEK

Gianni Morbidelli secures a massive 251-place rise after dominating in Superstars at Donington. The Italian won both races from pole, moving to an all-time high of 412th. Johan Kristoffersson (167), who raced in Superstars and the STCC last weekend, gains 87 spots.

To see the full list, visit castrodriverrankings.com

NASCAR ALL-STAR RACE CHARLOTTE (USA), MAY 19

Johnson is Hendrick's million-dollar baby

A WEEK AFTER CLAIMING Rick Hendrick's 200th NASCAR Cup win, Jimmie Johnson further added to his team boss's joy by winning the million-dollar All-Star event at Charlotte.

The rules were tweaked this year, with the driver leading at the end of each of the four 20-lap segments guaranteed to be among the top quartet entering the pits ahead of the 10-lap dash to the finish.

It didn't take long for Johnson to move his Chevy to the head of the pack, breezing by the polesitting Joe Gibbs Racing Toyota of Kyle Busch 16 laps in. With nothing left to prove until the end, Johnson then dropped off the back of the pack following the competition caution, preserving his equipment and staying out of trouble.

It was a wise decision as the second segment developed into a spectacular three-abreast contest. Busch's team-mate Denny Hamlin led, but was chased down by the Roush Fenway



Johnson led into pits ahead of final segment

Ford of Matt Kenseth, who secured his place at the front for the finale with an easy pass.

Segment three was decided by just inches as Penske Dodge driver Brad Keselowski and Hendrick's Kasey Kahne staged an epic battle. Initially the scoring suggested Kahne had nicked it (and the \$50,000 bonus), but replays showed Keselowski had held on by the narrowest of margins.

After racing his way into the All-Star with victory in the 40-lap Showdown, Dale

Earnhardt Jr delighted the crowd by driving away from the field in his Hendrick Chevy in the fourth and final segment.

For the final 10 laps, Johnson nailed the restart and drove away from the field. His third All-Star win drew him level with his team-mate Jeff Gordon and the late Dale Earnhardt Sr. "It means a ton to me," Johnson said. "Those are two of the greatest drivers that have ever been in a stock car. To be thought of like that you have to win the

big races, like this one."

Keselowski reckoned he could have challenged with a better restart, but was happy with second. Kenseth took third.

● Connell Sanders Jr

RESULTS

1 Jimmie Johnson (Chevrolet Impala), 90 laps in 1h28m00s; 2 Brad Keselowski (Dodge Charger), +0.841s; 3 Matt Kenseth (Ford Fusion); 4 Kyle Busch (Toyota Camry); 5 Dale Earnhardt Jr (Chevy); 6 Kevin Harvick (Chevy); 7 Marcos Ambrose (Ford); 8 Kurt Busch (Chevy); 9 Kasey Kahne (Chevy); 10 Ryan Newman (Chevy).

IN BRIEF



Stenhouse won at Iowa

NASCAR NATIONWIDE

Roush Ford man Ricky Stenhouse Jr won his third straight Iowa Speedway Nationwide race to increase his points lead over runner-up Childress Chevy driver Elliott Sadler. Michael McDowell (Joe Gibbs Toyota) was third.

NASCAR TRUCKS

Justin Lofton controlled his fuel consumption to perfection to take his first Truck Series win at Charlotte. The Eddie Sharp Chevy driver was followed all the way to the line by Dodge owner/driver Brad Keselowski.

GERMAN CARRERA CUP

Frenchman Kevin Estre took his maiden series win on the Nordschleife in his Attempto-run car. Rene Rast kept his points lead, despite being beaten to second place by British Tolimit team-mate Sean Edwards.

FRENCH GT

The Almeras Porsche squad dominated at Dijon with a win for Franck Perera/Laurent Pasquali to add to the earlier success of Henry Hassid/Anthony Beltoise.

SPANISH GT

Cesar Campanico and Mikko Eskelinen won the opening round at Jarama in their Novadrive Audi R8 LMS. The ACL Ford of Rui Lapa/Matheus Stumpf/David Saraiva pushed them hardest.

EUROPEAN TOURING CARS

Fernando Monje overcame a 10-place grid penalty to take a double win in his SUNRED SEAT at the Salzburgring. Stian Paulsen and Andreas Pfister had a second place each in their SEATs.



Monje in front

SCANDINAVIAN TOURING CAR CHAMPIONSHIP KNUTSTORP (S), MAY 19, RD 2/8

Rydell back on top as Chevy dominates

REIGNING CHAMPION

Rickard Rydell scored a lights-to-flag victory at the twisty Knutstorp circuit to show he means business for a second Scandinavian Touring Car title.

The 2011 champion started from pole for

Chevrolet Motorsports Sweden and was initially challenged by team-mate Michel Nykjaer. But the Dane was black-flagged for jumping the start.

Johan Kristoffersson took up the challenge of battling Rydell, but was forced to

settle for second in the biogas Volkswagen Scirocco run by his father Tommy's Kristoffersson Motorsport concern.

Tomas Engstrom, back after his engine failure at Mantorp Park, put his self-run Honda on the final step of the podium, shadowed by the VWs of Patrik Olsson, Johan Stureson and Jordi Gene.

Nykjaer made amends in race two as he defeated Rydell by just 0.4s to win from pole. Kristoffersson, who headed off to Donington Park for Superstars action right after the finish (see left), was third, while behind him the battle for fourth

between Engstrom and Stureson went down to the wire, Stureson losing his rear bumper and almost being caught by Olsson.

● Tege Tornvall

RESULTS

Race 1 1 Rickard Rydell (Chevrolet Cruze), 20 laps in 20m47.434s; 2 Johan Kristoffersson (Volkswagen Scirocco CNG), +0.726s; 3 Tomas Engstrom (Honda Civic); 4 Patrik Olsson (VW); 5 Johan Stureson (VW); 6 Jordi Gene (VW). **Race 2 1 Michel Nykjaer (Chevy)**, 20 laps in 20m48.649s; 2 Rydell, +0.376s; 3 Kristoffersson; 4 Engstrom; 5 Stureson; 6 Olsson. **Points** 1 Kristoffersson, 83; 2 Rydell, 79; 3 Stureson, 50; 4 Nykjaer, 45; 5 Olsson, 40; 6 Gene, 34.



Rydell (middle) won in Sweden

- Race 1 **Mark Winterbottom**
- Race 2 **Will Davison**
- Poles **Winterbottom/Craig Lowndes**
- Points leader **Davison**

V8 SUPERCARS PHILLIP ISLAND (AUS), MAY 19-20, RD 5/15

It's a fantasy Island for the works Ford squad



Winterbottom escapes Davison

FORD PERFORMANCE RACING dominated the latest V8 Supercar round at Phillip Island, with Mark Winterbottom and Will Davison taking a win apiece at the high-speed venue.

Race one looked to be heading the way of the satellite FPR/Rod Nash

Racing driver David Reynolds, who led until his final pitstop, when a split fuel hose meant his crew could not get the required amount of fuel into his car.

The problem was rectified and Reynolds returned for the fuel a few laps later, but he fell to 21st. Davison

assumed the lead only briefly before Winterbottom forced his way by.

A late safety car bunched the field up and, while Winterbottom was able to escape to victory, Davison was passed by Shane van Gisbergen's Stone Brothers Ford and then pushed onto

the grass by the sister Stone car of Tim Slade. As the out-of-control Falcon rejoined, it cannoned straight into the side of title rival Jamie Whincup's Triple 8 Holden, putting both out on the spot. Slade, Garth Tander (Holden Racing Team) and Lee Holdsworth (Stone Bros) completed the top five.

Things went much better for Davison the following day as he led most of the race easily. But he came under pressure from polesitter Craig Lowndes, who had stalled on the grid and fallen to ninth.

Triple 8 driver Lowndes made a terrific recovery and with just four laps to go took second from the Brad Jones Racing Holden of Jason Bright, who was the best-placed of those who had attempted to stop only once for fuel and tyres

during the race.

Lowndes closed to within 0.6s of Davison, but could not get any closer as the Ford man won for the sixth time in 2012 and maintained his championship lead.

Bright finished third, ahead of van Gisbergen and Whincup.

RESULTS

Race 1 1 Mark Winterbottom (Ford Falcon FG), 32 laps in 55m50.217s; 2 Shane van Gisbergen (Ford), +6.389s; 3 Tim Slade (Ford); 4 Garth Tander (Holden Commodore VE II); 5 Lee Holdsworth (Ford); 6 Rick Kelly (Holden). **Race 2 1 Will Davison (Ford)**, 45 laps in 1h19m46.109s; 2 Craig Lowndes (Holden), +0.555s; 3 Jason Bright (Holden); 4 van Gisbergen; 5 Jamie Whincup (Holden); 6 Winterbottom. **Points** 1 Davison, 1216; 2 Whincup, 1206; 3 Winterbottom, 1187; 4 Lowndes, 977; 5 van Gisbergen, 953; 6 Holdsworth, 932.

SUPER TC2000 SAN JUAN (CRA), MAY 20, RD 4/12

Lack of Lopez luck hands Rossi significant victory



Rossi leads Lopez

MATIAS ROSSI RETOOK THE lead of the Super TC2000 Championship thanks to a commanding win at San Juan in Argentina.

Jose Maria Lopez, who was in a PSG Ford for the first time following a switch from the works Fiat team, was fastest in regular qualifying, but lost out to Rossi in the 'Super 8' elimination stage.

Lopez was Rossi's chief rival during the first half of the race but, when the engine underneath his

Focus's bonnet cut out at one-third distance, the leader was left unchallenged and went on to take victory.

Ricardo Risatti should have been the main beneficiary of this, but his Honda had already stopped thanks to faulty hydraulics.

That meant that it was Christian Ledesma who inherited second place in his Chevrolet.

● Tony Watson

RESULTS

1 Matias Rossi (Toyota Corolla), 34 laps in 41m21.823s; 2 Christian Ledesma (Chevrolet Cruze), +6.113s; 3 Mariano Werner (Chevy); 4 Nestor Girolami (Peugeot 408); 5 Jorge Trebbiani (Ford Focus); 6 Leonel Pernia (Renault Fluence). **Points** 1 Rossi, 83; 2 Werner, 80; 3 Girolami, 72; 4 Trebbiani, 56; 5 Ledesma, 56; 6 Caca Bueno, 50.

BRAZILIAN V8 STOCK CARS RIBEIRAO PRETO (BR), MAY 20, RD 4/12

Serra puts Bueno in his place

DANIEL SERRA TOOK over the lead of the Brazilian V8 Stock Car Championship thanks to a lights-to-flag win on the narrow streets of Ribeirao Preto.

The younger of the two Red Bull Chevrolet drivers, Serra beat his polesitting team-mate Caca Bueno thanks to a perfectly judged getaway at the rolling start.

Risking a jumped-start penalty by choosing to use some of his 100bhp overboost (due to the five-second turbo lag), Serra sailed away from Bueno into the first corner and was peerless throughout.

Despite three safety car periods that reduced Serra's lead to nothing, Bueno could not force a

way past due to Serra's more savvy use of his boost button.

Atila Abreu kept up his record of finishing in the top three on every one of his appearances at Ribeirao Preto. The AMG Chevy driver overtook Julio Campos with four laps to go – Campos suffered from the clutch dropping the gearbox into neutral momentarily whenever he used the

boost in his CA Competicoes Peugeot. ● Lito Cavalcanti

RESULTS

1 Daniel Serra (Chevrolet Sonic), 28 laps in 41m38.772s; 2 Caca Bueno (Chevy), +0.844s; 3 Atila Abreu (Chevy); 4 Julio Campos (Peugeot 407); 5 Marcos Gomes (Peugeot); 6 Thiago Camilo (Chevy). **Points** 1 Serra, 69; 2 Bueno, 64; 3 Ricardo Mauricio, 59; 4 Abreu, 52; 5 Valdeno Brito, 50; 6 Campos, 44.



Serra held off Bueno and co

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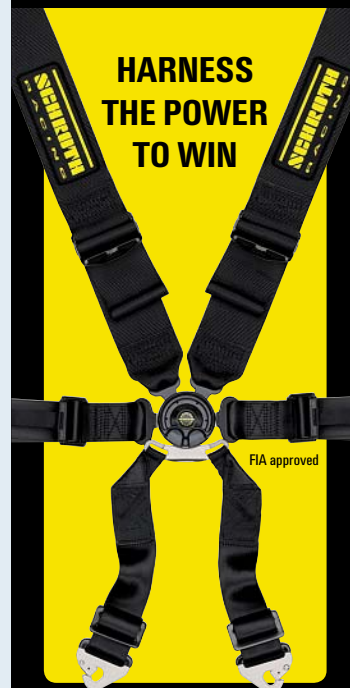
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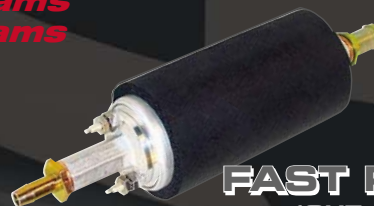
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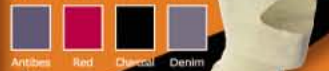
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If you would like to become a part of our growing team, please send your CV together with your salary expectations to: hr@mcclarengt.com

LOTUS F1™ TEAM

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Human Resources
Lotus F1 Team Ltd
Enstone
Oxfordshire OX7 4EE

Email hr@lotusf1team.com

Closing date 8th June 2012

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MRL 115 SENIOR MODEL DESIGN ENGINEER / MODEL DESIGN ENGINEER

We have an opportunity for highly driven and motivated engineers to join our Aerodynamics Design team. The successful applicants will be able to deliver innovative ideas with high quality to tight deadlines. Main responsibilities will be the design of race car aerodynamic surfaces and wind tunnel model components.

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To apply, please send your CV, including salary information to **HR Department, Scuderia Toro Rosso Spa**
Via Spallanzani 21 – 48018 Faenza (RA) – Italy
Or upload your CV in our website: www.tororosso.com → jobs
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HR860 – ELECTRONICS PRODUCTION TEAM LEADER

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You will maintain and support our on and off car wiring systems and assemblies. You will additionally have responsibility for producing high quality Electrical and Electronics components, looms and assemblies within the timescales set, to required specification, using Autosport or Aerospace connectors, MIL spec wiring, and heat shrink moulded parts. As a requirement for this position you will have experience in a Motorsport or Aerospace build environment, with ideally a BTEC NC in Electrical or Electronic Engineering (or equivalent).

To apply, please email recruitment@redbullracing.com quoting the reference number and attaching your CV and covering letter. Please also detail where you have seen the role advertised and your current salary details.

CLOSING DATE FOR APPLICATIONS: 7TH JUNE 2012

For details of available opportunities at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.redbullracing.com

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Formula Ford weighs up wings for 2013

Single-seater category could go aero to increase appeal



EcoBoost cars could get aero packages for next season

BRITISH FORMULA FORD could become a slicks-and-wings series in 2013.

AUTOSPORT understands that organisers are seriously evaluating an aerodynamic package for the new-for-2012 EcoBoost cars for next season.

Ford is weighing up the move as a response to the demise of Formula Renault UK on the eve of the 2012 season. By adding aero, it is reckoned FFord could replace FR UK and attract more drivers to its new EcoBoost formula.

If British Formula Ford was to adopt wings it would echo the days of Formula Ford 2000, which ran from 1975-89, when it was replaced by Formula Vauxhall Lotus in the UK's single-seater landscape.

