

# AUTOSPORT

THE WORLD'S BEST MOTORSPORT WEEKLY

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**30 YEARS AFTER KEKE'S WIN...**

# ROSBERG MASTERS MONACO



**Secret tyre test scandal  
taints Mercedes victory**



**INDY 500 ACTION**  
Kanaan wins at last!



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# GTi IS BACK



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO<sub>2</sub> emissions (g/km) for the 208 GTi are: Urban 34.4 (8.2), Extra Urban 60.1 (4.7), Combined 47.9 (5.9) and CO<sub>2</sub> 139 (g/km).

## NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT

**POLE POSITION**

# Monaco and Indy's dramatic double bill

**WHAT A FANTASTIC WEEKEND OF RACING WE'VE JUST** been treated to, as the Monaco Grand Prix and Indy 500 double-header delivered once again by serving up two intriguing events that were poles apart in the styles of racing – just 117mph difference in the winners' average speed!

In Monaco, Nico Rosberg was majestic as he blocked out all the off-track chatter about 'secret' tyre testing to dominate from the front, just like father Keke did 30 years ago. At Indy, Tony Kanaan put years of hurt and missed opportunities behind him with a perfectly-timed Geronimo lunge into Turn 1 that yielded glory.

Elsewhere inside you'll find other great tales from the weekend, such as GP2 star Sam Bird's second consecutive success on the streets of Monaco – he ended lap one with a shattered rear wing! – while on these shores there was the fantastic spectacle of 46 British GT starters at Silverstone, plus all the usual Bank Holiday national fare.

As May comes to an end, there's loads more to look forward to in June – not least the Le Mans 24 Hours and British Grand Prix. More history to be written and legends to be made.

*Charles Bradley*

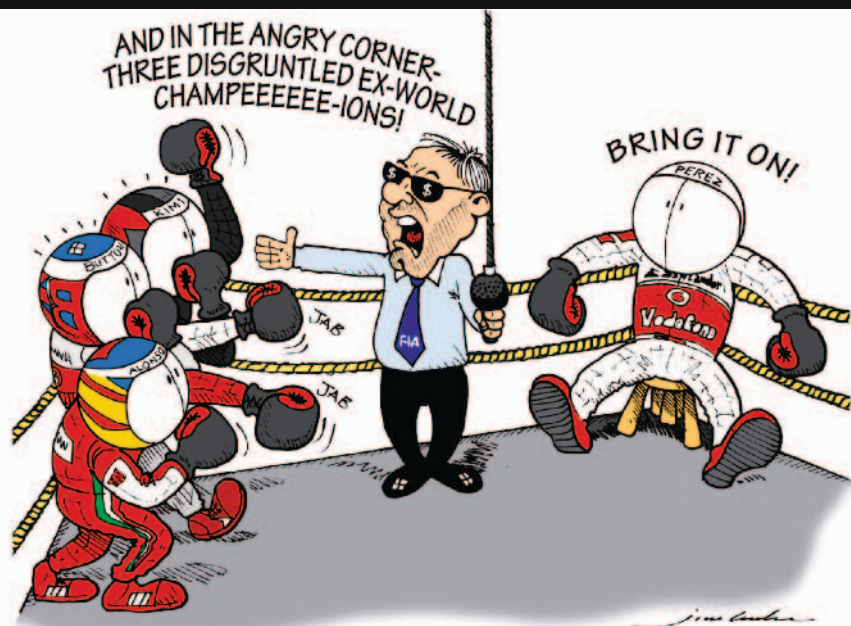
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**BAMBER'S WEEK**



**FIND US ON**



Cover image: Lennon/Getty  
Insets: Abbott, Dunbar/LAT

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Sole against-the-odds Monaco F1 start recalled



# THE BIG PICTURE

The first of two huge crashes at Sainte Devote for Felipe Massa in Monaco last weekend. Fortunately, the Ferrari star escaped serious injury in both shunts





# This week in F1

TEE/LAT



## BUTTON NOT THINKING ABOUT HIS F1 FUTURE

Jenson Button says that he's not interested in agreeing a new long-term McLaren deal in the near future, despite the team's managing director, Jonathan Neale, saying his driver has a "job for life".

The 2009 world champion, whose current McLaren contract was agreed last year and is believed to stretch to the end of 2015 if all the options are picked up, insists that he wants to keep his alternatives open.

"I don't want to think about the future too much right now," said Button. "You've got to live for the moment, and I don't think that trying to agree a lengthy deal for the future is something that's currently interesting for me. I'm 13 years in the sport. I want to have freedom and that feeling that if it doesn't feel right any more [I can] stop."

"I don't feel that yet, however. It feels like it's going to be a long way down the road."

### McLAREN'S LEADING GRAND PRIX WINNERS

1	Ayrton Senna	35
2	Alain Prost	30
3	Lewis Hamilton	21
4	Mika Hakkinen	20
5	David Coulthard	12
=6	James Hunt, Kimi Raikkonen	9
=8	Niki Lauda, Jenson Button	8
10	Denny Hulme	6



LAT ARCHIVE

6



XPB

**9g** **BIG NUMBER**  
Size of the impact when Pastor Maldonado went head-on into the barriers at Tabac during the Monaco GP.

## Chilton apologises to Maldonado for crash

Marussia driver Max Chilton said sorry to Pastor Maldonado after putting him into the wall during the Monaco Grand Prix. Chilton didn't believe he had moved

over on the Williams driver, but replays suggested he did. "He [Maldonado] said I was coming across on him," said Chilton. "I said if I did, I'm sorry. It wasn't intentional."

## Massa not at fault for massive race shunt

Felipe Massa's crash on the approach to Ste Devote during the Monaco Grand Prix was not caused by driver error. This is despite a very similar accident on Saturday (pictured) being caused by the Ferrari driver when he locked his brakes. Ferrari revealed on Tuesday that the second incident was caused by a front suspension failure.



LENNON/GETTY

## BOSS FERNANDES TAKES THE BLAME

Caterham co-owner Tony Fernandes believes he held back the team's progress by trying to do too much during his time as team principal.

"I don't think that I spread myself too thinly, but I should have delegated more," he said.

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



## KOBAYASHI GETS RUN IN F1 FERRARI

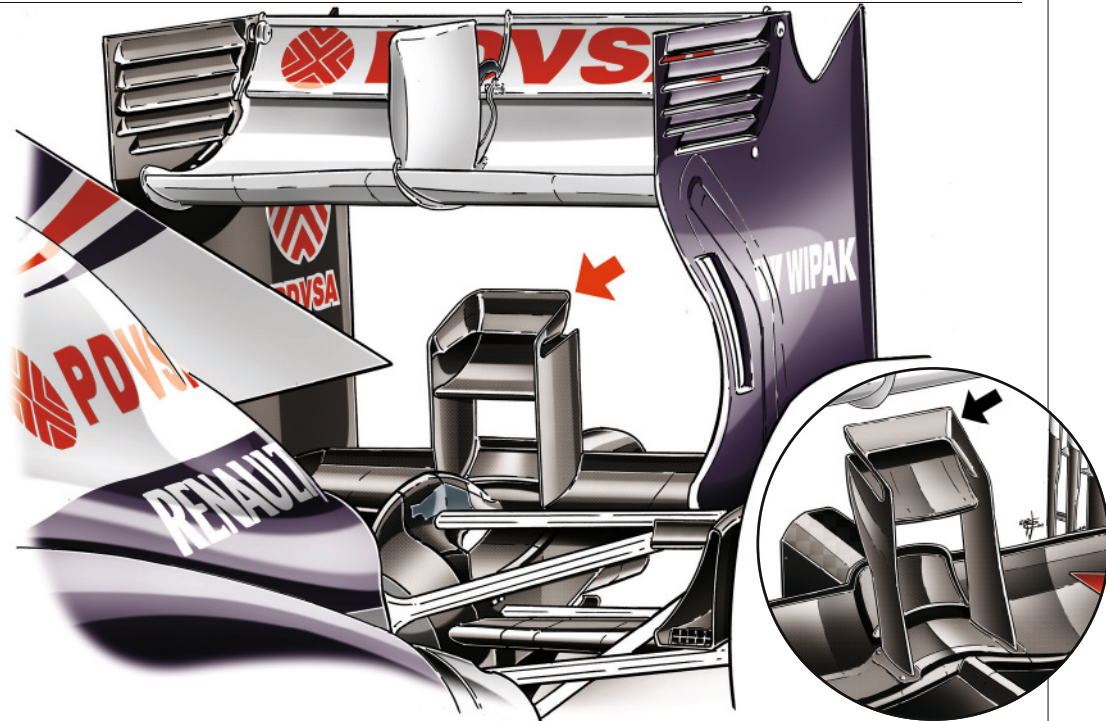
Former grand prix driver Kamui Kobayashi drove a Ferrari Formula 1 car for the first time at Fiorano on Monday. The ex-Toyota and Sauber driver drove a 2010 car in preparation for a demo run in Moscow on July 21.

"The first feeling was one of great happiness," said the Japanese racer, who now competes for Ferrari in the World Endurance Championship's GTE class.

“How the hell can a dog be distracting?”



Lewis Hamilton slams newspaper suggestions that his lifestyle, including dog Roscoe, is affecting his racing.

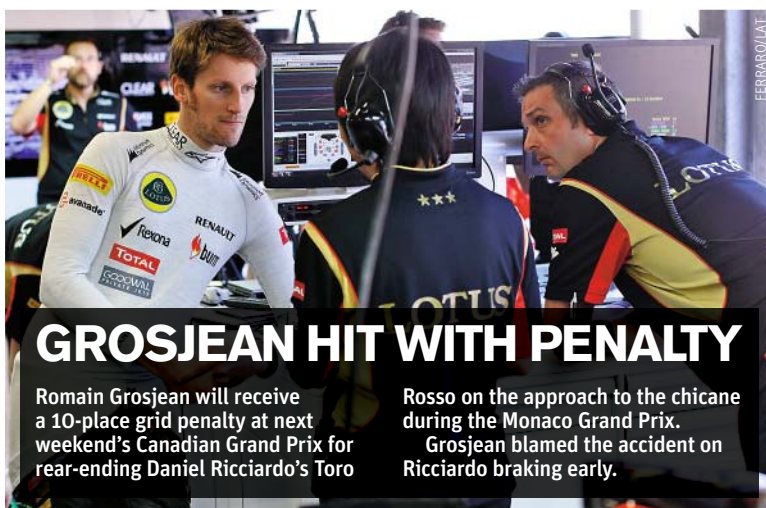


## Williams and Ferrari run 'monkey seats'

Williams (main image) and Ferrari (inset, right) introduced a 'monkey seat' extension to the rear lower beam wing, featuring twin elements, during the Monaco Grand Prix weekend.

AUTOSPORT technical consultant Gary Anderson said: "This creates drag, but more downforce. The

former isn't important at Monaco, but the latter is valuable. As well as the downforce, it also helps by linking the airflow between the lower and upper wings, allowing the centre section of the upper wing to work harder. This is true everywhere, but it's not very aero efficient, hence its appearance only for Monaco."



## GROSJEAN HIT WITH PENALTY

Romain Grosjean will receive a 10-place grid penalty at next weekend's Canadian Grand Prix for rear-ending Daniel Ricciardo's Toro Rosso on the approach to the chicane during the Monaco Grand Prix.

Grosjean blamed the accident on Ricciardo braking early.

### GROSJEAN'S PENALTIES

**Belgium 2012** Banned from the Italian Grand Prix for triggering a major first-corner crash.

**Japan 2012** Ten-second stop/go penalty for punting Mark Webber into a spin at Turn 2 on the opening lap.

**Brazil 2012** Ten-place grid penalty for hitting Pedro de la Rosa during Q1.

**Monaco 2013** Ten-place grid penalty for hitting Ricciardo in the race.

## Raikkonen receives safety car reprimand

Kimi Raikkonen was handed a reprimand by the FIA stewards after the Monaco Grand Prix for lapping two seconds under the safety car delta time during the race.

## McLAREN-HONDA EXCLUSIVE IN 2015

McLaren team principal Martin Whitmarsh expects engine exclusivity when Honda returns to the sport in 2015. Customer deals are possible after that, with Lotus among the potential clients.

## French power for STR

Scuderia Toro Rosso has signed a deal to switch to Renault engines next season.

Team principal Franz Tost said that a common engine would allow his squad to work more closely with sister team Red Bull, which is also supplied by Renault, and that as part of the deal STR would use Red Bull gearboxes rather than producing its own.

Renault could still supply as many as five teams next season. Its Red Bull deal has been renewed (the engines will not be badged Infiniti as some have suggested), while

### RENAULT ENGINES IN F1

Races	506
Wins	154
Poles	204
Fastest laps	155
Drivers' titles	10
Constructors' titles	11



Caterham team owner Tony Fernandes confirmed in Monaco that his outfit would run them, even though there has yet to be an official announcement. Lotus could also continue to use Renault power.



Oversley Mill finished top in this week's Castrol Grand Prix Predictor after scoring 102 points in the Monaco GP. As well as correctly predicting the top three, the team also got pole position and fastest lap, and guessed that Paul di Resta would finish ninth. **Play for free to compete for race-by-race prizes like the Samsung Galaxy Tab 2, by registering at [www.gppredictor.com](http://www.gppredictor.com).**

# BILSTEIN CONGRATULATES BLACK FALCON ON COMING IN FIRST. AFTER HELL.



For the first time, the Black Falcon team driving Mercedes won the 2013 24-hour race at Nürburgring. They did it on BILSTEIN. Just as did the top 10 teams BILSTEIN Aston Martin (10th place) and Phoenix Audi (5th, 8th and 9th place). We congratulate all the teams and join fans in celebrating another milestone for outstanding suspension quality by BILSTEIN.

BILSTEIN TECHNOLOGY tested on NÜRBURGRING-NORDSCHLEIFE.



# Mark Hughes

## MPH

Pirelli, Mercedes and *that* Barcelona test...  
A big deal, or the latest manifestation of the contempt with which F1 treats tyre companies?

Once again Pirelli finds itself in the centre of a Formula 1 storm, following the revelation of its 'secret' test at Barcelona with Mercedes. The company is suffering a lot of negative PR around its F1 programme this year and this is just the latest episode. But this can all be traced back to the original bad idea of trying to recreate an accidental situation – and that was not of Pirelli's doing. It was a request made to them by the teams and by Bernie Ecclestone in his role of promoter.

"We were tasked with replicating Montreal 2010," reminds Pirelli's Paul Hembery. "That was held up as the template." This was the race to which Bridgestone had brought an option tyre that turned out to be way too soft, so the leading qualifiers were forced in within six laps for their first stops, long before the prime-tyred midfield had fallen back to a distance more than a pitstop behind. It was a crazy old race and as a one-off, accidentally triggered, it was interesting.

But the Pirelli difficulties have all stemmed from the request of trying to contrive races of that sort, with the implication that it was a) good and b) no different from randomly stumbling onto them because of a miscalculation.

The band between dull one-stop races and excessive, confusing four-stoppers proved a narrow one and difficult to control. The idea of the 2013 tyre was that it would give a better crossover of performance between compounds, theoretically widening Pirelli's narrow band of control over



the rules in accepting the invitation to test, Pirelli was being placed in an impossible situation – all stemming from the original bad idea of contriving a type of racing. It was trying to find a solution to the ridiculous and conflicting lists of demands made upon it by F1.

Formula 1 itself has been responsible for this and all the other negative aspects of Pirelli-era racing, and this is consistent with how it treats tyre companies with a lack of respect. Having hounded Michelin out seven years ago in order to create a control-tyre F1 on dubious justification, then watched Bridgestone leave because it no longer saw the benefit of its participation, it tasked Pirelli to create what F1 thought it wanted. Now, when that 'solution' has proved problematical, it asks Pirelli to do something about

**“Pirelli was placed in an impossible situation by F1’s ridiculous and conflicting demands”**

the number of stops. The steel-belt radial construction with its more flexible sidewall generates more heat, particularly in combined lateral and longitudinal loads, and this heat generation has the effect of increasing the crossover ranges of the different compounds.

But, as we have seen, it has also brought a tyre whereby any debris damage puts a stress loading on the area between the belt and the tread until it fails, and the tread spectacularly unwraps itself from the carcass. As a tyre company this is disastrous PR. Although it remains inflated, having a tyre do this so visibly in front of millions of TV-watching potential Pirelli customers sends all the wrong messages. So it was entirely understandable that Pirelli desperately needed to do something about it – and to test some solutions. It was also understandable that it chose the car, the Mercedes, that had proved the hardest on the rubber and which had suffered one of those delaminations.

Regardless of how Mercedes understood or disregarded

it – and in the process, incidentally, is trying to pay Pirelli less, or not at all, in the current commercial discussions.

While this column has often cited the negatives of the sort of racing that the Pirelli era has ushered in, the criticism has never been pointed at the company itself, which has simply delivered what was requested. It has led to a type of racing not really appropriate for F1 in a sporting sense in that it's not what the casual fan might assume it to be – a contest of flat-out racing.

Some of the teams that went along with the original request, influenced no doubt by Bernie, are now reacting against what that request has brought. Others that are not currently complaining – because their cars are very competitive at this type of racing – should not be surprised by the backlash because, strip aside all self-interest, this is not a good, healthy formula in the long term. That's because its mass appeal is predicated upon a deception – and you cannot expect everyone inside to go along with that. ❧

# This week in motorsport

## CECOTTO BANNED FOR MONACO CRASH

Johnny Cecotto Jr was suspended for GP2's Monaco sprint race after triggering a 15-car first-corner accident in the opening race of the weekend.

After making a poor getaway from pole position, the 23-year-old Venezuelan (pictured below, car 5) braked too late while trying to fend off Racing Engineering's Fabio Leimer (car 8) heading into Sainte Devote. He skated into the barriers and was collected by Leimer, which set off a chain reaction of incidents behind. The red flag flew immediately, but nine of those involved were unable to restart.

It's not the first time Cecotto has courted controversy. He was disqualified from qualifying in the Malaysia GP2 round after forcing Sam Bird off the road, and was criticised for an aggressive defence against Sergio Canamasas in Barcelona, although he didn't receive a penalty on that occasion.

Sam Bird went on to win the restarted feature race, while championship leader Stefano Coletti extended his advantage with victory in Saturday's sprint.



P52 GP2 MONACO REPORT

STALEY/GP2

## Ford Fiesta R5 heads for Finland

M-Sport's Ford Fiesta R5 will make its World Rally Championship debut on Rally Finland in August.

Reigning WRC Academy champion Elfyn Evans will drive the car on the

Jyvaskyla-based event, the eighth round of the WRC, which takes place from August 1-3.

Almost 20 orders have already been placed for the British-built cars.

## FOOTBALL COLOURS IN DTM

New Mercedes DTM recruit Pascal Wehrlein will compete in a one-off VfB Stuttgart livery this weekend at Spielberg to coincide with the football team's German cup final against new European champions Bayern Munich.



## MILESTONE

Swedish single-seater convert Timmy Hansen claimed his first European Rallycross win in Hungary, following in the footsteps of his father Kenneth, who is the most successful rallycross driver in history. Hansen Sr accumulated 14 European titles over the years – the first of which came in 1989.

TIM WHITTINGTON

For all the breaking news, visit **AUTOSPORT.COM**



## Hyundai i20 undergoes its first significant test

Hyundai conducted the first real test of its i20 World Rally Car in France last week.

The car, built to 2014 specifications, notched up 350 miles of asphalt running over a three-day period. Hyundai had previously completed a two-day

installation test just outside Frankfurt in Germany at the end of 2012.

The French test is just the start of a hectic development programme for the rest of 2013, ahead of a planned WRC debut for the i20 in Monte Carlo next January.

“We have an intensive testing schedule for the rest of 2013, which will take us to different venues across Europe, to evaluate the i20 WRC in different conditions and on different terrains,” said Hyundai team principal Michel Nandan.

## Aston commits to Blancpain

Aston Martin will field a full factory car in next weekend’s Silverstone round of the Blancpain Endurance Series.

A solo Aston Martin V12 Vantage will be driven by AMR drivers Darren Turner, Stefan Mucke and Frederic Makowiecki.

## In brief

### US STARTER FOR 24HR

Grand-Am chief Jim France Jr will start the Le Mans 24 Hours race next month, following a firming up of the relationship between the Automobile Club de l’Ouest and the new-for-2014 United SportsCar Racing series.

### OGIER BEATS LOEB

Sebastien Ogier beat arch World Rally Championship rival Sebastien Loeb in a one-off appearance in the Porsche Supercup event in Monaco. Ogier (below) was 13th, three places ahead of Loeb.



11

PORSCHE



## KARTHIKEYAN QUILTS ZELE

Ex-Formula 1 driver Narain Karthikeyan has left AutoGP’s Zele Racing team.

Karthikeyan, who sits sixth in the championship standings, said frustration over results lost to unreliability and pitstop problems prompted his decision. He has missed out on the podium in the first six races,

despite starting from the second row or better four times.

“It was one thing after another going wrong, and I can’t afford to do that,” said Karthikeyan. “It has been a pretty bad start to the season for me.”

He is now eyeing a move to the LMP2 class of the European Le Mans Series.

## Block lights up London’s Olympic Park

US star Ken Block brought Gymkhana to London’s Olympic Park last week, demonstrating his Fiesta RX43 as part of Ford’s Champions League celebrations.



## German F3 car causes headache

British Formula 3 organisers were forced to impose restrictions on the German F3 Cup car of John Bryant-Meisner in last weekend’s opening round at Silverstone, but the Swede still won two races.

The German F3-spec Volkswagen Power Engine has an estimated 25bhp more than the regular FIA-rules powerplants, but is approximately 15kg heavier.

Performance Racing-run Bryant-Meisner

was asked to run with extra weight for qualifying, but still took pole by more than 0.8 seconds. The engine’s push-to-pass facility was disconnected for race one, but he won by 16 seconds. For races two and three he was saddled with 15kg extra weight, yet added another victory.

F3 chassis from the 2008-11 period are also quicker at Silverstone as the current car has more downforce and drag.

### HISTORY FOR HAMILTON

British sportscar driver Archie Hamilton will achieve a lifetime’s ambition by racing at Le Mans in June, 60 years after his grandfather Duncan won there for Jaguar.

### INDYCAR SPEEDS UP

IndyCar is planning rule changes that could result in a new lap record at Indianapolis, while continuing with its efforts to improve safety in the sport. Arie Luyendyk set the fastest-ever single lap in qualifying at 237.498mph in 1996.

### WEST-TEC CUTS ENTRY

West-Tec is likely to reduce its entry from seven to two cars for the next round of the British Formula 3 International Series at Spa, to avoid gaining an unfair advantage ahead of European F3 Open’s subsequent visit to the same track.

### BOUCHUT’S 20TH 24

Former Le Mans winner Christophe Bouchut will make his 20th start in the 24-hour endurance classic with the Lotus LMP2 team this year.



Congratulations to  
**Nico Müller**  
and International Draco Racing  
on a majestic pole and victory  
in Monaco !



**INE NEMACO**

NEMACO INVESTS AND DEVELOPS FOR MULTINATIONALS



# Bruno Michel

## The inside line

The GP2 Series boss says that learning to deal with tyre degradation and restricted track time is all part of preparing his drivers for life at the highest level

**T**he world of motorsport is always evolving, and in our mission to prepare young drivers for the highest level of motor racing, we constantly work at making the GP2 and GP3 Series the best places to achieve that. We have the capacity to react very quickly in both series, and the teams understand that the decisions we make are in everyone's best interest. Lately, there has been talk about how junior categories might be being affected by two key phenomena: tyre degradation and lack of track time. It's a relevant concern that I'd like to address.

Since the inception of GP2 in 2005, we've had the same tyre supplier as Formula 1. It's in the DNA of our series to give drivers the best tools to prepare them for the next step. We're going for the perfect balance between performance and developing a driver's sensitivity to tyre management. As such, we've worked first with Bridgestone and now with Pirelli to get the compounds to showcase the best talents on both grids.

The fact is that at the end of each season, the best driver has always won whether with Bridgestone or Pirelli. When people say it's impossible for a rookie to win today, I disagree: every time we've had an outstanding driver, he's won. It's not so much about experience, but the ability of the driver to understand the car and the tyres quickly. A case in point is Robin Frijns, who won at Barcelona in his second GP2 race

session is used to the fullest by the drivers. We have a limited number of sets of tyres (three primes and two options) to keep costs down, and one prime is returned to Pirelli after free practice. This way, the drivers can take full advantage of the 30-minute session. All in all, considering the length of our races and the number of our events, the track time is not much different over a season from other categories.

The same issue has been mentioned regarding GP3 but, again, it's something we have to balance against having the chance to race alongside F1. GP3 is still a young category, and we've seen how successful it's been so far for drivers such as Esteban Gutierrez, who's racing in F1 today, and Valtteri Bottas who jumped directly from GP3 to F1!

However, we've made a few adjustments, starting with the positioning of the car: it's now more powerful and even more demanding, with, again, the sole purpose of preparing young drivers for GP2 and then F1. The interest in the series from drivers has been phenomenal, and seats are easy to fill. To increase track time, while keeping costs as is, we decided to let the teams use 'carry over' rubber from the previous event for free practice. This way, they have one more set of tyres for the race weekend at no extra cost. It ensures the 45-minute session is fully used by the drivers.

As for tyre degradation in GP3, it would be easy to

**“It's in the DNA of our series to give drivers the best tools to prepare them for the next step”**

weekend. Or look at how well Mitch Evans has done since the start of the season, just like James Calado in 2012. Add to that list Felipe Nasr, who's only in his second season and looking set to fight for the title. Our goal is to ensure GP2 graduates adapt quickly to F1 – the best example, of course, being Lewis Hamilton. He's far from alone, though. Romain Grosjean and Jules Bianchi were also competitive from the get-go.

We always look at what's happening in F1 to adjust what's done in GP2. For instance, that's why we decided to add different compounds and an additional set of rubber during a race weekend to allow more tyre knowledge and strategies.

It's a fact, though, that track time in GP2 is limited. It's the price you pay for featuring alongside F1. It's such a massive advantage for the drivers to be able to race in front of the F1 paddock and learn as many GP circuits as possible. Therefore, we have to ensure each

give the drivers rubber that would last forever, but they would not learn as much because the series is also about starting to develop a young driver's ability to manage his tyres. However, we admit that we may have taken it one step too far, and again have analysed the situation and acted accordingly. That's the great thing about working with Pirelli, and the fact we can make quick decisions: they delivered exactly what we wanted, but when we realised we might have to move the range of compounds one step harder, they were able to produce and deliver them in record time. We'll even introduce a super-hard compound where a hard compound was once selected. I'm confident that starting from round two in Valencia, we'll see more combative racing – as it's supposed to be.

We hope that by keeping this working approach we'll continue to enjoy the two most attractive series on the market. ❧

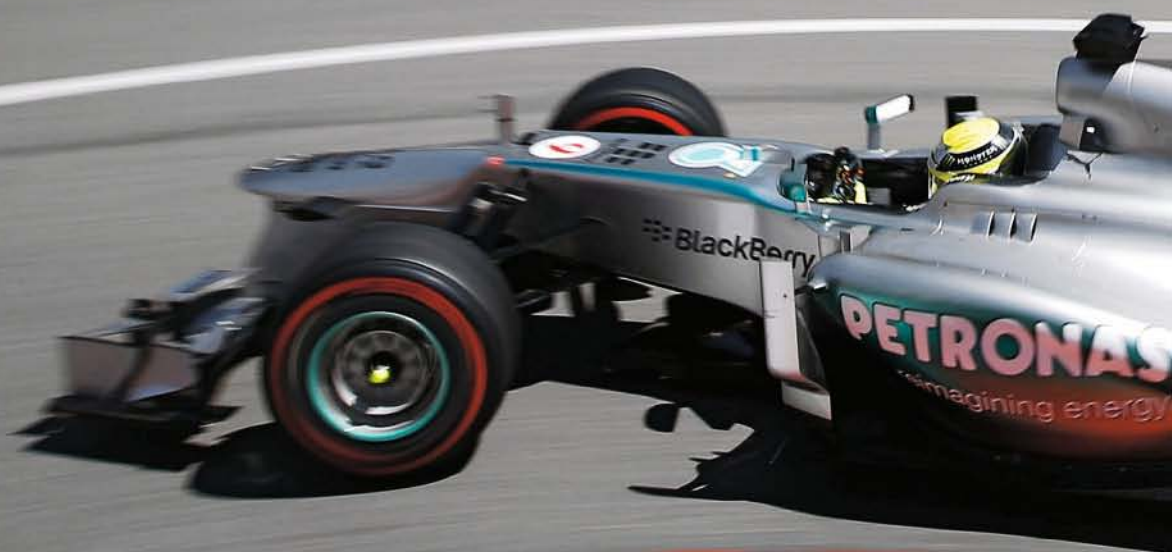
# THE RACE REPORT

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

## Rosberg winds back the years

In 1983, Keke Rosberg took a heroic Monaco win on slicks in the damp. Last weekend he saw son Nico's velvet touch give Mercedes victory over the Red Bulls. By MARK HUGHES

14



## AT A GLANCE



“Rosberg had plenty in hand and crossed the line to take a victory that was less swashbuckling than Keke’s had been”

**MONACO GP**  
Monte Carlo, May 26

**ROUND** 6/19

**LAPS** 78

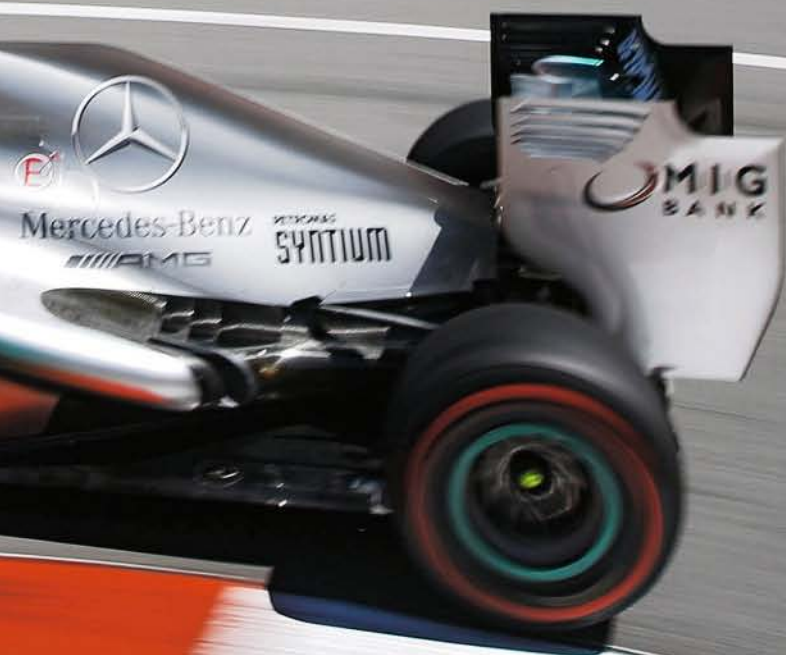
**WINNER**  
Nico Rosberg  
2h17m52.056s

**POLE POSITION**  
Nico Rosberg  
1m13.876s

**FASTEST LAP**  
Sebastian Vettel  
1m16.577s

**RACE RATING**  
★★★★★ Plenty of drama – and Monaco is always spectacular

**DRIVERS' STANDINGS**  
Vettel 107pts  
Raikkonen 86pts  
Alonso 78pts



# QUALIFYING 14.00, 25.5.2013



Vettel congratulates Rosberg, whose dad Keke never got pole in Monaco

16

Track temperatures probably determined this grid – beyond the front row, that is, which always looked like being a Mercedes lockout, regardless of the weather. It also always looked likely to be Nico Rosberg who took the pole rather than Lewis Hamilton, and that played out too.

A brief but hard shower into Q1 made intermediate tyres a must for that session, the changeover to super-soft slicks coming late in Q2. In Q3 the challenge was all about generating front-tyre temperatures in the now cool conditions. The extent to which they suffered with this separated Rosberg from Hamilton, cost Sebastian Vettel's Red Bull a realistic shot at splitting the Mercs, and dropped Kimi Raikkonen's Lotus and Fernando

Alonso's Ferrari almost 1s off the pace of the two Red Bulls.

Rosberg was a man totally on top of his game from the moment the wheels first turned. Regardless of track temperatures, rain or shine, he was 'The Man', confident and attacking. Hamilton was scratching to keep up and only a last-gasp final effort got him to within 0.1s of his team-mate. "That last lap was the first time I switched my tyres on all weekend," he rued, "and when you don't have those temperatures you don't have the confidence to hit the brakes hard. Even on that lap my tyres weren't ready by Turn 1 – a bit of understeer and you're left playing catch-up for the rest of the lap." He was actually quicker than Rosberg through sectors two and three but not by enough to overcome that early deficit.

The cooler conditions seemed to bring the track towards Red Bull, the RBs having looked out of sorts up until qualifying. Realising the scale of challenge in trying to oust the Mercs from the front row, Vettel decided to gamble all on running only a single lap for his final Q3 run, theoretically giving him a better combination of new-tyre grip and low fuel load than the two-lap runs of the Mercs and pretty much everyone else. But that plan fell awry when Seb couldn't get his front tyres up to temperature for the start of the lap.

An acrobatic but slightly scrappy effort, the car dancing all around him, got Vettel to within 0.013s of Hamilton. "If anyone's to blame, it's me," he admitted. "If I could decide again I'd go for two laps [on the last run]. I thought that the track would pick up enough for me to nail it on the first lap. Even up to Casino the fronts still weren't ready."

Mark Webber, fourth quickest, was a couple of tenths adrift of his team-mate but relatively happy with his lap: "You could always improve it in hindsight. But in the heat of the moment there's a certain risk trade-off. It's very easy to be towards the back when you have a disruptive session with those conditions, but we managed to survive all the tricky sections and made the right calls."

Raikkonen was never really tuned into the track or the Lotus, lacking a bit of

front end and traction. His Q3 lap, fifth fastest (a full second adrift of pole), was as good as he felt he was going to get it. Romain Grosjean had been regularly significantly quicker, but unfortunately was bouncing off the scenery in between the scintillating times. The car was only just readied in time by the busy Lotus mechanics after his second. Ste Devote accident occurred on Saturday morning. His late start to Q1 gave him fresher inters than the others on a drying track, but even so it was impressive that he was able to instantly go quickest of all in the middle sector, second overall. If he could stop hitting things for long enough, his pace looked comparable with that of the Red Bulls, but he was brought up short on his final Q2 lap by encountering Daniel Ricciardo's Toro Rosso.

Fernando Alonso's Ferrari had looked in great shape in the heat of Thursday, driveable and supple with Alonso in his usual aggressive Monaco form. But come Saturday the cooler track seemed to have tipped its balance into understeer and it was all Alonso could do to drag it around in a time near-identical to Raikkonen's.

Felipe Massa's Saturday practice accident came after the car bottomed over a bump as he approached the Ste Devote braking zone, and he hit the left hand barrier very hard before then rebounding into a further impact. The car could not be repaired in time and



he'd be starting from the back.

The McLarens of Sergio Perez and Jenson Button were trading times throughout qualifying until on Button's final run the car suddenly lost power due to a fuel-pump malfunction. Prior to this he'd been on course for a top-five grid slot. Perez completed a tidy lap in the still-gripless car to go seventh, 0.3s adrift of Alonso, while Button was left relying on his first run, which left him ninth.

Adrian Sutil put his Force India in between the two McLarens, a good recovery after he'd gone off at Massenet and damaged the car earlier that morning. Paul di Resta in the sister car was distraught at finding he had not cleared Q1. With the track getting quicker by the lap, he needed to have pitted for a fresh set of inters but didn't, and had no traction by the time the track was at its quickest.

Jean-Eric Vergne always looked very much at ease in the slippery conditions and took the Toro Rosso through to Q3, where he qualified 10th. Team-mate Ricciardo was a full 1s slower in Q2,

**'Rain or shine, Rosberg was 'The Man', and totally on top of his game'**

lining him up 12th. He felt he hadn't got the best from the slicks.

At Sauber, Nico Hulkenberg was late onto slicks at the end of Q2 and only got a single lap on them, 0.6s off the Q3 cut-off and 11th. Esteban Gutierrez failed to make it out of Q1.

Pastor Maldonado's affinity for the place had his Williams fastest of all in the wet of Q1 and a Q3 place seemed to beckon, but as the track began to dry so the FW35's Monaco bugbear of locking front brakes left him 16th. Valtteri Bottas was ill at ease on his first visit to the track but found a clearer bit of it than his team-mate to go 14th. Giedo van der Garde took full opportunity of di Resta's woes to get his Caterham into Q2 for the first time, lining it up 15th.



## THE GRID

	1 ROSBERG MERCEDES 1m13.876s Super-softs		2 HAMILTON MERCEDES 1m13.967s Super-softs
	3 VETTEL RED BULL 1m13.980s Super-softs		4 WEBBER RED BULL 1m14.181s Super-softs
	5 RAIKKONEN LOTUS 1m14.822s Super-softs		6 ALONSO FERRARI 1m14.824s Super-softs
	7 PEREZ McLAREN 1m15.138s Super-softs		8 SUTIL FORCE INDIA 1m15.383s Super-softs
	9 BUTTON McLAREN 1m15.647s Super-softs		10 VERGNE TORO ROSSO 1m15.703s Super-softs
	11 HULKENBERG SAUBER 1m18.331s Super-softs		12 RICCIARDO TORO ROSSO 1m18.344s Softs
	13 GROSJEAN LOTUS 1m18.603s Softs		14 BOTTAS WILLIAMS 1m19.077s Super-softs
	15 VAN DER GARDE CATERHAM 1m19.408s Super-softs		16 MALDONADO WILLIAMS 1m21.688s Super-softs
	17 DI RESTA FORCE INDIA 1m26.322s Super-softs		18 PIC CATERHAM 1m26.633s Super-softs
	19 GUTIERREZ SAUBER 1m26.917s Softs		20 BIANCHI MARUSSIA no time Super-softs
	21 MASSA FERRARI no time* Softs		22 CHILTON MARUSSIA 1m27.303s* Super-softs

\* - 5-place grid penalty for gearbox change

## TRACKSIDE VIEW

**Mark Hughes**  
GRAND PRIX EDITOR



The harbour water is reflecting a cloudless sky, a light breeze making ripples, the reflections of which shimmer on the spotless white hulls of the cruisers and yachts. Approaching the chicane, there is perhaps the trickiest bit of braking of the season, awkward angle over a crest on a bumpy surface from the fastest part of the track to almost the slowest. As the first car crests that rise to come into view, its proportions in relation to the track momentarily look all wrong; it appears huge. It isn't of course, and is just a reflection of how incredibly narrow this place is. In these early low-grip laps there's a key skill in getting the car to begin turning under the brakes even before properly turning the wheel, sliding the rear to reduce the task of front tyres that are underloaded at these speeds, and in the process widening the effective angle of the turn. It's a skill at which Jean-Eric Vergne is particularly adept, the Toro Rosso skimming the apex just as the slide has lost its momentum and with the car now ready to turn the other way. As they accelerate out of there, revs howling from 8000 to 17,000, sound waves bouncing off the walls, the ear drums vibrate in harmonic resonance. Moving on to the left-right flick into the Swimming Pool section, the spectacle is quite

**'There's a teasing balancing point between reward and punishment'**

breathtaking, some drivers upchanging on the exit even as they are fighting to keep the car out of the barriers. Pastor Maldonado is particularly impressive here, the Williams far from cooperative but Pastor imposing his will over it regardless. The line through here is compromised by the kerb; to take the straightest line would involve taking more of that kerb. The harder you hit that kerb the further towards the exit barrier the car is thrown, so there's a teasing balancing point there between reward and punishment. The car can help you in this by being benign over the kerb, like a Lotus, Mercedes or Ferrari. Or it can be a wilful, insolent, uncooperative bastard of a car here, like the Williams or, to a lesser extent, the McLaren. This isn't the ideal set of circumstances for Valtteri Bottas to be having his very first experience of Monaco and he is constantly dealing with an emergency, taking time out from communing with the car to deal with its latest misdemeanour.

# RACE

14.00, 26.5.2013



It was a lot sunnier than the last time a Rosberg won in Monaco, two years before Nico was even born. Thirty years have passed, the hair has greyed, but Keke was around on Sunday to watch his boy produce a start-to-finish demonstration of superiority every bit as resounding as his own. In another nice historical parallel, it was Nico's second career victory, just as it had been Keke's.

After winning the 1982 championship, Rosberg Sr's Formula 1 career eventually hit a brick wall in the form of a team-mate called Alain Prost – who was here to conduct the podium interviews – and, coming into this season, many wondered if his son's might stall against Lewis Hamilton. As it's turning out, Hamilton's stature has only highlighted the level of Nico's performances – much, one senses, to the bemusement of Lewis. "I expected Nico to be this fast," he said. "I just didn't expect to be this slow."

But Hamilton did play a crucial part in the Mercedes team's victory. Not through racing as a tail gunner, as had been feared, but through qualifying on the front row and holding off Sebastian Vettel's Red Bull into Ste Devote off the startline. With Rosberg maintaining the advantage of pole, despite a fairly poor start, the foundations were now in place for Mercedes to control this race.

It was the manner of that control that surprised some. The idea of using Hamilton to hold back the pack while Rosberg gave himself a big enough cushion for strategic flexibility was rejected. "To do that you'd need a tortoise and a hare and I don't think we have a tortoise in our driver line-up," said team boss Ross Brawn of an option that would have guaranteed internal disruption and resentment.

This is a very different driver-team dynamic to that of Brawn's Ferrari years. To do that would also have required Nico to run perhaps harder than the team felt comfortable with in



Caterham hits Williams on the run to Loews

the early laps on a heavy fuel load. "It's only two weeks since we finished 70 seconds behind the winner after starting from pole," Rosberg repeatedly reminded everyone. "We have improved a few things but the tyre-use problem is still there."

With such questions still hanging over its tyre usage, the challenge Mercedes potentially faced was that any quick cars that were easier on the rubber could make their first stops early and force Merc to respond in order to avoid being leapfrogged by the undercut. Once Mercedes had done that to protect its track position, it would then be consigned to a very long second stint if it was trying to

one-stop, leaving it as a sitting duck late in the race to the car easier on its tyres, whether that be a Red Bull, Kimi Raikkonen's Lotus or Fernando Alonso's Ferrari. Or, maybe even worse, be forced onto a two-stop strategy while the rival car could remain on a one.

