

INSIDE 19-PAGE BRITISH GP PREVIEW

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AUDI WINS SAD LE MANS

TRIUMPH & TRAGEDY

Kristensen dedicates ninth victory to fellow Dane's memory



ALLAN SIMONSEN
1978-2013

Full tribute to GT ace who lost his life in first-hour accident

PLUS

MERC F1 TYRE TEST PENALTY

Why did it get off so lightly after breaching the rules?



TURKINGTON STARS AT CROFT

...but Matt Neal still leads tight BTCC points chase

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GTi IS BACK



PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in mpg (l/100km) and CO₂ 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 CO₂ 139 (g/km).

NEW PEUGEOT 208 GTi

MOTION & EMOTION



PEUGEOT

POLE POSITION

Le Mans tragedy must renew safety push

I DIDN'T KNOW ALLAN SIMONSEN, BUT BY ALL accounts he was a fun bloke to be around as well as a very quick racing driver. In the GT world his reputation went before him, and even reached as far as Australia, where he'd been successful right up to the country's premier V8 Supercar class.

The manner in which the Aston Martin Racing team honoured his family's wishes by racing on in his memory was a credit to all involved, given the tragic circumstances. And the post-race words from Le Mans legends Jacky Ickx and Tom Kristensen were also a fitting tribute.

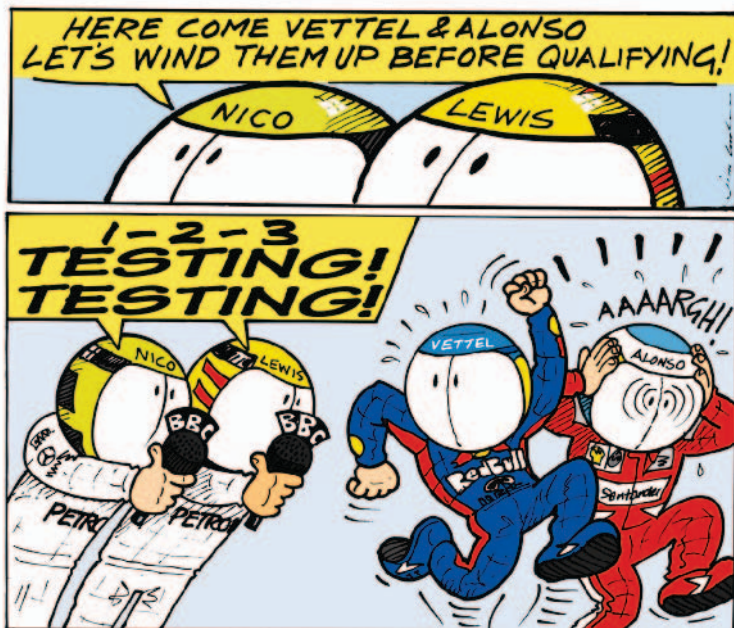
While accident investigators do their job to analyse the tragic events that led to Simonsen's death, it must be noted that last week's endurance classic was plagued by accidents that caused damage to guardrails. Of course, containing vehicles that are crashing at high speed is the primary role of these barriers, but I wonder if unprotected metal is a 20th-century solution to a 2013 problem.

With the advance in America of the SAFER barrier, and the Tecpro system that seems so effective in Monaco, is there a lesson we've already learned to be employed at accident blackspots?



CHARLES BRADLEY EDITOR
charles.bradley@haymarket.com
@Autosport_Ed

BAMBER'S WEEK



FIND US ON



Cover Image: Moy/XPB
Insets: Ebrey/LAT

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THE BIG PICTURE

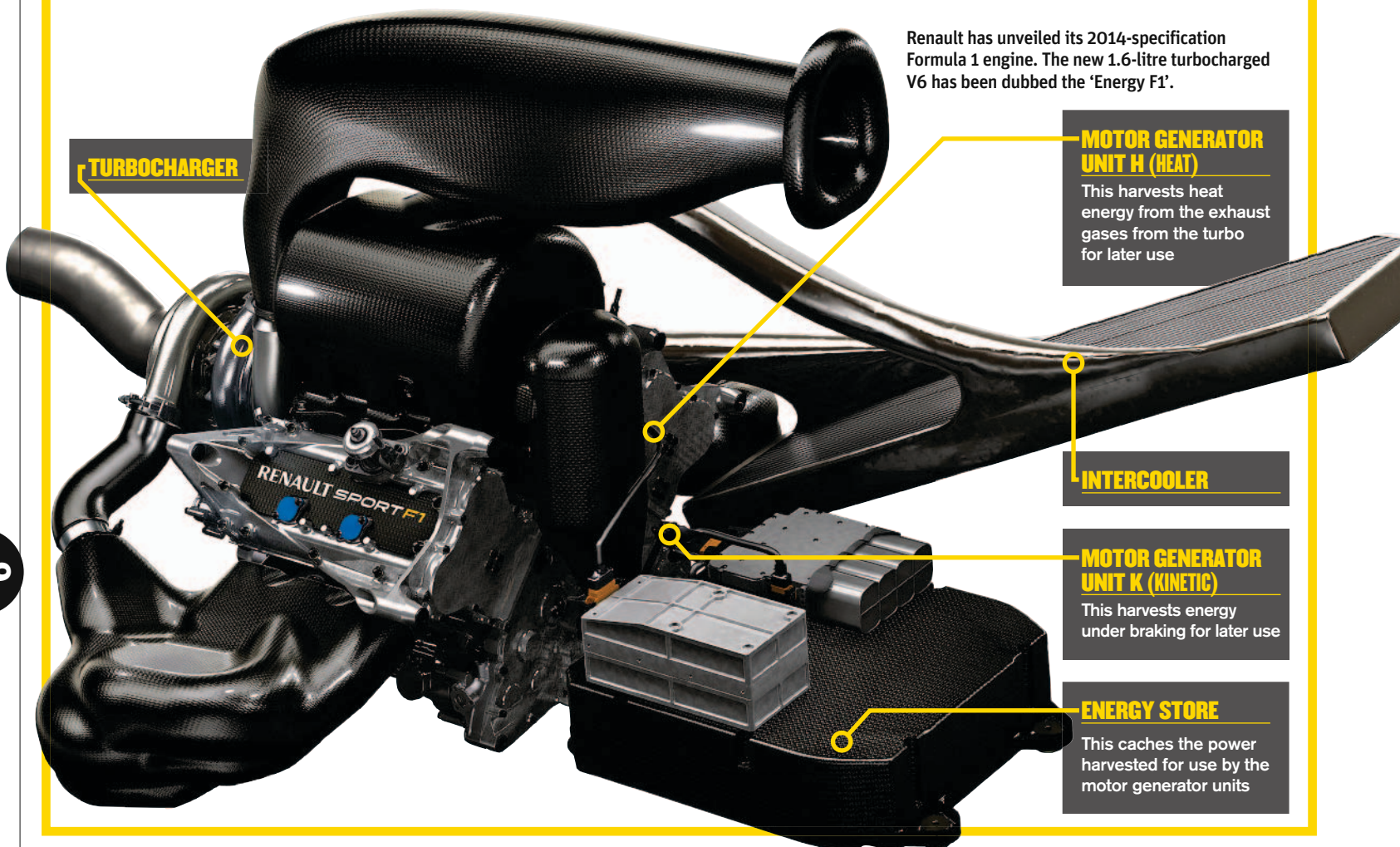
Aston Martin Racing's Darren Turner, Stefan Mucke and Peter Dumbreck pay an emotional tribute to their fallen team-mate Allan Simonsen on the Le Mans podium





This week in F1

RENAULT REVEALS 2014 ENGINE



Renault has unveiled its 2014-specification Formula 1 engine. The new 1.6-litre turbocharged V6 has been dubbed the 'Energy F1'.

TURBOCHARGER

MOTOR GENERATOR UNIT H (HEAT)

This harvests heat energy from the exhaust gases from the turbo for later use

INTERCOOLER

MOTOR GENERATOR UNIT K (KINETIC)

This harvests energy under braking for later use

ENERGY STORE

This caches the power harvested for use by the motor generator units

6



COATES/LAT

PROTOTYPE TYRES FOR SILVERSTONE

Pirelli will supply prototype hard compound tyres for teams to sample during Friday practice for the British GP. The tyres were tried in Spain (above), but bad weather meant little data could be gathered.

No rush on Webber's future with Red Bull

Mark Webber has hinted that he and Red Bull will not be making a decision on his future anytime soon.

The Australian's contract renewals often take place around this time of year (see below), but Webber claims he is in no hurry to sort out his plans for 2014.

"I've got some big decisions to make, but not shortly," said Webber in an interview with Australia's *Sky Sports Radio*. "We can leave it reasonably late."

Webber believes that his future is still in his own hands, despite Kimi Raikkonen being a target for Red Bull.

"The ball is pretty firmly in my court," he said. "I have to continue to keep driving well, otherwise that ball will go out of the court and other people will roll into that seat because they'll probably be more attractive to Red Bull."

WEBBER'S CONTRACT-RENEWAL DATES

For the past half-decade, Webber's new F1 deals with Red Bull have been announced in the summer:

July 3 2008	June 7 2010	July 10 2012
July 23 2009	August 27 2011	2013?



DUNBAR/LAT

For all the breaking news, visit AUTOSPORT.COM

GENII SELLS STAKE IN LOTUS TO GROUP OF INVESTORS

Genii Capital has sold a 35 per cent stake in the Lotus team to Infinity Racing.

Infinity is a group of private investors from America, Abu Dhabi and an unidentified oil-producing nation. The deal will not effect team leadership, with Genii boss Gerard Lopez continuing

as chairman and Eric Boullier as team principal.

“As results have continued to improve every year, we have been waiting for the right investor who will help make the jump to top spot in the constructors’ championship,” said Lopez. “In Infinity Racing, we have found a partner with the right connections

in addition to technological expertise and a global reach in major markets with key sponsors to achieve this goal.”

In an interview with *Sports Pro Media*, Infinity investor Mansoor Ijaz claimed the group “looked at three other teams before we decided on Lotus”.



Silverstone upgrade boost for Raikkonen

Kimi Raikkonen’s world championship hopes should be boosted by Lotus introducing a major upgrade package for this weekend’s British Grand Prix at Silverstone.

Track operations director Alan Permane said: “We have a tighter, figure-hugging bodywork package which should give some benefit; especially if the weather is quite cool at Silverstone. There’s a new front wing, suspension profiles and upgrades, in addition to various other aero upgrades, which should be our biggest step forward of the year.”

LOWE TO MAKE MERCEDES BOW



Former McLaren technical director Paddy Lowe will attend his first grand prix with new employer Mercedes at Silverstone. Lowe joined the team as executive director (technical) on June 3.

BIG NUMBER

79%



Percentage of world championship GPs staged that Frank Williams has entered cars in (701 from 885).



No doubts over India

Indian Grand Prix organisers have torpedoed suggestions that the country’s race is in doubt after this season. Promoter Jaypee Sports International has a contract to host the race in 2014 and 2015.

Button talks up his Silverstone hopes

Jenson Button is confident McLaren will have an upturn in form at the British Grand Prix even though his run of 13 Silverstone starts, which began in 2000 (right), without a podium is likely to be extended.

“I think we’ll be stronger here than the previous races because it is a fast, flowing circuit,” he said.



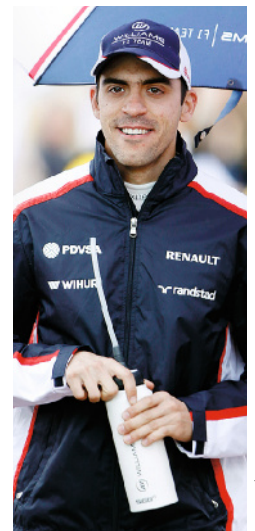
MALDONADO SAYS CAR SUITS BOTTAS

Pastor Maldonado believes that this year’s Williams, the FW35, is better-suited to team-mate Valtteri Bottas’s driving style.

“We have different driving styles, he drives very gently and is very smooth – this is not my way,” said Maldonado. “My way is to put energy into the car and that is how I was very quick last year.”

“I feel very slow because I am not in a position to do what I did last year as I am limited by the car.”

Maldonado has only outqualified Bottas twice in seven attempts this season.



BUTTON’S BRITISH GPs IN NUMBERS



Sharp. The new E-Class.



A Daimler Brand



Mercedes-Benz
The best or nothing.

Official government fuel consumption figures in mpg (litres per 100km) for the new E-Class range: urban 20.3 (13.9) – 68.9 (4.1), extra urban 36.2 (7.8) – 68.9 (4.1), combined 28.3 (10.0) – 68.9 (4.1). CO₂ emissions: 234 – 109g/km. Model featured is an E 220 CDI AMG Sport (Automatic) at £41,245.00 on-the-road including optional LED Intelligent Light System at £1,280.00, Driving Assistance Package at £2,345.00, 18" AMG alloy wheels at £365.00 and 360° camera at £715.00 (on-the-road price includes VAT, delivery, 12 months' Road Fund Licence, number plates, first registration fee and fuel). Some combinations of features/options may not be available. Please contact your Mercedes-Benz Retailer for availability. Price correct at time of going to print.



Mark Hughes

MPH

Mercedes is viewed to have 'got away' with its tyre test, but how could the FIA – itself also implicated – dish out a greater punishment?

READ MARK HUGHES' FRIDAY GP FORM GUIDE ON  AUTOSPORT +

Being forced to miss the young driver test is seen as a lenient penalty for Mercedes' use of a 2013 car in that infamous Barcelona tyre test in May. But in the real world imposing a more serious punishment was not a realistic option. The FIA itself was implicated in the confusion and how could it therefore come down too hard against a manufacturer upon which F1 depends heavily?

But what must be especially galling for Mercedes and its board members is that yet again it has been tarred with the cheating brush six years after being associated with the McLaren 'spygate' affair – and again for something over which it had no control. There are sure to be internal ructions over that.

As an equity partner to McLaren when the 2007 industrial espionage case hit the headlines, Mercedes was dragged into that controversy – and had to pay an equity-related slice of the \$100 million fine – without any prior knowledge of it having occurred and without then being allowed by McLaren chief Ron Dennis to mediate between the team and the FIA. This was part of a general cooling of relations between McLaren and Mercedes, which in turn played its part in Mercedes buying the Brawn team and selling its share of McLaren.

A powerful part of the attraction of that change for Mercedes was that it would be in greater charge of its own destiny. Yet still, this has been allowed to happen, and the

have worked for or who has been driving their cars, only four of the last 20 constructors titles have not been claimed by one or the other of these two very different men. Their rivalry stretches from Damon Hill or Jacques Villeneuve v Michael Schumacher, through Schumacher's Ferrari v the McLaren of Mika Hakkinen or Kimi Raikkonen, through Red Bull v the Brawn team in '09, through to the current Red Bull v Mercedes rivalry. Only the brief interruption of the Dino Toso/James Allison/Pat Symonds Renault success of 2005-06 and the Brawn-less Ferrari constructors titles of '07 and '08 prevents there having been a Newey/Brawn clean sweep of every championship of the last 21 years.

Yet their skills and approach are so very different, Adrian the technical visionary, Ross the hard ball-bruiser skilled at external political machinations that have limited or stopped Newey in his clever tracks, then marshalling the troops internally. Newey's innovations of CVT transmission, torque-sensing differentials, energy recovery (first planned by Adrian a full decade before KERS) were all banned before ever being allowed to run. It was strongly suspected that Ferrari's influence with the FIA was behind this – and Ferrari during this time meant Brawn. It was like the supremely gifted striker being brought down by the aggressive defender every time he was in a position to score. Predictably, Newey was extremely frustrated each time but then would simply buckle down and do it another way.

6

“Between them, Newey and Brawn have won every constructors' title bar four for 20 years”

first the board members will have heard of it was when the story broke on the internet – just like the rest of the world. It's one thing looking for loopholes in regulations that allow you to steal a march, a skill at which Ross Brawn has always reigned supreme, but another when that risks the reputation of the parent company.

Inevitably there has been speculation that Brawn may become the sacrificial lamb in this – even though that term does conjure a nature of naive innocence that is definitely not Ross – especially so given that there was already speculation about his future given the apparently overlapping recruitment of Paddy Lowe. If Ross does step down, perhaps at the end of the season, then it would conclude one of the greatest, most extended rivalries the sport has ever seen – that between Brawn and Adrian Newey.

These two have been the real competitive power behind F1's battles for the last two decades. No matter what teams they

But events of 2009 hardened his attitude, when Brawn presided over the development of the double diffuser, something that Newey felt was blatantly against the rules. The fact that it met with the FIA's political agenda at the time to have an independent team winning perhaps played its part in the feature being allowed. This gave the Brawn team the crucial early advantage over the initially single diffuser Red Bull that won the former the title. It is only since that time that Red Bull has frequently had its wings clipped for technical features that sail close to the wind.

The intensity of the fight has edged both sides into grey areas. But is this latest episode the beginning of the end of that decades-old rivalry? ❄



P22 FULL ANALYSIS OF THE MERC TRIBUNAL FALLOUT

This week in motorsport



10

➔ P12 LE MANS 24 HOURS REPORT

Jani joins Porsche

Neel Jani was confirmed as the third member of Porsche's LMP1 line-up for the 2014 World Endurance Championship earlier this week.

The Swiss, who has raced for Rebellion Racing under its various guises since the 2009 Le Mans 24 Hours, joins Porsche GT racers Timo Bernhard and Romain Dumas on the marque's roster of LMP1 drivers.

Jani, 29, said: "I want to win Le Mans and secure the WEC with Porsche. I don't just want to build on Porsche's successful history; I want to write my own chapter."

Although Jani will officially join Porsche on July 1, he will continue to race Rebellion's LMP1 Lola-Toyota in the American Le Mans Series for the rest of the 2013 season.

CITROEN CONFIRMS WTCC ENTRY

Citroen this week confirmed its long-expected entry into next year's World Touring Car Championship with Sebastien Loeb as its lead driver.

Citroen CEO Frederic Banzet said: "Motorsport is in the DNA of the brand after five cross-country titles and eight in the WRC. We are very excited about this challenge because of new markets it opens up, like Russia and China."

The manufacturer reaffirmed its commitment to rallying, although marque motorsport boss Yves Matton said that next year's Abu Dhabi-backed World Rally programme would be "with a new system".

Neither Loeb's team-mate, nor the identity of the model Citroen will field, has been announced.



DID YOU KNOW

Neel Jani has raced a works-entered Porsche before. The then-A1GP front-runner secured a drive in a Porsche AG guest car in the 2008 German Grand Prix-supporting Supercup race at Hockenheim. Jani (far left) qualified last on the 30-car grid and retired on lap four.



FERRARO/LAT

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DAVISON GETS COYNE TEST

Indy Lights race winner James Davison tested an IndyCar for Dale Coyne Racing at Mid-Ohio this week. The Australian drove the Dallara-Honda in which Mike Conway won at Detroit this month.

Bernstorff nabs Masters drive

Emil Bernstorff has landed a plum seat for the Masters of Formula 3 with Prema Powerteam, the team that carried Daniel Juncadella to victory in last year's race.

The 20-year-old Brit has taken European championship leader Raffaele Marciello's Dallara-Mercedes as the Zandvoort event is not in the Ferrari Driver Academy's plan for the Italian.

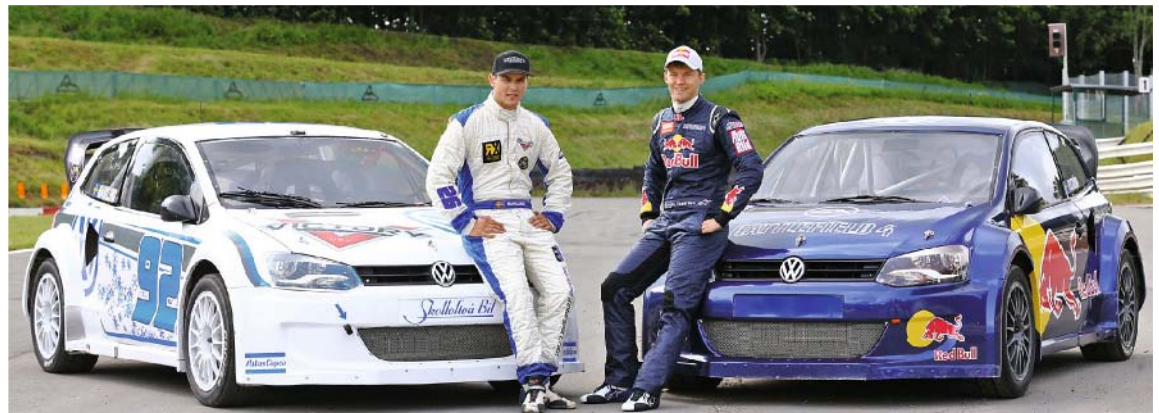
Bernstorff currently lies third in the German F3 Cup, having won four times for the Motopark-run Lotus squad.

Felix Rosenqvist, the 2011 Masters winner, last week confirmed his presence with Mücke Motorsport.

Briscoe gets Panther return

IndyCar race winner Ryan Briscoe will return to Panther Racing's squad at the Pocono round on July 7. He will drive the car that Oriol Servià raced in Iowa last weekend.

 P52 IOWA INDYCAR REPORT



EKSTROM TO COMPETE IN RALLYCROSS

Audi DTM ace Mattias Ekström will become the latest star driver to compete in rallycross at X Games Munich this weekend.

The 34-year-old Swede (above, right) will drive a second Marklund Motorsport Volkswagen Polo supercar

alongside team regular Anton Marklund and tested for the Swedish squad at Estering in Germany last week.

The two-time DTM champion will also contest his local round of the European Rallycross Championship at Holjes the following weekend.



DALZIEL: SRT VIPER WILL WIN

Viper racer Ryan Dalziel is convinced that the car can win this year in the American Le Mans Series, after both machines from the Riley-run SRT squad made the flag on the marque's Le Mans return. "Finishing

with both cars was the perfect scenario, and an excellent 24-hour lesson for us," said the Scot. "Obviously we still lack in some areas, but we know where to improve. I think we'll win a race this year."

Neate's team misses debut

Andy Neate was again forced to postpone the British Touring Car debut of his IP Race Tech Engineering squad last week.

A statement from the team said that the necessary funding to solve a number of technical problems, uncovered between the launch of its Chevrolet Cruze and its anticipated debut at Oulton Park, could not be put into place in time for the Croft round last weekend.



Bluebird plans Formula E chassis

Formula E could become multi-make after British outfit Bluebird unveiled plans to build a car for the FIA's all-electric series, which is due to start next year.

Bluebird, which is being run in conjunction with World Touring Car and

GP3 squad Bamboo Engineering, plans to have a car – which will be a rival to the one built by Dallara – completed by September.

Bluebird believes it can produce 16 cars in time for next year as well as running its own squad.

WOLF SILVESTER: 1958-2013

GERMAN SPORTSCAR REGULAR WOLF Silvester died during last weekend's VLN race at the Nurburgring Nordschleife after suffering a heart attack at the wheel of his Opel Astra OPC and crashing at the

Schwabenschwanz section. The 2006 and '10 VLN champion, who was also a class winner at last year's Nurburgring 24 Hours, was 55.

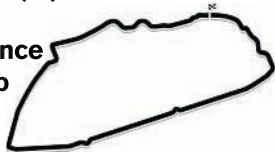
 P61 VLN RACE REPORT



Le Mans 24 Hours (F)

June 22-23

World Endurance
Championship
Rd 3/8



THE 90TH ANNIVERSARY LE MANS 24 HOURS WAS a subdued affair. It was always going to be after the death of Allan Simonsen in a crash on lap three stunned the sportscar world. Moreover, the race won for Audi by Tom Kristensen, Allan McNish and Loic Duval never truly delivered on its promise.

Toyota was never quite able to offer a true challenge to Audi's R18 e-tron quattro with its TSO30 HYBRID over the course of a race interrupted by sporadic rain showers and no fewer than 11 safety car periods. And there would be no repeat of last year's thrilling battle between two Audis because, this time, two of the three R18s were seriously delayed and dropped out of the lead battle on Saturday night.

The winning trio, who notched up their ninth (Kristensen), third (McNish) and first (Duval) Le Mans victories at the weekend, didn't do much more than they needed to after taking to the front in the seventh hour. The onus was on them to get through the remainder of the race without making mistakes because Audi's eggs were — shades of 2011 — now all in one basket.

"For us it was about being careful and driving a clean race throughout, without additional pitstops," said McNish. "Except for a puncture in one of Tom's stints, our run was perfect for 24 hours. There aren't too many races like that at Le Mans."

Clean it might have been, but it was a draining race for the drivers, explained McNish.

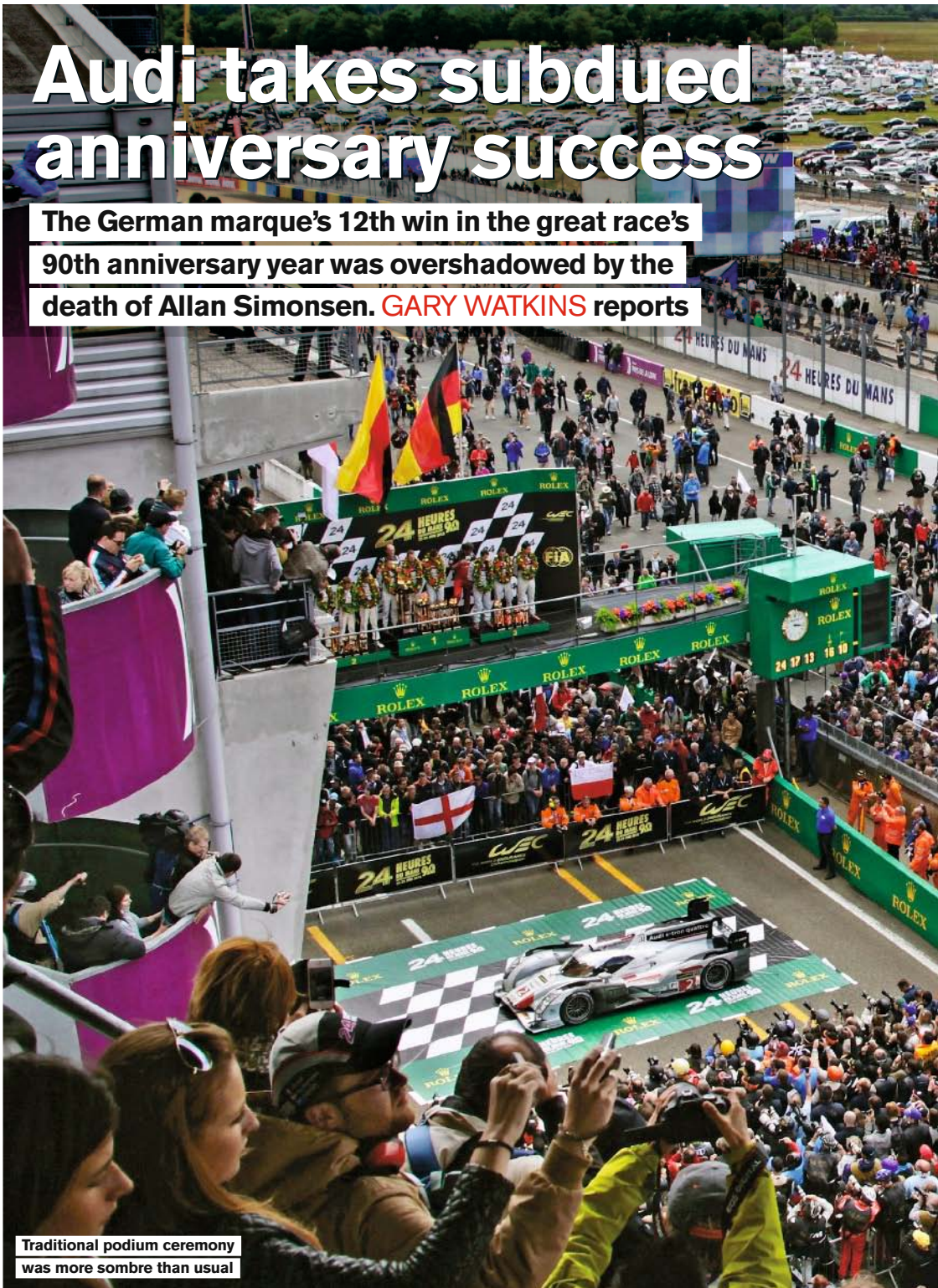
"Because we were on tenterhooks throughout, it was very tiring emotionally," he said. "That made it harder in many ways than 2008 [his previous victory with Audi at Le Mans]. For us, because we were out front, it was a case of balancing our speed for the risks whenever the rain came."

As McNish pointed out, one mistake and Audi could have seen its 12th Le Mans victory in 14 years disappear. Toyota was waiting to pick up the pieces and the two delayed Audis were too far back to come into play for the victory.

The Japanese marque kept Audi on its toes through the race rather than mounting a true challenge. Toyota Motorsport GmbH technical director Pascal Vasselon's predictions that it would

Audi takes subdued anniversary success

The German marque's 12th win in the great race's 90th anniversary year was overshadowed by the death of Allan Simonsen. **GARY WATKINS** reports



Traditional podium ceremony was more sombre than usual

12



Lapierre crashed #7 Toyota in the final stages

be unable to challenge its rival was on the money.

"What happened was exactly what our calculations suggested," he said. "We knew we only had a chance if we were perfect and something happened to them. We had the perfect race, but the incident we were waiting for never happened."

Toyota driver Anthony Davidson, who ended up second with Stephane Sarrazin and Sebastien Buemi, was more dogmatic in his assessment. Asked if the Toyotas were ever truly in the fight with Audi, he said: "No, not ever. We tried to keep them honest and we did do that. I think we saw their true speed today, but when we got out on the straight, we realised they were in a different class."

There were times over the course of the race when Toyota, which had been comprehensively outpaced by the Audis in qualifying, looked like the "pushy challengers" that Vasselon had predicted they would be before the 2013-spec R18 came out



of the box and gave it a pummeling at the Silverstone and Spa World Endurance Championship rounds.

Nicolas Lapierre, who shared the other Toyota with Alex Wurz and Kazuki Nakajima, vaulted from fourth on the grid in damp conditions to move up to second by the end of the opening lap and even briefly took the lead on lap two. He also overtook Andre Lotterer in the leading Audi early in the third hour, again in slippery conditions, yet by the fifth hour, the three Audis were firmly ensconced at the top of the leaderboard.

There were brief occasions when the Toyotas were on a par with the Audis, normally coinciding with the mixed conditions, or as Vasselon put it, "in the transition periods from intermediates to slicks and from wets to intermediates".

Just before midnight the winning car, by then the lone Audi entry in the top three, was able to

go a lap clear of the 'chasing' Toyotas. But they were able to come back onto the lead lap in the 13th hour when TMG called the conditions right on tyre choice and, most dramatically, when Buemi unslapped himself from Kristensen in the final hour immediately after a big rain storm. He subsequently let the Audi back past to avoid doing an extra lap at the finish, however.

The changeable conditions, however, was a double-edged sword for Toyota. The nimble TS030 was better at times, but the inclement weather interrupted Toyota's key strategy. It opted to try to use the extra three litres of fuel capacity granted to petrol-engined P1 cars ahead of the race to go an extra lap – 12 rather than the originally-planned 11 – around the 8.47-mile Circuit de la Sarthe.

The problem was that the stop-start nature of the race interrupted this strategy. But it was not always able to exploit the advantage of the two



#1 Audi dropped out of the lead in hour seven



Kristensen, Duval and McNish celebrate (l-r)

extra laps the TS030s could achieve compared with an Audi driven at full speed.

Toyota ended up getting only one car on the podium after Lapierre went off in the penultimate hour at the Porsche Curves. The Frenchman was chasing the #3 Audi of Oliver Jarvis for third when he found a sodden track in the initial right and ploughed across the gravel and under the tyres *a la* McNish in 2004.

Toyota was confident that Lapierre would have beaten the car Jarvis shared with Lucas di Grassi and Marc Gené (who only drove one double and one triple stint) had it remained dry. The TS030 wouldn't have needed to stop for tyres in the final hour, whereas the Audi was due fresh Michelins.

The Lapierre Toyota, which ended up fourth after losing six laps to the incident and subsequent repairs, was on the receiving end of all of the marque's problems at Le Mans this year.

The car lost time when Lapierre came to a halt on the Mulsanne Straight in the third hour with a fuel-pressure problem that was rectified with a hit of the reset button and never reared its head again. On Sunday morning, a miscommunication meant Wurz missed a pit call, forcing him to go into fuel-conservation mode to ease the Toyota around the long Le Mans lap.

Against predictions, though, recent Le Mans returnee Toyota had fewer problems than Kings of La Sarthe Audi. Lotterer, Benoit Treluyer and Marcel Fassler lost more than 11 laps to alternator failure in the seventh hour and with it any chance of notching up a hat-trick of Le Mans victories. The early race leaders, who again had an edge on the drivers of the #2 car, lost more time with attention to the braking system and ended up fifth, 10 laps down on the winners.

The third-placed car lost time when Jarvis locked up at the Dunlop Chicane and needed to make an unscheduled stop for tyres, a delay compounded when the safety car next appeared. A second incident at the chicane, this one not of Jarvis's making, effectively put the car out of contention.

The Brit was hit by an LMP2 car, the contact ripping out a tyre valve. The rear tyre deflated immediately, spun him round and cost him two laps while he limped the car back to the pits.

"This is Le Mans," said Audi Sport boss Wolfgang Ullrich after the race, "but thankfully we had three very strong cars." ▶



Plowman joined Baguette and Gonzalez in car #35

BLOXHAM/LAT

14

Mighty OAK Morgan matures in time to win

The luckiest of OAK Racing's three Morgan-Nissans led a one-two for the squad in the LMP2 scrap. **GARY WATKINS** reports

OAK RACING LIVED UP TO ITS STATUS OF THE PRE-event favourite to notch up its first victory at the Le Mans 24 Hours. And then some. The best of its trio of Morgan-Nissan LMP2s led home a class one-two in what was its seventh attempt on the French enduro.

Yet victory didn't go to its most fancied crew of Olivier Pla, Alex Brundle and David Heinemeier Hansson, rather what most considered to be its secondary line-up of Bertrand Baguette, Martin Plowman and Ricardo Gonzalez. And that owed more to luck – poor luck on the part of Pla and co – than anything else.

The first and second-placed OAK Morgan-Nissans each ran through the race without technical problems, but the difference between them came down to what happened behind the safety car. The #35 entry, led by Baguette, got the breaks and the #24, in which Pla predictably starred, seemed to lose time on every occasion that the three safety cars required for the long Circuit de la Sarthe took to the asphalt.

The #24 car lost time in the sixth hour when

Heinemeier Hansson spun in the Porsche Curves, possibly after a light tap from an Audi. Time was lost to body repairs, but more significantly, the Dane was held at the end of the pitlane after the safety cars came out while he was in the pits.

This left the car a minute and a half behind its sister entry, a gap that would repeatedly come down only to go back up to around the 90-second mark every time the safety cars were deployed. The two cars were rarely behind the same course vehicle, which explains why the reduced gap would be extended once again.

Pla, Brundle and Heinemeier Hansson did finally get on terms during the small hours of Sunday, only for their safety car curse to strike again.

The ill-fortune was summed up by the events that followed the final rain shower as the 23-hour mark approached. Baguette spun during that shower, somehow missed the TDS Racing ORECA that Ludovic Badey had just put into the barriers and took some seconds to get going, yet by the time the safety car that followed the chaos came in, he had increased his lead over Pla.