A NATURAL FIT

The latest Formula Ford design was almost unveiled as a winged car at last September's Frankfurt Motor Show, and AUTOSPORT understands an aero package is already at the design stage.

It is expected that teams would be able to upgrade their existing EcoBoost cars at a cost of around €5000, with engines remapped to increase power to around 230bhp without any mechanical changes. Budgets would be expected to sit at the £150,000-per-season mark.

A source said: "Formula Renault going has changed the landscape. A £50,000 car would be good value for an aero car with 230bhp.

"TOCA would be keen because of the

manufacturer appeal. I wouldn't say it's make or break, but it's an opportunity. We could get ahead of the game."

TEAM SUPPORT

Leading teams reacted positively to the suggestion of wings at last weekend's Brands DTM meeting, because they are hopeful it would increase FFord's appeal.

Jamun Racing boss James Mundy said: "The platform of the car and engine is there and there's a gap that Formula Ford can fill, so why not? We need to boost numbers and if that's what drivers want then that's fine.

"The wings would need to do a bit – it would be pointless otherwise – but the aero doesn't want to overpower the mechanical grip. We don't want to end up with an F3 car."

Fluid Motorsport's Lindsay Allen also welcomed the prospect of Formula Ford becoming a slicks-and-wings category, but emphasised the importance of looking after the category's heritage.

"I think there's a market for it," he said, "but maybe it needs to be done as a step up from EcoBoost so somebody can buy a car and run it for a couple of years, then upgrade it and get more life out of it.

"Formula Ford has been the backbone of British motorsport for the last 30 years. I think there's a gap for a winged car, but still think there's a place for FFord as it is. It's the right way to go, but there are other series looking to come in [in place of FRenault], so we need to be careful."

AUTOSPORT SAYS...

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com



NOW IS THE TIME FOR FORMULA

Ford to make a bold step forward to secure its future.

The purists will no doubt decry putting wings on the cars as heresy, but it's been a long time since the professional single-seater ladder was a thing of purity.

Yes, Formula Ford has a long and great heritage, but now is not a time for looking backwards. The death of Formula Renault in the UK presents a golden opportunity for FFord to re-establish itself as *the* first step in this country for aspiring F1 drivers.

The championship was always wary of trying to play a healthy Formula Renault at its own game, but with the opposition out of the way it can now roll the dice without the risk of looking foolish.

Formula Ford has been left behind as single-seaters have become ever-more aero dependent. It doesn't really matter if the cars are fun to drive and the racing better as a result, because for serious series it's all about the road to F1.

That's why some teams have trouble convincing young karters to look at FFord as a serious alternative to the other categories out there.

Ford was brave to launch its new EcoBoost car for 2012. By taking the plunge and fitting wings, it will have the chance to make the most of it.

Extra contact details

Kevin Turner, features editor
kevin.turner@haymarket.com

JJ Lehto in Formula Ford 2000 action in 1987



PICS: HAWKINS, LAT

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Renault Clio Cup

Hodgetts to Renault Clio Cup

Tin-top ace to replace Dixon at Scuderia Vittoria for rest of Clio Cup campaign

Hodgetts was a Clio frontrunner in 2007

TIN-TOP RACING expert Stefan Hodgetts will replace James Dixon in Scuderia Vittoria's Renault Clio Cup line-up from the next round at Oulton Park in June.

Hodgetts was a rising star in junior single-seater racing before moving to saloon cars a decade ago.

He has since raced in the British Touring Car Championship and scored numerous race wins in the Clio Cup, SEAT Cupra Cup and Trofeo Abarth GB. His most recent full season in the Clio Cup brought him the runner-up spot in 2007.

Team director Danny Buxton said: "We're delighted to welcome Stefan

to the team. Everyone on the British Touring Car Championship support package would agree that you're not going to find a more gifted or proven driver to fill James's boots.

"He has won races in everything he has done, including Clios, and his enthusiasm for this job is immense. Ourselves and the One Call boys can't

wait to start working with him."

Buxton also wished Dixon well. "It is an amicable parting of the ways," he added. "While James hasn't had the results we hoped for, he showed the speed was there.

"He is still in the running for the title so we wish him well, wherever he drives for the rest of the season."

Ginetta GT Supercup

TCR gets Breeze for Ginetta return

CELEBRATED RENAULT CLIO CUP squad Total Control Racing will return to the Ginetta GT Supercup in the next round at Oulton Park, after signing deals with Carl Breeze and Jamie Orton.

TCR ran Breeze to the runner-up spot in each of the past two seasons of Ginetta's premier championship.

Breeze has moved from Tollbar Racing and is currently lying third in the championship, only three points behind Tom Ingram but 118 points down on leader Tom Sharp.

"We're quite a long way behind in the championship but I'm confident I'll have a car capable of winning races



Breeze makes switch from Tollbar to TCR

at every circuit," said Breeze.

Orton, who switches from Caterham squad Fauldsport, is currently 10th in the championship. He bought a Ginetta G55 after winning the Caterham R300 title for the second time in 2011.

Orton said: "So far this year I have struggled a bit without a team-mate and with Carl onboard, that's what I need - a quick team-mate."

British GT

Hines makes race return in G55

SPORTSCAR AND TIN-TOP RACER Luke Hines could complete the British GT Championship season with the Optimum Ginetta squad.

Hines, who raced in the BTCC in 2003-05, agreed a late one-off deal with Optimum Motorsport to replace David McDonald alongside George Murrells at the Nurburgring last weekend. Both sides are expecting the deal to drive the team's Ginetta G55 GT3 to continue at Rockingham next month and possibly for the rest of the season.

Hines, who didn't race last year because of his late father's illness, said: "I'm happy to be back and I've

still got the heart for it. If everything goes according to plan, I should be racing the car again."

Optimum boss Shaun Goff added: "We had a seat available and he wanted to get back in a car. We only did the deal on Tuesday, but we are already talking about Rockingham."

Hines got up to second in race one



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VW Racing Cup

BTCC team offers VW Racing Cup prize drive in new competition

BRITISH TOURING CAR DRIVER

Tony Gilham has launched a new competition that will fund a driver's move into the Volkswagen Racing Cup.

Gilham, whose eponymous squad runs cars in the VW Cup as well as the BTCC, announced the contest at Brands Hatch's DTM meeting last weekend.

Contestants will pay £299 for the first round, in which they will be assessed on a track day. Subsequent rounds will be free and Gilham expects around 20 drivers for the final.



Gilham is offering prize

The winner will get a funded seat in the 2013 VW Cup with Gilham's team, as well as a test in its BTCC car. Second prize will be a test in a VW Cup machine, while the third finisher will have their race licence paid for.

"We've been looking at doing something like this for ages," said Gilham, who hopes the competition will be self-funding but also has investors in place. "Now we've got a touring car it seemed like the right time."

"I'm trying to give someone the opportunity I didn't have. We're looking for someone with raw talent."

Gilham did not rule out the winner graduating to the BTCC if they were successful, and hopes the contest will run long-term. "We'd like to run a scholarship every year," he added.

Those interested should call 01322 278904.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing

S2000s mixed well with Group 6 racers



Silverstone's historic Grand Prix circuit - the Formula 1 layout, albeit with Club Corner eased to save caning steel brakes and period transmissions - always inspires fabulous racing, but demands competitor numbers to make it interesting. And, crucially, pay for the privilege of hiring the venue. Last weekend's HSCC International Trophy meeting achieved both objectives brilliantly.

Adding the Historic Sports 2000 invitation class to the Martini Trophy races doubled the grid size. The Ford Pinto-powered class (introduced in 1977, two years after the European 2-litre Sportscar Championship imploded) looked a natural fit among the glorious Group 6 machines - indeed, they brought an affordable new dimension to the action and an aspirational element to owners.

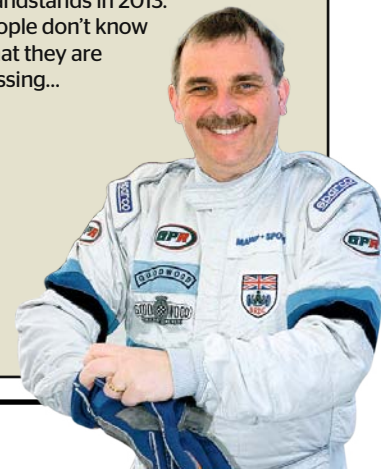
In the sad week when Lola Cars International was placed into administration, the lineage of the cars from Huntingdon was obvious. If one squinted a little, the headlight cut-outs in one of the '78 T492s made it look tantalisingly like its gorgeous older T290 sister, which veteran John Sheldon debuted for Travis drummer Neil Primrose.

Chris Snowdon, winner of the 'S2' section in both legs, is a seasoned clubman who knows a good thing when he sees it.

"It was fantastic to be sharing the track with those cars," he said. "If we [are fortunate to] get the call again, we'll be there every time." The Brands Hatch GP circuit (HSCC Superprix, July 1-2) and Oulton Park (HSCC Gold Cup, August 25-27) would be the richer for them...

It is the sheer variety of cars and quality of racing across the classes that has made historic racing the massive growth area in motorsport over the past couple of decades. Nonetheless it disappoints purists that a small proportion of machines have been 'developed' beyond their period specifications.

The other big concern is that the spectator attendance for a quality meeting - which traces its rich lineage back to the inaugural BRDC International Trophy of 1949 - is negligible. It's not the F1 race it was until '78, when Keke Rosberg triumphed in the sardine can-like Theodore TR1, or the European F2 round it was until '84, but the 400+ entry festival was barely mentioned on Silverstone's website. That is inexcusable. The organising club does not have a big advertising budget, but promote it with the circuit as a freebie for *Express* readers and pack those grandstands in 2013. People don't know what they are missing...



“In the sad week Lola went into administration, its lineage of cars was obvious at Silverstone”

British Formula Ford

Coulthard tries EcoBoost Ford

MERCEDES DTM RACER AND grand prix winner David Coulthard sampled a Formula Ford EcoBoost car during the Brands Hatch DTM meeting last weekend.

The Scot, who was a Formula Ford champion at the beginning of his career in 1989, was being filmed for a forthcoming *Go Motorsport* feature on the BBC's F1 programme.

Coulthard said: "I was a bit nervous because I didn't know the car. The first time I braked for Paddock I heard an odd noise and I thought 'shit, I've locked the rear axle!' But it was just the turbo."

"The car felt good. It felt like a Formula Ford."

DC tried a modern Formula Ford at Brands



"It's a great formula. It's obviously got lost among all the super formulas that are around now, but I was talking to Gerhard Berger and he told me that he's trying to do a sanity check with the FIA and reduce the steps to F1."

"There's so many formulas now and it's hard to know who's really good because drivers don't go up against each other."

Euro NASCAR

Quinn returns in Euro NASCAR

IRISH SINGLE-SEATER RACER

Niall Quinn returned to competition for the first time in over two years when he contested the second round of the Euro Racecar NASCAR Touring Series at Brands Hatch last weekend.

Quinn wants more NASCAR after Brands debut



Quinn, 23, completed a later deal to race a Pole Position 81 Dodge Challenger in the DTM support event.

He qualified eighth in the 21-car field, but dropped out of his first race after several contact incidents, before finishing 16th in his second outing.

Quinn said he is now looking to put together a deal to complete the season. "I hadn't been out in two years - since Indy Lights at Long Beach in April 2010," he said. "It's attractive to me as a series - the level of the drivers in it and the NASCAR association is big as well."



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IN BRIEF

Hawthorns has traded Porsche 911 for TVR



BRITCAR STALWART HAWTHORNS

Motorsport is on the verge of entering the British Endurance Championship. The team is swapping its Porsche 911 for a new 6.2-litre V8 TVR Sagaris built and run by Team Holden Racing. Hawthorns owner Rod Barrett will partner Holden Racing owner Andy Holden in the car.

BRITISH TEAM MARK BURDETT

Motorsport will join the Formula Renault ALPS championship from the next round at Imola with Brazilian racer Gabriel Casagrande. The team originally planned to field Josh Webster and 17-year-old Casagrande in FR UK, before the series was cancelled on the eve of the season.

BTCC TEAM BOSS SHAUN

Hollamby returned to the Volkswagen Racing Cup after six years away at Brands Hatch last weekend, driving a VW Golf GTI. AmD team boss Hollamby finished sixth in race one and 10th in the second encounter.

HENK THUIS AND JO KOPPEJAN

(Radical SRS SL) took victory overall in the headline Special Open Trophy Endurance race at Snetterton's MSVR Belgian Race event last weekend. The team was unable to repeat the feat in the sprint race, which was won by Jelle De Coninck in his Norma M20F.

CHEVRON ENTHUSIAST ROBERT

Shaw finished sixth in last Sunday's HSCC Martini Trophy race at Silverstone at the wheel of B26-74-07 in which Alain de Cadenet/Christian Melville contested the 1974 British Airways 1000Km at Brands Hatch.

RED BULL F1 DESIGN CHIEF ADRIAN

Newey will contest the second round of the Lamborghini Super Trofeo at Silverstone on June 2-3. Newey, who briefly led last weekend's GT and Sports Car Cup race at Silverstone's International Trophy meeting in his lightweight Jaguar E-type, before sliding into the gravel at Vale, will share the Lambo with Italian journalist Alberto Sabbatini.

Newey will swap E-type for Lambo



Kremer 962 finished ninth at Le Mans in '88

Group C/GTP

Le Mans race return for Bell

Five-time 24 Hours enduro winner to drive Porsche 962 in support event

SPORTSCAR RACING LEGEND

Derek Bell will return to the wheel of a Porsche 962C for his first race at Le Mans since 1996 when he takes part in the Group C/GTP Racing support event before next month's 24 Hours.

Five-time Le Mans 24 Hours winner Bell has agreed to drive the ex-Kremer Racing Porsche 962C-K6 owned by pre-war Bentley racer Martin Overington. Bell's participation in the Group C event will mark his return to action on the Circuit de la Sarthe,

16 years on from the last of his 26 participations in the 24 Hours in a McLaren F1 GTR.

Bell, 70, said: "I met Martin at Le Mans last year and he asked if I would be interested in racing his Porsche. I thought, 'What a great idea.'

"The 956/962 is part of me. Getting into one is like putting on a glove. I have a great passion for that car, so I'm happy to drive one any place, any time.

"I'm very excited about this, but I'm not going out there to win. I just want to

enjoy the experience."

Bell will also race Overington's 4.5-litre Bentley at the Le Mans Classic in July. He expects that the two events this year will be his last competitive outings at Le Mans.

"I've said things like that before and they've turned out not to be true," added Bell, who is using the two events to launch his new website: www.derekbell.com, "but I'm pretty sure that these two races are going to be the last times that I'll drive the circuit."

Historic F1

Dean to race McLaren M28 at Silverstone

RACER-TURNED-TEAM BOSS Richard Dean will drive a McLaren M28 in the Historic Formula 1 event on the British Grand Prix bill at Silverstone in July.

Dean will drive the ex-John Watson McLaren, which finished third in the 1979 Argentinian Grand Prix, for the United Autosports



Watson M28 finished third in Argentina in '79

squad he co-owns with Zak Brown. Brown will drive the team's sister McLaren, the M26 that James Hunt used to win the 1977 Japanese Grand Prix, in the same event.