Any cars running close behind the Mercs would thereby be looking to stop as soon as there was a good gap to drop into, Rosberg would have to pit in response the following lap, would come out ahead thanks to the buffer Hamilton had provided, but then be left potentially defenceless later on. And it would badly compromise Hamilton's race too, just to complete his misery.

But there was a way around all that at a track where passing is so unfeasible. The answer was to drive around at backmarker pace, thereby keeping the field completely bunched and preventing any gap opening up for a Vettel or any other likely lad to drop into, thereby locking almost everyone into a stalemate one-stop. That was the Mercedes gameplan.

The Red Bulls had burst away from row two with much more alacrity than the Mercs from the front, but the run to Ste Devote was simply too short to use that to advantage, Vettel having to back off to avoid hitting the back of

Hamilton as he veered across. With Mark Webber getting involved too it was all rather crowded, but the front six retained grid order, Alonso's Ferrari snapping at the heels of Raikkonen's fifth-placed Lotus as the snaking pack screamed up the hill towards Massenet and the casino.

Failing to get by Hamilton off the grid had been a blow to Vettel's plans of trying to win this race, and on the first lap, with everything still fluid, he was looking to hustle his way by the Mercedes, tucking in tight as they raced down the hill from Casino, pulling out from behind into Mirabeau, briefly locking a wheel before tucking back in.

Four places behind Vettel, the two McLarens were taking up where they left off in Bahrain. Jenson Button got partly down the inside of Sergio Perez, who was having none of it and fairly brutally cut across Button's bows. As they continued their squabble, Adrian Sutil poked the Force India's nose inside Button partway through the hairpin and got only a bit of front-wing endplate damage for his troubles. Further back, Giedo van der Garde smashed his Caterham into the back of Pastor Maldonado's Williams and, like Maldonado, trailed pitwards with damage, all his good qualifying work undone.



The Red Bulls could not jump the Mercs into the first corner



HONEY/LAT

## THURSDAY



**1000** Daniel Ricciardo is told: "It's very important that you report any contact with barriers." He replies: "This is likely, haha!"

**1005** Jenson Button talks around his FP1 installation lap: "Still very bumpy at Casino, where there is new asphalt."

**1040** Ricciardo fesses up: "Just clipped the apex of Turn 15, should be OK."

**1053** Romain Grosjean overshoots the harbour-front chicane. He locks up and does it again on the next lap too.

**1109** Button: "I just tapped the wall in the corner before Loews, is everything OK with the front left?" He is informed tyre pressure is OK. He overshoots the chicane a lap later.

**1125** Adrian Sutil spins his Force India at Ste Devote, brushing the tyrewall with his rear wing. He reports: "Just a little spin."



**1422** Mark Webber returns to the pits with remains of a bird stuck to his front wing in FP2, suspension and sidepod. Mechanics de-feather the Red Bull.

**1425** Sebastian Vettel is informed his KERS is not working and to shift his brake bias to compensate.

**1431** Grosjean shunts at Ste Devote on first super-soft run, removing the left-front wheel of his Lotus. After being told his out-lap was "too quick" he snaps: "it wasn't too quick, the tyres were fucking cold!"

**1438** Red flag for repairs to kerb damage at the Swimming Pool.

**1446** At Rascasse, Fernando Alonso just avoids a coasting Nico Hulkenberg while on a flying lap: "You didn't tell me about Alonso!" complains Hulk. "Understood, sorry."

**1522** Sergio Perez stops his McLaren at the end of the pitlane after being told: "Stop the car! We may have a problem with the front-left." Then he's told to proceed.

**1540** Webber admits he is concerned by Red Bull's lack of single-lap pace compared to Mercedes.

TEE/LAT

19

'Van der Garde smashed into the back of Maldonado, all his qualifying work undone'

Vettel bobbed around in Hamilton's mirrors through that opening lap, tucked into his slipstream through the fast, dark kink in the tunnel. He remained glued to him as they burst into the Mediterranean light, over the crest and the heavy braking for the harbour chicane, through the dauntingly fast Tabac, wheels almost skimming the harbour wall as they raced by the yachts, through the screaming left-right entry to the Swimming Pool section, daylight beneath wheels as they bounced over the kerbs, through the twisting curve into Rascasse and the dipping Noghes, kinking onto the pit straight.

Rosberg flashed by his watching father 1.2s in the lead as Hamilton watched his mirrors. On the second lap Vettel got a better exit from the chicane and made for the inside line, Hamilton moving the same way to defend. It was now obvious there was going to be no way past and all Vettel was doing in



trying to force the issue was using up his tyre life. Even the enabling of DRS down the pit straight made no difference. It had dawned on Seb by now what the Mercedes strategy was going to be: "Usually you expect two Silver Arrows in front of you, but today they were like two buses going for a cruise."

Indeed. The two Mercs at the head of the field were lapping no quicker than the Marussias at the back. In fact, van der Garde's Caterham, making up on ground lost at its stop, was going almost 2s quicker... The gameplan was very clear very early. The whole field could drive at the pace Rosberg was setting, so no gaps were opening up. Merc was effectively blocking Red Bull, Lotus or Ferrari from trying to force them in too

early and leaving them with too long to go on their next sets of tyres.

Button got a move going on Perez into the chicane, got his nose ahead, but Perez took to the escape area to stay in front. "I know he's my team-mate," said Jenson, "but I wasn't going to let him get away with that. You go across there and you have to surrender the place, so I radioed in." The FIA duly decreed that Button must be allowed by and the switch came on the ninth lap. This was for seventh and eighth places and even so far into the race they were still less than 10s adrift of the lead, such was the slow pace.

But ever so gradually the field was beginning to spread. Webber had dropped off team-mate Vettel's tail and Alonso had likewise stopped giving ▶

◀ Raikkonen hassle, in both cases so as to preserve their tyres. Queued up behind Alonso were the two McLarens, Sutil, Jean-Eric Vergne's Toro Rosso and Nico Hulkenberg's Sauber, but then a gap as Valtteri Bottas dropped away in his Williams, attempting to control creeping rear-tyre temperatures. By around lap 20 the accumulated gaps were just beginning to create a space that Vettel, Webber or Raikkonen might drop into.

The strategists looking at this were mindful that Daniel Ricciardo's Toro Rosso and the closely following Lotus of Romain Grosjean were on the tougher prime tyre (soft), good for maybe 10 extra laps over the option (super-soft) worn by those ahead. Although there was a gap behind them for Merc's would-be challengers to fall into, there would be no need for Merc to respond if that challenge ran aground boxed in behind a long-running prime user.

By lap 26, both Vettel and Webber

**'Chilton didn't appear to judge the available room, and Maldonado had nowhere to go'**

were far enough ahead to be able to clear not just the prime-tyre users but also Bottas if they stopped. Red Bull chose Webber as the guinea pig to see if Mercedes would be tempted to respond. He came in at the end of the lap and exited in front of the Williams, and was now on fresh primes.

Rosberg and Hamilton continued to circulate at the front. Merc wasn't taking the bait – and the reason for that could be seen in Webber's sector times; they weren't actually all that quick. The harder tyre was proving reluctant to come immediately up to temperature and his first flying lap was only a 1m21.6s, actually slower than the Mercedes drivers – who had suddenly upped their pace – were going. At this point, with the Webber gamble having bust, Mark was instructed to revert to

tyre-preservation mode. Had he ignored that, he would likely have jumped Vettel, at least.

Webber's stop triggered Lotus into bringing in Raikkonen and McLaren into pitting Button, each fitted with a new set of primes. Alonso pitted on lap 28, exiting still behind Raikkonen. Now locked into one-stops, all these tyres would need to last 50 or more laps. At this pace that was not as challenging as it sounded. For all that the sight and sound of 20-odd F1 cars around Monaco cannot fail to be stirring and dramatic, this was a race failing to come alight. The only prospect of it doing so, with everyone now apparently locked into the same strategy, would be if by the closing laps some cars' tyres were not holding up as well as others'.

But then even that vague hope

receded when, beginning the 29th lap, Felipe Massa – having been able to make little progress from the back in his Ferrari – suffered a near-identical accident to that of Saturday morning. Having made its first stop a couple of laps earlier, the car again ground out over a bump where the road kinks right on the approach to Ste Devote, the front wheels again locked – and again remained locked, the car unable to respond to the steering. He hit the wall on the left just as hard as before, and bounced off there into a secondary impact at Ste Devote itself.

It had seemed inconceivable enough that Felipe had simply frozen on the brake pedal the first time and the idea that, forewarned by that accident, he could have made the exact same error again just did not stack up. Ferrari was investigating the cause at the time of writing, having admitted that its initial diagnosis of driver error on Saturday might not have been accurate.

Upon seeing the accident, Red Bull prepared to bring Vettel in, but then aborted as it seemed there was not going to be a safety car. A lap later the team decided to bring him in anyway and he got going again just as the safety car was finally released as Massa was carefully removed from the car and put in a neck brace.

The timing of the safety car's release meant it spent quite some time waiting to pick up the leader. The Mercs were already a long way around the lap when

it came out, so had less distance to do than anyone else at the slow delta time everyone is required to adhere to in these situations. But Vettel was not far behind, both Red Bulls having been waved past the safety car at Mirabeau. Rosberg was able to get in and back out still ahead of the Red Bull. But it all went wrong for Hamilton.

Mercedes needed to bring Hamilton in on the same lap as Rosberg to prevent him losing an entire lap at safety car delta speed, so he was instructed to drop back six seconds – the time necessary to service Rosberg and bring Hamilton's tyres out. Lewis overdid the delay, losing more like 11s. It was enough for both Vettel and Webber to leapfrog him.

For eight laps the safety car was followed by Rosberg, Vettel, Webber, Hamilton, Raikkonen, Alonso, Button, Perez, Sutil, Vergne and the others. The evidence of the tyres removed from Vettel's car at the stops suggested he was not in great shape with tyre durability and would need to eke out the life of these ones, even at this slow pace. So perhaps he wouldn't have had the late pace to punish Mercedes anyway.

Upon the lap 39 restart Rosberg was gone, pulling out 1.9s by the end of the lap. Like Webber earlier, Vettel was struggling to get the prime tyre instantly switched on, not a problem the Mercedes suffered with. Webber was defending hard from Hamilton,



**Maldonado's shunt with Chilton caused a race stoppage**



**Perez begins to upset Raikkonen**

XPB



Hamilton slowed too much on his pitstop in-lap...



...and that put him behind Red Bull of Webber...



...who followed Vettel home for a team two-three

**'Ferrari admitted that its initial diagnosis of error by Massa may not be accurate'**

After 20 minutes the race got underway once more, with a single safety car lap, during which time Alonso surrendered his sixth place to Perez, as per FIA orders. As the safety car pulled off Rosberg was again supreme in his control of the restart, pulling out over 1s again on Vettel. Hamilton got ambitious again, looking down the inside of Webber into Ste Devote, before pulling back into line. A lap later he tried it with DRS but still it didn't work. Vettel again had a queue behind him and this time Sutil repeated his earlier dive at the hairpin on Button; it was a ▶

taking the inside line out of the chicane to keep him back on the first lap of the restart, and next time through Lewis made an audacious pounce to the inside at Rascasse. Webber hung on around the outside, only just ahead and from there turned in across the Mercedes' bows into Noghes. "I had to give him room," recalled Mark. "I think experience helps in those scenarios. I thought he might tap me... I could just see him in the mirror. I thought, 'Mmm, he's in there somewhere,' but I had to give him the room and then thank God we got round somehow."

Soon afterwards came the inevitable words over Hamilton's radio about how he now needed to preserve his tyres. "I'm trying to pass," Lewis pointed out, before then reluctantly doing as he was being guided to. It's an odd sort of racing, this...

By the time DRS was enabled once more, Rosberg was 2s clear and pulling away from Vettel, who now had a seven-car queue behind him. In that line Button tried to go down Alonso's inside into the hairpin, but they touched on the exit, the Ferrari snapping into a little slide. With Button still regathering himself from that as they raced through the tunnel and down to the chicane, Perez pounced, putting a perfect wheel-locking, on-the-limit braking move on his team-mate, down the inside.

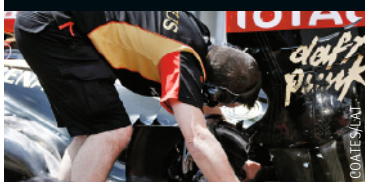
A couple of laps later Perez tried the same move on Alonso, but it only half worked. Fernando had to steer out onto

the escape zone to avoid contact, in much the same way as Perez had earlier done to stay ahead of Button. The stewards were looking into whether Alonso should be required to surrender the place, but then their attention was diverted elsewhere. There had been another big accident.

Max Chilton's Marussia was accelerating between the harbour chicane and Tabac, on the inside line, with Maldonado bearing down on him. As the Williams got alongside on the outside Chilton didn't appear to judge the available room as he began to move right for the corner approach. Maldonado was left with nowhere to go, squeezed between the barrier and a Marussia wheel, which catapulted him into the air and hard into the Tecpro barrier on Tabac's outside. The barrier unwrapped itself around the car, blocking most of the track. The race was red flagged, with 33 laps still to go. Maldonado was mercifully OK, with just scratches and bruises.

The cars lined up on the grid as the barrier was repaired. The sporting regulations state that tyres can be changed during this time, so making the prospect of any late tyre-degradation-related place changing even more remote as everyone switched to fresher tyres. Most chose to fit a set of options for their quicker warm-up performance, with only Raikkonen and Sutil of the top 10 going for primes.

## SATURDAY



**1126 Grosjean** turns in too early for the Nouvelle Chicane in FP3 on his first flying lap, clipping the barrier on the inside, puncturing his left-rear tyre.

**1135 Massa** locks up and crashes heavily at Ste Devote, causing a red flag. **Rob Smedley** asks: "You OK? You OK?" No reply.

**1144 Sutil** asks before flying lap: "Are the tyres ready?" Told: "Tyres are ready". Moments later, he slams the barrier at Massenet.

**1158 Grosjean** is told: "One more timed lap." Seconds later, he's in the barrier again at Ste Devote. "Something broke on the car, it's not possible!" Red flag ends the session.

**1209** Ferrari reveals that **Massa** will take a five-place grid penalty for a gearbox change thanks to damage.

**1400 Jules Bianchi** pulls off at Massenet at start of damp Q1: "Something is wrong, I can't use throttle." He's told: "We think it's an airbox fire, park near a marshal post."

**1416 Grosjean** joins the fray in his hastily-repaired Lotus. And puts it P1 on his first flyer: "Excellent job Romain," coos his engineer.

**1420** Inters-shod **di Resta** fails to make Q2: "Paul, That's P17 - elimination. Apologies, that was a mess." He responds: "You're joking?"

**1421 Giedo van der Garde** makes the Q2 cut for the first time in his career.

**1442 Grosjean** misses Q3: "I got completely blocked by the Toro Rosso [Ricciardo]." Told he's out: "No way, no way!"

**1442 Ricciardo** in Q2: "Are we though? Please say yes..."

**1455 Vettel** misses out on front row after errors on final Q3 run: "Aah, it's close but... Sorry boys, I tried hard, maybe a bit too much."

**1456 Button** laments Q3 power loss: "Guys, our best chance of qualifying well and we screw it up." It's caused by a fuel-pump problem.



**Bianchi assisted after brake failure caused big shunt**

**'Sutil repeated his earlier dive on Button, beautifully judged by millimetres'**

◀ beautifully judged move that worked by millimetres. A couple of places further up in that queue on the 52nd lap, Perez picked his favourite spot of the harbour chicane to put a move on Raikkonen – but this was less well judged. Leaving his braking just too late, he was forced onto the run-off himself, obliging Raikkonen to do the same to avoid contact, the Lotus snapping sideways as Kimi got his elbows out keeping Perez behind on the short straight out of there.

While Rosberg continued his perfect drive, edging out a few tenths each lap

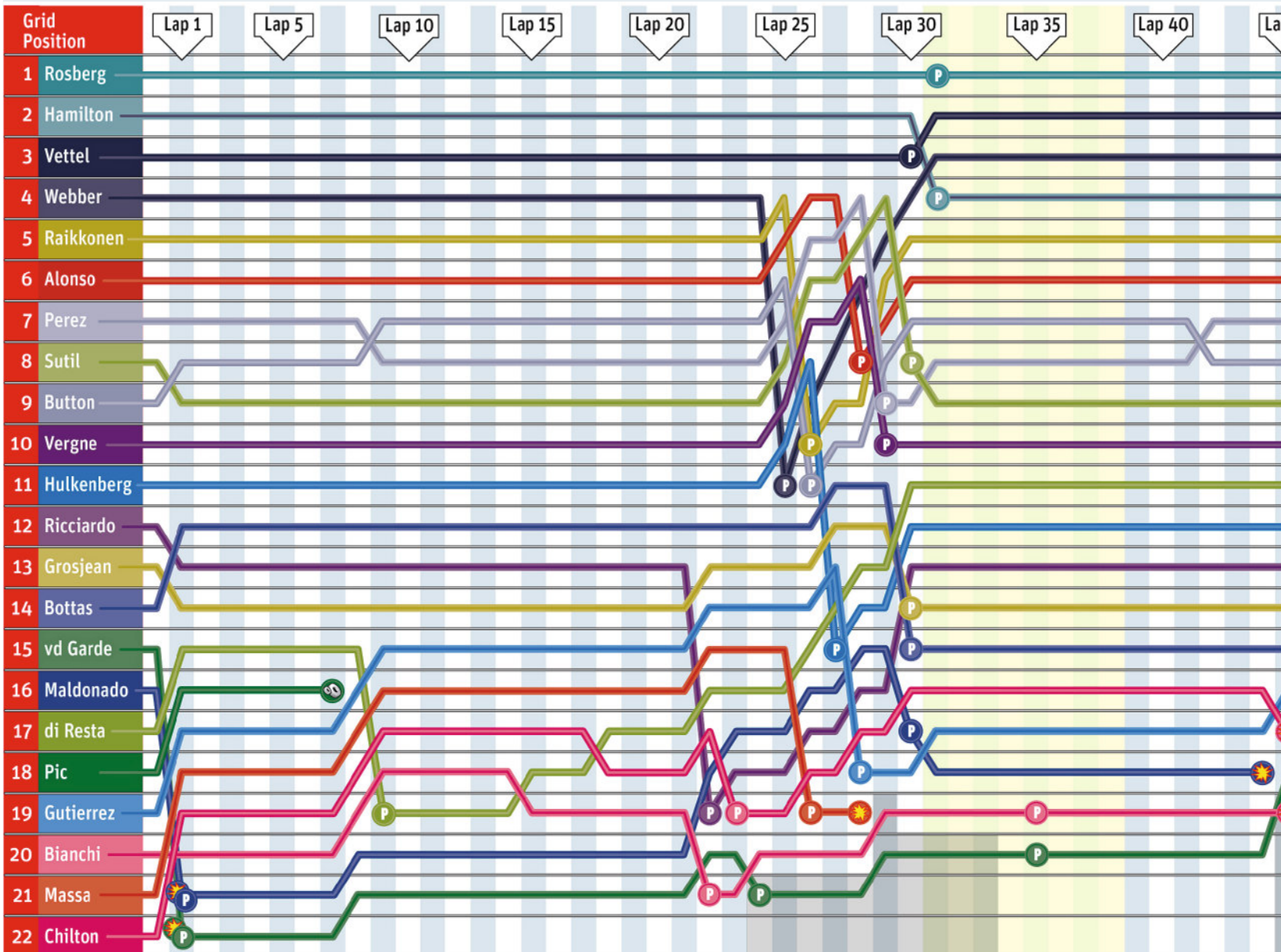


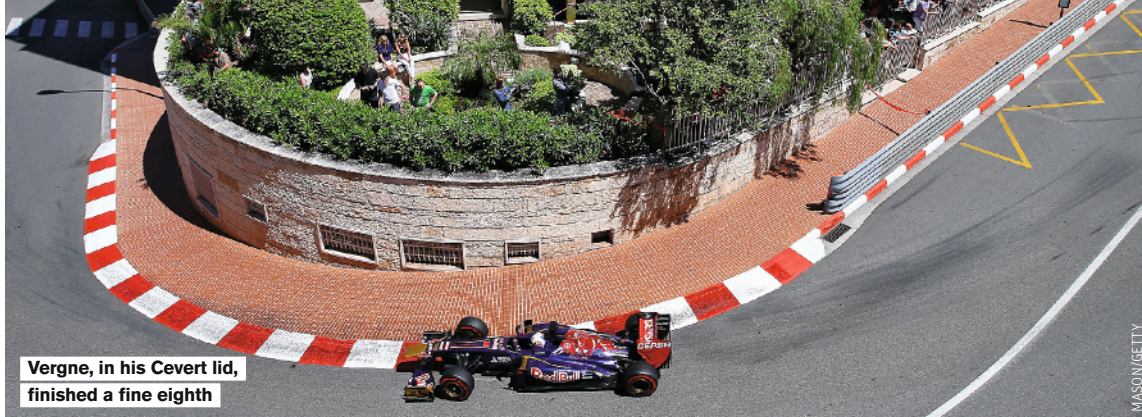
**Di Resta joins the Tabac traffic jam**

on the Red Bulls, Sutil wasn't finished yet and on lap 57 he repeated his hairpin move on Alonso for seventh. "They are the sort of moves you can try when you don't have to think of the championship," said Fernando. "I made them myself in 2008/09. You have nothing to lose. But you cannot have that approach when you are driving for the championship. I saw him coming in my mirrors and I had the choice either to let him by or crash."

The Ferrari had not been at its best for the last 20-odd laps. A piece of Perez's front wing had damaged the

## THE RACE LAP BY LAP





Vergne, in his Cevert lid, finished a fine eighth

MASON/GETTY

floor, costing around 30-40 points of downforce (around 0.3s-worth) and in addition for 10 of those laps a plastic bag had been caught in the front wing.

On the 63rd lap the safety car was triggered again as Grosjean was caught by surprise at where Ricciardo braked for the chicane. The Lotus hit the back of the Toro Rosso, wheels interlocked, another airborne car, carbon debris everywhere. It was Romain's third major accident of the weekend.

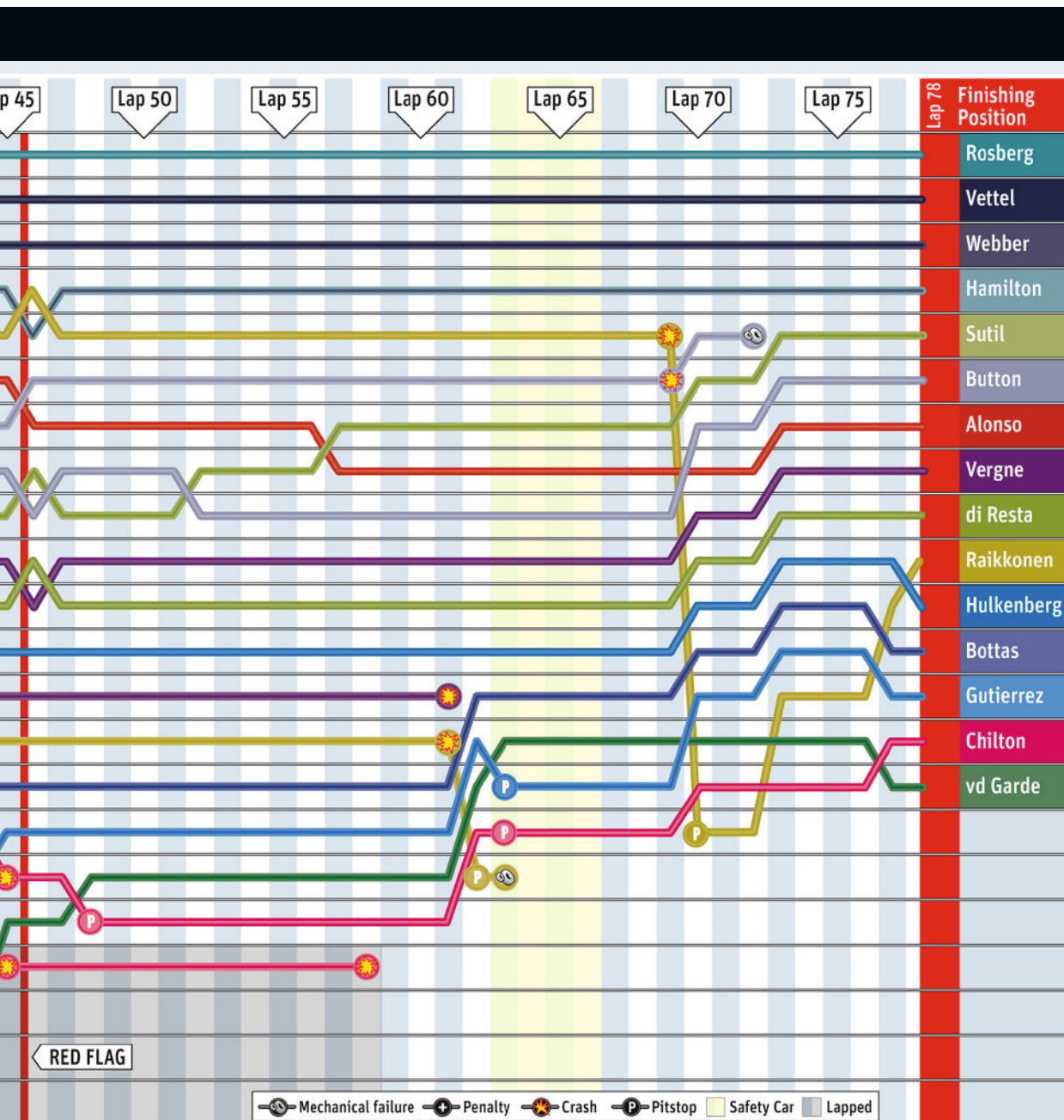
Racing got underway with 11 laps to go, and Rosberg pulled out his lead all over again as fourth-placed Hamilton

struggled with graining fronts.

A lap after the restart Perez made a yet more marginal move on Raikkonen that got him pincered into the wall – though he continued unabated – and which punctured the Lotus's tyre. As Kimi hobbled to the pits, it created a scrap behind, giving Button the opportunity to slide up the inside of Alonso. Perez's brakes were damaged in the Raikkonen incident and after going straight on at the chicane with five laps to go he slid wide into Rascasse and was passed by Sutil, Button and Alonso before pulling over to retire. Vergne

flashed by too, now up to eighth.

Rosberg had plenty in hand even when Vettel decided to let rip with his customary late fastest lap. The Mercedes crossed the line to take a victory that was definitely less swashbuckling than Keke's had been. But this is not a format of racing suited to swashbucklers. Tyre preservation is everything – something with which Hulkenberg would concur after trying to hang onto his ninth place on the final lap on rear tyres down to the steel belt. He was therefore easy meat for Force India's Paul di Resta and the recovering Raikkonen. ❌



## SUNDAY

**0926** AUTOSPORT reveals that Mercedes completed a 1000km Pirelli tyre test at Barcelona in the days after the Spanish Grand Prix.

**1130** The FIA confirms Chilton has had a gearbox change and will start last due to a five-place grid penalty.

**1404** Perez turns in on Button at the chicane and short-cuts it after light contact. "He's got to stop turning in on me guys," moans Jense.

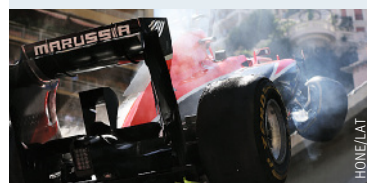
**1413** Pic slows in the Swimming Pool: "Engine problem, engine problem!" His car catches fire in the pitlane entrance.

**1442** Massa repeats his Saturday morning practice shunt, locking up on the run to Ste Devote and hitting the barrier on the left-hand side before spearing into the barrier at the exit.

**1508** Perez tries to pass Alonso, who cuts the chicane: "Fernando cut the chicane. He has to give me the position." Alonso argues: "I had to avoid the collision." The stewards later make him cede the place.

**1512** Hamilton is contrite: "Unbelievable to lose position to the Red Bulls. Sorry about that."

**1515** Chilton moves over on Maldonado at Tabac, pitching the Williams into the barriers. Race halted due to barrier damage.



**1553** Bianchi suffers a brake-disc explosion and crashes at Ste Devote.

**1557** Grosjean rear-ends Ricciardo under braking for the chicane. Stewards launch an investigation. Both retire.

**1622** As Vettel sets fastest lap, engineer Rocky chastises him: "You don't get any points for that." He replies: "But satisfaction."

**1722** Grosjean given a 10-place grid penalty for his crash with Ricciardo.

**1823** Raikkonen hit with a reprimand for being two seconds off the safety car delta time in the race.

**1946** Stewards announce they are preparing a report on the Mercedes tyre test to present to the FIA.

# TEAM BY TEAM

## RED BULL



### Red Bull muted, but picks up points

**1**  
8/10  
Event rating

CIANFLORE/GETTY

**SEBASTIAN VETTEL**  
Red Bull-Renault RB9-03  
Start: 3rd; Finish: 2nd  
Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



Vettel's weekend was defined by qualifying and the first lap. On Saturday, he admitted to overdriving when he had the pace at least to split the Mercs. In the race, he aced the start, only to have no room to get past Rosberg. He then tried valiantly to get past Hamilton in the early stages. The safety car, and Hamilton's tardiness on his in-lap for tyres, helped Vettel up to second, but he had no answer for Rosberg. He extended his championship lead nevertheless.

**2**  
7/10  
Event rating

THOMPSON/GETTY

**MARK WEBBER**  
Red Bull-Renault RB9-02  
Start: 4th; Finish: 3rd  
Strategy: 1 stop (super-soft/  
soft) restart (super-soft)

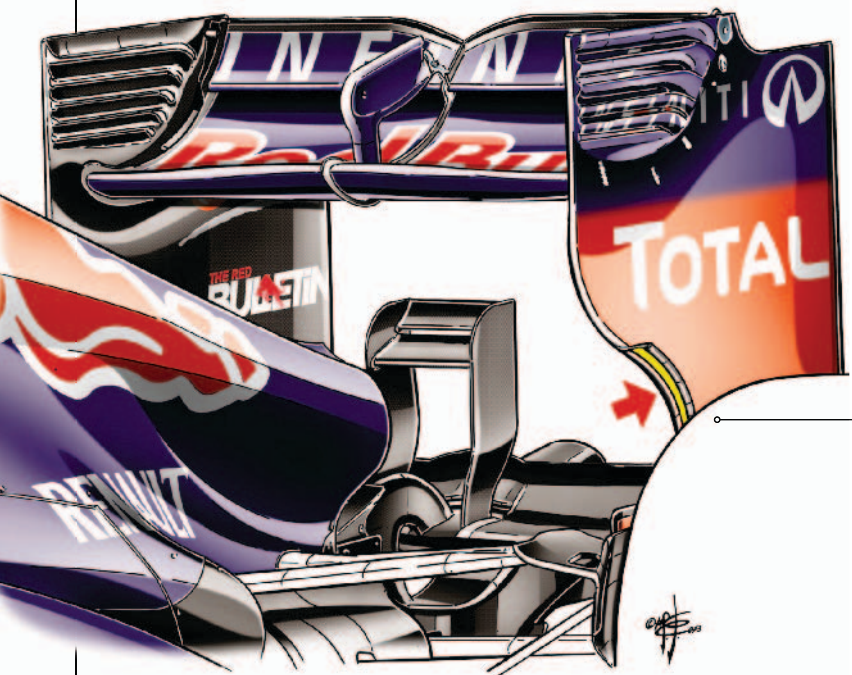


The two-times Monaco GP winner was a couple of tenths off his team-mate in qualifying, with all the evidence suggesting that was representative of his comparative pace. Like Vettel, he made a great start, but didn't have the space to make up ground, and settled into fourth place. Once Hamilton had dropped behind, he did well to keep the Mercedes driver in check, but otherwise had a quietly assured race. There was little sign of the anticipated Monaco magic, though.

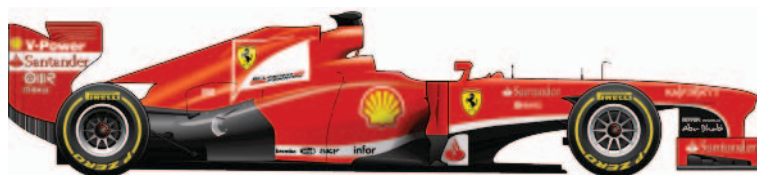
### Red Bull adds more rear downforce

➔ Red Bull brought to Monaco a new high-downforce/high-drag rear wing. It featured a vertical slot in the leading edge of the rear wing (red arrow).  
**GARY ANDERSON** More rear

downforce will keep the tyres alive, reducing the wear and graining that's the limitation here. There is a reduced section in the centre of the wing because that middle section just can't keep the airflow turning at low speeds.



## FERRARI



### Ferrari struggles to cope on streets

**3**  
6/10  
Event rating

XPB/LAT

**FERNANDO ALONSO**  
Ferrari F138-299  
Start: 6th; Finish: 7th  
Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



Alonso looked mighty in practice, keeping the Ferrari visibly dancing on the limit without ever becoming truly ragged, but the pace simply wasn't there. He didn't get the tyres switched on quickly enough in Q3, which contributed to the one-second gap to pole. He was sixth on lap one, but finished one place lower despite others dropping back, thanks to letting Button and Sutil pull rather soft moves on him at the hairpin. An uncharacteristically subdued race.

**4**  
4/10  
Event rating

XPB/LAT

**FELIPE MASSA**  
Ferrari F138-300  
Start: 21st; Finish: DNF  
Strategy: retired (soft/super-soft)



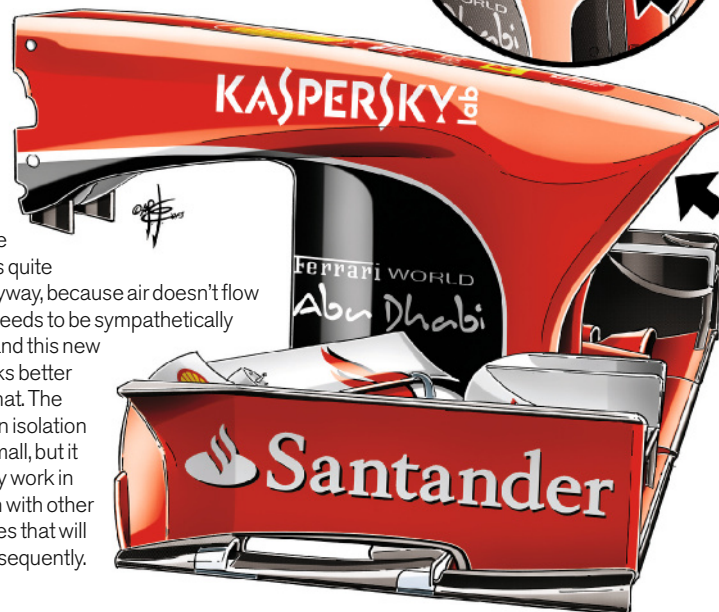
The Brazilian looked a more ragged version of Alonso all weekend, although usually he had it under control. It was a different story at Ste Devote, the corner that defined his weekend. On Saturday morning, he locked up on the bump approaching the turn, pitching his Ferrari into the wall. After a difficult race buried in the lower midfield, an as-yet-unidentified failure in the front-left caused a near-identical crash. Ultimately, the first of those crashes ruined his weekend.

### Ferrari tweaks nose

➔ Ferrari brought to Monaco a revised nose (main picture, with standard nose inset), with a smoother profile to the leading edge. This wasn't used, but is expected to be tried on the car when the teams reconvene in Montreal.

**GARY ANDERSON** The whole package of the nose and the pillars is about managing the airflow around the front tyres. Airflow is going between the front-wing pillars to the underbody. The pillars guide the flow there, trying in the process to curve it around the front tyres. The two turning vanes at the back then guide the flow back out around the leading edge of the sidepods.

The existing nose shape, which just sticks out rather than the smoother shape of the new nose, is quite puzzling anyway, because air doesn't flow like that. It needs to be sympathetically managed, and this new section looks better able to do that. The difference in isolation would be small, but it will probably work in conjunction with other new surfaces that will appear subsequently.



# MERCEDES



## Perfect performance from Rosberg

9

10/10  
Event rating



NICO ROSBERG

Mercedes F1 W04/03

Start: 1st; Finish: 1st

Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



From the moment he took to the track on Thursday morning, Rosberg looked like *the* man in Monaco. Very quick and, more impressively, very smooth and precise, this was driver and machine at one. He claimed pole and controlled the race beautifully despite concerns about tyre wear. The only thing you could mark him down on was his sluggish start, but seeing as he was headed for 11 out of 10 before that, it still rated as a perfect weekend. Imperious.

10

7/10  
Event rating



LEWIS HAMILTON

Mercedes F1 W04/04

Start: 2nd; Finish: 4th

Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



Hamilton's ragged style was visibly not as effective of that of his team-mate. How much of that was down to set-up problems and struggling to get the tyres into the optimum operating window is open to debate, but by Hamilton's own admission, he didn't have a great weekend. That said, it wasn't a bad one, although he paid dearly for dropping too far behind Rosberg on his in-lap under the safety car to avoid being stacked, which cost him a podium.

## Merc uses carbon gearbox casing...

➔ The Mercedes W04 uses a unique carbonfibre outer gearbox casing that is structural, which goes over the top of the internal metal casing. This means the team can alter the suspension pick-up points without changing the 'box itself, so allowing geometry changes in between the mandatory five-race gearbox duration.

In 2004, Ferrari (inset) introduced a carbon cover over a metal core casing, but this didn't form a structure rigid enough to mount the suspension on. The left-hand arrow in the main picture shows a conventional metal damper, indicating the FRICS system is not fully hydraulic. The hydraulic pipes and actuators are highlighted by the three arrows to the right.

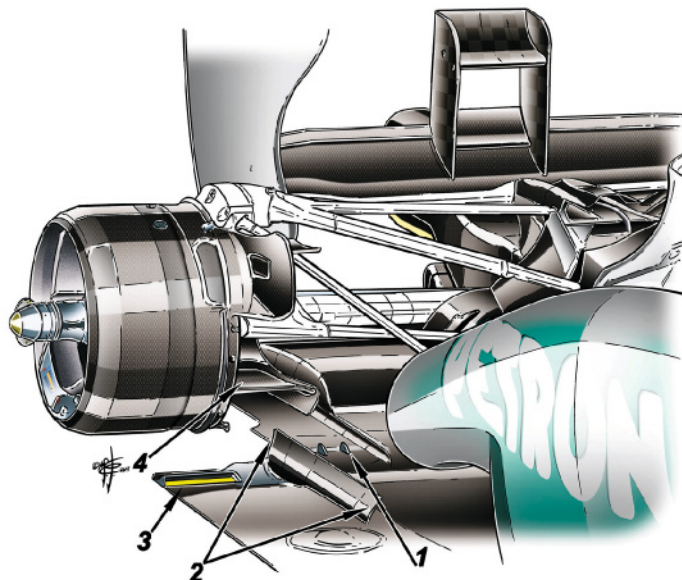
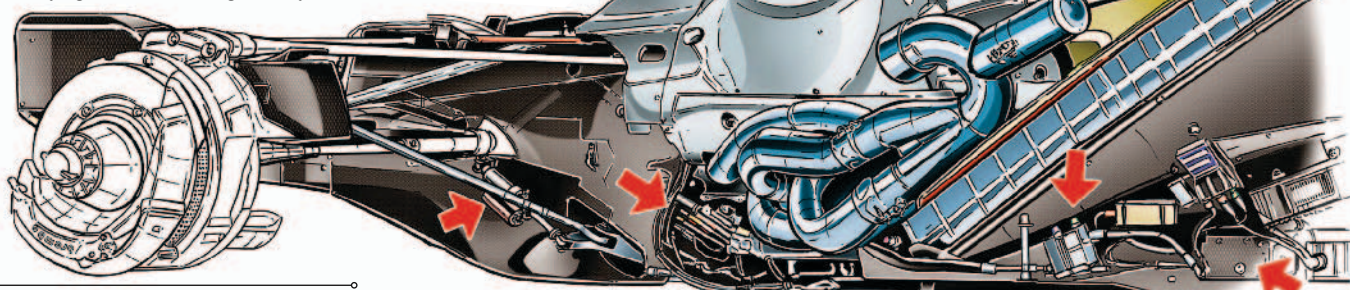
**GARY ANDERSON** The internal bodywork is almost as important as the external because you're trying to minimise the airflow, even for cooling. The change of section through the car inside the bodywork isn't good for consistent airflow. Each F1 car has outside bodywork,

but also internal bodywork. Each time you add a body skin, it just adds weight.

The Ferrari way tidied up the airflow in that area. However, instead of merely clothing the gearbox with bodywork, Mercedes has made that clothing structural, allowing it to mount the suspension pick-up points to it.

Minimising the inertia on the rear tyres is the big thing for everyone: hence ever-lighter gearboxes and angled driveshafts. Teams assess what's the lightest weight for the job the 'box has to do. It gives you the opportunity to change pick-up points, but most of the developments teams do to pick-up points are at the outboard end anyway.

The Mercedes top wishbone angle is very benign, with not much anti-lift angle to it – in contrast, say, to the Williams which has a huge degree of anti-lift. There will be only small advantages to fine-tuning the geometry from one track to another.



## ...and works on ducts to cool tyres

➔ As part of a package of small mods made to alleviate the excess rear-tyre temperatures it has been suffering, Mercedes made further revisions to its rear-brake ducts. This aims to transfer heat away from the disc and caliper, and prevent it feeding into the tyre.

Accompanying aerodynamic changes concern new vanes (1), a more twisted section to the turning vanes (2). The slot ahead of the rear tyre (3) was introduced at Barcelona. The brake duct (4) aligns the air in a way that takes it more forcefully away from the wheel.

**GARY ANDERSON** One of the biggest problems on the Mercedes has been the overheating of the rear tyres. These mods will get better exhaust downforce – because if you haven't got the necessary

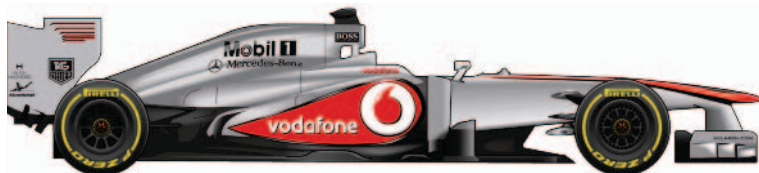
increase in downforce when you stand on the throttle, you will overheat the tyres.