"We were so unlucky with the safety cars," said Pla after the race. "Every time we lost what we had gained. We had the speed to win; if you look at our pace we should have been there."

It wasn't only a case of what might have been for Pla and his co-drivers. The third-placed ORECA-Nissan run by G-Drive/Delta-ADR and shared by Mike Conway, John Martin and Roman Rusinov had the pace at the very least to live with the quicker of the two Morgans and was the only ORECA in the game last weekend, yet the car ended up third in class after it was twice hit by the same problem.

It lost time in the pits first when the left-hand side illuminated number panel failed and was back in the pits later in the night hours later when the right-hand unit broke. The best of the G-Drive cars, which also had a first-hour slow puncture, finished less than a minute down on the second-placed Morgan, yet lost two laps to the repairs.

The G-Drive car made up significant time during a superb stint from Martin on Sunday morning. The team kept him on slicks at a time when others were changing between different tyre set-ups.

"I did five stints, more than three hours in the car, through all those showers," said the Australian. "I think it took two years off my life."

"We should have been racing the #35 car for victory. We definitely had the speed to win today, which makes it very frustrating."

The best of the Greaves Motorsport entries in fourth place, the Nissan-sponsored Zytek shared by Michael Krumm, Jann Mardenborough and Lucas Ordóñez was also in the mix. The Zytek-

LE MANS 24 HOURS
MANS 90 ANS
JUN 2013



Conway, Rusinov and Martin (l-r) had speed, but not luck, to win



Briscoe/Franchitti/Tucker car was foiled

IN BRIEF

ENGINE WOE FOR LEVEL 5 SQUAD

Expected frontrunner Level 5 had a torrid event. The reliability of the HPD- Honda ARX03b package, that had helped Starworks to P2 victory in 2012, vanished this year and drivers Ryan Briscoe/Marino Franchitti/Scott Tucker suffered an engine issue that forced the car to be parked in hour 19. After rejoining late on, Tucker went on to take the flag as an unclassified finisher.

CHINESE TEAM MAKES LM24 DEBUT

KCMG became the first Chinese team to race at Le Mans last weekend. Its Morgan-Nissan LMP2 led briefly in the hands of Alexandre Imperatori before losing time with a brake-bias problem. A ruptured fuel tank eventually resulted in the car's retirement in hour 19.

LOTUS RUNS WELL BUT NO FINISHES

Lotus LMP2 had to go to court to race its cars (see p19), but its Lotus-Praga T128 design showed some kind of form in the race. The #31 car went out early with an electrical glitch, but the #32 entry almost made it to three-quarters distance in the hands of Thomas Holzer/Dominik Kraihamer/Jan Charouz before bellhousing failure put the car out.

STATUS MAN OK AFTER BIG SHUNT

HVM Status Lola driver Tony Burgess was kept in hospital on Saturday night after crashing the team's Lola-Judd/BMW B12/80 in the Porsche Curves shortly before half distance. He was released on Sunday morning with nothing worse than severe bruising.



#24 OAK Morgan was ultra-quick with Pla at the wheel



Greaves crew in #42 Zytek drove well



TDS and Morand were strong entries

Nissan Z11SN lost time after a cautious first couple of hours and was fighting for third until the final hour when G-Drive opted to change Martin from wets to inters whereas Krumm was left out on a drying track on wets.

The British Jota team was another frontrunner to hit problems. Its Zytek-Nissan, shared by Oliver Turvey, Simon Dolan and Lucas Luhr, was established in third place by the 10th hour after some initial delays — time lost behind the safety car and a spin for Luhr after contact with the Pecora ORECA — when right-front wishbone failure resulted in a lengthy stay in the pits.

This breakage in the 15th hour was not

connected to Luhr's spin and was identical to a problem that hit the Caterham-liveried Greaves Zytek, which ended up 11th in class after three protracted stays in the pits. The Jota car was likewise put out of contention and ended up eighth.

Pecom Racing's AF Corse-run ORECA-Nissan O3 took fifth place in the hands of Nicolas Minassian, Pierre Kaffer and Luis Perez Companc and was the first Michelin-runner home. The class winner at the Spa World Endurance Championship round was not on the pace of the frontrunners and ran on only slicks and wets through the race.

The Morand Racing OAK-Judd/BMW benefitted from the late retirement of the TDS ORECA, which

had been built up around a new monocoque after Pierre Thiriet crashed the car in first qualifying on Wednesday. The Swiss Morand car of Franck Mailleux, Olivier Lombard and Natacha Gachnang had a consistent run interrupted only by an early spin by Mailleux and a late fuel-filter change.

Le Mans this year proved that winning in the cost-capped LMP2 is no longer about the survival of the fittest. These cars can now be driven hard and fast all race long, witness Pla setting fastest lap in class in the 22nd hour.

The chase by the Frenchman was a forlorn one, but he had something to prove even if he knew that fate was once more against him at Le Mans. ▶

BLOXHAM/LAT

STALEY/LAT

STALEY/LAT

Porsche secures a deflated double

The German firm took both GTE class wins but they were overshadowed, writes **SAM TREMAYNE**

PORSCHE DEFEATED ASTON MARTIN IN BOTH GTE classes, but down the years few will remember that. After news of Allan Simonsen's death, the rest of the race was consigned to background noise. After almost two decades without a fatality, the Le Mans fraternity was in shock.

There will be some who question whether the race should have been stopped, whether Aston Martin should have pulled its cars out of the event. Every member of the team instead showed remarkable courage simply by continuing in the face of the tragic severity of unacceptable loss.

Understandably, many of the drivers were dazed afterwards. This an endurance race in the truest sense of the word, a 24-hour challenge to bury emotion and persist. For almost an hour under the safety car, and 300 subsequent laps, drivers had to pass the scene of the accident, a macabre and inescapable reminder of what had occurred.

"I was thinking about it all the time, especially the first stint going through Tertre Rouge," Richard Westbrook, an old team-mate of Simonsen's, said. "Allan is a friend, and it shocked us all. In our generation of GT racing this is the first death. I think everyone is relieved this event is over and we now have time to gather our thoughts."

The sentiment was echoed throughout the field, echoed publicly and poignantly by the solemnity of the podium procedures. Caps off, Danish flag aired, Porsche and Aston paid their respects.

Victory had been the exclusive domain of the

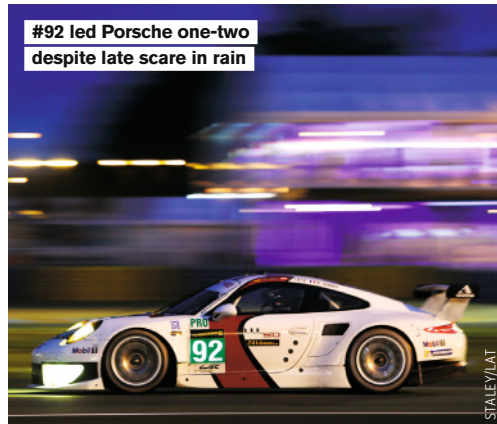
two marques, particularly after the first caution split the GTE Pro field and created a breakaway top three of the #97 and #99 Astons and the #92 Porsche. Half a lap behind, suckered by the arbitrary divisions of the safety cars, Ferrari's and Corvette's hopes of prevailing – already fragile given their qualifying shortfall to the top cars – were effectively ended within an hour. Even after a day of racing, neither had managed to close the deficit.

"We lost contact with the front during the first safety car, and never saw those guys again," said Toni Vilander, staying with the AF Corse Ferrari outfit with which he triumphed last year. "Maybe we could have stayed in contention for a little bit longer without that, but in reality those guys were just too fast. Aston we expected; Porsche... well, they played their hand quite well I think, never showing their true pace until it mattered."

Porsche's pace was indeed a surprise, and for the first four hours there was seldom more than 30s to choose between the class's leading cars of Darren Turner, Marc Lieb and Rob Bell. Five hours in that dynamic shifted slightly when Frederic Makowiecki, who had taken pole by nearly 1s, took over from Bell in the #99 Vantage and duly hit the front. Even then the Frenchman's crew was kept honest, and by midnight had still not been allowed to escape from its sister car by more than 20s.

The factory-backed Manthey Porsche of Lieb, Romain Dumas and Richard Lietz had lost ground following a brake-disc change, but through the

#92 led Porsche one-two despite late scare in rain



BoP-affected Ferraris did not challenge



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Aston crew paid tribute to Simonsen on podium

FOTO4/XPB

IN BRIEF

CORVETTE STAGGERED BY PACE

Richard Westbrook admits Corvette Racing struggled to understand its loss of performance this year. In contrast to 2012, when it qualified 0.5s off pole and led several times, neither of its cars were in contention in '13. "We're carrying an extra 10kg, but that doesn't account for our struggles," said Westbrook. "We don't come here to make up the numbers, so we're not happy about the situation."

KOBAYASHI UNHAPPY WITH BoP

Kamui Kobayashi thinks Ferrari is being unfairly penalised by Balance of Performance. The marque, which won GTE Pro in 2012, has 10 litres less fuel capacity than Aston Martin. "We had no chance, Aston gain everywhere," he said. "BoP should be balance of performance, not balance of politics."

ACTOR DEMPSEY LEADS AM CLASS

Patrick Dempsey led GTE Am on what was his second Le Mans start. The *Grey's Anatomy* actor, co-owner of the Dempsey Del Piero Porsche team, hit the front at midnight, but was deposed after being tipped into a spin at the Esses. He and co-drivers Joe Foster and Pat Long finished fourth.



#97 Aston fought winning Porsche until final hour

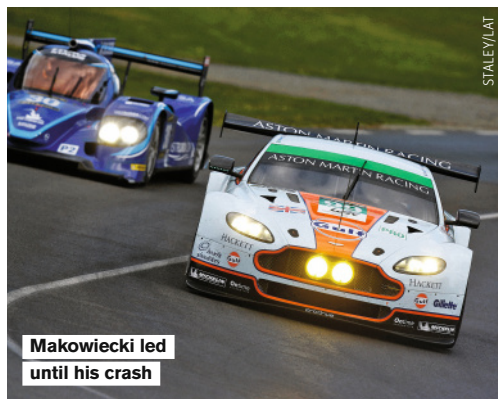
night it began to claw its way back into contention, particularly in the mixed conditions that became the hallmark of the second half of the race.

"We could kind of stay with the Astons in the dry, but the rain was our chance – we knew that before the start," Dumas said. "Twice in the night we lost ground because of safety cars, and twice we pulled it back."

Into the early hours the #92 Porsche had wrestled the lead back from the two Astons, while the sister #91 911 RSR had also moved into top-three contention, its cause aided by an impromptu stop to fix the illuminated number panel on the door of the #97 Vantage.

It was still finely poised heading into the final five hours, when leader Makowiecki – Aston's fastest driver – crashed, his car snatching left as he tried to correct a loose exit from the first Mulsanne chicane. The damage was extensive, the car out.

Aston still had the #97 machine of Turner, Peter Dumbreck and Stefan Bernhart in contention, a super stint from Dumbreck moving it to within 8s of the lead 911. The lead traded hands numerous times,



Makowiecki led until his crash

often through the cycling of pitstops rather than on-track, and the fight remained in the balance until the final two hours, when rain and damage played havoc.

It was Aston that lost out most. Mucke had to pit with damage to his floor just as rain began to fall and, faced with a now twin-Porsche attack and a substantial repair job, the team rolled the dice and opted for slicks. The rain stayed though and Mucke had to pit again, his victory bid curtailed.

Patrick Pilet in the second 911 had followed the Aston in and changed to wets, but Lietz in the lead machine stayed out – not by design – for an extra lap on slicks, his lead now suddenly in jeopardy. The team caught a break; moments after he headed past the pitlane the safety car emerged following a series of prototype crashes, and Lietz was able to limp his way back around to the garage.

"It was just luck," co-driver Dumas confessed. "Richard should pit, but when the team called him he was past the entry. We were sure the race was lost, but the safety car saved us."

With yellow flags flying for much of the final 90 minutes, Dumas, Lietz and Lieb were able to cruise to the class win, followed home by stable-mates Pilet, Jorg Bergmeister and Timo Bernhard. Aston's late damage was its undoing, but Turner, Mucke and Dumbreck were still comfortably clear of the other contenders in third. For this trio though, the result was irrelevant.

"In my last stint, especially on the last lap, I felt like I needed to get out, see my family and be away from the car for a little bit," Turner said. "We just had to carry on. Whatever we got was in memory of Allan."

"The result is inconsequential, but there's a great sense of pride in how deep everyone was able to dig to get through it," Turner added. "We'll remember Allan for all the mega things he did, for



Imsa Porsche won GTE Am

the man he was. He was doing what he loved, and that's the only small comfort."

Porsche completed its domination of the GTE ranks as Jean-Karl Vernay, Raymond Narac and Christophe Bourret earned the Imsa squad a one-lap victory in the Am class.

The trio only hit the front in the early hours of Sunday morning, towards the end of a game-changing three-hour stint for Vernay, last year's French Porsche Carrera Cup champion. Once there the car was never displaced, stretching away as its numerous rivals for class honours began to hit trouble.

Chief of those was the #61 AF Corse Ferrari, put into the lead by Marco Cioci and Matt Griffin, and forced down the order once Jack Gerber had the first of several spins that allowed the sister #55 458 of Piergiuseppe Perazzini, Lorenzo Case and Darryl O'Young through into first.

In hour seven Perazzini was displaced by the #88 Proton Porsche of Gianluca Roda, whose spell at the front lasted until midnight, when he spun into the Esses gravel – the same place his co-driver Paolo Ruberti was later pushed into by hapless LMP2 backmarker Romain Brandella. The lengthy recovery and repair effectively ended the car's challenge and set up Vernay's run to a lead the #76 911 would never surrender.

"I was pushing like hell and we were gaining on everyone – it felt really good," Vernay said. "Once we'd got ourselves into the lead, we didn't have to push as hard and we could concentrate on taking care of the machine, which helped us to keep it clean until the end."

O'Young, Perazzini and Case kept the leaders honest, finishing just over one lap down in second, while a remarkable charge from Cioci brought the sister #61 Ferrari back up to third, little more than one minute down the road. ❧

STALEY/LAT

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IN THE PADDOCK

Strakka withstands pressure for privateer win



BLOXHAM/LAT

THE BRITISH STRAKKA RACING SQUAD

ended up as the best privateer squad in sixth place, but it was not talking up its chances early in the race.

The 3.4-litre V8 that powers its HPD ARX-03c lost water pressure early on and the team was fearful that it was heading for an early bath. The system had become de-pressurised but continued to work for the remainder of the race.

Team manager Dan Walmsley said: "We were a bit worried at first and fearful that it would be terminal. It was a bit of a nail-biter, but we monitored the situation throughout the race and it turned out OK."

It was not the start the team was looking for after

Jonny Kane shunted in qualifying, forcing a 24-hour rebuild. What's more, an electrical problem in qualifying meant the car was outside 110 per cent of Loic Duval's pole time, relegating the HPD from eighth to 36th on the starting grid.

Aside from the engine glitch and one spin for Kane, who shared the car as usual with team boss Nick Leventis and Danny Watts, the car came through the 24 hours without delay. That was in stark contrast to its only privateer rival in LMP1, Rebellion Racing.

The Anglo-Swiss team's lead Lola-Toyota B12/60 was hit with a series of problems, including clutch issues and then a dramatic vibration that followed front-end

repairs necessary after Nick Heidfeld crashed on Sunday morning.

The team's second entry took over the privateer lead until Andrea Belicchi put the car in the barriers during the 19th hour.

"Le Mans is like playing a round of golf," Walmsley added. "There are other players on the course, but you have to focus on your own game. That's what we did."

The result, which comes with double World Endurance Championship points, has put Strakka into the lead of the LMP1 privateers' standings and the team is confident it can take the fight to the Solo Rebellion over the remainder of the season.

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Lotus races after late court case



Kodewa Lotus LMP2 raced after court win

BLOXHAM/LAT

THE KODEWA-RUN LOTUS LMP2 SQUAD HAD

to go to court just an hour before free practice was due to start on Wednesday to be able to take part in the Le Mans 24 Hours.

The German team, which has the rights to use the Lotus name in LMP2 and LMP1, had key components of its pair of Lotus T128 chassis impounded on Tuesday evening. The seizure followed the ADESS AG group, which designed the car, winning a court order alleging non-payment by the team.

An attempt to seize the cars failed because the Praga-badged engines in the back are on lease from Judd, but key components including gearboxes, suspension parts and, crucially, steering wheels were taken by bailiffs.

The team went back to court at 3pm on Wednesday and overturned the original judge's decision. One car had been built up with spare parts and was ready to go when the decision came through at approximately 5pm.

The impounded parts were needed for the second car, which meant it did not make it out until near the end of qualifying that evening.

The original decision was challenged by Kodewa on a number of counts. It claimed that the invoices presented by ADESS were fictitious and that the cars do not belong to the group.

The action by ADESS followed the launching of a criminal complaint by Kodewa against the Munich design house on the Monday before the race. Kodewa was originally one of the investors in ADESS upon creation.



STALEY/LAT

Annoyance over safety cars

THE SYSTEM OF USING THREE SAFETY CARS

to neutralise the race at Le Mans was called into question during last weekend.

Drivers and team bosses argued that the procedure has too dramatic an effect on the race, especially when deployed early on.

The initial caution period after Allan Simonsen's fatal accident effectively reduced the GTE Pro battle to just three cars as two Aston Martins and the class-winning Porsche were cut free at the head of the pack.

Patrick Pilet, who drove the Porsche 911 RSR that was not part of the group, was furious and he and co-drivers Timo Bernhard and Jorg Bergmeister spent the better part of 18 hours catching up.

"The first yellows cost us 90s and the problem is that you are always behind the wrong safety car after that, so you have no chance to catch up," he said. "It's not a good system and it's especially bad if they have to use it in the first hour. The organisers need to work on the system."

Gary Watkins



I OWED ALLAN SIMONSEN A FAVOUR AFTER THE Spa round of the World Endurance Championship and I now always will. I host the WEC press conferences, you see, and after qualifying in Belgium I temporarily forgot to ask him any questions.

The incident encapsulated Allan: it reminds me now that he was one of the top GT drivers because he was present in the press conference courtesy of planting his Aston Martin on class pole; and the humour with which he took the incident proves what a great bloke he was. He made a big joke out of it and suggested that I owed him "big time". Allan was a cheeky-chappy kind of guy who looked

happy in his own skin. I always got the impression that he loved motorsport and everything about it, even if he could be outspoken at times. But for me, that just proved his passion for our sport. That's why he was always one of the drivers I'd look forward to talking to over a race weekend. And there've been many of those, because he was so prolific. Our paths have crossed many times down the years.

I'm not sure how I could have paid him back for my Spa slip-up and I doubt he'd have called in the favour. But I do know that we'd have been laughing about it for many years.

That's how I'll remember Allan Simonsen: talking about motorsport with a smile on his face.

RESULTS

348 LAPS, 2947.09 MILES

POS	NO	DRIVERS (NATIONALITY)	TEAM	CAR	CLASS	RESULTS	QUAL	GRID
1	2	ALLAN McNISH (GB) TOM KRISTENSEN (DK) LOIC DUVAL (F)	AUDI SPORT TEAM JOEST	AUDI R18 E-TRON QUATTRO	LMP1	24h01m16.436s	3m20.349s	1
2	8	ANTHONY DAVIDSON (GB) SEBASTIEN BUEMI (CH) STEPHANE SARRAZIN (F)	TOYOTA RACING	TOYOTA TS030 HYBRID	LMP1	-1 lap	3m26.654s	4
3	3	LUCAS DI GRASSI (BR) MARC GENE (E) OLIVER JARVIS (GB)	AUDI SPORT TEAM JOEST	AUDI R18 E-TRON QUATTRO	LMP1	-1 lap	3m24.341s	3
4	7	NICOLAS LAPIERRE (F) ALEXANDER WURZ (A) KAZUKI NAKAJIMA (J)	TOYOTA RACING	TOYOTA TS030 HYBRID	LMP1	-7 laps	3m26.676s	5
5	1	ANDRE LOTTERER (D) MARCEL FASSLER (CH) BENOIT TRELUYER (F)	AUDI SPORT TEAM JOEST	AUDI R18 E-TRON QUATTRO	LMP1	-10 laps	3m23.696s	2
6	21	DANNY WATTS (GB) JONNY KANE (GB) NICK LEVENTIS (GB)	STRAKKA RACING	HPD ARX-03C	LMP1	-16 laps	3m36.547s	36
7	35	BERTRAND BAGUETTE (B) MARTIN PLOWMAN (GB) RICARDO GONZALEZ (MEX)	OAK RACING	MORGAN-NISSAN LMP2	LMP2	-19 laps	3m41.854s	16
8	24	OLIVIER PLA (F) ALEX BRUNDLE (GB) DAVID HEINEMEIER HANSSON (DK)	OAK RACING	MORGAN-NISSAN LMP2	LMP2	-20 laps	3m38.621s	8
9	26	JOHN MARTIN (AUS) MIKE CONWAY (GB) ROMAN RUSINOV (RUS)	G-DRIVE RACING (DELTA-ADR)	ORECA-NISSAN 03	LMP2	-21 laps	3m39.535s	9
10	42	JANN MARDENBOROUGH (GB) MICHAEL KRUMM (D) LUCAS ORDONEZ (E)	GREAVES MOTORSPORT	ZYTEK-NISSAN Z11SN	LMP2	-21 laps	3m44.421s	18
11	49	PIERRE KAFFER (D) NICOLAS MINASSIAN (F) LUIS PEREZ COMPANC (RA)	PECOM RACING (AF CORSE)	ORECA-NISSAN 03	LMP2	-23 laps	3m43.420s	17
12	43	FRANCK MAILLEUX (F) OLIVIER LOMBARD (F) NATACHA GACHNANG (CH)	MORAND RACING	MORGAN-JUDD/BMW LMP2	LMP2	-28 laps	3m40.741s	11
13	48	BRENDON HARTLEY (NZ) KARUN CHANDHOK (IND) MARK PATTERSON (USA)	MURPHY PROTOTYPES	ORECA-NISSAN 03	LMP2	-29 laps	3m41.569s	14
14	38	OLIVER TURVEY (GB) LUCAS LUHR (D) SIMON DOLAN (GB)	JOTA SPORT	ZYTEK-NISSAN Z11SN	LMP2	-29 laps	3m40.459s	10
15	36	NELSON PANCIATICI (F) TRISTAN GOMMENDY (F) PIERRE RAGUES (F)	SIGNATECH ALPINE	ORECA-NISSAN 03	LMP2	-31 laps	3m41.654s	15
16	92	MARC LIEB (D) RICHARD LIETZ (A) ROMAIN DUMAS (F)	PORSCHE AG TEAM MANTHEY	PORSCHE 911 RSR	GTE Pro	-33 laps	3m55.491s	27
17	91	JORG BERGMEISTER (D) PATRICK PILET (F) TIMO BERNHARD (D)	PORSCHE AG TEAM MANTHEY	PORSCHE 911 RSR	GTE Pro	-33 laps	3m56.573s	30
18	97	DARREN TURNER (GB) PETER DUMBRECK (GB) STEFAN MUCKE (D)	ASTON MARTIN RACING (PRODRIVE)	ASTON MARTIN VANTAGE GTE	GTE Pro	-34 laps	3m55.445s	26
19	34	JEROEN BLEEKEMOLEN (NL) PATRIC NIEDERHAUSER (CH) MICHEL FREY (CH)	RACE PERFORMANCE	ORECA-JUDD/BMW 03	LMP2	-34 laps	3m45.244s	20
20	73	JAN MAGNUSSEN (DK) ANTONIO GARCIA (E) JORDAN TAYLOR (USA)	CORVETTE RACING (PRATT & MILLER)	CHEVROLET CORVETTE C6.R	GTE Pro	-36 laps	3m59.526s	33
21	71	TONI VILANDER (FIN) KAMUI KOBAYASHI (J) OLIVIER BERETTA (MC)	AF CORSE	FERRARI 458 ITALIA	GTE Pro	-36 laps	3m56.471s	29
22	51	GIANMARIA BRUNI (I) GIANCARLO FISICHELLA (I) MATTEO MALUCCELLI (I)	AF CORSE	FERRARI 458 ITALIA	GTE Pro	-37 laps	3m55.909s	28
23	74	OLIVER GAVIN (GB) TOMMY MILNER (USA) RICHARD WESTBROOK (GB)	CORVETTE RACING (PRATT & MILLER)	CHEVROLET CORVETTE C6.R	GTE Pro	-39 laps	3m58.644s	32
24	41	TOM KIMBER-SMITH (GB) ALEXANDER ROSSI (USA) ERIC LUX (USA)	GREAVES MOTORSPORT	ZYTEK-NISSAN Z11SN	LMP2	-41 laps	3m44.621s	19
25	53	MARC GOOSSENS (B) RYAN DALZIEL (GB) DOMINIK FARNBACHER (D)	SRT MOTORSPORTS (RILEY)	SRT VIPER GTS-R	GTE Pro	-42 laps	4m00.802s	34
26	76	JEAN-KARL VERNAY (F) RAYMOND NARAC (F) CHRISTOPHE BOURRET (F)	IMSA PERFORMANCE MATMUT	PORSCHE 911 GT3-RSR	GTE Am	-42 laps	4m01.713s	49
27	55	DARRYL O'YOUNG (PRC) PIERGIUSEPPE PERAZZINI (I) LORENZO CASE (I)	AF CORSE	FERRARI 458 ITALIA	GTE Am	-43 laps	4m03.966s	51
28	61	MARCO CIOCI (I) MATT GRIFFIN (IRL) JACK GERBER (ZA)	AF CORSE	FERRARI 458 ITALIA	GTE Am	-43 laps	3m59.997s	45
29	77	PATRICK LONG (USA) PATRICK DEMPSEY (USA) JOE FOSTER (USA)	DEMPEY DEL PIERO-PROTON	PORSCHE 911 GT3-RSR	GTE Am	-43 laps	4m00.916s	48
30	50	JULIEN CANAL (F) RICKY TAYLOR (USA) PATRICK BORNHAUSER (F)	LARBRE COMPETITION	CHEVROLET CORVETTE C6.R	GTE Am	-46 laps	4m04.873s	53
31	96	JAMIE CAMPBELL-WALTER (GB) STUART HALL (GB) ROALD GOETHE (D)	ASTON MARTIN RACING (PRODRIVE)	ASTON MARTIN VANTAGE GTE	GTE Am	-47 laps	3m59.805s	44
32	93	KUNO WITTMER (CDN) JONATHAN BOMARITO (USA) TOMMY KENDALL (USA)	SRT MOTORSPORTS (RILEY)	SRT VIPER GTS-R	GTE Pro	-47 laps	4m03.461s	35
33	40	THOMAS DAGONEAU (F) MATT DOWNS (USA) RODIN YOUNESSI (USA)	BOUTSEN GINION RACING	ORECA-NISSAN 03	LMP2	-48 laps	3m57.139s	42
34	67	WOLF HENZLER (D) PASCAL GIBON (F) PATRICE MILESI (F)	IMSA PERFORMANCE MATMUT	PORSCHE 911 GT3-RSR	GTE Am	-48 laps	4m00.503s	46
35	66	ANDREA BERTOLINI (I) ABDULAZIZ AL FAISAL (SA) KHALED AL QUBAIS (UAE)	JMW MOTORSPORT	FERRARI 458 ITALIA	GTE Pro	-48 laps	4m05.417s	54
36	88	PAOLO RUBERTI (I) CHRISTIAN RIED (D) GIANLUCA RODA (I)	PROTON COMPETITION	PORSCHE 911 GT3-RSR	GTE Am	-48 laps	3m58.889s	43
37	75	EMMANUEL COLLARD (F) FRANCOIS PERROD (F) SEBASTIEN CRUBILE (F)	PROSPEED COMPETITION	PORSCHE 911 GT3-RSR	GTE Am	-50 laps	4m00.682s	47
38	81	RUI AGUAS (P) JASON BRIGHT (AUS) ENZO POTOLICCHIO (YV)	8 STAR MOTORSPORTS (AF CORSE)	FERRARI 458 ITALIA	GTE Am	-54 laps	4m01.934s	50
39	39	OLIVIER PORTA (F) ROMAIN BRANDELA (F) STEPHANE RAFFIN (F)	DKR ENGINEERING	LOLA-JUDD/BMW B11/40	LMP2	-68 laps	3m56.905s	41
40	12	NICK HEIDFELD (D) NEEL JANI (CH) NICOLAS PROST (F)	REBELLION RACING	LOLA-TOYOTA B12/60	LMP1	-73 laps	3m28.935s	6
41	13	ANDREA BELICCHI (I) MATHIAS BECHE (CH) CONGFU 'FRANKY' CHENG (PRC)	REBELLION RACING	LOLA-TOYOTA B12/60	LMP1	-73 laps	3m32.167s	7
42	70	PHILIPPE DUMAS (F) MANUEL RODRIGUES (F) COOPER MACNEIL (USA)	LARBRE COMPETITION	CHEVROLET CORVETTE C6.R	GTE Am	-80 laps	4m04.512s	52
NC	33	RYAN BRISCOE (AUS) MARINO FRANCHITTI (GB) SCOTT TUCKER (USA)	LEVEL 5 MOTORSPORTS	HPD-HONDA ARX-03B	LMP2	-106 laps	3m48.597s	23
R	46	MAXIME MARTIN (B) PIERRE THIRIET (F) LUDOVIC BADEY (F)	THIRIET BY TDS RACING	ORECA-NISSAN 03	LMP2	310 laps-accident	3m43.494s	37
R	99	ROB BELL (GB) FREDERIC MAKOWIECKI (F) BRUNO SENNA (BR)	ASTON MARTIN RACING (PRODRIVE)	ASTON MARTIN VANTAGE GTE	GTE Pro	248 laps-accident	3m54.635s	25
R	45	JACQUES NICOLET (F) JEAN-MARC MERLIN (F) PHILIPPE MONDOLOT (F)	OAK RACING	MORGAN-NISSAN LMP2	LMP2	246 laps-electrical	3m48.196s	22
R	47	ALEXANDRE IMPERATORI (CH) HO-PIN TUNG (PRC) MATT HOWSON (GB)	KCMG	MORGAN-NISSAN LMP2	LMP2	241 laps-fuel leak	3m41.042s	13
R	98	PEDRO LAMY (P) BILL AUBERLEN (USA) PAUL DALLA LANA (CDN)	ASTON MARTIN RACING (PRODRIVE)	ASTON MARTIN VANTAGE GTE	GTE Pro	221 laps-oil	3m56.336s	40
R	32	THOMAS HOLZER (D) DOMINIK KRAIHAMER (A) JAN CHAROUZ (CZ)	LOTUS (KODEWA)	LOTUS-PRAGA T128	LMP2	219 laps-bellhousing	3m45.274s	21
R	30	JOHNNY MOWLEM (GB) JONATHAN HIRSCHI (CH) TONY BURGESS (CDN)	HVM STATUS GP	LOLA-JUDD/BMW B12/80	LMP2	153 laps-accident	3m49.805s	24
R	54	YANNICK MALLEGOL (F) JEAN-MARC BACHELIER (F) HOWARD BLANK (USA)	AF CORSE	FERRARI 458 ITALIA	GTE Am	147 laps-accident	4m09.064s	55
R	57	NICLAS JONSSON (S) MAURIZIO MEDIANI (I) TRACY KROHN (USA)	KROHN RACING	FERRARI 458 ITALIA	GTE Am	111 laps-accident	4m16.233s	56
R	25	SHINJI NAKANO (J) TOR GRAVES (GB) ARCHIE HAMILTON (GB)	DELTA-ADR	ORECA-NISSAN 03	LMP2	101 laps-accident	3m40.925s	12
R	28	FABIEN GIROIX (F) PHILIPPE HAEZBROUCK (F) KEIKO IHARA (J)	GULF RACING MIDDLE EAST	LOLA-NISSAN B12/80	LMP2	22 laps-vibration	3m49.096s	39
R	31	CHRISTOPHE BOUCHUT (F) JAMES ROSSITER (GB) KEVIN WEEDA (USA)	LOTUS (KODEWA)	LOTUS-PRAGA T128	LMP2	17 laps-electrical	3m47.920s	38
R	95	ALLAN SIMONSEN (DK) CHRISTOPHER NYGAARD (DK) KRISTIAN POULSEN (DK)	ASTON MARTIN RACING (PRODRIVE)	ASTON MARTIN VANTAGE GTE	GTE Am	2 laps-accident	3m57.776s	31

In each car, first-named driver started race; driver in italics set qualifying time. Winners' average speed: 122.69mph. Fastest lap: Lotterer, 3m22.746s, 150.37mph; LMP2: Pla, 3m38.059s, 139.81mph; GTE Pro: Makowiecki, 3m54.639s, 129.93mph; GTE Am: Aguas, 3m57.422s, 128.41mph.

LMP DRIVERS

1	McNISH/DUVAL/KR'SEN	94
2	LOTTERER/TREL'YER/F'LER	64
3	DAVIDSON/BUEMI/SA'ZIN	63
4	DI GRASSI/GENE/JARVIS	45
5	WURZ/LAPIERRE	37
6	NAKAJIMA	24

GTE DRIVERS

1	LIEB/LIETZ/DUMAS	72
2	TURNER/MUCKE	68
3	KOBAYASHI/VILANDER	57
4	FISICHELLA/BRUNI	56

LMP1 MANUFACTURERS

1	AUDI	102
2	TOYOTA	67

LMP2 TEAMS

1	OAK RACING #35	77
2	OAK RACING #24	73
3	PECOM RACING	65
4	G-DRIVE RACING	50

GTE MANUFACTURERS

1	PORSCHE	118
2	FERRARI	116
3	ASTON MARTIN	105

GTE AM TEAMS

1	IMSA PERFORMANCE	64
2	LARBRE COMPETITION	63
3	8 STAR MOTORSPORTS	56
4	ASTON MARTIN #96	49

POINTS SYSTEM EXPLAINED Drivers' championships: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers, 0.5 for all other finishers, 1 for pole. In GTE manufacturers, top two cars from each make score points. Double points for Le Mans.

Allan Simonsen

(1978-2013)

The question “Most memorable racing moment?” on Allan Simonsen’s website is answered with the words “Too many to mention”. That just about sums up the Dane’s racing career: he was prolific in the extreme and would regularly take part in approaching 30 events each season.

Simonsen was a versatile racer, whose niche was in GT machinery, but he was good enough to keep being invited back to race in the Australian V8 Supercars enduros each year, impressed on his one outing in a prototype, got his bum in the odd historic car and even dabbled on rally stages. His multiple programmes provided him with multiple magic moments, which explains the answer to his own question.

This year, Simonsen was racing in the World Endurance Championship with Aston Martin Racing, the British GT Championship with Hector Lester and the Rosso Verde Ferrari squad, taking in rounds of the ADAC GT Masters series at the wheel of a Farnbacher Porsche and was due to contest three Aussie V8 events aboard Brad Jones Racing’s third Holden Commodore. If that wasn’t enough, he’d already raced in the Bathurst 12 Hours and Nurburgring 24 Hours and was due to squeeze in a round of

the Asian Porsche Carrera Cup in China.

That kind of schedule proved just how much Simonsen loved motorsport, and it was backed up by every conversation this writer ever had with the bloke. His passion shone through each time you met him.