Dean, whose single-seater career peaked in Formula 3000 in 1990-91,

said: "I have raced the car before [at Mont Tremblant in Canada last year], but the opportunity to drive an old F1 car at the British GP meeting is amazing. It doesn't get much better than that."

Brown added: "I want to give Richard a treat, but we're also looking for a good result because the car will be going to auction three weeks after the race."

Brown is also in the process of moving his fleet of historic cars, which includes his Benetton B191B and Lotus-Renault 98T F1 cars, to United's UK workshops.

Masters

Hartley to make historic debut at Brands

GP2 RACER BRENDON HARTLEY will make his historic debut at Brands Hatch this weekend, driving three of fellow New Zealander Roger Wills's cars in the Masters Festival.

Hartley, 22, who has tested some of Moscow-based Wills's F1 cars between his contemporary racing activities, will race a Lotus 92 in GP Masters. He will also share Wills's McLaren M1C and Mercury Comet Cyclone in Sports

Racing and Touring Car Masters events.

Wills's racing manager Joe Twyman, who will co-drive a Mini Cooper S and a Bizzarrini with the boss, said: "Brendon has not seen any of the cars, let alone sat in them yet, but he's a great guy and I'm sure he will enjoy the experience."

New to Wills at the meeting will be the ex-works/David Piper Lotus 16 he plans to debut in the HGPCA Pre-'66 GP races, in place of his Monaco-winning Cooper.

GP2 racer Hartley will race Wills's historic cars



- Race 1 **Eric Lichtenstein**
- Race 2 **Antti Buri**
- Race 3 **Lichtenstein**

“It’s a bit of a downer. We came here to have fun”

Engine problems denied Joe Fulbrook in VW Cup



Cartwright took debut win

DTM SUPPORTS BRANDS HATCH, MAY 18-20

Lichtenstein wins for Argentina



Lichtenstein scored his first Formula Ford wins

ANTTI BURI AND ERIC Lichtenstein split the British Formula Ford wins between them at Brands Hatch, with the score two-one to Argentinian Lichtenstein by the end of the weekend.

Buri led a shortened race on Friday evening, but overworked his JTR Mygale’s tyres, allowing Lichtenstein to pounce and grab a maiden win.

Buri led race two all the way but was under pressure from Jamun Mygale driver Luke Williams, while Lichtenstein’s Jamun car overheated in traffic.

Lichtenstein harried Williams to Druids on the opening lap of race three, but the two banged wheels and Williams looped around into the gravel.

Lichtenstein led from team-mate Jake Cook and Buri, but an oily road on

lap two caused the Finn to slide into – and then over – Cook’s car. Buri fell to seventh but fought back to second behind Lichtenstein, while Cavan Corcoran (JTR Mygale) took third from Melroy Heemskerk (Geva Mygale) on the penultimate lap.

James Walker made amends for a lousy start by winning a frantic VW Racing Cup opener in his Scirocco, taking the lead from Mike Neuhoﬀ for his second win of 2012.

From sixth on the race-two grid, Walker was slow away and had to cope with a sticking throttle as race leader Joe Fulbrook’s Bora succumbed to engine problems. That allowed Neuhoﬀ to lead, but his Golf was deposed by newcomer James Cartwright, who won a red-flagged race.

The Euro Racecar

NASCAR Touring Series brought its own brand of drama, with former Spanish F3 and European Hillclimb champion Ander Vilarino passing Romain Thievin to win the first Elite race.

Vincent Gonneau secured honours in the first Open thrash from Philippe Marie, with NASCAR rookie Ben Anderson third.

The second race, where each class raced either side of a mandatory pitstop, was mayhem, with Villa leading Vilarino until Vilarino gave the

ex-GP2 man a ‘Liberace’ at Druids to take the lead.

When Vilarino slid wide at Graham Hill Bend, fellow Spaniard Villa took the win, while the other race fell to GT racer Adriano Medeiros, who guided Carole Perrin’s Camaro to a win from Gonneau and Joaquin Gabarron.

Ola Nilsson put in a controlled drive to secure VW Scirocco R-Cup honours from Jonas Giesler, who had headed the Swede off the line.

Points leader Jann-Hendrik Ubben took third

with David Brabham fifth, the best of the legends.

A truncated Lotus Cup UK race fell to Adrian Hall (Exige S1) after a duel with the Elise of Rob and David Fenn. Early leader Chris Randall succumbed to an electrical problem in his Europa, caused by melted wires from hot exhaust fumes.

Driving standards weren’t at their highest in the Lotus Elise Trophy races. Mazda champ Rob Boston secured two wins, his second victory coming from 10th on the grid.

● David Addison

BRITISH FORMULA FORD

(10 LAPS) 1 Eric Lichtenstein (Mygale M12-SJ); 2 Antti Buri (M12-SJ) +1.884s; 3 Jake Cook (M12-SJ); 4 Cavan Corcoran (M12-SJ); 5 Fred Martin-Dye (M12-SJ); 6 Fabian Welter (Mygale SJ10). **Class winner** Welter. **Fastest lap** Corcoran 50.280s (85.82mph).

RACE 2 (23 LAPS)

1 Buri; 2 Luke Williams (M12-SJ) +2.483s; 3 Cook; 4 Julio Moreno (M12-SJ); 5 Martin-Dye; 6 Ollie Rae (Mygale SJ07). **CW** Rae. **FL** Buri 46.490s (92.82mph).

RACE 3 (23 LAPS)

1 Lichtenstein; 2 Buri +4.590s; 3 Corcoran; 4 Melroy Heemskerk (M12-SJ); 5 Williams; 6 Martin-Dye. **CW** Welter. **FL** Buri 46.729s (92.34mph).

POINTS 1 Buri, 168; 2 Cook, 132; 3 Martin-Dye, 118;

VW RACING CUP (23 LAPS)

1 James Walker (Scirocco); 2 Mike Neuhoﬀ (Golf) +4.174s; 3 Kieran Griffin (Scirocco); 4 Joe Fulbrook (Bora); 5 James Cartwright (Golf); 6 Shaun Hollamby (Golf). **FL** Walker 53.277s (80.99mph).

RACE 2 (19 LAPS)

1 Cartwright; 2 Walker +1.738s; 3 Neuhoﬀ; 4 Tom Wilson (Golf); 5 Richard Walker (Golf); 6 Howard Fuller (Golf). **FL** Fuller 53.393s (80.82mph).

EURO RACECAR NASCAR TOURING SERIES (25 LAPS)

1 Ander Vilarino (Chevrolet Camaro); 2 Romain Thievin (Dodge Challenger) +1.744s; 3 Javier Villa (Camaro); 4 James Winslow (Camaro); 5 Romain Iannetta (Challenger); 6 Antoine Lioen (Ford Mustang). **FL** Vilarino

49.302s (87.52mph).

RACE 2 (22 LAPS)

1 Vincent Gonneau (Camaro); 2 Philippe Marie (Dodge Charger) +4.742s; 3 Ben Anderson (Mustang); 4 Martin van Hove (Camaro); 5 Alain Grand (Charger); 6 Adriano Medeiros (Camaro). **FL** Medeiros 50.485s (85.47mph). **RACE 3 (24 LAPS)** 1 Villa; 2 Vilarino +3.669s; 3 Thievin; 4 Lioen; 5 Willy Boucenna (Mustang); 6 Freddy Nordstrom (Charger). **FL** Villa 49.658s (86.90mph).

RACE 4 (26 LAPS)

1 Medeiros; 2 Gonneau +8.274s; 3 Joaquin Gabarron (Mustang); 4 Anderson; 5 Grand; 6 Jerome Laurin (Ford Fusion). **FL** not issued. **VW SCIROCCO R-CUP (25 LAPS)** 1 Ola Nilsson; 2 Jonas Giesler +2.848s; 3 Jann-Hendrik Ubben; 4 Moritz Oestreich; 5 David

Brabham; 6 Mark Blundell. **FL** Nilsson 51.846s (83.22mph).

LOTUS CUP UK (48 LAPS)

1 Adrian Hall (Exige); 2 David Fenn/Rob Fenn (Elise) +1.069s; 3 Marcus Jewell (2-Elven); 4 Glenn Sherwood/Jamie Stanley (Exige Cup); 5 Tom Chatterway (2 Elven); 6 Paul McNeilly/BJ Chong (Exige). **CW** Jewell; Sherwood/Stanley; Steve Williams/Martin Donnelly (Evora); Rob Boston (Elise). **FL** Hall 51.869s (83.19mph).

LOTUS ELISE TROPHY (20 LAPS)

1 Rob Boston; 2 Craig Denman +10.224s; 3 Steve Guglielmi; 4 Tom Roche; 5 Ken Savage; 6 Adam Bewsey. **FL** Boston 54.081s (79.78mph). **RACE 2 (17 LAPS)** 1 Boston; 2 Roche +6.644s; 3 Savage; 4 David Hays; 5 Guglielmi; 6 David Carr. **FL** Boston 53.729s (80.31mph).



Euro NASCAR was frenetic on UK return

BRSCC DONINGTON PARK, MAY 19-20

Head’s a superstar at Donington Park

THE MOST EXCITING Superstars support race at Donington Park last weekend had to be the first Caterham Supersport encounter.

Polesitter Aaron Head had a terrible start; he was fifth at the end of the first lap. But the 19-year-old soon made amends, and joined the lead duo of Lee Wiggins and Craig Currie on lap four.

What followed for the next 12 laps was simply sublime racing, as the trio exchanged positions again and again, lap after lap. It looked as if Head was going to bag another victory, but it wasn’t to be. He ran wide onto the grass on the exit of Goddards, which allowed Wiggins to nick it at the flag.

Head was soon back to winning ways in race two. He dived up the inside of Wiggins at the Old Hairpin on the second lap, and would never relinquish the lead. “The young lad is just too quick for us,” said Wiggins.

In Tracksport, it was Jonathan Mortimer and Kurt Brady who shared the spoils. On the final lap of race one, Mortimer nicked the lead at Fogarty’s from James Needham, who was further demoted by a last-gasp move from David Robinson at Goddards.

Brady dominated the second encounter, breaking away from the pack at the restart after a safety car.

Elliott Norris took another victory in the Roadsport category. He passed Paul Thacker on the outside at Redgate at half distance.

In the second race Norris accidentally hit his inertia switch, which caused him to slow at the Melbourne Hairpin. This left the door open for Alex MacIndoe to take the win. Norris recovered to second before running wide at Goddards

on the final lap and slipping back to fourth. But a penalty for Thacker promoted Norris back onto the podium.

Paul Wilson was unbeatable in the pair of R300 Superlight races. He took a lights-to-flag victory in the first stanza and broke away from the pack at around half-distance in race two.

It looked as if Richard Avery had the first MR2 race in the bag, only to accidentally select reverse gear instead of fourth at Schwartz Curve and blow his head gasket. This allowed Paul Corbridge to pass Avery at McLeans on lap six (of seven) to win.

Avery was unable to get his car repaired for race two, so Corbridge’s main challenger was a fast-starting Ian Davies. Corbridge was soon on Davies’s coat tails,



Head came mighty close to taking two Supersport wins

and pressured him into a spin at McLeans on the third lap of the race.

Aaron Trigwell outdragged poleman Jason Cooper to Redgate to take the lead in the first Ford Fiesta race. He then pulled away for his maiden win, as Cooper took second after battling with Matt Foley and John Langridge.

Cooper didn’t make the same mistake in race two, a great start elevating him from third to second. He soon took Matt Foley for the lead at Coppice and opened up a big gap to second-placed Langridge.

John Mawdsley took his first race victory after 40 years of trying in the second Production GTI

outing. He passed Nick Porter at Redgate on lap three and, when Simon Hill pulled over a lap later, his victory was assured.

Nick Porter won the opener, benefiting from Chris Hart’s poor start. Mawdsley was second after a recovering Hart spun at Redgate, and Hill went off at Fogarty’s on the final lap.

Danny Precious (Subaru Impreza) won both Nippon Challenge encounters. After retiring in race one, Martin Price (Impreza) scythed through the field to take a fine second later.

Charles Ladell won both Ford Fiesta Junior races, holding off Jack Mitchell by a mere 0.013s in the second. “I didn’t know if I’d won or not”, said an ecstatic Ladell.

● Matt Upton



Cooper (1) and Trigwell lead the Fiestas away

CATERHAM SUPERSPORT (16 LAPS) 1 Lee Wiggins; 2 Aaron Head +0.279s; 3 Craig Currie; 4 Steve Day; 5 Jeremy Webb; 6 Sean Byrne. **Fastest lap** Head 1m47.220s (83.52mph). **RACE 2 (16 LAPS)** 1 Head; 2 Wiggins +78.46s; 3 Webb; 4 Byrne; 5 Fraser Greenshields; 6 Antony Sidney-Woollett. **FL** Head 1m47.385s (83.39mph). **CATERHAM ROADSPORT (16 LAPS)** 1 Jonathan Mortimer; 2 David Robinson +0.561s; 3 James Needham; 4 Stuart Leonard; 5 Kurt Brady; 6 Mike Hart. **FL** Mortimer 1m49.910s (81.47mph). **RACE 2 (15 LAPS)** 1 Brady; 2 Mortimer +4.929s; 3 Needham; 4 Robinson; 5 Leonard; 6 Hart. **FL** Mortimer 1m48.992s (82.16mph). **CATERHAM SUPERLIGHT (10 LAPS)** 1 Elliott Norris; 2 Paul Thacker +7.250s; 3 Alex MacIndoe; 4 Jake Bradshaw; 5 Robert Chappell; 6 Brad Smith. **FL** Norris 1m52.587s (79.53mph). **RACE 2 (10 LAPS)** 1 MacIndoe; 2 Smith +1.028s; 3 Norris; 4 John Whitehouse; 5 Humphrey Bucknell; 6 Paul Hawthorne. **FL** Smith 1m52.469s (79.62mph). **CATERHAM R300 SUPERLIGHT (18 LAPS)** 1 Paul Wilson; 2 Ian Payne +8.747s; 3 James Sharrock; 4 Mark Shaw; 5 Flick Haigh; 6 Peter Ratcliff. **FL** Wilson 1m41.941s (87.84mph). **RACE 2 (13 LAPS)** 1 Wilson; 2 Shaw +66.14s; 3 Payne; 4 Sharrock; 5 Haigh; 6 Stuart Simpson. **FL** Wilson 1m42.167s (87.65mph). **MR2 RACING SERIES (7 LAPS)**

1 Paul Corbridge; 2 Richard Avery +1.807s; 3 Ian Davies; 4 Nathan Harrison; 5 Dave Hemingway; 6 Neale Hurren. **FL** Corbridge 1m58.282s (75.70mph). **RACE 2 (7 LAPS)** 1 Corbridge; 2 Hemingway +4.458s; 3 Hurren; 4 Harrison; 5 Neil Stratton; 6 Davies. **FL** Corbridge 1m58.766s (75.40mph). **FORD FIESTA (10 LAPS)** 1 Aaron Trigwell (ST); 2 Jason Cooper (ST) +4.444s; 3 Matthew Foley (ST); 4 John Langridge (ST); 5 Nicholas Bowers (ST); 6 David Abbott (ST). **Class winners** David Elsom (SI); Ken Bateman (Zetec). **FL** Cooper 1m52.865s (79.34mph). **RACE 2 (10 LAPS)** 1 Cooper; 2 Langridge +9.706s; 3 M Foley; 4 Bowers; 5 Andrew Foley (ST); 6 Abbott. **CW** Elsom;

Nikolas Barton (Zetec). **FL** Cooper 1m52.860s (79.34mph). **PRODUCTION GTI (7 LAPS)** 1 Nick Porter; 2 John Mawdsley +1.908s; 3 Martyn Walsh; 4 Simon Hill; 5 James Colbourne; 6 Craig Roberts. **CW** Roberts. **FL** Chris Hart 1m56.080s (77.15mph). **RACE 2 (7 LAPS)** 1 Mawdsley; 2 Colbourne +0.738s; 3 Hart; 4 Walsh; 5 Tim Hartland; 6 Nick Jarvis. **CW** Roy Fothergill. **FL** Hart 1m55.876s (77.59mph). **NIPPON CHALLENGE (7 LAPS)** 1 Danny Precious (Subaru Impreza); 2 Jason West (Nissan 200SX) +2.226s; 3 Jason Jesse (Toyota Celica GT4); 4 Kevin Middleton (Subaru Impreza); 5 James Janicki (Nissan Skyline); 6 Adam Lockwood (Nissan 200SX). **CW** West; Richard Johnson

(Honda Civic); Gareth Newton (Mitsubishi Mirage); Neil Stratton (Toyota MR2). **FL** Precious 1m49.754s (81.59mph). **RACE 2 (7 LAPS)** 1 Precious; 2 Martin Price (Subaru Impreza) +2.206s; 3 Lockwood; 4 West; 5 Janicki; 6 Jesse. **CW** Lockwood; Andy Harvey (Honda Integra); Newton. **FL** Price 1m48.502s (82.53mph). **FIESTA JUNIOR (8 LAPS)** 1 Charles Ladell; 2 Jack Mitchell +1.293s; 3 Aiden Moffat; 4 Ben Wilcox; 5 James Ross; 6 James Manning. **FL** Mitchell 1m53.918s (78.61mph). **RACE 2 (8 LAPS)** 1 Ladell; 2 Mitchell +0.013s; 3 Ross; 4 Moffat; 5 Wilcox; 6 Manning. **FL** Mitchell 1m53.691s (78.76mph).