The two little vanes will be realigning the exhaust flow, because the pulses from the engine's firing order mean the exhaust gas comes out swirling. When straightened up, they will be more effectively channelled onto the downforce-generating brake duct.

The twisted horizontal vane is to stop the exhaust gas twirling underneath the floor. This picks it up and turns it away from where the floor is trying to suck it.

The slot ahead of the wheel is just to even out the downforce changes induced by the varying gap between the bodywork and tyre over high and slow speed, and when the car dives under braking. The brake duct has turning vanes creating downforce directly onto the tyre.

## McLAREN



### Button shines as fighting Perez falls

**5**  
8/10  
Event rating



**JENSON BUTTON**

McLaren-Mercedes MP4-28-06  
Start: 9th; Finish: 6th  
Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



Button reckoned a fuel pump problem that struck during Q3 cost him a shot at fifth place. He slightly made up for that disappointment by finishing sixth in the race. It was an eventful afternoon for Button, who was again irked by his team-mate's pugilistic tendencies. He pulled off an opportunistic move on Alonso at the final corner, and while he was helped by Raikkonen and Perez's clash, he deserves credit for achieving his best possible finish.

**6**  
6/10  
Event rating



**SERGIO PEREZ**

McLaren-Mercedes MP4-28-06  
Start: 7th; Finish: DNF/16th  
Strategy: retired (super-soft/  
soft) restart (super-soft)



It's difficult to know what to make of Perez's weekend. He showed good pace and reckoned he hadn't left any significant time on the table in qualifying. He also deserves credit for his willingness to go on the attack, even against his team-mate. But there were again times when he overstepped the mark. Ultimately, his maximum-attack strategy caused his race to come apart and cost him a decent finish after encountering a Raikkonen who was unwilling to yield.

## LOTUS



### Raikkonen salvages a point for Lotus

**7**  
6/10  
Event rating



**KIMI RAIKKONEN**

Lotus-Renault E21-03  
Start: 5th; Finish: 10th  
Strategy: 2 stops (super-soft/  
soft) restart (soft/super-soft)



The Finn had done a very tidy job to qualify fifth, a position he held throughout much of the race until he encountered Perez. It's clear the Mexican's aggression riled him (after the race he suggested the McLaren driver would learn from being punched) and he squeezed him on the run to the chicane, leading to contact. It was a pyrrhic victory for the Finn, given it gave him a puncture, but he at least salvaged a point by passing both Bottas and Hulkenberg in the last two laps.

**8**  
3/10  
Event rating



**ROMAIN GROSJEAN**

Lotus-Renault E21-01  
Start: 13th; Finish: DNF  
Strategy: retired (soft/super-soft)  
restart (super-soft/super-soft)



The weekend was almost a microcosm of Grosjean's F1 career. Blisteringly fast on occasion – to the point where he looked a strong podium contender – but that was tempered by two practice crashes. Did well to bang in a lap to make Q2 after a late start, only for traffic to prevent a top 10. Knew Ricciardo was struggling for grip when the Australian, predictably, braked early for the chicane. Messy contact followed. Needs to start stringing it together asap.

26

## SAUBER



### Monaco shows up Sauber's frailties

**11**  
7/10  
Event rating



**NICO HULKENBERG**

Sauber-Ferrari C32-02  
Start: 11th; Finish: 11th  
Strategy: 1 stop (super-soft/  
soft) restart (soft)



A superb qualifying performance gave Hulkenberg a clear run at the points in the race, but the shortcomings of the car proved his undoing. Rear tyre degradation was acute, but he battled gamely on and held 10th starting the final lap. While losing a point after being passed by Raikkonen would usually be considered a failure, the fact he was six seconds slower than the Lotus shows the depth of his tyre trouble.

**12**  
6/10  
Event rating



**ESTEBAN GUTIERREZ**

Sauber-Ferrari C32-03  
Start: 19th; Finish: 13th  
Strategy: 2 stops (soft/super-soft)  
restart (super-soft/super-soft)



The Mexican had a decent enough practice on his Monaco debut, but come qualifying he couldn't deliver the lap time in Q1. He thought he had done a good lap, and was shocked to be knocked out, suggesting tyre temperature was partly to blame. Mired in traffic all race, he deserves credit for finishing within a second of Hulkenberg having pitted for a new set of super-softs after the restart.

## FORCE INDIA



### Sutil excels in race after practice off

**14**  
8/10  
Event rating



**PAUL DI RESTA**

Force India-Mercedes VJM06/04  
Start: 17th; Finish: 9th  
Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



Qualifying was a disaster for di Resta, who was furious at the team for leaving him out on track on his starting set of intermediates during Q1, meaning his rear tyres were shot when the streets were at their quickest. The Scot made things happen in the race, however, with a stunning move around the outside of Massa into Ste Devote the highlight. He was rewarded with two points.

**15**  
10/10  
Event rating



**ADRIAN SUTIL**

Force India-Mercedes VJM06/03  
Start: 8th; Finish: 5th  
Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



Sutil didn't have the most straightforward of runs during practice, with a spin at Ste Devote on Thursday and a crash at Massenet on Saturday morning compromising his preparations for qualifying. But once the session began, he excelled. Two opportunistic moves on world champions Button and Alonso at the hairpin gained him two positions and earned him the best finish of his F1 return.

## WILLIAMS



### No Monaco reprise for Maldonado

**16**  
5/10  
Event rating



CIANFONE/GETTY

**PASTOR MALDONADO**

Williams-Renault FW35-02  
Start: 16th; Finish: DNF  
Strategy: retired (super-soft/  
super-soft/soft)



Maldonado was confident that his Monaco expertise would make Williams a genuine top-10 contender. Up until the final run in Q2, this looked to be the case. A late call to switch to slicks meant he had no margin for error, but a mistake under braking for the chicane on his key lap proved disastrous. Pitted on the first lap for a new rear wing after being hit by van der Garde and was guiltless for Chilton swiping him and putting him heavily into the Tabac barriers.

**17**  
6/10  
Event rating



XPB/LAT

**VALTTERI BOTTAS**

Williams-Renault FW35-01  
Start: 14; Finish: 12  
Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



The only driver on the grid not to have driven at Monaco came into the weekend knowing it was going to be his toughest challenge of the year. The unwieldy Williams made his task even harder. While he couldn't match Maldonado for pace, he did outqualify him after stringing together a better lap in Q2. He was frustrated by the near-impossibility of passing in the race and spent most of it sitting in line, flirting with the points but never quite getting into contention.

## TORO ROSSO



### Vergne on form as Ricciardo slumps

**18**  
10/10  
Event rating



XPB/LAT

**JEAN-ERIC VERGNE**

Toro Rosso-Ferrari STR8  
Start: 10th; Finish: 8th  
Strategy: 1 stop (super-soft/  
soft) restart (super-soft)



The Frenchman carried the helmet colours of Francois Cevert in Monaco, and made his first Q3 appearance of the season. He was happier with the balance of the Toro Rosso during practice than his team-mate and far smoother on track. This helped him cruise comfortably into the top 10 in qualifying. Held 10th early on and had a quietly effective race sitting in the midfield queue, picking up eighth place thanks to Perez and Raikkonen's contretemps. Hard to fault him.

**19**  
6/10  
Event rating



XPB/LAT

**DANIEL RICCIARDO**

Toro Rosso-Ferrari STR8  
Start: 12th; Finish: DNF  
Strategy: retired (soft/  
super-soft) restart (super-soft)



The Australian was far from comfortable with his tail-happy Toro Rosso during Thursday practice, which made him spectacular to watch but not especially quick. Things improved on Saturday, but he couldn't get a good enough lap in on super-softs in Q2 to make the top 10, ending up seven-tenths behind Vergne. Faced a battle with tyre degradation and was running 13th when booted out by Grosjean, who rear-ended him on the run to the chicane.

## CATERHAM



### Gearbox and tyre woes dampen day

**20**  
5/10  
Event rating



XPB/LAT

**CHARLES PIC**

Caterham-Renault CT03  
Start: 18th; Finish: DNF  
Strategy: retired (super-soft)



Pic had a tricky run through practice, battling understeer, and come qualifying proved unable to nail a lap as effectively as his team-mate. He was comfortably keeping Gutierrez and Massa behind him in the early stages when he was forced to abandon his burning Caterham at the entry to the pitlane. He had been trying to coast in to retire with a seized gearbox, and had no chance to show what he could have done in the race.

**21**  
7/10  
Event rating



XPB/LAT

**GIEDO VAN DER GARDE**

Caterham-Renault CT03  
Start: 15th; Finish: 15th  
Strategy: 3 stops (super-soft/super-soft/soft/soft)



Circumstances contributed to van der Garde reaching Q2, with good strategy by Caterham and others' mistakes assisting. But he still had to drive superbly in tricky conditions. He convinced the team to let him gamble on slicks in Q2 before anyone else and did all he could to maximise his grid slot. Clumsily rear-ended Maldonado in the first-lap traffic jam, but recovered. Lost out to Chilton late on thanks to shot tyres.

## MARUSSIA



### Chilton shows pace, but stops race

**22**  
6/10  
Event rating



XPB/LAT

**JULES BIANCHI**

Marussia-Cosworth MR-02  
Start: 20th; Finish: DNF  
Strategy: retired (super-soft/  
super-soft/soft)



In his first Monaco in F1 machinery, the Frenchman had a tough weekend. Didn't have the chance to show his true pace in qualifying thanks to an airbox fire that broke out as he left the garage in Q1. In the race, things continued to go wrong. An electrical problem caused a pitlane start, he collected the barrier when it was flung onto the track by Maldonado and then had a brake issue that put him into the Ste Devote wall.

**23**  
5/10  
Event rating



XPB/LAT

**MAX CHILTON**

Marussia-Cosworth MR-02  
Start: 22nd; Finish: 14th  
Strategy: 2 stops (super-soft/  
soft) restart (soft)



Had a solid run during practice in his maiden Monaco GP appearance. Practice times suggested he lacked about half a second to team-mate Bianchi, but he did a decent job in qualifying. Had his best race yet in terms of pace, but blotted his copybook when he, unintentionally, swiped Maldonado on the run to Tabac and put him in the wall, causing a red flag. He passed van der Garde late on for backmarker class victory.

# Results



DUNBAR/LAT

**PRACTICE 1: Thursday**

POS	DRIVER	TIME
1	ROSBERG	1m16.195s
2	ALONSO	1m16.282s
3	GROSJEAN	1m16.380s
4	MASSA	1m16.394s
5	HAMILTON	1m16.469s
6	MALDONADO	1m16.993s
7	WEBBER	1m17.020s
8	BUTTON	1m17.129s
9	PEREZ	1m17.378s
10	VETTEL	1m17.380s
11	RAIKKONEN	1m17.509s
12	DI RESTA	1m17.548s
13	SUTIL	1m17.625s
14	HULKENBERG	1m18.193s
15	VERGNE	1m18.454s
16	GUTIERREZ	1m18.754s
17	BOTTAS	1m18.830s
18	RICCIARDO	1m19.067s
19	VAN DER GARDE	1m19.203s
20	PIC	1m19.438s
21	BIANCHI	1m19.773s
22	CHILTON	1m20.225s

Weather: Dry

**PRACTICE 2: Thursday**

POS	DRIVER	TIME
1	ROSBERG	1m14.759s
2	HAMILTON	1m15.077s
3	ALONSO	1m15.196s
4	MASSA	1m15.278s
5	WEBBER	1m15.404s
6	RAIKKONEN	1m15.511s
7	GROSJEAN	1m15.718s
8	BUTTON	1m15.959s
9	VETTEL	1m16.014s
10	DI RESTA	1m16.046s
11	SUTIL	1m16.349s
12	PEREZ	1m16.434s
13	HULKENBERG	1m16.823s
14	MALDONADO	1m16.857s
15	GUTIERREZ	1m16.935s
16	RICCIARDO	1m17.145s
17	VERGNE	1m17.184s
18	BOTTAS	1m17.264s
19	BIANCHI	1m17.892s
20	PIC	1m18.212s
21	CHILTON	1m18.784s
22	VAN DER GARDE	1m19.031s

Weather: Dry

**PRACTICE 3: Saturday**

POS	DRIVER	TIME
1	ROSBERG	1m14.378s
2	GROSJEAN	1m15.039s
3	VETTEL	1m15.261s
4	ALONSO	1m15.286s
5	HAMILTON	1m15.311s
6	RAIKKONEN	1m15.380s
7	WEBBER	1m15.550s
8	DI RESTA	1m15.594s
9	MALDONADO	1m15.861s
10	HULKENBERG	1m15.926s
11	PEREZ	1m15.958s
12	BUTTON	1m15.976s
13	VERGNE	1m15.976s
14	RICCIARDO	1m16.060s
15	SUTIL	1m16.068s
16	MASSA	1m16.105s
17	GUTIERREZ	1m16.427s
18	BOTTAS	1m16.933s
19	PIC	1m17.902s
20	VAN DER GARDE	1m18.102s
21	BIANCHI	1m18.706s
22	CHILTON	1m19.228s

Weather: Dry



Bernie isn't keen on George Lucas' new movie idea - F1 Wars

COTES/LAT

**QUALIFYING TIMES**

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m24.620s (8)	1m16.135s (3)	1m13.876s
2	HAMILTON	1m23.779s (6)	1m16.265s (4)	1m13.967s
3	VETTEL	1m24.243s (7)	1m15.988s (1)	1m13.980s
4	WEBBER	1m25.352s (13)	1m17.322s (7)	1m14.181s
5	RAIKKONEN	1m25.835s (15)	1m16.040s (2)	1m14.822s
6	ALONSO	1m23.712s (3)	1m16.510s (5)	1m14.824s
7	PEREZ	1m24.682s (10)	1m17.748s (10)	1m15.138s
8	SUTIL	1m25.108s (12)	1m17.261s (6)	1m15.383s
9	BUTTON	1m23.744s (5)	1m17.420s (8)	1m15.647s
10	VERGNE	1m23.699s (2)	1m17.623s (9)	1m15.703s
11	HULKENBERG	1m25.547s (14)	1m18.331s	-
12	RICCIARDO	1m24.852s (11)	1m18.344s	-
13	GROSJEAN	1m23.738s (4)	1m18.603s	-
14	BOTTAS	1m24.681s (9)	1m19.077s	-
15	VAN DER GARDE	1m26.095s (16)	1m19.408s	-
16	MALDONADO	1m23.452s (1)	1m21.688s	-
17	DI RESTA	1m26.322s	-	-
18	PIC	1m26.633s	-	-
19	GUTIERREZ	1m26.917s	-	-
20	CHILTON	1m27.303s	-	-
21	BIANCHI	no time	-	-
22	MASSA	no time	-	-

**QUALIFYING STATISTICS**

	HEAD TO HEAD	
VETTEL	6	0
ALONSO	4	2
BUTTON	4	2
RAIKKONEN	6	0
ROSBERG	3	3
HULKENBERG	6	0
DI RESTA	4	2
MALDONADO	2	4
VERGNE	2	4
PIC	3	3
BIANCHI	5	1



**BAD BOYS & ENGINE USAGE**

	PENALTIES	FINES	ENGINES
VETTEL	0	€0	3
WEBBER	2	€5000	3
ALONSO	0	€1000	3
MASSA	2	€1400	3
BUTTON	0	€1000	3
PEREZ	0	€600	3
RAIKKONEN	1	€1000	3
GROSJEAN	1	€0	3
ROSBERG	0	€600	3
HAMILTON	1	€0	3
HULKENBERG	0	€1000	3
GUTIERREZ	2	€800	3
DI RESTA	0	€0	3
SUTIL	0	€1000	3
MALDONADO	0	€0	3
BOTTAS	0	€3000	3
VERGNE	0	€10,000	3
RICCIARDO	0	€0	3
PIC	0	€0	3
VAN DER GARDE	0	€11,200	3
BIANCHI	0	€2800	3
CHILTON	1	€0	3

COTES/LAT



# Inside the Mercedes testing controversy

Its Monaco GP victory was overshadowed by Sunday morning's news that the team had completed a secret test with Pirelli. By **EDD STRAW**



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**O**n the morning of the Monaco Grand Prix, AUTOSPORT broke a story that has subsequently dominated the Formula 1 news agenda. The revelation that Mercedes had conducted 1000km of private Pirelli tyre testing in Barcelona after the Spanish GP led to both Ferrari and Red Bull lodging protests before the race on the basis

that Mercedes had broken the sport's in-season testing ban. Rival teams were united in their outrage about the test, while Mercedes and Pirelli both insist that it was above board and conducted with the full knowledge and permission of the FIA. The race stewards investigated the issue and prepared a report, which was passed on to the FIA.

As AUTOSPORT closed for press, it had not been confirmed that Mercedes and Pirelli would be summoned to an FIA Tribunal, but a statement issued after the race (reproduced on the opposite page) strongly suggests the governing body feels there is a case to answer.

#### WHEN DID THE TEST HAPPEN?

The Mercedes team stayed in Barcelona after the Spanish GP, running from May 14-16 (Tuesday to Thursday).

Both Nico Rosberg and Lewis Hamilton drove during the test, which was organised, according to Mercedes motorsport supremo Toto Wolff, "a maximum" of 10 days before the Spanish GP weekend. A total of 1000km was completed.

#### WHY DID PIRELLI CHOOSE MERCEDES?

Mercedes was the obvious choice, given that its car is most badly hit by tyre problems and degradation, and had suffered one of the

loss-of-tread failures in Bahrain that Pirelli is keen to eliminate. "It was, at the time, probably convenient because they [Mercedes] have been tough on the tyres, and we are looking to try to understand what we need to do for 2014," Pirelli motorsport boss Hembery told AUTOSPORT.

#### WHAT TYRES DID PIRELLI RUN?

This is unclear, although Pirelli is adamant that while it did run some experiments with the mooted modified 2013 rubber, to be introduced in Canada, the main focus was 2014.

Hembery said that the test was "90 per cent" focused on 2014 rubber. He also emphasised the Mercedes had no information on each set of tyres, ensuring there was no benefit to be gained by the team.

#### WAS IT REALLY A SECRET TEST?

Mercedes insists that it wasn't a secret test, in that active steps were



Pirelli chiefs found themselves under scrutiny in Monaco



Has Mercedes gained an advantage from its extra Pirelli mileage?

## FIA STATEMENT

At the beginning of May, the FIA was asked by Pirelli if it was possible for it to carry out some tyre development testing with a team, using a current car. Within the contract Pirelli has with the FIA as single supplier, there is provision for them to carry out up to 1000km of testing with any team – provided every team is offered the opportunity to do so.

Pirelli and Mercedes-AMG were advised by the FIA that such a development test could be possible if carried out by Pirelli, as opposed to the team that would provide the car and driver, and that such tests would be conditional upon every team being given the same opportunity to test in order to ensure full sporting equity.

Following this communication, the FIA received no further information about a possible test from Pirelli or from Mercedes-AMG. Furthermore, the FIA received no confirmation that all teams had been given an opportunity to take part in this test.

In addition, with regard to the application of the sport's rules, including principles of sporting equity, it should be remembered that the International Sporting Code provides that on the basis of a report of the stewards of the meeting, or on its own initiative, the prosecuting body of the FIA may bring a matter before the International Tribunal.

The Tribunal may decide to inflict penalties that would supercede any penalty the stewards of the meeting may have issued. Such procedure would be followed in pursuance of the FIA Judicial and Disciplinary Rules.

## AUTOSPORT SAYS



**EDD STRAW**  
F1 EDITOR  
@eddstrawF1

**"Thanks to insular, self-serving agendas, F1's 11 teams have failed embarrassingly"**

Amid the fury at Pirelli and Mercedes for their clandestine test, it's important to note that the teams have only themselves to blame for this situation. When the Italian firm's motorsport boss Paul Hembery was asked why Pirelli did not consult with other teams over the test, he simply replied that it would have led to months of talking and nothing happening. And he's right.

Since Pirelli came in, it has been badly let down on track testing. All the teams agree in principle that it is essential to allow Pirelli to test its tyres using representative machinery. But, in practice, the teams are all too terrified of one or more of their

rivals gaining an advantage by doing so.

Pirelli has tabled many proposals: group tests, single-team tests either after grands prix or elsewhere rotated around different teams, the supply of a contemporary test car from one team and many others. In his frustration to make things happen, Hembery threatened to buy a car and run it to break free of the endless process of team talks leading to no action.

Pirelli's dedicated tyre testing has largely been done with two cars. Its initial test mule was a 2009 Toyota TF109, before it switched to a 2010 Renault. Not good enough. While Pirelli's response was extreme and has some serious



Old test hacks are not enough for Pirelli testing

sporting implications, it wasn't disproportionate given the ludicrous situation it found itself in and the fact that its contract does allow such a test.

Thanks to insular, self-serving agendas and the inability to serve their own collective interest, the 11 teams have

failed embarrassingly. They have had a unique opportunity in recent years to steer Formula 1's regulations and working practices, yet this is just one of countless examples when agreeing to things in principle has, in reality, led nowhere.



Horner was critical of Merc

**“You have to say Mercedes are good at holding a secret. They kept it quiet”**

**Red Bull team boss Christian Horner**

not taken to hide its activity. However, none of the other teams was informed in advance.

“Nothing was in secret,” said Wolff. “We left everything there [in Barcelona] – the garage, the buses, the trucks, all the engineering offices... nothing was secret. We didn’t trick them. Should we have? Everybody speaks about everything these days and there was nothing kept in secret.”

Red Bull team principal Christian Horner accused Mercedes of being “underhand” in the way that it had gone about the test.

“You have to say Mercedes are good at holding a secret,” he said. “Most teams you hear about, but they have kept this one quiet.”

Mercedes team principal Ross Brawn insists that it was Pirelli’s responsibility to make sure the other teams were informed.

“It wasn’t a secret test,” he said. “I am not sure where that comes from. It was a Pirelli test. It was up to Pirelli to spread the information. It wasn’t up to us.”

**HOW DID RIVAL FIND OUT?**

The test was mentioned during the Grand Prix Drivers’ Association



ETHERINGTON/LAT

meeting held during the Monaco GP weekend, which led to several drivers reporting it to their teams. This is why the protests were not lodged until race morning.

**WHAT DO THE RULES SAY?**

The protest accused Mercedes of breaching Article 22.4 of the sporting regulations. This rule prevents track testing being conducted “between the start of the week preceding the first event of

the championship and December 31 of the same year”, save for specific exceptions for young driver testing and aerodynamic development, which do not apply in this case.

**WHAT DOES THE TYRE CONTRACT SAY?**

There is no disagreement among teams that the Pirelli control tyre supply contract does allow for the possibility of 1000km of testing with a team.

“With all the FIA agreements,

you have provision for 1000km of tyre testing,” Hembery told AUTOSPORT. “It’s true in the World Rally Championship, and it’s true in this contract. We can invite any team to come and test.”

Hembery sent a letter to all teams on March 7 last year asking whether they individually would be interested in conducting such testing, and there were subsequent suggestions about how provision could be made to incorporate such

**TEAMS EVENTUALLY AGREE TO TYRE CHANGES FOR CANADIAN GP**

Pirelli’s rear-tyre specification will be changed in Canada after a battle to ensure the unanimous agreement of the teams.

While some teams welcomed the changes, notably Red Bull and Mercedes, which have struggled with tyre degradation and wear, others did not. Force India initially stood firm against such a move, while Lotus was also against it.

The tyres have already been produced for next weekend’s Canadian Grand Prix, with a revise of structure to the rears. The main

difference is that the steel belt in the tyre has been replaced with a kevlar one, as used last season.

As well as being intended to prevent a repeat of the rear-tyre delaminations experienced in Spain and Bahrain, the changes should also prevent a repeat of the four-stop strategy used in the Spanish Grand Prix.

“We did a lot of internal testing, and we were able to replicate it [the problem] and find a solution that meant we were able to minimise the changes,” said Pirelli motorsport boss Paul Hembery. “We want to get rid of



the delamination that we found is debris-induced and creates a weak spot and overheating.”

As a result of the change, the rear tyres are expected to run 5-10C cooler than before, which Hembery admits

could have a small impact in ensuring that the rubber lasts long enough to prevent four-stoppers. However, he does not expect the tyre revisions to have a significant impact on the competitive order.

DUNBAR/LAT

Minor tweaks for Canada will go ahead



Merc bosses Wolff, Lauda and Brawn celebrate Monaco win



Could Michelin be tempted back into F1?

## 2014 TYRE DEAL UNDER THREAT

Pirelli's ongoing involvement in Formula 1 was already under threat even before the Mercedes test controversy erupted, but this latest episode could further serve to put it off the sport.

On Thursday evening in Monaco, Pirelli motorsport boss Paul Hembery suggested that it was very possible his company would not be in F1 after its current contract expires at the end of the season if a deal isn't struck soon. While an agreement is in place with Bernie Ecclestone, the teams have yet to agree a contract with the supplier.

"Apparently, on September 1, we are meant to tell them [the teams] everything they need to know for the tyres for next season," said Hembery. "You can imagine how ludicrous that is when we haven't even got the contracts in place. Maybe we won't be here anyway."

The test controversy has underlined how strongly Pirelli feels about the

current situation preventing testing using contemporary F1 machinery. Hembery suggested that acceptable provision for testing in 2014 remains one of the factors that must be addressed if Pirelli is to continue.

"Assuming we have a contract, we will go into a season where we have some simulation of how the new engines will be," he said. "We would still like to be able to test at some stage during the early part of the season in 2014. We don't want to test on this year's car because it would be pointless. We want to test on an actual [2014] car."

Pirelli is keen to continue in F1, but AUTOSPORT understands there is a willingness to pull out if a satisfactory deal is not struck soon. Should Pirelli leave, it is unclear which tyre supplier could fill the breach, although both Michelin and Hankook have been cited as potential replacements.

running into the regulations. Nothing came of the latter point.

The FIA statement confirmed that such a test is possible, but only on the proviso that it was carried out by Pirelli, with the team simply providing car and driver, and that all other teams must be given an opportunity to participate.

### DID THE FIA GIVE PERMISSION?

While the FIA accepted the principle of such a test being conducted, its statement issued after the Monaco GP makes it emphatically clear that it didn't give the green light for this particular test.

While testing with the current-specification cars, or machinery from the previous two seasons is not allowed, running in a pre-2011 car would be acceptable. Brawn, however, insisted that the governing body had agreed to let it use its current car.

"Yes, that was no surprise to the FIA," he said when asked about whether it had permission to use the Mercedes F1 Wo4.

The FIA contradicts this statement, saying that it "received

no further information about a possible test from Pirelli or from Mercedes-AMG" beyond agreeing the principle of such a test being possible under its stipulated conditions.

### WILL MERCEDES HAVE ACQUIRED AN ADVANTAGE FROM THE TEST?

Rival teams insist that Mercedes will have gained some benefit from the running, although several also emphasised that whether or not it did is irrelevant, because this was still a breach of the regulations.

There is no firm evidence about what specification the car was run in, although it's hard to imagine that Mercedes didn't acquire some knowledge from the running.

"We know Pirelli have a new tyre for Canada, but we don't know which of the tyres that they tested was the one that they are bringing there," said Brawn. "It isn't possible for us to know, because the tyres just had codes on – tyre code A, tyre code B... that's what we did."

### IS MERCEDES GUILTY?

The FIA's statement suggests that it believes Mercedes has a case to



Mercedes tested after its troubled Spanish GP race

answer. Whether it has or not will hinge on whether it can provide emphatic evidence that it was given explicit permission to test.

While the evidence currently in the public domain appears to be damning, it won't be until Mercedes has had the opportunity to present its case formally that the full facts will be uncovered here. There will also be question marks over the stipulation that this kind of test is to be 'run' by Pirelli, and exactly how that's defined. Mercedes could also argue for an alternative interpretation of the test ban rule.

This means it's far from clear-cut.

### WHAT WOULD THE PUNISHMENT BE?

There is neither a specific punishment listed in the regulations, nor a relevant precedent, for what would happen if Mercedes is found to have breached the testing ban. This means all punishments are possible.

"It's interesting, because when there is something in the sporting regulations, you expect a penalty," said Ferrari team principal Stefano Domenicali on Sunday in Monaco. "It is not really obvious what would be the effect on the race weekend – it is bigger than that. I do not know what the solution is, because there is no precedent."

Keep up with the latest developments on the Mercedes tyre testing scandal at [AUTOSPORT.COM](http://AUTOSPORT.COM)

# Balancing the BTCC battle

Following the complaints of 2012, technical changes were made for the British Touring Car Championship this season. After three rounds, **KEVIN TURNER** asks if things have improved



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**M**uch was made of the turbo-boost equalisation in the British Touring Car Championship last year. At times it skewed the competitive order and changes were made for 2013.

This season the baseline levels have been modified, and the amount of extra boost has been reduced from 0.125 bar to 0.08 bar. That means no car should ever get more than 20–25bhp above its baseline.

So, how have the changes gone down and can they be improved?

## WHY IS IT NEEDED?

There are two factors being addressed by the turbo-equalisation system.

The first is to give those with poor base engines as much of a chance as those with better ones. This is why there are different baseline boost levels, encouraging more engines to be used. It also prevents the rising costs associated with engineers trying to squeeze out more power from whichever unit they have.

For example, the Honda Civic was the best base engine from its road equivalent, so requires less boost to produce 350bhp than other engines, such as the TOCA unit.

Eurotech boss Mike Jordan, who runs two Civics, believes this makes sense. “If we had the same boost as them they wouldn’t see which way we’d gone,” he said. “The Honda is the best engine out there.

“The boost changes still make a difference. On the speed-trap figures the TOCA [engine] is at the top, but it’s probably 20kg heavier than the Honda engine.

“I’m very happy with the way the BTCC is at the minute.”

The second point of the system is to help keep the field close, which is why there are boost tweaks, based on a rolling average of lap times from the previous three rounds. It was the amount – 0.125 bar – by which this could be applied last year that caused many of the problems.

## 2012 VERSUS 2013

It was the help given to otherwise less-competitive cars in 2012 that has largely been addressed this season.

Double champion Jason Plato, whose works MG runs a TOCA engine, said: “We don’t want people’s performance artificially boosted by big changes, which happened last year. I still don’t think it’s right, but

it’s a lot better this season.

“I’d like to see all the engines equalised, with the same horsepower, and then left, so it’s down to the cars, engineers and drivers. But that’s not the world we live in.”

Jordan also feels the situation has been improved. “Last year was a learning year,” he added. “Hopefully with a small maximum amount of extra boost there won’t be things like Silverstone last year, when we had underdeveloped or poorly driven cars being competitive.

“I got pretty frustrated in 2012 because the equalisation did not help teams that were engineering their cars well. This year it’s much better.”

It’s interesting to note that the

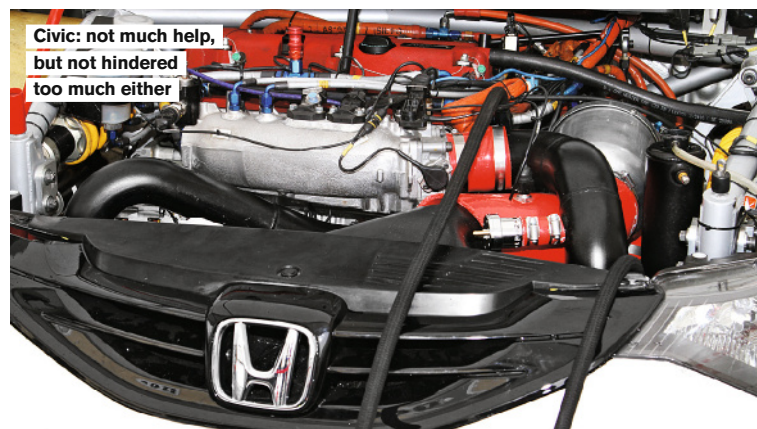
Hondas are no longer consistently at the bottom of the speed traps, as they were for much of last year. Within the series’ current rules, their boost disadvantage cannot become as pronounced as it was in 2012.

That means other teams will get less help when it comes to overcoming the Civics, which have won six of the nine races so far and are generally regarded as having the best handling.

## ANY PROBLEMS?

Although most agree the situation is better, some feel there are still issues.

Honda driver Matt Neal thinks the TOCA engine is too powerful. “We are better through the speed traps [in





Hondas – with good chassis, engine and drivers – are on top

## SPEED-TRAP COMPARISON

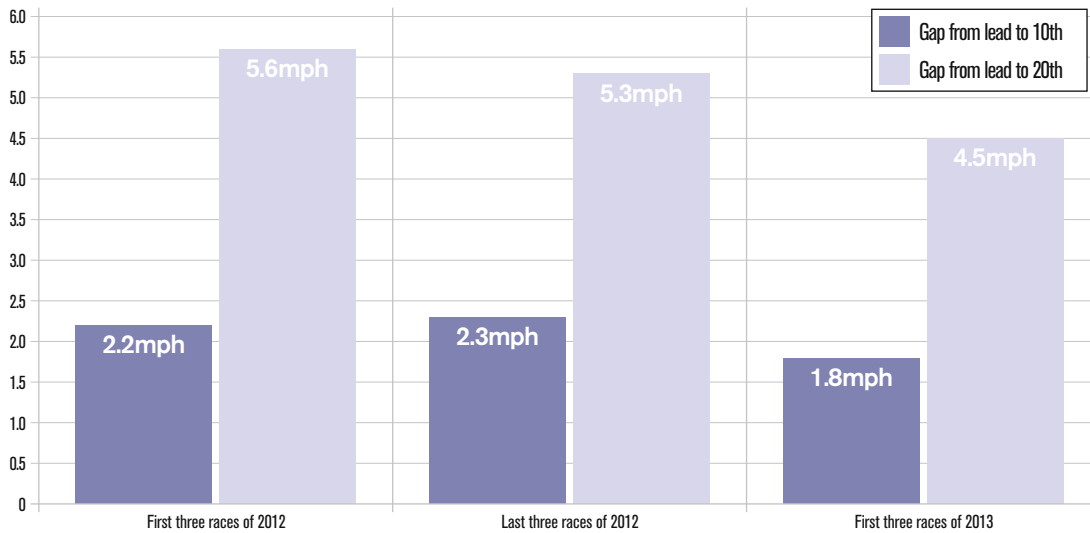
This shows the average difference in speed-trap figures from first to 10th and first to 20th, taken across three-event periods in 2012 and '13.

Where possible, anomalous speeds,

due to overboosting and car issues, have been removed and qualifying figures used to minimise the impact of traffic and slipstreaming. The 2013 figures do not include S2000 runners because they are

no longer being equalised with NGTC.

The figures show that both the top 10 and top 20 spreads have come down, indicating the 2012 disparities have been reduced so far this season.



S2000 cars such as the Golf are no longer equalised with NGTC

2013], but the TOCA engine is still too strong,” said the triple champion, who also believes the true impact of the boost tweaks will not become apparent until the next rounds at Oulton Park and Croft.

“The only time the boost change has come into force in 2013 is Thruxton, and that’s a momentum circuit with not many stops and starts. It’s from the next few races you’ll see it take effect and I think we’ll find those more difficult.”

WSR chief Dick Bennetts, who introduced the NGTC BMW 125i M Sport this year, is happy with the tweaks, but believes his car’s baseline boost is too low – the BMWs have been

among the slowest on the straights so far. “I’m not sure the basis on how they’ve worked it out,” he says. “We only ran this engine in the S2000 320 last year and that has less frontal area, so will give different acceleration.”

MG/Triple Eight boss Ian Harrison feels new cars can sometimes get too much help. “We do have an issue with new cars coming, maybe struggling in the first meeting, then getting a bit better in the second, and then getting a bigger boost gain than maybe they ought to for the third, but that’s tricky,” he said. “It’s pretty good and it’s a formula everyone signed up for at the start of the year.”

### NGTC VERSUS S2000

Another change for 2013 is that S2000s are not equalised with the NGTC machines. Instead, there are boost tweaks in comparison to the fastest S2000, which for the first two rounds was AmD’s VW Golf.

This means the slowest NGTCs have improved slightly compared to the fastest S2000s, but AmD boss Shaun Hollamby believes that is not a problem.

“It’s inevitable the S2000s have to be pushed down the field,” he said of the older cars. “Sometimes we are quicker than an NGTC car but they’re faster on the straights and we get stuck behind them, but we knew what we were getting ourselves into.

“Once the maximum [extra] boost is applied [to slower runners] they don’t get any more, so we’ll still have a chance of getting into the top 10.

“It’s much better this year that the boost changes are smaller and it’s a good way of keeping the racing close.”

The tweaks have pushed the BTCC in the right direction. They allow the competition to remain close – essential to satisfy the demands of live TV – while not stopping the right cars, drivers and teams from winning.

The only problem now is that if the Honda has the strongest engine and the best chassis, not to mention leading drivers, it will take some beating to the 2013 title. But that’s surely as it should be.

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# RACE CENTRE

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MAIN IMAGE: RENAULT SPORT



WILLIAMS/LAT

**38 The Indy 500**  
Tony Kanaan ended years of hurt with emotional victory



COATES/GP2

**52 GP2 – Monaco**  
Sam Bird survives first-corner scare to win prestigious event



TILTON/GETTY

**56 NASCAR – Charlotte**  
Kevin Harvick leaves it late to win America's other big event

**54 Formula Renault 3.5 Monaco**  
It's grand prix morning in Monte Carlo, and the Renault 3.5 pack is unleashed upon its streets. Nico Muller was a surprise winner, as the regular top runners battled for the minor placings



# Kanaan plays his cards right

Many drivers could have won Sunday's 97th running of the Indy 500, but Tony Kanaan was in front when it mattered as a late caution ended the race. MARK GLENDENNING reports



## AT A GLANCE



Kanaan said: "I felt everything was under control... but I've had 11 other times where I felt the same thing."

**INDIANAPOLIS 500**

Indianapolis Motor Speedway,  
May 26

**ROUND** 5/19

**LAPS** 200

**WINNER**

Tony Kanaan  
2h40m03.4181s

**POLE POSITION**

Ed Carpenter  
228.762mph

**FASTEST LAP**

Justin Wilson  
226.946mph

**RACE RATING**

★★★★★ Shame it finished under yellow, but a worthy winner

**DRIVERS' STANDINGS**

Andretti	168pts
Sato	157pts
Castroneves	152pts

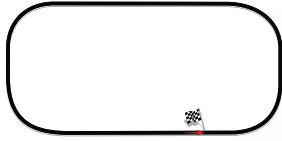


## INDY 500

### Indianapolis (USA)

May 26

IndyCar  
Series  
Round 5/19



#### RESULTS

200 LAPS, 500 MILES

<b>1</b>	<b>TONY KANAAN (BR)</b>	<b>2h40m03.4181s</b>
	KV Racing Technology Dallara-Chevrolet; Qualifying: 12th-226.949mph	
<b>2</b>	<b>CARLOS MUNOZ (CO)</b>	<b>+0.1159s</b>
	Andretti Autosport Dallara-Chevrolet; Qualifying: 2nd-228.342mph	
<b>3</b>	<b>RYAN HUNTER-REAY (USA)</b>	<b>+0.2480s</b>
	Andretti Autosport Dallara-Chevrolet; Qualifying: 7th-227.904mph	
<b>4</b>	<b>MARCO ANDRETTI (USA)</b>	<b>+0.3634s</b>
	Andretti Autosport Dallara-Chevrolet; Qualifying: 3rd-228.261mph	
<b>5</b>	<b>JUSTIN WILSON (GB)</b>	<b>+0.8138s</b>
	Dale Coyne Racing Dallara-Honda; Qualifying: 14th-226.370mph	
<b>6</b>	<b>HELIO CASTRONEVES (BR)</b>	<b>+3.0086s</b>
	Team Penske Dallara-Chevrolet; Qualifying: 8th-227.762mph	
<b>7</b>	<b>AJ ALLMENDINGER (USA)</b>	<b>+4.0107s</b>
	Team Penske Dallara-Chevrolet; Qualifying: 5th-228.099mph	
<b>8</b>	<b>SIMON PAGENAUD (F)</b>	<b>+4.2609s</b>
	Schmidt Hamilton Racing Dallara-Honda; Qualifying: 21st-225.674mph	
<b>9</b>	<b>CHARLIE KIMBALL (USA)</b>	<b>+5.6864s</b>
	Chip Ganassi Racing Dallara-Honda; Qualifying: 19th-225.880mph	
<b>10</b>	<b>ED CARPENTER (USA)</b>	<b>+6.8425s</b>
	Ed Carpenter Racing Dallara-Chevrolet; Qualifying: 1st-228.762mph	
<b>11</b>	<b>ORIOL SERVIA (E)</b>	<b>+7.8633s</b>
	Panther Dreyer & Reinbold Racing Dallara-Chevrolet; Qualifying: 13th-226.814mph	
<b>12</b>	<b>RYAN BRISCOE (AUS)</b>	<b>+8.9216s</b>
	Chip Ganassi Racing Dallara-Honda; Qualifying: 23rd-225.265mph	
<b>13</b>	<b>TAKUMA SATO (J)</b>	<b>+10.2602s</b>
	AJ Foyt Enterprises Dallara-Honda; Qualifying: 18th-225.892mph	
<b>14</b>	<b>SCOTT DIXON (NZ)</b>	<b>+11.3858s</b>
	Chip Ganassi Racing Dallara-Honda; Qualifying: 16th-226.158mph	
<b>15</b>	<b>ANA BEATRIZ (BR)</b>	<b>+12.2657s</b>
	Dale Coyne Racing Dallara-Honda; Qualifying: 29th-224.184mph	
<b>16</b>	<b>TRISTAN VAUTIER (F)</b>	<b>+15.3045s</b>
	Schmidt Peterson Motorsports Dallara-Honda; Qualifying: 28th-224.873mph	
<b>17</b>	<b>SIMONA DE SILVESTRO (CH)</b>	<b>+15.7201s</b>
	KV Racing Technology Dallara-Chevrolet; Qualifying: 24th-225.226mph	
<b>18</b>	<b>EJ VISO (VV)</b>	<b>+17.8056s</b>
	Andretti Autosport/HVM Dallara-Chevrolet; Qualifying: 4th-228.150mph	
<b>19</b>	<b>WILL POWER (AUS)</b>	<b>+22.5403s</b>
	Team Penske Dallara-Chevrolet; Qualifying: 6th-228.087mph	
<b>20</b>	<b>JAMES JAKES (GB)</b>	<b>-1 lap</b>
	Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 20th-225.809mph	
<b>21</b>	<b>JAMES HINCHCLIFFE (CDN)</b>	<b>-1 lap</b>
	Andretti Autosport Dallara-Chevrolet; Qualifying: 9th-227.070mph	
<b>22</b>	<b>CONOR DALY (USA)</b>	<b>-2 laps</b>
	AJ Foyt Enterprises Dallara-Honda; Qualifying: 31st-223.582mph	
<b>23</b>	<b>DARIO FRANCHITTI (GB)</b>	<b>197 laps – accident</b>
	Chip Ganassi Racing Dallara-Honda; Qualifying: 17th-226.069mph	
<b>24</b>	<b>ALEX TAGLIANI (CDN)</b>	<b>-4 laps</b>
	Bryan Herta Autosport Dallara-Honda; Qualifying: 11th-227.386mph	
<b>25</b>	<b>GRAHAM RAHAL (USA)</b>	<b>193 laps – accident</b>
	Rahal Letterman Lanigan Racing Dallara-Honda; Qualifying: 26th-225.007mph	
<b>26</b>	<b>KATHERINE LEGGE (GB)</b>	<b>-7 laps</b>
	Schmidt Peterson Motorsports Dallara-Honda; Qualifying: 33rd-223.176mph	
<b>27</b>	<b>TOWNSEND BELL (USA)</b>	<b>-8 laps</b>
	Panther Racing Dallara-Chevrolet; Qualifying: 22nd-225.643mph	
<b>28</b>	<b>JOSEF NEWGARDEN (USA)</b>	<b>-9 laps</b>
	Sarah Fisher Hartman Racing Dallara-Honda; Qualifying: 25th-225.731mph	
<b>29</b>	<b>SEBASTIEN BOURDAIS (F)</b>	<b>178 laps – accident</b>
	Dragon Racing Dallara-Chevrolet; Qualifying: 15th-226.196mph	
<b>30</b>	<b>PIPPA MANN (GB)</b>	<b>46 laps – accident</b>
	Dale Coyne Racing Dallara-Honda; Qualifying: 30th-224.005mph	
<b>31</b>	<b>BUDDY LAZIER (USA)</b>	<b>44 laps – fuel pressure</b>
	Lazier Partners Racing Dallara-Chevrolet; Qualifying: 32nd-223.442mph	
<b>32</b>	<b>SEBASTIAN SAAVEDRA (CO)</b>	<b>34 laps – accident</b>
	Dragon Racing Dallara-Chevrolet; Qualifying: 27th-224.929mph	
<b>33</b>	<b>JR HILDEBRAND (USA)</b>	<b>3 laps – accident</b>
	Panther Racing Dallara-Chevrolet; Qualifying: 10th-227.441mph	

Winner's average speed: 187.433mph. All drivers in Dallara DW12

#### DRIVERS' CHAMPIONSHIP

<b>1</b>	<b>ANDRETTI</b>	<b>168</b>	<b>6</b>	<b>WILSON</b>	<b>125</b>
<b>2</b>	<b>SATO</b>	<b>157</b>	<b>7</b>	<b>KANAAN</b>	<b>124</b>
<b>3</b>	<b>CASTRONEVES</b>	<b>152</b>	<b>8</b>	<b>DIXON</b>	<b>122</b>
<b>4</b>	<b>HUNTER-REAY</b>	<b>138</b>	<b>9</b>	<b>SERVIA</b>	<b>112</b>
<b>5</b>	<b>HINCHCLIFFE</b>	<b>128</b>	<b>10</b>	<b>PAGENAUD</b>	<b>108</b>

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TK celebrates in time-honoured Indy fashion



**FIRST HE HUGGED HIS NEW WIFE. THEN HE HUGGED** his team. His rival drivers came next, then some friends, and then a few members of the safety crew who happened to be standing nearby. Tony Kanaan, racesuit soaked in milk, was in a hugging mood, and pretty much anyone was fair game.