Simonsen was popular in the paddock and an uncomplicated guy who was easy to work with. That undoubtedly helped him land multiple deals for each season, but his talents shouldn’t be underplayed. The Dane had become much more than a jobbing GT driver and was arguably knocking on the door of the world’s elite.

His breakthrough seasons in the eyes of this correspondent came in 2010 and ’11 with the Farnbacher Ferraris running on Hankook tyres in the Le Mans Series. Simonsen was at least as quick as team-mate Dominik Farnbacher and banished the mistakes that had sometimes previously blighted his game.

Simonsen’s career was still on an upward path at the time of his death: the AMR drive alongside Christoffer Nygaard and Kristian Poulsen had already yielded two GTE Am poles in three rounds of the WEC – including Le Mans – and a victory at Silverstone. He also remained a star in the ultra-competitive British GT series, in which he had raced for many years with hobby racer Lester and had scored five outright victories.

In his early days, Simonsen set out on the single-seater trail in his homeland after a successful karting career in Scandinavia, winning the Danish Formula Ford 1600 title in 1999. He subsequently moved to the UK with the backing of the Team Brask management group to race in Formula Palmer Audi, in which he won a round at Magny-Cours in 2000, and then moved on to Formula Renault UK the following season. He also contested the final rounds of the German F3 Championship in 2001.

Simonsen subsequently found a home in the GT ranks. He contested the final British GT rounds in 2002 with the Veloqx Ferrari team and then landed a full-time drive at the wheel of a Ferrari 360 in the Australian Nations Cup GT Championship, a series he would win in ’07.

The Dane made his first forays into the international sportscar scene in 2005, at the same time as contesting a full season in the Aussie V8 Utes Racing Series. For ’07, he secured a drive with the British Virgo Ferrari team in the Le Mans Series and would have won the GT2 title together with Rob Bell had he not had to miss the penultimate round at Silverstone due to a clashing commitment in Australia.

Simonsen is survived by his partner Carina and young daughter Mie-Mai, who was born last year.
Gary Watkins

“His passion shone through each time you met him and he was popular in the paddock, but his talents on track shouldn’t be underplayed”



Simonsen was a star in British GT...



...and could also turn his hand to Aussie V8s

FATAL CRASH SUBJECT TO INVESTIGATION BY LOCAL AUTHORITIES

An investigation has been launched by local police into the death of Aston Martin driver Allan Simonsen after an accident on the third lap of the Le Mans 24 Hours last Saturday.

The investigation was being undertaken in accordance with French law in conjunction with race organiser the Automobile Club de l'Ouest, the FIA and Aston Martin Racing. No timescale had been set for the release of the report as AUTOSPORT closed for press on Tuesday.

Simonsen was leading the GTE Am class, for which he had qualified on pole position, when he strayed wide onto the kerb on the exit of the fast Tertre Rouge right-hander that leads onto the Mulsanne Straight. The car then snapped left, spinning into the crash barriers and impacting on the passenger (or right-hand) side at approximately 100mph.

The driver was attended to at the scene before being transferred to the circuit medical centre, where he died soon afterwards. Initial reports that Simonsen was conscious when he was extricated from the car have not been substantiated.

The Aston Martin Vantage GTE hit the barriers at a point where there is a line of trees directly behind. It appears that one of the trees abutted against the safety structure and meant there was little or no give in the barrier, which put unsurvivable forces through Simonsen's body.

The ACO had earlier been questioned by teams about the spate of delays through practice and qualifying to repair barriers after shunts. It explained that it was important for the corrugated structures to have a certain amount of 'give' in them, and pointed to the implications of Audi driver Mike Rockenfeller's huge 200mph shunt in 2011 had he hit an unyielding concrete wall.

AMR is refusing to comment on the causes of the accident ahead of the completion of the official investigation, but most drivers who have seen the in-car footage from Oliver Gavin's following Chevrolet Corvette believe that it was precipitated by Simonsen drifting wide onto the painted kerbing in damp conditions.

What hasn't been explained is why the car turned sharp left when Simonsen applied opposite lock. One driver who didn't want to be named said: "It is not a clear-cut driver error. It looks like he overcorrected, but Allan Simonsen was too good for that."

AMR considered withdrawing its four remaining Vantage GTEs from the race after it learned the news of Simonsen's death. The driver's father and brother were present at the race.

Aston Martin chairman David Richards, the boss of AMR parent company Prodrive, said: "We spoke with Allan's family, who were insistent that we continued to compete."



DREW GIBSON

Why Mercedes escaped a more severe penalty

The punishments handed out to Mercedes for its Pirelli tyre test were considered too soft by some. **JONATHAN NOBLE** was in Paris for the hearing and explains why the penalties were not harsher

Mercedes' reprimand and banning from the Silverstone young-driver sessions in the wake of its Barcelona test with Pirelli might have been panned by rival teams as too lenient, but evidence revealed at the FIA International Tribunal hearing meant there was ultimately little other option available to the judges.

Although there was no doubt that Mercedes had breached the rules by running its 2013 car in the Barcelona Pirelli test from May 15-17, it was shown that its actions were not the result of deliberate cheating.

Instead, it was more a case of what the Tribunal referred to as 'misconceived' communication between the team, the FIA and Pirelli over permissions, rules and duties.

On that basis, any harsher sanction risked opening up a Pandora's Box on testing rule breaches that could have dragged in other teams and paved the way for more court cases.

THE BACKGROUND

The roots of the test controversy can be traced to a spate of rear-tyre delaminations that Pirelli suffered in the opening races of the 2013 Formula 1 campaign.

The run of failures did not only represent a public relations issue for Pirelli, with images of flailing rear

tyres being broadcast around the world – there were also mounting concerns from the FIA and drivers about the safety issue.

Eager to sort these problems, Pirelli wanted to prioritise work on a solution at a test it had booked for Barcelona in the week after the Spanish Grand Prix.

The original idea to run its 2010 Renault-based test had to be abandoned because the car was stuck in the Far East following a demonstration event.

Pirelli therefore enquired with Mercedes – whose driver Lewis Hamilton had suffered a suspension failure in Bahrain as the result of a delamination – if it could assist.

Mercedes agreed to help but soon discovered that its 2011 car was not in a fit state to take part in a full-on 1000km tyre test, as it is now only used for short demo runs.

That prompted, on May 2, Mercedes sporting director Ron Meadows to ask F1 race director Charlie Whiting if it would be possible to run a 2013 car.

Whiting indicated it would be OK, and he wrote to the FIA's legal department the following day to check. The response was that the running of a 2013 car would not breach the rules, as long as it was a Pirelli test and as long as all competitors were invited to

participate in such tests.

Mercedes took that as confirmation that it could do the test, and completed the 1000km of running with race drivers Nico Rosberg and Lewis Hamilton on the Wednesday, Thursday and Friday after the Spanish GP.

THE RULES BREACH

Mercedes had no reason to believe there was any issue in it having taken part in the Pirelli test, until the Saturday night of the Monaco Grand Prix, eight days after its Barcelona running had finished.

That evening, Whiting held a meeting with Grand Prix Drivers' Association (GPDA) directors Pedro de la Rosa, Jenson Button and Sebastian Vettel to discuss the delamination issue.

The drivers were told about the Mercedes 2013 car being used for the test, and informed their teams about the development. Within 24 hours Red Bull and Ferrari had both protested Mercedes for running a car during an in-season testing ban.

Following investigations by the Monaco GP race stewards and later the FIA, the matter was referred to the new International Tribunal, which convened in Paris last Thursday.

The prosecution (the FIA) argued that Mercedes had blatantly breached the testing ban by running its 2013



WHAT THE RULES SAY...

Sporting Regulations 22.1: "Track testing shall be considered any track running time not part of an Event undertaken by a competitor entered in the Championship, using cars which conform substantially with the current Formula One Technical Regulations in addition to those from the previous or subsequent year. The only exception is that each competitor is permitted up to eight promotional events, carried out using tyres provided specifically for this purpose by the appointed supplier, to a maximum distance of 100kms per event."

FERRARI TESTS UNDER SCRUTINY

Mercedes spent a good portion of its defence testimony at the International Tribunal shifting focus onto two tests Ferrari had carried out for Pirelli, and it even questioned the legitimacy of the team being allowed to run old cars.

Although it is widely accepted that teams are allowed to run two-year-old cars as they like, Mercedes argued, under the strictest of definitions of Article 22 of the Sporting Regulations, that a 2011 car 'conforms substantially' with the regulations.

The Brackley-based team also put forward the case that many of the issues for which it was being lambasted also applied to Ferrari.

It said that Ferrari had been no more forthcoming in revealing its mid-2012 test and pre-Spanish Grand Prix test this year than Mercedes had been about its own running.

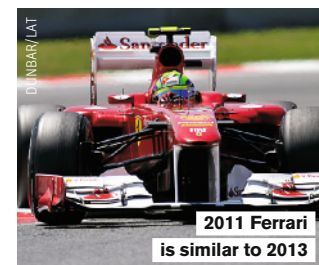
Furthermore, it stated that Felipe Massa had been involved in this year's Barcelona test, and that run data from the test showed that the Italian squad had not only exceeded 1000km of running but had also conducted its own 'balance checks' that were not part of the Pirelli programme.

It also revealed that, after the test, Ferrari head tyre technician Hirohide Hamashima had queried tyre data directly with Max Damiani, Pirelli's F1 chief engineer coordinator, to find out what had been run.

Ferrari remains adamant that it did nothing wrong, stating last week that with a two-year-old car "you can run when you like, where you like, with any driver you like, dressed how you like, inviting who you like".

The Tribunal was not totally convinced – aware that it did not have the mandate to investigate the matter further but acknowledging the door could be left open for another competitor to complain.

Had Mercedes been punished with a draconian sentence for its part in the test, then there was every possibility it could have responded by protesting Ferrari for its tyre tests, opening the way for other teams to get dragged into the controversy.



2011 Ferrari is similar to 2013



Mercedes team boss Ross Brawn was in the spotlight in Paris

car, and that the approval of Whiting was 'irrelevant' because only the World Motor Sport Council had authority to supersede regulations.

The FIA also said that Mercedes and Pirelli had not acted in the best interests of the championship, and that the test had handed the Brackley-based squad an unfair sporting advantage.

Mercedes argued it did not breach the testing regulations because the test had been 'undertaken' by Pirelli. It also claimed that it gained no sporting advantage from the test because it did not know what tyres were being tested.

Furthermore, it suggested that clause 4.2 of Pirelli's contract with the FIA allowed the Italian tyre company to conduct its own testing that was completely separate to the testing regulations.

GOOD FAITH PROVES KEY

The Tribunal spent an evening deliberating on the evidence, before returning its verdict that Mercedes and Pirelli were guilty ▶



Bahrain failure was trigger for Pirelli's Barcelona test

DPP/LAT

BATCHELOR/XPB

WHAT THE FIA SAID...

FIA lawyer Sebastien Bernard in response to a query from Charlie Whiting: "We could take this position that it is Pirelli's initiative to carry out such a testing session, and not an undertaking from the competitors. However, I think this is always subject to Pirelli complying strictly with its obligation to treat equally all competitors as per clause 4.2 of the supply agreement. This means that Pirelli shall invite all competitors to participate in such tests, and be able at any time to demonstrate that it has done so."

◀ of a rules breach.

While that verdict was not a surprise, the Tribunal's decision to impose a young-driver test ban and a reprimand was criticised, especially as such a punishment was exactly what Mercedes' lawyers had suggested in the event of the team being found guilty.

While race bans, constructors' championship points deductions or hefty fines were possibilities, the Tribunal was swayed against such harsh sentences because of the lengths Mercedes had gone to seek permission to test its 2013 car.

It was evident that if the FIA had informed Mercedes that a 2013 test was out of the question then it would not have run the Wo4.

But the team and Pirelli were not completely innocent parties.

Both could have been clearer in communication with rival teams and the FIA over the matter. Indeed, Mercedes expressed particular regret at having Hamilton and Rosberg run with black helmets during the test to disguise them from fans due to a lack of security at the circuit.

Pirelli too did not renew the original offer – from March 2012 – for each team to take part in a 1000km test until the week after the Monaco Grand Prix, once



the Mercedes test controversy had emerged. It repeated that offer on the eve of the International Tribunal hearing.

Even so, Pirelli argued that there would have been no benefit from having more than one team at the test.

Its motorsport director Paul Hembery had told the Monaco

Grand Prix race stewards that if his company had sought approval from all other teams, as the FIA had demanded, they would not have been able to test until September.

ARE TEAMS NOW FREE TO TEST?

The fact that Mercedes escaped without a heavier penalty has prompted suggestions that the verdict is an effective *carte blanche* for rival teams to test their 2013 cars with current race drivers in exchange for missing the young-driver test.

This is not the case, because the Tribunal ruling makes it clear that any running of a 2013 car during the season is in breach of the regulations.

Therefore, any team that tested a current car now would be doing so with the knowledge that it is illegal, whereas Mercedes was under the impression from its correspondence with the FIA that it was actually allowed to test.

Furthermore, Pirelli would be highly unlikely to offer tyres for such a test. The company is already angry about getting hauled in front



WHAT THE CONTRACT SAYS...

Clause 4.2 of Pirelli's contract with the FIA: "The provider [Pirelli] may also engage in its own tyre testing. Each of the competitors from the previous year's championship shall be invited to make available up to 1000 km of tyre development testing at the provider's request, subject in each case to the agreement of the FIA."

of the International Tribunal in the first place, and then being given a reprimand for its part in the Mercedes rules breach.

The only likely outcome from the whole affair is an acceptance that the lines of communication between the teams, the FIA and Pirelli regarding testing need to improve – something the governing body accepted within minutes of the verdict coming out.

"The FIA will make sure, in association with all F1 teams, that its control of the testings [sic] is strengthened," it said.

Rivals protested
Mercedes ahead of
its Monaco GP win



ETHERINGTON/LAT

TIMELINE OF A CONTROVERSY

From the track to the court room

APRIL 20 Lewis Hamilton suffers a rear-suspension failure as the result of a tyre-delamination issue in final free practice for the Bahrain Grand Prix.

APRIL 23-24 Felipe Massa and Ferrari test driver Pedro de la Rosa are involved in a Pirelli test with a 2011 car, run by Ferrari's Corse Clienti division at Barcelona.

MAY 2 Mercedes sporting director Ron Meadows telephones F1 race director Charlie Whiting to ask if it would be possible for his team to use a 2013 car in the Pirelli test. Whiting indicates to Meadows, and later on that day in a conversation with team principal Ross Brawn, that it would not be a breach of the rules as long as it was a Pirelli test, but he would need to check with the FIA legal department.

MAY 3 Whiting emails FIA legal director Sebastien Bernard to ask. He is told that the FIA could view the Mercedes test with its 2013 car as not one undertaken by the team, as long as Pirelli invites all teams to participate in such tests, and demonstrates that it has done so.

MAY 15-17 Mercedes drivers Nico Rosberg and Lewis Hamilton complete a 1000-kilometre tyre test in the 2013 car at Barcelona. The two drivers wear black helmets to disguise the fact that the race drivers are being used.

MAY 26 Ferrari and Red Bull protest Mercedes for breaching the in-season testing ban after finding out the team had run its 2013 car at Barcelona.

JUNE 5 The FIA informs Mercedes and Pirelli they have been charged with breaching the in-season F1 testing ban and, in doing so, acting in a way that was prejudicial to the best interests of motorsport.

JUNE 20 The FIA International Tribunal meet at Paris to deliberate.

JUNE 21 Verdict is announced.

AUTOSPORT SAYS



Jonathan Noble
Group F1 editor
@NobleF1

"All teams had the chance to conduct their own test. No one else took up that offer"

The rumblings over the Mercedes secret test may run on for some time yet, but Formula 1 would be better off putting that negative energy to positive use.

Trace the story back to its roots, and it comes down to F1's stringent testing restrictions hampering Pirelli in its tyre development. Its only running with a representative car in representative

conditions is during race weekends, and that's why the delamination issue did not come to light until the season was underway, and why there were so few avenues open to find a solution other than a cry for help to Mercedes.

Everyone has had the same opportunity to conduct their own 1000km tyre test ever since being

invited in March 2012. But no one, other than Mercedes and Ferrari, has elected to take up that offer.

It is clear too that we need improved communication between the FIA, the teams and Pirelli – not doubts over qualified approval such as was given for the test.

F1 needs to look forward now: the teams and the FIA have to find a way of working together to help Pirelli.

Only if that happens will there be no repeat of such tyre failures, and it could help make the racing better too.

Everyone would be a winner then.

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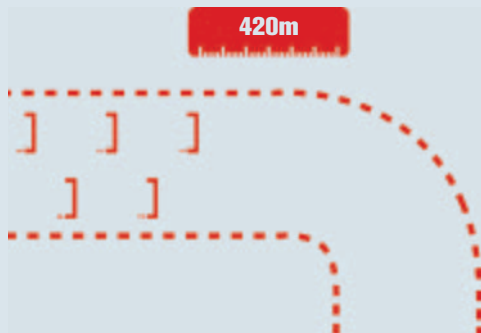




BRITISH GP PREVIEW

IN ASSOCIATION WITH **sky SPORTS F1 HD**

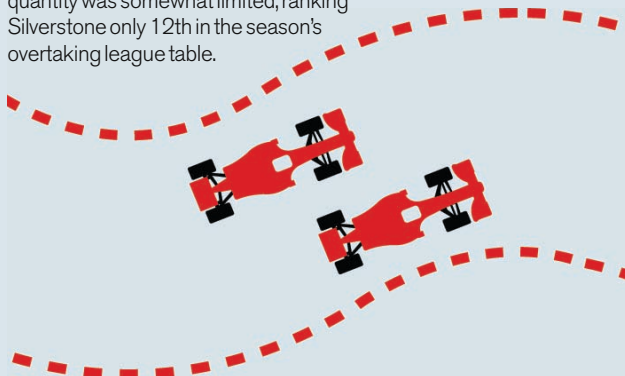
FIRST CORNER



The revised circuit layout with its re-positioned grid gives the drivers 420 metres to play with before the right hand Abbey corner is upon them. Not quite as auspicious as the old start straight leading into Copse, but still an extreme challenge.

OVERTAKING STATS

Last year's British GP featured some finely judged passes, not least Mark Webber's move on Fernando Alonso on the run into Luffield that set up the Australian's win. Though quality passes were in evidence, the quantity was somewhat limited, ranking Silverstone only 12th in the season's overtaking league table.



FULL THROTTLE



Only three circuits demand more commitment to the gas pedal than Silverstone. Drivers will spend 66 per cent of the lap with their right foot flat.

PITLANE

At 422 metres, the new Silverstone pitlane – in the shadow of the Wing – is the longest of the year. As with most of the calendar's new pitlanes, careful profiling keeps the pitlane time loss to a minimum considering its length.



SILVERSTONE	
Pitlane length	422 metres
Length rank	Longest
Pitlane loss	21 seconds



MELBOURNE

SILVERSTONE

SAFETY CARS



We've seen six safety car interventions in the past 10 years at Silverstone, providing an average of 0.6 deployments per race. With a marginally greater possibility that Bernd Maylander will have laps to run on Sunday afternoon than not, Silverstone ranks 11th in the safety car probability table.



USA/INDIA

SINGAPORE

FUEL PENALTY

At 3.66 miles per lap, it is no surprise that Silverstone tucks in just behind Spa in second place for the amount of fuel required per lap – 2.8kg. The fuel penalty is also quite high at 0.4s/10kg.



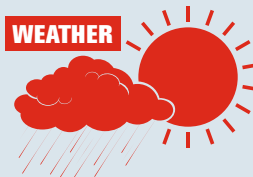
GEAR CHANGES

The driver's almost-universal affection for the fast, flowing nature of the Silverstone circuit is partly due to the relatively low number of gear changes required to deliver a lap – 48 – and with the low lap count required to make up the distance, drivers won't complete more than 2500 gear changes on Sunday afternoon.



SILVERSTONE	
Circuit Length	3.660 miles
Race Laps	52
Race Distance	190.271 miles
Lap Record	Fernando Alonso, 1:34.908s (2010)
Corners	18 (8 left, 10 right)
Circuit Direction	Clockwise
Corners <62mph	1
Corners >155mph	7

WEATHER



The official climatic definition says Silverstone has a maritime climate with cool summers and mild winters. Let's not forget, though, how often rain plays a non-negotiable part of the British Grand Prix weekend...

MONTHLY AVERAGES

Daily sunshine	5.79hrs
Rainfall	54.9mm
Min temp	9.7C
Max temp	19.2C

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FRIDAY

0945 Sky Sports F1
LIVE F1 Practice 1
1200 Sky Sports F1
LIVE GP2 Practice
1345 Sky Sports F1
LIVE F1 Practice 2
1550 Sky Sports F1

LIVE GP2 Qualifying
1800 Sky Sports F1
LIVE The F1 Show

SATURDAY

0845 Sky Sports F1
LIVE GP3 Qualifying
0945 Sky Sports F1

LIVE F1 Practice 3
1200 Sky Sports F1
LIVE F1 Qualifying
1435 Sky Sports F1
LIVE GP2 Feature Race
1615 Sky Sports F1
LIVE GP3 Race 1

SUNDAY

0825 Sky Sports F1
LIVE GP3 Race 2
0935 Sky Sports F1
LIVE GP2 Sprint Race
1130 Sky Sports F1
LIVE British GP

ALL WEEK

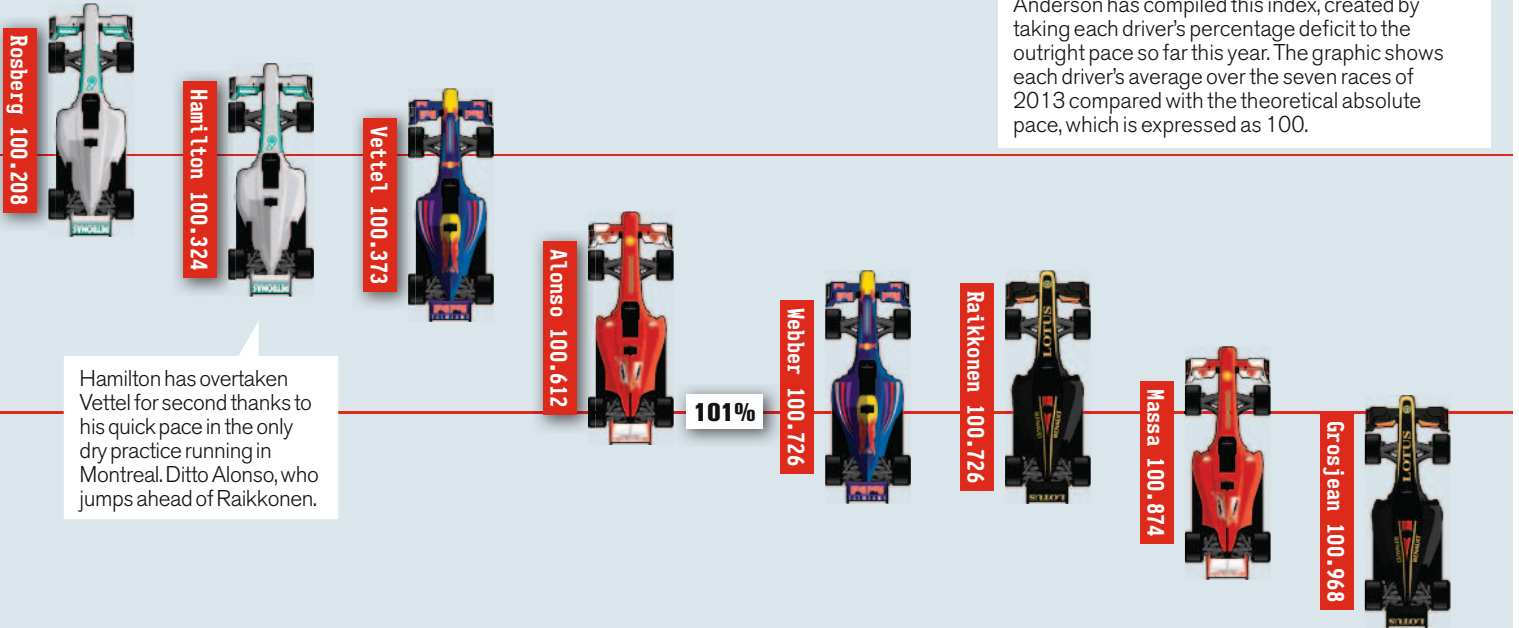
Classic British Grands Prix shown throughout the week as build-up to the 2013 race.
Thursday at 2100
The British Grand Prix: Home Advantage



100%

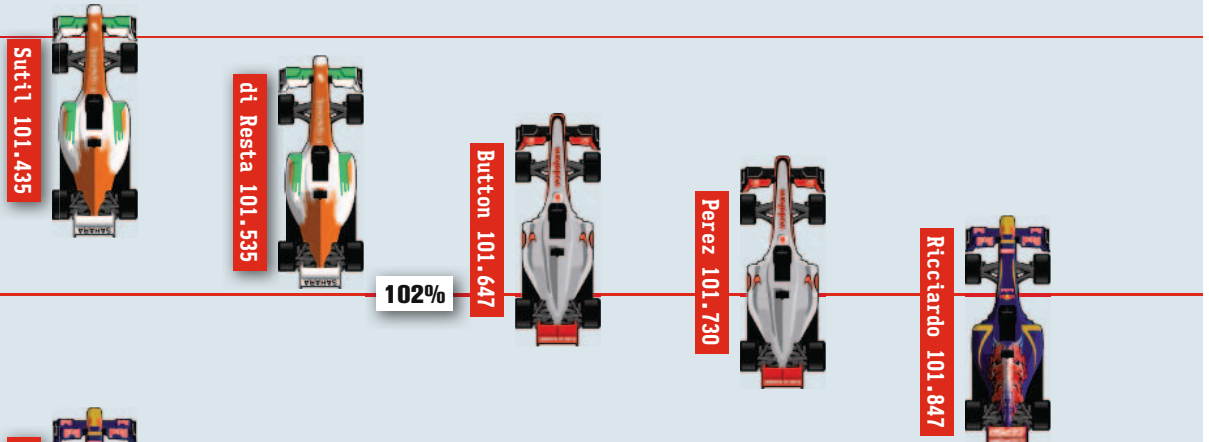
GRAND PRIX SUPERGRID

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

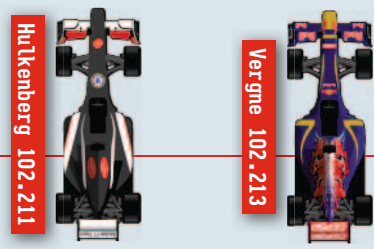


Hamilton has overtaken Vettel for second thanks to his quick pace in the only dry practice running in Montreal. Ditto Alonso, who jumps ahead of Raikkonen.

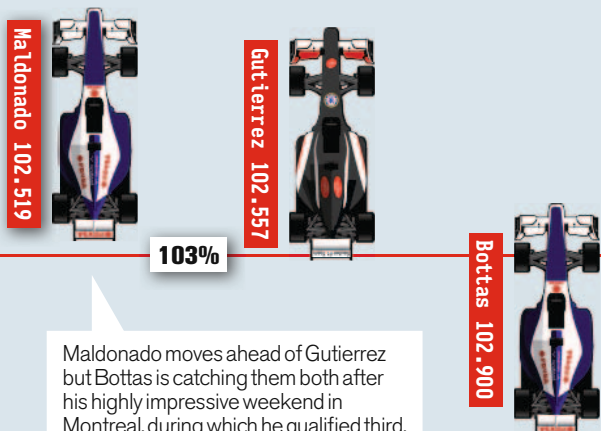
101%



102%



Vergne has caught right up to Hulkenberg after his excellent performance in Canada. The Toro Rosso man impressed on his way to sixth place.



103%

Maldonado moves ahead of Gutierrez but Bottas is catching them both after his highly impressive weekend in Montreal, during which he qualified third.

AND THE REST...

Jules Bianchi leads the minnows' supergrid for Marussia ahead of Charles Pic in the best of the Caterhams, Max Chilton and Giedo van der Garde.

Bianchi (Marussia)	104.079
Pic (Caterham)	104.195
Chilton (Marussia)	104.995
Van der Garde (Caterham)	105.169

Watch the British Grand Prix live on Sky Sports F1 HD – go to sky.com/F1 or call 08442410826



BRITISH GP PREVIEW

Wet tyres have a bigger impact than you might think

It's hard to believe that wet weather won't afflict this weekend's British Grand Prix at some point. GARY ANDERSON explains the effect wet and intermediate tyres can have on car set-up

The interesting thing about running in the wet compared with the dry conditions is we see different cars popping up. During dry running, the loads in the car increase and you inflict more problems on the car, but there's

more to it than that.

The idea of the tread on the wet tyre is that it pumps out a lot of water – in the case of the current one around 60 litres per second. The dry tyre doesn't allow anything to get pumped out so there is a big difference in the surface area of the tyre.

If you put a car in the windtunnel and don't have the contact

patch flat, the change in centre of pressure is enormous. Put a wet tyre on and you have a similar effect, so there is a big change to the aerodynamics of a car, which can sometimes make it possible for a slower car to come into its own.

I would be very surprised if there is any team that has run a wet or intermediate tyre in the windtunnel. Certainly, I've never heard of a wet-spec windtunnel tyre, but it does

make a difference.

You don't make as many changes to the car set-up for the wet as you used to. The wet tyres jacks up the ride height, which reduces the front downforce a bit, and you might take a bit of front wing off. If you knew it was going to rain heavily all weekend, you might run it a bit softer with the dampers and anti-roll bar, but you can't do very much.

There is also the challenge of knowing when to switch tyres. The crossover point at any track is somewhere between eight and 10 seconds off the dry weather time for intermediates, then 16-20 seconds off for wets. The guys on the pitwall can look at the times, but the driver needs to give feedback because it can be wet in one sector and dry for the rest, so it's down to the driver being able to keep it on the island there and find the time in the rest of the lap.

You always take into account who the driver is. If you were Ferrari, you would be wary of putting Felipe Massa into that situation, but not Fernando Alonso. Of those I've worked with, Rubens Barrichello and Giancarlo Fisichella stand out as good drivers in that situation.

But whenever you hear drivers complaining about the team not giving you the right tyres, it's rubbish. The pitwall is pulling in lots of information to make that decision, but the driver is the one that tells you what tyre they think they can cope with.

30



Full wet (left) and intermediate tyres are available



THE CIRCUIT BRIEF



PAUL DI RESTA
Force India driver

Qualifying sixth for the British GP in 2011 was exceptional and it's got to be well up there in my top three laps. We got there with a stronger package than we have ever had and I'm anxious to have a clean weekend and enjoy it for what it is.

It's a great track to drive and there is always phenomenal support there. You get more following there and we appreciate the support, but you get the same amount of points at the end so we shouldn't treat it any differently.

Silverstone is a track that makes you really appreciate what an F1 car can do, especially the aerodynamic grip through the quick corners and the change of direction. There's nothing like Maggotts and Becketts anywhere in the world.



COMTES/LAT



BEST SEQUENCE

BECKETTS

Approach	181mph
Apex	177mph/137mph/106mph
Gear	7th/5th/4th
Braking distance	14m
Braking time	0.22s
Braking force	4.00g

DRS Detection 2

DRS Zone 1

DRS Detection 1

DRS Zone 2

POTENTIAL FLASHPOINT

THE STORY OF 2012

PASSING SPOT

FERRARO/LAT



Brooklands left has high-speed approach

BROOKLANDS

Approach	193mph	Braking distance	62m
Apex	87mph	Braking time	0.91s
Gear	3rd	Braking force	5.70g

Mark Webber snatched victory from race-long leader Fernando Alonso with a late, DRS-assisted pass to take his second win of the season. Alonso had appeared in control for much of the race, but he fell back after switching to the soft-compound tyres for the final stint, allowing Webber to eventually make his move around the outside on the approach to Brooklands.



Webber took victory in 2012

ETHERINGTON/LAT

STOWE

Approach	193mph
Apex	110mph
Gear	4th
Braking distance	34m
Braking time	0.45s
Braking force	5.73g



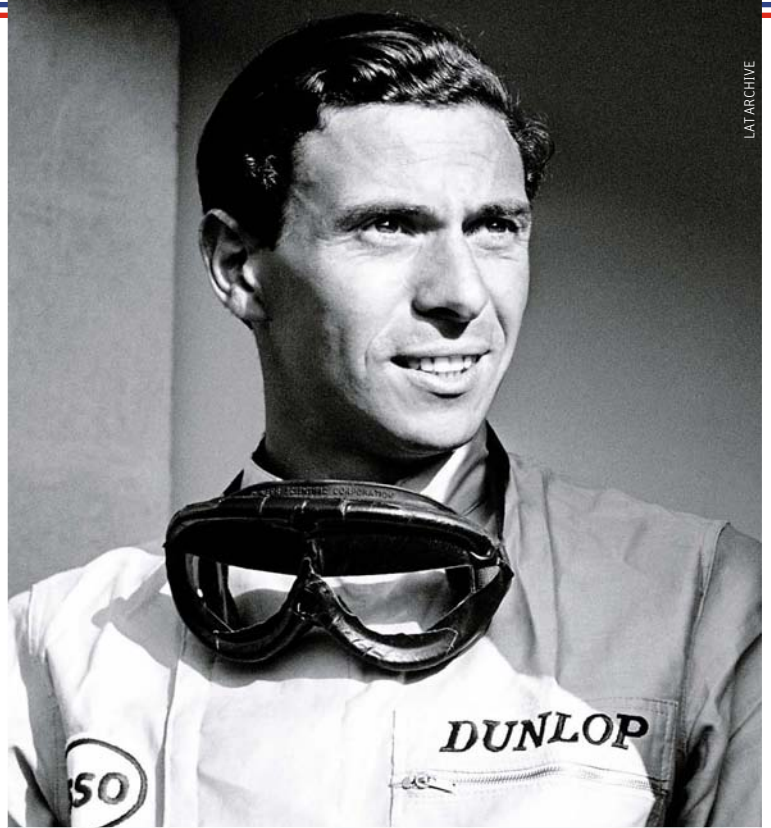
Stowe offers a passing chance

GIBSON/XPB



BUTTON

STARTS	HIG	WINS	OS	POLES	FASTEST LAPS	WORLD TITLES
235		15		8	8	1



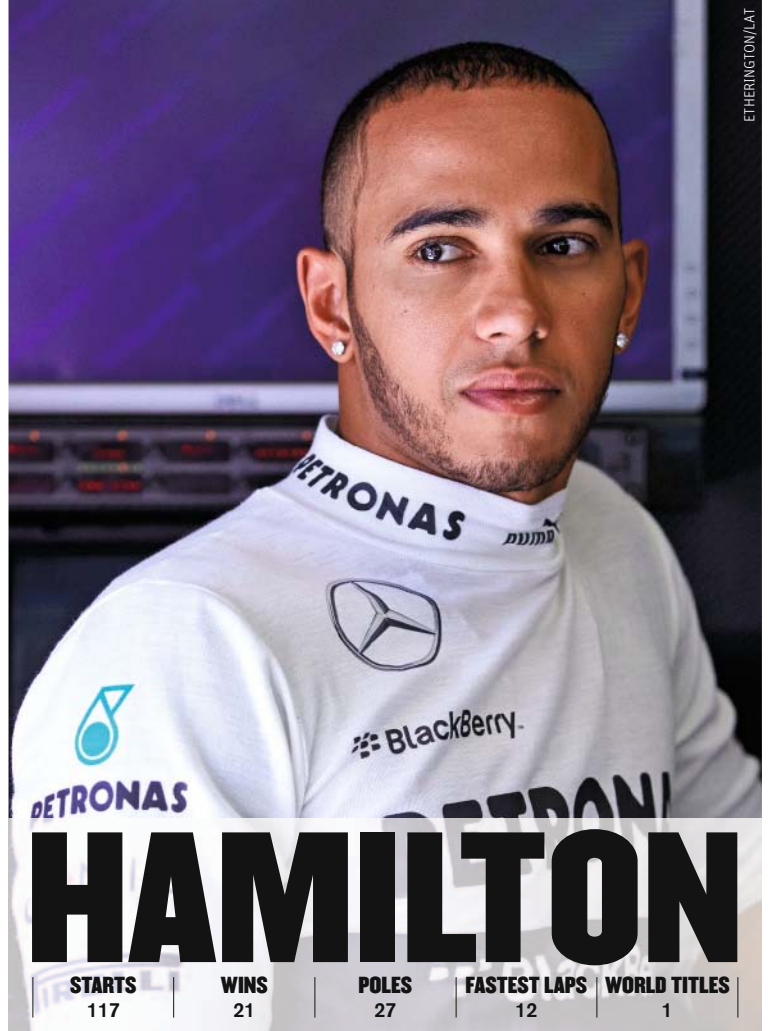
CLARK

STARTS	WINS	POLES	FASTEST LAPS	WORLD TITLES
72	25	33	28	2



HILL

STARTS	WINS	POLES	FASTEST LAPS	WORLD TITLES
176	14	13	10	2



HAMILTON

STARTS	WINS	POLES	FASTEST LAPS	WORLD TITLES
117	21	27	12	1



BRITISH CHAMPIONS, CONTRASTING ERAS,

ANSWERING THE SAME

QUESTIONS

33

How would Britain's most recent world champions, Jenson Button and Lewis Hamilton, answer questions posed to Jim Clark and Graham Hill in 1962? **EDD STRAW** found out

During the build-up to the 1962 world championship-deciding South African Grand Prix, held on December 29, AUTOSPORT journalist David Phipps interviewed both Jim Clark and Graham Hill. They were going head-to-head for the title, which was eventually won by BRM driver Hill after Clark's Lotus retired with an engine failure while leading. Clark, of course, would gain his revenge the following season.