(Nissan 200SX) +2.226s; 3 Jason Jesse (Toyota Celica GT4); 4 Kevin Middleton (Subaru Impreza); 5 James Janicki (Nissan Skyline); 6 Adam Lockwood (Nissan 200SX). **CW** West; Richard Johnson



HSCC SILVERSTONE, MAY 19-20

Ice cool Burton sips dry Martini



FORTY YEARS AFTER John Burton's victory in Barcelona's Montjuich Park secured second place (to Abarth-Osella star Arturo Merzario), in the European 2-litre Sportscar Championship, the veteran's masterful Martini Trophy race win in a later Chevron B26 headlined the HSCC's International Trophy event.

Spurred on by fellow BRDC members, including fabled Chevron engineer Paul Owens, 70-year-old 'Burtie' hurtled through from fourth to demote early leader Dave Gathercole's Lola, then soaked up relentless pressure from Silvio Kalb (March 76S) to triumph by 0.111 seconds.

Kalb proved invincible in Sunday's leg, in which Michele Liguori drove his flame-belching Lola T296 beautifully for a BMW-powered one-two. Burton – mugged at Copse having found pole on the right – recovered to third after a mighty scrap with Doug

Hart (March 75S) and Gathercole, as the top five screamed round together.

For relentless action and drama, Saturday's mixed era 53-car Road Sports racecard-opener was peerless. Three cars from each side filled the top six at flagfall, but a magnificent drive by defending HRS champion Paul Tooms won the day.

Having beached his Lotus Elan at Becketts during damp qualifying, Tooms burst through from row three to lead out of Copse, but Ian Jacobs (Mercedes-Benz 450SL), poleman Charles Barter (Datsun 240Z), his son Julian (TVR 3000M) and Paul Anderson (Porsche 928) were on his case, before Richard Plant (Morgan +8) and Peter Shaw (Elan) joined the fun.

The Merc popped a head gasket and the 'Porker' pitted before Barter Jr lost a wheel at Chapel Curve. Tooms bravely outbraked Plant into Brooklands to regain the initiative

on the last lap.

Michael Lyons (Lola T400) growled ahead of Derek Bell Trophy poleman Simon Hadfield (Trojan T101) as the F5000 aces thundered through Maggotts Curve and edged away. When Hadfield's engine dropped a valve and an oil mist "spat me off at the right-hander after the F1 pits", Lyons gave a virtuoso demo of controlled thuggery.

Although his father

Frank (Eagle FA74) led the opening laps of the second stanza, Michael doubled-up in another family one-two. Although overpowered by F5000 and F2 company, Greg Caton made his 1600cc FAtlantic March a real nuisance in the twiddly bits.

Ian Jones (Lotus 59) blitzed Classic Racing Cars to make it four wins from four starts this year. "We'd been chasing a misfire so I drove my heart out to

make as big a gap as possible," he said.

Behind the New Zealander, a fierce fight embroiled Antony Ross (59) and the Brabhams of Michael Scott and Mike Freeman, but single-seater returnee Niki Faulkner's huge cornering speeds and genius in traffic gave Dave Methley's loaned 1000cc F3 Merlyn second amid the twin-cam cars.

A 10-second jump start penalty at the rolling

Michael Lyons (64) heads Hadfield





Tooms (11) fends off Plant



Nick Fleming (42) leads James Dodd



Burton (60) keeps Kalb's March at bay

getaway denied Benn Simms the first Historic FF1600 victory for a Jomo chassis on its debut. Ben Mitchell (ex-Chris Atkinson Merlyn Mk20A) and Donington victor Callum Grant both ousted the reigning champion fleetingly, but were gifted gold and silver ahead of veteran Stu Baird and the "gutted" Simms. Benn atoned in Classic F3, however, being six

seconds up within a lap. Impressive single-seater debutant Simon Jackson (ex-Quirin Bovy Chevron B43) clung to second, despite the efforts of David Shaw, who scythed past Dave Clark in the middle of Becketts to hound the ex-Caterham racer home.

Mike Whitaker (TVR Griffith) outran Leo Voyazides (Cobra) in a packed Guards Trophy GT encounter in which Ant Scragg soloed his father's Jaguar E-type to third. Nick Fleming's Donington-winning Elan didn't last long, but – having spun his Chevron B8 at Brooklands – his luck turned in the Sports Racing split when electrical failures halted pacesetter Martin O'Connell's B8 and James Dodd's Ginetta G16, the latter on the final lap with all the work done.

When Lotus 18 interlopers Robert Barrie and welcome returnee Jon Milicevic broke, Jack Woodhouse claimed another splendid Formula Junior triumph in his front-engined Elva. In intense pain from a trapped nerve in his back, Brian Mitcham (U2) heroically staved off Simon Goodliff

(Lola) for second. Pat Barford (in the unique Franco-Italian EFAC-Stanguellini) outfoxed Jan Biekens late-on in the Fiat-motivated class.

Milicevic swapped horses for the post-1960 race and won another precisely crafted high-speed Cooper T59 duel with Sam Wilson. Jonathon Hughes (another whose racecraft was honed in the Caterham arena) earned third in his ex-Silvio Moser Brabham BT6, resisting attacks from the Lotus-mounted Hibberds, *pere et fils*, and initial leader Dave Methley (BT6), who spun twice after finding first gear rather than third on downchanges. Unfazed, he bounced back to fourth.

Voyazides' weekend was completed with a Touring Car win on a liberally oiled circuit, although Dan Cox reckoned the master Falconer "generously let" his big-engined Lotus Cortina lead the first lap after a demon run through Copse. Mike Gardner (Falcon) repassed Warren Briggs' Mustang for third on the final lap.

● Marcus Pye

GT AND SPORTS CAR CUP SILVERSTONE, MAY 19-20

Snake charmers honour Shelby legacy

"THIS WEEK, OF ALL weeks, we should remember Carroll Shelby," reflected Simon Hadfield as he emerged from Leo Voyazides' Cobra having converted the Greek's stunning opening stint – from 12th on the grid to second, on leader Martin O'Connell's tail at the stops – to a resounding GTSCC victory.

Adrian Newey's lightweight Jaguar E type started fast, Red Bull's F1 technical guru finishing lap one way clear of the field. But Adrian dumped it in the gravel at Vale second time round ("A schoolboy error," he admitted). Then, having lost five laps escaping, he continued at unabated pace!

After Voyazides relayed Hadfield, O'Connell jumped from Steve Hodges' Jag into Sandy Watson's but was halted by a snapped throttle

cable. Gregor Fisken (in for Clark) pushed Hadfield to the chequer.

Mark Pangborn's fine start enabled E-type owner Jeremy Welch to beat the Chiles family's Cobra to third. And there were class wins for John Emberson/Bill Wykeham (Morgan +4 SLR) and the Alfa Romeo TZ of Nigel Williams/Andy Newall.

● Marcus Pye

RESULTS (24 LAPS) 1 Leo

Voyazides/Simon Hadfield (AC Cobra); 2 John Clark/Gregor Fisken (Jaguar E-type) +8.185s; 3 Mark Pangborn/Jeremy Welch (Jaguar E-type); 4 Chris Chiles/Chris Chiles Jr (Shelby Cobra); 5 Jamie Boot/Dave Coyne (Jaguar E-type); 6 Martin O'Connell/Steve Hodges (Jaguar E-type). **CW** John Emberson/Bill Wykeham (Morgan +4 SLR); Nigel Williams/Andy Newall (Alfa Romeo Giulia TZ); Stephen Bond/Keith Fell (Maserati 250S); Frank Trouillard/Raphael Rondoni (Lotus 11). **FL** Hadfield 2m26.233s (78.36mph).



Hadfield guided the Cobra to victory

MARTINI TROPHY (12 LAPS) 1 John Burton (Chevron-BDG B26); 2 Silvio Kalb (March-BMW 76S) +0.111s; 3 David Gathercole (Lola-FVC T212); 4 Doug Hart (March-BDG 75S); 5 Michele Liguori (Lola-BMW T296); 6 James Dodd (Chevron-Hart B31). **Class winners** Andrew Schryver (Chevron-BDG B21/23); Chris Snowdon (Tiga-Ford SC80).

FL Kalb 2m04.514s (92.02mph). **RACE 2 (9 LAPS)** 1 Kalb; 2 Liguori +36.49s; 3 Burton; 4 Gathercole; 5 Hart; 6 Robert Shaw (Chevron-Hart B26). **CW** Schryver. **FL** Kalb 2m04.220s (92.24mph).

HISTORIC & 70S ROAD SPORTS (8 LAPS) 1 Paul Tooms (Lotus Elan S1); 2 Richard Plant (Morgan +8) +0.265s; 3 Charles Barter (Datsun 240Z); 4 Bruce Stapleton (Morgan +8); 5 Peter Shaw (Lotus Elan S1); 6 Oliver Ford (Lotus Europa). **CW** Plant; Barter; Stapleton; Ford; John Thomason (Triumph GT6); Vicky Brooks (Lotus Elan); Robi Bernberg (TVR Grantura); Dick Coffey (Turner Mk1).

FL Plant 2m32.147s (75.31mph).

DEREK BELL TROPHY (11 LAPS)

1 Michael Lyons (Lola-Chevrolet T400); 2 Frank Lyons (Eagle-Chevrolet FA74) +1m09.488s; 3 Neil Glover (Lola T330/332); 4 Jamie Brashaw (March-BMW 782); 5 Greg Caton (March-BDA 73B); 6 Michael Bletsoe-Brown (Chevron-BDG B29).

FL Michael Lyons 1m55.645s (99.08mph). **RACE 2 (10 LAPS)** 1 Michael Lyons; 2 Frank Lyons +27.036s; 3 Brashaw; 4 Caton; 5 Glover; 6 Greg Thornton (Surtees-Chevrolet TS11). **FL** Michael Lyons 1m56.619s (98.25mph).

CLASSIC RACING CARS (9 LAPS)

1 Ian Jones (Lotus-t/c 59); 2 Niki Faulkner (Merlyn-MAE Mk14) +16.132s; 3 Michael Scott (Brabham-t/c BT28); 4 Antony Ross (Lotus-t/c 59); 5 Tim Kary (Brabham-MAE BT28); 6 Stuart Tizzard (Chevron-MAE B15C). **CW** Faulkner; Sam Mitchell (Merlyn-Ford Mk20). **FL** Jones 2m20.838s (81.36mph).

HISTORIC FF1600 (9 LAPS)

1 Ben Mitchell (Merlyn Mk20A); 2 Callum Grant (Merlyn Mk20A) +0.129s; 3 Stuart Baird (Merlyn Mk11A); 4 Benn Simms (Jomo MR7); 5 Will Nuthall (Jamun T2); 6 David Wild (Lola T200). **CW** Julian Pierce (Macon MR8). **FL** Grant 2m22.539s (80.39mph).

CLASSIC F3 (10 LAPS) 1 Benn Simms (March-Toyota 803B); 2 Simon Jackson (Chevron-Toyota B43) +25.601s; 3 David Shaw (Ralt-Toyota RT1); 4 Dave Clark (Argo-Toyota JM6); 5 Paul Dibden (Ralt-Toyota RT1); 6 Jonathan Price (March-Toyota 783/793). **CW** Graham Kiddy (Dastle-Lotus Mk10); Simon Toyne (Reynard-Ford SF79); Martyn Donn (Supernova-VW BHB3). **FL** Simms 2m09.451s (88.51mph).

GUARDS TROPHY GT (16 LAPS)

1 Mike Whitaker (TVR Griffith); 2 Leo Voyazides (AC Cobra) +11.721s; 3 Ant Scragg (Jaguar E-type); 4 Sean Walker (Lotus Elan 26R); 5 Craig Davies/Joss Ronchetti (Shelby

Mustang GT350); 6 Stuart McPherson/Mark Halstead (Lotus Elan S1). **CW** Scragg; Walker; Andrew Bentley (MGB); Allan & Daniel Ross-Jones (Triumph TR4).

FL Whitaker 2m26.082s (78.44mph). **GUARDS TROPHY SPORTS RACING (17 LAPS)** 1 Nick Fleming (Chevron-BMW B8); 2 Will & Michael Schryver (Chevron-BMW B6) +23.808s; 3 James Schryver (Chevron-BMW B8); 4 Richard Piper (Fitzgerald B2 Brahma-Lotus t/c); 5 Charles Allison (Chevron-BMW B8); 6 James Dodd (Ginetta-BMW G16).

CW Piper; Brian Casey (Lenham-Lotus t/c P69); Tony Bianchi (Brabham-Lotus t/c BT5). **FL** Martin O'Connell (Chevron-BMW B8) 2m16.258s (84.09mph). **HISTORIC FORMULA JUNIOR A (8 LAPS)** 1 Jack Woodhouse (Elva 100); 2 Brian Mitcham (U2 Mk2) +8.194s; 3 Simon Goodliff (Lola Mk2); 4 Crispian Besley (Cooper T56); 5 Andrew Tart (Bond); 6 Richard Ellingworth (Gemini Mk2). **CW** Besley; David Hall (BMC Mk1).

Pat Barford (EFAC-Stanguellini).

FL Jon Milicevic (Lotus 18) 2m30.588s (76.09mph).