It was a release of emotions 12 years in the building and, now that the moment had arrived, Kanaan wasn't going to waste a bit of it. His ascent to the pantheon of Indy 500 winners was laden with symbolism for those who might have been looking for it, from the superstitious rub of Alex Zanardi's Paralympic gold medal prior to the race, to his imminent immortalisation alongside fellow Andretti Green-era rat packers Dan Wheldon and Dario Franchitti on the Borg Warner trophy.

But in truth, the story was simply one of a fast driver with a fast car having all of the cards fall his way, on a day when they could just as easily have fallen for others. It would be unfair to say that Kanaan and his Chevy-powered KV Racing car lucked in; he was too quick and too consistent for that, and it was very much a victory earned rather than a victory gifted. But perversely, you could also say that some other drivers lucked out. It was just that kind of race; one run almost entirely bereft of yellows, and with so much drafting and overtaking that the previous record for lead changes had been blitzed with 72 laps still to run.

The chain of events that culminated in Kanaan kissing the bricks began when Graham Rahal lost the rear of his car and hit the wall with seven laps remaining. At that point, Kanaan was running third in a pack that also included Andretti Autosport trio Ryan Hunter-Reay, Carlos Munoz and Marco Andretti, all of whom had been spending the past 50-odd laps passing each other pretty much at will. Rahal's crash brought out the yellows for the first time in almost 140 laps, and exposed then-leader Hunter-Reay to those behind him at the restart four laps later.

Munoz took advantage and ducked around his reigning champion team-mate at the green, but Kanaan went one better and slung himself beneath the both of them. He'd barely had time to plan his next move when somewhere behind him, Franchitti's car went into Turn 1 and didn't come out. The Scot had been struggling with his handling all day, and by his own admission was never in contention to repeat last year's win. But if his act of self-sacrifice was unintentional, it still couldn't have worked out better for one of his closest friends in the paddock. The yellows came

back out immediately and, with debris all over the first corner and just three laps remaining, that's how things would stay until the finish.

It was clear even before Kanaan had crossed the finish line that this was going to be a popular result. If the reaction from the grandstands, where the Brazilian has evolved into a sort of Brickyard folk hero, wasn't enough of a giveaway, the double thumbs-up from Franchitti when he clambered out of his wreck and saw who was leading the pack past him should have done the trick.

"I felt everything was under control," Kanaan said. "But I've had 11 [other] times where I felt the same thing. So when there were six laps to go and it went yellow and I wasn't in the lead I said, 'This might be the day,' because I'd been in Ryan's position many times.

"I knew I had to get the lead on the restart because it could be [another] yellow, which has happened to me here plenty of times, and it did. How funny life is — the yellow was my friend."

Kanaan was still playing it cool when the yellows came out while he was still stuck in third, yet the jitters started to kick in when he saw the white flag.

"I never thought about it until one lap to go, [then] I started to check everything in my car," he said. "Do we have enough fuel, still have four wheels... you kind of go crazy. The pace car guy was actually celebrating. I'm like, 'Can you go quicker? It's going to be a long lap if you keep doing that.'"

A big reason for Kanaan being in contention in the first place was that he'd also made great use of an earlier restart; the byproduct of JR Hildebrand's trip into the wall on lap three. At the time of the accident Kanaan had been seventh, but within a lap of the race going green again he was up to third, and he remained in touch with the lead group through much of the afternoon from that point on.

If it's difficult to grasp the concept of the race nearly being won by Munoz — an Indy Lights driver making his first ever IndyCar start — then it may seem inconceivable that had he done so, it would have been thoroughly deserved. The Colombian had been one of the great subplots of the lead-up to the race, both for the regularity of his appearances at the top of the timesheets during the opening practice days, and for his role in an extraordinary Indy Lights race two days earlier. He'd led most of the race, only to be demoted to fourth in a four-way photo finish.

Although he currently leads the Lights championship, the one weakness has been an occasional erratic streak, a quality that could easily



**Victory celebrations**  
went on long after  
the chequered flag

have been his undoing on the bigger stage, particularly when you consider that he was starting on the front row. But the reality couldn't have been more different. Munoz looked like he'd been in an IndyCar forever, running nice lines, picking his battles, and judging his moves in traffic perfectly. It's also worth bearing in mind that prior to Sunday he'd also never completed a live pitstop. All in all, it was an outstanding performance.

"I was a little bit nervous with the pitstops and the entry and exit to pitlane," he admitted. "I didn't do a lot of practice during the week. The first one or two pitstops were not that great; I had a lot of people overtake me. One by one, I went back to the front. At the last yellow flag, I might have had a shot to win. The car was awesome from the first lap to the last. I have to be proud and have nothing to be ashamed of, to finish second as a rookie. I think I did a great race."

Munoz's performance was the icing on a pretty big Andretti Autosport cake. Hunter-Reay was third but, having lost the advantage so close to the end of the race, he had a different take on things to Munoz.

"It was awesome running up the front all day," Hunter-Reay said. "I could put the car where I wanted and pass where I wanted to. We were just bidding our time. The frustrating part is that we were quick enough [to win]. We had lapped traffic coming up, and just as I was getting into the tow from the traffic the yellow came. We were leading, and the rest is history. When you're leading, especially on a restart, and the yellows come out, you might as well be driving a bulldozer."

Such talk often comes cheap from drivers, however on this occasion Hunter-Reay had a point: once he got himself into the top three on lap 29, he stayed there for pretty much the rest of the day. But if he felt unfortunate then he'd at least have a sympathetic ear in Marco Andretti, who earned the unfortunate distinction of setting a new Indy 500 record for taking the lead the most times — 15 — without actually winning the race. He ended up fourth, and rueing an aero tweak made during his final stop.

"When we stopped for the trim adjustment, we were in the worst-case scenario," he said. "We got stuck behind some team-mates. It was fun for a while, but we just got shuffled back. I knew it was going to come down to that at the end."

Fellow Andretti-ite EJ Viso was running at the front for three quarters of the race too, but fell out of contention when he stalled in the pits and finished 18th. Indeed, the only one of the Andretti entries who completely failed to fire was James Hinchcliffe, whose 21st place was pretty representative of where he was at all race.

"We were a non-event," he admitted. "I'm really disappointed. There was something that was making us slow. The car was handling fine, the engineers did a good job, the guys were ▶

**Kanaan crosses the**  
line under yellow for  
biggest win of career



FERREY/GETTY



Andretti (25) and Hunter-Reay ran up front all day

IN THE PADDOCK  
Mark Glendenning



TONY KANAAN HAD NOT EVEN MADE IT INTO the post-race press conference before the debate began over the nature of his victory. The initial flashpoint was a NASCAR journalist who wrote a blog post arguing that the race should have finished under a green-and-white chequer. (A purely philosophical point, bearing in mind that the IndyCar rules make no such provision).

The journalist in question wasn't in Indianapolis, and therefore might have struggled to gauge how the finish under yellows was received. Naturally, given a preference, everyone wants to see a race to the line. But when that didn't happen on Sunday, no-one seemed disappointed. The fans in the stands weren't booing or throwing the remains of their turkey drumsticks onto the track in protest. They'd witnessed 197 laps of great racing that ended with a popular result. Not even Ryan Hunter-Reay seemed bothered, and he probably would have stood to gain more from a NASCAR-style finish than anyone.

"This is Indy," he said. "There are certain ways things are done. If tradition is tradition, you don't try to force results with green-and-white chequers. It can be a bit gimmicky. And where the green-and-white gets a bit dicey is that you'd have some cars that gamble on a yellow at the end for fuel, and some that don't. Some cars might not have had enough fuel to finish."

◀ smoking the pitstops. But in a race where first through 20th were all on the same straight, if you've got something that's making you a tiny bit slow in a straight line, you're done. It was a long 500 miles, and I'm pretty embarrassed with our performance."

The fact that a couple of Andretti cars stumbled at least kicked the door open for someone else, and one of those to take advantage was Justin Wilson, who was the first Honda-powered driver across the line in fifth. His afternoon was one of steady progress rather than blinding speed – he never looked like a real threat for the win, yet seemed to have suddenly gained four places every time you looked him up on the timing screens. The one blip in his afternoon was a problem with his second set of tyres, but even that was overcome.

"We dropped all the way back, then fought back up," he said. "It was tough to get by out there with so much turbulent air. You couldn't keep your head straight due to the turbulence."

One of the subplots going into the weekend revolved around the likelihood of Franchitti or Helio Castroneves joining the ranks of four-time winners. Franchitti was never in with a shout, but Castroneves looked like a contender during the middle phase of the race. The Team Penske star's efforts were hamstrung by what might have been an incorrect gear choice.

"I was trying to pass a lot of people but unfortunately it kept hitting the limiter," said Castroneves, who finished sixth. "But we finished top six, which is great for points. When you don't win you have to look on the positive side, and that is the championship."

A gearing problem was certainly a big part of the reason that fellow Penske runner AJ Allmendinger did not finish higher than seventh. The NASCAR racer's much-anticipated Indy 500 debut got off to a slow start, but as he hit his stride he looked completely at home, and actually took

the lead on three occasions.

"The first issue was that I was a sissy at the start," he said. "It might have been the worst Indy 500 start ever – I went from fifth to 20th in one lap. We missed the gearing a little bit and were hitting the limiter in sixth the whole time, but once I figured it out the car was a missile."

He was also hampered by his belt coming undone just after he took the lead for the third time, prompting an early visit to the pits. That in itself didn't cost him much time, but it did knock his pit windows out of kilter for the rest of the afternoon.

Penske's other hope, Will Power, was quick early on and also took a turn in the lead, but his race was neutralised by a fuel problem that dropped him back into the pack.

Over at Chip Ganassi Racing, Scott Dixon was doing his best to fly the flag in Franchitti's absence from frontrunning contention, but the Kiwi was having gearing problems of his own. Things snowballed when his left paddle died, meaning that he couldn't downshift.

"Speed-wise, I think the car was OK," he said. "Just problems after problems, really."

Ryan Briscoe's one-off return with the team was understated, the Australian having qualified towards the back of the field and never overcoming the disadvantage. In the end, Ganassi's highest-placed runner was Charlie Kimball, who did well to haul himself to ninth considering that he'd been so sick that he'd missed both the drivers' briefing and a team function the day before.

Polesitter Ed Carpenter looked strong over the opening phase of the race, but drifted out of contention as a lack of front downforce hurt his ability to run in traffic.

The race ran full distance without any major multi-car accidents, and even the handful of single-car incidents were fairly minor, although Sebastien Bourdais's impact is worth recording purely because it was so strange to see someone of the Frenchman's experience lock his brakes and hit the wall while on the pit-entry road. Much furious Gallic punching-of-steering-wheel ensued, although he was able to resume running after a visit to the pits.

But all of that was a sideshow to Kanaan's day of days.

"After I crashed while running third [in 2009], every year that went by that I didn't win Indy, my fan base kept growing and growing," he said. "More people felt sorry for me; felt that I deserved to win. Now, they probably won't cheer for me anymore!"

Don't bet on it. ❧



Nobody begrudged Kanaan's victory



Hildebrand crash caused first yellow

**BIG NUMBER**

Winner's average speed broke the all-time Indy 500 record, set in 1990 by Arie Luyendyk's 185.981mph.

**187.433**

## Slow stop leaves Serbia dejected

### ORIOL SERVIA WAS LEFT DISAPPOINTED

after just missing out on a top-10 finish in what looks like being the Panther/Dreyer & Reinbold team's final race of the season.

Panther DRR recently confirmed that it would withdraw from the remaining races due to a shortfall in funds. At best, the team hoped for a windfall from a high finish at Indy; at worst, it aimed to at least go out on a high. Serbia appeared set to deliver on the second option before being derailed by a slow stop while running sixth.

"I'm a little frustrated, man," he told AUTOSPORT. "We had a great car. It was just a bit hard to pass once the cars got into single file. But we were still moving, and especially in the second half of a stint, we seemed to have a good car.

"We've had great pitstops for two years, and then we had our worst one in the last stop of the Indy 500. I think we lost a wheelnut. We were sixth at the time, but we

needed more than that – we really needed to be top five to create a miracle."

Servia felt that under normal circumstances he might have been able to regain some lost ground, but the lack of restarts limited his opportunity to try something.

"On the last restart, they didn't have enough time to clean the outside," he said. "And because there was such a long period of green, it was unthinkable to even try the outside. You could see the marbles there. But it is what it is."

The team has already confirmed its intention to race at Indy again next year, and is aiming to put a full programme together for 2014. It has also kept an open mind about the prospect of doing one-off races this year if it finds the backing, but in the meantime Serbia left Indianapolis with no clues as to when he will next sit in an IndyCar.

"I don't know what we're doing," he said.



GRADY/LAT

## Munoz: limelight back to Lights

### CARLOS MUNOZ INSISTS THAT HIS

impressive IndyCar debut at Indianapolis will not distract him from his Indy Lights title bid, although he remains open to the possibility of contesting further races if the opportunities arise.

The 21-year-old Colombian is the current Lights championship leader with two wins from four races, and he said that securing that title remains his priority.

"I have to do my job," he said. "My job is, I'm the Indy Lights leader, and that has been my main goal since the start of the year. Indy was just a race to give me more

experience, and it came out really well – I think better than expected. We'll see what happens, what the future works out for me. I don't know whether Michael [Andretti, team owner] has anything for me."

Should Munoz succeed in his Lights title bid, he will help Andretti Autosport to become one of only three teams to have beaten Sam Schmidt Motorsports in the past 10 years. Raphael Matos and JR Hildebrand won the crown for AGR-AFS Racing in 2008 and '09 respectively, while Wade Cunningham claimed the '05 title with Brian Stewart Racing.



ABBOTT/LAT



GRAYTHEN/GETTY

### ZANARDI'S AMAZING PRESENTS

Alex Zanardi left with two special gifts after making a guest appearance at the Indy 500. Former team owner Chip Ganassi presented the Italian with the CART Reynard that he used to make his famous pass on Bryan Herta at Laguna Seca's Corkscrew in 1996, while Tony Kanaan gave him the helmet that he'd worn en route to winning the Indy 500 earlier in the day.

### NOT SO FINE FOR RAHAL TEAM

Rahal Letterman Lanigan weathered three separate penalties over the course of the Indy 500. The team was issued with two fines after both Graham Rahal and James Jakes breached pitlane protocol during their stops, while Jakes was later dealt a drive-through penalty for hitting a crew member during a later visit to the pits.

### TWO CLASHES FOR MANN

Pippa Mann's Indy 500 return was short-lived, with the Brit being forced to retire after glancing the wall while fighting Graham Rahal. Mann was also involved in an earlier incident that resulted in the retirement of Sebastian Saavedra.

### GO BUDDY GO – NOT FOR LONG

Buddy Lazier's comeback race ended on lap 34 when his car developed a fuel pressure problem. The 1996 race winner, who drove a family-run car, has already signalled his desire to return next year.

### LEGGIE STILL RUNNING AT END

Briton Katherine Legge's last-minute appearance in a third Schmidt car was derailed early when she glanced the wall and had to pit for a replacement toe-link. The repairs left her seven laps down, although she was still running at the finish.

### SATO SPIN COSTS POINTS LEAD

Pre-Indy points leader Takuma Sato fell to second in the standings. A spin while running in the top 10 behind Carlos Munoz dropped him off the lead lap. Although he recovered that lap, he could only progress to 13th place.

### NO RELIEF FOR CASTRONEVES

Helio Castroneves became the first driver ever to complete the full Indy 500 nine times in his career without a relief driver. Ted Horn and AJ Foyt are the only other drivers to have covered the distance eight times without relief help. Relief drivers were frequently used prior to World War II.



LEVITTI/LAT



BRITISH GT SILVERSTONE (GB), MAY 25-26, RD 3/7

## Ecosse ends Porsche victory run

44

"IT'S SUCH A LONG RACE, WE'VE JUST GOT TO stay out of trouble and respect the track limits." Oliver Bryant probably didn't realise how prophetic his words would be after taking pole for the three-hour British GT race at Silverstone.

In a crazy and dramatic event that had a record 46 starters, it was exactly the attributes Bryant described that took him and Marco Attard to victory. Those and the prodigious speed of the Barwell Motorsport-run Ecurie Ecosse BMW Z4 in the fast sweeps of the Northamptonshire venue.

"The BMW is like a prototype in terms of aero, which makes up for its lack of straightline speed," said Barwell boss Mark Lemmer, who admitted three days of exclusive testing at Silverstone had given the squad an edge.

Even so, the threat of the Trackspeed Porsche 997s that had won the first three 2013 races was very real, Nick Tandy again leading the charge in qualifying from Richard Westbrook and Phil Keen in a 2-3-4. But a remarkable series of

events contrived to take Trackspeed out of the running and leave three badly damaged Porsches.

Before all that, Attard led the early stages. Most of the amateurs started the race, so Matteo Bobbi looked favourite to come through from row three in his Vita4one Ferrari 458. But he was a tad eager at the start and ended up making contact with Lee Mowle's Triple Eight BMW at Copse.

Both were delayed and, after Mowle clashed with the Ferrari of Hector Lester (and left him in the gravel for a time), more contact with Bobbi ended the BMW's race.

Instead, it was Fortec's Benji Hetherington who moved to the front. The Mercedes passed Attard for the lead at Brooklands just before the safety car was scrambled thanks to contact involving Mark Blundell's McLaren, Derek Johnston's Ferrari and the Ginetta of Richard Sykes (see Club AUTOSPORT news, p73).

With all cars having to make a minimum of three mandatory stops, many teams took the

chance to pit. Hetherington and John Gaw, who moved up to second in his Aston Martin, did not. That would prove crucial.

Gaw made a fine move on Hetherington for the lead at Copse on the restart, but the safety car was soon to reappear. And it was now that Trackspeed's race fell apart.

Gregor Fiskens, having not yet stopped, had been running fourth when he got a puncture. As he toured back to the pits, team-mate Phil Keen was lining up to pass Rob Barff's FF Corse Ferrari, the two highest-placed pitstoppers.

As the duo headed out of Aintree, Keen moved to the left, out of the 458's slipstream, only to find his slow-moving colleague immediately in his path. Contact was unavoidable and both Porsches were out on the spot.

Tandy was ready to take over the remaining 997 for the inevitable safety car, when David Ashburn crashed it coming into the pitlane. The 2010 champion admitted he'd been looking down for the pitlane speed-limiter button...

As many cars headed pitwards again, the race briefly descended into farce as the safety car picked up Jonny Adam and not Hetherington, who had repassed Gaw. The Merc pitted for Jason Minshaw to take over, then came in again thanks to a fuel reset issue. Eventually, most – though not all – of the field was waved through, so new leader John Dhillon was roughly in the right place.

He was soon overwhelmed after the restart by Bobbi and Allan Simonsen (on a long stint after Lester's early off). The two Ferrari aces put on a great show at the front, swapping places and bringing a semblance of order to proceedings. Simonsen's Ferrari had only stopped once, however, so the advantage seemed to be with Vita4one, which had stopped twice.



Trackspeed had a disastrous weekend



Attard (left) keeps himself out of trouble as huge field gets away



Porsche-BMW fight ran away from Ginetta rivals in good GT4 entry

BRITISH GT4 SILVERSTONE GP (GB), MAY 25-26, RD 3/7

## Porsche and BMW duel it out in GT4

SEVERAL EUROPEAN-BASED GT4 TROPHY RUNNERS boosted the category at Silverstone and also set the pace, demonstrating that the Ginetta G50 is indeed beatable.

In qualifying the Ekris BMW M3s held an edge, the top five being covered by 0.6s, but come the race they were beaten by the Pro Sport Porsche of Adam Christodoulou and Joerg Viebahn.

Pro Sport had suffered a difficult Nurburgring 24 Hours the previous weekend and had only just got their car together in time for Silverstone.

Duncan Huisman impressively moved V8Racing8V's Chevy Camaro to the front early on, narrowly leading Ricardo van der Ende's BMW. The safety car confusion allowed the Cor

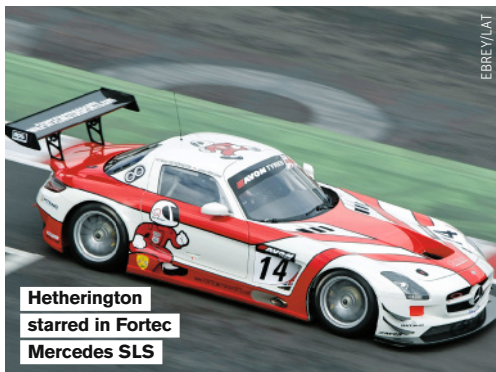
Euser/Rob Severs Lotus Evora into the lead for a time, but it didn't quite have the pace.

As the Camaro wilted, Christodoulou found himself just ahead of van der Ende and the duo battled for lap after lap. With just 20 minutes to go, they pitted together to hand over to Viebahn and Bernhard van Oranje respectively.

They continued the duel, with Viebahn holding on by just 0.285s at the line.

"We had the advantage out of the corners, but the BMW was great on the brakes," said Viebahn. "It made for great racing."

Top British GT regulars Rick Parfitt Jr and Ryan Ratcliffe completed the podium with their Optimum G50, just over half a minute back.



Hetherington starred in Fortec Mercedes SLS



Adam, Howard, Bryant, Attard, Tandy and Brown celebrate

Attard now lay fourth, the BMW also having got two of its three mandatory stops out of the way. With just over an hour to go, Bryant took the Z4 over once again, with Steve Tandy handing his Triple Eight BMW over to Dan Brown and Adam taking back the Beechdean Aston from Andrew Howard not far behind.

Simonsen relayed Lester, but the car would soon have to be in again. It was the same story for Hetherington and Minshaw, Fortec ruining not stopping earlier. Both cars fell down the order.

That left Bobbi's co-driver Jay Palmer with an ever-decreasing advantage over Bryant. It looked as though the BMW would catch him even before Palmer spun at the Loop and then suffered a front-left puncture. He pitted, then got a right-rear deflation that would leave the car 27th.

Bryant was thus left to cruise to victory, from Adam and Brown, while Warren Hughes brought M-Sport's Audi home fourth after another stealthy and clean performance.

Fifth went to one of the potential winners. Matt Griffin and Duncan Cameron may have

moved from MTECH to AF Corse, but their British GT luck doesn't appear to have changed. First their Ferrari was one of the four cars to effectively lose a lap during the safety car debacle, then Griffin felt he was unjustly penalised for ignoring the track limits.

"We only finished a minute and 20s off the winner and we lost a lap behind the safety car," he said. "AF's strategy was amazing."

The Richard Abra/Mark Poole Barwell Aston took sixth, despite several delays that included a brief pit fire and a clash with a GT4 Aston. Abra drove well to hold off Michele Rugolo by 0.4s at the flag, the AF Ferrari itself recovering from a spin and an earlier puncture.

The Dhillon/Aaron Scott AF machine was next, benefitting from its early stops but having had its own drivethrough penalty due to a pitstop infringement. It was only 0.2s ahead of reigning champion Michael Caine and Ahmad Al Harthy, the Motorbase Porsche having also incurred a penalty for too short a stop.

All in all, it was a mixed day for British GT,

with a great entry and some fine performances interspersed with debatable driving and penalties that made for a confusing race. But the deserved Barwell BMW victory does mean that 18 points now covers the top four crews in the title race.

● Kevin Turner

### RESULTS (3 hours, 77 laps)

**1** Marco Attard/Oliver Bryant (BMW Z4 GT3); 2 Andrew Howard/Jonny Adam (Aston Martin Vantage V12 GT3) +17.080s; 3 Steve Tandy/Dan Brown (Z4); 4 Rembert Berg/Warren Hughes (Audi R8 LMS ultra); 5 Duncan Cameron/Matt Griffin (Ferrari 458 Italia GT3); 6 Mark Poole/Richard Abra (Vantage); 7 Steve Wyatt/Michele Rugolo (458); 8 John Dillon/Aaron Scott (458); 9 Ahmad Al Harthy/Michael Caine (Porsche 997 GT3 R); 10 Charles Putman/Charles Espenlaub (997). **GT4** Adam Christodoulou/Joerg Viebahn (Porsche Cup). **Fastest lap** Benji Hetherington (Mercedes AMG SLS) 2m05.527s (104.97mph). **GT3 points** 1 Attard/Bryant, 60.5; 2 Berg/Hughes, 45; 3 David Ashburn/Nick Tandy (997), 43; 4 Mark Patterson/Matt Bell (R8), 42.5; 5 Gregor Fisker/Richard Westbrook (997), 37.5. **GT4 1** Declan Jones/Zoe Wenham (Ginetta G50), 78.5; 2 Ryan Ratcliffe/Rick Parfitt Jr (G50), 58.5; 3 Steve Chaplin/Tom Wilson (Aston Martin Vantage GT4), 49.5.



**Buller (right)**  
survived this  
clash with Serralles

**BRITISH F3 SILVERSTONE (GB), MAY 25-26, RD 1/4**

## Buller best behind the 'invisible' man

WITH BRITISH FORMULA 3 INTERNATIONAL SERIES promoter SRO's main business being in GT racing, and all the car-equalisation headaches that go hand in hand with that discipline, it was ironic that its reborn single-seater contest should endure the same problems at Silverstone last weekend.

John Bryant-Meisner won the two non-reversed-grid races, but his German F3 Cup car cannot be considered a true F3 machine. He wasn't even allowed to stand atop the podium, that honour going to Will Buller and Jordan King in the two races the Swede had 'won'.

Just days after splitting with European F3 team T-Sport, Northern Irishman Buller returned to the Fortec Motorsport squad with which he started his career and took a great haul of points from Silverstone. He wasn't necessarily the quickest, but feisty racecraft on his part and clumsy incidents from his rivals meant he emerged as the all-round best driver over the weekend.



**Giovinazzi**  
claimed his  
maiden win

It was easy to feel sorry for Bryant-Meisner. There was clearly some naivety on the part of the organisers in allowing his Performance Racing Dallara, powered by a spec German-series VW engine that pushes out 30bhp more than the FIA-rules powerplants, to run initially virtually unencumbered.

Further restrictions were imposed over the weekend (see page 11). The car was still quick though, and Bryant-Meisner – a handy pedaller – was driving it very nicely, while the rest tripped over each other.

In race one, a clumsy incident between Nicholas Latifi and Serralles on the opening lap, for which the Canadian was given a five-place grid penalty for race three, promoted Buller to the lead.

Buller was clearly struggling for pace, and his Dallara-Mercedes had the Carlin Dallara-VWs of Jann Mardenborough and King swarming all over it – until King tried a move at The Loop that resulted in both Carlin men out of the race.

"The Carlin guys were strong," admitted Buller. "You could see they were a lot quicker, and I had a lot of understeer."

In the other 'main' race, incidents once again helped Bryant-Meisner build a gap. The brave Buller, who had swept around 'poleman' King into Copse Corner off the start, went side-by-side with Bryant-Meisner into Maggotts, but was off line for Becketts and bunched the field up.

As a result Serralles got past the hemmed-in King, and half a lap later tried a move on Buller on the run to Brooklands. The resulting collision between the Fortec 'team-mates' put Serralles out, but cost only one spot to Buller, whose driving was investigated post-race but went unpenalised. It was a hard move, but arguably Serralles could have backed out of the closing gap.

This left King second on the road, with a three-second deficit to Bryant-Meisner. He chiselled it down to 1.0s, but that was as close as he could get. In turn, the shadowing Buller set

fastest lap before the damage from the Serralles incident caused too much upset to his handling and tyres and he backed off. Behind him, a relieved Mardenborough claimed his first podium, despite a wheelbang with Felipe Guimaraes putting him off-track at Club on lap one.

In the reversed-grid race, rapid Italian Antonio Giovinazzi showed just what he's capable of with a consummate drive to give Double R Racing its first victory since Valterri Bottas won at Donington in 2011. Compounding the team's joy, 16-year-old Indonesian schoolboy Sean Gelael showed vast improvement to qualify third and take two podium finishes. Guimaraes also visited the rostrum, second in race one in his Fortec car.

Ed Jones predictably dominated the National Class in his Team West-Tec Dallara-Toyota, the Emirati's closest run coming from Sun Zheng in the final race. Cameron Twynham also shone, with encouraging racecraft on display.

So the good news is that British F3 survived and delivered 19 cars to Silverstone. But there's a way to go before 'Formula Libre'-style F3 gets the formula exactly right.

● Marcus Simmons

### RESULTS

**Race 1** John Bryant-Meisner (Performance Racing Dallara-VW F310), 16 laps in 31m07.288s; 2 Will Buller (Fortec Motorsport D-Mercedes Benz F312), +16.533s; 3 Felipe Guimaraes (Fortec DMB F312); 4 Sean Gelael (Double R Racing DMB F313); 5 Tatiana Calderon (Double R DMB F312); 6 Antonio Giovinazzi (Double R DMB F312). **National Class** Ed Jones (West-Tec D-Toyota F312). **Fastest lap** Bryant-Meisner, 1m56.020s, 113.58mph. **Race 2** 1 Giovinazzi, 16 laps in 31m18.678s; 2 Buller, +1.579s; 3 Gelael; 4 Felix Serralles (Fortec DMB F312); 5 Nicholas Latifi (Carlin DVW F312); 6 Jordan King (Carlin DVW F312). **NC** Jones. **FL** Buller, 1m55.954s, 113.64mph. **Race 3** 1 Bryant-Meisner, 16 laps in 31m06.979s; 2 King, +1.018s; 3 Buller; 4 Jann Mardenborough (Carlin DVW F312); 5 Latifi; 6 Guimaraes. **NC** Jones. **FL** Buller, 1m55.893s, 113.70mph. **Points** 1 Buller, 54; 2 Guimaraes, 31; 3= Giovinazzi & King, 30; 5 Gelael, 29; 6 Latifi, 25.



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Mason (8) leads as VW Cup race gets underway

BRITISH GT SUPPORTS SILVERSTONE (GB), MAY 25-26

# Leader Mason marches on in VW Cup

AARON MASON TOOK A DOUBLE WIN IN THE VW Racing Cup with his Scirocco, but only after his race one victory was reinstated after a time penalty for track infringements was rescinded.

Mason led from the start of race one, with Philip House chasing hard in second and reducing the winning margin considerably by the end. "I made a terrible start as I couldn't see the lights and briefly dropped to third before catching Aaron," said House.

Ross Wylie edged out Martin Depper for third on the opening lap, but came under attack until Depper went wide at Luffield. Stewart Lines then started to threaten Depper, before he lost out to Henry Gilbert and Joe Fulbrook.

It was Fulbrook who finally clinched fourth, with Depper and Gilbert promoted to complete the top six after Lines was given a time penalty for not respecting track limits.

In the reversed-grid race two, Depper passed Gilbert into Stowe on the opening lap to lead, before Lines moved into second at Brooklands. Mason came up to third and went on the attack. He took second at the Vale on lap three, before forcing Depper wide at Village to grab the lead, which gave Lines room to grab second too.

Mason and Lines traded places on Hangar Straight, but Mason retook the advantage and stayed there. Depper shadowed Lines home in third, ahead of House, Fulbrook and Chris Levett.

David Pittard and Brad Bailey made an early escape in the first Ginetta GT5 Challenge race, after the rest fell over each other exiting the Vale on the first lap.

Oliver Basey-Fisher, Clive Richards and Luke Davenport engaged in a close battle for third, while Bailey was poised to pounce for the lead when his brakes let go. "They just went into Luffield before I could make my move," he said.

Davenport grabbed second with a lap to go, but still had Basey-Fisher on his tail at the flag. Richards was fourth with Gary Duckman just

holding off Ben Hyland for fifth.

Pittard quickly built a decisive lead in race two, but it all came to nought when he was excluded for a parc ferme infringement.

Basey-Fisher had held second with Richards close behind but, once Will Burns had demoted Bailey from fourth, he joined the second-place battle and split them at the Vale. He emerged from Club as the new second-place man, only to run wide exiting The Loop and hand the places back. A late charge regained second, which became a win after Pittard's exclusion. Basey-Fisher and Richards were left to complete the podium, with Bailey just missing out.

Burns looked set for a second win after heading race three from the start, but the constant threat from Basey-Fisher finally paid off at Luffield on the last lap and gave him the win. Bailey was a close third after losing out to Basey-Fisher on lap four, while Pittard came from the back of the grid to claim fourth.

All three Mazda MX5 Trophy races were convincingly won by Will Chappell's Mk3.

● Peter Scherer

**RESULTS – VW Racing Cup (9 laps)** 1 Aaron Mason (Scirocco R);

2 Philip House (Scirocco R) +1.033s; 3 Ross Wylie (Scirocco R); 4 Joe Fulbrook (Golf GTI); 5 Martin Depper (Scirocco R); 6 Henry Gilbert (Golf GTI). **Fastest lap** House 2m26.321s (90.06mph) **record. Race 2 (8 laps)** 1 Mason; 2 Stewart Lines (Scirocco R) +1.036s; 3 Depper; 4 House; 5 Fulbrook; 6 Chris Levett (Scirocco R). **FL** Mason 2m27.494s (89.34mph).

**Ginetta GT5 Challenge (9 laps)** 1 David Pittard; 2 Luke Davenport +4.551s; 3 Oliver Basey-Fisher; 4 Clive Richards; 5 Gary Duckman; 6 Ben Hyland. **G20 winner** Stuart Pearson. **FL** Brad Bailey 2m27.193s (89.52mph). **Race 2 (8 laps)** 1 Will Burns; 2 Basey-Fisher +0.192s; 3 Richards; 4 Bailey; 5 Davenport; 6 Tor McIlroy. **G20** Pearson. **FL** Bailey 2m26.873s (89.72mph). **Race 3 (6 laps)** 1 Basey-Fisher; 2 Burns +0.479s; 3 Bailey; 4 Pittard; 5 Hyland; 6 Jason Kenny. **G20** Pearson. **FL** Pittard 2m27.992s (89.04mph).

**Mazda MX5 Trophy (8 laps)** 1 Will Chappell; 2 Alexander Preston +22.585s; 3 Scott Leach; 4 Will Blackwell-Chambers; 5 Wayne le Montais; 6 Simon Goddard. **Class winner** Preston. **FL** Chappell 2m41.212s (81.74mph). **Race 2 (8 laps)** 1 Chappell; 2 Preston +22.754s; 3 Goddard; 4 le Montais; 5 Blackwell-Chambers; 6 Rhys Jenkins. **CW** Preston. **FL** Chappell 2m41.438s (81.62mph).

**Race 3 (8 laps)** 1 Chappell; 2 Blackwell-Chambers +24.290s; 3 Jenkins; 4 Preston; 5 Leach; 6 Goddard. **CW** Blackwell-Chambers. **FL** Chappell 2m40.723s (81.99mph).



Basey-Fisher was the top scorer in Ginetta Challenge

# GP2

Monte Carlo (MC)

May 24-25



Round 4/11

## RESULTS

RACE 1: 42 LAPS, 87.17 MILES

1	SAM BIRD (GB)	1h36m15.919s
Russian Time; Qualifying 3rd-1m21.509s		
2	KEVIN CECCON (I)	+22.077s
Trident Racing; Qualifying 5th-1m21.986s		
3	MITCH EVANS (NZ)	+23.225s
Arden International; Qualifying 2nd-1m21.157s		
4	FELIPE NASR (BR)	+23.416s
Carlin; Qualifying 9th-1m22.163s		
5	JAMES CALADO (GB)	+29.588s
ART Grand Prix; Qualifying 16th-1m22.677s		
6	STEFANO COLETTI (MC)	+1m00.519s
Rapax; Qualifying 14th-1m22.317s		
7	RENE BINDER (A)	+1m02.449s
Venezuela GP Lazarus; Qualifying 22nd-1m22.376s*		
8	ADRIAN QUAIFE-HOBBS (GB)	+1m08.400s
MP Motorsport; Qualifying 26th-1m23.328s		
9	STEPHANE RICHELMI (MC)	+1m12.107s
DAMS; Qualifying 17th-1m22.317s		
10	DANIEL DE JONG (NL)	+1m22.410s
MP Motorsport; Qualifying 18th-1m22.943s		

Winners' average speed: 54.33mph. Fastest lap: Sergio Canamasas (Caterham Racing), 1m22.169s, 90.92mph. \*three-place grid penalty for impeding.

RACE 2: 30 LAPS, 62.26 MILES

1	COLETTI	42m50.707s
Grid-3rd		
2	QUAIFE-HOBBS	+1.869s
Grid-1st		
3	EVANS	+2.218s
Grid-6th		
4	NASR	+2.536s
Grid-5th		
5	CALADO	+3.747s
Grid-4th		
6	BINDER	+19.293s
Grid-2nd		
7	CECCON	+20.015s
Grid-7th		
8	RICHELMI	+20.576s
Grid-9th		
9	DE JONG	+21.197s
Grid-10th		
10	JAKE ROSENZWEIG (USA)	+31.720s
Barwa Addax Team; Grid-14th		

Winners' average speed: 87.19mph. Fastest lap: Bird, 1m22.375s, 90.70mph. All drivers in Dallara-Mecachrome GP2/11.

## CHAMPIONSHIP

1	COLETTI	120	6	ROBIN FRIJNS	37
2	NASR	96	7	EVANS	36
3	BIRD	58	8	JOLYON PALMER	31
4	FABIO LEIMER	54	9	CECCON	28
5	CALADO	40	10	ALEXANDER ROSSI	27

## TEAMS

1	RAPAX	128	4	RACING ENGINEERING	64
2	CARLIN	127	5	ARDEN INTERNATIONAL	59
3	RUSSIAN TIME	80	6	HILMER MOTORSPORT	56

## POINTS SYSTEM EXPLAINED

Race 1: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. Race 2: 15-12-10-8-6-4-2-1 to top eight. Pole for race one: 4. Fastest lap of top 10 finishers in each race: 2.