Phipps posed largely the same questions to both drivers, reproducing the full Q&A in the December 28 issue of this magazine.

Over half-a-century later, the time is right to repeat the interview with Britain's leading contemporary grand prix drivers. While Lewis Hamilton and Jenson Button are not locked in a world championship fight, both are title winners and will be the standard bearers for home-crowd hopes at Silverstone on Sunday. Their answers brought out some fascinating comparisons between the two eras.

Why do you go motor racing? What do you like about it?

Jenson Button: The competition; competing against talented drivers from all around the world, to race in a world championship and to try to be the best out of those guys. It's freedom for us when we jump into a Formula 1 car. You get away from the craziness of life, especially as we are very busy with travelling round and are busy in the paddock.

There's so much more to motorsport than there was back in the day. But when we get into the car it's still the same feeling. You close your visor, you drive down the pitlane and onto the circuit and you know it's just you and the car. It's what you love doing, pushing the car to the limits. Sometimes you step over it and you bring it back but finding that limit means a lot.

When you race around Monaco and put in a lap that is as close to perfection as you can possibly get, that's when you know you've found the limit of your skills and the car's capability. When I qualified on pole at Monaco in 2009, it was probably the best lap I've done in an F1 car.

Jim Clark: When I started it was just a matter of curiosity. I wanted to see what racing was like, but I never had any ambition to become a grand prix driver. In fact, even in 1959 I still had no real desire to do so. In those days I had never even driven a single-seater – I didn't do so until 1960.

Nowadays there are a lot of reasons why I like racing. I get a tremendous kick out of it. I like the technical side of it too – not that I know much about it; working with Colin Chapman, you know, and seeing the way he goes about things, explaining why something works, and something else doesn't – that sort of thing. From the driving point of view there is a continual striving to reach perfection, although I don't think one can ever achieve this.

Lewis Hamilton: I just love driving fast.

Graham Hill: That's a very, very difficult question. I suppose it's a bit trite to say I enjoy it, but I do enjoy it. To me it's fulfilling an ambition. If I get a bit airy-fairy about it, I think it's a means of expressing oneself. And, of course, it is a means of trying to prove you're better than someone ▶



The challenge of staying focused has changed little...



...even if Button's MP4/28 is very different from Clark's Lotus 33



Hamilton tackles Monaco's hairpin in his Mercedes...

◀ else. In addition to all this, the actual sensation of driving is a big lure for me. The sensation of taking the car through a corner and trying to improve on it – trying to reach perfection, lap after lap, and never really achieving it. You never really get to know a circuit because you're always aiming to go round a little bit faster, and every time you do go a little faster the circuit becomes slightly different. Each time you go round a corner you're trying to do it better than the last time.

I'm sure that nobody has ever done a perfect lap anywhere, and if I get one corner off perfectly once in a race, that is an achievement. It depends what sort of standards you set yourself, but I think that anybody who can do two consecutive corners perfectly has really achieved something.

Is there anything that you don't like about the sport?

JB: Everything else! [laughs]. I always feel that everyone is entitled to their own opinion and the sport doesn't exist without journalism, and it doesn't exist without fans, but I don't think a driver enjoys doing interviews as much as the

other parts of the job. But it is part of the job and every driver should understand that, to be lucky enough to work in F1, there are certain aspects that aren't as enjoyable as driving.

What's probably most tiring is travelling. People will say, 'you travel the world, you are lucky', which I am and I never take that for granted. But I fly three times a week and I don't sit down and relax and get time with the family. Time does pass you by very quickly in F1 because we're always on the move doing our own thing in our own world. You are in a bubble and you don't forget your family, but you do forget how quickly time is going by.

JC: This is difficult. I don't know, I like most things about it. I don't like some press reports. I can't understand why a newspaper sends a man hundreds of miles just to fill a two-inch space. Half the time they don't even give the results accurately.

I think it would help if the press asked more questions. At times, obviously, I would rather they didn't. But it might help to get the facts right. Even the technical press get things wrong sometimes, though I realise only too well we

can all make mistakes at times.

LH: The politics. The media and the politics. I look at friends that are wealthy individuals not in the public eye and sometimes I envy them for being able to walk around but have the success at the same time. Then, I sit back and realise how grateful I am for the opportunity I have and this is part of it. But it is what it is and you just have to roll with it and do the best you can with it.

GH: I don't like oil on the circuit, but I can't really blame anyone for that. That's my major dislike.

I like being in the public eye. I think I would be dishonest if I said otherwise. Sometimes it is a bit of a nuisance, but I try not to think of it as a nuisance because it represents everything that I'm striving for, and I feel that I should accept everything that goes with this. I realise that it helps motorsport, and it's helping me anyway, so who am I to grumble?

How important is the world championship to you?



Button sees the media as a necessary evil



Clark sometimes wished he was asked more questions!



LAT ARCHIVE

...as does Hill's Lotus
on way to his fourth
Monaco win in '68

JB: The world championship is very different to race wins. I'm going to wake up in five, 10, 30 years' time and I will go: 'you know what, I'm world champion' and nobody can ever take that away from me. It happens now! I wake up and Jessie will say to me, 'you're a world champion' or someone else will say it. That thing that I aimed to achieve in my career, that dream and all that effort, I reached my goal.

The reason why I still race is obviously to fight for another world championship but it's the race wins that really do mean a lot. Emotionally, they are so different to winning the world championship. When you cross the finish line and you look around and see the mechanics, you see everyone within the team, your friends, family, the emotion is through the roof, the adrenalin is pumping. It's there and then, it's in the moment and that is something that is so addictive.

Winning the world championship isn't addictive, but winning grands prix is and that keeps you coming back for more. When I won the championship, it was more looking back at my career and looking at what I had done to achieve it rather than that massive emotion.

JC: Well, now that it is suddenly within my grasp it is becoming more and more important each day. But I have no burning desire to be world champion. I wouldn't like it to become an obsession. It takes a tremendous amount of luck to win the championship, no matter who you are. I can go through the season and give you a list of reasons why Graham should have won and a list of reasons why I should have won; there is a lot of luck attached to it.

LH: It's all I have currently to prove what I'm capable of. When I had it, it was special but as you get into F1 and more and more people start to win world championships it becomes less valuable and the only way to make it valuable is to have more.

GH: Well, if I don't win it, I don't win it. I'm fairly philosophical about it. Perhaps I don't realise the importance of it; if you've never had anything you don't miss it. I'd like to win the championship, I really would, but I'm not going to cry over it if I don't. There's a good chance that I won't win it,



ETHERINGTON/LAT

Hamilton measures
his worth by titles
and wants more



LAT ARCHIVE

Hill didn't worry
about the world title
and won it twice

Hamilton: "When I lost the title I didn't sleep for weeks"

but it's not worrying me. I'm not going to get upset about it, I think that would be foolish.

How much did fighting for the world championship affect your life? Did it stop you sleeping?

JB: It did around Singapore time, it was tough. If I was on my own it could have all gone really bad but having friends and family around me helped me through that and made a big difference. That's one reason why I always have friends and family around.

They have been through so much of my career, the good and the bad times, and

hopefully they enjoyed being there for both. It's tougher in the bad times but they are there to help me through them and they are doing a good job with that.

LH: When I lost the world championship in 2007, I didn't sleep for weeks. I went through a period of time when I was ill just through not getting enough rest. When I won, nothing really changed apart from the way people perceived me.

GH: Well, because of the world championship, or because I've won a few races, I seem to be more in the public eye, from which point of view it does affect my life – yes. ▶



Button and Hamilton
get on well but think
true friendship with
other drivers is hard

◀ Can you be as genuinely friendly with other drivers as you can with someone you're not competing against?

JB: I don't know. I don't see any other drivers outside of F1 other than Paul [di Resta] and that's because we train together and do a lot of cycling. Maybe other drivers manage it, but I have my own friends that I have known for a lot longer and we share so many special memories together that I don't have with F1 drivers.

I don't think you distance yourself from them on purpose but you finish a race and you go your own way. That's the way it has always been and that's maybe the same for both. Back in the 1970s and 1980s, maybe it was a little bit different. It was more of a travelling circus with all of the drivers staying in motorhomes, having their families around and maybe because the sport was different back then from a safety point of view. Everyone was a little bit closer because of that.

JC: Yes, I am very friendly with most of them, although when it comes to the technicalities of racing, I always feel they are talking with their tongues in their cheeks.

LH: No. I don't believe so but other people find that it is possible.

Button: "I'm always nervous before a race. It's wrong if you don't have nerves"

36



Clark and Hill found
it easier to get on
with their rivals

GH: Yes, you can, but there are times when you do notice that you are competitors; when you are both in the public eye, for instance. The point is that a competitive driver is a threat to what you're working for.

There is always that little something, but it certainly doesn't stop any friendships. I don't know of anyone who isn't friendly with anybody else in motor racing.

What's the perfect way to win a race?

JB: You can't pick and choose. Every race is different. Winning from pole is amazing because you know you have done everything you could, you've been quickest in qualifying and the race. A weekend like Spa last year, dominating the weekend, is something very special. But also fighting through in tricky conditions like in Montreal 2011 is equally as special. It's just different.

JC: Well, taking the lead at the start and staying there to the finish is the way I like to win races, although my ideal is to start at the back and come through the field to win.

LH: Passing everyone on the way to victory is definitely the way forward!

GH: I've never really thought about it before. I think coming from behind would probably be a bit more satisfying.



Clark accepted the risks of having a big accident

HUDSON/LAT



Button, crashing here at Monaco '03, appreciates huge advances in safety

LAT ARCHIVE



Hamilton enjoys the danger of F1

THOMPSON/GETTY

Do you ever feel nervous before a race?

JB: Always. Very nervous. Excited, nervous, butterflies in your stomach, I think you have to. It's wrong if you don't have that feeling.

JC: It varies. Sometimes I do, sometimes I don't. Funnily enough, it doesn't necessarily have to be an important race. Generally, though, I don't feel as nervous now as I used to. It's always worse if I am in pole position than if I am at the back of the grid. If you are in pole position you are expected to do well. I was twitched up before this year's British Grand Prix because I'd been having trouble with the engine in practice.

LH: No, I genuinely don't. I don't know why. I get excited, but that's it. Going into Interlagos 2008, I was under immense pressure but it wasn't nerves. I was scared of letting my family down, scared of letting my team down, scared of letting myself down.

GH: Yes. Well, not exactly nervous. I don't get twitchy or anything. I don't feel particularly

hungry, I don't feel like chatting too much — I get what we used to call in rowing 'the needle'. I used to get more needle when I was rowing than I do when I am motor racing. I can't eat a dry sandwich. I'd rather have a bowl of soup. And there is a certain apprehension, a build-up of whatever athletes get when they enter a race — I think everybody should have it. I think it would be very abnormal if someone didn't get it.

Do you ever feel frightened during the races?

JB: I don't know if frightened is the right word. Maybe shocked at some things I've seen on circuit or been close to or in an incident. It's more shock than frightened.

JC: No, I'm too tied up with the job in hand.

LH: No. Never.

You accept that racing is dangerous?

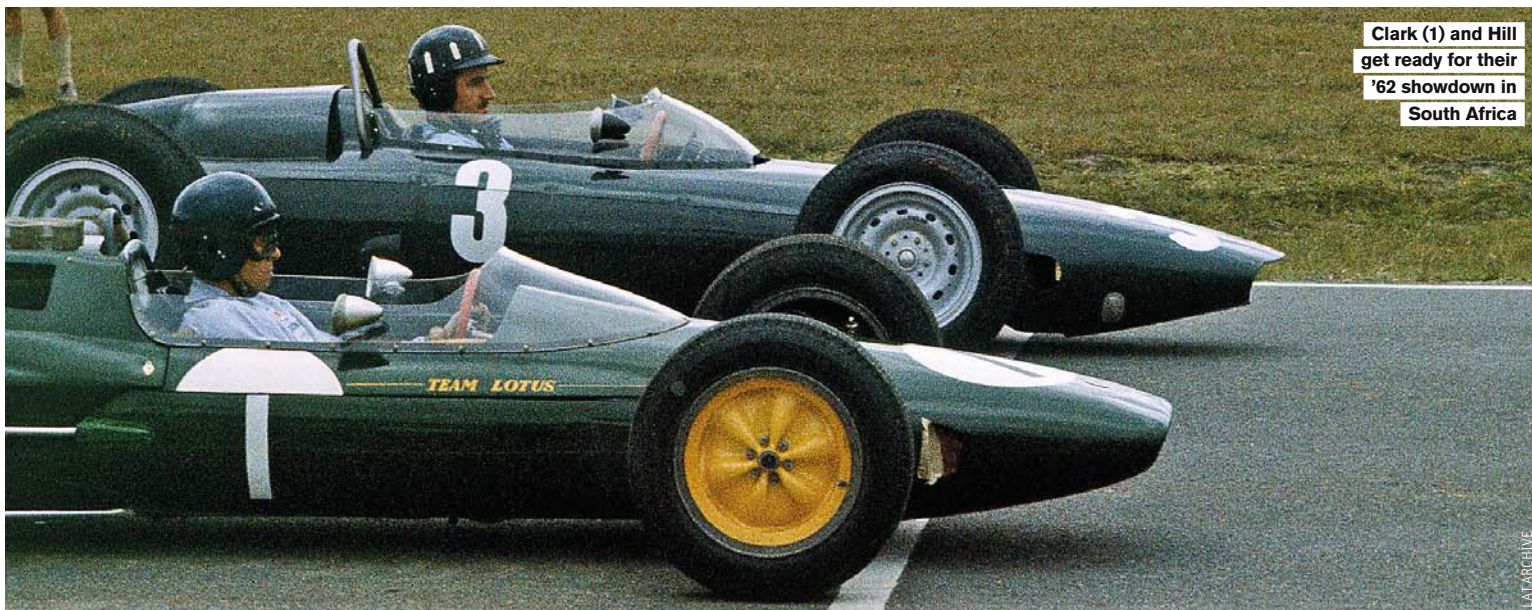
JB: Yes, I'm not blind to the fact that motor

racing is dangerous. It's a lot safer than it used to be. The FIA and the Grand Prix Drivers' Association have done a great job of improving safety on circuits, with the cars and also in terms of what the driver wears. It's a lot safer, but there is danger involved, it says it on the pass as well. We all know the risks involved and in any sport in which you are doing over 200mph there is an element of danger.

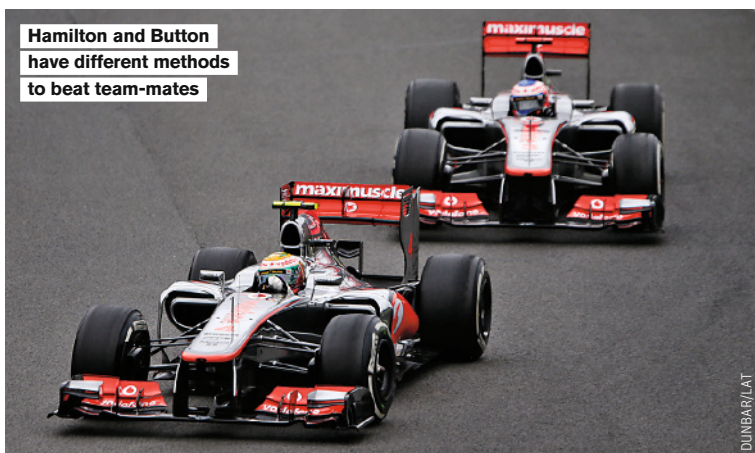
JC: Yes. So is crossing the street. I admit it is dangerous. I accept that, but I try to make it as safe as possible.

LH: I love that it's dangerous, I love doing dangerous things. There is an element of excitement in certain dangerous sports that you do and that's what makes it fun. The cars that Clark and Hill were racing was too far, but there's a nice element of danger in the sport that we do now.

GH: Yes, it's dangerous. It's calculated risk. It's dangerous to fly, it's dangerous to go out ▶



Clark (1) and Hill get ready for their '62 showdown in South Africa



Hamilton and Button have different methods to beat team-mates



Hill and Clark teamed up at Lotus in 1967

◀ in a car; we all do these things.

Do you feel you can concentrate 100 per cent throughout a race?

JB: Yes. That's my job.

JC: No. I don't think anyone can concentrate 100 per cent for two hours; in fact statistics say that very few people can concentrate for more than two minutes without letting their minds wander.

LH: Yes. I never feel like I have a lapse or anything like that. You need to have it [that mental preparation] now.

GH: No. I would like to be able to, but I don't think I can.

How do you reckon to beat somebody in a similar car?

JB: Being intelligent, thinking through every scenario. We all know it is not about being as quick as you can every single lap of the race, it's about getting from A to B as quick as possible. You have got to think about fuel, you have got to think about tyres. You have got to think basically. It's quite simple really. Feel the conditions, feel what the other driver is feeling as well. It's a bit like cycle racing. In the Tour de France, two guys fighting for a win are trying to understand each other and that's what helps them to win.

JC: Before a race I'm often convinced that I can't win, but once the flag falls and I get the bit

between my teeth it's a different matter. I just go out and take things as they come.

LH: I don't have a process to gain an advantage, I don't want an advantage. I want there to be no advantage except talent, just pure driving. That's how you know if you are better than someone else or not.

GH: By driving harder!

Do you ever feel jealous of someone else winning?

JB: Every single person who wins a grand prix, I want to be the person winning. You also think, 'fair play to them they have done a great job, their team has done a great job' and you respect that, but every single person that wins a grand prix, I'm not happy because I want to be there!

LH: No. You definitely can look at other cars and drivers and think, 'jeez I wish I had that luck or I wish I had that car, imagine what I could do with that when I'm at my best', but it's just for a split second you might think that.

GH: Yes, I suppose I do. I am human; I have nasty thoughts just like anybody else. At Watkins Glen I was hoping that Jimmy's car was going to break. I would rather beat him fair and square, but as I couldn't I was hoping his car would break; that's being very honest with you.

What is your criterion of perfection? Is it the feeling that the car couldn't go any faster?

LH: Perfection is when you don't make any mistakes, when you are just perfectly on the limit all the way round, you hit every apex. I don't think I ever will [achieve it]. Perfection is impossible but I still strive for it.

GH: I am trying to do my best, the car shows me whether I am doing my best and the rev counter tells me whether I'm actually coming out of the corner quicker. I always check the revs at a certain point on the exit of a corner.

How do you tell when you're on the limit, when the car couldn't go any faster round a corner without going off?

LH: You just feel like you can't go any faster and if you do you are going to end up in the wall, you are going to spin or you are going to end up crashing. It's a great feeling. It's like dancing on ice!

GH: When the car feels as though it's on a knife-edge, and when I'm using the last inch of road coming out of the corner, I know when the car is just about ready to go off the road, and, of course, I know just how much power I'm getting through.

What's your ideal car? Do you have a car to oversteer or understeer?

JC: Well, when I started I used to prefer an oversteering car. At first it was very difficult for me to drive a Lotus. It was fabulous to drive on tramlines, but as soon as you started to get the back out it became very twitchy. I feel that I can get somewhere near the limit with an



Hamilton likes oversteer and pushing to the limit



Clark thought understeer was better for F1 cars



Hill said powerdrifting through corners was the fastest method

Hill: "The days of accepting the car as it is are over. A driver must make it suit him"

oversteering car. Mind you, it mustn't oversteer too much. As far as Formula 1 is concerned a slight tendency to understeer is probably a good thing, because understeer can be corrected without losing too much time, whereas correcting oversteer is liable to waste time.

LH: Oversteer, good traction, anyone would think the same thing, I just quite like an oversteering car.

GH: Well, I think those days, the days of accepting a car as it is, are over. Practically all drivers have a different way of driving, so what is oversteer for one person can be understeer for another in the same car. Understeer and oversteer are mainly a function of the amount of power being used.

Early this year BRM did some testing at Zandvoort, and I tried Richie Ginther's car. Richie was complaining of understeer, but I thought the car was oversteering. We were both right because we drive differently. On the whole I would like to think that I prefer a car with neutral characteristics. The whole basis of motor racing – the criterion of going round a circuit quickly – is the amount of power you can get on

the road. If you have a chronic oversteering car, you have to lift off – otherwise the back will come round. In an understeering car you can kill a lot of the understeer by setting the car up and then putting the power on; this holds it in a power drift which in effect kills the understeer. But there are some corners which you just cannot get round without backing off and starting again.

I like to be able to set the car up at the entrance to a corner and go through the corner in a power drift. Nowadays I think it is essential for a driver to be able to set the car up for his own particular needs. I think the days have gone when a driver used to turn up, put his gloves and hat on, do a few laps and then go home. Nowadays a driver must make the car suit his style, because competition is so fierce that every little tenth is going to count.

[Clark and Hill were using 1.5-litre normally aspirated engines at the time, but some still question engine sizes today] Would you rather have bigger engines for Formula 1?

JC: Yes, I think so. I can't say I like driving the 1.5-litre but I've always enjoyed driving big cars.

LH: I'd rather have a V12, 1000bhp engine. I much prefer V12s. The noise is a huge factor in F1, it's massively exciting. Generally, I try to only buy cars that have V12s, I do have V8s but I don't really like the sound of them that much.

GH: Yes, I would. I think I would like something in the region of 2.5-3 litres. I think Formula 1 should be the premier class of racing, and at present it isn't, not really. The GT Aston Martin which I drove at Le Mans this year would do 175mph, whereas the maximum speed of a 1.5-litre Formula 1 car is 160mph at the outside; I don't think that's right. ❧

TO READ THE UNABRIDGED INTERVIEWS WITH JIM CLARK AND GRAHAM HILL, VISIT...



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HAWKINS/LAT

SILVERSTONE'S CRAZIEST MOMENT

It's now 10 years since 'dancing priest' Neil Horan risked his and the drivers' lives with a very public appearance on the Hangar Straight at Silverstone. **EDD STRAW** retells the sorry tale



**Horan invades
as Villeneuve and
Webber flash past**

As race leader Jarno Trulli crossed the line to start the 12th lap of the 2003 British Grand Prix, it was just another race. A pretty good race, one in which the Italian had jumped polesitter Rubens Barrichello at the start before a safety car was deployed on the sixth lap after the detached headrest of David Coulthard's McLaren fell onto the track, but nothing extraordinary had happened. All of that changed when the 20 cars reached Hangar Straight.

This is when Father Cornelius 'Neil' Horan made what is quite possibly the most idiotic of cameo appearances in the history of grand prix racing. All those involved that day – be it the vast television audience, the spectators lining Hangar Straight or the drivers who watched in amazement as the self-styled 'dancing priest' not only ran up the track but actively towards cars travelling at vast speeds – have the image of the strangely-attired invader indelibly imprinted in their memory.

Horan, who was defrocked by the Roman Catholic Church in 2005, was an unusual character even by the standards of an organisation that has produced some

curious individuals over the centuries. By all accounts, he was a keen scholar of the Bible, albeit one with some extreme interpretations leading to claims about the imminent second coming of Christ. Even before what happened in 2003, he had built quite a profile for himself and intended to propagate his message at the British GP, arriving with placards stating 'Read the Bible, the Bible is always right'.

Horan claimed he headed to Silverstone that day without formulating a clear plan. He was adamant his track invasion was a case of opportunism. In Aidan O'Connor's book, *Dancing Priest*, Horan explains his thought process.

"Even after arriving at the ground, I was not certain what exactly I was going to do," said Horan. "I felt that I could display the posters in front of the grandstand, either before the grand prix or during it. If that drew a bit of publicity for the Bible, I would have been satisfied. I had made up my mind to do this.

"I got a coffee and cake and sat down at a table, directly facing the track, which was no more than 50 metres away. Then a surprising sight met my eyes. There was a gate opposite me, which was wide open, with no steward at it. I could scarcely believe my eyes that on such a day as this, there

was an open gate with no-one guarding it.

"I took it as a sign from heaven. The gate was open for me. I thought I must go onto the track itself, to take the Bible to the world. My mind was made up that instant."

Horan took to the track a little late for the first few drivers to notice him, with Trulli, eventual winner Barrichello and Kimi Raikkonen blasting past while he was still gaining access to the circuit. But those lower down the order got a clear view. Some, more alarming than others. Jaguar driver Mark Webber was running ninth and got to see Horan's antics up close.

"The last thing you expect as you exit a high-speed corner is some idiot doing this," Webber told AUTOSPORT. "For a moment, I thought it was the end for me. What blew me away was that he was running in my direction. I could have killed him easily – and myself as well. That's the stupid thing. I thought, 'That guy is going to die'. I thought he was trying to commit suicide at first."

Justin Wilson, then in his last GP for Minardi (he would switch to Jaguar for the next race), was running 17th at the time and jinked to the right to give himself as much room as possible.

"I just remember turning onto the straight ▶

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Jarno Trulli's Renault leads into Copse from second on the grid



ETHERINGTON/LAT

'The consequences of a graphic impact on live television don't bear thinking about'

◀ and having a vague sense of something being off to one side," recalls Wilson. "I had no idea what it was to start with – it was only as I passed him that I thought, 'What the... there's a person on the track!' I don't think I was in any danger of hitting him, but he was close enough that I swerved a little."

Ultimately, it was Jaguar's Antonio Pizzonia, running last after making a stop under the safety car, who got closest to Horan, who was somehow emboldened by a sense of religious certainty.

"I felt myself drawn further and further onto the track," O'Connor quotes Horan as saying. "I could see cars, which were planning to overtake, swerve quickly back in line again, obviously at seeing me. Incredibly, I was hardly aware of the noise at all. Neither did I feel the slightest danger. All I can say is that God was with me."

Horan estimates he got to within five feet of Pizzonia's flat-out R4, which would retire with engine failure just a dozen laps later, as he realised it was the last car that he'd face.

Pizzonia, who needed anything but a safety car at this point, was primarily concerned about the effect the inevitable full-course caution would have on his race.

"My first reaction when I saw him was 'I can't believe it, I'm going to kill this guy' – although not literally, of course! I made a pitstop some laps before that and a safety car at that point would destroy my race strategy as it was different to most of the grid. I did turn to the left a little [towards Horan] when I saw him, hoping that he would run away and the race would continue under green!"

While nobody got quite close enough to Horan



for his trip up Hangar Straight to be described as near-fatal, there can be little doubt as to what the consequences of an impact would have been. In 1977, Tom Pryce struck 19-year-old fire marshal Frederick Jansen van Vuuren, who was running across the track to attend to the stricken car of Pryce's Shadow team-mate Renzo Zorzi during the South African Grand Prix, with horrific consequences for both. While Horan was not carrying a fire extinguisher, which caused the fatal injury to Pryce, there is a good chance that a driver hitting Horan would have been in peril. As for the priest himself, there would not even have been time for the last rites.

The consequences of such a graphic impact happening on live television don't bear thinking about. As then-BAR technical director Geoff Willis put it: "You imagine how bad an image for F1 it would have been to have had a pair of amputated legs in the middle of the track..."

By this stage, race control had deployed the safety car. Marshal Stephen Green, who was careful to wait for the cars to pass before doing so, ran onto the track and intercepted Horan as he was attempting to make his exit. Green's act of bravery earned him the MSA Marshal of the Year award, although it was primarily his mature reaction to the inevitable media interest in the ▶

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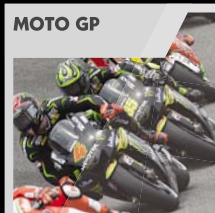
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◀ wake of the incident that impressed. He was praised for using the attention to promote marshalling and get more people involved in the sport.

As far as the race was concerned, Barrichello went on to claim one of his best grand prix victories having, coincidentally, also won the previous race afflicted by a lone track invader. His first win, at Hockenheim in 2000, came from 18th on the grid after a disgruntled ex-Mercedes employee took to the track in protest, creating a safety car that helped the Brazilian to finish ahead of the two McLarens.

Horan pleaded guilty to aggravated trespass at Northampton magistrates court on August 10 and was given a two-month sentence. On September 1, he was released after serving two-thirds of that sentence having been held on remand since his track invasion and not applying for bail. For his part, Horan was happy with the publicity his actions gained.

"During the time in the cell in the police station, I had a lot of time to think," said Horan. "I came to the conclusion it was God who brought me to Silverstone that day. It was he who opened the gate for me. I was doing his work. He saved the drivers from accident and serious injury. I put the Bible on the world stage. It was the same Bible that protected me and the drivers from injury, with the help of God, of course."

That was not the last that international sport heard from him. In August 2004, Horan decided to make another of his Biblical points by charging onto the course of the Olympic Marathon two miles from the finish and grappling leader Vanderlei de Lima to the ground. Although the Brazilian escaped Horan's clutches and resumed the race still in the lead, he was visibly hobbled and ultimately finished third. Horan was fined €3000 for the incident, but escaped jail.

He has also been prevented from high-profile protests at other major events, such as the football World Cup and the Epsom Derby. Television programme *Britain's Got Talent* proved a more appropriate, not to mention less reckless, outlet for his brand of communication.

In the wake of what happened at Silverstone, the FIA made it very clear to all circuits hosting F1 races that the highest security standards were expected and that any repeat of this kind of incident would lead to reprisals. Fortunately, Horan's jaunt onto Hangar Straight remains the last time grand prix drivers have been endangered by such recklessness. ❧



Barrichello took a superb victory for Ferrari



Marshal Stephen Green was awarded for his quick thinking

THE PHOTOGRAPHER'S VIEW

"I remember photographing the cars coming towards us at Stowe and suddenly becoming aware of something moving into the back of the shot, which I initially thought was an advertising hoarding blowing onto the circuit. Then I realised that the 'banner' had legs and obviously it was someone running onto the circuit.

"I did momentarily stop taking pictures trying to see what was going on, but had to tell myself to

continue taking them. I was very aware that he was running at the cars, he clearly wanted to get close to them and I remember questioning whether I should continue to take pictures because it would have been a horrific scene if things had gone wrong.

"Since it was a long way away, it was difficult with the heat haze to keep it in focus and I just kept shooting. In one picture, you can see Mark Webber and Jacques

Long-time AUTOSPORT photographer GARY HAWKINS was one of only two snappers to capture Horan's on-track adventure. He recalls his perspective...

Villeneuve looking in their rear-view mirrors in amazement having avoided him. That captures a great moment when you can really see the reaction of the drivers.

"After the cars had passed, Horan ran to the side of the track and Stephen Green grabbed him. I can remember quite clearly Horan's green underwear was on show just before he disappeared behind the barrier!

"The pictures went international

and it's something that has gone down as a famous moment of grand prix history. Had he done it at a different moment, it might not have been such a memorable image but the cars were bunched together after the safety car.

"After it happened, I was relieved nothing happened to him. He could easily have got too close and been blown over by the aerodynamic effect, with the next car unable to avoid him."

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Sir Frank Williams

The inside line



On the eve of a landmark British Grand Prix, the team boss talks F1 longevity, quiet drivers and looking forward to Williams dominating again

I'm very proud that the Williams team celebrates its 600th race at Silverstone this weekend. Technically, it is the 599th race since what was then called Williams Grand Prix Engineering started in 1977, but it's only right to mark it on home soil. I personally consider it to be more like 700 races, going back to my 'first' team, which raced in Formula 1 from 1969-76. That was my learning curve.

I don't look back on the past much because it really doesn't serve any purpose. Mostly, because of the people around me – in particular Patrick Head – they have been in the main very successful years. Being human, the success in the 1990s with Renault, Patrick and Adrian Newey stands out. But my main focus now is on making sure we repeat that act.

The first team simply did not have the technical depth necessary to be successful. But then PH came along and the sun dawned on my little world. He brought a strong engineering approach that made all the difference. It was my job to make sure that the company was well funded and to an extent I got lucky, but to go to Saudi Arabia when I did in search of sponsorship was the right decision and allowed us to have some early success.

Then the manufacturers appeared, first with Honda and then Renault, which propelled us for more success.



Jarama '77: first race for Williams
Grand Prix Engineering

LAT ARCHIVE

ambitious, intelligent, hard working young people.

Not that, at 71, I get any less enjoyment from the sport. F1 has changed a lot, but it's still the greatest challenge. It's all about competition, be it for the best sponsors, the best budget, the best engineers or the best drivers. That is what continues to make it such a fascinating world to be in.

One of the things I have always loved is a driver that wrings the neck of the car. I've been lucky to work with some great drivers over the years; Alan Jones, Ayrton Senna, Alain Prost, Nigel Mansell to name a few and I don't like to rank them. And today we have Pastor Maldonado, who is a hard-charging driver, and Valtteri Bottas who is extremely talented. What's particularly

“Even if you had two Neweys, if you worked just five days a week you wouldn't win a thing”

We are now poised to launch into a successful future with Mercedes.

In some ways, I was surprised by how quickly we were successful as we started winning races in 1979 after one year running customer March cars. Before, I'd been plodding along doing the best I could, but Patrick was the man who changed things. Soon, we had won most things. There were a few mistakes from time to time but we were at least as good as any other team most of the time even though Benetton, Ferrari and McLaren beat us occasionally. But as the other manufacturers turned up, it did start to get harder.