HISTORIC FORMULA JUNIOR B (9 LAPS)

1 Jon Milicevic (Cooper T59); 2 Sam Wilson (Cooper T59) +1.036s; 3 Jonathon Hughes (Brabham BT6); 4 David Methley (Brabham BT6); 5 Andrew Hibberd (Lotus 22); 6 Michael Hibberd (Lotus 27). **CW** Pete Morton (Lightning Envoyette); Andrew Wilkinson (Lynx T3). **FL** Wilson 2m20.869s.

HISTORIC TOURING CARS (8 LAPS)

1 Leo Voyazides (Ford Falcon); 2 Dan Cox (Ford Lotus Cortina) +8.592s; 3 Mike Gardiner (Ford Falcon); 4 Warren Briggs (Ford Mustang); 5 Richard Dutton (Ford Mustang); 6 Greg Thornton (Ford Falcon). **CW** Cox; Thornton; Neil Brown (Ford Lotus Cortina); Andy Yool (Ford Anglia 105E); Simon Benoy (Hillman Imp); Roger Phillips (Austin Cooper S); John Pugsley (Ford Anglia 105E). **FL** Voyazides 2m31.146s (75.81mph).



FORMULA RENAULT BARC ROCKINGHAM, MAY 19-20

Morris motors to slick double from Malvern

SEB MORRIS SURGED to the top of the Formula Renault BARC standings with two faultless wins – his second and third of 2012 – as former points leader Josh Webster endured a weekend to forget, one that could have huge implications for his title bid.

The top three was the same in both races at Rockingham, Fortec Motorsports racer Morris heading home Scott Malvern, who also profited from Webster’s misfortune to move into second in the points. Behind them, James Fletcher claimed his first podiums of the year.

“Rockingham is one of my least-favourite tracks, so to come away with two poles, two wins and fastest

lap isn’t bad,” said Morris.

Malvern actually posted a new lap record in race one but felt his Cliff Dempsey-run car was still lacking the speed to truly compete: “I’m not sure we had the pace here. I know we got fastest lap in the first race but we were really losing out on the straights. It’s been a pretty good weekend though.”

As everything went perfectly for Morris, Webster’s weekend couldn’t have been a bigger contrast. The flash-point for the start of the MGR driver’s horrendous luck came during the rain-affected first qualifying session, newcomer Ovie Iroto losing control of his car at Turn 1 of the oval and spinning into Webster’s path.



Morris was dominant

The damage was substantial, Iroto’s car a write-off and the Team UK driver’s machine not fairsing much better. Although Webster missed race-two qualifying, and therefore started at the back, his team got the car ready in time, but he was on the receiving end of contact again and only took 11 points.

Ex-Carrera Cup racer Kieran Vernon, making an eleventh-hour return to the series after joining Hillspeed, showed his quality with two superb drives from lower-than-expected grid positions. He rose from ninth to fourth in race one, and in the second stormed from 17th to fifth.

RESULTS (17 LAPS) 1 Seb Morris; 2 Scott Malvern +0.559s; 3 James Fletcher; 4 Kieran Vernon; 5 Macaulay Walsh; 6 David Wagner. **FL** Malvern 1m18.015s (89.52mph) **record. RACE 2 (15 LAPS) 1 Morris;** 2 Malvern +3.196s; 3 Fletcher; 4 Hon Wei Cao; 5 Vernon; 6 Trent Hindman. **FL** Morris 1m18.421s (89.05mph). **POINTS 1 Morris, 140;** 2 Malvern, 128; 3 Webster, 99; 4 Walsh, 95; 5= Wagner & Fletcher, 86.



Birch (24) won both contests

PORSCHE GT3 CUP ROCKINGHAM, MAY 19-20

Birch lashes them twice to make it three from four

JAMES BIRCH BLITZED both Porsche GT3 races at Rockingham, making it three wins from four for the season. But his 20-second winning margin in Saturday’s opener was far greater than it should have been, due to a last-lap, final-corner tangle between John Ferguson and Steven Liquorish.

While polesitter Birch was never challenged, the fight for second was close and originally included Justin Sherwood as well as Ferguson and Liquorish.

But an unfortunate right-rear puncture on lap four wrecked Sherwood’s podium hopes while he was lying in third place.

There was nothing to choose between Ferguson and Liquorish until three laps from home. By that point Ferguson looked to have done enough, but on the penultimate lap it all changed when his pace dramatically dropped and he defended stoutly to keep Liquorish at bay.

On the final lap, good drive out of Tarzan enabled

Liquorish to get alongside Ferguson. Liquorish nosed ahead into the braking zone but Ferguson did not cede and contact was inevitable. Pete Smallwood came through to take second.

In Sunday’s encounter, Neil Houston made a screamer of a start to take the lead from sixth on the grid, but Birch had the inside line for Deene and reassumed first as Houston was bundled back to fourth.

The safety car was deployed for a lap on the second tour but no threat was forthcoming to Birch, who went on to win by four seconds from Sherwood.

Liquorish mounted a podium charge on Ferguson but there was no repeat of the race-one incident.

● Marc Orme

RESULTS (18 LAPS) 1 James Birch; 2 Pete Smallwood +19.495s; 3 John Ferguson; 4 Neil Houston; 5 Steven Liquorish; 6 Mark Flaherty. **CW** Tom Hallissey. **FL** Birch 1m23.738s (83.40mph). **RACE 2 (18 LAPS) 1 Birch;** 2 Sherwood +4.271s; 3 Ferguson; 4 Liquorish; 5 Houston; 6 Flaherty. **FL** Birch 1m22.216s (84.94mph).

CATERHAM SUPER GRADUATES ROCKINGHAM, MAY 19-20

Briant steals victory

TOBY BRIANT TOOK an unexpected victory in the first of the Super Graduate Caterham races after a last-lap coming together at Deene between erstwhile leader Jonathan Miller and Neil Shinner.

Polesitter Dylan Stanley traded the lead with fellow front-row starter Jon Wolfe for the bulk of the damp encounter. Stanley spun his car exiting Brook at the end of lap 11.

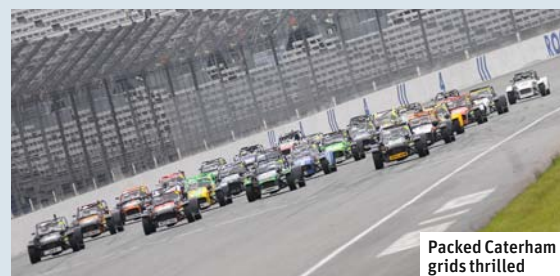
When the new top two of Shinner and Miller tangled, that allowed Briant to sneak

through for the win.

In race two, Shinner, Stanley, Briant and Wolfe managed to break away from the pack midway through before Stanley went on to win.

● Marc Orme

RESULTS (13 LAPS) 1 Toby Briant; 2 Neil Shinner +3.874s; 3 Dylan Stanley; 4 Jon Wolfe; 5 Sean Mighall; 6 Jonathan Miller. **CW** Ian Anderson. **FL** Stanley 1m38.837s (70.66mph). **RACE 2 (14 LAPS) 1 Stanley;** 2 Shinner +0.662s; 3 Briant; 4 Wolfe; 5 Mighall; 6 Charles Elliott. **CW** Simon Pashley. **FL** Andy Molsom 1m33.931s (74.35mph).



Packed Caterham grids thrilled

“It was a walk in the park really”

Ric Wood won by over a minute in his Astra



Voaden won both V-TEC races easily

NORTH WEST SPORTS/SALOONS OULTON PARK, MAY 19

Wood's Astra DTM proves unstoppable

RIC WOOD ONCE again took the top step of the podium in the CNC Heads North West Sports/Saloons, after wet tyres on a drying track slowed most rivals to his immaculate Opel Astra DTM.

Rob Spencer's Locosaki and the Caterham CSR of Peter Davies had a fantastic duel in the early laps. Davies led over Hilltop on lap three, but a lap later Wood surged past both of them in one move.

Wood settled into a pace and eased clear to take his win by well over a minute.

As the slick-shod Caterham of Nick Cresswell came through to second, Davies was locked in combat with

Spencer. He was ahead with one lap to go, but “I overshot at Island Hairpin on the last lap and gave it him back,” he explained.

Cam Forbes began to struggle as his Westfield's tyres went off, allowing Tim Harmer's Fisher Fury to take fifth. Harmer was being caught rapidly by the Esprit V8 of Simon Allaway.

Steve Owen's Westfield headed the first half of the BARC 100th Anniversary relay race, but Spencer was soon in the clear after team-mate Daniel Prendergast's opening stint in his Genesis Evo.

Davies fought for second with Forbes, before Forbes spun with a lap to go.

● Peter Scherer



Wood builds his lead

RESULTS (15 LAPS)

1 Ric Wood (Opel Astra DTM); 2 Nick Cresswell (Caterham 7) +1m03.063s; 3 Robert Spencer (Stuart Taylor Locosaki); 4 Peter Davies (Caterham CSR); 5 Tim Harmer (Fisher Fury); 6 Simon Allaway (Lotus Daytona Esprit V8). **CW** Cresswell; Spencer; Dennis Crompton (BMW E36 M3); Chris Maries (BMW 325 E30); Jamie Cryer (Ford Fiesta). **FL** Wood 1m25.503s (93.72mph).

BARC 100K (23 LAPS)

1 Danny Prendergast (Genesis Evo)/Robert Spencer (Stuart Taylor Locosaki); 2 Brian Dean (Westfield Sei)/Peter Davies (Caterham CSR) +25.773s; 3 Kevin Cryer (Caterham 7)/Cam Forbes (Westfield SeiW); 4 Helen Allen (Ford Fiesta XR2)/Ric Wood (Opel Astra DTM); 5 Jamie Cryer (Ford Fiesta)/Sam Smeeth (Ferrari F430); 6 Steve Owen (Westfield Sei)/Richard McMahon (MK Indy). **FL** Wood 1m24.398s (94.95mph).



Sharpe (66) inherited a victory

MGOC OULTON PARK, MAY 19

Sharpe and Pain share spoils as Byrne is excluded

WILL SHARPE AND Vince Pain shared the victory spoils in the MGOC, but Sharpe's win only came after Simon Byrne had been excluded.

Byrne's ZR had built a fairly comfortable lead early in race one, as Sharpe battled past Stuart Philps (MGF) at Cascades on the

second lap before reeling in the F of Peter Higton.

It was another couple of laps before Sharpe was up to second and then the gap started to close to the leader.

Byrne stayed in command but had his victory taken away due to a tyre mix-up, which

left Sharpe to inherit the win. Higton retained second. The ZRs of John O'Brien and Vince Pain were nose to tail behind, after David Mellor's F was sidelined with clutch failure after contact with the wild Sam Smith.

Smith still came home fifth after a pair of spins.

Sharpe led from the start of race two, but after two laps Byrne, who had taken Higton for second, was poised to challenge for the lead. Into Knickerbrook for the sixth time Byrne nosed

in front, but Sharpe wasn't prepared to surrender. As they headed for Druids with barely inches to spare, the inevitable contact was made and both ended their races in the tyrewall.

Pain had already taken Higton as they came over Hilltop a lap earlier and eased himself clear. “It had been hard to get by, but then I got a run on him and after that I got away,” he said.

Mellor had also managed to edge away to clinch third, after leaving Smith and O'Brien to fight for fourth. O'Brien finally claimed it into Old Hall on the last lap.

● Peter Scherer

RESULTS (9 LAPS)

1 Will Sharpe (ZR 160); 2 Peter Higton (F) +20.008s; 3 John O'Brien (ZR 160); 4 Vince Pain (ZR 160); 5 Sam Smith (F); 6 Dean Sullivan (ZR). **CW** Higton; Harjinder Bhambra (ZS); Paul Eales (BGT). **FL** Sharpe 1m45.713s (75.80mph). **RACE 2 (9 LAPS)** 1 Pain; 2 Higton +1.150s; 3 David Mellor (F); 4 O'Brien; 5 Smith; 6 Paul Wisbey (F). **CW** Higton; Jeremy Rivers-Fletcher (ZS); Eales. **FL** Byrne 1m44.363s (76.78mph).

IN BRIEF

Dance edges ahead in Pickups



PICKUP TRUCKS

Unsurprisingly close action from the Pickup Trucks on Rockingham's oval delivered two different winners in the forms of Paul Poulter and Steve Dance. Poulter and Nic Grindrod were able to work together to break away in race one, while in the second encounter Dance shaded a tight four-way battle.

CATERHAM MEGA GRADS

Former champion Jamie Ellwood edged Adrian Russell by less than 0.2 seconds to win the first race at Rockingham. Mick Whitehead put a race-one spin behind him to win the second from Ellwood.

CATERHAM CLASSIC GRADS

David Pearson made it six wins from six races in the Caterham Classic Graduates at Rockingham. He edged home 0.4 seconds clear of Stuart Higgins on Saturday and managed to break away from the pack in race two to dominate.

HONDA V-TEC

Richard Voaden's Integra took two dominant victories at Oulton, but it was tighter behind. Stuart MacMaster (Integra) battled away with the Civic of David Hill before claiming second in race one. MacMaster was second again in race two.

SPIRIT OF THE 60s

Crossle veteran Arnie Black lost his dominant first-race lead with a drive-through penalty for missing the pitstop window at Oulton. Gwyn Pollard (Crossle) inherited victory, with the recovering Black and David Witt (Chevron) spinning at Knickerbrook and Black claiming second. Black won race two easily from Pollard and Witt.

Black was penalised





Metro 6R4 leads Croft pack

LYDDEN IN BRIEF



Oldfield won race two

BEETLE CHALLENGE

Steve McGillivray was a worthy winner of the first race for old VW Beetles. And once he had broken free from the pack in race two, he pushed the winner, Paul Oldfield, all the way. Simon Seridges recovered from his retirement in the first race to finish a spectacular third.

APEX FORMULA VEE

Jason Worthington won the first race by almost half a minute from Charles Blackmore, but in race two he only just held on to beat Beetle race winner Paul Oldfield. The third encounter was won by Danny Brigham, who set the fastest lap of all.

SEMSEC SPORTS CARS

Championship honours were shared between Radical drivers Charles Harvey-Kelly and David Watson. In a remarkable piece of symmetry, each notched up a win and a spin while challenging the other. Paul Gibb was consistently the best of the Caterham competitors.

SEMSEC SINGLE-SEATERS

Dave Connor was clearly the quickest, but his Jedi retired from race one with an electrical problem so Phil Slate won once his F3 Dallara had found a way past Innes Hickman's Formula Ford. Connor lapped Hickman twice and Slate once in race two.

VAG INVITATION

Kenny Coleman and his Ford Sierra Cosworth won three of the four races, following Caterham R400 driver Gerry Fincham's victory in the first outing. Mike Marais had led for most of the final race in his SEAT Leon Cupra, but was pipped by just 11 thousandths by Coleman.



Ford won in VAG

SEMSEC SALOONS LYDDEN, MAY 19-20

Richards and Field share the honours

TOMMY FIELD Sr, BILL Richards, Tom Carey and Nigel Craig were all fairly evenly matched at Lydden last weekend, but Field was the only one whose car made it through without a problem.

Craig's Subaru seized the lead at the start, but he soon came under pressure from Richards and Field. Eventually, Richards squeezed past when Craig ran wide at the Devil's Elbow and he began to pull away as the Scooby slowed: a sensor had blown out of the exhaust manifold.