Quaife-Hobbs leads sprint race charge

DUNBAR/GP2

FOR IN-DEPTH RESULTS FORIX

# High-flying Bird soars at Monaco

He suffered a broken rear wing in first-corner mayhem, but Sam Bird was soon flying again. CHARLES BRADLEY reports



SAM BIRD SCORED HIS SECOND VICTORY ON THE streets of Monaco, following up his Formula Renault 3.5 win from 2012 with a faultless display in Friday's GP2 feature race. That encounter will be remembered for a 15-car pile-up, but perhaps it was Saturday's sprint race that will resonate more significance come season's end. Stefano Coletti won that, despite qualifying only 14th on Thursday and getting caught up in the race-one *carambolage*.

Series bad boy Johnny Cecotto Jr focused his considerable elbows-out driving skills to take pole position, by just 0.016s from Arden team-mate Mitch Evans. But top spot mattered little when Cecotto reacted slowly to the startlights and then got wheelspin, as Evans alongside him aced it and led into Ste Devote. Fabio Leimer jumped past a slow-starting Bird, and ran side-by-side with Cecotto, who braked too late and understeered into the barrier. Leimer, who also braked late, had nowhere to go and vaulted over the back of him. Behind them, Marcus Ericsson stopped with

Tom Dillmann perching atop his rear wheels. For his perceived sin, Cecotto was banned for the rest of the weekend.

Next on the scene, Bird was clattered by Kevin Ceccon to the cost of their rear and front wings respectively. Jolyon Palmer backed off to avoid this, but Julian Leal was already committed, and pushed Palmer into a spin before mounting the back of him. Robin Frijns was unable to avoid the mess, puncturing his left-front against Palmer, and was followed in by Alexander Rossi, Coletti, Nathanael Berthon, Rene Binder, Rio Haryanto, Daniel Abt, Jake Rosenzweig and Kevin Giovesi. In all, 15 cars were now stationary and the red flags flew.

Through the narrowest of gaps, there were some lucky escapes – notably Felipe Nasr, James Calado and Stephane Richelmi. During the stoppage, Bird, Ceccon, Coletti, Dillmann, Binder and Rosenzweig – who all made it back to the startline – had damaged appendages replaced.

The restart was taken under the safety car in the order they'd got to the first sector of the aborted



Dillmann parked on top of Ericsson

STALEY/GP2

PORSCH SUPERCUP MONACO (MC), MAY 26, RD 2/8

## Edwards continues his winning streak

SEAN EDWARDS CONTINUED HIS SENSATIONAL month of May with a record-breaking victory on the streets of Monaco.

After winning the Barcelona season-opener with ease a fortnight ago, and then triumphing a week later at the Nurburgring 24 Hours, the Brit, who lives in the principality, won by 20.320 seconds – the largest winning margin in the history of the Porsche Supercup.

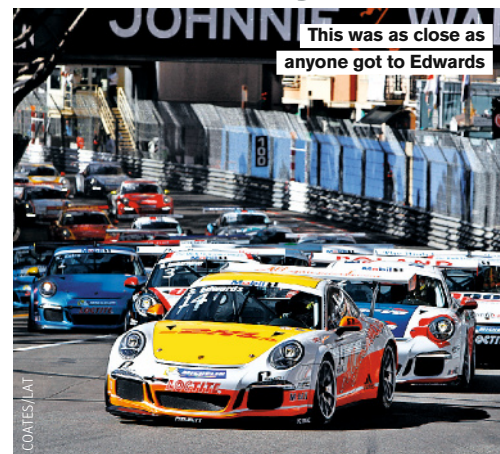
The foundations for Edwards' win were laid with a brilliant pole position by 0.6s over Kuba Giermaziak's VERVA Racing car. After making a clean getaway he quickly broke clear and easily doubled his perfect score for the season so far.

"I didn't have to take any risks; that's how good my car was," said the Tolimit Racing driver. "It's a perfect week: on Monday I won the Nurburgring 24 Hours and now to win in Monaco... brilliant."

The top five finished as they qualified, with Giermaziak resisting race-long pressure from his Barcelona nemesis Michael Ammermuller to take the runner-up spot.

Ammermuller's Lechner Racing team-mate Jeroen Bleekemolen and Fach Auto Tech's Christian Engelhart completed the top five, while Attempto Racing had a bad weekend, Kevin Estre and Nicki Thiim finishing sixth and eighth.

Splitting them was Richie Stanaway, the best of the rookies at Monaco. The Kiwi had qualified his DAMS car sixth, but lost out to Estre at the start. Brit Ben Barker was ninth for Team Bleekemolen.



World Rally Championship leader Sebastien Ogier won the much-hyped 'battle of the Sebs' with nine-time world title winner Sebastien Loeb. Ogier, making his series debut for the Tolimit squad, finished 13th, while Loeb took 16th in the factory-run VIP car.

● Dylan Jacobs

### RESULTS

**1 Sean Edwards**, 16 laps in 26m03.584s; 2 Kuba Giermaziak, +20.323s; 3 Michael Ammermuller; 4 Jeroen Bleekemolen; 5 Christian Engelhart; 6 Kevin Estre; 7 Richie Stanaway; 8 Nicki Thiim; 9 Ben Barker; 10 Klaus Bachler. **Points** 1 Edwards, 40; 2 Giermaziak, 32; 3 Ammermuller, 32; 4 Thiim, 26; 5 Stanaway, 16; 6 Bachler, 15.



race: Evans leading Bird, Ceccon, Nasr, Calado, Richelmi, Jon Lancaster and Adrian Quaife-Hobbs.

Coletti was very fortunate to be in the race at all in 11th, as he had hit the back of Rossi quite hard but sustained no suspension damage. From a long line of drivers who didn't get push-started, despite running back to their cars and pleading with marshals, the local lad had somehow managed to jump in and get going again.

Rossi, whom he had hit, had no such fortune and his car was pushed away. "Very confused as to why they restarted some cars but not others," he said. He was not alone with this complaint.

As the race resumed, after considerable delay, Evans led but was rare among the frontrunners as he was using the supersoft tyres. Bird, on softs, was soon his shadow and was just a tenth of a second behind when Evans dived into the pits on lap 12, changing all four tyres to softs.

Bird was released for four laps before his stop, unleashing his true pace which was crucial to him winning the race. "Some people thought that the supersoft would last a bit longer," he said. "We thought they wouldn't, and that was the case."

He rejoined in the lead, with yet-to-stop Rene Binder between himself and Ceccon, who had pitted a lap before Evans and just changed his rears to fresh softs, which was enough to jump ahead of the Kiwi. "When I saw Evans come out of the pitlane, I knew it would be tight," said Ceccon, who just squeaked ahead.

Bird had his only scare when he clipped the wall at Portier on his first flying lap after his pitstop, but had extended his gap out to 22s by the finish, to his Russian Time team's slight consternation: "The team was telling me to slow down. They told me that I didn't need to [push]. With five laps to go I told them that I knew what I was doing"

Ceccon scored his best-ever GP2 result in



second, well ahead of Evans, who was left to fend off the close-following Nasr and Calado, the latter dropping back in the last few laps. Coletti stopped as early as lap seven, and trundled home sixth on well-worn rubber, with Binder seventh from 22nd on the grid. Quaife-Hobbs pulled an amazing last-lap pass on Stephane Richelmi to earn the reversed-grid pole – not bad from the back of the grid after the problems that plagued him in Barcelona hampered his qualifying performance too. "That pass completely turned my weekend around," said the MP Motorsport driver.

From pole, Quaife-Hobbs made a fine start to lead the sprint race on Saturday, with Coletti soon latching onto his gearbox. Binder made a poor getaway, with Calado, Evans and Nasr all streaming past him. Evans made a ballsy move on Calado at Mirabeau to grab third, with Nasr further demoting Calado at Ste Devote on the next lap.

Coletti wasn't hanging around either, and was

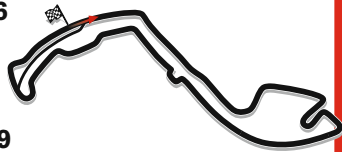
determined to snatch this win, lunging past with a great move at the Nouvelle Chicane on lap three. "I thought he was a bit too far back to have a go," admitted Quaife-Hobbs. "I looked in my mirror and Stefano was just coming straight down the inside; there was nothing I could do. He was pretty committed to that move."

Coletti romped away to a 3s lead, but then began to fluctuate his pace – determined to get fastest lap. Job done, the Rapax racer takes a 24-point lead into the month-long hiatus before Silverstone.

"After the crash yesterday in Turn 1, I thought my weekend was over," he admitted. "In the end, we recovered. We finished P6 and we started third today. And then we won. It's simply amazing."

Quaife-Hobbs just managed to keep Evans (on fresh softs) at bay for second, despite having "no front or rear tyres left", while Nasr and Calado chased them home, both racking up some decent points despite disappointing qualifying runs. ❧

## FR3.5 Monte Carlo (MC) May 23-26



Round 3/9

### RESULTS

32 LAPS, 66.412 MILES

<b>1</b>	<b>NICO MULLER (CH)</b>	<b>45m42.877s</b>	
	International Draco Racing; Qualifying: 1st-1m23.453s		
<b>2</b>	<b>MARCO SORENSEN (DK)</b>	<b>+3.484s</b>	
	Lotus (Gravity-Charouz); Qualifying: 3rd-1m23.463s		
<b>3</b>	<b>JAZEMAN JAAFAR (MAL)</b>	<b>+7.184s</b>	
	Carlin; Qualifying: 2nd-1m23.648s		
<b>4</b>	<b>KEVIN MAGNUSSEN (DK)</b>	<b>+14.549s</b>	
	DAMS; Qualifying: 4th-1m24.219s		
<b>5</b>	<b>ANTONIO FELIX DA COSTA (P)</b>	<b>+15.378s</b>	
	Arden Caterham; Qualifying: 7th-1m23.627s		
<b>6</b>	<b>CARLOS SAINZ JR (E)</b>	<b>+21.230s</b>	
	Zeta Corse; Qualifying: 6th-1m24.417s		
<b>7</b>	<b>WILL STEVENS (GB)</b>	<b>+22.135s</b>	
	P1 by Strakka Racing; Qualifying: 10th-1m24.579s		
<b>8</b>	<b>MIKHAIL ALESHIN (RUS)</b>	<b>+22.555s</b>	
	Tech 1 Racing; Qualifying: 9th-1m23.843s		
<b>9</b>	<b>STOFFEL VANDOORNE (B)</b>	<b>+23.403s</b>	
	Fortec Motorsports; Qualifying: 5th*-1m23.607s		
<b>10</b>	<b>ARTHUR PIC (F)</b>	<b>+32.031s</b>	
	AV Formula; Qualifying: 12th-1m24.602s		
<b>11</b>	<b>OLIVER WEBB (GB)</b>	<b>+33.746s</b>	
	Fortec Motorsports; Qualifying: 11th-1m23.974s		
<b>12</b>	<b>ANDRE NEGRAO (BR)</b>	<b>+34.283s</b>	
	International Draco Racing; Qualifying: 14th-1m24.783s		
<b>13</b>	<b>DANIIL MOVE (RUS)</b>	<b>+34.936s</b>	
	Comtec Racing; Qualifying: 15th-1m24.200s		
<b>14</b>	<b>NICK YELLOLY (GB)</b>	<b>+41.652s</b>	
	Zeta Corse; Qualifying: 13th-1m24.076s		
<b>15</b>	<b>CARLOS HUERTAS (CO)</b>	<b>+50.278s</b>	
	Carlin; Qualifying: 17th-1m24.354s		
<b>16</b>	<b>LUCAS FORESTI (BR)</b>	<b>+1m17.314s</b>	
	Comtec Racing; Qualifying: 22nd-1m25.529s		
<b>17</b>	<b>NIGEL MELKER (NL)</b>	<b>+1m19.965s</b>	
	Tech 1 Racing; Qualifying: 26th-1m30.285s		
<b>18</b>	<b>YANN CUNHA (BR)</b>	<b>+1m28.176s**</b>	
	AV Formula; Qualifying: 21st-1m25.891s		
<b>19</b>	<b>MATIAS LAINE (FIN)</b>	<b>-1 lap</b>	
	P1 by Strakka Racing; Qualifying: 24th-1m26.206s		
<b>20</b>	<b>ZOEL AMBERG (CH)</b>	<b>-1 lap</b>	
	Pons Racing; Qualifying: 25th-1m29.076s		
<b>21</b>	<b>NIKOLAY MARTSENKO (RUS)</b>	<b>-1 lap</b>	
	Pons Racing; Qualifying: 20th-1m25.293s		
<b>22</b>	<b>SERGEY SIROTKIN (RUS)</b>	<b>-1 lap</b>	
	ISR; Qualifying: 19th-1m24.569s		
<b>R</b>	<b>PIETRO FANTIN (BR)</b>	27 laps-accident	
	Arden Caterham; Qualifying: 23rd-1m25.901s		
<b>R</b>	<b>NORMAN NATO (F)</b>	17 laps-accident	
	DAMS; Qualifying: 8th-1m24.457s		
<b>R</b>	<b>CHRISTOPHER ZANELLA (CH)</b>	12 laps-spin	
	ISR; Qualifying: 18th-1m25.163s		
<b>R</b>	<b>MARLON STOCKINGER (RF)</b>	0 laps-spin	
	Lotus (Gravity-Charouz); Qualifying: 16th-1m24.857s		

Winner's average speed: 88.340mph.

Fastest lap: Melker, 1m23.592s, 89.378mph.

\* 5-place grid penalty; \*\* 10 seconds added to race time

### CHAMPIONSHIP

<b>1</b>	<b>MAGNUSSEN</b>	<b>75</b>	<b>6</b>	<b>PIC</b>	<b>36</b>
<b>2</b>	<b>VANDOORNE</b>	<b>61</b>	<b>7</b>	<b>SIROTKIN</b>	<b>30</b>
<b>3</b>	<b>MULLER</b>	<b>45</b>	<b>8</b>	<b>MELKER</b>	<b>26</b>
<b>4</b>	<b>DA COSTA</b>	<b>41</b>	<b>9</b>	<b>HUERTAS</b>	<b>25</b>
<b>5</b>	<b>STEVENS</b>	<b>36</b>	<b>10</b>	<b>ZANELLA</b>	<b>25</b>

### TEAMS

<b>1</b>	<b>DAMS</b>	<b>94</b>	<b>4</b>	<b>INT'L DRACO RACING</b>	<b>49</b>
<b>2</b>	<b>FORTEC MOTORSPORTS</b>	<b>75</b>	<b>5</b>	<b>ARDEN CATERHAM</b>	<b>47</b>
<b>3</b>	<b>ISR</b>	<b>55</b>	<b>6</b>	<b>CARLIN</b>	<b>46</b>

### POINTS SYSTEM EXPLAINED

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

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Muller was on flying form for first win

## Muller into the limelight on the grandest stage

NICO MULLER HAS SPENT MUCH OF HIS TIME IN Formula Renault 3.5 flying under the radar, but there is nothing low-key about a victory in Monaco. As the Swiss driver broke his duck last weekend, he was no longer going unnoticed.

Muller's rookie season in 2012 had been one often spent in the background, regularly acting as a thorn in the side of the names grabbing the headlines. It was the most he could get out of his Draco car, and that had remained the case so far in 2013 as he stayed with the team. But last weekend he was able to drag the car to the front of the field, and his car was up for it too. Muller had put it all on the line in qualifying – clipping the walls twice on his way to pole position – and in the race he had things under control from the start. Once the race had settled down he set himself a target of keeping his lead at two seconds. Every time his pursuer Marco Sorensen trimmed the gap to less than that, Muller responded. It was a Monaco masterclass.

"There's no better place to win your first race than here," said Muller. "I think I'll need some time to realise what has just happened. The car was perfect today. You can't say it was easy, but it could have been tougher, and I'm happy that it wasn't."

Sorensen, who had endured an awful start to a season in which he was expecting to fight for the title, was pretty happy with his lot from the moment he jumped Jazeman Jaafar for second as the lights went out. The Dane knew any chance of making up places after Turn 1 was highly unlikely, hence he "only prepared for the start". After pressurising Muller in the early laps he knew when the leader had found his rhythm, and after that he knew he was driving for second.

Behind Carlin driver Jaafar, who was a surprise star of the weekend on his first time racing around the Principality, two of this season's big guns went to war.

Both Kevin Magnussen and Antonio Felix da Costa were a little bit disappointed to have not

quite been a factor in the fight for pole, and it consigned them to scrapping for points rather than trophies on Sunday. Magnussen at least managed to pull off the only overtaking manoeuvre of the race, diving up the inside of FR3.5 debutant Carlos Sainz Jr at Rascasse to retake the fourth place the Spaniard had stolen from him at the start. Sainz's fading brakes played a factor in Magnussen getting the move done, but it was an eye-catching pass nonetheless.

After the race the McLaren junior admitted he had noted the penultimate turn as a potential passing place, having watched the other support races, and his satisfaction at delivering on that plan was clear. The only disappointment for the series leader was that he cost Sainz enough momentum to allow title rival da Costa through as well. Their fight then came alive in the final couple of laps when a large piece of debris got caught in Magnussen's left-front wheel.

Neither of them were happy that they were only fighting over fourth place – da Costa even said before the race that "nobody cares who is fourth in Monaco" – but both accepted that they had perhaps been fortunate not to lose ground in the championship on a weekend that hadn't quite gone to plan.



Magnussen held off title rival da Costa

## IN THE PADDOCK

## Glenn Freeman



THE DRIVERS' BRIEFINGS AT NEXT YEAR'S Monaco Grand Prix have the potential to be quite heated affairs after what happened last Thursday.

Every year in Monaco, those competing in the junior categories are given a hard-hitting briefing, a large chunk of which focuses on an incident from 2005 when Pastor Maldonado crashed into a marshal after not respecting yellow flags in FR3.5 free practice. The severity of this incident, and the significance of yellow flags on the streets of Monte Carlo, is rammed home to the drivers before they take to the track.

And it's for this reason that there was uproar when Stoffel Vandoorne was only given a five-place grid penalty for spinning under yellow flags and nearly collecting marshals recovering two cars in free practice.

The safety of marshals – particularly on a dangerous street track – must never be underplayed. By dishing out such a lenient penalty, the stewards undermined the briefing that is given every year in Monaco.

If there were yellow flags waving *before* the corner, then Vandoorne deserved a far bigger penalty. But if – as it seems – there was no proof of this, then there can be no punishment. You're not supposed to be convicted of a crime just because there's a chance that you may be guilty.

This messy situation is sure to raise its head in next year's drivers' briefings.



RENAULT SPORT

## BIG NUMBER

0

FR3.5 has yet to feature a race with a mandatory pitstop this year. The Monza and Monaco rounds had no stops because they were support races, while the pitstop race at Aragon was shortened due to fears about engine reliability. The first pitstop race will be Sunday's race at Spa this weekend.

## Vandoorne's controversial crash

**STOFFEL VANDOORNE WAS CAUGHT UP IN THE** most controversial incident of the Monaco weekend when he received a five-place grid penalty for crashing under yellow flags in free practice.

The Belgian spun at Sainte Devote towards the end of the session, colliding with the stopped car of Zoel Amberg, who had narrowly avoided running into the crashed car of Matias Laine, which marshals were recovering.

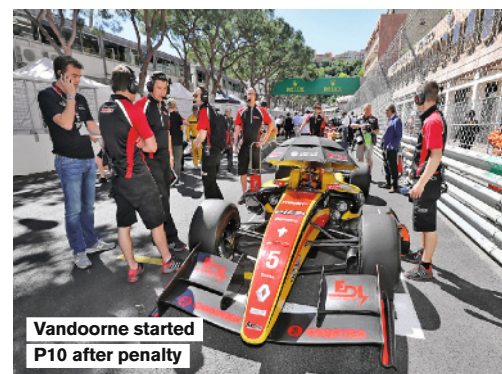
While Amberg, who only just managed to come to a stop before hitting Laine's car, was not investigated, the stewards decided that Vandoorne deserved a penalty. The incident was reminiscent of when Pastor Maldonado seriously injured a marshal in 2005 and was banned for nine races.

Vandoorne and his Fortec team argued that there were no yellow flags waving before the first corner, and TV footage appeared to back this up. But the stewards had additional CCTV footage available.

AUTOSPORT understands that the CCTV pictures were also inconclusive, but the stewards believed there was something in the background that was a waving yellow flag.

Considering the penalty given to Maldonado in 2005, and how seriously that incident is still treated in the drivers' briefing each year in Monaco, many rival teams were outraged by the leniency of Vandoorne's punishment.

Title rival Antonio Felix da Costa said that there should



RENAULT SPORT

have either been no penalty if there was no proof of a yellow flag waving, or a much more severe punishment if there was a flag. Vandoorne, who started 10th after his penalty and finished the race ninth, accepted that.

"I think that's fair," he said. "But I still think five places was too much because I'm still not sure it should have been a penalty. It's a shame, because it seems the officials weren't sure but they felt they had to give me a penalty."

Fortec went back to the stewards on Saturday to ask to view any proof, but the team's request was denied.

## Cautious fix for engine problem

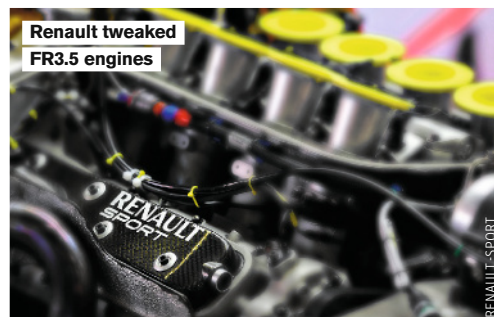
## RENAULT SPORT BELIEVES THE RECENT

engine problems in Formula Renault 3.5 have been solved via solutions that involve the powerplants being treated with more caution in certain areas.

The second race at Aragon last month had to be shortened over fears that the Zytek Motorsport engines would not be capable of completing the distance without suffering a severe level of oil loss in the closing stages.

Renault and Zytek investigated the problem following that event, and made some minor changes ahead of last weekend's Monaco round. While specific details of the changes have not been made clear, AUTOSPORT understands that some areas of the engine have been strengthened (adding weight), and rev limits will now be more cautious. This has resulted in a small loss of performance, but series organisers took the decision that it was worth sacrificing some of this to guarantee that the problem does not strike again. It is also understood that the issues experienced at Aragon, which some teams privately feared were "pretty big", were not as dramatic as initially expected.

Renault Sport Technologies sporting manager Benoit Dupont told AUTOSPORT: "We analysed what happened at Motorland, and we have made some small changes just to make sure we don't get any more problems. The most important thing is that the engines are equal for everyone."



RENAULT SPORT



VAN DER LAAN/LAT

## SAINZ STARS ON DEBUT

Carlos Sainz Jr scored points on his Formula Renault 3.5 debut last weekend, finishing sixth. The Red Bull-backed GP3 racer joined Zeta Corse to gain experience of racing in Monaco, and was on the pace all weekend. He slipped back in the race with brake problems, but is expected to remain with the team for this weekend's Spa round.

## MELKER MISSES 107 PER CENT

Nigel Melker was granted permission to start the race in Monaco after he qualified outside of 107 per cent. The Dutchman had a spin early in qualifying, meaning he only completed a couple of laps. Melker – a former podium finisher in the series – justified his inclusion in the race by setting the fastest lap.

## FR3.5 MONACO DEAL EXTENDED

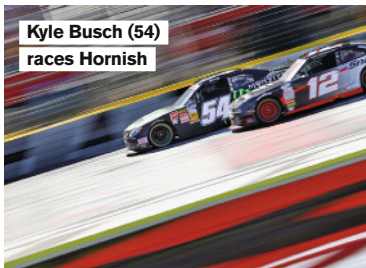
Formula Renault 3.5 will continue to race on the Monaco Grand Prix support bill for at least another three years as part of an extended tie-up between Renault and the Automobile Club de Monaco. The agreement – announced on Sunday – extends Renault's association with the ACM, which already stretches beyond 25 years.

## LOTUS WAITS FOR ENGINE VERDICT

Monaco podium finisher Marco Sorensen believes that his Lotus team will only know if his early-season engine troubles have been solved when they take to the track at Spa this weekend. The Dane's car has been plagued by engine issues in the early rounds of the season, and Sorensen accepted that the Monaco track did not allow the team to get a conclusive verdict on its power problems.

LECKA/GETTY

**Kyle Busch (54) races Hornish**



## NASCAR NATIONWIDE

Kyle Busch claimed his sixth win of the season, leading home fellow Sprint Cup star Kasey Kahne at Charlotte. It was Busch's seventh Charlotte win at this level, moving him clear of Mark Martin as the most successful driver at the track. Another Cup racer, Joey Logano, took third ahead of Nationwide rookie Kyle Larson. Regan Smith took 10th, his eighth top-10 finish of the season, ensuring that he maintains the points lead over Sam Hornish, who finished in 12th place.

## FORMULA ABARTH

There were three different winners in the Adria triple-header. On a damp track following heavy overnight rain, Simone laquinta claimed victory in race one after early leader Alessio Rovera spun. In race two Brazilian Lukas Moraes fended off a race-long attack from German Michael Dorrbecker. Rovera extended his championship lead with a comfortable win in race three after a first-lap crash eliminated Dorrbecker and laquinta.

## FMASTERS CHINA

Two wins and a second place at Shanghai have moved Afiq Ikhwan Yazid into the lead of the Formula Master China standings. The Malaysian Meritus driver won races one and two at Shanghai, but was pipped in race three by Mecos Motorsport's Indian racer Raj Bharath.

## US F2000

Neil Alberico led every lap of the US F2000 round at Indianapolis Raceway Park. Over a thrilling final few laps, Alberico fended off Garrett Grist who had charged up from sixth place, passing Peter Portante for second with five laps to go. Norwegian Henrik Furuseth took fourth, while points leader Scott Hargrove fell back to fifth after starting second.

## PRO MAZDA

Andretti Autosports' Matthew Brabham scored his fourth series win in a row in the Indy 500 curtain raiser at Indianapolis Raceway Park. In a rain-delayed race, the Australian led home Spencer Pigot and Shelby Blackstock. Brabham now holds a 31-point championship lead over Diego Ferreira, who finished in sixth place.

**Brabham took a win as dark fell**



**Harvick tortures his tyres after claiming victory late on**

LABOINTY/LAT

**NASCAR SPRINT CUP CHARLOTTE (USA), MAY 26, RD 12/36**

# Harvick wins war of attrition

**KEVIN HARVICK OUTLASTED THE FIELD** at Charlotte on Sunday night as the NASCAR Sprint Cup's longest race featured two stoppages – one for a camera cable damaging nearly half the field – huge crashes and three dominant leaders all stumbling before the final hurdle.

Though Harvick was far from uncompetitive over the 600 miles in his Richard Childress Chevrolet, for most of the night the smart money would have been on Matt Kenseth, Kyle Busch or Kasey Kahne, with Kurt Busch as an intriguing wildcard.

On pure pace, this was Kahne's weekend. A year on from his maiden win with Hendrick at this event, he was quickest in practice and was able to romp away into dominant leads whenever he hit the front, ultimately heading 156 of the 400 laps.

Over five hours after the initial green flag, Kahne appeared to be bringing a dramatic race to a serene anti-climax as he established a six-second lead over the field after what should have been the final stops.

But a debris caution with 14 laps to go scuppered him. It would have been foolhardy to squander the lead by pitting for tyres, yet as soon as Kahne committed to staying out every single lead-lap car behind him – even those that had recently pitted – came in to load up on fresh rubber.

Ultimately only Harvick was able to get around him and, with Kahne's focus switching to resisting Kurt Busch, he was able to romp home.

Kurt Busch and his underdog Furniture Row team found themselves leading when the race's second red flag flew on lap 327, caused by a violent high-speed tangle between Aric Almirola, Mark Martin and Jeff Gordon.

Even as he parked at the head of the field, Busch knew he was in trouble with a fading battery. Fortunately he stayed on the lead lap after his pitstop for repairs, setting up his recovery drive to third.

His brother Kyle was in the thick of the lead battle until his Joe Gibbs Toyota's engine failed on lap 257.

Busch Jr had earlier been caught out in the extremely bizarre incident that caused the first red flag. A cable from an overhead TV camera system came adrift and fell onto the racetrack, causing damage of varying degrees to 19 cars and giving 10 spectators minor injuries. NASCAR took the unusual step of neutralising the race so that all involved could effect repairs without losing positions.

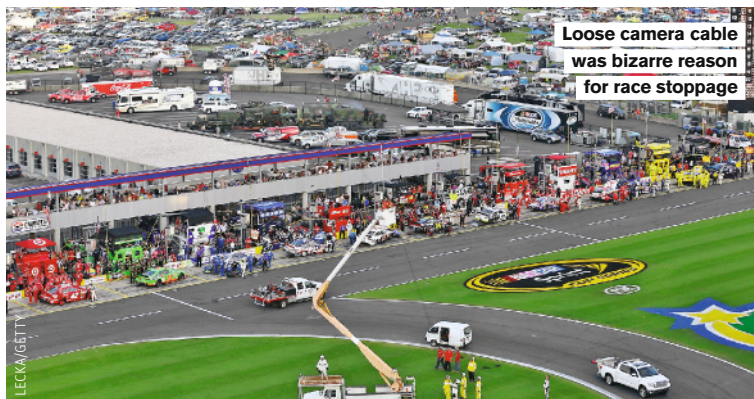
Kenseth was the only man Kahne thought might have beaten him on pure pace. But the Gibbs driver fell back when a miscommunication put him out of sequence in pitstops. He later sustained damage when Jimmie Johnson got sideways and triggered a chain-reaction accident that also scooped up Juan Pablo Montoya and Paul Menard.

Although Johnson was only able to recover to 22nd, the damage to his points lead was minimal as nearest rival Carl Edwards finished 11th.

Reigning champ Brad Keselowski didn't finish at all, slamming into the wall with Danica Patrick as they raced with Ricky Stenhouse Jr.

● Connell Sanders Jr

**Loose camera cable was bizarre reason for race stoppage**



LECKA/GETTY

## RESULTS

**1 Kevin Harvick (Chevrolet SS)**, 400 laps in 4h35m49s; **2 Kasey Kahne (Chevy)**, +1.490s; **3 Kurt Busch (Chevy)**; **4 Denny Hamlin (Toyota Camry)**; **5 Joey Logano (Ford Fusion)**; **6 Ryan Newman (Chevy)**; **7 Tony Stewart (Chevy)**; **8 Clint Bowyer (Toyota)**; **9 Martin Truex Jr (Toyota)**; **10 Marcos Ambrose (Ford)**. **Points** 1 Jimmie Johnson, 445; 2 Carl Edwards, 413; 3 Matt Kenseth, 394; 4 Bowyer, 385; 5 Kahne, 370; 6 Dale Earnhardt Jr, 364; 7 Harvick, 362; 8 Paul Menard, 347; 9 Truex, 336; 10 Brad Keselowski, 335.

EUROPEAN RALLYCROSS CHAMPIONSHIP NYIRAD (H), MAY 25-26, RD 3/9

# Hansen claims last-lap maiden win

**TIMMY HANSEN DROVE AN**

impeccable race in round three of the FIA European Rallycross Championship to claim victory, in only his third start as a full-time rallycross driver.

Hansen only led the race at Nyirad, Hungary through the final corners in his Citroen DS3, but it was enough to beat reigning champion and team-mate Timur Timerzyanov.

"This is absolutely amazing," said Swede Hansen. "Timur's been so fast all weekend but I just had enough in the final. The car was so perfect today. We found a set-up I liked and we haven't had to change it. The track is great; you have to be so accurate with your lines here."

Hansen opted to take his joker lap early, with Timerzyanov leaving his until the final tour. Hansen got ahead as Timerzyanov exited the joker-lap section, and resisted the Russian's challenge as he made an attempt at passing in the final corner, hitting and damaging the rear of Hansen's car in the process.

French driver Davy Jeanney made a great start in the final, taking second from Hansen. He almost



**It's Timmy time:**  
Hansen took first  
win in Hungary

pulled off a move around the outside of Timerzyanov to take the lead, only to run wide and allow Hansen back through.

Knut Ove Borseth finished fourth, his best-ever result at Supercar level, ahead of team-mate Peter Hedstrom. Alexander Hvaal ran fourth early on but was slowed by a puncture.

Petter Solberg missed out on a

place in the final following a puncture in his semi-final. British driver Liam Doran was fastest in the first heat on Saturday, and was fast again in heat two despite having to take the joker lap twice after jumping the start. He crashed out of heat three, inflicting sufficient damage to his car to put himself out of the event all together.

● Hal Ridge

## RESULTS

**1 Timmy Hansen (Citroen DS3)**, 6 laps in 4m43.768s; 2 Timur Timerzyanov (DS3), + 0.6s; 3 Davy Jeanney (Citroen C4); 4 Knut Ove Borseth (Skoda Fabia); 5 Peter Hedstrom (Fabia); 6 Alexander Hvaal (DS3).

## Points

1 Timerzyanov, 67; 2 Hansen, 61; 3 Jeanney, 49; 4 Anton Marklund, 42; 5 Petter Solberg, 41; 6 Mats Lysen, 39.

V8 SUPERTOURERS PUKEKOHE (NZ), MAY 25-26, RD 3/7

# Murphy stops van Gisbergen sweep

**SHANE VAN GISBERGEN WAS THE** round winner, taking victory in two races and only being beaten in the feature race by veteran Greg Murphy.

A tricky first race took place in wet conditions, and was red-flagged thanks to a heavy shunt for Dom Storey. That was a huge break for reigning champion Scott McLaughlin, who'd spun on the initial green-flag lap and took the first start from the pitlane after repairs.

Van Gisbergen's Ford led the restart, and came under pressure once Murphy once he'd passed fellow Holden driver McLaughlin.

Race two also needed a restart, the stoppage this time occurring when the

spun Richard Moore was hit by Simon McLennan. Once it got underway there was also a safety car, but again van Gisbergen led all the way. This time Murphy had Ant Pedersen, who had passed McLaughlin, to worry about, but held on for second.

Murphy grabbed the lead of the feature race on the outside in Turn 1 and could not be dislodged by van Gisbergen. Another battle between McLaughlin and Pedersen this time ended with the youngster on top — a triple finish was a major boost for him after a disastrous start to the year.

● Wayne Te Kanawa

## RESULTS

**Race 1 1 Shane van Gisbergen (Ford Falcon)**, 15 laps in 24m25.205s; 2 Greg Murphy (Holden Commodore), +0.511s; 3 Scott McLaughlin (Holden); 4 Ant Pedersen (Ford); 5 Tim Edgell (Holden); 6 Andre Heimgartner (Holden). **Race 2 1 van Gisbergen**, 20 laps in 25m46.190s; 2 Murphy, +1.009s; 3 Pedersen; 4 McLaughlin; 5 Daniel Gaunt (Ford); 6 John McIntyre (Ford). **Race 3 1 Murphy**, 32 laps in 34m53.175s; 2 van Gisbergen, +2.147s; 3 McLaughlin; 4 Pedersen; 5 Heimgartner; 6 Paul Manuell (Holden). **Points** 1 Murphy, 1840; 2 Pedersen, 1632; 3 van Gisbergen, 1394; 4 Gaunt, 1335; 5 Richard Moore, 1042; 6 Heimgartner, 1014.



**Van Gisbergen leads the way at Pukekohe**

ELIAN CAMERON



**Dempsey pips Chaves, Karam and Munoz**

LEVI/LAT

INDY LIGHTS INDIANAPOLIS (USA), MAY 24, RD 4/12

# Dempsey nicks it in four-car thriller

**IN A FINISH SO GOOD THAT IT'S HARD** to write about without swearing, Peter Dempsey claimed a long-overdue first Indy Lights win in an extraordinary Freedom 100 at the Indianapolis Motor Speedway.

The Irishman was a relatively distant fourth going into the final lap, with Carlos Munoz leading polesitter Sage Karam, and Gabby Chaves hanging onto the back of both.

Chaves got a run on the leaders through Turn 3 and, as the trio flew down the main straight towards the finish, Dempsey picked up a tow from Chaves to slingshot himself to the outside of the Colombian.

He timed the move perfectly —

when the leaders crossed the line four-abreast, Dempsey had the tip of his nose just ahead of Chaves; the margin between them just 0.0026s, with Karam and Munoz classified third and fourth respectively.

Title contender Jack Hawksworth's race ended after he glanced the wall at Turn 4 just before mid-distance.

● Mark Glendenning

## RESULTS

**1 Peter Dempsey**, 40 laps in 36m48.6540s; 2 Gabby Chaves, +0.0026s; 3 Sage Karam; 4 Carlos Munoz; 5 Zach Veach; 6 Jorge Goncalvez. **Points** 1 Munoz, 167; 2 Dempsey, 140; 3 Chaves, 139; 4 Karam, 138; 5 Jack Hawksworth, 132; 6 Goncalvez, 118.

# TWICE THE WHEELS, HALF THE PAIN?

Few athletes ever reach the pinnacle of their sport; fewer still opt to walk away just as they achieve it. For Casey Stoner, however, leaving MotoGP – and making the switch from two wheels to four – is all about rediscovering his passion, as he tells **SAM TREMAYNE**

58



Stoner is enjoying his move to four wheels and the time it gives him with his family (top)



CIANFLONE/GETTY



CIANFLONE/GETTY

**T**he images retain a sense of startling triumph. Casey Stoner, in his first year with Honda, stands atop his 'home' podium. Sixteen races have yielded 11 poles, nine wins and now, a second MotoGP title, all on the day he turns 26. The world, seemingly, is at his feet.

It was fairy-tale stuff for everyone but the man at the centre of the storm. For Stoner, the romance of the sport had been on the wane for several years already. That second world title precipitated almost instantly what was announced seven months later – while he was still in the hunt for a third crown – Stoner was done.

"I stopped enjoying motorsport," he reflects. "It wasn't just something that happened as I got older. The feeling had always been there. Things weren't taken care of properly when I was younger, and the ratio between racing and additional commitments went out completely. I really got burned.

"It was very hard to deal with, especially when I never wanted any attention, never wanted to be famous, any of that. I just wanted to race."

As Stoner's star grew brighter, as he moved into more rarefied territory, the singularity of that desire became increasingly compromised. After years of dealing with politics, with perceived mistreatment, with critics and unwanted obligations, he walked.

His escape was not total, however. Rather than completely abandoning motorsport, in January this year he confirmed a move into the V8 Supercars Development Series. For him, the switch from two to four wheels has been motivated by a similarly singular objective. "I'm trying to fall back in love with motorsport," he says.

There are a number of reasons the Development Series works, at least as a temporary refuge. Stoner's words suggest he needs a break more from racing celebrity than with going wheel to wheel with rivals. There's the benefit of more family time, especially with fewer rounds and no flyaways. And then there's the freedom it gives him to reassess the finality of his retirement.

"It's something that's right for me, right now," he explains. "I'd love for racing to go back to how it was when I was younger, when nobody knew who you were and you got to go out and race guys hard. It's never going to be like that, but it would be nice to be more in that direction.

"So call this a test: if things don't work out, then maybe I won't pursue it further. Equally if I really enjoy it and want to keep going, I can."

Inevitably his transition has come with unwanted trappings. Switching disciplines is, after all, a path seldom attempted and even more rarely achieved with success. Thus far, and amid massive media interest, Stoner's results have been inauspicious. Where his debut weekend at Adelaide was mixed – he hit the wall in the opener, but came from 30th to 14th in the second race – Barbagallo was more decisively lacklustre, as first-lap contact ultimately consigned him to three finishes of 20th or lower.

While most sportsmen spend careers, lives even, trying to master their discipline, Stoner has had no trouble moving the other way, readjusting from world champion to lowly runner. "I almost like the fact I didn't have a great set of results," he says, "everyone has forgotten about me now, so I can go about my business and enjoy myself. The original theme of me being out there has got tired now.

"Basically, I just want to sneak into the background, enjoy myself and go racing like other people do. In MotoGP, everyone expects you to be at the front. If you're not, for whatever reason, there's an investigation and they'll drop you in the

## STONER ON...

### ...adapting to four wheels

"I haven't tried to take any of my bike skills across – I think maybe that's a difference between me and some others who have tried to adapt. It's a completely different sport. There are some similarities, such as knowing about brake pressures and grip levels, but there are even more differences, so you basically have to forget a lot of what you know."

### ...his MotoGP future

"At this point, it's definitely a closed chapter. I'm done with it. I can't see the championship going in the direction I want it to, where I think I'd enjoy riding the bikes enough again to want to go back and deal with that. I'm watching it as a fan now and it's not hurting me."

### ...his toughest rival

"I can't really look past Jorge Lorenzo. Whenever I raced against him, he was always strong and made very few mistakes. He was always at the front and always very hard to beat."



Lorenzo (left) was main MotoGP rival

CIANFLONE/GETTY

mud. The weekends would have been good if everyone wasn't watching."

It's said with a chuckle that belies the seriousness of the message, for herein is the crux of what Stoner is trying to achieve in 2013. Bereft of any previous car experience, starved of significant pre-season mileage, it would be futile to judge him solely on the basis of on-track success.

"It hasn't looked great on paper, but in general we've made leaps and bounds," he says. "Before I got in one of these cars I'd only ever done a handful of karting races. I'd never driven a car at a track. We only had two test days before my first race, some of which was rained out, and you don't get a lot of time in the car. It doesn't make the weekends easy.

"This year doesn't depend on results at all, though. I'm confident that, if I put my mind to it, I can learn what I need to anyway. You don't plan to be quick immediately. This is a totally new sport, so of course it will take time. More than anything, though, it's about that ratio between work and play. Clearly my whole life doesn't ride on what happens between me and motorsport in the near future."

After a career that often threatened to redefine what was possible on a bike, Stoner has earned that privilege. For now, his switch remains an effective sabbatical, an attempt to measure whether his ambition has been extinguished or can be rekindled.

"MotoGP ended up being ridiculous," he says. "It's alright if you're single and enjoy the whole lifestyle of travelling, but when you're more of a person who enjoys family and friends, it takes too much out. I'm really enjoying the car racing side of things, but it just needs to be more about that and less about everything else that goes with it.