To win regularly in F1, you need a lot of things to be right. Not least among those is a lot of clever people with plenty of physical and mental energy. Even if you had two Neweys, if you only worked five days a week you wouldn't win a thing. It's not easy to put together and it all begins in the design office and the aero department. The future is about

good about him is that he is quiet; that's a very good quality in a driver, as it means he is listening to advice!

Looking forward, for I intend to be around for a long time, what I want to see is Williams go from strength to strength. I want to see Williams not just winning again, but dominating. My daughter, Claire, was recently appointed deputy team principal and she would do very well if she was ever to be in charge in the future. She is very capable.

I still enjoy going to the races enormously, as much as I did as before my accident. Humans are very adaptable, some live at the North Pole and don't think twice about it. It's the same when you are in my position. It takes a while to get used to, but I don't think about it at all.

I've been very lucky. I've been in F1 during six decades now. I could not have done any better in life in terms of pleasure and satisfaction. It is a wonderful sport full of talented, clever people and it has been privilege to be, and to continue to be, part of it. ❧



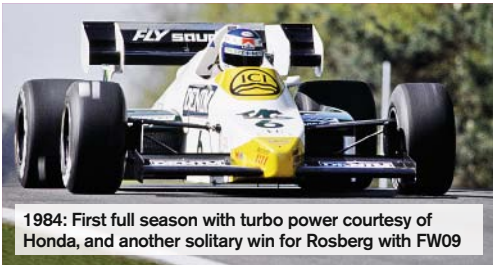
1978: Single entry for Alan Jones in Williams's first year as a constructor with FW06. Highlight is second in USA
NB: Team's '77 campaign came with privateer Marches



1979: Five wins in second half of the season as team stars once the FW07 comes in



1980: Jones wins Williams's first world championship, taking four of his five wins with the updated FW07B



1984: First full season with turbo power courtesy of Honda, and another solitary win for Rosberg with FW09



1985: Rosberg and Nigel Mansell take two wins each in the FW10, including the final three races of the season



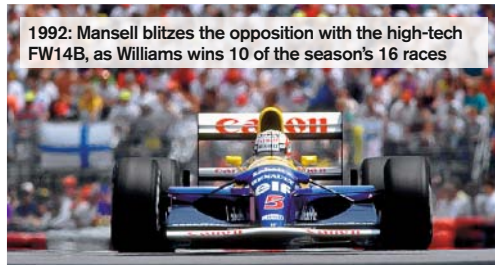
1986: Dominant FW11 loses out to McLaren and Alain Prost in the drivers' title fight



1990: Another two wins as Riccardo Patrese and Thierry Boutsen take a victory apiece in the updated FW13B



1991: FW14 is faster than Ayrton Senna's McLaren, but reliability issues prevent Mansell from taking a first title



1992: Mansell blitzes the opposition with the high-tech FW14B, as Williams wins 10 of the season's 16 races

WILLIAMS 600th

As Williams prepares to celebrate its 600th grand prix a race early on home soil at Silverstone



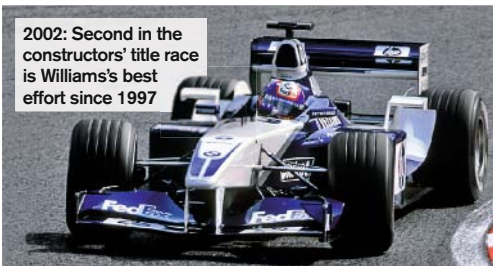
1996: The FW18 is the class of the field, as Hill wins the title ahead of rookie team-mate Jacques Villeneuve



1997: Another title double, as Villeneuve defeats Schumacher following a clash at the Jerez season finale



1998: Newey and works Renault engines are gone, and Williams goes winless for the first time since 1988



2002: Second in the constructors' title race is Williams's best effort since 1997



2003: Montoya fights for the title with the FW25, but he and Williams both miss out to Schumacher and Ferrari



2004: Radical 'walrus-nose' is eventually binned and revised FW26 wins the finale



2008: Second year of engine deal with Toyota is one to forget as Williams is eighth in the constructors' points



2009: The FW31 has controversial double diffuser, but team fails to capitalise on it

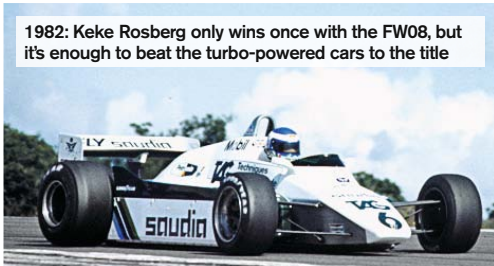


2010: Back to Cosworth power, and Nico Hulkenberg caps a difficult season with pole position at Interlagos



1981: More updates to the FW07 yield another four wins, but Carlos Reutemann throws away the championship

LAT ARCHIVE



1982: Keke Rosberg only wins once with the FW08, but it's enough to beat the turbo-powered cars to the title

LAT ARCHIVE



1983: Stunning Monaco win for Rosberg is the high point of a tough fight with the turbo cars

LAT ARCHIVE



1987: No slip-ups this time as Nelson Piquet heads Mansell with the FW11B

LAT ARCHIVE



1988: Loss of Honda deal to McLaren leaves Williams struggling without a turbo again in Judd-powered FW12

BRUTY/GETTY



1989: Soon-to-be-dominant Renault partnership kicks off with two wins. FW13 replaces the FW12 late in year

RONDEAU/GETTY



1993: Alain Prost picks up where Mansell left off as FW15C dominates

LAT ARCHIVE



1994: Senna dies at Imola, and Damon Hill loses the title by a point in the FW16B

LAT ARCHIVE

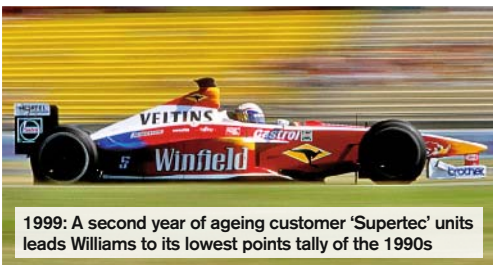


1995: High-nose FW17 is quick, but Hill and Williams are trounced by Michael Schumacher and Benetton-Renault

LAT ARCHIVE

ALL THE F1 CARS

this weekend, we take a look at the cars it has raced in that time. **GLENN FREEMAN** is your guide



1999: A second year of ageing customer 'Supertec' units leads Williams to its lowest points tally of the 1990s

MASON/GETTY



2000: First year of works BMW deal moves Williams back up the grid, but still no victories

MASON/GETTY



2001: Ralf Schumacher gets Williams back to winning ways, as he and Juan Pablo Montoya take four victories

MASON/GETTY



2005: Final year of BMW partnership is also the first of seven winless seasons in F1

THOMPSON/GETTY



2006: Unreliable Cosworth engine leaves Williams struggling in the first year of new V8-engine formula

ROSE/GETTY



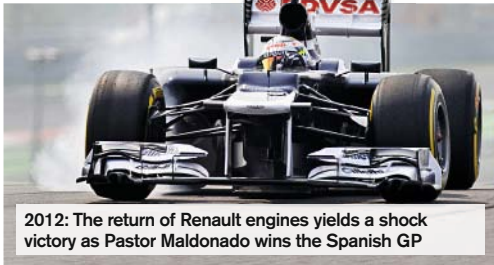
2007: McLaren exclusion gives Williams fourth in the constructors' championship

TEE/LAT



2011: Williams endures its worst season since becoming a constructor, scoring just five points with the FW30

COATES/LAT



2012: The return of Renault engines yields a shock victory as Pastor Maldonado wins the Spanish GP

TEE/LAT



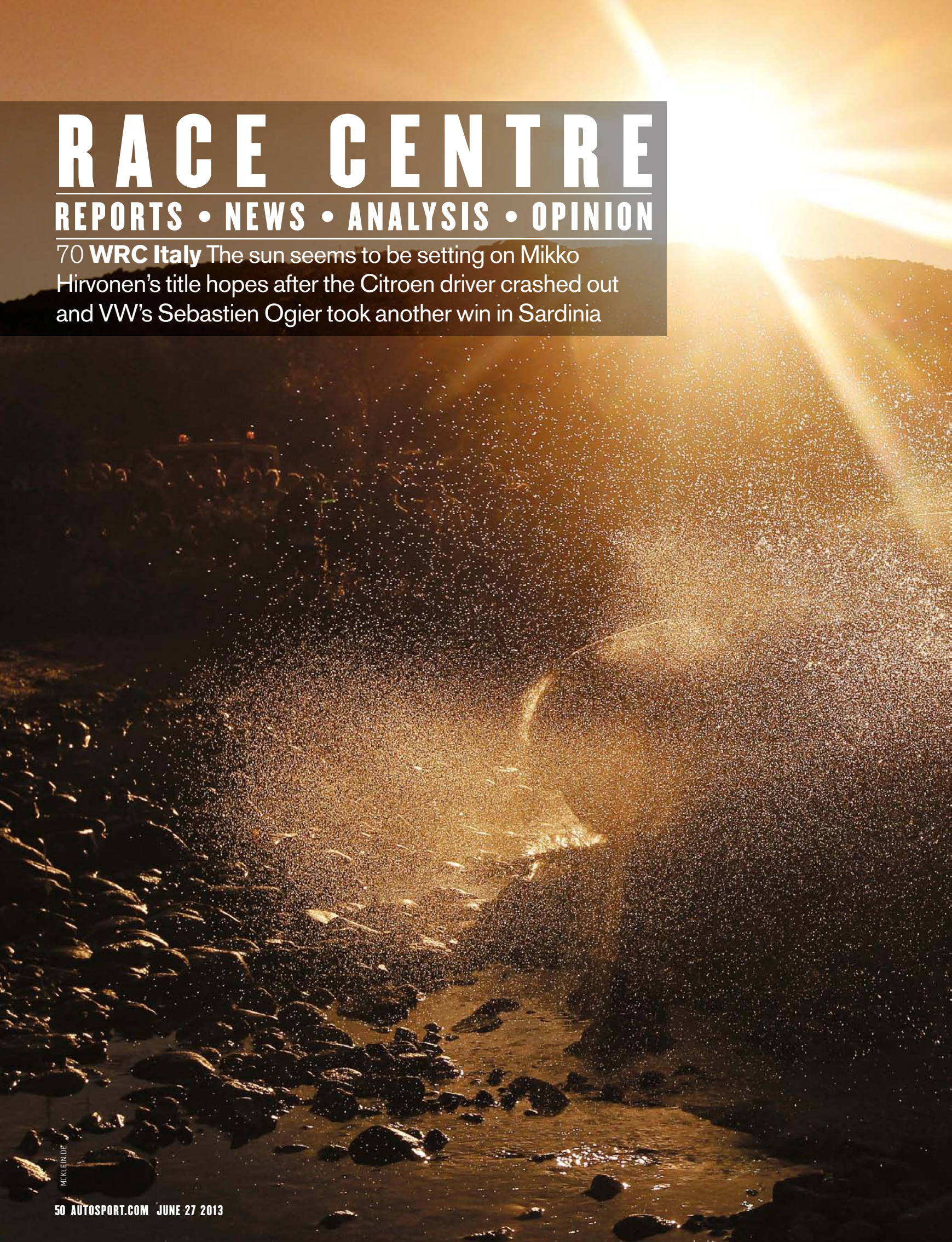
2013: No repeat of 2012 heroics in the early races as the FW35 is way off the pace

FERRARO/LAT

RACE CENTRE

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70 **WRC Italy** The sun seems to be setting on Mikko Hirvonen's title hopes after the Citroen driver crashed out and VW's Sebastien Ogier took another win in Sardinia





NELSON/LAT

52 IndyCar IOWA
James Hinchcliffe on top as
Andretti squad dominates



EBREX/LAT

62 BTCC Croft
Colin Turkington takes double
win amid biffing and bashing



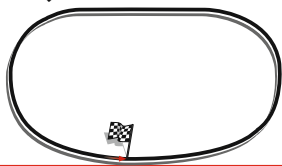
68 FR3.5 Moscow
Stoffel Vandoorne is in a
class of his own in Russia

INDYCAR

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1	JAMES HINCHCLIFFE (CDN)	1h30m16.0266s
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2	RYAN HUNTER-REAY (USA)	+1.5009s
	Andretti Autosport Dallara-Chevrolet; Grid: 12th	
3	TONY KANAAN (BR)	+1.6891s
	KV Racing Technology Dallara-Chevrolet; Grid: 5th	
4	ED CARPENTER (USA)	+2.7605s
	Ed Carpenter Racing Dallara-Chevrolet; Grid: 4th	
5	GRAHAM RAHAL (USA)	+3.0201s
	Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 6th	
6	SIMON PAGENAUD (F)	+6.6654s
	Schmidt Hamilton Racing Dallara-Honda; Grid: 8th	
7	ORIOLE SERVICIA (E)	+9.7006s
	Panther Racing Dallara-Chevrolet; Grid: 7th	
8	HELIO CASTRONEVES (BR)	+10.6855s
	Team Penske Dallara-Chevrolet; Grid: 11th*	
9	MARCO ANDRETTI (USA)	+12.7133s
	Andretti Autosport Dallara-Chevrolet; Grid: 3rd	
10	EJ VISO (YV)	+17.6157s
	Andretti Autosport/HVM Dallara-Chevrolet; Grid: 16th	
11	JUSTIN WILSON (GB)	-1 lap
	Dale Coyne Racing Dallara-Honda; Grid: 10th	
12	CHARLIE KIMBALL (USA)	-1 lap
	Chip Ganassi Racing Dallara-Honda; Grid: 14th	
13	TRISTAN VAUTIER (F)	-2 laps
	Schmidt Peterson Motorsports Dallara-Honda; Grid: 13th	
14	SEBASTIEN BOURDAIS (F)	-2 laps
	Dragon Racing Dallara-Chevrolet; Grid: 19th	
15	JOSEF NEWGARDEN (USA)	-2 laps
	Sarah Fisher Hartman Racing Dallara-Honda; Grid: 22nd*	
16	SCOTT DIXON (NZ)	-3 laps
	Chip Ganassi Racing Dallara-Honda; Grid: 15th*	
17	WILL POWER (AUS)	-3 laps
	Team Penske Dallara-Chevrolet; Grid: 1st	
18	JAMES JAKES (GB)	-3 laps
	Rahal Letterman Lanigan Racing Dallara-Honda; Grid: 24th*	
19	SEBASTIAN SAAVEDRA (CO)	-3 laps
	Dragon Racing Dallara-Chevrolet; Grid: 18th	
20	DARIO FRANCHITTI (GB)	-4 laps
	Chip Ganassi Racing Dallara-Honda; Grid: 21st	
21	SIMONA DE SILVESTRO (CH)	-7 laps
	KV Racing Technology Dallara-Chevrolet; Grid: 20th	
22	ANA BEATRIZ (BR)	183 laps - mechanical
	Dale Coyne Racing Dallara-Honda; Grid: 23rd	
23	TAKUMA SATO (J)	162 laps - engine
	AJ Foyt Racing Dallara-Honda; Grid: 17th*	
24	ALEX TAGLIANI (CDN)	139 laps - accident
	Bryan Herta Autosport Dallara-Honda; Grid: 9th	

Winner's average speed: 148.559mph. Fastest lap: Carpenter, 17.9744s, 179.059mph. All drivers in Dallara DW12

* - 10-place grid penalty for engine change

CHAMPIONSHIP

1	CASTRONEVES	332	6	PAGENAUD	241
2	HUNTER-REAY	323	7	DIXON	240
3	ANDRETTI	277	8	SATO	233
4	HINCHCLIFFE	266	9	WILSON	227
5	KANAAN	253	10	POWER	209

POINTS SYSTEM EXPLAINED:

50-40-35-32-30-28-26-24-22-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6 for the top 24, with 5 for all other starters. 2 points for leading the most laps, 1 point for leading at least one lap, 1 point for pole position.



Carpenter was fourth

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Hinchcliffe's oval touch dominates Iowa country

'Hinch' clinches third win of the year, making the art of turning left all afternoon look easy. By **MARK GLENDENNING**

IT'S HARD TO TELL WHETHER THIS WAS DOMINATION

disguised as close competition or the other way around, so we'll let the facts speak for themselves.

1: James Hinchcliffe reigned at Iowa Speedway.
2: It was his third win of the year, and he's one of only two multiple winners so far this season (the other is Andretti team-mate Ryan Hunter-Reay).
3: Neither of the multiple winners are leading the championship. 4: Although Hinchcliffe led almost every lap, several other drivers could conceivably have beaten him. 5: Iowa takes farming seriously.

Explaining the race from Hinchcliffe's perspective is pretty straightforward. He jumped polesitter Will Power at the start to take the lead, and from that point on it was up to everyone else to do something about it. With 24 cars squeezed onto a 0.85-mile loop, having a car that worked well in traffic was always going to be a prerequisite for those hoping to come away from the weekend with anything more than a renewed appreciation for the myriad things that can be done with corn, and Hinchcliffe's crew certainly had that side of things covered.

The other thing that the car needed to be able to do well was turn left. One could argue that this is a requirement at any oval, but it's particularly critical at Iowa, where the car is only travelling in a straight line for 4s per lap, and it's a characteristic that a lot

of drivers spent the afternoon chasing. Ganassi managing director Mike Hull summed it up on *Twitter* afterwards: "There was @Hinchtown [Hinchcliffe] in a different zip code, and then another race for the rest of us."

"We took a bit of a risk with set-up," Hinchcliffe said. "We wanted to make sure that we wouldn't get understeer because that kills you in traffic."

Hinchcliffe's afternoon deviated from the script only once, when one of his cockpit head pads fell off halfway through the race ("I thought it was either going to get stuck in the pedal box or fly into the airbox," he said). He led 226 of the 250 laps, only relinquishing his spot at the front while the pitstops were shaking out, and never even really had to worry about a challenge from his pursuers. It wasn't so much that he drove away from them; more that they were always close but never quite close enough.

A restart provided the one real exception, when he found himself running a couple of laps side-by-side with Graham Rahal. The RLL driver, who had taken the higher line, eventually decided that the risk/reward ratio of lapping between a rival and the wall was going to work against him sooner or later and slotted back into second.

Rahal would certainly have counted himself amongst the drivers who left Iowa feeling that a



Hinchcliffe led nearly every race lap

potential win had slipped away from them. After a bad run in the single-car qualifying session on Saturday he'd redeemed himself by winning his first heat race later that evening. He didn't make much of an impression in the final heat, but remained convinced that he was going into Sunday with a good car underneath him. And so it proved, particularly when he was on his second set of tyres.

"On the second set, the car came on for me and really felt magical," he said. "At the end of the race, we just lost overall grip and struggled a bit."

It's also interesting to contemplate how different things might have been had Hunter-Reay's afternoon gone to plan. He hadn't qualified especially well, as evidenced by the fact that main title rival Helio Castroneves, who won the qualifying heat, was able to take a 10-place grid penalty for an engine change and still start ahead of him.

That in itself wasn't a disaster, but when he clipped Rahal early in the race and had to pit for repairs to a damaged front wing, things began to look a little more grim. He rejoined in 19th as the last car on the lead lap, yet managed to pick his way back up to second with 60-plus laps left. He felt he could have progressed even further were it not for a lack of co-operation from some of the lapped cars; a complaint he was not alone in voicing.

"It's one thing if you're a lap down, but if you're five or six laps down, just making it tough on the leaders was uncalled for," he said.

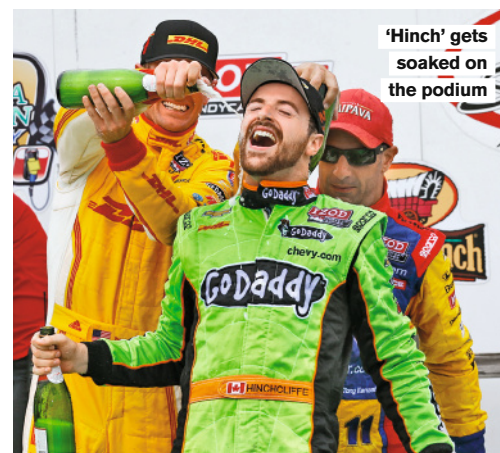
The other wildcard was Ed Carpenter. Having started from fourth, Carpenter was leading the pursuit of Hinchcliffe through the opening stint before struggling with understeer and drifting back to tenth. That was solved with a couple of tweaks of the wing, and during the second part of the race he managed to recover back up to fourth. The interesting bit came when the three cars ahead of him made their final stop on schedule and he — along with Justin Wilson — decided to stay out and see whether they could make something happen on newer tyres in a short final stint.

As it turned out neither got the chance to measure the effectiveness of their gamble, as both encountered delays during their final stops. Carpenter was about 11s ahead of Hinchcliffe at the time he entered the pits and barring a favourable yellow it's unlikely that he would have won, but it's not unreasonable to think that he'd have been on the podium. As it was he was able to pass Rahal on the final lap to claim fourth behind Tony Kanaan, who'd spent most of the race running comfortably in the top six.

It was a weird race for championship leader Castroneves, who always seemed to be passing



RH-R recovered after clipping Rahal



'Hinch' gets soaked on the podium

people yet going backwards. His penalty had dropped him to 11th, and after a busy afternoon he admitted to being surprised at a net gain of only three positions.

"When they told me I came in eighth I was, like, 'what?'" he said. "I certainly felt we had a better car than that. I guess we got held up in traffic and lost some positions coming in and out of the pits."

Nevertheless, he was in better shape than Power, who never really looked like a threat from the moment Hinchcliffe beat him off the line. As the race progressed the Australian found himself losing the rear of the car to the extent that by the final lap he was three laps down through sheer lack of pace.

It was a similarly disjointed story for the two lead Ganassi cars. Scott Dixon had qualified strongly before having to take a 10-place grid penalty for an engine change, and ironically it was his engine that proved to be his undoing: a misfire kicked in for the final 100 laps.

Dario Franchitti, meanwhile, was just struggling in general, and spent an unhappy afternoon mired at the rear of the field. When a four-time series champion finishes four laps behind the leaders, something is clearly amiss. Or more accurately, a lot of somethings.

"No mechanical grip when we got in traffic, and we're still a ways off from where we need to be," he said. "We won the heat race here last year; this year we finished last in it. I don't know whether we're not adapting to the tyres or we're going in the wrong direction with something else, but we're really struggling with it."

"I was having understeer and oversteer, sometimes in the same corner on the same lap. We just can't keep the momentum up, and when you can't do that on the short ovals..."

It will hopefully come as some consolation to the Scot that the short ovals are done with now, with Pocono and Fontana book-ending a string of road and street courses to make up the remainder of the schedule. ▶

IN THE PADDOCK



Cripps has left Panther

LEVITT/LAT

CRIPPS LEAVES PANTHER

Panther Racing confirmed during the Iowa weekend that it has split with veteran engineer David Cripps. Tino Belli, who was hired as technical director of the joint Panther/DRR effort prior to Dreyer & Reinbold's mid-season withdrawal, has taken over Cripps's duties.

IOWA SET FOR NEW INDY DEAL

Iowa is expected to remain on the IndyCar calendar in 2014 despite rumours to the contrary, according to IndyCar CEO Mark Miles. The series is hoping to finalise a multi-year deal with the track.

JAKES RACES SPARE CAR

James Jakes was forced to switch to Rahal Letterman Lanigan's back-up car for Iowa after crashing in his heat race on Saturday evening. The Brit endured a difficult race on Sunday, which he attributed to both set-up and to lingering physical effects of the crash.

ANA'S BACK IN BUSINESS

Ana Beatriz made another appearance in the second Dale Coyne car at Iowa, although her afternoon was cut short by a mechanical problem. The driver of that car for Pocono is yet to be confirmed, as is that for the Panther entry raced to seventh by Oriol Servia.

FIRESTONE TYRE COMPROMISE

Firestone used a combination of tyres from two previous races for Iowa. The left-side tyres were the same as those used by the teams at the Indianapolis 500, while the right-side tyres were identical to those deployed at Texas. The combination was the result of the unique loadings generated by the 7/8th mile banked layout.

SATO'S ENGINE PROBLEM

Takuma Sato's early exit from the Iowa race was due to an engine problem. The AJ Foyt Racing team had fitted a brand-new Honda unit to the Japanese driver's car on Saturday night, earning him a 10-place grid penalty.



Sato recovered from penalty, but retired with engine issues

ABBOTT/LAT

Mark Glendenning



Still leading the points table

BOYD/LAT

IT'S THE EASIEST THING IN THE WORLD TO THROW stones at something from a distance, so there's little to be gained from stomping all over the heat race qualification system that IndyCar uses at Iowa. And it's worth recognising that the tweaks made from 2012 are an improvement, not least the allocation of a few points for the final. At the same time, it's weird to think that at the end of the year, the championship might be decided by a 15-minute race between 10 cars. Most of Helio Castroneves' current 10 point advantage over Ryan Hunter-Reay was earned through his win in the final heat on Saturday night.

Extending the distance was a good move too. The 50 laps still weren't equivalent to a full race stint, but it was just about long enough to give the heat a chance to develop into something. Indeed, the second heat was a pretty decent race.

But it doesn't change the fact that a qualifying system where not even some of the drivers are immediately aware of where they'll be starting from needs some work. The idea was aimed at increasing fan appeal, but a prerequisite for mass acceptance is the ability to be easily processed. Just like a good business idea, if you can't explain it in one sentence, then tweak it until you can.

Schedule set to be revamped

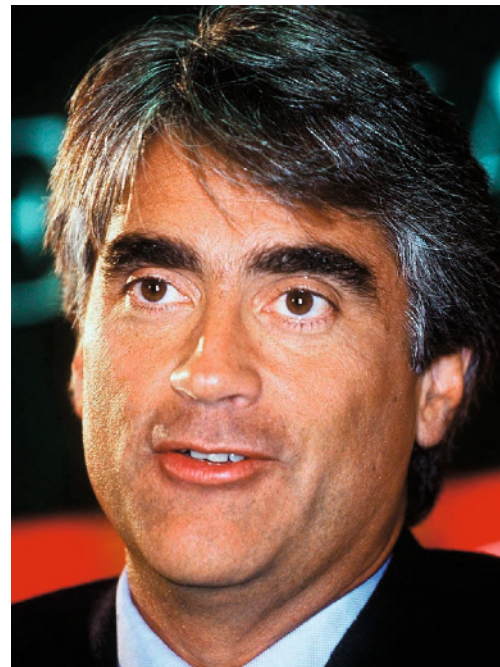
INDYCAR CEO MARK MILES SAYS THAT THE

series is unlikely to repeat its long run of consecutive races on next year's schedule, although he warned that it will be at least another year before he achieves a "perfect" rhythm to the calendar.

For many team members, the coming weekend will be the first break since before the Sao Paulo race at the start of May, with an intense travel schedule further complicated by the need to constantly swap the cars between oval and road/street-course specification. The recent run of five races in a row was planned in the hope of consolidating the series' presence in the mainstream media, but Miles admitted that he'd like to see events more predictably spaced.

"Some of the logical rhythm of the calendar that allows for breaks is ideal, no doubt about it," he said. "I don't think it has to be every week. What I don't like is if we go away for three weeks and then we race four weeks in a row."

"We know we won't get to the perfect calendar from 2013 to 2014, but we can get an idea in mind of what it looks like and get there as soon as we can."



Dragon's engineering change

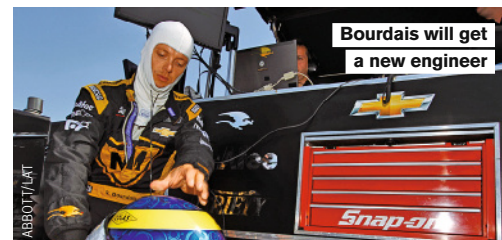
DRAGON RACING IS PLANNING AN

engineering reshuffle in an attempt to revive Sebastien Bourdais' difficult 2013 season.

Despite an encouraging end to the 2012 season, the team's struggles to unlock the new specification tyres have left Bourdais sitting 21st in the standings after Iowa. The Frenchman told AUTOSPORT that his race engineer Neil Fife will step aside in an effort to reverse the slide.

"It just feels like we've been playing catch-up all the time," Bourdais said. "[Team owner] Jay Penske has made the call, Iowa is Neil's last race and we'll try something different."

Bourdais said that a decision had already been made regarding who will engineer his car in Pocono



Bourdais will get a new engineer

next weekend. While he did not confirm who, he said that he did not expect instant results. "There's going to be a transition," he said. "It will be tough. I don't expect to be shooting back up the field straight off the bat."

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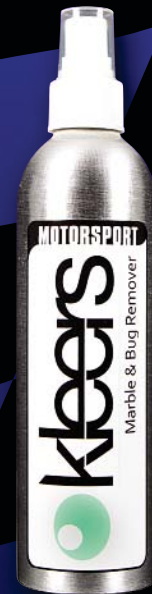
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Truex is chased
by Kurt Busch



In brief



MEGANE TROPHY

Mirko Bortolotti (above) increased his lead in the championship by taking his fourth win of 2013 at Moscow and adding a second place in race two. Mike Verschuur won race two for his family's team after suffering a puncture on Saturday. Bortolotti's Oregon team-mate Kelvin Snoeks was third twice.

NASCAR NATIONWIDE

AJ Allmendinger (below) took his maiden series win at Road America, having started from pole in his Penske Ford and beaten Justin Allgaier's Turner Scott Chevy on a second attempt at a green-white-checkered finish. V8 Supercar regular Owen Kelly spun Parker Kligerman mid-race, and but was beaten by his rival to third spot.



NASCAR SPRINT CUP SONOMA (USA), JUNE 23, RD 16/36

Truex ends six-year drought

IN THE SIX LONG YEARS SINCE HIS last (and only) NASCAR Sprint Cup victory, Martin Truex Jr probably rarely imagined that it would be a road course on which he would earn win number two.

That he would achieve it by beating ex-Formula 1 man Juan Pablo Montoya and NASCAR's road-course win record-holder Jeff Gordon was also unexpected.

But in a race that started off being all about strategy, Truex won it simply by being faster than anyone else. Whenever the vagaries of pitstops threw his Michael Waltrip Racing Toyota to the front of the field, he drove away from the competition, however illustrious it was.

A glut of mid-race yellows allowed what had been a mix of two and three-stop strategies to converge. The only difference

going into the final sprint was that leaders Truex, Matt Kenseth and Montoya had older tyres than many and slightly more fuel concerns, while back in the pack in 18th, Gordon had four brand new Goodyears and plenty of fuel to play with.

As Kenseth tumbled backwards, Gordon carved his way through to third, but could not bridge the nine-second gap to Truex, who was five seconds clear of Montoya. A yellow at this stage would have been disastrous for Truex, but to his relief the last 25 laps ran green and victory was his.

Montoya, who had come through the field from 13th on the grid and escaped an early collision with Kyle Busch to hold second, ran out of fuel starting the final lap, elevating Gordon and Carl Edwards as he crawled around

to an eventual 34th place.

Kurt Busch recovered from two pitlane speeding penalties (the second one incurred while taking the first one...) that left him a lapped 38th to take fourth in a race he had led early on. He finished ahead of Clint Bowyer and Kasey Kahne, with early leader Marcos Ambrose seventh after his car's handling faded.

Jamie McMurray had taken pole but did not lead a lap and ended up 25th following a puncture.

Points leader Jimmie Johnson finished ninth, a late charge stymied by having only taken two new tyres at his final stop.

Former F1 world champion Jacques Villeneuve's Cup return for Phoenix Racing began well as he qualified 22nd and best 'ringer' but gearbox problems meant his race never got going.

● Connell Sanders Jr



RESULTS

1 Martin Truex Jr (Toyota Camry), 110 laps in 2h51m20s; **2 Jeff Gordon (Chevrolet SS)**, +8.133s; **3 Carl Edwards (Ford Fusion)**; **4 Kurt Busch (Chevy)**; **5 Clint Bowyer (Toyota)**; **6 Kasey Kahne (Chevy)**; **7 Marcos Ambrose (Ford)**; **8 Greg Biffle (Ford)**; **9 Jimmie Johnson (Chevy)**; **10 Kevin Harvick (Chevy)**. **Points** 1 Johnson, 573; 2 Edwards, 548; 3 Bowyer, 528; 4 Harvick, 510; 5 Matt Kenseth, 481; 6 Biffle, 479; 7 Dale Earnhardt Jr, 479; 8 Kyle Busch, 461; 9 Brad Keselowski, 454; 10 Truex, 543.



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INDY LIGHTS IOWA (USA), JUNE 23, RD 6/7

Karam leads SPM rout on Iowa oval

SAGE KARAM HEADED A SCHMIDT Peterson Motorsports whitewash of last weekend's Indy Lights race at Iowa, the American leading Gabby Chaves and Jack Hawksworth across the line for a team 1-2-3.

The team's dominance was further emphasised by the fact that Belardi's Peter Dempsey was the only other driver in the field still on the lead lap at the finish, and even he was only just coming out of Turn 2 when the lead trio crossed the line.

While the rest of the grid had no answer to the Schmidt cars, the three drivers had a decent battle between themselves. Yorkshireman Hawksworth had led the first half of the race after beating polesitter Carlos Munoz off the start, but even after Karam managed to pass him there was never much of a gap between them. The only hiccup came when Hawksworth got out of shape while navigating traffic and allowed Chaves to pass him for second.

The win was Karam's second on the bounce and, according to him, his hardest-earned.

"That's probably the best drive I ever had to do to get a win," he said.



"The last 40 laps were crazy. I was holding on hoping for the best. Thank God the tyre just had the life to last."

The counterpoint to Schmidt's dominance was the collapse of Andretti Autosport, with Zach Veach and Munoz crossing the line in the final two positions. Munoz, who had

come into the weekend as the championship leader, finished three laps behind the Schmidt cars and admitted that he was mystified.

"I don't know what happened," he said. "I've never had so much understeer in my life."

● Mark Glendenning

RESULTS

1 Sage Karam, 115 laps in 0.267s; 2 Gabby Chaves, +0.267s; 3 Jack Hawksworth; 4 Peter Dempsey; 5 Jorge Goncalvez; 6 Juan Pablo Garcia.

Points 1 Karam, 241; 2 Carlos Munoz, 232; 3 Chaves, 211; 4 Dempsey, 200; 5 Hawksworth, 191; 6 Goncalvez, 174.



VLN NURBURGRING (D), JUNE 22, RD 5/10

Death overshadows another Audi victory

THE THIRD OF FIVE SCHEDULED RACES to have actually been run this year was won by Phoenix Racing's Audi R8, driven by brothers Ferdinand and Johannes Stuck, plus Frank Stippler, but was marred by the death of double VLN champion Wolf Silvester.

Opel Astra driver Silvester, 55, crashed at the Schwalbenschwanz section of the Nordschleife and was pronounced dead at the circuit medical centre, forcing the race to be stopped and a result declared some 90 minutes short of its expected duration.

Martin Ragginger/Sebastian Asch took their Falken Tyres Porsche to

second while the polesitting Audi crew of reigning Blancpain Endurance Series champion Christopher Haase and Harold Primat took the final spot on the podium.

● Rene de Boer

RESULTS

1 Ferdinand Stuck/Johannes Stuck/Frank Stippler (Audi R8 LMS ultra), 34 laps in 16 laps in 2h53m38.742s; 2 Martin Ragginger/Sebastian Asch (Porsche 911 GT3 R), +1m45.276s; 3 Christopher Haase/Harold Primat (Audi); 4 Norbert Siedler/Marc Basseng/Marco Seefried (Porsche); 5 Jan Seyffarth/Nico Bastian (Mercedes SLS AMG GT3); 6 Michael Zehe/Marko Hartung/Roland Rehfeld (Mercedes).