Then Field moved up to challenge Richards, but the latter's bright blue Mini held on to win by a

whisker. Mary Grinham was a lonely third ahead of fast-improving track-day graduate Andy Banham.

Field made the best of the race two start, chased by Richards, but it was Carey in the ex-Gary Streat Honda CRX (not raced for 15 years) who was really on a charge. Tom 'The Bomb' set the fastest lap of the race on lap three, breezed by Richards and soon caught the leader.

Then the lightweight Honda just stopped with an electrical problem.

Richards' effort was blunted when the gearlever came off in his hand and he had to settle for second place ahead of Peter



Field leads Carey and Richards

Wilkinson and Grinham, leaving Field to secure a comfortable victory.

● Kerry Dunlop

RESULTS (BOTH 16 LAPS)

1 Bill Richards (Rover Mini Clubman); 2 Tommy Field Sr (Ford Fiesta Silhouette) +1.262s; 3 Mary Grinham (Maguire Mini); 4 Andy Banham (Subaru Impreza); 5 Peter

Wilkinson (Peugeot 306); 6 John Aitkenhead (VW Beetle). **Class winners** Field; Tristan Barden (Rover Mini); William Horsey (Peugeot 106 Rallye). **Fastest lap** Carey 44.419s (81.04mph).

RACE 2 1 Field; 2 Richards +14.921s; 3 Wilkinson; 4 Grinham; 5 Aitkenhead; 6 Banham. **CW** Richards; Barden. **FL** Carey 45.249s (79.55mph).



Honeywell took fine Fun Cup win

FUN CUP CROFT, MAY 19-20

Victory to Honeywell despite Greensall charge

REIGNING CHAMPION Team Honeywell claimed its first victory of the year as Croft played host to a cold and wet round two of the Fun Cup.

Honeywell's Neil Plimmer started fourth and moved up to second before handing over to Geoff Fawcett.

There was confusion when a marshal (incorrectly) informed the team that Fawcett's belts were twisted and he needed to pit. Despite the stop, Fawcett caught Joachim Ritter to lead.

A late safety car reduced Honeywell's advantage and Racelogic's Nigel Greensall charged after the leader.

But with one lap to go,

Greensall clipped the tyre barrier at the complex, which launched him into the tyrewall opposite. Greensall limped home second as Honeywell celebrated victory.

RESULTS (5 HOURS - 171 LAPS)

1 Team Honeywell (Neil Plimmer/ Geoff Fawcett); 2 Team Racelogic (Julian Thomas/Nigel Greensall/ Joachim Ritter) +45.204s; 3 Eco Racing (Paul Abraham/Pat Blakeney/Jason Simon); 4 Scarab/ Indigo Racing (Stephen Johansen/ Abraham de Groot); 5 JPR 146 (Ally McKeever/Tim Wheeldon/Steve Harris); 6 JPR/Ecurie Escargot (Will Pembroke/James Somerston/John Bullough). **FL** Team Honeywell 1m37.876s (77.24mph).

NSSCC CROFT, MAY 19-20

Fast cars falter at Croft

TONY ALLISON AND Garry Watson took wins in Croft's Northern Saloons & Sportscars encounters after favourites Mike Cutt and Jeff Wilson hit trouble.

Reigning champion Cutt was comfortably leading the first of two 'tiddler class' races, but stopped when flames appeared through his BMW's dashboard. Allison's Mitsubishi therefore ran out the winner from Martin Lofthouse's fast-closing Triumph TR8 and Martin Addison's giantkilling Peugeot 106.

Cutt was a dominant winner second time out, ahead of Ken Hall's Metro 6R4 and Allison's Evo 8.

Watson's Westfield had built a 14-second lead in the first of the two 'big banger' races, as Wilson lost time fighting through from 10th to second. Once there, the Lotus Elise driver quickly closed the gap and moved ahead to win.

Wilson, though, retired from the second race as a gearbox failure sent his car into a spin. After a red

flag to retrieve the Lotus, Watson cruised to victory. ● Joe Gillis

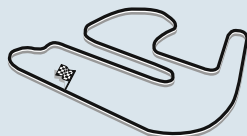
RESULTS - CLASSES B, C, D & H (BOTH 11 LAPS)

1 Tony Allison (Mitsubishi Evo 8); 2 Martin Lofthouse (Triumph TR8) +0.908s; 3 Martin Addison (Peugeot 106); 4 Paul Moss (Citroen Saxo); 5 Miles Collins (Peugeot 205 GTi); 6 David Cox (Peugeot 205 GTi). **CW** Lofthouse; M Addison; Cox. **FL** Mike Cutt (BMW M3) 1m32.287s (81.92mph). **RACE 2 1** Cutt; 2 Ken Hall (Metro 6R4) +20.335s; 3 Allison; 4 M Addison; 5 Moss; 6 Stephen Kell (Ford Sierra XR4x4). **CW** M Addison; Lofthouse; Cox. **FL** Cutt 1m32.484s (81.74mph).

CLASSES A1, A2 & E (12 LAPS)

1 Jeff Wilson (Lotus Elise); 2 Garry Watson (Westfield) +6.203s; 3 Colin Simpson (Marcos Mantis); 4 Philip Duncan (Westfield); 5 Bill Addison (Caterham Superlight); 6 Stewart Whyte (Ford Escort Cosworth). **CW** Simpson; B Addison. **FL** Wilson 1m23.527s (90.51mph) **record**. **RACE 2 (10 LAPS) 1** Watson; 2 Simpson +12.265s; 3 Duncan; 4 Sam Arrenberg (Caterham CSR); 5 Whyte; 6 David Botterill (Porsche 944). **CW** Simpson; Arrenberg. **FL** Watson 1m27.153s (86.74mph).

SPORTS EXTRA RESULTS ROUND-UP



Rockingham



Oulton Park International



Lydden



Gwyn Pollard's 9S won in Spirit of the '60s

OULTON PARK BARC, MAY 19

HONDA V-TEC CHALLENGE (9 LAPS)

1 Richard Voaden (Integra); 2 Stuart Macmaster (Integra Type R) +5.083s; 3 David Hill (Civic Type R); 4 Michael Clark (Civic); 5 Rick Rowles (Civic Type R); 6 Robert Williams (Civic Type R). **CW** Macmaster; Clark. **FL** Voaden 1m39.611s (80.44mph).

RACE 2 (9 LAPS) 1 Voaden; 2 Macmaster +8.660s; 3 Clark; 4 Richard Chilton (Integra); 5 Mark Chese (Civic Type R); 6 Stuart King. **CW** Macmaster; Clark; James Hammett (Civic). **FL** Voaden 1m38.612s (81.26mph).

SPIRIT OF THE '60s CHALLENGE (25 LAPS)

1 Gwyn Pollard (Crosle 9S); 2 Arnie Black (Crosle 9S) +9.898s; 3 David Witt (Chevron GR8); 4 Andrew Todd (Crosle 9S); 5 Bill Gowdy (Crosle 9S); 6 Darren Nelson (Chevron GR8). **FL** Black 1m30.908s (88.15mph).

RACE 2 (26 LAPS) 1 Black; 2 Pollard +24.574s; 3 Witt; 4 Todd; 5 Garry Wilson/Ian Wilson (Crosle 9S); 6 Gowdy. **FL** Witt 1m31.754s (87.33mph).

LYDDEN SEMSEC, MAY 19-20

BEETLE CHALLENGE (BOTH 14 LAPS)

1 Steve McGillivray; 2 Phil Thompson +3.437s; 3 Lawrence Butcher; 4 Stephen Page; no other finishers. **RACE 2** 1 Paul Oldfield; 2 McGillivray +0.754s; 3 Simon Seridges; 4 Thompson; 5 Butcher; 6 Page. **FL** 52.379s (68.72mph).

APEX VEE EXHIBITION (45 LAPS)

1 Jason Worthington (Storm); 2 Charles



David Watson had an eventful Lydden

Blackmore (Storm) +27.247s; 3 Sam Engineer (Sheane Mk2); 4 Phil Foster (Storm); 5 Peter Andrews (Sheane Mk3); 6 Phil Thompson (Storm). **FL** Worthington 47.852s (75.22mph).

RACE 2 (15 LAPS)

1 Worthington; 2 Paul Oldfield (Storm) +2.280s; 3 Foster; 4 Andrews; no other starters. **FL** Worthington 47.076s (76.46mph).

RACE 3 (16 LAPS)

1 Danny Brigham (GAC); 2 Foster +12.803s; 3 Andrews; 4 Engineer; no other starters. **FL** Brigham 46.918s (76.72mph).

SEMSEC SPORTS RACING (BOTH 17 LAPS)

1 Charles Harvey-Kelly (Radical SR4); 2 David Watson (Radical PR6) +13.747s; 3 Paul Gibb (Caterham 7 HPC); 4 Steve Garner (Westfield Megabusa); 5 Mark Bishop (Caterham 7); 6 Bruce Wilson (Caterham CSR Superlight).

RACE 2 (15 LAPS)

1 Watson; 2 Harvey-Kelly +0.597s; 3 Gibb; 4 Wilson; 5 Garner; 6 Bishop. **CW** Harvey-Kelly; Fincham. **FL** Harvey-Kelly 42.232s (85.24mph).

SEMSEC SOUTH EAST CHALLENGE (15 LAPS)

1 John Powis (Radical PR6); 2 Gibb +1.605s; 3 Wilson; no other finishers. **CW** Gibb. **FL** Harvey-Kelly 42.822s (84.06mph).

SEMSEC SINGLE-SEATERS (16 LAPS)

1 Phil Slate (Reynard 893); 2 Innes Hickman (Van Diemen RF89) +1.005s; no other finishers. **FL** Dave Connor (Jedi Mk6) 42.108s (85.49mph).

RACE 2 (18 LAPS)

1 Connor; 2 Slate -1 lap; 3 Hickman; no other starters. **FL** Connor 40.254s (89.42mph).

APEX VAG INVITATION (15 LAPS)

1 Gerry Fincham (Caterham R400); 2 Kenny Coleman (Ford Sierra Cosworth) +11.862s; 3 Peter Wilkinson (Peugeot 306); 4 Clinton Compaan (SEAT Leon Cupra); 5 William Hornsey (Peugeot 106 Rallye); 6 Reece Jones (SEAT Ibiza). **FL** Fincham 47.016s (76.56mph).

RACE 2 (15 LAPS)

1 Coleman; 2 Compaan +2.712s; 3 Robert Farndon (VW Golf GTI); 4 Jones; 5 Lawrence Butcher (VW Beetle); 6 Stephen Page (VW Beetle). **FL** Coleman 49.806s (72.27mph).

RACE 3 (15 LAPS)

1 Coleman; 2 Mike Marais (SEAT Leon Cupra) +6.415s; 3 Vic Hope (Honda Civic Type R); 4 Jones; 5 John Aitkenhead (VW Beetle); 6 Phil Thompson (VW Beetle). **FL** Coleman 48.499s (74.22mph).

RACE 4 (15 LAPS)

1 Coleman; 2 Marais +0.011s; 3 Hope; 4 Jones; 5 Thompson; no other starters. **FL** Coleman 49.235s (73.11mph).

ROCKINGHAM BARC, MAY 19-20

CATERHAM MEGA GRADUATES (12 LAPS)

1 Jamie Ellwood; 2 Adrian Russell +0.189s; 3 Nicholas Haryett; 4 Mick Whitehead; 5 Glenn Burtenshaw; 6 Nick Frost. **Fastest lap** Whitehead 1m32.631s (75.39mph).

RACE 2 (14 LAPS)

1 Whitehead; 2 Ellwood +0.431s; 3 Haryett; 4 Russell; 5 Burtenshaw; 6 Frost. **FL** Ellwood 1m31.678s (76.17mph).

CATERHAM CLASSIC GRADUATES (13 LAPS)

1 David Pearson; 2 Stuart Higgins +0.418s; 3 Andrew Outterside; 4 Graeme Smith; 5 Stuart Thompson; 6 James Russell. **FL** Amanda Black 1m38.396s (70.97mph).

RACE 2 (13 LAPS)

1 Pearson; 2 Outterside

+4.181s; 3 Higgins; 4 Graham Smith; 5 Thompson; 6 Graeme Smith.

FL Black 1m39.791s (69.98mph).

PICKUP TRUCKS (33 LAPS)

1 Paul Poulter; 2 Nic Grindrod +0.121s; 3 David Longhurst; 4 Phil White; 5 Anthony Hawkins; 6 Steve Dance. **FL** Poulter 40.225s (132.35mph).

RACE 2 (30 LAPS)

1 Dance; 2 White +0.493s; 3 Grindrod; 4 Poulter; 5 Charlie Weaver; 6 Pete Stevens. **FL** Poulter 40.001s (133.09mph).

RAF MSA CHALLENGE (9 LAPS)

1 Ed Fuller; 2 Ken Paton +0.573s; 3 James Cameron; 4 Paul Martin-Jones; 5 Ian Fletcher; 6 Darren Howe. **FL** Martin-Jones 1m36.997s (72.00mph).

RACE 2 (10 LAPS)

1 Martin-Jones; 2 Fletcher +19.428s; 3 Fuller; 4 Edward Spurrier; 5 Neil Wade; 6 Howe. **FL** Martin-Jones 1m32.138s (75.79mph).



Whitehead leads a furious Caterham Mega Graduate fight at Rockingham

A RACING RESURRECTION

If Frank Sytner's heart attack had happened anywhere other than a racetrack, he might not be with us today. One year on, he was racing again. By TOM MALLETT

Fortunately for Frank Sytner, the marshals at the 2011 Donington Historic Festival were extremely well drilled. When his Lola T70 ploughed into the tyres between Starkey's Bridge and Schwantz Curve last April, they immediately called the rescue crew.

The 1988 British Touring Car champion was pressing on during the contest for pre-72 sports-racers when he suffered a heart attack at the wheel and crashed.

"It was a miracle that I was at Donington, where the standards of safety are so good," asserts Sytner, 67, whose life was saved by the quick thinking of the men in orange and the circuit's medical team. "It is certainly at the forefront of rescue ability, and if I hadn't been somewhere with high levels of rescue capability then I wouldn't be talking to you today."

The quick thinking of the marshals set into motion a procedure that gave Sytner the best possible chance of surviving his ordeal.

"The marshals sent out the alarm for the seriousness of the accident, which sets in motion a process that includes stopping the race, an ambulance and a medical crew," he explains. "They were not that far away fortunately and the doctor in charge defibrillated my heart. My heart had stopped for two and a half minutes, but it started straight away and was strong. Whether that was his competence or a combination of things, such as the speed with which they got to me..."

Sytner was taken to the Derby Royal Infirmary and was sedated upon his arrival.

"They put you in a position of stability, which means an induced coma, which removes the associated anxiety and other reactions of shock," he explains. "You're out of it, so they can monitor you without the patient interfering or having an opinion."

When he awoke, Frank was unable to remember anything of that fateful weekend, but the desire to continue racing still burned brightly.

"The fact that you can't remember [the accident] is very good because it's an unpleasant experience that you have no recollection of," he says. "Basically you've had a nice three or four days' rest!"

"Most people who carry on racing at my age don't really give much of a thought to *not* racing, but it was clear I would not be racing at the same intensity that I had been used to over the last 50 years.

"But there was a desire to go back and I saw it as a bit of a challenge. I wanted to get my own back and give up motor racing on my own terms, rather than have it give me up."