"This year is about putting more emphasis into enjoying myself again. I'd like to rediscover why I fell in love with motorsport." ▶

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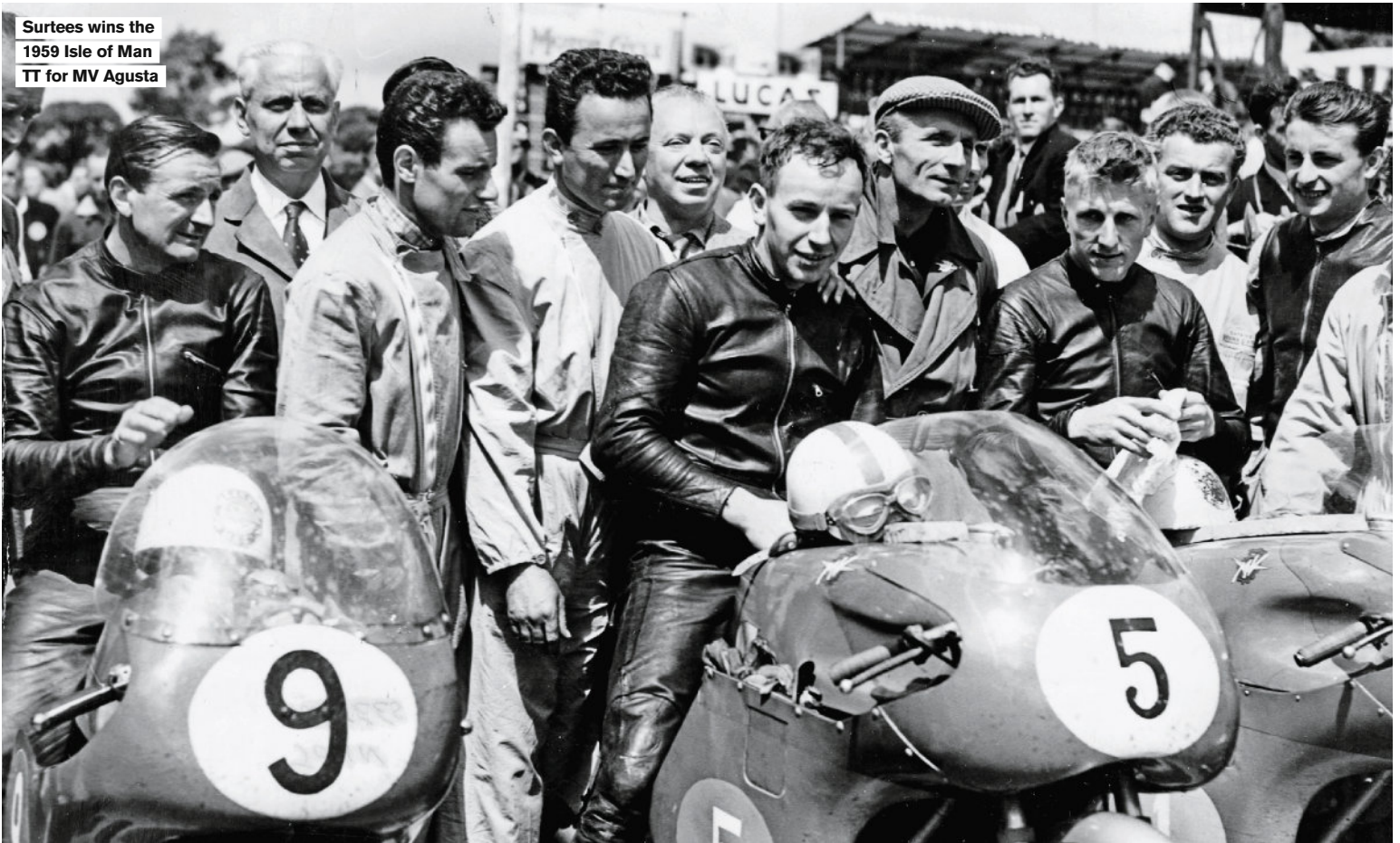
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Surtees wins the  
1959 Isle of Man  
TT for MV Agusta



# SURTEES ON STONER

61

When it comes to changing disciplines, **JOHN SURTEES** remains the benchmark – the only man to win world titles on two and four wheels. Here he tells us what he makes of Casey Stoner's decision

**C**asey Stoner will be missed in motorcycling, no doubt. He was a very special rider, who will be remembered more than anything for exciting people with what he could do on a bike.

Can I understand his decision? Will he still be able to get the same kicks? Of course.

I can quite understand him not wanting all the pressure, the seriousness, the dedication that comes with competing for a world title, especially with a young family. I didn't have family to worry about when I made my switch, but I can say in retrospect that being able to watch your kids grow up is incredibly important, and to try to mix that with the emotion and demands of competing is incredibly tough.

Casey made a brave and honest decision, but he won't be fully leaving the sport, and I can say from my own experience that he will still be able to get a kick out of the crossover.

I went almost straight from bikes into Formula 1, but it isn't about world championships, about pressure or victories – essentially it's about coming together with a piece of machinery, and that very special moment when you feel as one. A lot has changed over the eras, but that fundamental sensation still exists, and he can still have that.



In 1964, Big John  
became F1 world  
champion for Ferrari

Will he miss bikes? Perhaps, but you can still jump on and just enjoy an occasional ride.

My own switch wasn't as planned as Casey's. I was riding for MV Agusta, who had wanted to cut back my race programme, so that I only did world championship events in the 350 and 500 classes. There weren't so many races back then, so I tried to do some 250cc races, too, but that fell foul of other riders. The alternative was to get some time in cars.

I made my debut at Goodwood in 1960 – which was both the first time I had seen and competed in a car race – and then bought a Formula 2 car. We raced that at Oulton Park and Aintree, where I finished second and fourth respectively.

Lotus boss Colin Chapman came and asked me to do F1, but I said I was a motorbike rider. I agreed

to test, and we came to a gentleman's agreement that I would drive when I could. After a debut at Monaco, I finished second at Silverstone – only my second F1 race – and then at Porto I was on pole and, but for a silly mistake, could have won. By the year's end I had left MV, and left bikes.

I remember maybe 15 years later riding a Phil Read four-cylinder, and then a similar Honda, and thinking, 'Ah, I wouldn't have minded a go on that.' Maybe Casey will have similar thoughts. The Honda had so much potential that I could really have enjoyed working with it.

When you look back, it's easy to reminisce. Casey is trying to work out whether he wants this as a hobby or something more serious. He'll be missed, but he's earned the right to that choice. ❧

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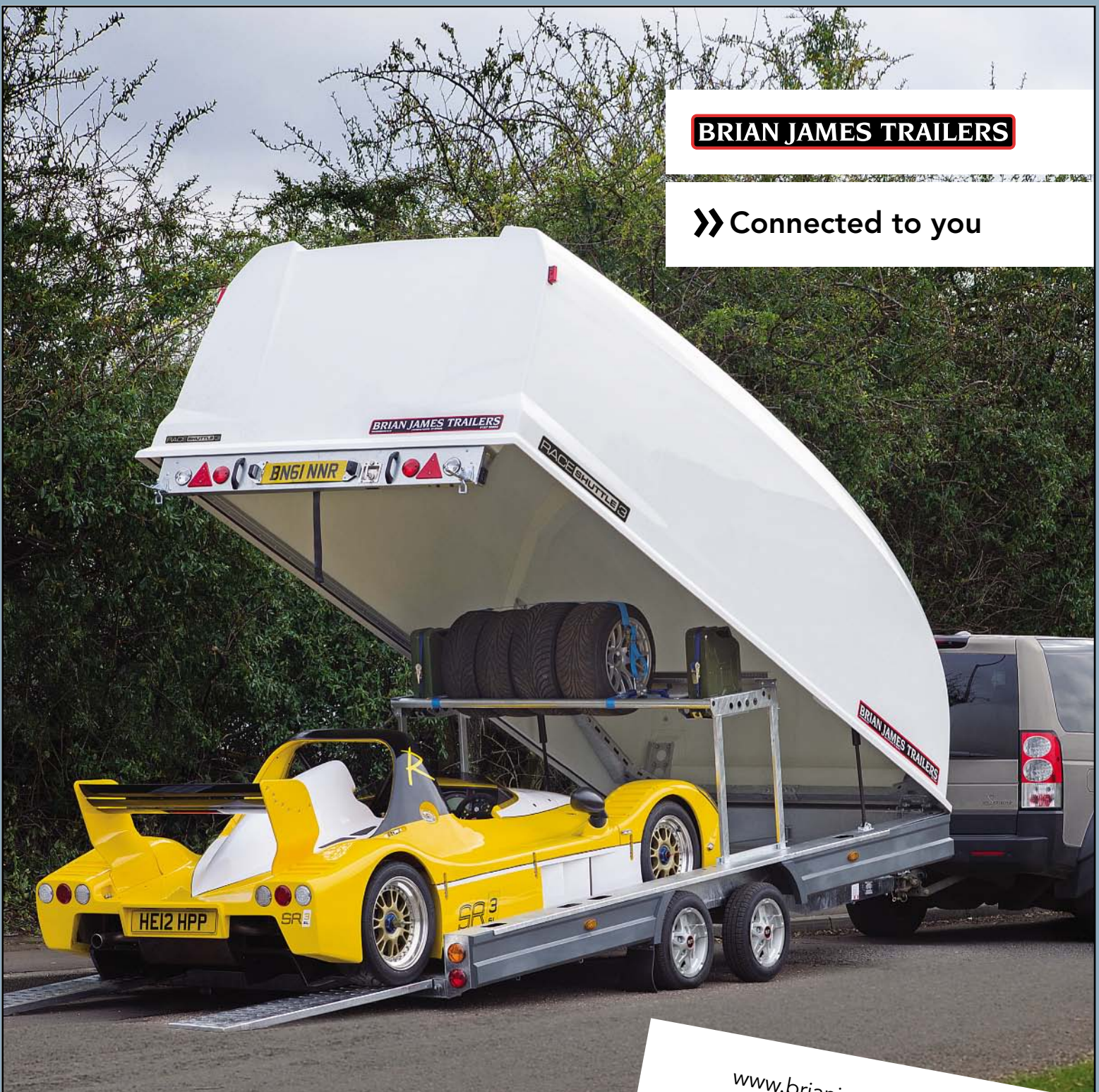
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[www.autosport.com](http://www.autosport.com)

The screenshot shows the Autosport Motorsport Jobs website interface. At the top, it says '9 jobs available in motorsport'. Below this, there are several job listings with details such as 'Company', 'Location', and 'View Job Details' links. The jobs listed include 'Sales & Marketing Manager' at Cadac Corse Circuit, 'Various Roles' at McLaren, 'Transmission Liaison Engineer' at Mercedes AMG Petronas F1 Team, and 'Various Vacancies' at Pirelli Racing. There is also a search bar and a 'Filter by' section.

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Winner will be randomly selected from eligible entries and notified by Whittlebury Park in advance of the Grand Prix.

\*A food and drink voucher will be allocated to each participant of the quiz



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The Ashburn Porsche was one of many cars involved in incidents

## GT driving standards slammed

### Organisers promise clampdown after several accidents at Silverstone

#### BRITISH GT RACE DIRECTOR

Bernard Cottrell plans to crack down on driving standards after a number of on-track incidents during the British GT Championship event at Silverstone last weekend.

The three-hour race attracted 46 starters, but several cars were lost due to clashes, and there were two lengthy safety car periods.

"I was disappointed with the race start and there was some appalling driving," said Cottrell. "I've declared the results provisional and will look at [TV] footage in more detail. There was too much unnecessary damage, and I'm going to take some action."

Championship manager Benjamin Franassovici added: "We lost some cars early on with silly incidents, and we're actively looking at ways to eliminate this kind of driving."

#### THE INCIDENTS

Former FIA GT champion Matteo Bobbi and Triple Eight BMW driver Lee Mowle clashed twice in the opening laps, forcing the BMW out of the race. The first safety car was then brought out when a clash at the Loop/Village resulted in the retirements of Mark Blundell's United Autosports McLaren, the works Ginetta of Richard Sykes and Derek Johnston's MTECH Ferrari.

"I made a clean move at the Loop, and Richard tried to hold on around the outside, hit my left-rear and broke the upright," said Blundell, who then spun across the track and hit the other cars.

"They need to do something and do something fast. The driving standards are bad to the point where I'm not sure I want to be in it any more."

Sykes countered: "I gave Mark plenty of room to pass into the hairpin. He

chose not to use it and ran into me, causing problems at the next corner. Driving standards are questionable."

The other major error came when David Ashburn crashed his Porsche in the pits, leaving debris in the pitlane.

#### WHAT'S TO BE DONE?

Team bosses agreed that damage was too high. Triple Eight's Ian Harrison thought "too many blokes were trying to win it on the first lap".

UA boss Richard Dean added: "When you listened to Bernard on the race control radio, he was repeatedly saying, 'We're on live TV, this isn't right.' He's not shy about issuing penalties, but I think he had his hands full on this one."

Cottrell will examine footage this week, and could yet take action. "It's quite difficult when there are lots of incidents at the same time," he said. "[TV company] Hayfisher can't keep doing replays when it's live. I won't hesitate to hand out post-race penalties if I think they're deserved.

"If you start allowing contact, people will walk away. This over-aggressive driving has got to stop." Cottrell also said he might consider changing the safety car regulations, after the wrong car was picked up during the second caution period at Silverstone. The pitlane could be shut when a safety car is first dispatched to maintain the right order under yellows before pitstops begin.

#### BEN ANDERSON NATIONAL EDITOR

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ALTHOUGH THIS IS EASILY THE best season in British GT history, it's probably fair to say that driving standards have fallen short so far.

Each of the first three rounds has been littered with contact incidents. First, Gregor Fiskens wiped out two cars at the first corner of the season opener at Oulton Park, then Matteo Bobbi and Dan Brown came to blows later in the same race; Jon Minshaw was excluded for ramming Andrew Howard's Beechdean Aston in race two, where Jay Palmer was penalised for rejoining the track unsafely. And that's before you factor in Nick Tandy's rage at Ollie Hancock for shoving him onto the grass up Clay Hill.

At Rockingham, we had another safety car on the opening lap after a collision; Andrew Howard was penalised 60 seconds for overtaking David Ashburn under yellow flags, and Marco Attard excluded for hitting Ashburn's Porsche as he followed Howard through; then Jody Firth was kicked out for ramming a Fortec Merc.

Last weekend's 46-car Silverstone extravaganza was perhaps the worst of all. Bobbi again got too close to a Triple Eight BMW (this time Lee Mowle's example – twice), while ex-Formula 1 racer Mark Blundell was furious after a separate incident that put him and two other cars out of the race. Ashburn even managed to crash heavily in the pitlane in this event.

To a certain extent, the series is a victim of its own success: with so many cars on track and the title fight so competitive, the chance of accidents is greatly increased. But that's no excuse for drivers putting themselves (and others) in danger with overzealous behaviour. Some serious discipline is needed to prevent British GT's greatest-ever season becoming tainted by crashes and recriminations.



The 2013 season started with contact at Oulton



Blundell is not sure he wants to stay in British GT

Latest GT3 Porsche  
has proved quick in  
British GT this year



British GT

# GT teams question Porsche pace

74

**BRITISH GT TEAMS ARE CALLING** for the Porsche 997 GT3 R to be slowed down by series bosses.

Trackspeed's three GT3 Porsches, which have significantly improved aero for 2013, each took a win in the first three races of the year. They were expected to be less competitive at Silverstone last weekend due to the nature of the circuit, but qualified second, third and fourth.

Accidents prevented all three from getting to the end, but many still feel they are too fast in what is an equalisation category.

## WHAT RIVALS SAY

Barwell's Mark Lemmer, who ran the BMW Z4 that took pole and won the Silverstone race, pointed to the attributes of the Avon tyre being different to rubber used by GT3s in other series. The Avon allows for good traction, which the rear-engined Porsches can take advantage of.

"The Porsche is a traction car on a traction tyre," he said. "If we hadn't done such a good job in qualifying

they'd have been at the front again and that's not right for the championship.

"The Porsche is a great car and it needs to be slowed down. At 'Porsche' circuits it's totally dominant, and at a 'non-Porsche' circuit here they've still got three of the top four places."

Triple Eight BMW driver Joe Osborne agreed the Porsche is fast, but also pointed to Trackspeed's strong driver line-up: "You've got Nick Tandy, Richard Westbrook and Phil Keen, so you take it as read the cars are being maxed out every time. Maybe they should have a smaller restrictor and lose some weight to compensate a bit."

## CHAMPIONSHIP RESPONSE

Championship manager Benjamin Franassovici confirmed the issue would be looked at.

"Porsche have really made that car strong and it showed at Silverstone," he said. "I think some cars will/can be strong on some circuits, but this can't be at most. The GT bureau will go over times, like it does after each race. If further adjustments are required it

will happen, but note that the BMW and the Mercedes did have the fastest laps at Rockingham and Silverstone.

"The Balance of Performance is pretty good, but attention is important and the Porsche will be looked at."

## A WEIGHTY ISSUE

Motorbase boss David Bartrum, who runs a 997 for reigning champion Michael Caine and Ahmad Al Harthy, conceded the Porsche is fast, but believes the 75kg weight penalty for gold-silver driver combinations like his is too high.

"Everyone played the upgrade game over the winter and Porsche played it better than most," he said. "They should use the Porsche as the benchmark and give other cars breaks or dispensations to bring them up.

"The 75kg is far too harsh. There's no science behind it. Over a 60-minute run at Snetterton it works out at costing a second per lap. They should just make our stop[s] longer.

"The Balance of Performance on the cars is fairly close, but they're trying to

BoP the drivers and you can't do that."

Andrew Kirkaldy, who engineered the Von Ryan McLaren, added: "We've got to run 75kg plus 20kg [for BoP], which starts to have safety concerns because of the physical mass of the car in an accident. I like the fact they try and keep the series pro-am, but manufacturers don't build cars to carry ballast. It needs to be kept in check."

Franassovici said: "Pro-am entries are the base of the grid and they should always have an edge. If safety is a concern, than alternatives can be studied, but that edge must not be interfered with or reduced."

## AVERAGE BGT QUALIFYING TIMES

POS	CAR	TIME
1	Porsche 997 GT3 R	1m40.055s
2	Ferrari 458 Italia GT3	1m40.355s
3	BMW Z4 GT3	1m40.446s
4	Aston Martin V12 Vantage GT3	1m40.585s
5	Audi R8 LMS ultra	1m41.046s
6	McLaren MP4-12C	1m41.087s
7	Mercedes AMG SLS GT3	1m41.253s
8	Ginetta G55 GT3	1m41.820s

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Historics

# Ex-BTCC racer Jones returns after 17 years in the wilderness

**FORMER BRITISH TOURING CAR** driver Karl Jones made his competitive racing return last weekend at Brands Hatch, after an absence of 17 years.

Jones raced Bob Pepper's Ford Mustang in the pre-'66 over two-litre touring car class as part of the Masters Historic Festival.

The Welshman drove the car for the first time on Saturday and was running third before suffering a mechanical failure.

"I truly enjoyed it," he enthused. "It was bloody awesome – a brutal car to drive.

"The standard of racing was brilliant.

It was good, close, an excellent weekend."

Jones is eyeing more historic racing in the future and praised Neil Cunningham – a racing partner of Pepper – for facilitating his comeback.

"He's a genuinely lovely guy," Jones said of Cunningham. "I would not have been racing if it weren't for him. And I want to thank Bob for giving me the opportunity – it would have been nice to give him a reward.

"I'd love to do a bit more – like the Silverstone Classic or endurance races – but I'll definitely be out again with the Mustang."



Jones raced a Mustang at Brands Hatch and now he wants more

HAWKINS

Pageant of Power

# Aston Martins to star in this year's Cholmondeley Pageant

**A VARIETY OF EXAMPLES OF** Aston Martins will be displayed on and off-track at the Cholmondeley Pageant of Power to mark the manufacturer's centenary year.

More than 100 classic and modern Astons will be a part of static displays and timed runs on the event's 1.2-mile course on June 14-16.

A special 'race' category will showcase the Ulster LM16, a DB4 GT, and the firm's DBR4 Formula 1 car, among others.

Members of the Aston Martin Owners' Club will display their cars, and there will also be an all-Aston lap of honour.

The on-track timed runs are the



DBR4 will be part of celebration

mainstay of the event and will feature the UK debut of the Lamborghini Aventador LP 700-4 Roadster.

There will also be various models of Bugatti, Bentley, Morgan, Noble and other supercars, as well as a collection of British sportscars.

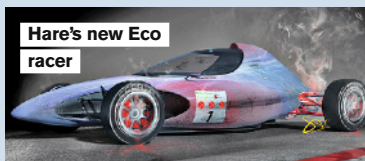
Green racing

# Greener and cheaper racing concept put forward by racer

**EX-FORMULA VEE RACER SAM**

Hare has designed a zero emissions single-seater concept aimed at improving motorsport's green credentials and providing a cost-effective means of competitive racing.

University student Hare's vision of a hydrogen-powered racer, which could be adapted for use in different categories, formed his final project for his automotive design course at Coventry University.



Hare's new Eco racer

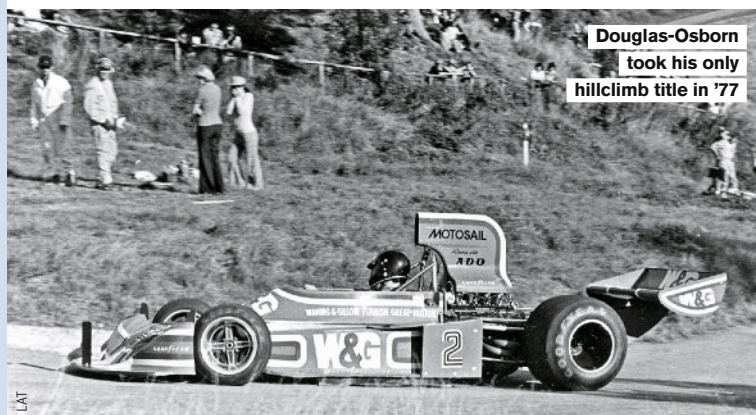
Whereas cars for junior series such as Formula Ford and F3 are designed to only be used in that category, Hare's proposal is for a chassis that can be modified to allow a driver to progress to other series with the same basic car.

The idea is that reducing a driver's chassis turnover would bring down costs, while the use of liquid hydrogen fuel would make it environmentally friendly.

"I've seen talented youngsters are being put off motorsport because of the financial barriers," said Hare. "It really ought to be this country that is pioneering new ways to encourage participation and reduce the sport's environmental impact. Hopefully my project can inspire people."

# HUMBLE PYE

## The voice of club racing



Douglas-Osborn took his only hillclimb title in '77

# The British Hillclimb battle at Shelsley is well worth a visit

**F**or more than a century, speed hillclimbing has enthralled competitors and spectators in Great Britain. Shooting powerful cars up narrow asphalt inclines is an exacting art. Every millisecond counts. This highly social pastime is a bizarre one too, because protagonists spend fortunes on machines to be driven for as little time as possible.

Run annually since 1947, the MSA British championship has spotlighted many remarkable talents. Champions Ken Wharton, Tony Marsh, David Boshier-Jones, David Good, Roy Lane, Martyn Griffiths, David Grace and Andy Priaux stand out among the legends of the sport's traditional era.

With the exception of Lane, whose 90 round wins spanned 1969-2003, their history was made when one set of points was awarded per event. The crucial Run-Off brought each one to a magnificent crescendo. Since 1999, however, double-headers have changed that focus.

Shelsley Walsh, near Worcester, has hosted hillclimbs since 1905, thus is the discipline's most revered venue. Its hallowed 1000 yards were the first in England to host the championship (Bo'ness in Scotland kicked it off) and its entry is invariably oversubscribed.

This weekend the 'National' circus makes the first of its two visits and its current kings (and queens) will be striving to join its extraordinary roll of honour, chasing Martin Groves' outright record of 22.58s.

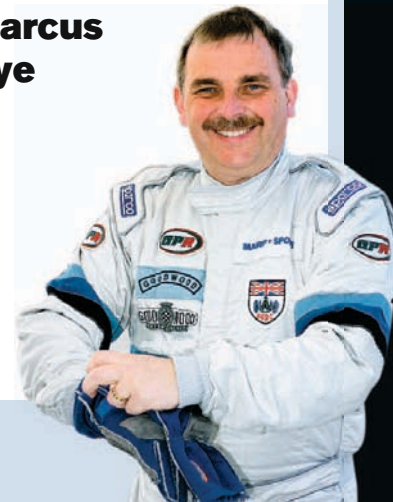
I've only competed there once (on Phil Jefferies' bewinged 250cc Trakstar 'Rattari' superkart), but first went in '77 and vividly remember being blown away by the steepness of the high-speed course, which rises from a quaint farmyard paddock – bustling with activity, cars emerging from wooden stalls – up the side of a scenic wooded valley to a green field finish.

Alister Douglas-Osborn won his only British title that year, with Mike Pilbeam's Cosworth DFV-powered MP22 evolution of a Brabham BT38. The swashbuckling midlander's flamboyant balls-out style re-wrote Shelsley's record books many times in the era. Pilbeam drivers have now worn the crown 17 times, but David and Sean Gould's eponymous marque is on 15.

'Big banger' V8s still do most of the winning – Trevor Willis landed Steve Owen's OMS concern its first championship last season – but reworked circuit racing cast-offs have not won since the 1980s. Top cars are now bespoke high-downforce missiles, and many ingenious smaller-capacity motorcycle-engined chassis are capable of upsetting the appercart.

If you have never experienced a hillclimb, Shelsley is an impressive place to start.

# Marcus Pye



**"Top cars are now bespoke missiles, with motorcycle engines able to mix it"**

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\*The prize applies to any round except Knockhill and Assen.

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**SHEDDEN**

COLIN  
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ANDREW  
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Tarling was FPA champion in '99

Formula Ford

# Tarling to make race return in Champion of Brands

**EX-FORMULA PALMER AUDI**

champion Richard Tarling will end a 12-year absence by returning to racing in the Champion of Brands Formula Ford 1600 series.

It is sixteen years since Tarling started on pole position for the final of the Formula Ford Festival, in which he eventually finished as runner-up

to Jacky van der Ende.

Tarling answered a request from series organiser James Beckett for more racers to sign-up to the Champion of Brands season opener this weekend. The Henley on Thames racer has agreed a deal to race a Crossle 25F prepared by category regular Mike Gardner.

Beckett said: "Having Richard Tarling

making a return to racing in a round of the Champion of Brands is great news.

"Like everyone else I'm really looking forward to seeing him on-track this weekend – I am sure he will go really well."

This weekend's race is the only round of the series scheduled to take place on the Indy Circuit. Three further races in July and August will all take place on the GP loop.



SAWYER

**BARTH WINS AT SPA**

Le Mans winner Jurgen Barth co-drove Jean-Michel Martin's Porsche 934/5 (above) to victory in the second Classic Endurance Race at last weekend's Spa Classic. Bob Berridge/Gareth Evans scored Group C glory in their Mercedes C11. Andrew Smith landed a Historic F2 double in his March 742.

**JONES CRASHES MP4**

Former British GT champions Godfrey and David Jones failed to start the three-hour race at Silverstone last weekend. Godfrey crashed the brothers' McLaren MP4/12C at Maggotts on his out-lap in free practice.

**FORTEC DRIVER SWAP**

GT racer Steve Jans drove alongside Klaas Hummel in Fortec's second Mercedes SLS at Silverstone. The duo finished 14th, while Adam Christodoulou – originally scheduled to share with Hummel – drove Pro Sport's Porsche to GT4 victory.

**BURT SEEKS DRIVER**

KBSports is seeking a driver for the remainder of the BRDC F4 season. James Fletcher, whose main programme this year is USF2000, wants to contest more races after taking a second place at Brands Hatch recently, but has yet to secure a deal, so Kelvin Burt's team is seeking another driver to fill the car alongside Falco Wauer for the next round at Snetterton in mid-June.

**NEW NIPPON CLASS**

The Track Attack Race Club will trial a new series for two-seater Japanese production sportscars alongside its established Nippon Challenge. Open to normally aspirated cars and running in two classes (up to 1600cc and 1601-2000cc), there will be eight rounds starting at Brands Hatch on June 29.

**FORCE WINS PALACE**

Gary Thomas took his Force 2000 single-seater (below) to the fastest overall time in the fourth annual Motorsport at the Palace event at Crystal Palace last weekend. More than 200 competitors took part in the Sevenoaks and District Motor Club sprint competition.



HAWKINS

**Luscious Escort races at Brands Festival**

Andy Pyke and Tony Paxman raced this Castrol Team Zakspeed-liveried Ford Escort to two top-eight finishes in last weekend's 70s Celebration races at Brands.



LOWES

**Crime author takes BMW for a tumble**

Peter James, author of the Roy Grace crime novels, rolled his BMW 1800 Ti out of the Masters Pre-66 touring car race at Brands, after a tap from a Cortina.



MASON/HAWKINS

**Ex-Ickx Ferrari leads special Bank Holiday display at Brands Masters Festival**

V12 engines provided the soundtrack to a Formula 1 display during the Masters Historic Festival at Brands Hatch. French advertising magnate Jean-Francois Decaux's ex-Jacky Ickx Ferrari 312/68 was among several cars run.



BECKETT





MASTERS HISTORIC FESTIVAL BRANDS HATCH, MAY 25-27 MSVR

# Horsman and Huff are the stars

## WORLD TOURING CAR CHAMPION ROB

Huff's fairy-tale Mini victory and Peter Horsman's superbly judged HGPCA win topped the seventh annual Masters Historic Festival. Wailing three-litre Formula 1 cars on the magnificent Grand Prix circuit, an Italian nobleman in a bellowing Porsche 935, a petrolhead rocker and old car fraternity luminaries also entertained a big crowd as summer arrived at Brands Hatch.

Sunday's HGPCA Pre-1966 Grand Prix car race provided a capacity 32-car field and the weekend's closest finish as Horsman emerged from a scrap with Cooper T53 drivers Jonathon Hughes and Will Nuthall, and John Harper (Brabham BT4), then negated Miles Griffiths' four-second advantage on an oily track to win in his Lotus 18/21.

Top qualifier Andy Middlehurst (ex-Jim Clark Lotus 25) was out before the start with a gear linkage issue, but howled from the back to fourth on Monday, behind the runaway Hughes, Horsman and Rod Jolley (Cooper T45/51). Griffiths non-started, his car jammed in first gear. Tony Smith's ex-Phil Hill Ferrari Dino finished 11th after an entertaining tussle.

David Methley and Hughes trounced their FIA Lurani Trophy Formula Junior rivals, Hughes fighting hard until a sticking throttle gave him a scare at Surtees on Sunday and third gear started jumping out on Monday. Methley thus won twice, Marc Amez-Droz completing a Brabham clean sweep on day one.

The Swiss spun out at Hawthorns on Monday while scrapping with Manfredo Rossi di Montelera (Lotus 22), leaving the elated Italian third. The most meritorious class victor was John Chisholm, still contending with a damaged left hand in his ex-Mike Parkes Gemini Mk3A. An unfortunate incident on Sunday meant Pete Morton's Ausper T3 (parked on the inside after Westfield) was savaged by Dietrich Merkel's Lola Mk2.

Ground effect suited Michael Lyons, giving his RAM Racing-liveried ex-Rupert Keegan Williams FW07B its debut with a brilliant FIA Masters Historic F1 double. Lyons scorched round in the 1m21s, leaving the rest standing. Simon Fish (Ensign N180) was second on both days, while Tyrrell 012 pilot Adam Simmonds' great pass on Mike Wrigley (Williams FW07B) into Paddock on Monday completed the top results' symmetry.

Manfredo Rossi di Montelera's Travel Cruiser Porsche 935 lurked at the back of Saturday's Masters '70s Celebration grid having qualified out of session, but whooshed through to beat champion Mark Bates' 911 RSR on the Indy circuit.

The GP layout enabled Rossi to stretch the beast's legs on Sunday. But for a fright when Jon Fimmore's ferocious Sunbeam Tiger growled alongside, Rossi just about had Chris Ward's raucous Broadspeed Capri covered when the 'Porker' ran out of fuel. Chris Beighton kept the Tiger in touch



for second, ahead of Alex Buncombe in the Jaguar XJS started by Ward.

Masters Pre-'66 Touring Car action was topped by Saturday's splendid two-litre Indy circuit thrash in which Rob Huff – who escaped an horrific road crash the previous day – converted Mini Cooper S enthusiast Des Smail's start into victory over the Lotus Cortinas of the McInerney family and Graham Wilson.

Leo Voyazides powered his Ford Falcon clear of Niki Faulkner's Ford Falcon Sprint in the big bore field, only to have Dan Cox close relentlessly later. Voyazides held on by less than a second, his suspicions of a rear-end problem later confirmed as a puncture.

Despite swiping the barrier, which dropped his Mustang from second to fourth, Henry Mann relayed Anthony Reid to victory in Saturday's allcomers race on the GP circuit. Voyazides/Simon Hadfield

were nobbled by a stop-go for a pit infringement, and ceded second to guests Faulkner/Cox in the owner-orientated competition. "We played it straight, but were out-owned," muttered Hadfield.

The Greek's team scored in the FIA Masters Sportscar enduro, though, thudding his Lola T70 Mk3B away from the two-litre pack once Nigel Greensall handed Tarek Mahmoud his pretty T70 Mk3. Steve Allen and David Gathercole (Lola T212 replica) dropped Manfredo Rossi's Abarth-Osella (which survived a scrape with Ewan McIntyre's McLaren M1), and the Chevron B23 of Tim Cousins/Jeremy Wheatley was an impressive fifth in this company. AC/DC frontman Brian Johnson did a good job in American Rick Carlino's GRD S72.

Carlos Monteverde and Gary Pearson's RAC Woodcote Trophy success in the ex-Jim Clark Jaguar D-type was a formality once leader

Horsman's Lotus (right) defeated the Coopers of Griffiths and Hughes



MASON/HAWKINS



HAWKINS

Lyons scored double on Williams debut



Huff and Small took tin-top victory

John Young's Cooper-Jaguar fried its brakes. John Ure/Nick Wigley (Cooper-Bristol) led the chase, but the Kurtis V8 in which Geraint Owen led initially broke, handing third to Patrick Watts' Allard.

Ben Mitchell won the bizarrely named Ronnie Peterson Trophy FF1600 race, snowed off at Oulton Park in March, but his Van Diemen RF87 provider Simon Hadfield was overjoyed with second, having repeatedly cajoled his ancient Lotus 51 ahead of Brazilian Adriano Medeiros' RF80.

Rod Birley shot his Ford Escort Cosworth to a Quaipe Motorsport News Saloon with Cannon Tin Tops double over Dale Gent's Subaru Impreza. Gent led the local for nine laps as they scythed through constant traffic in their second dice, which Birley described as "the best race I've had in years".

● Marcus Pyle

GENTLEMEN DRIVERS

Whitaker's TVR tops GT enduro Festival finale

EVEN WHEN DUTCH PRO YELMER Buurman blasted his AC Cobra past, Mike Whitaker kept fellow TVR Griffith driver Sean McNerney in sight as a splendid 90-minute Masters [Ladies and] Gentlemen Drivers finale made an excellent end to the Festival.

Graeme Dodd led initially in Martin Melling's Jaguar E-type low-drag coupe, but it fell out of contention when a change of wheels did not solve "a front end vibration so bad that I couldn't see the pitboard". The Ford V8-powered machines were left in charge, therefore. Having seen DHG team-mate David Hart's Cobra go out, Buurman hit a gearbox problem ("it stuck in second for a lap, then was OK again"), then a door wouldn't close when he despatched girlfriend Shirley van der Lof.

With Whitaker pacing himself, McNerney sped on in front, but with victory looking assured after a catalogue of mechanical woes, something in the driveline – "propshaft or diff" – failed eight laps from home. "I thought we were topping off a rough weekend, but everything's gone against us," said a gutted McNerney.

"You have got to be the first person not to break to win these



Buurman leads early on from Whitaker and Morris (30)

MASON/HAWKINS

races, but the plastic pig from Blackpool got there," said Whitaker as he stepped from the Nigel Reuben-built car. "But those Lotus Elan guys were incredible today," he added, paying tribute to young Ed Morris and Andy Wolfe who chased him home.

Morris, racing his Shapcraft coupe for only the second time, drove a beautiful solo race to finish runner-up, and earn the plaudits of a vociferous female

fan club. Veteran Wolfe had taken over the 26R-spec car he prepares for Graham Wilson, and hounded down van der Lof, annexing third with two of the 50 laps to spare.

**RESULTS (50 LAPS)** 1 Mike Whitaker (TVR Griffith); 2 Ed Morris (Lotus Elan Shapcraft) +31.368s; 3 Graham Wilson/Andy Wolfe (Lotus Elan); 4 Yelmer Buurman/Shirley van der Lof (AC Cobra); 5 Allen Tice/Chris Conoley (Marcos 1800GT); 6 Craig Davies/Adam Jones (Chevrolet Corvette Stingray); 7 Manfredi Rossi di Montelera (Jaguar E-type); 8 John Spiers (Griffith); 9 Jamie Boot (E-type); 10 Lorraine & David Gathercole (Elan). **CW** Morris; Chris Clarkson (Austin-Healey 3000); John Young (Porsche 911). **FL** Sean McNerney (Griffith) 1m43.708s (84.46mph).

HGPCA PRE-'66 GRAND PRIX CARS (BOTH 12 LAPS)

**RACE 1** Peter Horsman (Lotus 18/21); 2 Miles Griffiths (Cooper T51) +0.188s; 3 Jonathon Hughes (Cooper T53); 4 John Harper (Brabham BT4); 5 Rod Jolley (Cooper T45/51); 6 Will Nuthall (T53). **Class winners** Griffiths; Andrew Beaumont (LDS-Alfa Romeo 3); Sid Hoole (Cooper T66); Tony Smith (Ferrari Dino 246); Peter Lavender (Cooper T43); Paul Grant (Cooper-Bristol Mk2); Tony Ditheridge (T45). **Fastest lap** Hughes 1m40.390s (87.25mph). **RACE 2** 1 Hughes; 2 Horsman +4.975s; 3 Jolley; 4 Andy Middlehurst (Lotus 25); 5 Nuthall; 6 Max Bles (Brabham BT7A). **CW** Horsman; Middlehurst; Smith; Ditheridge; Grant; Clive Wilson (T43). **FL** Hughes 1m39.687s (87.89mph).

FIA LURANI TROPHY FORMULA JUNIOR (12 & 13 LAPS)

**RACE 1** David Methley (Brabham BT6); 2 Jonathon Hughes (Brabham BT6) +27.587s; 3 Manfredi Rossi di Montelera (Lotus 22); 4 Richard Smeeton (Wainer); 5 Philip Buhofer (Lola Mk5A); 6 Mark Pangborn (Lotus 20B). **CW** John Chisholm (Gemini Mk3A); John Delane (Lotus 18); Andrew Tart (Bond); Daniele Salodini (Taraschi). **FL** Methley 1m40.602s (87.07mph).

RACE 1 (12 LAPS)

**RACE 1** (12 LAPS) 1 Methley; 2 Hughes +13.501s; 3 Marc Amez-Droz (Brabham BT6); 4 Buhofer; 5 Rossi di Montelera (Lotus 22); 6 Pangborn (Lotus 20B). **CW** Chisholm; Delane; Tart; Salodini. **FL** Methley 1m40.440s (87.21mph). **RACE 2** (13 LAPS) 1 Methley; 2 Hughes +14.086s; 3 Rossi di Montelera; 4 Smeeton; 5 Buhofer; 6 Pangborn. **CW** Chisholm; Delane; Tart; Salodini. **FL** Methley 1m40.602s (87.07mph).

FIA MASTERS HISTORIC F1 (BOTH 17 LAPS)

**RACE 1** Michael Lyons (Williams FW07); 2 Simon Fish (Ensign N180) +31.181s; 3 Ian Simmonds (Tyrrell 012); 4 Mike Wrigley (FW07B-07); 5 Andrew Beaumont (Lotus 76-1); 6 Greg Thornton (Lotus 92.5). **CW** Simmonds; Beaumont; John Delane (Tyrrell 002). **FL** Lyons



FJ double fell to Methley

HAWKINS

1m21.393s (107.62mph). **RACE 2** 1 Lyons; 2 Fish +47.296s; 3 Simmonds; 4 Wrigley; 5 Thornton; 6 Beaumont. **CW** Simmonds; Beaumont; Richard Smeeton (March 721G). **FL** Lyons 1m21.096s (108.01mph).

MASTERS '70S CELEBRATION & HISTORIC TOURING CAR CHALLENGE, INDY CIRCUIT (44 LAPS)

**RACE 1** Manfredi Rossi di Montelera (Porsche 935); 2 Mark Bates (Porsche 911 RSR) +35.307s; 3 Chris Ward/Alex Buncombe (Jaguar TWR XJS); 4 John Young/Chris Ward (Ford Capri); 5 Craig Davies (Shelby Mustang GT350); 6 Ed Simpson (Mitsubishi Starion). **CW** Bates; Young/Ward; Davies; Allen Tice/Chris Conoley (BMW 2002). **FL** Rossi di Montelera 50.874s (85.47mph). **GP CIRCUIT (23 LAPS)** 1 Young/Ward; 2 Jon Finnemore/Chris Beighton (Sunbeam Tiger) +10.583s; 3 Ward/Buncombe; 4 Robert & Sean Brown (Ford Escort Mk1); 5 Bates; 6 Mike Dowd/Jeremy Cooke (911 RSR). **CW** Finnemore/Beighton; Ward/Buncombe; Brown/Brown; Bates; Roberto Giordaneli/Simon Watts (Datsun 240Z). **FL** Rossi di Montelera 1m36.373s (90.89mph).

MASTERS PRE-'66 TOURING CARS, GP CIRCUIT (27 LAPS)

**RACE 1** Henry Mann/Anthony Reid (Ford Mustang); 2 Niki Faulkner/Dan Cox (Ford Falcon) +1.420s; 3 Leo Voyatzides/Simon Hadfield (Falcon); 4 Chris Clarkson/Ted Williams (Falcon); 5 Mark Owen/John Dunham (Cortina); 6 Graham Wilson/Andy Wolfe (Cortina). **CW** Owen/Dunham; Nick Swift/Philip Burgess (Morris Cooper S). **FL** Hadfield 1m47.144s (81.75mph).