SUPER TC2000 ALTA GRACIA (RA), JUNE 23, RD 5/12

Chevys chased, but not beaten

CHEVROLET DRIVER AUGUSTIN

Canapino gave the Cruze model its maiden series win as the US cars dominated at Alta Gracia.

Canapino had topped qualifying and then gone fastest in the 'Super 8' shoot-out on Sunday morning, all helping him to lead early on.

But the wily Matias Rossi had got in among the Chevys in his TTA Toyota Corolla and briefly got into the lead with 10 of the 25 laps to go after exiting Turn 1 faster than Canapino and edging ahead with two wheels on the grass. But at the following corner he locked up, ran wide and dropped to ninth.

The loss of momentum suffered by Canapino momentarily allowed his

young team-mate Franco Vivian to move ahead, but his glory was short-lived as he fell back to a still commendable second place.

Jose Maria Lopez was third while Franco Girolami's race was ruined following a collision with elder brother Nestor on the first lap.

● Tony Watson

RESULTS

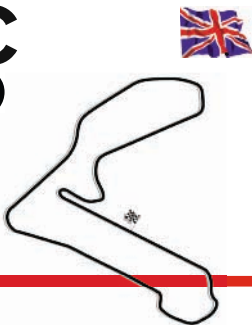
1 Augustin Canapino (Chevrolet Cruze), 1h34m53.7s/25 laps in 39m06.845s; 2 Franco Vivian (Chevy), +0.428s; 3 Jose Maria Lopez (Fiat Linea); 4 Mariano Altuna (Peugeot 408); 5 Facundo Arduso (Fiat Linea); 6 Nestor Girolami (Peugeot). **Points** 1 Matias Rossi, 117; 2 Arduso, 82; 3 Mariano Werner, 70; 4 Lopez, 66; 5 Bernardo Llover, 64; 6 Leonel Pernia, 56.



BTCC Croft (GB)

June 23

Round 5/10



RESULTS

RACE 1: 15 LAPS, 31.88 MILES

1	COLIN TURKINGTON (GB) WSR BMW 125i M Sport (S)	21m46.663s
2	MATT NEAL (GB) Honda (Dynamics) Honda Civic	+9.334s
3	GORDON SHEDDEN (GB) Honda (Dynamics) Honda Civic	+9.552s
4	NICK FOSTER (GB) WSR BMW 125i M Sport (S)	+12.819s
5	JASON PLATO (GB) MG (Triple Eight) MG6	+18.580s
6	ANDREW JORDAN (GB) Eurotech Honda Civic	+20.810s
7	SAM TORDOFF (GB) MG (Triple Eight) MG6	+27.961s
8	MICHAEL CAINE (GB) Motorbase Ford Focus	+34.881s
9	ROB COLLARD (GB) WSR BMW 125i M Sport (S)	+35.040s
10	TOM ONSLOW-COLE (GB) Hard Volkswagen Passat CC	+36.178s
11	ADAM MORGAN (GB) Ciceley Toyota Avensis (S)	+36.640s
12	JEFF SMITH (GB) Eurotech Honda Civic	+36.943s
13	ROB AUSTIN (GB) Rob Austin Racing Audi A4 (S)	+38.686s
14	ARON SMITH (IRL) Motorbase Ford Focus	+41.608s
15	WILL BRATT (GB) Rob Austin Racing Audi A4	+45.050s

Winner's average speed: 87.82mph. Fastest lap: Turkington, 1m25.290s, 89.69mph. Pole: Turkington, 1m24.465s, 90.57mph. Jack Sears Trophy: Jake Hill (Motorbase Ford Focus). (S) = Soft tyre.

RACE 2: 15 LAPS, 31.88 MILES

1	TURKINGTON BMW	22m20.699s
2	SHEDDEN Honda	+2.987s
3	ONSLow-COLE VW	+9.035s
4	NEAL Honda	+12.012s
5	JORDAN Honda	+13.680s
6	COLLARD BMW (includes 1s penalty for gaining unfair advantage)	+13.785s
7	FOSTER BMW	+15.159s
8	MORGAN Toyota	+17.359s
9	DAVE NEWSHAM (GB) Speedworks Toyota Avensis	+27.774s
10	J SMITH Honda (includes 3s penalty for gaining unfair advantage)	+28.523s
11	DAN WELCH (GB) Welch Proton Gen-2	+36.899s
12	A SMITH Ford	+37.285s
13	FRANK WRATHALL (GB) Dynojet Toyota Avensis	+39.380s
14	AUSTIN Audi	+39.940s
15	DAVID NYE (GB) Welch Ford Focus	+51.970s

Winner's average speed: 85.59mph. FL: Shedden, 1m25.856s, 89.10mph. Pole: Turkington. Jack Sears Trophy: Nye. (S) = Soft tyre.

RACE 3: 15 LAPS, 31.88 MILES

1	NEAL Honda	24m06.538s
2	TURKINGTON BMW	+0.631s
3	JORDAN Honda	+4.321s
4	SHEDDEN Honda	+8.484s
5	NEWSHAM Toyota	+11.769s
6	PLATO MG	+19.061s
7	TORDOFF MG	+19.320s
8	FOSTER BMW	+23.463s
9	A SMITH Ford	+27.357s
10	J SMITH Honda	+38.946s
11	AUSTIN Audi	+40.430s
12	ONSLow-COLE VW	+42.739s
13	MAT JACKSON (GB) Motorbase Ford Focus	+42.879s
14	COLLARD BMW	+56.152s
15	JAMES COLE (GB) Hard Vauxhall Insignia	+1m02.864s

Winner's average speed: 79.32mph. FL: Tordoff, 1m33.130s, 82.14mph. Pole: Morgan. Jack Sears Trophy: Lea Wood (Vauxhall Vectra). (S) = Soft tyre.

CHAMPIONSHIP

1	NEAL	224	6	TORDOFF	148
2	JORDAN	205	7	MORGAN	129
3	PLATO	188	8	J SMITH	113
4	SHEDDEN	188	9	ONSLow-COLE	97
5	TURKINGTON	184	10	NEWSHAM	80

JACK SEARS TROPHY

1	WOOD	6	3	KAYE	2
2	GRIFFIN	4	4	GIRLING/NYE/HILL	1

POINTS SYSTEM EXPLAINED

In each race: 20-17-15-13-11-10-9-8-7-6-5-4-3-2-1 to top 15 finishers. Additional point for being fastest in qualifying, and for leading a lap. Jack Sears Trophy table based on number of class wins per driver.

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Turkington shows his tin-top class

The WSR BMWs hit form at Croft and 2009 champion Colin Turkington made the most of it. **KEVIN TURNER** reports

CROFT HAS OFTEN BEEN KIND TO COLIN TURKINGTON and BMW. The 2009 British Touring Car champion returned to the North Yorkshire circuit last weekend already having won there six times, and on five of those occasions he'd been driving German rear-wheel-drive machines.

The WSR BMW 125i M Sport's pace at Oulton Park last time out also suggested it could be a threat at Croft, but few could have guessed to what degree. A combination of great traction, the BMW's kindness to its rubber on the abrasive surface, set-up tweaks and Turkington's class delivered two victories and a close second as a non-Honda dominated for the second meeting in a row.

Despite a driveshaft failure - "I thought that could be session over" - Turkington showed he was going to be a factor at the front in qualifying. His first proper run netted fourth and then, after

a red flag thanks to Joe Girling crashing his \$2000 Chevrolet Cruze, he delivered the NGTC BMW's first pole.

"It's good progress," said Turkington, who benefited from a Mallory Park test before the event. "We had three hours there and it just gives you the chance to test what we wanted to test."

"We made a step forward at Oulton, and Croft has probably been the best track for BMW. We're making small changes all the time to find the sweet spot and we stumbled across it in qualifying."

WSR gambled on running the fragile soft Dunlop rubber for race one, but you wouldn't have thought so from Turkington's progress. He held the lead at the start and simply drove away from the chasing Honda Civic of Matt Neal throughout to take victory by almost 10 seconds. Team-mate Nick Foster underlined the car's race pace by charging



Neal extended his points lead with victory in the wet



Turkington's BMW spent much of the weekend leading the BTCC pack

from 12th to fourth, passing Jason Plato's MG along the way.

"Our oversteer problem is better but in the quick stuff it's still lively," added Turkington. "I think I'm making my time in the slow-speed traction areas."

One thing he wasn't sure about was how the BMW would feel in damp or wet conditions, and he got to experience both later in the day.

A shower before race two made conditions tricky, though most runners opted for slicks. The wets-shod Triple Eight-run works MGs of Plato and Sam Tordoff stormed to the front on the first lap, but the drying track soon sent them spiralling backwards down the field.

Now with 45kg of ballast on board, Turkington took control, but had Gordon Shedden's Honda in close company. Shedden was the king of these conditions last year on his way to the title and looked a real threat in the middle of the race, but as the track dried Turkington edged away to take his 22nd BTCC victory.

WSR boss Dick Bennetts, who confirmed progress had been made with the 125i M Sport's suspension geometry, said: "We've always been quick here; it's knowing the tricks of making a RWD work at Croft."

"We've started to get the car in the sweet spot too. At the first couple of races we were making changes and the drivers were saying it was making no difference, so we knew something was wrong."

He also pointed out that Turkington's experience had played its part in the success. "Colin's a good, thinking driver," he added. "He pushes just hard enough and he doesn't get rattled."

Turkington completed his fine weekend by

chasing Neal – who had 27kg less success ballast – home in an appallingly wet finale.

Turkington's other team-mate, Rob Collard, also made a step forward at Croft but didn't have the results to show for it.

After attracting much of the team's bad luck earlier in the season, Collard finally felt more comfortable with the car. He qualified sixth and made one of his customary superb starts to challenge Neal and Plato for second into Clervaux. But he was on the outside and clashed with Plato as he tried to turn in to Hawthorn, spinning the BMW around.

"We've started to get the car to suit my style with a better rear-end," said Collard after recovering to ninth. "It's great to work with Colin again. I've just struggled a bit to adapt to the new sort of car."

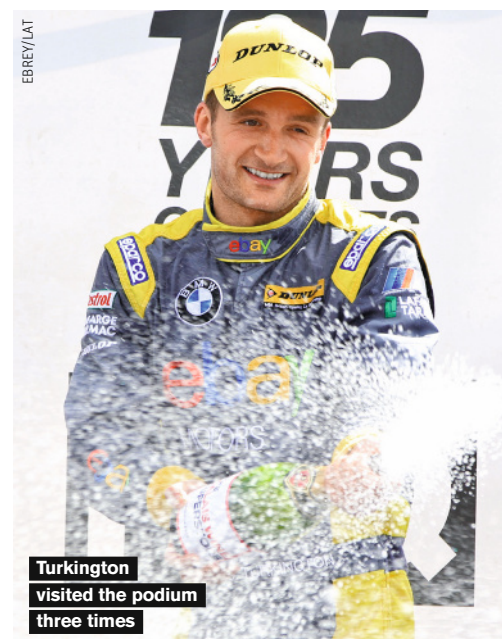
"I made a good start and there was nowhere to get back in to the line of cars. I had to try and force back in and got tagged."

Although he agreed the track suited the car, Collard felt the 125i had moved forward and will be a threat elsewhere too. "This is a mighty track for the BMWs: it's quite grippy, with high degradation and we look after our tyres," he said. "But I think we've made some genuine improvements."

Collard took sixth in race two after a one-second penalty for gaining an unfair advantage before problems limited him to 14th in the finale.

Aside from the pace of the BMWs, the Honda Civics were again up at the sharp end and this time it was Neal's turn to star as he extended his championship lead.

He did well to qualify as top Honda in third despite carrying 45kg – "I told the guys 'I ain't



Turkington visited the podium three times

going to better that" – and that proved crucial come race one. He was soon established in second and, despite Shedden catching him half-way through, Neal held on to the runner-up spot as Honda decided to tell its drivers to hold station.

A set-up change didn't work for race two, but Neal defeated a gaggle of cars to finish fourth, before his storming drive to the front in race three. He almost threw it away on the final lap, with moments at Tower and approaching Sunny, ▶



Collard spins after contact with Plato in race one

◀ but gathered it together to open up a 19-point lead in the title race.

"I was pushing as hard as I could," said the three-time champion after race three. "Colin had a moment with about two laps to go, which was just as well as I had two moments – one really big one – on the last lap!"

Shedden and Jordan both also scored well, despite minor offs in race three, to keep themselves in contention going into the summer break.

But what of Oulton Park dominator Plato? After he qualified second, things were looking good from the outside, but the two-time champion was already concerned things weren't quite right. He believed he had been hurt by free practice two being hit by rain, and then cut short after Adam Morgan's Ciceley Racing Toyota Avensis attacked the Clervaux barriers.

"Our weekend went tits-up in free practice two," reckoned Plato. "There was one-lap performance but with understeer issues, and we didn't get the chance to sort it out in FP2. So we ran our new set-up from Oulton and it didn't work – it was too hard on the tyres."

Triple Eight then decided to put wet rubber on for race two, which turned out to be wrong, and condemned Plato and Tordoff to also-ran status.

"From where we were looking, three fields away it was lashing down and then the wind changed,"

added Plato. "On the warm-up lap we were looking good. Sometimes you get it wrong and when you do it really hurts, but we were convinced."

The one positive for the team was that, for the first time since its debut, the MG6s looked strong in the wet. Plato and Tordoff exchanged fastest laps in the reversed-grid race as they came through to sixth and seventh from 20th and 21st on the grid, using different set-ups.

"We've made some big steps in the wet – a different philosophy that's nothing like what we did last year," reckoned Plato, who is now just four points ahead of Turkington in the standings.

Thanks to his solid scoring earlier in the year when the car was unsorted, Turkington has now leapt to fifth in the points, 40 behind leader Neal.

Bennetts was quick to downplay any title aspirations: "The other guys are far too far ahead – they need to have disastrous times. I'd like to hope, but I've been around too long"

But others weren't so sure. When asked if he now considered Turkington a title challenger, Neal answered: "Definitely. If you see his pace at Oulton and here, you'd be a fool not to see him as a threat."

While MG team principal Ian Harrison said: "You can't dismiss Colin Turkington. Of course he's a championship threat and always will be. He knows how to do it."

It certainly looked that way at Croft. ❧

The MGs finally found some pace in the wet



IN THE PADDOCK

Kevin Turner



IT SHOULDN'T BE A SURPRISE THAT COLIN Turkington has done such a great job this season, but it's still worth pointing out how he has managed to hang on to the title contenders.

After three seasons away, he made a couple of mistakes at the Brands Hatch opener but still managed to come away with three top tens.

He took his reversed-grid chance superbly at Donington Park, never looking like he wasn't going to win race three. At Thruxton, which WSR boss Dick Bennetts describes as "our worst track" he made the most of the BMWs rear-wheel-drive to make places at the start and then held on, showing he still knows how to look after himself despite the car being tricky to drive.

The 125i M Sport became properly competitive at Oulton Park, though lacked qualifying pace, and Turkington scored three top fives. It could be argued he was unlucky not to win race three too after Matt Neal's optimistic move allowed Andrew Jordan to make a break.

Rivals are talking up Turkington's title chances, but he must remain an outsider, given WSR is still learning the BMW and the Honda Civics are competitive everywhere. It would be a surprise if the 125i could turn in too many more performances like it did at Croft, but Turkington has already reminded everyone why he is a former champion.

DRIVER BY DRIVER



1 GORDON SHEDDEN

Qualifying: 4 Race: 3/2/4

On the pace again and, qualifying and race three offs aside, avoided disaster to score well in all three races.



2 MATT NEAL

Qualifying: 3 Race: 2/4/1

Great qualifying lap to snatch third and was second in R1 when Sheds told to hold station. Fine win in R3.



4 MICHAEL CAINE

Qualifying: 15 Race: 8/R/NS

Good job on first NGTC outing, and with less boost than team-mates. Fight with Collard was an R1 highlight.



9 JAKE HILL

Qualifying: 23 Race: 18/17/R

Welcome addition to the field and took a class win on BTCC debut. Contact spoiled R3, but enjoyed his weekend.



14 WILL BRATT

Qualifying: 19 Race: 15/18/R

Liked new TOCA engine, but not the "pogo stick" handling. "One thing gets sorted and something else goes wrong."



6 TOM ONSLOW-COLE

Qualifying: 9 Race: 10/3/12

In the mix again and was particularly impressive in the tricky conditions of R2 to take another podium.



15 JAMES KAYE

Qualifying: 27 Race: R/19/R

Had new dampers for Croft and reckoned handling was "absolutely atrocious" before having two offs.



43 LEA WOOD

Qualifying: 22 Race: 22/16/16

As ever, was in the thick of the S2000 action and has now edged clear in the Jack Sears Trophy standings.

Hill stars on BTCC debut in S2000

FORMER GINETTA ACE JAKE HILL MADE AN

impressive BTCC debut at Croft and was immediately in the middle of the fight for S2000 honours.

Having gone quickest in free practice, Hill's Motorbase Ford Focus, normally raced by Liam Griffin, lost out to Lea Wood's Vauxhall Vectra in qualifying by half a second.

"Jake's driving well so we had to find a bit more and we did," admitted Wood.

Come race one, Hill made up for a poor start and overtook Wood out of the hairpin on his way to class victory. "I know the team really well and I got used to the car really quickly," said Hill, 19.

"It was a mega battle with Lea. He's very clean and quick. Fair play to him."

David Nye's Welch-run Focus grabbed the class lead early in race two and held on despite huge pressure from Hill and Wood, who outdragged the Focus on the run to the line as the top three were covered by just over half a second.

"David wasn't quite as quick as me and Lea, but he was a very good defender," reckoned Hill.

In the wet finale, Hill was hit by Wood as both battled the NGTCs and retired, leaving Wood to take his sixth Jack Sears Trophy victory, but the youngster still wants to build on his one-off.

"It's been brilliant and it's an amazing place to be," he said. "If we didn't appear again I'd be happy with what's happened, but I'd love to come back."



Was race three too wet?

Plato questions wet race start

BTCC CHAMPIONS JASON PLATO AND

Gordon Shedden both questioned the decision to start race three at Croft in the wet conditions.

Shedden, who finished fourth, said: "They should seriously have considered not starting it. When you're in the middle of the pack you can't see anything."

Plato, who charged from 20th to sixth, also criticised the start procedure. "The race started with people not yet in their grid slots and I couldn't see the lights," he said.

"The race should not have been started because it was too wet."

But series boss Alan Gow believes cars were in their correct positions and added: "The decision is the race director's, after also taking into consideration reports and feedback from observers/the safety car driver/medical car and other senior officials. And not one driver or team manager requested the race director to reconsider the start procedure, even after all the drivers had two extra 'green flag' laps to familiarise themselves with, and assess, the conditions."



Nye and Hill both took their first S2000 wins



99 JASON PLATO
Qualifying: 2 Race: 5/20/6
New dry set-up didn't work at Croft. R2 wet-tyre decision didn't pay off, but at least the MG6 was quick in wet R3.



88 SAM TORDOFF
Qualifying: 8 Race: 7/21/7
Driveshaft failure in practice put him back, but raced well. Finished on Plato's bootlid in R3 and set fastest lap.



77 ANDREW JORDAN
Qualifying: 5 Race: 6/5/3
Didn't quite nail qualifying, but quietly kept his points score ticking over and survived small off in R3.



55 JEFF SMITH
Qualifying: 14 Race: 12/10/10
Got his third 2013 penalty for tapping Newsham out of the way in R2, which meant he got six-place grid drop for R3.



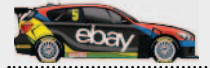
7 MAT JACKSON
Qualifying: 11 Race: R/R/13
What a shocker! Is convinced car has moved forward, but was not happy with driving standards after several clashes.



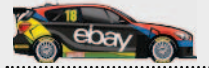
8 ARON SMITH
Qualifying: 16 Race: 14/12/9
Qualifying mistake and anti-rollbar link breakage meant weekend started badly, but moved forward in wet R3.



29 COLIN TURKINGTON
Qualifying: 1 Race: 1/1/2
Has Honda and MG looking over their shoulders after delivering top driver performance as BMWs hit form.



5 ROB COLLARD
Qualifying: 6 Race: 9/6/14
Once again didn't get the rub of the green, but this time he was fast in between issues and happier with car.



18 NICK FOSTER
Qualifying: 12 Race: 4/7/8
Easily his best weekend of the year so far. "If we don't go well here, we won't go well anywhere," he reckoned.



17 DAVE NEWSHAM
Qualifying: 13 Race: R/9/5
Contact resulted in R1 retirement, but things improved in wet encounter. Off allowed Shedden past for fourth late on.



48 DILLIE JACKSON
Qualifying: 20 Race: R/NS/R
A weekend to forget. Engine failure put him out of R1 and kept him from R2. Fixed for R3, in which he crashed.



13 ROB AUSTIN
Qualifying: 18 Race: 13/14/11
The Audis struggled with handling over bumps and kerbs at Croft, so couldn't make most of their rear-wheel drive.



31 JACK GOFF
Qualifying: 17 Race: 16/NC/R
Overheating and contact meant the reigning Clio Cup champion's weekend didn't really get going.



20 JAMES COLE
Qualifying: 25 Race: 19/R/15
Driveshaft failure, an engine change, and ECU/wiring loom problems meant scoring a point in R3 was a success.



10 DAN WELCH
Qualifying: 21 Race: 17/11/R
Made his usual progress in the races and was an innocent victim in the R3 accident at the hairpin.



12 DAVID NYE
Qualifying: 24 Race: 21/15/R
Finally got that breakthrough Jack Sears Trophy win – and first BTCC point – with stout defensive drive in R2.



11 FRANK WRATHALL
Qualifying: 7 Race: 20/13/R
Usual Wrathall situation. Good pace, but then other things intervened to prevent decent results. This time it was contact.



33 ADAM MORGAN
Qualifying: 10 Race: 11/8/R
Started and ended weekend with crashes at Clervaux, but in between was again not too far from the front.



39 WARREN SCOTT
Qualifying: 28 Race: NS/NS/NS
Timing belt failure in qualifying put the likeable former bike racer out for the weekend.



90 JOE GIRLING
Qualifying: 26 Race: NS/NS/NS
Returned after illness, but qualifying crash caused too much damage and he had to withdraw from the races.



P66
ALL THE ACTION FROM THE BTCC SUPPORTS

Ingram was on
supreme form
in Ginetta G55



EBREY/LAT

GINETTA GT SUPERCUP CROFT (GB), JUNE 22-23

Ingram scores a hat-trick at Croft

TOM INGRAM COULD HAVE WALKED ON WATER last weekend, so complete was the G55 racer's domination of the usual high quality entry in the Ginetta GT Supercup.

Indeed he almost had to do so literally in the second Sunday race, when a sudden torrential downpour caught everyone out on slicks and brought out the red flags.

On pole position for Saturday's race by over 0.5 seconds from 2012 champion Carl Breeze, the High Wycombe teenager cleared off in front, leaving Breeze to fend off a pack headed initially by Andrew Watson, until Watson had a moment and fell back to seventh, allowing Ingram's JHR Developments team-mate Rob Boston to take up the challenge, in which he failed by only 0.5s at the flag.

Sunday's first race was more of the same for Ingram, as Breeze kept Boston at bay until lap 10 when a small window of opportunity was seized

on by Boston to squeeze through the narrowest of gaps. Behind the top three there was plenty of pack-shuffling going on, with four different drivers holding fourth at some point. In the end it was series returnee, and Croft local resident, Max Coates, in the Century Motorsport car with which Nathan Freke had won twice at Oulton Park, who grabbed the place, ahead of Pepe Massot.

From fifth and sixth on the reverse grid for the third race, Breeze's TCR car and Ingram were first and second after one lap.

Ingram took the lead at the start of lap two, during which Breeze was tapped into a spin as the pack jostled, forcing his retirement with broken rear suspension.

After retiring late in race two, Matt Nicoll-Jones had to start from the back of the grid this time, but drove a storming first two laps to be third by the end of lap two, behind Boston who then spun down to eighth.

There was no catching the dominant Ingram, who was comfortably ahead when rain and the red flag called time with three laps left.

Coates's impressive, but currently one-off, weekend ended on the podium, while Watson's efforts were rewarded with a fine fourth.

● Ian Titchmarsh

RESULTS Race 1 (10 laps) 1 Tom Ingram; 2 Carl Breeze +10.684s; 3 Rob Boston; 4 Matt Nicoll-Jones; 5 Mark Davies; 6 Max Coates. **G50 winner** Sean Huyton. **Fastest lap** Ingram 1m24.475s (90.56mph).

Race 2 (15 laps) 1 Ingram; 2 Boston +18.011s; 3 Breeze; 4 Coates; 5 Pepe Massot; 6 Carl Boardley. **G50** Huyton. **FL** Ingram 1m25.218s (89.77mph).

Race 3 (12 laps) 1 Ingram; 2 Nicoll-Jones +4.177s; 3 Coates; 4 Andrew Watson; 5 Colin White; 6 Boston. **G50** Huyton. **FL** Ingram 1m25.499s (89.47mph).

Points 1 Ingram, 428; 2 Breeze, 326; 3 Nicoll-Jones, 258; 4 Davies, 254; 5 Massot, 243; 6 Boston, 229.

BRITISH FORMULA FORD CROFT (GB), JUNE 22-23

Cammish continues his record run

THE BRITISH FORMULA FORD FIELD WAS AUGMENTED by three guest drivers to bring the numbers back up to double figures after the low level of nine at Oulton Park last time out.

There is still no stopping Dan Cammish, who scored another hat-trick, in the process setting a new record of 15 successive Formula Ford victories, previously held by Scott Malvern at 13.

The only glitches in Cammish's seemingly unstoppable progression to the title were the loss of pole position for the first race to Harrison Scott, and the loss of the lead of that race for a lap, after running wide at the Complex on lap two.

Unfortunately for Scott, he stalled at the start of the formation lap and set off last; against the rules he worked his way back to his well-earned pole, which attracted a drive-through penalty and

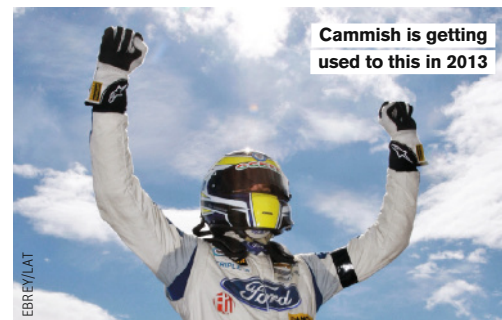
handed the lead back to Cammish.

Nico Maranzana celebrated his 18th birthday two days earlier by taking a career best second, well clear of fellow Argentinian Juan Rosso, who staved off Lassi Halminen, Camren Kaminsky, Sam Brabham and Andy Richardson. Scott made amends for his race one disappointment by securing second in the other two races, with Maranzana close behind in race two.

South African Jayde Kruger impressed in race two also, charging through from the back of the grid, after a crash in qualifying, to finish fourth.

● Ian Titchmarsh

RESULTS (all 15 laps) Race 1 1 Dan Cammish (Mygale M12-SJ); 2 Nico Maranzana (M12-SJ) +7.234s; 3 Juan Rosso (M12-SJ); 4 Lassi Halminen (M12-SJ); 5 Camren Kaminsky (M12-SJ);



Cammish is getting
used to this in 2013

EBREY/LAT

6 Sam Brabham (Mygale M13-SJ). **FL** Harrison Scott (M13-SJ) 1m20.458s (95.08mph). **Race 2 1 Cammish;** 2 Scott +3.410s; 3 Maranzana; 4 Jayde Kruger (M12-SJ); 5 Halminen; 6 Rosso. **FL** Cammish 1m20.519s (95.00mph). **Race 3 1 Cammish;** 2 Scott +6.766s; 3 Maranzana; 4 Sam MacLeod (M12-SJ); 5 Rosso; 6 Kruger. **FL** Cammish 1m20.948s (94.50mph). **Points 1 Cammish, 461;** 2 Maranzana, 311; 3 Scott, 303; 4 Rosso, 230; 5 Kaminsky, 217; 6 Brabham, 213.

RENAULT CLIO CUP UK CROFT (GB), JUNE 22-23

Advantage Files after a maiden win

CROFT MARKED THE START OF THE SECOND HALF OF the season for the Renault Clio Cup UK, which omits Knockhill and Silverstone from the calendar.

A 22-point lead for Paul Rivett going into the weekend suggested that he was heading for another title. The multiple former champion could only qualify eighth for race one, though, which left him right in the middle of a hectic bunch falling over each other to be second.

No one could dislodge Stefan Hodgetts from the runner-up spot. He led his chasers home nose-to-tail in the order Josh Cook, Lee Pattison, Rivett, Ash Hand, Ant Whorton-Eales and Alex Morgan.

Out front Josh Files was convincingly converting pole position into his first Clio Cup UK victory.

The race had to be red flagged and restarted over 10 laps, after Devon Modell hit the tyrewall on the exit of the chicane without personal harm, so Files had to repeat his performance, helped by the fact that fellow front-row man Jordan Stilp had jumped the first start and had to take his drive-through penalty in the second part.

For the second race Files had Hodgetts alongside and found himself on the grass and elbowed down to third, behind Hodgetts and James Colburn. First Colburn then Files tried to dislodge Hodgetts but Hodgetts' defence was robust, to say the least.

Files retrieved second place from Colburn with some spectacular side-by-side racing from Tower through the Jim Clark Esses, but Hodgetts was a different proposition and Files's attempt to take the lead on the pit straight resulted in him being forced to back off and fall down to fourth behind Colburn and Whorton-Eales, who had driven well through the leading group to emerge in second place two laps from the end.



Whorton-Eales was so close to Hodgetts at the final hairpin that he gave him a gentle tap, slowing them both enough to allow Files and Colburn back into the picture, all four taking the flag under 0.7s apart with Files just nosing ahead of Colburn.

As for Rivett, he picked up a puncture on the first lap and could only recover to 16th after a pitstop, thereby ceding the points lead to Files.

● Ian Titchmarsh

RESULTS

Race 1 (10 laps) 1 Josh Files; 2 Stefan Hodgetts +4.432s; 3 Josh Cook; 4 Lee Pattison; 5 Paul Rivett; 6 Ash Hand. **FL** Files 1m34.868s (80.63mph).

Race 2 (12 laps) 1 Hodgetts; 2 Ant Whorton-Eales +0.319s; 3 Files; 4 James Colburn; 5 Pattison; 6 Hand. **FL** Mike Bushell 1m35.340s (80.24mph).

Points 1 Files, 235; 2 Rivett, 232; 3 Alex Morgan, 215; 4= Hodgetts & Colburn, 187; 6 Pattison, 170.



PORSCHÉ CARRERA CUP GB CROFT (GB), JUNE 22-23

Rivals close in as Meadows falters

ONCE AGAIN THE PORSCHÉ CARRERA CUP GB COULD only muster a modest grid of 10 cars. The quality is there but not the quantity of previous years.

From second on the grid, Dean Stoneman made the most of an indifferent start by poleman Michael Meadows to lead into Clervaux, where Meadows and Daniel Lloyd touched and Lloyd spun down to last. Rory Butcher nipped into second, hounded by Meadows, who went through after a mistake by last year's double Croft winner.

Meadows hit gearbox problems two laps from the end to fall back again behind Butcher, who was hot on the heels of Stoneman at the flag.

Only five cars survived the first lap of the second race after a chain reaction shunt behind Stoneman triggered retirement for Meadows, Lloyd, Butcher, James Birch and Dan de Zille.

Jonas Gelzinis climbed to second after racing resumed, chased Stoneman down, and was promoted to his first win of the year when Stoneman was excluded from the results for his part in the first-lap incident.

George Brewster drove a mighty race, keeping Victor Jimenez behind to win the ProAm 1 class and secure his first overall podium.

● Ian Titchmarsh

RESULTS (both 15 laps) Race 1 1 Dean Stoneman; 2 Rory Butcher +0.294s; 3 Michael Meadows; 4 Jonas Gelzinis; 5 Victor Jimenez; 6 Daniel Lloyd. **FL** Stoneman 1m23.695s (91.40mph).

Race 2 1 Gelzinis; 2 George Brewster +12.574s; 3 Jimenez; 4 George Wright; no other finishers. **FL** Gelzinis 1m23.938s (91.13mph). **Points 1 Meadows, 163;** 2 Gelzinis, 157; 3 Stoneman, 129; 4 Lloyd, 117; 5 Jimenez, 109; 6 Butcher, 101.

GINETTA JUNIOR CROFT (GB), JUNE 22-23

Woodhead scores the perfect ten

HARRY WOODHEAD IS THE GINETTA JUNIOR championship's answer to Dan Cammish, having now won all 10 races held so far.

In neither race did Woodhead lead throughout, though, having to follow Tom Jackson for a lap in race one and Ollie Chadwick for three laps in race two before Chadwick spun off, having finished third behind Jackson earlier in the day.

There was inevitability about Woodhead's victories, despite the best efforts of the others.

Keith Donegan was an impressive second in the wet second race, never far behind Woodhead but never quite close enough to make a bid for the lead.

Highlight of the second race was the progress of Will Palmer, who was spun down to last and biffed heavily in the rear at the first corner, but showed both his speed and the strength of the little G40s as he charged back to take third on the last lap in his damaged car.

● Ian Titchmarsh

RESULTS (both 8 laps)

Race 1 1 Harry Woodhead; 2 Tom Jackson +2.375s; 3 Ollie Chadwick; 4 Jack Mitchell; 5 Keith Donegan; 6 Will Palmer. **FL** Woodhead 1m42.838s (74.38mph).

Race 2 1 Woodhead; 2 Donegan +1.716s; 3 Palmer; 4 Mitchell; 5 Jack Rawles; 6 Jackson. **FL** Donegan 1m51.923s (68.35mph).

Points 1 Woodhead, 365; 2 Palmer, 230; 3 Jackson, 219; 4 Donegan, 216; 5 James Kellett, 183; 6 Chadwick, 170.

FR3.5 Moscow (RUS)

June 21-23

Round 5/9



RESULTS

RACE 1: 33 LAPS, 80.61 MILES

1	STOFFEL VANDOORNE (B)	45m30.868s
Fortec Motorsports; Qualifying: 1st-1m20.283s		
2	ANTONIO FELIX DA COSTA (P)	+6.734s
Arden Caterham; Qualifying: 2nd-1m20.319s		
3	NIGEL MELKER (NL)	+10.050s
Tech 1 Racing; Qualifying: 3rd-1m20.739s		
4	WILL STEVENS (GB)	+10.867s
P1 by Strakka Racing; Qualifying: 7th-1m20.872s		
5	WILL BULLER (GB)	+34.929s
Zeta Corse; Qualifying: 4th-1m20.764s		
6	ANDRE NEGRAO (BR)	+35.180s
International Draco Racing; Qualifying: 9th-1m20.933s		
7	NICO MULLER (CH)	+35.934s
International Draco Racing; Qualifying: 8th-1m20.927s		
8	MARLON STOCKINGER (RP)	+36.731s
Lotus (Gravity-Charouz); Qualifying: 6th-1m20.868s		
9	OLIVER WEBB (GB)	+38.450s
Fortec Motorsports; Qualifying: 5th-1m20.803s		
10	MARCO SORENSEN (DK)	+39.353s
Lotus (Gravity-Charouz); Qualifying: 10th-1m20.957s		

Winner's average speed: 106.26mph.