But that didn't mean that 'Fearless Frank' was willing to merely make up the numbers. Following his return home to Monaco from hospital, a plan was hatched to revisit Donington in 2012 for another attempt at the one-hour race he failed to finish the previous year. A planned comeback test at Mallory Park had to be called off, meaning the first time he drove a racing car again was in qualifying at Donington on May 5.

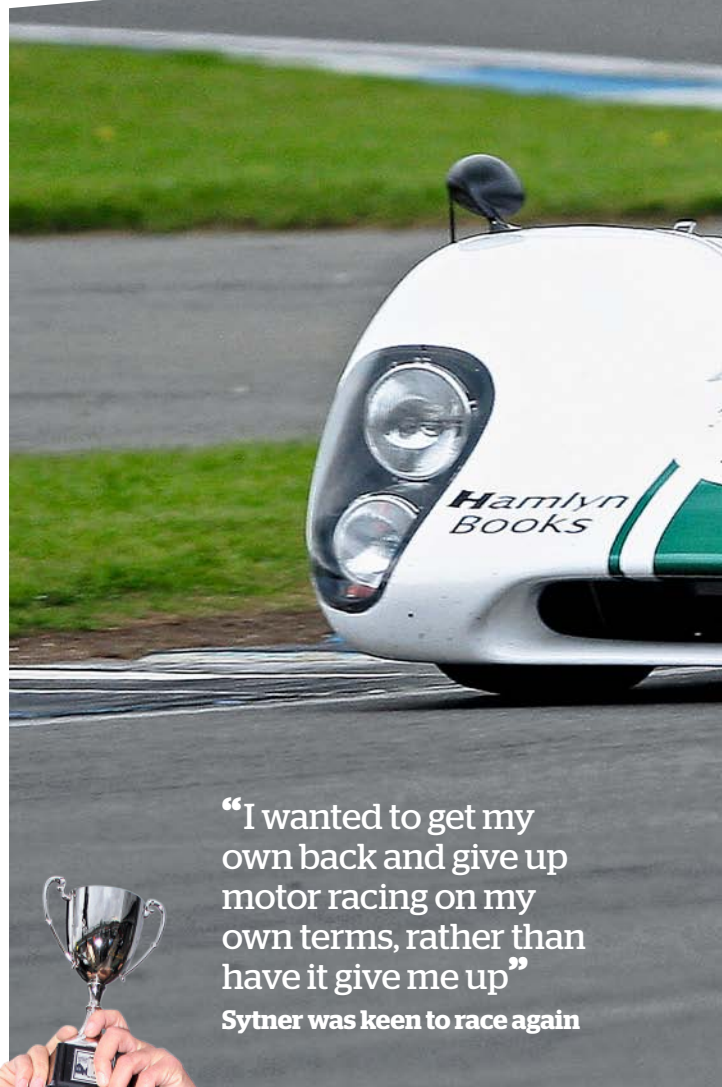
"There was a 30-minute session and Simon [Hadfield, co-driver] had to qualify, so he went out and did three laps, then I took over and did 21 minutes or so," recalls Sytner.

"The first few laps were tentative, but then it gradually came back.

"If I'd been at the back and couldn't hack it I would have stopped, but that was not the case. I was driving competently and sufficiently aggressively to make up places at the start of the race.

"If I was pussyfooting around because I was frightened then I would have stopped, but racing is still in my blood."

Sytner was fitted with a heartbeat monitor for



"I wanted to get my own back and give up motor racing on my own terms, rather than have it give me up"

Sytner was keen to race again



the race, to keep track of his physical condition.

"In the race I used a heartbeat monitor mounted on the steering wheel, which I watched all the way through," he says. "I could see where it went up and where it went down. It was at its highest in the first two laps because I was jostling for position."

Frank handed his T70 over to Hadfield in second position and the preparation expert drove on to a podium finish, despite a clash with the similar car of Leo Voyazides – which Hadfield had started!

Sytner now hopes to return to the UK in July for the Silverstone Classic.



Marshals were key to Sytner's survival

"I would like to do that as long as the event is a pleasure and properly coordinated," he says, "I thought the Donington event was superb because it was all self-contained in one area and had a very good atmosphere for competitors and spectators."

Sytner points out that racing anywhere at all would not be possible if the staff at Donington had not done such a good job a year ago.

"The point that I want to make is to applaud and appreciate the facilities, marshals and the organisers," he adds. "That's really what it was all about." ❄

PICS: MICK WALKER

THE ROAD TO RECOVERY

FRANK SYTNER HAD NO WARNING THAT he was about to suffer a cardiac 'event' when he took the wheel of his Lola at Donington last spring.

He had taken a mandatory FIA health check three months previously, including a stress ECG that he passed easily.

"The stress ECG doesn't detect anything other than that the person is used to doing exercise," says Sytner, who underwent a triple bypass operation some years earlier. "It's not a real test."

After his accident, Sytner received an angiogram and angioplasty, which meant

he had stents inserted in his heart. Once he was well enough to return home, Sytner set out on a long road to recover his race licence.

"The first thing is to get fit and see if there's any reason why you can't race again," he explains. "The answer was that there would be numerous extra tests, but if those tests were positive then there was no objective reason why I couldn't."

"I had an MRI stress test, followed by an angiogram six months after the stents were fitted. Having passed that, I had a high-level physical stress test."

Sytner was pressing on when he hit trouble



YOUR SAY

What you think of the motorsport news of the past week

Lucky escape for Schuey in 2010



No excuse not to put safety first

I see that Formula 1 race director Charlie Whiting has said some form of additional driver head protection will be introduced in the not-too-distant future. It's about time too!

I am sorry this year's cars have not incorporated new safety features to guard against the sort of accident we saw at the 2010 Abu Dhabi Grand Prix when Vitantonio Liuzzi's Force India almost drove over the top of Michael Schumacher's Mercedes. The fact is, Schumacher nearly had his head taken off. Cockpit safety should simply be reviewed at the end of each season.

Polly Green, Thaxted, Essex

EDITORIAL CONTACT mail@autosport.com

We have just returned from Silverstone for the HSCC meeting. Having looked at the cars in the paddock, we returned to the garages area and met Christian Horner and Adrian Newey, who were racing Adrian's Jaguar E-type.

It was nice to see two people at the top of their game in F1 in a club championship, talking to everyone and signing autographs. What a reminder to young drivers that even the best in the sport still remember the grassroots.

Jackie Heffer and Steve Faulkner

Towcester, Northants

David Coulthard suggests (AUTOSPORT, May 10) that an '80s F1 driver winding up the boost is similar to today's events.

No it isn't – in those days the driver decided what to do himself, he didn't have a strategist (or rather team of strategists) telling him what to do.

The wide variety of drivers who have won this year only shows that there are plenty of people capable of driving a car in the manner that the teams' computer boffins want it driven; in other words it demonstrates

how insignificant the driver is these days.

If they want to convince us that these computer game players are any good at racing they should ban pit to car communication.

Peter Morley
Belgium

If I had a crystal ball and could predict a winner for Monaco, it would have to be a Lotus.

I agree that five grand prix winners from five different teams is an amazing start to the season, but there have also been five fastest

laps by different drivers – and only Lotus has had both its drivers go quickest...

Roger Pedrick
Tunbridge Wells

Someone somewhere has got to stick Casey Stoner in an F1 car. He has such a feel for grip and balance.

David Williams
By email

If a pay driver can win a grand prix in a Williams, why do the other drivers get paid?

Xavier Lamadrid
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. WILLIAMS OVERWHELMED BY RIVAL'S HELP
2. WILLIAMS WORKS TO DETERMINE CAUSE OF FIRE
3. MCLAREN REGRETS QUALIFYING DECISION
4. MATESCHITZ AGAINST F1 TYRE 'LOTTERY'
5. STONER ANNOUNCES MOTOGP RETIREMENT

AUTOSPORT.COM PLUS

TOP STORY ONLINE

BEATING BUTTON WASN'T ENOUGH FOR F1

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

FROM THE FORUM - forums.autosport.com

WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

- Front roll hoops for protection by FIA
- Will Robert Kubica return to F1?

CORRECTIONS AND CLARIFICATIONS

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

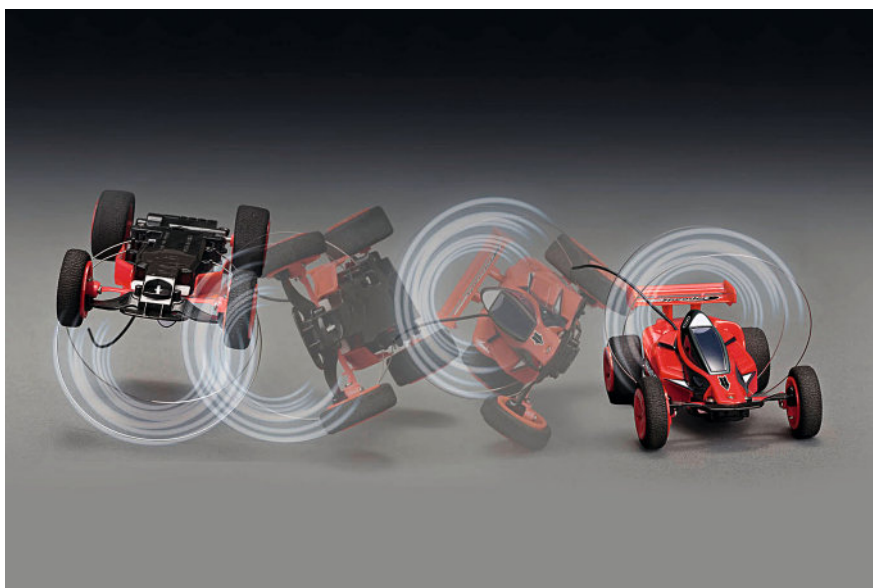
THE LATEST GEAR

Desirable new releases for motor racing fans: books, DVDs, models, art and gifts

REVELL OUTSPEEDER R/C CARS

£19.99 (revell.eu)

These Toyfair 2012 award-winning, 1:35-scale radio-controlled buggies from German toy and model guru Revell are great for budding r/c racers – and they come with roll-over wires so you'll recover from every inversion as you explore the limits and beyond. Check the website for more details.



FUJIMI 1:43 FERRARI 458

£68.99
(autosport.com/shop)

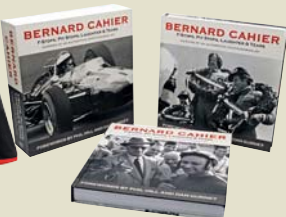
Fujimi has lovingly crafted a 1:43-scale replica of the Dunlop-liveried JMW Motorsport Ferrari 458 Italia that was raced in the GTE-Pro class at Le Mans last year by Britons Rob Bell and Tim Sugden and Dutchman Xavier Maassen. They might have only finished ninth in class, but it's a great model.



MARUSSIA SWEATSHIRT

£59.99
(rallywebshop.com)

We've brought you details of most of the official F1 team merchandise over the past few months, so it's only fair that backmarkers Marussia get their money's worth. The team sweater has a fleece lining, zip-closing pockets, contrast upper arms and side panels, and features all the team and sponsor logos.



CAHIER PHOTO BOOK

£99.99
(autosport.com/shop)

F-Stops, Pit Stops, Laughter & Tears – Memoirs of An Automotive Photojournalist is a collection of images and stories from legendary racing snapper Bernard Cahier. It covers decades of the great characters, many of whom were personal friends to Cahier. Lose yourself in a splendid trip back through F1 history...

HOT ON THE WEB THIS WEEK

YOUTUBE: INDY 500 TOP-THREE QUALIFIERS TALK



SEARCH FOR: 2012 Indy 500 Top 3 Qualifiers (2:28)

This weekend's Indianapolis 500 front-row starters, Australian Ryan Briscoe (Penske), Canadian James Hinchcliffe (Andretti) and local hero Ryan Hunter-Reay (Andretti) reflect on their qualifying performance at The Brickyard.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

CADWELL PARK (750 MC)

May 26-27

Admission: £13 each day,

£16 weekend (online)

Tel: 01507 343248

The 750MC descends on Cadwell with large grids and an eclectic mix for a two-day meeting. Races are for the 750 Formula, Toyota MR2 Super GT Series, Formula Vee, Formula 4, Sport Specials, Locost, RGB, Stock Hatch, Classic Stock Hatch, Toyota MR2s, BMW Compact Cup & Roadster series, Morgan Challenge and 750 Trophy Series.

SILVERSTONE (CSCC)

May 26

Admission: £9

Tel: 0844 3728250

The Classic Sports Car Club returns to Silverstone for a meeting on the National Circuit with an array of cars from the 1960s to the present day. Swinging Sixties, Tin Tops and Future Classics all feature on the

packed schedule, as does the new-for-2012 JEC Jaguar Championship.

KIRKISTOWN (500 MRC1)

May 26

kirkistown.com

Kirkistown is hosting Formula Ford 1600, Irish Formula Libre, Formula Sheane, Formula Vee, Ford Fiestas and Sportscars and Saloons.

GURSTON DOWN HILLCLIMB

May 26-27

Admission: £6 (Saturday),

£10 (Sunday)

gurstondown.org

The British Hillclimb Championship makes its way to Gurston Down in Wiltshire. There are a wide variety of entries, and the fastest single-seaters can achieve 150mph on the tight course. Scott Moran leads the championship, with his father Roger and Trevor Willis tied for second after the first three events.



Senna's 1984 Toleman will be demoed

MONACO GRAND PRIX

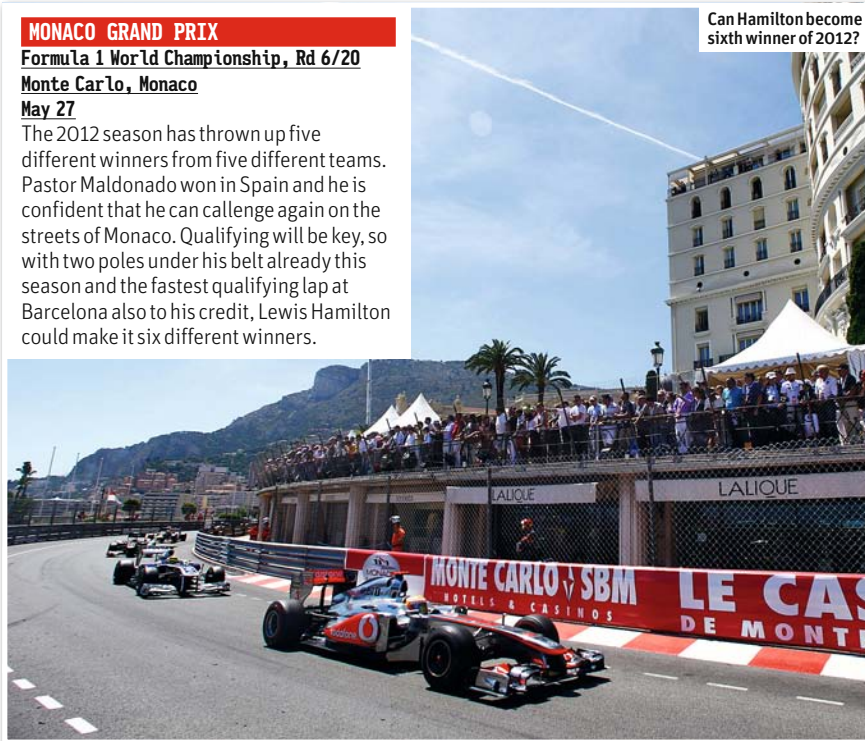
Formula 1 World Championship, Rd 6/20

Monte Carlo, Monaco

May 27

The 2012 season has thrown up five different winners from five different teams. Pastor Maldonado won in Spain and he is confident that he can challenge again on the streets of Monaco. Qualifying will be key, so with two poles under his belt already this season and the fastest qualifying lap at Barcelona also to his credit, Lewis Hamilton could make it six different winners.