OVER 2-LITRE, INDY CIRCUIT (46 LAPS)

**RACE 1** Voyatzides; 2 Faulkner/Cox +0.977s; 3 Mann; 4 Karl Jones (Mustang); 5 James Hanson/Mike Wrigley (Mustang); 6 Graeme Dodd/Martin Melling (Falcon). **FL** Voyatzides 56.482s (76.99mph). **UP TO 2-LITRE, INDY CIRCUIT (39 LAPS)** 1 Desmond Smail/Rob Huff (Austin Cooper S); 2 Sean McNerney/Michael McNerney (Cortina) +2.640s; 3 Wilson; 4 Dunham/Owen; 5 Robert & Josh Beebe (Cooper S); 5 Viggo Lund/Martin Strommen (Cortina). **CW** McNerney/McNerney. **FL** McNerney 57.719s (75.34mph).

FIA MASTERS HISTORIC SPORTS CARS (38 LAPS)

**RACE 1** Leo Voyatzides/Simon Hadfield (Lola T70 Mk3B); 2 Steve Allen/David Gathercole (Lola T212) +1m20.659s; 3 Manfredi Rossi di Montelera (Abarth-Osella PA1); 4 Ewan McIntyre (McLaren M1C); 5 Tim Cousins/Jeremy Wheatley (Chevron B23); 6 Mike Wrigley/Michael Lyons (Chevron B16). **CW** Allen/Gathercole; Cousins/Wheatley; Chris Jolly/Steve Farthing (Cooper-Chevrolet T61M); Georg Kjallgren (Daren Mk1); Mark Bates (Porsche 911 RSR); Ben Mitchell/Paul Pochciol (Merlyn Mk4T); Rick Carlino/Brian Johnson (GRD S72). **FL** Hadfield 1m30.283s (97.02mph).



MASON/HAWKINS

Jag topped Woodcote field

RAC WOODCOTE TROPHY PRE-'56 SPORTSCARS (27 LAPS)

**RACE 1** Carlos Monteverde/Gary Pearson (Jaguar D-type); 2 John Ure/Nick Wigley (Cooper-Bristol T24/25) +31.148s; 3 Patrick Watts (Allard-Cadillac J2 BB1); 4 Stephen Bond (Lister-Bristol); 5 Rick Bourne/Malcolm Paul (Lotus-Bristol 10); 6 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S). **CW** Ure/Wigley; Watts; Bourne/Paul; Mark Midgley/Chris Woodgate (Aston Martin DB3). **FL** John Young (Cooper-Jaguar T38) 1m50.032s (79.61mph).

RONNIE PETERSON TROPHY FF1600, INDY CIRCUIT (23 LAPS)

**RACE 1** Ben Mitchell (Van Diemen RF87); 2 Simon Hadfield (Lotus 51) +14.591s; 3 Adriano Medeiros (Van Diemen RF80); 4 Conor Murphy (Van Diemen RF83); 5 Terry Durdin (Crossle 25F); 6 Luke Reade (Van Diemen RF92). **CW** Hadfield; Medeiros. **FL** Mitchell 51.997s (83.63mph).

SALOONS/TIN TOPS, INDY CIRCUIT (10 LAPS)

**RACE 1** Rod Birley (Ford Escort WRC Cosworth); 2 Dale Gent (Subaru Impreza) +1.950s; 3 Malcolm Wise (Escort Cosworth); 4 Gavin Thomson (Peugeot 205); 5 Steve Rothery (Renault Clio); 6 Ricky Davies (BMW E46 M3). **CW** Thomson; Rothery; Andy Woods-Dean (Renault Megane Coupe); Peter Wilkinson (Peugeot 306); Jon Wild (Rover Metro). **FL** Gent 50.504s (86.10mph). **RACE 2** (16 LAPS) 1 Chris Whiteman (Honda Civic Type R); 2 Tom Bridger (Rover 220 Turbo) +11.140s; 3 Terry Searles (MG ZR190); 4 Glen Rossiter (Renault Clio); 5 Cliff Pellin (Ford Fiesta ST150); 6 Peter Osborne (Renault Clio). **CW** Bridger; Wild. **FL** Whiteman 55.219s (78.75mph). **RACE 3** (18 LAPS) 1 Birley; 2 Gent +3.733s; 3 Paul Eve (Ford Sapphire Cosworth); 4 Rothery; 5 Davies; 6 Bill Richards (Rover Mini Clubman). **CW** Eve; Rothery; Davies; Woods-Dean; Whiteman; Wilkinson. **FL** Birley 50.508s (86.09mph).



750MC SNETTERTON, MAY 25-26

# Voyce beaten in Bimmer battle

**STUART VOYCE LOST HIS UNBEATEN RUN** in the opening Compact Cup race when Stephen Roberts beat him in a tense lead scrap that was a highlight of the 750 Motor Club's trip to Norfolk.

Voyce tried everything on the final lap, looking up the inside at Palmer, Agostini and Oggies, but to no avail. Further back, David Drinkwater kept them in his sights early on, but faded in a lonely third.

Roberts held sway until the last few yards in a hugely entertaining sequel, when Voyce swept past for victory. David Mountain was a safe third, while Colin Bysouth edged a three-car tussle for fourth.

Stuart Nicholls scored a brace of MR2 wins as battles raged throughout the order. With a lap to go in the opener, less than two seconds separated the top six. Nicholls emerged from the infield section ahead, and edged away to win.

Nicholls dominated race two ahead of a three-way scrap between Palmer, Steve Lumley and Jim Davies. Sadly, a stranded car brought the race to a premature end. It came just in time for Lumley, who held onto third, despite his engine boiling over.

Brothers Russell and Spencer McCarthy briefly ran one-two in the BCV8s in their canary-yellow MGB GTV8s, only for Spencer's example to

expire on lap two. Russell suffered no such misfortune, easing clear of Robert Spencer to win.

Joe Parrington overtook James Wheeler on the final lap for third.

The same top three repeated in Thoroughbred Sportscars, but this time McCarthy had to fight. Having come from the back to second in three laps, he hounded leader Spencer before blasting by down Bentley Straight on the last lap.

Having surrendered the lead of the opening RGB race to Matthew Higginson after a mistake at Oggies, John Cutmore spent the rest of the race fighting to get it back. He finally prevailed as the pair swept side by side into Brundle for the final time. Third-placed Alastair Boulton made it a Spire lockout of the podium.

Higginson turned the tables on Cutmore in race two, with Boulton completing another Spire 1-2-3.

Although Ian Jordan and Steve Ough set the early pace in the Formula Vee opener, they were caught by Keith Farrance, who swept ahead with a great move into Riches on the penultimate lap to take a maiden win.

The Vees switched to the shorter 200 circuit for their second race on Sunday. Poleman Ough looked in control for the first half, only to lose time after hitting oil at Brundle. The

chasing Daniel Pitchford closed in before towing past on Bentley Straight two laps from home to win.

Championship frontrunners Paul Smith and Ben Anderson suffered a glut of engine problems and failed to score in either race.

Undeterred by slipping from pole to third in the opening Bike-Sports race, Lewis Plato set off in pursuit of the Radical PR6s of James Breakell and Jon-Paul Ivey. He made short work of his recovery, overtaking Ivey into Montreal on lap one, before claiming a decisive lead from Breakell at the same spot two laps later.

Plato played catch up again in race two after being beaten off the line by Tim Gray and Breakell. He made

short work of passing the latter, but he lost time passing backmarkers and a superb drive from Gray was rewarded with a deserved victory.

Having stolen past leader Nathan Saunders mid-race, brothers Lee and Shayne Deegan eased away in the first combined Stock Hatch/Clio race. A late moment for Shayne when his throttle briefly stuck open at the Esses not only ended his chances of overtaking his sibling, but also allowed Martin Ward's charging Clio to snatch second on the line, despite having started at the back.

Clios also surged through the pack in race two. This time, Trevor Gregory and Ward took first and second respectively, while Shayne

The Stock Hatch races featured interesting lines



STYLES

Voyce (21) tried everything to beat Roberts



Cherrington leads the 41-car pack into Agostini

LOCOST

## Cherrington and Collier top massive Locost field

WITH 41 CARS TAKING PART in qualifying, the Locost championship enjoyed an action-packed doubleheader on the Snetterton 300 Circuit.

Having racked up three wins and a second place in the first two meetings of the year, in-form Alastair Garratt led the points table coming to Norfolk, ahead of local driver Richard Jenkins.

It was Matt Cherrington, however, who set the pace all day. He took pole for both races and controlled the opener to take an impressive four-second victory.

Meanwhile, Jenkins and Tom Collier scrapped over runner-up spot, with Jenkins edging ahead

into Agostini on the last lap to claim the place by a fraction.

It was just as close behind them for fourth, as Garratt and Danny Andrew battled side by side into Murrays for the final time. Andrew just held on to finish two-hundredths of a second clear.

Race two was blown wide open when Cherrington and Collier collided while disputing the lead on lap three. "Matt made a mistake in front of me, caught my nose and spun off," said Collier.

While Cherrington retired, Collier quickly set about recovering lost places. With a lap to go, he was third and chasing after leaders Garratt and Jenkins as they

jockeyed for the best position to slipstream down the Bentley Straight for the final time.

"We were dicing not to be in the lead on the last lap, and I was just bidding my time," explained Jenkins.

Their manoeuvring backfired because it allowed a grateful Collier to reel them in and steal victory on the line. "I'm a bit shocked!" he confessed.

**RESULTS (7 LAPS OF 300 CIRCUIT)** 1 Matt Cherrington; 2 Richard Jenkins +4.21s; 3 Tom Collier; 4 Danny Andrew; 5 Alastair Garratt; 6 Matthew Gilmour. **FL** Cherrington 2m21.55s (76.04mph). **RACE 2 (6 LAPS OF 300 CIRCUIT)** 1 Collier; 2 Jenkins +0.01s; 3 Garratt; 4 Lee Bankhurst; 5 Andrew; 6 Richard Bradley. **FL** Cherrington 2m21.04s (76.32mph) record.

overtook Lee on the last lap for third overall and Stock Hatch honours.

A small grid for the new Single Seater Cup was reduced further when leader Malcolm Scott banged wheels with Robbie Watts as the pair exited Murrays on lap three. A luckless Watts retired, leaving Ben Cater to chase Scott in vain to the finish.

Watts completed a frustrating day by chasing leader Scott for six laps in rive two before hitting oil at Brundle and sliding down the escape road. He rejoined in time to salvage second.

With Matt Rozier's lead in the opening Classic Stock Hatch race cancelled out by a red flag, poleman Imran Khan got a second bite at the cherry. He took full advantage, fending off near-constant pressure from Rozier to win. Rozier lost out again in the sequel, after Lee Scott came up from fifth to the lead.

John Plant's emerald green Allard lapped the field in Roadsports/SR&GT. Alric Kitson's MR2 Roadster took pole by half a second, but couldn't hang on in the race.

Billy Albone dominated the 750 Formula after poleman Robin Gearing spun off at Nelson on lap one. Mick Harris was second ahead of a five-car battle for third place, which went the way of Chris Gough.

● Oliver Timson

**COMPACT CUP (7 LAPS OF 300 CIRCUIT)** 1 Stephen Roberts; 2 Stuart Voyce +0.46s; 3 David Drinkwater; 4 Martin Gambling; 5 David Mountain; 6 Colin Bysouth. **Fastest lap** Voyce 2m24.01s (74.74mph) record. **RACE 2 (7 LAPS OF 300 CIRCUIT)** 1 Voyce; 2 Roberts +0.08s; 3 Mountain; 4 Bysouth; 5 Drinkwater; 6 Gambling. **FL** Voyce 2m24.37s (74.56mph).

**TOYOTA MR2 (7 LAPS OF 300 CIRCUIT)** 1 Stuart Nicholls (Roadster); 2 John Wilson (Mk2) +2.08s; 3 Matthew Palmer (Mk2); 4 Steve Lumley (Mk2); 5 Jim Davies (Mk3); 6 Lee Gambell (Mk2). **Class winner** Wilson. **FL** Nicholls 2m21.04s (76.32mph) record.

**RACE 2 (3 LAPS OF 300 CIRCUIT)** 1 Nicholls; 2 Palmer +3.46s; 3 Lumley; 4 Davies; 5 Timothy Heron (Mk2); 6 Ben Rowe (Mk2). **CW** Palmer. **FL** Nicholls 2m21.07s (76.30mph).

**BCV8 (8 LAPS OF 300 CIRCUIT)** 1 Russell McCarthy (MGB GT V8); 2 Robert Spencer (MGB GT V8) +9.76s; 3 Joe Parrington (MGB GT V8); 4 James Wheeler (MGB GT V8); 5 Ken Deamer (MGB GT); 6 Neil Fowler (MGB GT V8). **CW** Babak Farsian (MGB Roadster); Simon Tinkler (MGB GT); Max Cawthorn (MGB Roadster). **FL** McCarthy 2m12.72s (81.10mph).

**THOROUGHbred SPORTSCARS (8 LAPS OF 300 CIRCUIT)** 1 Russell McCarthy (MGB GT V8); 2 Robert Spencer (MGB GT V8) +0.90s; 3 Joe Parrington (MGB GT V8); 4 Neil Fowler (MGB GT V8); 5 Ken Deamer (MGB GT); 6 Jon Ellison (Triumph TR5). **CW** Deamer; Peter Barnard (Elva Courier Mk1); Peter Hiscocks (MGA Roadster). **FL** McCarthy 2m11.48s (81.87mph).

**RGB (8 LAPS OF 300 CIRCUIT)** 1 John Cutmore (Spire GT3); 2 Matthew Higginson (Spire GT3) +0.39s; 3 Alastair Boulton (Spire GT3); 4 Scott Mitchell (Mittel/MC-52); 5 Andy Hiley (Chronos); 6 Lee Baverstock (AB Sabre). **CW** Paul Rickers (STM Phoenix). **FL** Cutmore 1m58.99s (90.46mph).

**RACE 2 (8 LAPS)** 1 Higginson; 2 Cutmore +1.51s; 3 Boulton; 4 Paul Rogers (Countour); 5 David Wale (Spire GT3); 6 Tony Gaunt (Wolfe TG02). **CW** Austen Greenway (GM1). **FL** Higginson 1m58.96s (90.48mph) record.

**FORMULA VEE (7 LAPS OF 300 CIRCUIT)** 1 Keith Farrance (GAC); 2 Ian Jordan (Sheane Jordan) +0.13s; 3 Steve Ough (AHS Dominator); 4 Craig Pollard (GAC); 5 Tim Probert (Storm); 6 Graham Gant (WEV). **CW** Jordan. **FL** Pollard 2m11.84s (81.64mph) record.

**RACE 2 (11 LAPS OF 200 CIRCUIT)** 1 Daniel Pitchford (AHS Leastone); 2 Farrance +2.95s; 3 Ough; 4 Gant;

5 Pollard; 6 Peter Belsey (Spyder Mk2). **CW** Peter Studer (Sheane). **FL** Belsey 1m23.86s (85.17mph).

**BIKE-SPORTS (16 LAPS OF 200 CIRCUIT)** 1 Lewis Plato (Radical SR3); 2 Jon-Paul Ivey (Radical PR6) +3.56s; 3 Tim Gray (Spire GT3); 4 James Breakell (Radical PR6); 5 Richard Stables (Radical PR6); 6 Shane Porter (Radical PR6). **CW** Ivey; **Gray**. **FL** Plato 1m11.45s (99.97mph).

**RACE 2 (16 LAPS OF 200 CIRCUIT)** 1 Gray; 2 Plato +3.55s; 3 Ivey; 4 Breakell; 5 Stables; 6 Paul Haynes (Radical PR6). **CW** Plato; Ivey. **FL** Plato 1m11.61s (99.75mph).

**STOCK HATCH (10 LAPS OF 200 CIRCUIT)** 1 Lee Deegan (Citroen Saxo VTR); 2 Martin Ward (Renault Clio Sport) +1.68s; 3 Shayne Deegan (Citroen Saxo VTR); 4 Matt Fincham (Renault Clio Sport); 5 Nathan Saunders (Citroen Saxo VTR); 6 Philip Wright (Citroen Saxo VTR). **CW** Ward. **FL** Fincham 1m28.22s (80.97mph).

**RACE 2 (10 LAPS OF 200 CIRCUIT)** 1 Trevor Gregory (Renault Clio Sport 182); 2 Ward +8.28s; 3 S Deegan; 4 L Deegan; 5 Tom Bell (Citroen Saxo); 6 Jake Farndon (Citroen Saxo VTR). **CW** S Deegan. **FL** Gregory 1m28.09s (81.08mph).

**SINGLE SEATER CUP (12 LAPS OF 200 CIRCUIT)** 1 Malcolm Scott (Dallara F3); 2 Ben Cater (Van Diemen RF) +0.57s; 3 Shane Kelly (Van Diemen); 4 Mark Jackson; no other finishers. **CW** Cater; Jackson. **FL** Cater 1m13.69s (96.93mph). **RACE 2 (12 LAPS)** 1 Scott; 2 Robbie Watts

(Lola F3 F106) +3.90s; 3 Cater; 4 Kelly; 5 Jackson; 6 Paul Young. **CW** Cater; Jackson. **FL** Watts 1m12.49s (98.53mph) record.

**CLASSIC STOCK HATCH (7 LAPS OF 200 CIRCUIT)**

1 Imran Khan (Ford Fiesta XR2); 2 Matt Rozier (Peugeot 205 GTI) +2.72s; 3 Mervyn Beckett (Vauxhall Nova GTE); 4 Paul Thorpe (Ford Fiesta XR2i); 5 Martin Cayzer (Ford Fiesta XR2i); 6 Daniel Gibson (Ford Fiesta XR2). **FL** Khan 1m32.09s (77.56mph). **RACE 2 (10 LAPS)** 1 Lee Scott (Ford Fiesta XR2i); 2 Rozier +0.77s; 3 Khan; 4 Thorpe; 5 Gibson; 6 Michael Fowdrey (Ford Fiesta XR2). **FL** Rozier 1m32.00s (77.64mph).

**ROADSPORTS & SR/GT (32 LAPS OF 200 CIRCUIT)** 1 John Plant (Allard J2); 2 Alric Kitson (Toyota MR2 Mk3) +1 lap; 3 JM Littman (Porsche Boxster); 4 Ken Culverwell (Toyota MR2 Roadster); 5 Rob Bostner (Mazda RX8); 6 Patrick Mortell/Nick Holden (Toyota MR2 Turbo). **CW** Kitson; Littman; Culverwell; Michal Comber (Mazda MX5); Ian Wilson (Lotus Europa); Charles Best (Westfield Elevation). **FL** Plant 1m21.88s (87.23mph).

**750 FORMULA (11 LAPS OF 200 CIRCUIT)** 1 Billy Albone (Batten 3); 2 Mick Harris (Darvi 877) +22.18s; 3 Chris Gough (CGR2evo); 4 Robin Gearing (Darvi P88); 5 Bill Cowley (Cowley MkIV); 6 Martin Kemp (Racekits Falcon). **CW** Andrew Lake (Darvi 91D). **FL** Albone 1m23.50s (85.54mph) record.



Keith Farrance took his first Vee victory

The Brace family  
were one-two in  
Legends finale



WALKER

MOTORS TV LIVE/BARC MALLORY PARK, MAY 27

# Legends share TV triumphs

THREE OF THE TOP FOUR DRIVERS IN the Legends Cars championship each took victories in front of the cameras at the Motors TV Live Raceday.

John Mickel took the lead in the first heat from Jack Parker, but championship leader Guy Fastres and Dean Brace – up from row seven of the grid – chased Mickel over the line at the end of the third lap.

Mickel held firm until the sixth lap, when Fastres grabbed the lead at Gerard's Bend. On the next, Brace made it three abreast along Kirkby Straight with Mickel emerging ahead.

Brace and Ben Power, who had charged up from the ninth row to fourth position, tangled on the approach to Gerard's Bend on lap eight, splitting the pack between third and fourth. Fastres came out ahead of Mickel and James Holman to win.

A favourable front-row draw gave Ben Power a distinct advantage in the second race, and he led almost all of the 11 laps. The only exception was

towards the end of lap 10, when Brace executed a great cutback manoeuvre at Shaw's Corner only for Power to streak back in front by Gerard's Bend. Brace's father Nick took third, with Mickel ousting Steve Whitelegg from fourth with a lap to run.

The final was an underwhelming affair, with Dean Brace's relatively good grid position (as a result of his race one DNF) putting him in a strong position. Parker led initially, but suffered mechanical woes and he could not defend from Brace, who led home a family one-two. Nick Brace had passed Holman with two laps left, while Power surged to fourth.

The Midget and Sprite Challenge race got off to a frantic start with pole position starter Paul Sibley losing out to Dave Weston at Lake Esses on the opening lap. Martin Morris went with the top two in the opening couple of laps, but dropped back on the third after he ran wide at the Esses.

After fighting hard for two tours,

Sibley finally got through by pulling out of the slipstream on Kirkby Straight on lap four to drive around the outside into Gerard's Bend. He then eased clear to a 12s victory.

The Metro encounters proved sadly processional, with the early demise of front-row starter Dick Trevett's car a contributory factor. That allowed Mike Williams to make a break in the lead, and by the time Tom Sanderson had edged clear of Thomas Grainger the task he faced was too steep.

Neal Gardiner took fourth position, while Jonathan Woodcock lost fifth to Oliver Hood after a dramatic blow-up.

It was the same top three in race two, with Jack Ashton fourth best.

Mike Gardner continued his domination of the Classic Formula Ford championship with two more wins. The Newark man made a break at the beginning of the first race, leaving former Star of Mallory Stuart Kestenbaum to fend off Brazilian Adriano Medeiros for second.

Medeiros made it through at Shaw's Corner on lap four, but Kestenbaum swept back in front on the run to Gerard's on lap seven. Medeiros held off Simon Davey at the end.

Kestenbaum stuck with Gardner at the beginning of the second race for a few laps, but eventually was drawn into combat with Medeiros once more. Although he was second for a while, Medeiros eventually finished fourth after Nigel Lingwood pounced and took third at the start of the penultimate lap.

The XJ12 of David Howard prevailed in the Jaguar race, despite a safety car intervention that put the rapid Paul Merrett XJS onto his tail for the final three laps.

Sammie Fritchley set up Pete Sparrow for victory in the two-driver Citroen 2CV race, while Jacob Jackson (Ginetta G50) and Luke Stevens (BMW M3) shared the Sports/Saloon wins.

● Ian Sowman

**LEGENDS (11 LAPS)** 1 Guy Fastres; 2 John Mickel +0.225s; 3 James Holman; 4 Nick Brace; 5 Pascal Delport; 6 Peter Morton. **Fastest lap** Ben Power 54.528s (89.12mph).

**RACE 2 (11 LAPS)** 1 Power; 2 Dean Brace +0.052s; 3 N Brace; 4 Mickel; 5 Steve Whitelegg; 6 Guy Fastres.

**FL N Brace** 54.441s (89.27mph). **RACE 3 (13 LAPS)**

**1 D Brace;** 2 N Brace +2.199s; 3 Holman; 4 Power; 5 Morton; 6 Simon Newby. **FL Power** 54.294s (89.51mph).

**MIDGETS/SPRITES (23 LAPS)** 1 Paul Sibley; 2 Dave Weston +12.001s; 3 Martin Morris; 4 Edward Reeve; 5 Tom Neat; 6 David Morrison. **Class winners** Neat; Morrison; Ian Hulett; Edward Easton. **FL Sibley** 51.001s (95.29mph).

**MG METRO (11 LAPS)** 1 Mike Williams; 2 Tom Sanderson +3.324s; 3 Tom Grainger; 4 Neal Gardiner; 5 Oliver Hood; 6 Jack Ashton. **CW Grainger;** Ray Kershberg; Alex Flower. **FL Williams** 56.436s (86.11mph). **RACE 2 (11 LAPS)**

**1 Williams;** 2 Sanderson +3.355s; 3 Grainger; 4 Ashton; 5 Hood; 6 Gardiner. **CW Grainger;** Kershberg; Flower. **FL Williams** 55.920s (86.91mph).

**CLASSIC FF1600 (18 LAPS)** 1 Mike Gardner (Van Diemen RF80); 2 Stuart Kestenbaum (Van Diemen RF79) +9.225s; 3 Adriano Medeiros (Van Diemen RF79); 4 Simon Davey (Van Diemen RF80); 5 Paul Walton (Crosle 25F); 6 Andrew Smith (Van Diemen FA73). **CW Smith.**

**FL Gardner** 50.231s (96.75mph).

**RACE 2 (18 LAPS)** 1 Gardner; 2 Kestenbaum +10.418s; 3 Nigel Lingwood (Van Diemen RF80); 4 Medeiros; 5 Davey; 6 Smith. **CW Smith.** **FL Gardner** 40.337s (96.54mph).

**JAGUAR SALOON AND GT (17 LAPS)** 1 David Howard (XJ12); 2 Paul Merrett (XJS) +0.952s; 3 Chris Palmer (XJS); 4 Lawrence Coppock (XJS); 5 Simon Lewis (XJ6 Coupe); 6 Colin Philpott (XJS). **CW Palmer;** Lewis; Alasdair McGregor (X300). **FL Merrett** 54.180s (89.70mph).

**2CV (26 LAPS)** 1 Sammie Fritchley/Pete Sparrow; 2 Wayne Cowling/Simon Clarke +0.355s; 3 Lien Davies/Peter Rundle; 4 Alec Graham; 5 Tom Perry; 6 Glenn Oswin. **FL Davies/Rundle** 1m07.862s (71.61mph).

**SPORTS/SALOONS (17 LAPS)** 1 Jacob Jackson (Ginetta G50); 2 Mark Fowler (BMW M3) +18.580s; 3 Stephen Primett (Ford Escort); 4 David Howard (Jaguar XJ12); 5 Ashley Woodward (MG ZS); 6 Jason Christie (Ford Escort). **CW Fowler;** Tom Barclay (Jaguar XJ6); Alasdair McGregor (Jaguar X300). **FL Jackson** 51.422s (94.51mph).

**RACE 2 (17 LAPS)** 1 Luke Stevens (BMW M3); 2 Primett +21.103s; 3 Howard; 4 Woodward; 5 Paul Merrett (Jaguar XJS); 6 Chris Palmer (Jaguar XJS). **CW Woodward;** Merrett; Palmer; Chris Pizzala (Jaguar XJS). **FL Stevens** 53.132s (91.47mph).



Howard's XJ12  
prevailed in Jag  
Saloon and GT race

WALKER



O'Hara won race two ahead of McCullough

IRISH FF1600 KIRKISTOWN, MAY 25 500MRCI

## O'Hara ends McCullough's dominant run

### KEVIN O'HARA HALTED IVOR

McCullough's run of victories with a win in the second of Kirkistown's two FF1600 encounters on Saturday.

O'Hara had to work hard for it, though, and the issue remained in doubt until the final few yards when he finally took the flag by just 0.09s after 16 frantic laps.

McCullough had started on pole, but Motorsport Ireland young driver O'Hara was not to be denied.

Jonny McMullan was in the mix as well, eventually placing third, just a few feet behind, after fifth in race one.

An early challenge from Noel

Dunne effectively ended with a spin at Colonial, although the wily Dubliner still managed to bag fifth position behind David McCullough.

Earlier, Ivor had taken the honours in race one from O'Hara, with Neville Smith third. Dunne had his first spin of the day, but finished fourth.

McMullan was top Pre-90 runner in both races, while Mike Todd and Jamesy Hagan took a class win apiece in Pre-87. Ryan Templeton was unbeatable in Pre-82 with his Crossle 32F, which required a lot of work after an off in practice.

● Richard Young

### RESULTS

**RACE 1 (16 LAPS) 1 Ivor McCullough (Van Diemen RF00);** 2 Kevin O'Hara (Van Diemen RF01) +3.420s; 3 Neville Smith (Ray GR07); 4 Noel Dunne (Van Diemen RF00); 5 Jonny McMullan (Mondiale M89S); 6 David McCullough (Van Diemen RF00). **Class winners** McMullan; Mike Todd (Mondiale M84S); Ryan Templeton (Crossle 32F). **Fastest lap** 1 McCullough 1m01.250s (88.866mph).

**RACE 2 (16 LAPS) 1 O'Hara;** 2 I McCullough +0.090s; 3 McMullan; 4 D McCullough; 5 Dunne; 6 Trevor Roberts (Swift SC95K).

**CW** McMullan; Jamesy Hagan (Reynard 84FF); Templeton. **FL** I McCullough 1m01.414s (88.628mph).

BRITISH HILLCLIMB CHAMPIONSHIP GURSTON DOWN, MAY 25-26

## Moran double extends championship lead

SCOTT MORAN MOVED 14 POINTS CLEAR in the standings with precision wins and the only sub-26s run of the weekend, reaching 100 championship run-off victories in the process.

The landmark win puts Moran within touching distance of Martin Groves' all-time record of 104.

The Wiltshire power hill suits Moran's Gould – and the raucous Firestorm of Wallace Menzies, who was second each time. Reigning champ Trevor Willis was third both times.

With the magic number attained, Moran said of his now eight-year-old car: "The old girl still goes well, always feels predictable and inspires the confidence to go for the win."

Just holding on to second place in the championship was Moran Sr, Scott's dad Roger having a less consistent day than usual, finishing



Moran's trusty Gould powered him to yet another double

no better than fifth.

John Bradburn continued his best start to the season, moving to a career best sixth by outscoring nearest rival Will Hall by two. Both are still in touch with Trevor Willis.

The latest Gould product from the Newbury factory took its first

championship points in the hands of experienced but ring-rusty Paul Haimes, but the potential to make progress is clear after only three completed events.

Alastair Crawford in his own Gould made his seasonal scoring debut.

● Eddie Walder

**ROUND 7 1 Scott Moran (3.5 Gould-NME GR61X) 25.97s** BTD; 2 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 26.52s; 3 Trevor Willis (3.2 OMS-Powertec 28) 26.53s; 4 Will Hall (3.5 Force-Nissan WH) 27.21s; 5 John Bradburn (3.5 Gould-Cosworth HB GR55) 27.33s; 6 Alastair Crawford (2.8 Gould-NME GR55) 27.40s; 7 Roger Moran (3.5 Gould-NME GR61X) 27.56s; 8 Paul Haimes (1.3t Gould-Suzuki GR59) 28.21s; 9 David Uren (1.6 Force-Suzuki PC) 28.56s; 10 Eynon Price (1.6 Force-Suzuki PC) 28.98s; 11 Ed Hollier (1.6 Pilbeam-Suzuki MP62) 30.04s; DNS Alex Summers (1.3s Dj-Suzuki Firehawk).

**ROUND 8 1 S Moran 26.16s;** 2 Menzies 26.41s; 3 Willis 26.97s; 4 Bradburn 27.00s; 5 R Moran 27.70s; 6 Haimes 27.73s; 7 Hall 27.75s; 8 Crawford 27.89s; 9= Hollier & Uren 28.54s; 11 Richard Spedding (1.6 Force-Suzuki PC) 28.57s; 12 Price 28.65s. **Class winners** Miles Horne (2.0 Peugeot 306) 37.87s; Shaun Fudge (2.0t Subaru Impreza WRX) 37.92s; Piers Thynne (1.3t Westfield Megabusa) 33.21s; Neil Turner (1.4 Mini Cooper S 16v) 36.99s; Karl Stevens (2.0 Ford Escort Mk2) 35.70s; Stephen Moore (2.3t Mitsubishi Evo 6) 33.46s; David Eyre (3.9 MGB GT V8) 38.90s; Neal Masters (2.0 Westfield

Sei) 35.89s; Mike Rudge (2.3 Westfield Sei) 31.39s; Geoff Hunt (1.6 Lotus 22) 33.92s; John Forsyth (1.7 Mallock Mk17b) 35.98s; Graham Wynn (1.3s Force-Suzuki LM001) 29.34s; Chris Cannell (2.6 Force-Suzuki SR8 twin-engine) 30.98s; Steve Owen (0.6 OMS-Yamaha Hornet) 33.09s; Simon Fidoe (1.1 Empire-Suzuki 002) 29.27s; Price 28.63s; Summers 27.73s; S Moran 26.44s. **POINTS 1 S Moran, 64;** 2 R Moran, 50; 3 Menzies, 49; 4 Willis, 48; 5 Hall, 41; 6 Bradburn, 34; 7 Summers, 18; 8 Deryk Young, 16; 9 Spedding, 14; 10 Price, 12.



DEMPSTER

### Formula Vee

Adam Macauley (above) ran away and hid from the Vee pack at Kirkistown after starting from pole, as main rivals Ray Moore and Dan Polley both encountered problems. Polley was off form all day, but still managed second spot, while Moore, who started from the back of the grid after electrical issues kept him out of qualifying, had fought through to challenge Polley when the gremlins struck again. Jimmy Furlong took the final podium spot.

### Roadsports

Jim Larkham and Mark Campbell took a victory apiece with their Radicals in the two Roadsports races at Kirkistown. The real action was behind them in the 1.0-litre bike-engined class, where Trevor Allen and Jack Boal took a win each. Boal and Alan Davidson disappeared early on in race one, after a tangle at Debtors Dip that gave Allen a clear run, but Boal was back and in fine form for the second outing to keep Allen in his mirrors.

### Formula Libre

Philip Shields overcame a couple of chaotic starts to claim a brace of wins in his GP2 Dallara at Kirkistown, followed home both times by the Formula Renaults of Fergus Faherty and Martin Daly. In the first race, Shields stalled; in the second, Stanley Watson hit Noel Robinson while trying to get round Matheson's stationary machine, leading to a red flag and a restart.

### Ford Fiestas

James Turkington (below) survived immense pressure from Ryan Campbell and Andrew Blair to win both Fiesta bashes, although his hitherto pristine car looked decidedly battered after two frantic 13-lappers. Bump drafting might be a NASCAR speciality, but it never takes long for new ideas to cross the Atlantic, and Kirkistown's Fiesta drivers have embraced the technique. The proverbial coat of paint separated the trio throughout both races.



DEMPSTER

Sherrington's bid to pass Oldershaw ended with this spin

BOURNE PHOTOGRAPHIC



SPORTS 2000 OULTON PARK, MAY 25 BRSCC

# Sherrington's pain is Oldershaw's gain

PATRICK SHERRINGTON LEFT OULTON Park fruitless and frustrated on a day when he could have taken two wins.

In the first race, his MCR Sportscar had built a comfortable three-second advantage over the Gunn TS11 of Robert Oldershaw when the safety car appeared to enable marshals to remove a stranded car from the circuit at Cascades.

Unfortunately, it failed to pick up the leader, so once the incident was cleared, the field was waved by until Sherrington was correctly positioned. However, he was forced to wait for

everyone to catch up, losing valuable tyre temperature as he did so.

With time for just one final lap under green-flag conditions, Oldershaw challenged round the outside at Cascades. Exiting the corner, Sherrington spun as he tried to put the power down on the tighter inside line.

With the opening encounter determining the starting order for race two, Sherrington lined up 11th on the grid. He had charged up to fourth by the end of the first lap when the safety car made another appearance while an immobile car was taken off the grid.

On this occasion, the interruption was to his benefit, allowing him to close the gap Oldershaw had created.

By lap 10 the MCR Sportscar was in position to go for the lead. Sherrington attacked going into Hislop's, but lost control under braking and slewed across the front of his rival.

Oldershaw managed to make it around the Chicane with minimal delay. Sherrington rejoined in third, but then fell away, allowing Craig Mitchell to take his second runner-up finish of the day ahead of David Houghton.

● David Williams

## RESULTS (BOTH 16 LAPS)

**RACE 1 1 Robert Oldershaw (Gunn TS11);** 2 Craig Mitchell (Lola T88/90) +7.353s; 3 David Houghton (Van Diemen RFSC02); 4 Paul Martin (MCR Sportscar); 5 Tom Stoten (Gunn TS8B); 6 Anders Fredricsson (Lola T87/90). **Class winners** Mitchell; Martin; Alaric Gordon (Carbir CS2); Mike Johns (Royale S2000M); John Taylor (Crossle 9S). **Fastest lap** Patrick Sherrington 1m41.004s (95.94 mph). **RACE 2 1 Oldershaw;** 2 Mitchell +0.965s; 3 Houghton; 4 Fredricsson; 5 Nick Bacon (Gunn TS11); 6 Scott Guthrie (Van Diemen RFS02). **CW** Mitchell; Martin; Colin Feyerabend (Lola T90/90); Johns; Taylor. **FL** Sherrington 1m41.744s (95.25 mph).

SCOTTISH MINI COOPER OULTON PARK, MAY 25 BRSCC

# Tanner and Thirlwall triumph in bumper Scottish Mini grid

THE SCOTTISH MINI COOPER RUNNERS enjoyed an away day at Oulton Park, with no fewer than 25 cars making the trip down from north of the border.

It was Shane Stoney who made the best start in their first event, and with Joe Tanner filling his mirrors these two broke away from the pack.

Try as he might, Tanner couldn't quite get on terms with Stoney and looked set for second when, with two laps to go, the leader clipped the tyres in the middle of Hislop's Chicane, and was sent heavily into the tyrewall.

Stoney had to start race two from the penultimate place on the grid and, although he made up 10 places

on the opening lap, there was just too much traffic for him to come home better than 11th.

Up at the front, there was a good tussle between Tanner and Ken Thirlwall, which was won by the latter. Ryan Borthwick finished third.

● David Williams

## RESULTS (BOTH 7 LAPS)

**RACE 1 1 Joe Tanner;** 2 Ryan Borthwick +6.781s; 3 Kyle Reid; 4 Kenneth Thirlwall; 5 Malcolm McNab; 6 Vic Covey Jr. **FL** Shane Stoney 2m06.142s (76.82 mph).

**RACE 2 1 Thirlwall;** 2 Tanner +0.430s; 3 Borthwick; 4 McNab; 5 David Sleight; 6 Reid. **FL** Stoney 2m05.898s (76.97 mph).



Hodgen won truncated FF1600 race

NORTHERN FF1600 PRE-'90 OULTON PARK, MAY 25 BRSCC

# Hodgen prevails in shortened Northern Formula Ford affair

AFTER FOUR ROUNDS THAT HAVE BEEN combined with the National Championship, the Northern Formula Fords were battling solely for points in their own series last Saturday.

In the Pre-'90s class, Jamie Jardine made a perfect getaway in his Reynard 84FF, rocketing from fourth to take the lead into Old Hall.

Jardine led the closely matched pack, with Andrew Thomas (Reynard SF89) right on his tail. Wayne Poole (Van Diemen RF88) was the man on the move, passing Thomas on lap two and then relieving Jardine of the lead on the following tour.

Ultimately, however, it was Chris Hodgen (Van Diemen RF89) who had the most pace. As the contest

unfolded, he dispensed with Thomas at Lodge, got a run on Jardine exiting Britrens that allowed him to take second into Hislop's and, having taken Island flat out, hit the front by taking Poole round the outside at Shell.

The red flags then brought proceedings to a premature end after two cars further down the order collided.

● David Williams

**RESULT (7 LAPS) 1 Chris Hodgen (Van Diemen RF89);** 2 Wayne Poole (Van Diemen RF88) +0.263s; 3 Jamie Jardine (Reynard 84FF); 4 Jaap Blijleven (Reynard 88FF); 5 Andrew Thomas (Reynard SF89); 6 Chris Stones (Van Diemen RF88). **CW** Jardine; Graham Legget (Crossle 25F). **FL** Poole 1m51.434s (86.96 mph).



Joe Tanner inherited the win in race one after Stoney crashed



Race-one winner Mutch leads MX150R rival Kevin Dengate

MA5DA SERIES KNOCKHILL, MAY 25-26 KMSC

# Wins shared as Ma5da series heads north

THE MX150R BATTLE AT THE HEAD OF the visiting Ma5da series proved the highlight of the reverse-direction Knockhill Motor Sports Club meeting with slip-streaming especially effective on the downhill approach to the tight hairpin.

In race one, polesitter Chris Lovett led away, but it didn't take long for reigning champion Kevin Dengate to make a move at the uphill last corner.

The places continued to swap at the head of the field, and by mid-distance Stewart Mutch was up to second after a poor start.

Mutch grabbed the lead at the hairpin on lap nine and kept himself at the front of a four-car train, despite significant pressure.

As the quartet negotiated the slower MX5 traffic, there was a brief

opportunity for Dengate to retake the lead, but he took too much kerb at Clark Corner.

Mutch was delighted with his win, but paid credit to his rival, saying: "Kevin drove brilliantly; John [Blake] less so as he gave me a bit of a nudge."

Lovett made up for his failure to convert pole position in race one with victory in the second encounter. He demoted leader Mutch with a surprise move at the chicane, which is a much easier overtaking spot in its anti-clockwise guise.

The third race was won by Jamie Ingram, who recovered from a poor qualifying session with a steady run through the field in races one and two. He made it past at the hairpin on lap four and withstood pressure from Lovett to win by just 0.099s.

The MX5 class wins went to Ben Short in races one and two, but he handed his car over to his friend Brian Chandler for the third encounter after a host of engine woes ruined his day.

● Jonathan Crawford

RESULTS

**RACE 1 (20 LAPS) 1 Stewart Mutch (MX150R);** 2 Kevin Dengate (MX150R) +0.433s; 3 Jonathan Blake (MX150R); 4 Chris Lovett (MX150R); 5 Ben Short (MX5 Mk1); 6 Michael Tolley (MX5 Mk1). **CW** Short. **FL** Blake 1m01.597s (74.809mph).

**RACE 2 (19 LAPS) 1 Lovett;** 2 Blake +6.650s; 3 Mutch; 4 Jamie Ingram (MX150R); 5 Short; 6 Tolley. **CW** Short. **FL** Dengate 1m01.396s (75.054mph). **RACE 3 (17 LAPS) 1 Ingram;** 2 Lovett +0.099s; 3 Mutch; 4 Tolley; 5 Blake; 6 Brian Chandler (MX5 Mk1). **CW** Tolley. **FL** Lovett 1m01.524s (74.898mph).



Patterson won all three Legends races

SCOTTISH LEGENDS KNOCKHILL, MAY 25-26 KMSC

# Rookie Patterson dominates depleted Legends field

ROOKIE JOHN PATTERSON TOOK ALL three wins in the Knockhill Motor Sports Club Legends event.

While the grid only contained six cars, the competitors put on a good show on the reverse-direction track.

Early on Sunday, it was Keiran Gallacher who made the early move from pole position to lead the opening lap. Patterson made his move on the downhill approach to the first corner, a tight hairpin, and held the position on the tricky exit. He went on to win by just three-tenths.