Fastest lap: Lucas Foresti, 1m21.779s, 107.53mph.

RACE 2: 33 LAPS, 80.61 MILES

1	VANDOORNE	45m43.611s
Qualifying: 1st-1m20.025s		
2	KEVIN MAGNUSSEN (DK)	+11.788s
DAMS; Qualifying: 3rd-1m20.440s		
3	STEVENS	+14.008s
Qualifying: 2nd-1m20.440s		
4	MULLER	+22.011s
Qualifying: 4th-1m20.475s		
5	MIKHAIL ALESHIN (RUS)	+33.657s
Tech 1 Racing; Qualifying: 9th-1m20.643s		
6	NEGRAO	+35.285s
Qualifying: 7th-1m20.552s		
7	WEBB	+43.195s
Qualifying: 5th-1m20.490s		
8	PIETRO FANTIN (BR)	+44.007s
Arden Caterham; Qualifying: 11th-1m20.713s		
9	DANIIL MOVE (RUS)	+48.236s
Comtec Racing; Qualifying: 10th-1m20.661s		
10	NORMAN NATO (F)	+49.851s
DAMS; Qualifying: 16th-1m21.177s		

Winner's average speed: 105.77mph. Fastest lap: Vandoorne, 1m21.686s, 107.65mph.

CHAMPIONSHIP

1	VANDOORNE	136	6	MELKER	64
2	MAGNUSSEN	133	7	PIC	48
3	DA COSTA	89	8	SIROTKIN	34
4	STEVENS	81	9	SORENSEN	33
5	MULLER	73	10	HUERTAS	26

TEAMS

1	FORTEC	160	4	DRACO	99
2	DAMS	153	5	P1 BY STRAKKA	83
3	ARDEN CATERHAM	99	6	TECH 1	79

POINTS SYSTEM EXPLAINED

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



Melker showed speed again

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Vandoorne received divine inspiration

DUTCH PHOTO AGENCY/LAT

Stoffel stuffs it to them to take the points lead

THE NIGHTS MAY HAVE BE SHORT WHEN FORMULA

Renault 3.5 visited Moscow during the June solstice, but if Stoffel Vandoorne's rivals experienced any disrupted sleep patterns, it was more likely to be owing to anxieties over how to reel in the Belgian youngster.

After struggling, and not really knowing why, during Friday's collective test at Hermann Tilke's technically demanding Moscow Raceway, Vandoorne would go on to achieve something that had never been done in FR3.5 history.

The Formula Renault Eurocup champion, who has made such a seamless transition into FR3.5, achieved a perfect weekend of two wins, two poles and two fastest laps. This epic turnaround from his practice woes projected the Fortec racer into the championship lead at the expense of fellow McLaren junior driver Kevin Magnussen.

The Dane's weekend unravelled after incurring two penalties in qualifying on Saturday, which dropped him from a provisional third on the grid to ninth – and finally to 17th. Magnussen was brought before the stewards for blocking offences, but while he admitted culpability to unwittingly disrupting title rival Antonio Felix da Costa's hot lap, Magnussen was mystified as to where he had delayed Aragon winner Carlos Huertas (see right).

After languishing in 15th on a hot Friday afternoon, Vandoorne rebounded to take pole. The impeded da Costa remained a contender for victory in second, ahead of one of the stars of the Spa meeting, Nigel Melker. But the major upset was provided by delighted debutant Will Buller in fourth. The Brit had replaced Carlos Sainz Jr at Zeta Corse, and fleetingly moved ahead of Melker during the first few corners of the opening lap.

Running Michelin-to-Michelin with Melker in Turn 6, Buller sensibly adopted a cautious approach, owing to his unfamiliarity with the car on full tanks, and slipped back to fourth. Will Stevens, dissatisfied with his qualifying set-up but revelling in a strong race car, took advantage of Buller's unfamiliarity with managing DRS usage in the early laps to make a bold passing manoeuvre at the last corner on lap seven.

In clean air, Stevens matched leader Vandoorne's pace, and was briefly the fastest man on track at mid-distance. Progress was thwarted when he arrived on the gearbox of Tech 1 racer Melker, who would fall 10s adrift of Vandoorne at the finish.

Da Costa was unable to mount a challenge for the lead owing to a cracked exhaust that developed after four laps. The issue was minor compared to Magnussen's thankless task of attempting to achieve a points-paying top-10 finish – he would eventually finish 11th.

In qualifying for race two, Saturday's podium men Melker and da Costa lost out due to a late red flag. On his abandoned lap, da Costa was reported to have been 0.4s up in three corners, while Tech 1 team boss Simon Abadie thought Melker was on course for P2. They started 13th and 14th.

Vandoorne's perfect weekend continued with a second pole, ahead of Stevens. But away from the lights, Magnussen burst through to second.

Stevens closed on Magnussen for second, but wary of the need to cover off Monaco winner Nico Muller, elected to do away with any radical pitstop strategies.

There was little change after the pitstop sequence. Muller's challenge was dampened by a cracked exhaust five laps from home. The #1 entry of Mikhail Aleshin sealed fifth and the consistent Andre Negrao repeated his Saturday result of sixth.



Stevens snatched race-two podium

DUTCH PHOTO AGENCY/LAT

IN THE PADDOCK

Peter Mills



KEVIN MAGNUSSEN'S DOUBLE QUALIFYING penalty was one of the talking points of the weekend, along with the improvements to the fit and finish of Moscow Raceway after the teething problems of 2012. Hermann Tilke was on hand to watch race one. The German's still-new venue has a large number of fans among drivers, but overtaking proved a major challenge for FR3.5 machinery – something another high-profile spectator, David Coulthard, had something to say about.

"I've followed Kevin's progress because I used to go karting with his father Jan," said Coulthard. "I couldn't help wonder if on another circuit, maybe Kevin would have had a better chance of recovering ground from that penalty. Is it time that race officials need to look at applying different penalties for different kinds of circuits? Perhaps, yes."

Magnussen acknowledged that he deserved his first penalty, but protested his innocence regarding the second. "I didn't agree with the second one [relating to Carlos Huertas], but we just have to work with it."

Given the Dane's subsequent non-score in race one, the penalty did serve to spice up the title race; new leader Vandoorne and Magnussen head to Spielberg separated by just three points.

"My aim was try to close the gap," said Vandoorne. "The weekend went perfectly again and Kevin had bad luck, so it's like we're all starting from zero again."



DUTCH PHOTO AGENCY / LAT

DID YOU KNOW?

While nobody had previously won twice from pole with a pair of fastest laps in FR3.5, winning both races from pole position has been done before. Robert Wickens was the last driver to achieve it – for Carlin at Silverstone back in his title-winning 2011 season.



VAN DER LAAN / LAT

Rowland leads FR2.0 after clash

PIERRE GASLY CLAIMED HIS MAIDEN FORMULA

Renault Eurocup win with a dominant display in race one at Moscow Raceway. But the Tech 1 racer would lose his hard-fought series lead to Oliver Rowland after a costly opening-lap clash with the Briton in race two.

Rowland was the only man to maintain contact with Gasly in race one. The Manor MP Motorsport driver lost ground early on but charged back into contention late on once his tyres were up to optimum temperature.

The start of race two proved fraught. Poleman and pre-season pace-setter Esteban Ocon claimed he was pushed wide by fellow front-row starter Gasly at the first corner. Rowland took advantage to grab second from the wrong-footed ART Junior Team driver, and mounted an attack on Gasly into Turn 3. Mild contact occurred when Gasly turned-in from the outside line; his car slewing sideways in front of a chasing pack of 32 cars, where it was rammed. His plan to protest Rowland was dismissed, and a five-place grid penalty was incurred for an unsafe rejoinder.

Rowland had led the way in both practice sessions and his qualifying group, while Gasly was equally commanding in his group and edged Rowland for pole in race one.

Like a bunch of novice cadets failing to respond in synchrony to a sergeant's orders on parade, a number of drivers pre-empted the start and jolted forward from their grid slots; three were awarded drive-through penalties. Gasly led Rowland by over two and half seconds at the completion of the opening lap.

NEC race winner Steijn Schothorst enjoyed his best Eurocup performance in two years in third. The Dutchman was under constant pressure from Esteban Ocon. The pre-season pacesetter tried everything to pass Schothorst,



including momentarily running off the road, but the top six, completed by Prema's Luca Ghiotto and Bruno Bonifacio, would remain static for the race's duration.

The safety car appeared in race two, leaders Rowland and Ocon pulling away from KTR's Ignazio D'Agosto at the restart; the latter having jumped the race-one start.

There would be no change of position among the top 12, but Ocon reduced a one-second margin to Rowland over the final seven laps. Approaching the final corner, Rowland kept vigil on his right-hand mirror, but held Ocon at bay by 0.173s at the chequered flag.

RESULTS

Race 1 1 Pierre Gasly, 18 laps in 27m51.763s; 2 Oliver Rowland, +5.397s; 3 Steijn Schothorst; 4 Esteban Ocon; 5 Luca Ghiotto; 6 Bruno Bonifacio. **Race 2 1 Rowland**, 17 laps in 27m14.514s; 2 Ocon, +0.173s; 3 Ignazio d'Agosto; 4 Oscar Tunjo; 5 Jake Dennis; 6 Mikko Pakari. **Points** 1 Rowland, 84; 2 Gasly, 78; 3 Ocon, 70; 4 Matthieu Vaxiviere, 57; 5 Tunjo, 53; 6 Dennis, 52.

Da Costa faces tyre struggles

ANTONIO FELIX DA COSTA HAS IDENTIFIED

a warm-up issue with his tyres as the key area for his Arden Caterham team to focus on prior to the upcoming round at Spielberg.

The Red Bull junior driver was caught out by a late red flag when Nikolay Martsenko's Pons car expired in flames in qualifying for race two.

"The car is really, really good – but only after six or seven laps," said da Costa. "We're waiting for the fronts to come in. Once they do, the car is unbelievable, but if we have a red flag and have to start again we are never ready."

Keyed up to make progress from 13th on the grid on Sunday, da Costa and Matias Laine made contact into Turn 2. Da Costa stopped for a new nose before, unnerved by bent steering on the 135mph approach to Turn 9, scene of Lucas Foresti's major crash on Saturday, opting to retire.

Da Costa is confident that should he receive a call-up from Red Bull to participate in the Formula 1 Young Driver Test, it shouldn't adversely affect his FR3.5 commitments later that week in Austria.



DUTCH PHOTO AGENCY / LAT

FORESTI MISSES SECOND RACE

British Formula 3 race winner Lucas Foresti was ruled out of the final race of the weekend after the Brazilian's Comtec car sustained extensive damage on Saturday. Foresti clashed wheels with Nikolay Martsenko into the fast Turn 9 left-hander and rolled into a gravel trap. Foresti escaped with a minor muscle injury.

BULLER SHOWS WELL ON DEBUT

Fortec European Formula 3 driver Will Buller starred on his FR3.5 debut for Zeta Corse. The Briton recovered from a minor off at the start of qualifying to line-up fourth for race one. Despite inexperience in making practice starts in a FR3.5 car, Buller was briefly third on the opening lap before finishing a worthy fifth.

DESIGNER TILKE ATTENDS EVENT

Circuit designer Hermann Tilke was an interested spectator at Moscow Raceway. Responding to comments about whether he would do anything differently with the track, Tilke said: "When you design you have the limitations of land, then you have to think who you are making it for. I watched the WTCC race here on TV and there was lots of overtaking and action. It's a great track with a special character."

Rally Italia



Olbia (I), June 21-22
World Rally Championship
Round 7/13

RESULTS

16 STAGES, 189.216 MILES

1	SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F)	
	VW Motorsport Volkswagen Polo R WRC #8	3h22m57.9s
2	THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #11	+1m16.8s
3	JARI-MATTI LATVALA (FIN)/MIKKA ANTILLA (FIN)	
	VW Motorsport Volkswagen Polo R WRC #7	+1m48.0s
4	DANI SORDO (E)/CARLOS DEL BARRIO (E)	
	Citroen Total Abu Dhabi Citroen DS3 WRC #3	+3m19.2s
5	MARTIN PROKOP (CZ)/MICHAL ERNST (CZ)	
	Jipocar Czech National Team Ford Fiesta RS WRC #21	+8m34.1s
6	ELFYN EVANS (GB)/GIOVANNI BERNACCHINI (I)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #6	+11m51.8s
7	MICHAL KOSCIUSZKO (PL)/MACIEK SZCZEPANIAK (PL)	
	Lotos Rally Team Ford Fiesta RS WRC #12	+11m52.7s
8	MADS OSTBERG (N)/JONAS ANDERSSON (S)	
	Qatar WRT (M-Sport) Ford Fiesta RS WRC #4	+13m21.5s
9	ROBERT KUBICA (PL)/MACIEK BARAN (PL)	
	Lotos Dynamic Rally Team Citroen DS3 RRC #74	+16m47.6s
10	KHALID AL-QASSIMI (UAE)/SCOTT MARTIN (GB)	
	Abu Dhabi Citroen Total WRT Ford Fiesta RS WRC #10	+17m19.9s

OTHERS

R MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN)
Citroen Total Abu Dhabi Citroen DS3 WRC #2 **SS10-accident**

CHAMPIONSHIP

1	SEBASTIEN OGIER	154	6	SORDO	59
2	LATVALA	90	7	OSTBERG	50
3	NEUVILLE	70	8	PROKOP	37
4	LOEB	68	9	NOVIKOV	31
5	HIRVONEN	61	10	AL-ATTIAH	30

MANUFACTURERS'

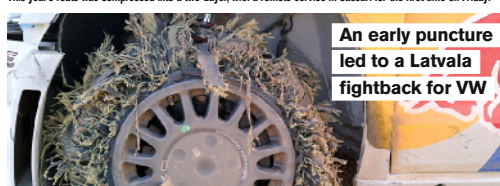
1	VW MOTORSPORT	220	5	JIPOCAR CZECH NATIONAL	39
2	CITROEN TOTAL	174	6	ABU DHABI CITROEN	33
3	QATAR WORLD RALLY	89	7	VW MOTORSPORT 2	26
4	QATAR M-SPORT	89	8	LOTOS TEAM WRC	20

STAGE TIMES

SS1 MONTE LERNO 1 (19.31 miles) Fastest: Ogier 19m20.2s Leader: Ogier	SS9 MONTE OLIA 1 (11.97 miles) Fastest: Hirvonen 13m43.0s Leader: Ogier
SS2 CASTELSARDO 1 (8.69 miles) Fastest: Latvala 10m32.7s Leader: Ogier	SS10 TERRANOVA 1 (9.20 miles) Fastest: Ogier 10m36.9s Leader: Ogier
SS3 TERGU-OSILO 1 (9.27 miles) Fastest: Ogier 10m03.5s Leader: Ogier	SS11 MONTI DI ALA' 1 (13.82 miles) Fastest: Ogier 13m38.9s Leader: Ogier
SS4 CASTELSARDO 2 (8.69 miles) Fastest: Neuville 10m18.5s Leader: Ogier	SS12 COILUNA-LOELLE 1 (13.88 miles) Fastest: Latvala 13m37.0s Leader: Ogier
SS5 TERGU-OSILO 2 (9.27 miles) Fastest: Neuville 9m46.9s Leader: Ogier	SS13 MONTE OLIA 2 (11.97 miles) Fastest: Latvala 13m19.3s Leader: Ogier
SS6 MONTE LERNO 2 (19.31 miles) Fastest: Ogier 19m00.0s Leader: Ogier	SS14 TERRANOVA 2 (9.20 miles) Fastest: Ogier 10m18.3s Leader: Ogier
SS7 GALLURA 1 (8.41 miles) Fastest: Latvala 10m45.3s Leader: Ogier	SS15 MONTI DI ALA' 2 (13.82 miles) Fastest: Ogier 13m03.6s Leader: Ogier
SS8 GALLURA 2 (8.41 miles) Fastest: Latvala 10m39.6s Leader: Ogier	SS16 COILUNA-LOELLE 2 (13.88 miles) Fastest: Latvala 13m26.1s Leader: Ogier

Rally route

This year's route was compressed into a two-day, with a remote service in Sassari for the first time on Friday.



An early puncture led to a Latvala fightback for VW

Ogier island hops to victory for VW

The championship leader was untroubled on the island of Sardinia for his fourth win of 2013. By **DAVID EVANS**



LAST YEAR, SEBASTIEN OGIER SCORED HIS BEST result of the season in a Skoda Fabia S2000 in Sardinia. He was fifth. And happy. Happy-ish. He wasn't *really* happy at all last year. But at least he'd sort of settled his argument with the Italian island roads with which he'd never really seen eye-to-eye. Last week, they were the best of buddies, working together to produce a dominant, start-to-finish success. Thierry Neuville took a career-best second place, while Citroen was absent from the podium for the first time since March last year after Mikko Hirvonen crashed and Dani Sordo struggled. Again.

LEG ONE (91.42 miles)

Sunny - ambient temperature range on stages 21-34C

There wasn't even time for a coffee. With no service on Friday morning, the crews were chauffeured into Olbia at just after 6am and straight on the road to Monte Lerno.

Who would put down the marker? Who'd wake up quickest? You don't need too many guesses... step forward Ogier. Having been starved of that winning feeling since Portugal in the second week of April, the championship leader was on it immediately. Fastest in the first three splits, the Volkswagen driver ended the stage 5.3 seconds up on Citroen's Mikko Hirvonen.

And that was as close as anybody would get to the leader through the morning.

And Ogier's fellow Volkswagen driver - and winner last time out in Greece - Jari-Matti Latvala didn't even get that close. Not nearly.

Five miles into the opener (usually one of the smoothest in Sardinia), Latvala punctured a front-left tyre. The tyre held on valiantly for the next 10 miles before it delaminated, making life really difficult for the Finn for the final five miles.

Indignant, Latvala responded: "I don't know how we got it. There were some small rocks, but not enough for this."

A couple of years ago an early puncture like this would likely have destroyed Latvala. Arriving at remote service in Sassari, he knocked his cap up, scratched his forehead, took a big bite out of his salad sandwich and smiled.

"Let's see what we can do," he said.

He'd already shown what he could do with fastest time in the second stage. A stage which, for the most part, wouldn't be trouble for Evgeny Novikov's M-Sport Fiesta. Third after the opener, the Russian's improved form looked to have transferred from Greece to the Italian island.

And, certainly for the first 200 metres of SS2, he was on it. Then he shattered a dry stone wall with a ridiculously enthusiastic approach to a quick right-hander. The left-rear of the Fiesta was destroyed and the rest wasn't looking too handy.

Latvala was quickest and when Ogier beat him by just three tenths of a second in SS3, the rest of the factory drivers must have been mighty relieved for the Finn's puncture - without which VW would have been running one-two at the front of the field.

As it was, Ogier was 20.5s up on Hirvonen at lunch on the other side of the island.

"I tried pushing," said Hirvonen. "But I just made small mistakes and dropped more time. I've been trying though, we've had some moments. Has he [Ogier] had any?"

Ogier didn't have the look of a man troubled by moments. He was as cool as the wet towel around his neck.

"The car was a bit soft this morning," said the leader, matter of factly.

Yeah but... 20 seconds in three stages?

"Nothing is won yet."

So there was hope for the opposition?

"But we weren't on the limit in stage three," said Ogier. "We took it a bit easier in there."

No hope for the opposition.

Fortunately for fans of close rallies, the battle for

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No-one could get near the #8 Polo

the scraps from Ogier's table was ferocious. Mads Ostberg was just 4.4s behind Hirvonen, with Dani Sordo and Thierry Neuville also in close attendance.

Ostberg's efforts were particularly merit-worthy given the fact that he'd been wide-awake from three o'clock in the morning. He had the fever. "I was shaking and freezing like hell," he said in one of the week's more unusual analogies.

On the eve of the event, Neuville had spoken about wanting to show more of the pace that had carried him to podiums on two rallies already this season. But he reluctantly admitted this might not be the best place to do it.

These tight, twisty Sardinian roads have caught out the best drivers in the world in recent years and the rocks, unearthed from the sandy surface in time for the second run at stages, have levelled the world's best rally cars. The Belgian's cautious approach was probably best through a morning when his only problem was a quick spin in SS3.

That 'best' approach was probably completely forgotten after a plate of M-Sport chilli.

Neuville on the next two? Fastest and fastest.

Fifth to fourth. Those in the know reckoned he'd be crucified in the re-run 20-miler through Monte Lerno. How could he do those times without cooking his tyres?

Such theories went out the window when the split times arrived. Thierry was still at the sharp end of the pace. He was flying. His Michelins did lose some bite in the final handful of miles, but not before he'd elbowed Ostberg aside for a provisional podium on the return to Olbia.

But for a real lesson in how to keep your boots clean, the leader was the one to watch. Ogier was fastest, which was good, but the amount of tread left underneath him was great.

Neuville's SS6 time heaped more misery on Hirvonen, who finished the stage with slicks at the front of his DS3 and just 4.7s in hand with a brace of runs through Gallura still to come.

And, the second run of that Gallura stage was going to be dark; one to sort the men from the boys. Latvala was fastest first time through with a jaw-dropper, 10s up on everybody.

"I like that stage," he grinned.

Hirvonen nicked a couple of seconds off Neuville

with the third-quickest time. But the fight would be on through the second and final day.

Just 3.1s behind, Neuville just couldn't stop smiling. Would he push?

"I don't know," he said. "Today I had the feeling, the good feeling, my best feeling ever in a rally car and if I can have the same feeling tomorrow then why not?"

One person who wouldn't be in that fight any more was Ostberg. The Norwegian became the second Qatar-backed M-Sport driver to invert his Fiesta in 12 hours.

Ostberg had spoken at length prior to the rally about the difficulty of the Gallura stage at night. How prophetic his words were about the trouble of driving under lights without having receded in similar conditions.

Sordo dropped time in the final stage, but was just clinging to the coat tails of the podium fight. Of more concern to him was the hard-charging Latvala, who was just 2.4s behind in fifth after a great day post-SS1 puncture in the Polo.

Andreas Mikkelsen was sixth, despite a broken bearing on the steering leaving his car a little wayward for the first loop of stages.

Martin Prokop led a trio of Fiestas, with Michal Kosciuszko eighth and Elfyn Evans ninth while Robert Kubica was romping away with WRC 2 in 10th overall.

Evans admitted his day had been tougher than he thought it would be, but he relaxed and sped up as Friday progressed. ►

POSITIONS AFTER DAY ONE

1 Ogier/Ingrassia	1h40m47.3s
2 Hirvonen/Lehtinen	+46.6s
3 Neuville/Gilsoul	+49.7s
4 Sordo/Del Barrio	+1m19.4s
5 Latvala/Anttila	1m44.0s
6 Mikkelsen/Markkula	1m55.4s



Neuville flew to a career-best second for M-Sport



Hirvonen: "one of my most stupid mistakes"

MCKLEIN/DE

LEG TWO (97.79 miles)

Overcast/sunny - ambient temperature range on stages 19-28C

◀ Unblinking, Mikko Hirvonen stared hard at the red lights. Out. Gone. Just south of the village of Monti shortly after eight last Saturday morning, Mikko started his mission. Thirteen minutes and 43 seconds later, mission accomplished. And then some. He was 5.4s quicker than anybody and specifically Neuville. The gap opened towards 10s in Hirvonen's favour.

A good start. Which didn't last long. Five hundred metres to be precise. That was how far he got into the super-twisty Terranova stage before he slid wide and beached the car on the outside of a hairpin right in what he described as one of his top-three most stupid mistakes.

Neuville could scarcely believe his luck. Having started the stage embroiled in a massive fight for the best result of his career, he now had close to 50s over third-placed Sordo.

For the Spaniard, there was no such comfort zone. The pressure was building with every stage. Because every stage, Latvala was getting closer and the Finn's fightback story getting better and better. The Spaniard wilted on the next stage, spinning and dropping 20s and the place to the Polo.

On the run and trying desperately to hold on to second, Sordo became the second man to drop a DS3 at a hairpin that morning. Fortunately for him, he stayed on the road, but with a stalled engine.

When Latvala's time came in, Sordo's mood darkened. "I was waiting for that," he said, slamming the door and heading up the road for the morning's final test.

With Sordo sorted, Latvala's next target was Neuville. The Belgian had been virtually fault-free

for the whole rally. Surely he wouldn't falter now...

After trading second for second with Latvala, Neuville shipped 17s on the road between Coiluna and Loelle. Latvala wasn't exactly breathing down his neck, but 35.5s wasn't the biggest gap in the world to defend with 47 potentially rough miles still to come.

"It's OK," smiled Neuville, looking up from the text he was typing at the 'in' control. "I made a mistake at a chicane and one more small mistake."

Latvala was bubbling at service. "It's a difficult one," he said. "I don't want to undo all the good work we did so far. Maybe we take the risk, but not the massive risk."

As you can imagine, the atmosphere at Volkswagen hasn't been bad at any point this year, but last Saturday lunchtime was particularly ebullient. There was the chance of placing three Polos in the top four if Mikkelsen could get past Sordo as well. And the two-time IRC champion looked more than capable - especially with the team urging him on. Unfortunately, Mikkelsen's 24th birthday was spoiled by suspension failure late in the day.

Finally, some security for Sordo. With Prokop five minutes behind, he could stop looking in his Citroen's mirrors.

Ogier's perfect afternoon was a great foil for a pretty smart morning. The championship leader bagged win number four of the season with Neuville containing Latvala through the afternoon.

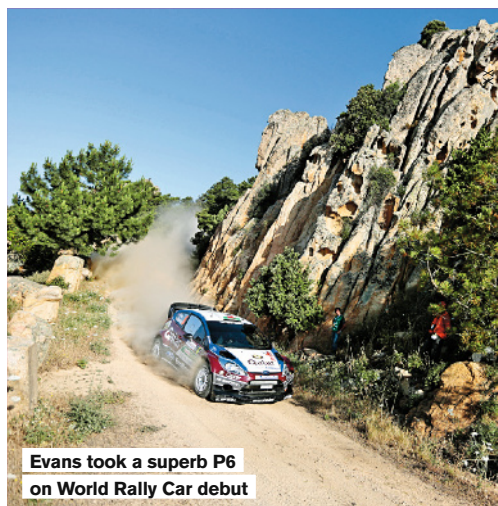
Neuville's best result in the WRC was a highlight on a testing event for the Cumbrians. It also promoted him to third in the championship. "It's unbelievable!" he grinned at the finish.

Ostberg restarted and kept M-Sport's astonishing run of point-scoring finishes going, Italy made it 165 consecutive WRC rounds. Evans provided another reason to be cheerful with an exceptional sixth on his 11th World Rally Championship round and his first in a World Rally Car with an Italian co-driver.

"This result felt a very long way away after the first stage yesterday," said Evans, who only found out he was doing the event a little over a week before. "It's just amazing"

And the manner in which he took sixth was hugely impressive as well, starting the final test just 2.2s ahead of Kosciuszko, who took seventh on his Fiesta RS WRC debut. Ostberg was eighth, with WRC2 winner Kubica celebrating his first top-10 WRC result with ninth.

So, having looked in on the winners' circle for the past two rallies, Ogier was back on the inside in Olbia on Saturday night. Finally, the Frenchman is at one with this place. ❧



Evans took a superb P6 on World Rally Car debut

IN THE SERVICE PARK

David Evans



THE HOTELIER SMILED. "SEE YOU NEXT YEAR." It wasn't a question. It was a statement. What did he know? What had he heard?

As the wheels of Easyjet's Airbus left the ground at Olbia Costa Smeralda Aeroporto, there was more confusion. I'd arrived safe in the knowledge that this was the WRC's farewell tour of Sardinia. And now what?

Four years ago, the then WRC promoter commanded the Italians to move back to the mainland. Agreement was made. They would do that. Cheaper and more accessible rallying hotspots Milan, Turin, Bologna and Sanremo, were all bandied about. But nothing was signed. Then Sardinian local Silvio Berlusconi stepped in and before we knew it, we were back on the island.

The new promoter and FIA rally director Jarmo Mahonen have recently made plain their desire not to be surrounded by the sea on Rally Italy. So, surely this brought clarity: Toscana here we come.

And then FIA president Jean Todt arrives. What sort of message does his presence send out to the WRC's stakeholders? You know, the ones who want to steer clear of Sardinia?

During the event, I put it to Angelo Sticchi Damiani, the most important man in Italian motorsport, that Mahonen wanted mainland rallying. Damiani stuck out his chin and said, with a defiant smile: "Mahonen is not the man to decide."

Possibly, but he does have quite an influence over Italy's future - island or mainland - in the series...

Will the WRC return to Sardinia in 2014?



MCKLEIN/DE

BIG NUMBER



That's the number of stages Elfyn Evans had completed in a World Rally Car before he finished sixth in Sardinia

MCKLEIN/LAT



Finland will be a critical rally for Hirvonen

Hirvonen Citroen future in doubt

MIKKO HIRVONEN'S FUTURE WILL BE DECIDED

over the summer – with the Citroen man likely to be driving for his career on his home round of the WRC next month.

Hirvonen retired from last week's Rally Italy, going off the road on the second day while lying second. His contract with the French firm expires at the end of this season and while Citroen has an option to retain him for a third campaign, team principal Yves Matton remains undecided about his line-up. He will also talk to Sebastien Loeb in an effort to persuade the nine-time champion to tackle more than just his home World Rally Championship round in the second half of this year.

Matton said: "We have to think about our philosophy for the drivers next season. It's not just Mikko or not Mikko. I will think over the summer and think about it after Finland. I will speak with Seb and see if he has the motivation to do one or two more. It's not sure that he will bring me 25 points

from every rally he does. He is a nine-time World Rally champion so, for sure, I have more chance to win a rally with a driver who has nine world titles than with a driver who has never been a champion and another who has never won a rally."

Hirvonen's retirement, allied to a mediocre fourth place from his team-mate Dani Sordo means Citroen is now 46 points adrift of Volkswagen in the makes' race. Former Citroen driver Sebastien Ogier collected his fourth win of the year in Sardinia.

"We are not happy for the moment," said Matton.

Hirvonen admitted that, as well as talking to his current employer, he is talking to other teams about next year.

"I am not confirmed for next year," said Hirvonen. "But, I think it's the same for everybody. For me I feel I have really good pace. For sure, people are seeing things in different ways, but I know what is going on."



Riedermann flew to win

RIEDERMANN WINS WRC3

Christian Riedemann won the WRC 3 category of Rally Italy last week. Irishman Keith Cronin was second after a stunning fightback drive following a first-stage puncture. Britain's Alastair Fisher was 10th after slipping off the road in the dust on SS1.

CALENDAR DECISION DUE

The calendar for next year's World Rally Championship will not be decided at this week's Goodwood meeting of the World Motor Sport Council. With too few events having signed the promoter's agreement, the 2014 schedule announcement has been put back.

ANDERSSON MAKES RETURN

P-G Andersson's first world championship event in a World Rally Car for two years didn't go completely to plan in Italy. He suffered a puncture on the opening stage, then retired his private Ford Fiesta RS WRC with a broken driveshaft. His next event will be Finland, where he will drive a Fiesta closer to the specification of the factory cars.

WILSON PRAISES EVANS

Qatar M-Sport team principal Malcolm Wilson described Elfyn Evans's debut World Rally Car drive to sixth place as brilliant on last week's Rally Italy. The Welshman was drafted in to replace Nasser Al-Attiyah a week before the event and didn't put a wheel wrong. Wilson added: "It was definitely the right decision to put Elfyn in the car."

NEW R5 MACHINES READY

Peugeot's and M-Sport's brand-new R5-spec WRC2 challengers will provide an entertaining appetiser on this week's ERC-qualifying Ypres Rally, when both firms wheel out their cars to run ahead of the field. Irishman Craig Breen and local hero Freddy Loix will star on the main event.

TODT ON THE GROUND AGAIN

FIA president Jean Todt was present at his second successive WRC round last week. He attended the start and met with rally officials to talk about the future of Italy's event. The organisers hope the rally will remain in Sardinia – and are willing to contribute towards the cost of getting the teams to the island. They see a return to the mainland as the last resort.



Todt with winner Sebastien Ogier



Kubica threatened to pull out of rally

Kubica not happy with officials

WRC 2 WINNER ROBERT KUBICA SLAMMED

the organisers of last week's Rally Italy for the decision to run one-minute gaps in some of the dustiest conditions of the season.

At the end of day one, the Pole said he would retire rather than go back and drive in the same conditions on Saturday. Fortunately for him, he was running behind rally leader Sebastien Ogier on the road and benefitted from a two-minute gap behind the Volkswagen.

Kubica, who had been forced to stop in the stage because of the conditions, told AUTOSPORT: "In rallying, it's different to circuits. In circuits, people take care of the drivers – in rally it's the opposite. Since my accident, maybe I see things differently. But in F1, the FIA does a

great job with safety, but what I have seen here is disappointing. It looks like nobody cares about the drivers – and it's not only the drivers. I was 20s behind [Sepp] Weigand and we had people walking in the road because they didn't expect me to be there and they couldn't see.

"We have to review this sooner rather than later. Something can happen and it's better to react before this does. If I had one minute [gap] again today, then I would not come. There is no point to risk this price for the life. It's that simple."

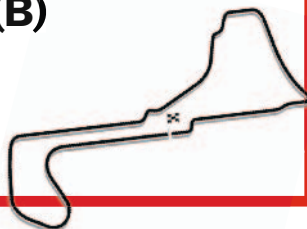
Rally Italy general manager Antonio Turitto said: "The regulation is one minute and the clerk of the course decided the situation was under control. The special stage was safe."

Superstars

Zolder (B)

June 23-24

Round 4/8



RESULTS

RACE 1: 16 LAPS, 39.54 MILES

1	GIANNI MORBIDELLI (I)	27m50.559s
	Audi Sport Italia Audi RS5; Qualifying: 1st-1m36.055s	
2	LAURENS VANTHOOR (B)	+7.422s
	Audi Sport Italia RS5; Qualifying: 17th-no time	
3	LUIGI FERRARA (I)	+13.066s
	Roma Racing Team Mercedes C63 AMG coupe; Qualifying: 4th-1m36.940s	
4	RENAUD KUPPENS (B)	+18.690s
	Scuderia Giudici BMW M3; Qualifying: 3rd-1m36.934s	
5	VITANTONIO LIUZZI (I)	+19.150s
	Romeo Ferraris Mercedes C63 AMG; Qualifying: 2nd-1m36.462s	
6	RAFFAELE GIAMMARIA (I)	+27.961s
	CAAL Racing Mercedes C63 AMG; Qualifying: 6th-1m37.283s	
7	FABRIZIO GIOVANARDI (I)	+36.741s
	Petri Corse Porsche Panamera S; Qualifying: 10th-1m37.928s	
8	GIOVANNI BERTON (I)	+37.273s
	Team Dinamic BMW M3; Qualifying: 7th-1m37.288s	
9	THOMAS BIAGI (I)	+37.288s
	Romeo Ferraris Mercedes C63 AMG; Qualifying: 9th-1m37.441s	
10	NICOLA LARINI (I)	+40.531s
	Petri Corse Porsche Panamera S; Qualifying: 8th-1m37.325s	

Winners' average speed: 85.20mph. Fastest lap: Vanthoor, 1m36.479s, 92.21mph.