Can Hamilton become sixth winner of 2012?



INDIANAPOLIS 500

IndyCar Series, Rd 5/16

Indianapolis, Indiana, USA

May 27

indycar.com

INDY LIGHTS

Rd 4/12

Indianapolis, Indiana, USA

May 25

indycar.com

FORMULA RENAULT 3.5

Rd 2/9

Monte Carlo, Monaco

May 27

worldseriesbyrenault.fr

GP2 SERIES

Rd 5/12

Monte Carlo, Monaco

May 25-26

gp2series.com

GP3 SERIES

Rd 2/8

Monte Carlo, Monaco

May 25-26

gp3series.com

ACROPOLIS RALLY

World Rally Championship,

Rd 6/13, Loutraki, Greece

May 24-27

wrc.com

NASCAR SPRINT CUP

Rd 12/36

Charlotte, North Carolina, USA

May 27

nascar.com

FIA FORMULA 2

Rd 3/8

Nurburgring, Germany

May 26-27

formulatwo.com

FIA WORLD GT1

Rd 3/10

Navarra, Spain

May 26-27

gt1world.com

FORMULA NIPPON

Rd 3/7

Autopolis, Japan

May 27

f-nippon.co.jp

Television

THURSDAY MAY 24

0845-1050 [SKY Sports F1 LIVE](#)
Formula 1: Monaco First Practice
0855-1035 [BBC Red Button LIVE](#)
Formula 1: Monaco First Practice
1055-1135 [SKY Sports F1 LIVE](#)
GP2: Monaco Practice
1245-1500 [SKY Sports F1 LIVE](#)
Formula 1: Monaco Second Practice
1255-1435 [BBC Red Button LIVE](#)
Formula 1: Monaco Second Practice
1550-1635 [SKY Sports F1 LIVE](#)
GP2: Monaco Qualifying

FRIDAY MAY 25

0635-0720 [SKY Sports F1 LIVE](#)
GP3: Monaco Qualifying
0925-1050 [SKY Sports F1 LIVE](#)
GP2: Monaco Race 1
1125-1215 [SKY Sports F1 LIVE](#)
GP3: Monaco Race 1
1605-1655 [SKY Sports F1](#)
GP3: Monaco Race 1 Replay
1800-1925 [SKY Sports F1](#)
GP2: Monaco Race 1 Replay

SATURDAY MAY 26

0900-0930, 1805-1835 [Motors TV](#)
WRC: Greece day 1
0945-1110 [SKY Sports F1 LIVE](#)
Formula 1: Monaco Third Practice
0955-1105 [BBC Red Button LIVE](#)
Formula 1: Monaco Third Practice
1200-1445 [SKY Sports F1 LIVE](#)
Formula 1: Monaco Qualifying
1210-1415 [BBC1 LIVE](#)
Formula 1: Monaco Qualifying

1300-1400 [Motors TV LIVE](#)
Formula 2: Nurburgring
1505-1610 [SKY Sports F1 LIVE](#)
GP2: Monaco Race 2
1530-1630 [BBC Red Button](#)
Formula 1: post-race forum
1530-1630 [Motors TV LIVE](#)
European F3 Open: Nurburgring
1650-1740 [SKY Sports F1 LIVE](#)
GP3: Monaco Race 2
1930-2235 [Motors TV LIVE](#)
NASCAR Nationwide: Charlotte
2235-2305 [Motors TV](#)
WRC: Greece Day 2

SUNDAY MAY 27

1130-1615 [SKY Sports F1 LIVE](#)
Formula 1: Monaco Grand Prix
1145-1245 [Motors TV LIVE](#)
European F3 Open: Nurburgring
1205-1515 [BBC1 LIVE](#)
Formula 1: Monaco Grand Prix
1355-1500 [Motors TV LIVE](#)
Formula 2: Nurburgring
1630-2100 [SKY Sports 4 LIVE](#)
IndyCar: Indianapolis 500
1900-2000 [BBC3](#)
Formula 1: Monaco GP Highlights
2235-2305 [Motors TV](#)
WRC: Greece Day 3
2300-0400 [Premier Sports LIVE](#)
NASCAR Sprint Cup: Charlotte

MONDAY MAY 28

1200-1400 [SKY Sports 3](#)
IndyCar: Indianapolis 500 Repeat

Online

PLUS

Coming up in our premium web content this week



How to master Indy:
Rahal is your guide

BOBBY RAHAL'S GUIDE TO INDY

Former winner Bobby Rahal gives his step-by-step guide to conquering the classic oval

REMEMBERING A FALLEN RACER

Adam Cooper's touching tribute to mark 20 years since the death of Japanese F3000 racer Hitoshi Ogawa at Suzuka

ADRIAN NEWEY'S DOUBLE LIFE

Edd Straw asks Red Bull's design wizard what he gets out of club racing away from the Formula 1 paddock



Ogawa died in F3000 event

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



DC and Jake's pointless knowledge put to the test

POINTLESS. NOT JUST A harsh (but accurate) description of David Coulthard's final three F1 races, but the name of the BBC's surprise hit quiz show. For those of you with a proper job, the basic premise is the opposite of *Family Fortunes*, so instead of giving Les Dennis the answer most of 100 people come up with, the idea is to tell Alexander Armstrong the most obscure (correct) answer.

This simple concept stimulates the old grey matter to such an extent that the show has been promoted from an initial early-afternoon slot on BBC2 to prime 5.15pm

BBC1 scheduling. Naturally, in this era of celebrity obsession, there's a spin-off.

Last weekend, the 'celebrity' line-up consisted of Andrew 'Britain's number one' Castle, Aldo Zilli, Barry and Nat-lee from 'Enders – and Jake and DC.

Round 1 – Meg Ryan films. Jake goes first, but plumps for *When Harry Met Sally*, surely her most famous film. It scores 54 – doh!

Salvation comes in Zilli confusing *Sleepless In Seattle* with *Sleeping In Seattle*, and DC rubs chilli in the Zilli wound by giving the correct title, which scores 46.

Round 2 – Animal Hybrids. DC takes to the podium (for the first time since Monaco 2008). He correctly reasons that a dogote is a cross between a dog and a coyote, as do 35 other people.

Castle lets them off the hook by overcautiously opting for the obvious lion and tiger 'liger' answer. Jake needs to score 34 or fewer to go through, and cama (camel and llama) scores 31.

The Head to Head. Now that they can confer,

Jake aces the opening round by correctly naming snooker world champion Graeme Dott. But they're undone when he plays safe by choosing nickel instead of arsenic when identifying elements by their last three letters.

This sends Barry and Nat-lee into the final, and means we never get to know how many pointless Celine Dion top-40 singles DC can name. I reckon it's a lot. *Revved Up*

"We never get to find out how many pointless Celine Dion top-40 singles that DC can name. I reckon it's a lot"

THE WEEK IN PICTURES

Our lensmen pounding the beat, from the Eifel mountains to a flower show in London



SUPERCARS ON THE KARUSSELL

Mercedes, BMW, Audi, Porsche... It was Nurburgring 24 Hours time last weekend, and the 169 starters made for a colourful sight

WILLIAMS HEDGING THEIR BETS
This Williams F1 car/pit topiary won a gold award at the Chelsea Flower Show. It took three years to cultivate!



ROB KEENAN

JENSON BUTTON, TAXI DRIVER

JB did a spot of chauffeuring in the Mercedes DTM 'taxi' at Brands Hatch for race winner Gary Paffett



YOU SHOULD SEE HIM ON THE PARALLEL BARS
Superstars were at Donington. Not Brian Jacks and John Conteh, but two-wheeling Max Pigoli and chums



NEXT WEEK MONACO GRAND PRIX REPORT
WILL WE GET A SIXTH WINNER?

DON'T MISS IT!

FROM THE ARCHIVE

Eliseo Salazar finishes third in the Indy 500, 2000



“Even though Montoya had a faster four-lap average, I could still say I was quicker over one lap and that’s good!”

Salazar (left) was on the front row in 2000

THE 2000 INDY 500 HAD ALL THE INGREDIENTS OF A classic, not least because of the showdown between CART’s leading Chip Ganassi Racing squad, represented by Juan Pablo Montoya and Jimmy Vasser, and the IRL regulars – among them AJ Foyt-run Eliseo Salazar.

Long after three seasons in F1 – with March, Ensign, ATS and RAM – the Chilean driver had moved Indycars for the start of the 1995 season and was therefore by no means new to the legendary race.

Qualifying proved to be a battle – tacit in some quarters, explicit in others – to deprive the Ganassi boys of pole. Salazar held the provisional spot at one stage, but was deprived by Montoya and then Menard Racing’s Greg Ray.

“I had done the race a few times before, but it was the first time I was driving for AJ Foyt and I felt like I was driving at the peak of my career,” says Salazar.

“Qualifying for the race had gone well for me, we had set a very good time – the fastest time that anybody would set in all of the qualifying – but the speed was an average of your four laps and so I was only third.

“Still, even though Montoya had a faster four-lap average, I could still say I was quicker than him over

one lap and that’s always good!”

Salazar lost out to Robby Gordon in a four-way drag down to the first turn, but in a generally clean start he hung on to fourth and remained around that position for much of the race.

“I remember the incredible feeling of driving those cars at 235mph, it was just amazing. At that speed you are covering 120 metres every second and the concentration and focus you need are incredible. In F1 you have time to think but, when you’re doing that speed at the Indy 500, there’s not really any time to do anything!”

Salazar was able to do little about Montoya on the day – only eventual IRL champion Buddy Lazier was able to hold a candle to the Colombian, who led for 167 of the 200 laps en route to a dominant debut victory – but he was able to clinch only his second IRL podium in third, heading team-mate Jeff Ward and 1998 winner Eddie Cheever.

“At the time I was pissed off, because I was racing at my peak and everything was going well for me and I wanted more,” Salazar says. “Looking back at the race though I am happy – I’d say it was one of the races of my life.” ❄

THIS WEEK IN...



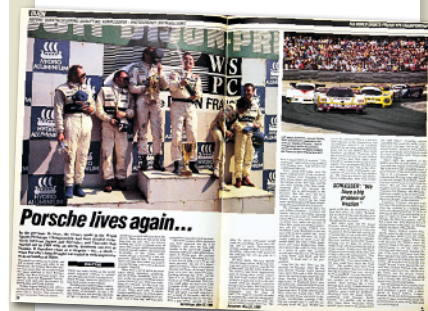
MAY 25 1989

PORSCHE CLAIMED WHAT WOULD

be its final World Sports-Prototype Championship victory at Dijon this week in 1989, as Bob Wollek and Frank Jelinski shared the spoils in Joest Racing’s short-tail Blaupunkt Porsche 962C.

In the same week as Le Mans lost its world championship status, Porsche took what was in many ways a shock victory, the top step of the podium having been divided exclusively between Jaguar and Mercedes for the previous 16 races.

Neither Jaguar managed to finish at Dijon, while the Sauber Mercedes C9/88s were shackled by a lack of grip, with Jean-Louis Schlesser and Jochen Mass finishing more than 38 seconds in arrears, and Mauro Baldi and Kenny Acheson claiming the final step on the podium.



PICT: LEVITT/LAT



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JAMES THOMPSON

■ World Touring Car Championship, Valencia ■ May 20, 2007 ■ Alfa Romeo 156 ■ Privateer victory double



Thommo takes Alfa's final WTCC victory

THERE'VE BEEN QUITE A FEW memorable moments I could mention, and plenty I couldn't if I ever wanted to work in this industry again!

All race wins are memorable, of course, as are winning titles at the final round, like my 2004 British touring car win on the last lap of the last race at Donington.

I'd also single out winning for Honda in world touring cars at Imola in '08 after the all the effort that went into it. Scoring Lada's first points in WTCC was pretty cool, too. There was a lot of champagne sloshing about in the garage that night, I can tell you.

But the one that's really close to my heart is my double at Valencia in the N.Technology Alfa in '07.

Mauro Sipsz ran that team on BMW's catering budget. Seriously!

We'd had a tough time in the first two rounds [at Curitiba and Zandvoort] and opted not to go testing before Valencia to save money to throw at bits for the car.

We scratched our heads and my engineer, Marco Calovolo, and I just came up with a masterplan. He and I were just on the same

"Mauro bollocked me at a very messy dinner that night for not getting fastest lap in race two. I told him I'd been too busy getting past people to get it!"

wavelength – we both knew exactly what the other wanted.

I got pole for the first race and won it from Nicola Larini's Chevy by nearly three seconds, with fastest lap to boot. It was such a mega result. N.Technology was a little team and we beat the works SEATs, BMWs and Chevrolets in a

car that was, frankly, long in the tooth by then. My chassis had been built in 2005 so we had to keep on top of it, especially with the specific way I liked to drive it.

Then I went and won the second race too – from eighth on the grid. Win doubles were really rare then because of the qualifying system,

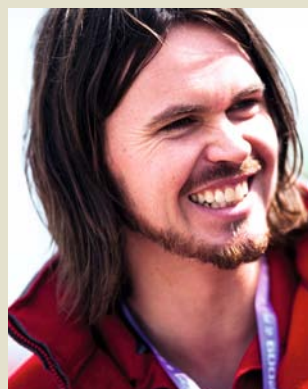
so it just made it even better.

Mauro bollocked me at a very messy dinner that night for not getting fastest lap in race two. I told him I'd been too busy getting past people!

It was even more sweet because we'd been deemed to have the fastest car, so had to carry 30kg of ballast, even though other privateer cars didn't have to. On top of that, as a one-car team, I had to work on my own. It was the era of the qualifying tow, when you'd get your team-mates to help you up the straights. I didn't have that luxury, which was another hindrance to get over. With SEAT, BMW and Chevy running loads of cars to help each other we were on the back foot straight away.

The rest of that season didn't bring any more wins but I went to the final round in Macau in with a chance of the title with Andy Priaulx, but he won it, again – the scoundrel! We had six more podiums with the Alfa in the second half of the year, so it was a pretty good showing. ✪ *James Thompson was talking to Henry Hope-Frost*

IN PROFILE



YORKSHIRE LAD JAMES THOMPSON

is one of this country's most successful touring car racers, starting in an old Peugeot in the BTCC back in 1994. He became a winner in year two – in a works Vauxhall – and went on to score 35 more wins for Vauxhall, Honda and SEAT and lift the 2002 and 2004 titles. He's also won four races on the world stage – for Alfa Romeo and Honda. He's rejoined Russian marque Lada for 2012 to help with the development of its Granta Sport.

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Model shown is Boxster S at £52,893 including metallic paint, 20" Carrera Classic wheels with full-colour Porsche crests, Sport seats Plus, interior in natural leather, Bi-Xenon lighting system with PDLs, Roll-over bars finished in exterior colour, first year road fund licence and first registration fee. Fuel consumption figures for the new Boxster S in mpg: Urban 25.2; Extra Urban 40.9; Combined 32.1. CO₂ emissions (g/km) 206.