Patterson's move at the start in the second heat sealed his victory but, amazingly, came from the back of the small field. From this pass, a significant lead opened up as David

Allan jostled with Gallacher, who later spun away a podium at Clark Corner.

"It made it a lot easier to get past everyone at the first corner," beamed Patterson. Gallacher later admitted that he'd taken the wrong line into Clark, such were the pressures in trying to keep pace with Allan.

The podium was completed by Warren Allan, making it a father and son on the two lower steps.

Patterson wasted no time in getting to the lead of the final, despite starting at the back of the field.

Polesitter Garry Falconer held first place for half a lap, but Patterson swiftly demoted him at the chicane.

Gallacher, eager to make up for his earlier mistake, again made a

challenge, but finished eight-tenths shy of the leader.

● Jonathan Crawford

**RESULTS - RACE 1 (7 LAPS) 1 John Patterson;** 2 Kieran Gallacher +0.335s; 3 David Allan; 4 Warren Allan; 5 Garry Falconer; no other finishers. **FL** Patterson 1m00.724s (75.884mph). **RACE 2 (7 LAPS) 1 Patterson;** 2 D Allan +4.121s; 3 W Allan; 4 Gallacher; 5 Falconer; 6 John Bushby. **FL** Patterson 1m00.830s (75.752mph). **FINAL (10 LAPS) 1 Patterson;** 2 Gallacher +0.815s; 3 D Allan; 4 Bushby; 5 Falconer; no other finishers. **FL** Gallacher 1m00.512s (76.150mph).



BOURNE

POST-'89 FF1600

Doug Crosbie (above) gave his Van Diemen RF00 its first outing of the season by qualifying on pole position at Oulton Park. Fellow front-row starter David McArthur (Van Diemen LA10) beat Crosbie into Old Hall and held the lead until his rival outbraked him heading into Shell on lap six. After their closely fought but clean duel, the two drivers were full of praise for each other.

ALFA ROMEO

Having competed in Historic Super Touring so far this season, Neil Smith brought his ex-WTCC 156 to Oulton Park for its first Alfa Romeo encounter of 2013. The double champion put in his customary dominant performance that even a safety car period to remove a car that had shed its wheel couldn't disrupt.

SCOTTISH CLASSICS

While the Ford Escort RS of Robert Marshall was the fastest qualifier in Scottish Sports and Saloons, Thomas Gilmartin's Morgan +8 beat him away from the line in both starts at Oulton. This gave the two-seater a victory in race one, but second time around the Escort powered ahead up Clay Hill on lap five.

PRODUCTION GTI

Simon Hill won both GTi races in impressive style at Oulton. Martyn Walsh had challenged him in race one before he fell back having lost third gear. This enabled Chris Webb to take the runner-up spot on the final lap. Walsh's fortunes improved in race two when he took second.

SPORTS & SALOONS

Charlie Shaw (below) reappeared onto the Scottish scene at Knockhill and nursed his car to an easy pair of open and modified Sports & Saloons wins. Andrew Morrison trailed home behind Robert Drummond in both races, because the latter's Escort had a significant advantage on the straights.



MOIR

# Higgins brothers on top in FF1600

**BANK HOLIDAY MONDAY WAS A GREAT** day for the Higgins family at Castle Combe. The local clan, who hail from Chippenham, celebrated a double success in Formula Ford for brothers Adam and Richard.

New father Adam beat Steve Jensen, closing the gap at the top of the championship. Jensen said before the race: "Higgins and Orgee are my main competitors, but I have as good a chance as anyone."

Jensen was soon proved right. He and Higgins made excellent starts and Jensen edged clear into Quarry on lap one. These two were followed by Roger Orgee. On lap three Higgins dived past Jensen into Tower with a clean manoeuvre, but Jensen re-passed him on the following lap.

The order remained the same until lap 10, when Jensen spun going into Bobbies. Higgins stole through into a lead he was not to lose.

Having dropped to third Jensen fought back, pressuring Orgee. Side by side down to Quarry on lap 13, he made the move into second place.

Higgins duly finished the 15-lapper 2.3 seconds clear of Jensen, with Orgee another four seconds back. To complete a perfect day for the Higgins family, brother Richard finished first in Class B, and fourth overall.

After the race Adam said: "When Jensen lost it, I couldn't believe my luck. I'll take it, a win's a win."

Driver of the day Richard battled with Nathan Ward right down to the last lap. He said: "As we came down to Camp, I said to myself we will either go off, or I'll pass him, and it worked out for me."

Father Bob – celebrating his 64th birthday – once showed Ayrton Senna the way round Combe, back in 1981. Having won here himself, 30 years ago, along with four championships, this



Higgins capitalised on Jensen's error

was a great day all round for Bob and the Higgins family.  
● James Stacey

**RESULTS (15 LAPS)** 1 Adam Higgins (Van Diemen J1012); 2 Steve Jensen (Spectrum 011b)

+2.353s; 3 Roger Orgee (Van Diemen RF00); 4 Richard Higgins (Van Diemen RF90); 5 Nathan Ward (Swift SC95K); 6 Luke Cooper (Swift SC92F). **Class winners** Richard Higgins (Van Diemen RF90); Ian Houston (Van Diemen RF89). **Fastest lap** Jensen 1m11.521s (93.11 mph).

**SALOONS CASTLE COMBE, MAY 27 CCRC**

# Wyatt finds the lightest way to enjoy Combe Saloons

**MARK WYATT DEFEATED REIGNING** champion Will di Claudio to claim Combe Saloons spoils on Bank Holiday Monday.

Wyatt's Vauxhall Astra qualified on pole, but faced a stern threat from the SEAT of Rob Ballard, Tony Hutchings' Audi TT, and the Peugeot 106 of di Claudio.

Wyatt said before the race: "I see di Claudio, Tony Hutchings, and Robert Ballard, as my main opposition." This proved correct, but Wyatt made full use of a lighter car to dominate the race.

Wyatt lost out to di Claudio at the start, but dived back ahead at Camp at the end of the first lap and was never headed thereafter.

For most of the race Wyatt

circulated close to his qualifying pace, as Hutchings got the better of di Claudio for second.

At the flag Hutchings was 11 seconds behind, with Di Claudio a further six seconds back.

Ballard finished fourth, and first in class, taking advantage of a last lap spin by Tony Dolley (206 GTi) at the esses.

● James Stacey

**RESULTS (15 LAPS)** 1 Mark Wyatt (Vauxhall Astra); 2 Tony Hutchings (Audi TT) +11.225s; 3 William di Claudio (Peugeot 106 GTi); 4 Robert Ballard (SEAT Leon Cupra 20v T); 5 Adrian Slade (Peugeot 106 GTi); 6 Tony Dolley (Peugeot 206 GTi). **CW** Hutchings; di Claudio; Charles Hyde-Andrews-Bird (Ford Fiesta Zetec). **FL** Wyatt 1m15.512s (88.19mph).



Wyatt's Astra dominated in Combe Saloons

Mustill's Riley and Smith's Radical lead into Quarry



**SPORTS & GT CASTLE COMBE, MAY 27 CCRC**

# Tilling makes hard work of his latest Combe success

**POLEMAN SIMON TILLING RECOVERED** from a hesitant start and a mid-race slump to score victory in the Combe Sports & GT round.

Andrew Shanley took the lead at the start, but soon dropped back behind Josh Smith, Tilling, and Nigel Mustill's Riley Daytona Prototype.

Smith, who took the lead at Quarry on lap one, led the first two laps in the Bridgewater College-backed Radical.

But on lap three the power advantage of Tilling's car was evident, as he took the lead, only to lose it again after making a mistake a couple of laps later.

Normal service was resumed by lap eight, as Tilling regained a lead that he held to the flag.

Behind him came Smith, Mustill,

and Shanley in fourth.

Shanley was in a less powerful car this weekend, after blowing a head gasket on his Radical Prosport last week. He merely hoped to salvage points for the championship, so fourth was a decent result.

The result means Tilling takes the lead in Class A, with Smith and Shanley sharing the lead in Class B.  
● James Stacey

**RESULTS (15 LAPS)** 1 Simon Tilling (Radical SR3 T); 2 Josh Smith (Radical PR6) +6.411s; 3 Nigel Mustill (Riley TDC); 4 Andrew Shanley (Radical); 5 Martin Baker (Radical Clubsport); 6 Norman Lackford (Radical PR6). **CW** Smith; Perry Waddams (TVR Tuscan Chevrolet); Gaetan Rombouts-Howitt (Radical Prosport). **FL** Tilling 1m01.152s (108.9mph).

KUMHO BMW OULTON PARK, MAY 27 BARC

# Wrigley wins as Whittaker wilts



Wrigley beat Wells and Whittaker to take his first win

**TOM WRIGLEY CELEBRATED HIS MAIDEN** race victory after ralong leader Garrie Whittaker suffered throttle problems at Oulton Park.

Former champion Whittaker led from the start in his E36 M3 as Wrigley and Piers Ross both got the better of Colin Wells into Old Hall. Wells was up to third down the Avenue on lap three of 13, but Whittaker was already long gone.

By lap eight Wells was poised for second. He managed to sneak ahead, but Wrigley stayed with him.

Whittaker started to slow with his power loss and he was soon reeled in. Both Wells and Wrigley relegated him to third on lap 10.

Wells lost out as he was baulked at Knickerbrook, then tried a brave move into Lodge. "I nosed ahead but

then ran out of track," he explained.

Wrigley thus took his first win, while Wells recovered to retain second from the ailing Whittaker. "Brilliant, and with an engine from the breaker's yard," said Wrigley.

Darren Fielding, James Card and Karl Skitt all moved up to complete the top six, after Ross went off at Cascades.

Despite a hesitant start, Wrigley held the early lead in a wet race two. That was until a second-lap slip gave Whittaker a lead he was to retain to the flag.

Wells challenged too until he went off at Island, promoting Stephen Pearson into third. Although Wrigley held onto second, Pearson was barely inches behind at the flag, with Wells a distant fourth.

In Class B Roger Lavender just kept Matthew Fielding at bay in race one, but Mike Hibbert mastered the conditions next time out, 19 seconds clear of Ian Crisp.

● Peter Scherer

## RESULTS

**RACE 1 (13 LAPS) 1 Tom Wrigley (M3 E36);** 2 Colin Wells (M3 CSL) +5.292s; 3 Garrie Whittaker (M3 E36); 4 Darren Fielding (M3 E36 Evo); 5 James Card (M3 E36); 6 Karl Skitt (BMW 318 Compact). **CW** Roger Lavender (3 Series); Douglas Simmen (318i); Karl Jones (318 Ti). **FL** Wells 1m33.271s (85.91mph).

**RACE 2 (11 LAPS) 1 Whittaker;** 2 Wrigley +4.537s; 3 Stephen Pearson (M3); 4 Wells; 5 Mike Hibbert (318is E36); 6 Richard Bacon (M3 E46). **CW** Hibbert; Rob Alman (328i); Ian Jobbens (318is). **FL** Pearson 1m50.064s (72.80mph).

NORTH WEST SPORTS/SALOONS OULTON PARK, MAY 27 BARC

# Rob wins sportscar battle of the Spencers

**IT BEGAN AS A FAMILY AFFAIR WITH** Joe Spencer's Stuart Taylor Locosaki heading father Robert in the North West Sports/Saloons.

After three laps Robert took charge as Garry Watson's Westfield closed in. With Joe spinning at Druids a lap later, Watson moved into second, but was unable to make much impression on the leader.

Joe retained a solid third after his moment, but the fight for fourth was close right to the flag.

As the drizzle had turned to rain, the battle developed. Steve Owen's Westfield had been fourth for most of the race before a mistake at Island allowed Ric Wood's Nissan-powered Audi Star and Dennis Crompton's BMW M3 to close. Within a lap, both had gone by.

Wood managed to keep Crompton at bay, but a late ECU problem exiting Lodge on the last lap cut Wood's power and almost lost him the place. Both won their respective classes.

Owen survived in sixth, with Paul



Rob Spencer was top runner in bad weather

Dobson's Mazda RX7 and Simon Allaway's Lotus Daytona Esprit V8 both content just to make the finish in seventh and eighth, while Richard Roundell's class-winning Vauxhall Vectra and Steven Hibbert's Lotus Elise completed the top 10.

● Peter Scherer

**RESULTS (13 LAPS) 1 Robert Spencer (Stuart Taylor Locosaki);** 2 Garry Watson (Westfield SEiW) +2.013s; 3 Joe Spencer (Stuart Taylor Locosaki); 4 Ric Wood (Audi Star Nissan); 5 Dennis Crompton (BMW M3 E36); 6 Steve Owen (Westfield SEiW). **CW** Wood; Watson; Crompton; Richard Roundell (Vauxhall Vectra); Graham Saul (Fiesta XR2). **FL** R Spencer 1m42.174s (78.43mph).



## NIPPON CHALLENGE

After a difficult start Martin Price (above), won both races at Combe. Jason Jesse (Celica GT4) battled with Adam Lockwood in race one. Lockwood passed him into Quarry, only to retire on Lap eight. The Nissan 370Zs of GT Academy racers Ashley Oldfield and Salman Al-Khatar filled the podium twice.

## MR2 SERIES

Aaron Pullan won from pole in race one, after early leader Paul Corbridge, retired on lap two. David Hemmingway, Nathan Harrison, and Peter Higton squabbled over second. On the penultimate lap they were three abreast into Quarry, but the battle was resolved in favour of Hemmingway. Pullan won from lights to flag in race two, despite losing his exhaust on lap eight.

## SAXMAX

Guy Wenham kept his 100 per cent record intact with another double win at Oulton. James Dorlin and George Streather continued their duel from Croft, with a number of exchanges before Dorlin made it stick. Wenham was never headed in the restarted race two, with Streather a secure second from Sam Morgan.

## CATERHAM GRADUATES

Paul Turley had a great scrap with John Saunders before easing clear to win the first Sigma/Sigmax race at Oulton. In the wet race two, nobody got near Turley. Jamie Ellwood was another double winner in the Mega Graduates class. He had the legs of his rivals in all weather, with Adrian Russell leading the rest twice. Nick Frost was third in race one, with inches to spare from David Hewitt, while Matt Thompson ousted Peter Frith on the last lap to be third in race two. Dylan Stanley (below) escaped an early three-car scrap to win the first Super/Classics race from Toby Briant and Gareth Cordey, after Roger Ford spun out of second at Knickerbrook on the last lap. Stanley was well clear of Kenny Young and Charles Elliott later on.



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# NATIONAL RESULTS ROUND-UP

**KIRKISTOWN**  
500MRCI, MAY 25



**FORMULA VEE A (15 LAPS)** 1 Adam Macauley (Sheane FV01); 2 Dan Polley (Sheane FV00) +8.201s; 3 Jimmy Furlong (Sheane FV93); 4 Colman Blackburn (Leastone JH004); 5 Justin Costello (Leastone JH002); 6 Morgan McCourt (Leastone JH004). **FL** Macauley 1m05.343s (83.30mph).

**FORMULA VEE B/C (14 LAPS)** 1 Morgan McCourt; 2 Justin Costello (Leastone JH002) +32.407s; 3 Damian Murphy (Leastone JH002); 4 Gary Owens (Sheane FV01); 5 Stephen Morrin (Leastone JH004); 6 Colman Blackburn (Leastone JH004). **FL** Morrin 1m06.401s (81.97mph).

**FORMULA LIBRE (10 LAPS)** 1 Philip Shields (Dallara Mecachrome GP2); 2 Fergus Faherty (Tatuus Renault) +18.403s; 3 Martin Daly (Tatuus Renault); 4 Noel Robinson (Tatuus Renault); 5 Stanley Watson (Lola Chevrolet); 6 Cian Carey (Tatuus Renault). **FL** Shields 52.266s (104.14mph). **RACE 2 (12 LAPS)** 1 Shields; 2 Faherty +37.950s; 3 Daly; 4 Carey; no other finishers. **FL** Shields 53.135s (102.44mph).

**ROADSPORTS (16 LAPS)** 1 Mark Campbell (Radical Prosport); 2 Jim Larkham (Radical PRO6) +1.180s; 3 John Benson (Crossle 37S); 4 Trevor Allen (Striker Honda); 5 David Mutch (GMS Honda); 6 Graham Moore (GMS Honda). **CW** Allen. **FL** Larkham 1m00.679s (89.70mph).

**RACE 2 (16 LAPS)** 1 Larkham; 2 Campbell; 3 Jack Boal (Locost Honda); 4 Allen; 5 Moore; 6 Jimmy Dougan (Locost Honda). **CW** Boal. **FL** Larkham 1m00.643s (89.76mph).

**FORD FIESTA (13 LAPS)** 1 James Turkington; 2 Andrew Blair +2.208s; 3 Ryan Campbell; 4 Uel McMillen; 5 Andy McShane; 6 Paul Magill. **FL** Blair 1m17.497s (70.24mph).

**RACE 2 (13 LAPS)** 1 Turkington; 2 Blair +0.060s; 3 Campbell; 4 McMillen; 5 McShane; 6 Magill. **FL** Turkington 1m18.151s (69.65mph).

**OULTON PARK**  
BRSCC, MAY 25



**NORTHERN FF1600 POST-'89 (11 LAPS)** 1 Doug Crosbie (Van Diemen RF00); 2 David McArthur (Van Diemen LA10) +0.166s; 3 Tom McArthur (Van Diemen LA10); 4 Stuart Jones (Van Diemen RF05K); 5 Martin Short (Van Diemen JL12K); 6 Neil McArthur (Van Diemen LA10). **CW** Oliver Radford (Van Diemen RF90). **FL** D McArthur 1m49.309s (88.65 mph).

**ALFA ROMEO (10 LAPS)** 1 Neil Smith (156 S2000); 2 Guy Hale (147 GTA) +31.996s; 3 Barry McMahon (156); 4 Roger Evans (147 GTA); 5 Graham Seager (GTV); 6 Ray Foley (GTV). **CW** Evans; Darelle Wilson (GT Diesel); Adie Hawkins (147). **FL** Smith 1m51.378s (87.01mph).

**SCOTTISH CLASSIC SPORTS & SALOONS (BOTH 8 LAPS)**

1 Thomas Gilmartin (Morgan +8); 2 Robert Marshall (Ford Escort RS) +2.854s; 3 Alasdair Coates (Ford Mustang); 4 Tim Reid (Marcos GT); 5 Iain Sinclair (Triumph Sport); 6 David Scott (Porsche 924 Turbo). **CW** Sinclair; Reid; Marshall; Scott. **FL** Gilmartin 1m59.658s (80.99mph).

**RACE 2 1 Marshall**; 2 Gilmartin +1.204s; 3 Sinclair; 4 Reid; 5 Scott; no other starters. **CW** Sinclair; Reid; Gilmartin; Scott. **FL** Marshall 1m59.092 (81.37 mph).

**PRODUCTION GTI (8 LAPS)** 1 Simon Hill; 2 Chris Webb +4.750s; 3 Martyn Walsh; 4 Alex Cannon; 5 Tim Hartland; 6 Paul Blackburn. **CW** Craig Roberts. **FL** Hill 2m05.383 (77.29 mph). **RACE 2 (10 LAPS)** 1 Hill; 2 Walsh +2.095s; 3 Webb; 4 Hartland; 5 Cannon; 6 James Howlison. **CW** Roberts. **FL** Walsh 2m05.961s (76.93 mph).

**KNOCKHILL**  
KMSC, MAY 25-26



**KMSC MODIFIED & OPEN SPORTS & SALOONS (12 LAPS)**

1 Charlie Shaw (Ford Focus); 2 Robert Drummond (Ford Escort Cosworth) +2.62s; 3 Andrew Morrison (SEAT Cupra); 4 Jimmy Crow (Ford Escort); no other finishers. **FL** Shaw 55.441s (83.115mph). **RACE 2 (12 LAPS)** 1 Shaw; 2 Drummond +10.916s; 3 Morrison; 4 Crow; no other finishers. **FL** Shaw 54.542s (84.485mph).

**CASTLE COMBE**  
CCRC, MAY 27



**NIPPON CHALLENGE & FRENCH TROPHY SERIES (BOTH 12 LAPS)**

1 Martin Price (Subaru Impreza); 2 Ashley Oldfield (Nissan 370Z) +5.750s; 3 Salman Al-Khatir (Nissan 370Z); 4 Jason Jesse (Toyota Celica GT4); 5 James Janicki (Nissan Skyline); 6 James Weston (Nissan 200 SX). **CW** Jesse; Tony Hunter (Renault Clio); Kevin Middleton (Mazda MX5); Paul Corbridge (Toyota MR2); Lewis Penny (Citroen 2CV); Beth Cox (Citroen Saxo VTR). **FL** Price 1m16.822s (86.89mph).

**RACE 2 1 Price**; 2 Al-Khateer +2.289s; 3 Oldfield; 4 Jesse; 5 Janicki; 6 Andy Harvey (Honda Integra T). **CW** Jesse; Middleton; Corbridge; Gordon Mason (Peugeot 205GTI); Penny; Cox. **FL** Oldfield 1m16.202s (87.39mph).

**MR2 RACE SERIES/COUPE CUP (BOTH 11 LAPS)** 1 Aaron Pullan; 2 David Hemmingway +8.998s; 3 Nathan Harrison; 4 Peter Highton; 5 Jon Winter (Hyundai); 6 Craig Rankine. **CW** Winter. **FL** Pullan 1m24.157s (79.13mph).

**RACE 2 1 Pullan**; 2 Highton +6.975s; 3 Rankine; 4 Hemmingway; 5 Winter; 6 Richard Avery (Hyundai). **CW** Winter. **FL** Pullan 1m23.479s (79.78mph).

**CASTLE COMBE OPEN SPORTS V SALOONS (12 LAPS)**

1 Tim Woodman (Caterham); 2 Dylan Popovic (Merlin Exi) +3.304s; 3 Patrick Havill (Caterham Vauxhall); 4 Andrew



Philip Shields ran out an easy winner in Kirkistown Libre



Neil Smith won on seasonal debut in Alfa 156 S2000

Longden (Caterham R300 Superlight); 5 Tony Hutchings (Audi TT); 6 Adrian Slade (Peugeot 106 GTI). **CW** Popovic; Slade; Longden. **FL** Woodman 1m13.094s (91.11mph).

**OULTON PARK**  
BARC, MAY 27



**SAXMAX (9 LAPS)** 1 Guy Wenham; 2 James Dorlin +18.953s; 3 George Streater; 4 Martin Poole; 5 Sam Morgan; 6 Tom Parker. **FL** Wenham 1m49.477s (73.19mph).

**RACE 2 (6 LAPS)** 1 Wenham; 2 Streater +10.202s; 3 S Morgan; 4 Daniel Howard; 5 Parker; 6 Charlie Morgan. **FL** Wenham 2m00.351s (66.58mph).

**CATERHAM SIGMAX & SIGMA GRADUATE (14 LAPS)**

1 Paul Turley; 2 Jeremy Webb +4.200s; 3 John Saunders; 4 Martin Amison; 5 Ian Anderson; 6 Rick Potter.

**CW** Amanda Black. **FL** Turley 1m36.386s (83.14mph).

**RACE 2 (12 LAPS)** 1 Turley; 2 Webb +23.600s; 3 Richard Pursglove; 4 Saunders; 5 Amison; 6 Fergus Ryan. **CW** Nick Haryett. **FL** Turley 1m52.085s (71.49mph).

**CATERHAM MEGA GRADUATES (13 LAPS)** 1 Jamie Ellwood; 2 Adrian Russell +1.778s; 3 Nick Frost; 4 David Hewitt; 5 Brett Ray; 6 Peter Frith. **FL** Matt Thompson 1m39.660s (80.40mph).

**RACE 2 (12 LAPS)** 1 Ellwood; 2 Russell +7.921s; 3 Thompson; 4 Frith; 5 John Benfield; 6 Luke Embling. **FL** Ellwood 1m52.639s (71.14mph).

**CATERHAM SUPER & CLASSIC GRADUATES (13 LAPS)** 1 Dylan Stanley; 2 Toby Briant +1.737s; 3 Gareth Cordey; 4 Chris Rome; 5 Jonathan Miller; 6 Kenny Young. **CW** Graham Smith. **FL** Miller 1m38.672s (81.21mph).

**RACE 2 (12 LAPS)** 1 Stanley; 2 Young +4.447s; 3 Charles Elliott; 4 Miller; 5 Cordey; 6 Martin Kay. **CW** Trevor Carvey. **FL** Stanley 1m55.258s (69.52mph).



Aaron Pullen won twice in MR2 Series at Castle Combe

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# THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

## What you think of the motorsport news of the past week



Pirelli tyres degrade.  
It's what they do.  
The teams just need  
to deal with it

THOMPSON/GETTY

## Pirelli gave F1 what it wanted

It was known from the outset that Pirelli was going to develop tyres different from the norm, as per the request of Formula 1: make tyre degradation part of race strategy.

Unreliable or unpredictable tyres could have made Pirelli look like an incompetent manufacturer. However, it has produced brilliant tyres which have resulted in exciting racing and

some great seasons.

All parties were aware beforehand of the problems it would bring them and could have designed their cars to suit these new tyres.

Also, Pirelli has already proven to be a better/more impartial manufacturer compared to Bridgestone, which developed its tyres with Ferrari.

**Cor Sanders, Milton Keynes**

**As a Formula 1 fanatic I am** disgusted at the attitude of Mercedes regarding the testing session in Spain. Why did they not ask the FIA and other teams about it?

If I was the FIA, I would leave them the Monaco victory but take the points away from the team.

**Mario Ottaviano**  
By email

**Great features on IndyCar and F1** in last week's AUTOSPORT, plus the reports from NASCAR and DTM.

My Sky package costs me £57 per month. To watch IndyCar, DTM and NASCAR it's another £20 per month on ESPN and Premier Sports. Neither represents value for money as I would only watch the motorsport.

Thank you ITV for the BTCC – I get that for free. I hope IndyCar, DTM and NASCAR return to Sky. Even highlights would be acceptable.

**Mike Bulmer**  
Birmingham

**It's time to face facts. F1 is**

going to continue in its current confused state, squandering the talents of the world's finest race-car drivers and designers, until the day it discovers a different business model and a renewed sporting ethos.

And that day is not going to come until the retirement, enforced or otherwise, of Bernie Ecclestone, and the departure of his associates at CVC – those great enthusiasts of the sport. Until the hand of the profiteers is

removed from it, F1 is finished as a form of motorsport.

**David Goddard**  
Hove

**I'm the last person to give any** credence to the conspiracy theorists about strings being controlled in Formula 1, and I certainly don't intend to start now, but it never ceases to amaze me how the sport seems to pull something out of the bag to grab the headlines.

Just when we were all getting a little jaded over the complaints about tyre wear, along come Mercedes and Pirelli with their 'unofficial' tyre test.

Gotta love this sport...  
**Frances Stewart**  
London SE12



# In pictures

Our lensmen snapping from Monaco to New Zealand, via Indianapolis



**PEREZ AVOIDS THE MASSA LINE AT SAINTE DEVOTE**  
Never mind the flatspots, Sergio, at least he kept his McLaren out of the barrier – unlike Ferrari's Felipe Massa

LENNON/GETTY

**HIGH JINX ABOVE THE MONACO POOL**  
Trials bike superstar Dougie Lampkin does his crazy thing at the Red Bull Energy Station



LENNON/GETTY

**AND THEY SAID KIWIS CAN'T FLY...**  
New Zealand V8 SuperTourers racer Simon McLennan's Holden Commodore gets launched in last weekend's races at Pukekohe



**KANAAN PAYS PRICE OF HIS INDY VICTORY**  
Tony Kanaan joins the Indy 500 winners' club, and here Dario Franchitti and Helio Castroneves conduct the initiation process!



## In the shops

Desirable new releases

### CORVETTE RACING HISTORY

£40 – autosport.com/shop

David Kimble's authoritative work on the Chevrolet Corvette charts the full story of the US muscle car's 60-year competition history, from the airfield tracks of the mid-west, through to the toughest enduros of them all: Le Mans and Sebring. With a superb archive of historic imagery and dozens of personal anecdotes, this is a must-read for sportscar fans.



### CASIO EDIFICE F1 WATCHES

From £135 – edifice-watches.co.uk

With inspiration from its relationship with Red Bull Racing in Formula 1, timepiece guru Casio has created a range of stylish – and affordable – men's watches with a motorsport theme. Three of the S/S analogue range (below, left to right) come in at £135, £140 and £200, with increasing levels of sophistication as you go up the range.



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### TAMIYA LOTUS 25 1:20 MODEL

£24.26, plus P&P – gandprixmodels.com

It's 50 years since the great Jim Clark took the first of his two drivers' world championship titles thanks to seven wins at the wheel of Colin Chapman's revolutionary monocoque Lotus 25. Renowned Japanese model maker Tamiya's superbly-detailed 1:20-scale plastic kit might have been around for decades, but in this half-century anniversary year what better excuse do you need to build a replica of one of F1's most iconic cars?



# WHAT'S ON

## ON TRACK IN THE UK

### SILVERSTONE

#### SRO/BRSCC

June 1-2

[silverstone.co.uk](http://silverstone.co.uk)

A week on from a bumper British GT grid at Silverstone, now it's the turn of arguably the most competitive GT grid in the world to take centre stage. The three-hour Blancpain Endurance Series race is supported by Auto GP, Formula Renault 2.0 NEC and the Lamborghini Super Trofeo.



Auto GP will support the GTs at Silverstone

### SNETTERTON

#### HSCC

June 1-2

[snetterton.co.uk](http://snetterton.co.uk)

The annual AUTOSPORT 3 Hours mini-enduro for sports racers and GT cars of the 1960s will star in Norfolk this Saturday. The HSCC has put together a 19-race programme that also includes Road Sports, Formula Ford, Formula Junior, F3, touring cars, Clubmans and Classic Racing Cars.

### ROCKINGHAM

#### BRSCC

June 1

[rockingham.co.uk](http://rockingham.co.uk)

The Corby 'roval' hosts the latest round of Britcar's MSA British Endurance Championship and the Britcar Production Cup.

### BRANDS HATCH

#### MSVR

June 1-2

[brandshatch.co.uk](http://brandshatch.co.uk)

Three sets of Radical Sportscar races on the Indy Circuit, plus GT Cup, F3 Cup, Monoposto and Champion of Brands FF1600.

### DONINGTON PARK

#### AMOC

June 1

[donington-park.co.uk](http://donington-park.co.uk)

The usual Aston Martin Owners' Club fare, plus guest races for HRDC Touring Greats and Porsche Club, all gloriously un-silenced!

### THRUXTON

#### BARC

June 1-2

[thruptonracing.co.uk](http://thruptonracing.co.uk)  
[barc.net](http://barc.net)



Snetterton hosts the AUTOSPORT 3 Hours

RICHARDSTYLES

Formula Renault, Pickups, Formula Ford, Kumho BMW, CSCC Tin Tops, plus the PTCT/Honda V-TEC Challenge all support the British Truck Racing Association at Hampshire's old-school high-speed circuit.

### ANGLESEY

#### CSCC

June 2

[angleseycircuit.com](http://angleseycircuit.com)

The Classic Sports Car Club makes its annual jaunt to North

Wales with Swinging Sixties, Future Classics, Magnificent Sevens and Modern Classics all in tow.

### JIM CLARK RALLY

#### British Rally Championship

May 31-June 1

[rallybrc.co.uk](http://rallybrc.co.uk)

### SHELSLEY WALSH

#### British Hillclimb

#### Championship

June 1-2

[britishhillclimb.co.uk](http://britishhillclimb.co.uk)

## ON TRACK AROUND THE WORLD

### INDYCAR SERIES

Rd 6/16

Detroit, USA

June 1-2

[indycar.com](http://indycar.com)

### ACROPOLIS RALLY

World Rally Championship

Rd 6/13

Loutraki, Greece

May 31-June 2

[wrc.com](http://wrc.com)

### NASCAR SPRINT CUP

Rd 13/36

Dover, USA

June 2

[nascar.com](http://nascar.com)

### FORMULA RENAULT 3.5

Rd 4/9

Spa, Belgium

June 1-2

[worldseriesbyrenault.fr](http://worldseriesbyrenault.fr)



WRC heads to Greece for the Acropolis Rally

WWW.MCKEIN.DE

### F3 EUROPEAN CHAMPIONSHIP

Rd 5/10

Spielberg, Austria

June 1-2

[fiaf3europe.com](http://fiaf3europe.com)

### DTM

Rd 3/10

Spielberg, Austria

June 2

[dtm.com](http://dtm.com)

### GRAND-AM

Rd 5/12

Detroit, USA

June 1

[grand-am.com](http://grand-am.com)

### SUPER FORMULA

Rd 2/6

Autopolis, Japan

June 2

[superformula.net](http://superformula.net)

### INTERNATIONAL GT OPEN

Rd 3/8

Nurburgring, Germany

June 1-2

[gtopen.net](http://gtopen.net)

### V8 STOCK CARS

Rd 5/12

Brasilia, Brazil

June 2

[stockcar.globo.net](http://stockcar.globo.net)

### SUPER TC2000

Rd 4/12

Rafaela, Argentina

June 2

[super-tc2000.com.ar](http://super-tc2000.com.ar)

Your guide to the best events taking place in the UK and around the world – plus TV and online

## ON TELEVISION

### THURSDAY MAY 30

1030-1100 **ESPN**  
 NASCAR Now  
 1310-1445 **Motors TV**  
 British GT: Silverstone Highlights  
 1445-1545, 1855-2000 **Motors TV**  
 British Formula 3: Silverstone Highlights  
 2000-2100 **Motors TV**  
 Nurburgring 24 Hours Highlights

### FRIDAY MAY 31

0355-0420 **Channel 5**  
 Motorsport Mundial  
 0630-0730 **ESPN**  
 IndyCar: Indianapolis 500 Highlights  
 0635-0700 **Channel 4**  
 British GT: Silverstone Highlights  
 0730-0830 **ITV 4**  
 Motorsport UK

### SATURDAY JUNE 1

0530-0630, 2200-2300 **Eurosport 2**  
 European Rallycross RX: Hungary Highlights  
 1005-1105 **Motors TV LIVE**  
 FIA Euro F3: Spielberg Race 1  
 1350-1450 **Motors TV LIVE**  
 Euro F3 Open: Nurburgring Race 1  
 1445-1615 **ESPN LIVE**  
 GT Open: Nurburgring Race 1  
 1450-1620 **Motors TV LIVE**  
 GT Open: Nurburgring Race 1  
 1620-1720 **Motors TV LIVE**  
 FIA Euro F3: Spielberg Race 2  
 1725-1935 **Motors TV LIVE**  
 Grand-Am: Detroit  
 1935-2205 **Motors TV LIVE**  
 NASCAR Nationwide: Dover  
 2115-2345 **ESPN**  
 IndyCar: Detroit Race 1 Highlights

### 2235-2305 **Motors TV**

Porsche Supercup: Barcelona and Monaco Highlights  
 2345-0100 **ESPN**  
 GT Open: Nurburgring Highlights

### SUNDAY JUNE 2

0745-0815 **Eurosport**  
 Formula Renault 3.5: Spa Race 1  
 1005-1055 **Motors TV LIVE**  
 FIA Euro F3: Spielberg Race 3  
 1055-1205 **Motors TV LIVE**  
 GT Open: Nurburgring Race 2  
 1100-1200 **ESPN LIVE**  
 GT Open: Nurburgring Race 2  
 1205-1305 **Motors TV LIVE**  
 Euro F3 Open: Nurburgring Race 2  
 1230-1430 **ESPN LIVE**  
 DTM: Spielberg  
 1445-1825 **Motors TV LIVE**  
 Blancpain: Silverstone  
 1800-2155 **Premier Sports LIVE**  
 NASCAR Sprint Cup: Dover  
 2130-0000 **ESPN**  
 IndyCar: Detroit Highlights  
 2300-2330 **Eurosport**  
 Formula Renault 3.5: Spa Race 2

### MONDAY JUNE 3

0000-0100 **ESPN**  
 GT Open: Nurburgring Highlights  
 0500-0600, 2100-2200 **ESPN**  
 NASCAR Sprint Cup: Dover Highlights  
 0730-0745 **Eurosport**  
 Motorsport weekend  
 1825-2030 **Motors TV**  
 Blancpain: Silverstone Highlights  
 2100-2200 **ESPN**  
 NASCAR Sprint Cup: Dover Highlights

## ONLINE

## NEW FROM AUTOSPORT

# Race Centre Live

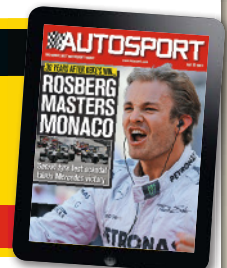


AUTOSPORT's new Race Centre Live service brings together the whole international motorsport weekend in a live rolling blog from our expert correspondents in the world's paddocks. It combines live session and race updates with news snippets, paddock gossip, information and the latest quotes and behind-the-scenes pictures. From WRC to MotoGP via sportscars, touring cars and junior single-seaters, Race Centre Live will be the only place to keep up with all the action from international motorsport – as it happens. The Acropolis Rally, Mugello MotoGP and Spielberg DTM headline the inaugural weekend.

### GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH THE HIGHLIGHTS FROM THE 97TH RUNNING OF THE INDY 500, PLUS THE INCREDIBLE INDY LIGHTS SUPPORT RACE
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# Revved up over what's on the box



**Brundle: a great commentator getting too worried about F1 tyres?**

LAST WEEKEND'S FESTIVAL OF motorsport made me consider the differing ways of covering a blue-riband motor race.

It kicked off with the Monaco GP, which Sky was keen to remind us was exclusively live on its subscription-only channel.

However, it didn't take long for the magic to be taken over by Martin Brundle once again saddling his hobby horse – the role tyres play in current Formula 1.

Such was the all-encompassing nature of his tirade, actual on-track action was missed as Paul di Resta worked his way through the tailenders. Then it took a full seven laps to acknowledge that Jenson

Button and Sergio Perez had swapped places after the latter had taken to the slip road while defending position.

Brundle is an excellent pundit. Knowledgeable, entertaining, insightful, he long ago surpassed James Hunt as the best man to sit in the co-comms chair, but his hectoring about tyres is not only repetitive it's making me question whether I'm wrong to be enjoying the action. I'm made to feel like a Luddite, too stupid to know why I shouldn't be enjoying it as much as I am.

In contrast, over in the US, the Indy 500 was being indulged as you'd expect 'the biggest race in the world' to be.

Throughout the opening two-thirds of the 500, to save fuel, the drivers battled not to lead, drove to a delta to ensure they made their window. Yet in the comms box this was barely acknowledged.

Instead, the record number of lead changes was celebrated with genuine enthusiasm. And the viewer was carried along in this wake, which was reflected in the social media reaction, where Indy was held as a bastion of 'real racing', while Monaco was adjudged to have plumbed some specious new low.

I know which approach I prefer.

**Revved Up**

# Pierre-Henri Raphanel

“I qualified the car in P18. The relief I felt was like an explosion”

■ Monaco Grand Prix ■ May 7, 1989 ■ Coloni-Ford FC188B ■ Only F1 start – against the odds



P-HR got the Coloni onto the grid in P18 but it soon broke

94

**IN 1989 THERE WERE 39 CARS** entered so I had to get through pre-qualifying, as did 12 other drivers. Only four cars were allowed to move forward into practice. It was extremely tough.

With the small Coloni outfit I had no testing at all. I learned the tracks during those few laps of pre-qualifying. At least I had a sponsor: TV station Canal 5 gave me free advertising time, worth about £500,000. It was a triangle deal – I had to find companies willing to come up with commercials.

To get the sponsorship eventually, I first had to borrow some money from the bank to pay Enzo Coloni. But after some races into the season money was running scarce. Then came Monaco.

“What is wrong?” Coloni asked. I still had not had a single cent come through from my Canal 5 deal. On the Wednesday, suddenly Italian Enrico Bertaggia, a driver with a good reputation for street circuits, had a seat fitting in my car.

“You did not pay, so I have another driver,” Coloni said. That

was when I became really pressured and desperate. Eventually, he said: “OK, this is your last chance.” But he changed the deal: “All your stickers have to come off the car! No money, no stickers.”

Pre-qualifying went quite well, I was third. I could sense there was a chance for more. Then disaster struck on my first flying lap.

Arriving at the Casino, I made a big mistake and got taken out by a bump, crashing hard. What a

nightmare! So I had to wait until Saturday, full of worries. Would the weather hold up? Again, I was top-20 in the morning. But in qualifying I got stuck in traffic. I stopped for a new set of tyres. Out I went, trying to stay with Philippe Alliot. I followed a bit too close and hit him, just when he backed off very hard, resulting in a broken front wing. With an old front wing I rushed back on the track with just five minutes to go.

“We think it will work,” Coloni said. I soon realised I had far too much downforce at the front, but it was really light at the rear. I had massive oversteer in the fast corners, especially at the Swimming Pool. It was impossible. But I did it, and I qualified P18! The relief I felt was like an explosion. Roberto Moreno, my team-mate, was only P25. And I started in front of drivers like Piquet, Cheever and Arnoux.

In the race I started pretty conservatively, nursing the drivetrain. It was to no avail: on lap 19 the gearbox broke. Years later I found out that the dogrings and ratios had been used up anyway. Coloni knew that. He thought I might as well put up a good show and thus he put only 50 litres of fuel in the tank.

Regarding Canal 5, all went fine. My worries about not carrying their stickers on the car did not really matter. One week after Monaco I got my money. Coloni would not have waited any longer. ✽ *Pierre-Henri Raphanel was talking to Gregor Messer*

## PROFILE



### PIERRE-HENRI RAPHAHEL

was one of the most promising French talents in the mid '80s, winning the French F3 title and the Monaco F3 race in 1985. After three years in F3000 with just three podiums, he moved to F1, driving for backmarker teams Coloni and Rial. He competed in 14 Le Mans 24-hour races, twice finishing second. Raphanel, 52, is now an official test driver for Bugatti.

**NEXT WEEK** **CANADIAN GP PREVIEW**  
All the latest news as F1 heads to Montreal

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Delhi - 27 October

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Scheduled Flights

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Direct flights with  
British Airways

Austin - 17 November

## UNITED STATES GRAND PRIX

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Instant Classic

Montreal - 9 June

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