RACE 2: 17 LAPS, 42.09 MILES

1	MORBIDELLI	28m02.948s
	BMW; Grid-8th	
2	VANTHOOR	+0.466s
	Audi; Grid-7th	
3	GIAMMARIA	+6.495s
	Mercedes; Grid-3rd	
4	BIAGI	+26.394s
	Mercedes; Grid-9th	
5	KUPPENS	+28.995s
	BMW; Grid-5th	
6	BERTON	+32.307s
	BMW; Grid-1st	
7	LIUZZI	+33.488s
	Mercedes; Grid-4th	
8	GIOVANARDI	+35.803s
	Porsche; Grid-2nd	
9	MAURO TRENTIN (I)	+36.670s
	Team Dinamic BMW M3; Grid-14th	
10	DOMENICO SCHIATTARELLA (I)	+55.198s
	Solaris Motorsport Chevrolet Lumina CR8; Grid-11th	

Winners' average speed: 89.86mph. Fastest lap: Vanthoor, 1m37.090s, 91.63mph.

CHAMPIONSHIP

1	BIAGI	119	6	BACCI	42
2	MORBIDELLI	96	7	VANTHOOR	34
3	BERTON	91	8	SINI	32
4	LIUZZI	90	9	GIOVANARDI	31
5	FERRARA	71	10	MUGELLI	27

TEAMS

1	ROMEO FERRARIS	207	4	ROMA RACING TEAM	69
2	AUDI SPORT ITALIA	130	5	CAAL RACING	63
3	TEAM DINAMIC	121	6	PETRI CORSE	33

POINTS SYSTEM EXPLAINED

In each race: 20-15-12-10-8-6-4-3-2-1 to top 10 finishers. Point for pole and fastest laps.



Kuppens made a fine series debut



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Morbidelli doubles up – with a little local help



Morbidelli leads at start of race one

GIANNI MORBIDELLI MAY HAVE TAKEN FULL POINTS away from Zolder, but debutant Laurens Vanthoor was the star of a weekend on which Audi got its Superstars groove back.

It was almost as if the weekend was purposely made for Audi Sport Italia. Between the fickle Belgian weather, the stop-turn-drive nature of Zolder's corners, and a change to the Balance of Performance that trimmed the RS5 by 20kg and shed it of a 35mm air restrictor, the Audi was always going to be the car to beat. So, to make the most of the advantage, ASI opted to bring in a local gun to help out Morbidelli.

Enter GT specialist Laurens Vanthoor, a young man who is as local as they come. "I moved a few times when I was younger, but I've never lived more than five minutes away from the circuit," he explained. "At the moment I live about 100 metres down the road."

With a good young driver to play rear-gunner in the second car, everything was looking good for Morbidelli on Saturday morning. Except for one thing: Vanthoor was the faster of the two.

Right from free practice one, the young Belgian was on it, topping the timesheets first time out in the car. He looked a sure thing for pole, before a transmission failure gave Morbidelli both a much-needed reprieve and a much-needed pole.

Come Sunday morning, on a semi-greasy track, the two Audis book-ended the field. By the end of the first lap, it was clear Morbidelli would be unstoppable, so all eyes turned to Vanthoor. As expected, he charged through the field, finishing second without putting a single scratch on the car. It was seriously impressive.

With the top eight reversed for the second race, the Audis started together on the fourth row. Halfway through the third lap Vanthoor was in the lead, while Morbidelli was still working his way through the pack. By the time Morbidelli got into second, about eight minutes from the end of the race, Vanthoor was long gone. The dream debut victory looked like a certainty.

But that all changed with a few laps to go. Suddenly Vanthoor was way off the pace, and Morbidelli was closing rapidly. Then, on the last lap, Vanthoor seemed to lose all drive on the run to the flag. Morbidelli nabbed it, and it was too

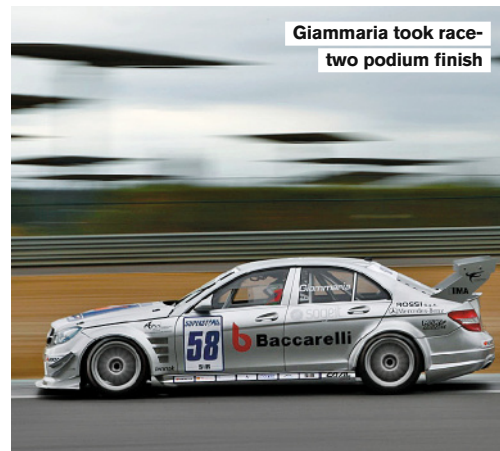
perfectly choreographed to be anything but a pre-race agreement to give the title contender, not the guy only here for one weekend, the maximum points haul.

"I have to say that the real winner of the race was Laurens," said a very gracious Morbidelli after the race. "He's very fast, very professional, and he gave me the win to help me in the championship. He's the real winner."

Despite denying himself a clear victory, Vanthoor was content by the end of the weekend. "I really enjoy racing these cars," he said. "They suit me really well, a little bit of understeer and a lot of traction. I only got the call last Monday, but it's been great. I'd be happy to race again, but I think I've got other races on almost every Superstars weekend."

Behind the Audis, it was all Mercedes – but not Romeo Ferraris, as has been the case so far this year. Instead, it was Luigi Ferrara continuing his solid start to the season, a very impressive drive in race one resulting in third place. He was on for another podium in race two, only to bounce over a kerb while fighting with Morbidelli and break something in his Roma Racing Merc's rear suspension.

That left Raffaele Giammaria clear to take third in race two. Making his first start of the year, the CAAL Racing driver showed all the class he did at Enna last year, where he won both races.



Giammaria took race-two podium finish

IN THE PADDOCK

Andrew van Leeuwen



TO THE LEFT OF THIS COLUMN, YOU'LL READ about how change in the Balance of Performance helped Audi win. To the right, you'll read about Thomas Biagi being upset about exactly the same thing. It was a bit of a hot topic in Belgium.

That's always the way with parity systems. It's a difficult science, and someone will always be unhappy.

I think the Superstars organisers are doing a decent job of it. Yes, Audi was in a league of its own at Zolder, but I don't know if that was all down to Balance of Performance. In my opinion, it had as much to do with the layout of the circuit, and the need to practically stop the car on the apex, and then use every bit of traction available to drive out of corners. The circuit was practically tailor-made for the RS5.

There's also a case to be made that Laurens Vanthoor was making the Audi look more dominant than it actually was. In race two, it took Gianni Morbidelli quite a long time to work his way through the field. Vanthoor did it easily, but let's not forget that he can see half of the circuit from his bedroom.

Knee-jerk reactions rarely work out well when it comes to making parity adjustments, and I think we need to wait until after Portugal to decide if the Mercedes really has been hobbled too much.

Vanthoor used local nous as well as BoP



REMEMBER WHEN

AUGUST 19, 2001



Back in 2001, Thomas Biagi set a new benchmark time of 1m25.91s during the fifth round of the Euro Formula 3000 series. While he didn't finish the race, he did go on to second in the points behind Felipe Massa.

Biagi expects tough time with BoP

THOMAS BIAGI SAYS HE IS CONCERNED

about holding on to his championship lead over the next two rounds, as he expects Audi's strong form to continue.

The Romeo Ferraris Mercedes driver had a quiet weekend in Belgium and finished a lonely ninth in the first race, before fighting his way to fourth in the second.

As a result, his series lead was cut down to 23 points, with Biagi attributing the comparatively poor results to a change in the Balance of Performance that has increased the C63 AMG's minimum rideheight by 15mm and its air restrictors choked down to 54.4mm

With the Audi losing both weight and its air restrictor in the change, and the Algarve and Donington tracks expected to suit the RS5, Biagi says he is worried.

"I don't think I've ever finished ninth and been so slow for no reason," he told AUTOSPORT. "The track wasn't really wet, so that wasn't the issue. The car just doesn't have balance. It is suddenly much harder to brake and turn. It's not looking good for the next two rounds, because those circuits will suit the Audi a lot. I'm concerned about it."

Points leader Biagi is unhappy over BoP



Biagi wasn't the only Romeo Ferraris driver to struggle at Zolder. Team-mate Vitantonio Liuzzi was uncharacteristically off the pace as well, finishing fifth in race one after admitting to being too cautious. He then took a more aggressive approach into race two, finishing seventh after two separate trips through the gravel.

New team takes over Jaguars

BRAND NEW TEAM ADRIA RACING SYSTEM

has taken over the running of the Jaguar XFR racecars from Ferlito Motors.

The team, based at Adria Raceway in Italy's north-east and run by circuit boss Giuliano Altoe, did the deal on the eve of the Slovakia Ring Superstars round. However, a decision was made not to run in Belgium, the team deciding to instead focus on making the cars more competitive ahead of the next round in Portugal. A Jaguar has not won since Max Pigoli took the opening race of the 2012 season at Monza, and no Jaguar has finished higher than seventh so far this season.

"We decided not to race in Belgium so we can work on making the cars competitive again," Altoe confirmed to AUTOSPORT.

"We are working on some important changes. The cars are too heavy at the moment to be competitive, so we are trying to make them lighter, as well as making some other technical changes. We will be back for the next round [at Algarve]."

While Andrea Larini and Gian Maria Gabbiani raced the cars at the first three rounds of the season, Altoe hinted that changes could be made before Algarve.

"We haven't made a decision on drivers yet," he said. "What we want is to make competitive cars and drivers who can really race. But that's difficult, and it could take time. It's difficult to forecast how fast we will be for the rest of the year."

Pigoli took last Jag win in 2012



Porsche lost 25kg

WEIGHTS ADJUSTED IN BELGIUM

Audi and Mercedes weren't the only marques to be affected by a change in the Balance of Performance before Zolder. The Jaguar XFR and Porsche Panamera have both been given weight reductions: 25kg for the former and 40kg for the latter.

KUPPENS IMPRESSES ON DEBUT

Renaud Kuppens was another Belgian to enjoy an impressive debut in the series. Driving a Scuderia Giudici BMW, Kuppens starred in qualifying by setting the third fastest time, before finishing the two races fourth and fifth respectively.

TOUGH WEEKEND FOR SOLARIS

Francesco Sini and Solaris Motorsport had another disappointing weekend. After qualifying 10th, Sini was put to the back of the grid when his Camaro was found to be too wide in scrutineering. He then crashed out of race one, and did not start race two.

CASSARA MISSED DEBUT

Debutant Marco Cassara didn't start either race at Zolder, an engine problem leaving his Roma Racing Mercedes on the sidelines after qualifying.

KOX STARS IN GT RACES

Dutch duo Peter Kox and Nico Pronk enjoyed a successful GT Sprint debut, winning both races in their Kox Racing Lamborghini Gallardo. The MTM Audi R8 of Thomas Schoffler and Laurens Vanthoor was second in both races.

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HR1906201301 – NUMBER 1 CAR BUILD MECHANIC

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The successful applicant will have previous experience as a Number 1 or Number 2 Mechanic in Formula 1. You will work closely with other team members and will enjoy the challenge of working in a high pressured, time sensitive environment. You will have the ability to manage a crew and work to tight deadlines without compromising the highest industry standards. Computer literacy would be advantageous to assist with the use of our communication, workflow and logistics tools.

HR1906201302 – NUMBER 2 CAR BUILD MECHANIC

We have an opportunity for a Number 2 Car Build Mechanic to join our Car Assembly Group.

The role will involve the assembly, disassembly, pre-fitting and turnaround of Red Bull Racing cars, chassis and pit equipment. You will also ensure that the spare chassis is kept in the most up to date specification, carry our car related pre-fits and ensure that pit equipment is built, serviced and functioning correctly as required after each event.

Previous motorsport experience is vital, with the ideal candidate having worked as a Number 2 Mechanic within Formula 1, GP2, F3 or similar formula. A broad motorsport mechanical background and a basic understanding of hydraulics and gearbox functions are preferable but not essential.

You must be able to work closely with other team members, and enjoy the challenge of working in a high pressured, time sensitive environment. You will have the ability to work to tight deadlines, without compromising the highest industry standards. Computer literacy would be advantageous to assist with the use of our communication, workflow and logistics tools.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com.

Closing Date for Applications – 7 JULY 2013

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Jose Santos, Race Engineer Matech Concepts

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Jon Hilton FIMechE CEng, Managing Partner, Flybrid Systems LLP

“The decision to advertise for staff in Autosport was easy as the magazine is one of the most widely read motorsport publications in the world. The resulting response also met our expectations providing us with a large number of high quality candidates. What exceeded our expectations was the friendly and helpful nature of the Autosport staff who helped us with the timing and preparation of our advertisement. I would recommend the use of Autosport to any organization looking to recruit staff in our business.”

Steve Hallam, Director of Competition, Michael Waltrip Racing

“Team WFR recognise Autosport magazine as one of the mainstream publications within the motorsport industry and therefore was an obvious choice when wishing to recruit new staff. We were thoroughly impressed with the extensive response to our advertisement and the quality of candidates that was received, just going to show that Autosport is read by high level motorsport professionals”

Jody Firth, Team WFR



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We currently have an opportunity for an Electronics Test and Inspection Technician, whose primary responsibilities will involve all aspects of testing, inspection, process development and documentation for a wide range of Electrical and Electronic assemblies.

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Candidates should be able to demonstrate a high level of computer literacy and the ability to understand technical drawings and documentation. You must also be self motivated and enjoy the challenge of working effectively, on your own initiative and to tight timescales.

HR1206201203 – SENIOR ELECTRONIC SUPPORT ENGINEER

We currently have a requirement for a Senior Electronics Support Engineer, working as part of our Electronics Support Group. You will be responsible for all aspects of our Electrical and Electronic operations during our travelling events. This role will also be responsible for coordinating support from other areas within the company to ensure the timely availability of all necessary systems and equipment required.

Applicants should be degree qualified (or equivalent) in an Electronics discipline. You will have a proven knowledge and experience, of both on and off-car Motorsport Electronic systems, including Chassis and Engine controllers, Data logging, Telemetry and Radio systems, coupled with an inherent understanding of their associated control software. These skills will be enhanced by a thorough understanding of all types of electrical installations, Autosport connectors, MIL spec wiring, moulded parts and sensor technologies.

Candidates should have experience of using computer-based workflow and logistics planning tools and have a high level of computer literacy. You will also be able to demonstrate a high level of self-motivation and be able to work in a high-pressure environment, whilst guiding other members of the Electronic Support Group. Excellent communication skills, the desire to travel and the ability to work within tight timescales are a requirement for this role.

To apply for positions at Red Bull Technology and Red Bull Racing, please visit the recruitment page on our website www.infiniti-redbullracing.com.

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Several top GT40 line-ups will battle it out on September 21



Brack heads Spa entry

SAMMYER

Indianapolis winner to be part of top field at this year's Spa Six Hours

FORMER INDY 500 WINNER AND IRL champion Kenny Brack heads the provisional entry for September's 21st running of the Spa Six Hours.

The 47-year-old Swede will join Germany's Christian Glasel in one of 11 Ford GT40s contesting the world's greatest historic endurance. Run by the Roadbook organisation, it takes place a week after a dedicated race for GT40s at the Goodwood Revival.

Glasel, already a double winner of the Spa event in GT40P/1023 – co-driven by American Aaron Hsu

and German Ralf Kelleners in 2003 and '11 respectively – has previously shared his family's Shelby American Daytona Cobra coupe with Brack.

Last year's Spa victors Leo Voyazides and Simon Hadfield (who also won sharing Michael Schryver's Chevron B6 in 1997 and '98, and in '05 with Wolfgang Friedrichs/David Clark in Friedrichs' Aston Martin) head the opposition in sister GT40/1005.

Shaun Lynn, who took the chequer in chassis 1025 with Dean Lanzante and Andrew 'Ralph' Haddon co-driving in

2006 and '09 respectively, has – like Roger Wills – yet to nominate his partner, but regular Phillip Walker has ex-BTCC star Mike Jordan in his GT40.

Other previous winners in the capacity line-up are triple victors Jon and Jason Minshaw (both on a weekend away from British GT duties) in the former's Jaguar E-type, Martin Stretton (who is down to anchor Michael Hinderer's Shelby Cobra) and Dutchmen David Hart and Hans Hugenholtz in a similar car.

Former grand prix driver and 1988 Le Mans 24 Hours winner Jan Lammers joins compatriots Allard Kalff and Michiel Campagne in Campagne's Chevrolet Corvette Grand Sport evocation, which was among the stars of last year's race.

Forty years after he won the Spa 24 Hours – plus the European Touring Car Championship and his class at Le Mans – Dutch veteran Toine Hezemans, 70, will share a Cobra with father-and-daughter duo Alexander and Shirley van der Lof.

German ace Claudia Hürtgen is sharing one of the quickest Porsche 911s with Gaby Spangenberg, while Jamiroquai frontman Jay Kay is also on the entry list in one of the very early 901 models.

BEN ANDERSON
NATIONAL EDITOR

ben.anderson@haymarket.com
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A CRUEL TWIST OF FATE ON

lap three of last weekend's Le Mans 24 Hours has rendered sport inconsequential this week.

Allan Simonsen's death, at the age of 34, throws harsh light on what really matters in life.

Yes racing has lost another of its own far too soon, and British GT will be a much poorer place without Allan's no-nonsense perspective in the paddock, and his on-track heroics in Hector Lester's dated Ferrari 458.

But his family has lost so much more, and I imagine nothing anyone can say will lessen their pain or ease their grief. It was courageous of them to encourage the shellshocked Aston Martin crew to continue racing in the aftermath of Saturday's tragedy.

This has been a tough year so far. First Mini racer Christian Devereux was killed in a collision with a Ford Mustang at the Donington Historic Festival, then we learned (shortly after last week's magazine went to press) that French Classic F3 racer Sebastien Clouzeau eventually lost his life to a frightening accident at the Spa Summer Classic.

What happened to Allan Simonsen last Saturday was yet another reminder of how our sport still treads a fine line between life and death, despite all the modern advancements in safety.

Racing, as with life, will go on of course, as it should. Allan wouldn't have wished it be any other way. He is gone, but he won't be forgotten.



Simonsen helped Lester to success in British GT

Brack has already tasted historic success at Goodwood Revival



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Formula Renault 1.6
launched at Croft



Formula Renault

'Nations Cup' plan for FRenault 1.6

GUEST SLOTS ON THE BRITISH

Touring Car package and a Nations Cup contest are part of the 2014 plans for the new Formula Renault 1.6 UK Championship, which launched at Croft last weekend.

The British Automobile Racing Club has done a deal with Renault Sport to promote the junior single-seater series for the next three years (see AUTOSPORT, June 20).

Most races on FR1.6's 2014 calendar will be with Formula Renault BARC

and the club's Clio category, but series promoter Simon North said FR1.6 could appear at "at least two" of next year's BTCC meetings.

With several countries either already running the Signatech-built machines, or set to start, there are also hopes to run a festival-style contest in which drivers from all 1.6 championships could compete.

"We're running the Autumn Cup at Rockingham this year to pilot the idea of bringing different countries together

to have a race," added North.

"Next year, when there are more countries running them, we'll have a pool of 100 drivers or more who may want to do it.

"Renault Sport wants to grow this in Europe and the key player in getting it going is the UK.

"We want the first Nations Cup to be here and then it can go elsewhere."

North confirmed that there were no plans for FR1.6 to replace the two-litre cars of Formula Renault BARC.

He said the 1.6 series could be the precursor to a return of Formula Renault 2.0 UK, which was cancelled ahead of the 2012 season.

"In no way is this to replace the two-litre," said North. "The target drivers are British competitors coming out of karting.

"This is bringing the FR UK brand back into British motorsport and if we can generate some interest with drivers then maybe two-litre FR UK could return in the future."

Formula Renault

Tough time for NEC ace Aitken on his Renault Eurocup debut

FORMULA RENAULT NEC RACER

Jack Aitken endured a tough Eurocup debut at Moscow Raceway last weekend.

The Brit qualified 25th on his first attempt in the category for Manor MP Motorsport. He briefly ran 22nd in race one, before being shuffled back by local racer Egor Orudzhev.

A right-rear tyre puncture during Sunday's second contest forced Aitken to pit, costing him a lap, and he finished 31st out of 35 runners.

Sander Dorsman, team manager at MP Manor Motorsport, said Aitken had performed well given his lack of pre-race running in Moscow.

"I thought he did a good job," Dorsman told AUTOSPORT. "Because of the



Aitken raced with Manor MP in Russia

regulations preventing him from taking part in first free practice, it meant it was difficult for him to catch up with the regular drivers when he missed half of the session.

"It was a shame he had to pit [in race two], but if he wants to come into the Eurocup next year he now has a better idea of the series."

Irish GTs

Boyd eyes sportscar switch after wins in Kirkistown GTs

EX-FORMULA FORD CHAMPION

Wayne Boyd is looking to forge a career in sportscar racing following a successful GT outing at Kirkistown last weekend.

The Northern Irish racer, who won British Formula Ford in 2008, took David Beatty's Ginetta G50 to two dominant victories in the Saloon/GT races last

Saturday, which reaffirmed his recent decision to postpone his single-seater exploits and seek drives elsewhere.

Boyd explained that financial issues called time on his racing endeavours in the US, where he raced for Belardi Auto Racing in USF2000 until the end of 2012. He said switching to a GT category is his only likely option for the future at present.

"Like a lot of drivers at the moment, I'm finding it difficult to find the budget to continue in single-seaters," he told AUTOSPORT. "I don't have any definite plans at the moment, but I hope to get some more sportscar races under my belt as that's where I think my future lies."



Boyd won two races in G50

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Ginetta Junior

Ginetta boss Tomlinson says grid will grow in Ginetta Junior

GINETTA BOSS LAWRENCE

Tomlinson is confident Ginetta Junior grids will grow again before the end of this season.

The baby tin-top series for 14-17-year-olds joined the TOCA package in 2008 and averaged grids of more than 18 cars in its first three seasons. But numbers have fallen away since 2011, to an average of 13 cars during '12 and '13 so far.

That stands in contrast to the senior Ginetta GT Supercup, which currently boasts the second-largest grid among the TOCA-support categories.

Tomlinson told AUTOSPORT that Ginetta Junior's age-limited status has impacted on numbers: "Juniors is a unique product where you've got only two years with a driver before they're off to another series. Most championships have stalwarts



Ginetta Junior grids have fallen away

that stick around for five or six years.

"We have four people who want to join the championship and have bought cars, but are too young to race, and this year we had a lot of people leave us because they were too old.

"I think BRDC Formula 4 probably hurt us a little bit, but we'll be back up to 16 to 18 cars by the end of this year."

British GT

Vita4One team's future in doubt as squad withdraws from Brit GT

FORMER FIA GT CHAMPION

Matteo Bobbi's Vita4One Team Italy squad will not return to British GT this season.

The team missed the Snetterton round of the series earlier this month with its Ferrari 458 after British driver Jay Palmer curtailed his deal with the team.

Vita4One was also hit by a fire at the Silverstone round of the Blancpain Endurance Series at the start of June and has since decided to withdraw from all competition for the remainder of the season.

Bobbi said: "The contract with Jay was stopped and we are trying to understand what happened.

"That and the fire have put us in a very bad economic situation because we were not insured for that damage and it does not make economic sense to continue with just one programme.

"We are repairing the car in our workshops, but we have no plans right now to race it. We will have to see what comes up over the winter to see if we can continue as a team."



Bobbi's Ferrari 458 is being rebuilt

Scott Malvern

Malvern switches focus to a full-time race return in 2014

SINGLE-SEATER ACE SCOTT

Malvern is focusing his efforts on a full season of racing in 2014.

The reigning Formula Renault BARC champion started this season in British Formula Ford, which he won in 2011.

The cash-strapped racer then lost his Jamun seat (see AUTOSPORT, April 25) and had been looking for alternative drives on the BTCC-support bill.

Although he has not ruled out further one-off outings in 2013, the 24-year-old now wants to focus on a championship challenge next season.

"I'm looking at anything I can do at the moment to keep racing, whether on the TOCA package or not," he told AUTOSPORT. "It's probably going to end up being next year. There may be some one-offs, but it makes more sense to save budget for a full campaign next year."



Malvern last raced in March

HUMBLE PYE

The voice of club racing



Did Formula Ford lose its way after Zetec?

Bringing FRenault 1.6 to the UK is fantastic news for kart racers

The naissance of Formula Renault UK 1.6, revealed exclusively in AUTOSPORT last week, is excellent news for karting graduates on several levels. Not least among these will be the precise operating costs gleaned from experienced teams running the Signatech cars in Europe this year.

Renault's single-seater racing dynasty dates back to the 1300cc R8 Gordini-propelled Formule France of 1968, the year after the hallowed pushrod-engined Formula Ford hit the tracks and air-cooled Formula Vee (established in the US by VW importer Hubert Brundage) was first run in Britain.

The Blue Oval may have made more mileage out of Walter Hayes's shrewd investment in what we know as FF1600, but it has dropped the ball too many times since the 1800cc Zetec superceded the 'Kent' engine in 1993. Over the past 20 years, interest in marketing-led iterations of a brilliant concept has plummeted to an EcoBoost nadir.

French rival Renault's focus has never wavered. Even when technical problems plagued its open-chassis 1700cc formula [the wet sump production engine was never going to live with the cornering forces generated by slicks and wings, nor was its weedy road gearbox], it kept the faith and moved forward. Always with lucrative rewards and leg-ups within its own motorsport family.

Renault's pragmatism is

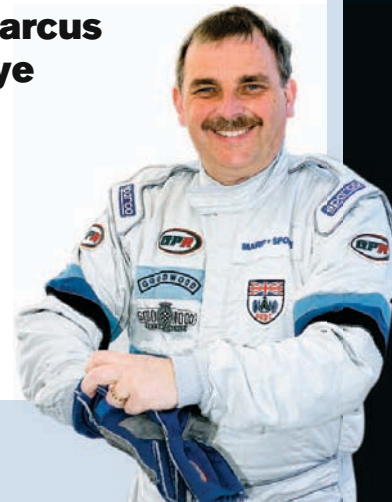
impressive too, and should be a lesson to others. When support for its increasingly expensive frontline FR2.0 looked parlous in the global financial crisis it wasn't too proud to can its UK series in 2012 – helping its second-tier BARC club series – rather than see it publicly collapse.

Junior racing has always been at the heart of Renault's *raison d'être*. Having built through its La Filière Campus days to the previous FR1.6, there is every reason to expect the competitively priced newcomer to fly here. Lionel Chevalier's design is built around a sturdy carbonfibre chassis, and the 140bhp engine (from the Twingo Renaultsport 133) will endow the 470kg machine with performance to satisfy 16-19 year-olds climbing onto the racing ladder.

Is there room in the marketplace for more classes than this and the UK's BRDC F4 (new this year)? That's the big question. Surely, the FIA – if it employs any logic – must piggyback an existing class rather than further dilute the talent pool with its own F4 initiative...

If, as Renault suggests, FR1.6 could spread into Spain, Latin America and China, the footprint for a global entry-level class is obvious.

Marcus Pye



"Junior racing has always been at the heart of Renault's *raison d'être*"

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Dempsey ran Matthew Brabham last season

Formula Renault

Dempsey squad eyes junior single-seater return

CLIFF DEMPSEY HOPES TO MAKE a comeback to the Formula Renault BARC championship during the second half of this season.

His eponymous racing outfit fielded eventual title winner Scott Malvern during the early rounds of last year's campaign before a selection of guest drivers took over when the two parted company.

Since then, Dempsey's main focus has been on the Formula Ford 1600 races in

which he has run cars for many years, but he remains eager to return to Formula Renault providing he can lure a driver with sufficient funding.

"It's a bit disappointing after last year," he told AUTOSPORT. "Hopefully someone with enough cash can come along and we can go back to doing what we do best."

Dempsey also admitted that he has yet to make any concrete plans with regards to next season and is happy to wait until

the single-seater scene steadies itself, especially with the introduction of the new Formula Renault 1.6 category for 2014, following BRDC F4's arrival this season.

"I think there are too many series vying for people's attentions at the moment, and I don't think there is enough room for them all to survive," Dempsey added.

"I'm happy to sit on the sidelines and see what happens but, of course, I will go where the business dictates I should."



Fiery Honda is rebuilt

Charlie Butler-Henderson's Honda S2000 has been fully rebuilt after it caught fire during Time Attack practice at Snetterton earlier this month (above). His engine was the main casualty and a replacement has since been fitted ahead of the next round at Oulton Park.

Leonard to Supercup

Porsche Carrera Cup racer Karl Leonard will make his Supercup debut at Silverstone this weekend. The Irishman has signed a late deal to race with MRS in the British Grand Prix support event.

F1 to Go Motorsport

F1 teams Force India and Marussia will participate in the MSA's Go Motorsport Live event on July 7, the week after the British Grand Prix at Silverstone. The MSA expects thousands of visitors to attend the free event, designed to encourage more people into motorsport.

Martin's Ferrari podium

British racer Alex Martin finished second in the European Ferrari Challenge support race to last weekend's Le Mans 24 Hours. The GT Cup ace finished behind Sergey Chukanov and ahead of Italian Benedetto Marti. Philipp Baron pulled out a 30s lead, but retired with brake and suspension problems.

McCormack wins again

Marty McCormack and Phil Clarke made it two wins from three rallies in the R.A.C. Rally Championship when they took victory on last Saturday's Carlisle Stages. The Ford Escort Mk2 competitors set the pace early on and finished more than half a minute ahead to extend their title lead.

Classic F3 racer dies

Sebastien Clouzeau, the French F3 Classic racer gravely injured at Spa on June 16, succumbed to head injuries after AUTOSPORT closed for press last Tuesday. The 38-year-old from St Omer (below), who had competed in the series since 2009, worked in finance in Paris. Our condolences to Sebastien's partner, who is expecting their second child next month, and young son Simon.



HSCC expects a record grid

Silverstone Classic

Record FF1600 entry for Classic

SILVERSTONE CLASSIC organisers believe they will field a record FF1600 grid for the category's inaugural race at the meeting this year.

The Historic Sports Car Club has already taken 52 FF1600 entries for the July event for machines built before 1972, just two shy of a capacity grid.

Event director Nick Wigley will drive a Merlyn Mk20, while other entries include former Historic FF1600 champion Westie Mitchell, ex-British Formula Ford

champion Callum MacLeod, ex-F1 racer Tiff Needell, and experienced competitors Benn Simms and Michael Mallock.

HSCC CEO Grahame White said: "We have had a fantastic response from competitors. I'd like to thank Nick Wigley and his team for the chance to bring Historic Formula Fords to the Classic."

● The two HGPCA Pre-1961 GP races at the Classic will be named the Froilan Gonzalez Trophy, in honour of the Argentinian legend who died recently.

Sports-prototypes

Tiga name to appear on WFR

BRITISH CONSTRUCTOR TIGA IS

set to focus its efforts in the Group CN category on a rebadged version of the championship-winning WFR design.

Two-time Le Mans 24 Hours LMP2 class winner Mike Newton, who helped re-launch the Tiga marque last year, has now taken full control of the company and purchased the assets of Team WFR. The plan is for Tiga to rechristen the monocoque-chassis WFR WF03, which won the 2011 SPEED EuroSeries title, to replace its existing Chiron-based spaceframe contender.

Newton said: "We want to build customer cars, but if we want to do it with the existing car, we will have to crash test it. The WFR proved itself to be a good chassis and the plan is to go forward with that."

The team will test a WF03, which will become known as a Tiga SC12B, shortly. It will then decide whether to give the car its debut at the Brands Hatch SPEED round in July or at Spa in September.



Mallory FF1600 needs support

FF1600

Champion of Mallory canned

LAST WEEKEND'S CHAMPION OF Mallory Formula Ford 1600 event was cancelled due to a lack of entries.

The BARC's decision came as a result of only half a dozen drivers signing up to participate in this year's contest – three fewer than in 2012.

Series co-ordinator James Beckett said:

"It was a great shame because Mallory is a fantastic circuit for FFords, but it wasn't fair on the spectators or competitors to continue with such a low turnout.

"We will work hard to make next year's competition work and we will endeavour to select a date when there are no conflicting events on the racing calendar."

Allen and Smiley snatch Mini wins

BRANDS HATCH WAS BUZZING WITH Minis of every variety as the annual Mini Festival came to Kent.

All three Mini Challenge races were closely contested with Lee Allen taking the first two victories and Chris Smiley the third.

Smiley had race one pole and the lead as Cooper class runners Shane Stoney and Ricky Page came together at Graham Hill Bend, sidelining a furious Stoney.

Jake Packun made the right moves for second and the lead on lap 10, but Allen came back and he, Packun and Smiley blasted through Graham Hill as one.

A glitch in Packun's ECU and Smiley's tyres falling away left Allen to take a comfortable win, with Hamish Brandon doing likewise in the Cooper class.

The stewards handed out plenty of penalties for exceeding track limits in

race two, Packun being one of them as he fought Allen for the lead.

His misery was compounded by yet more ECU issues, leaving Allen and Smiley out front, while Ollie Walker led Stoney, who came from the back, in the Cooper section.

The leaders set a cracking pace, often two abreast, but Allen, with his tyres going off, held on through the traffic to take the win.

William Davison had pole in the reversed grid race and led the opening few laps, but Packun quickly launched himself to the head of a seven-car train.

The lead battle was ferocious: Smiley inheriting first when Packun's Mini slowed with another ECU issue.

Smiley extended his lead during the remaining laps, with Brown, Allen and Davey being next over the finishing line.

The Cooper action reached fever



Allen claimed two Challenge victories

pitch with Brandon, Stoney and Page all disputing the same piece of asphalt, with Stoney again losing out.

Gideon Cresswell took advantage of the chaos to take the class laurels.

● Linda Keen

RESULTS (22 LAPS) 1 Lee Allen; 2 Jake Packun +3.916s; 3 Chris Smiley; 4 Lawrence Davey; 5 Chris Smith; 6 William Davison. **CW** Hamish

Brandon (Mini Cooper). **FL** Packun 53.093s (81.90mph).

RACE 2 (23 LAPS) 1 Allen; 2 Smiley +0.142s; 3 Smith; 4 Davey; 5 Jono Brown; 6 Davison.

CW Ollie Walker (Mini Cooper). **FL** Smiley 53.219s (81.71mph).

RACE 3 (20 LAPS) 1 Smiley; 2 Brown +4.449s; 3 Allen; 4 Davey; 5 Davison; 6 Luke Caudle.

CW Gideon Cresswell (Mini Cooper). **FL** Smiley 53.137s (81.83mph).

Bothersome Booth does't stop Lewis from doubling up



Lewis (leading) and Booth enjoyed a mighty scrap

JONATHAN LEWIS WAS BUOYED BY two fantastically close victories in the Mighty Mini races at Brands Hatch last weekend. The veteran racer and former team boss held off teenager Zack Booth in both 19-lap races, netting him five wins out of six in the series so far.

The first race on Saturday was extremely close; Lewis battling hard and trading the lead with his young rival on several occasions.

But Lewis knew exactly how to get his Team Bailey Mini ahead when it mattered most, taking the flag by a scant 0.083s.

The pair finished comfortably ahead of Ben Van Den Bos, who took a lonely third over 11 seconds clear of Michael Dryden.

Booth got the better start in the second race, but wily Lewis was quickly in charge again, the pair switching places several times in another thrilling encounter.

Damien Harrington was a distant third after a close battle with Robert Pearson, Ralph Budd and Dryden, who were all involved in the scrap for the final podium spot.

● Linda Keen

RESULTS (BOTH 19 LAPS)

RACE 1 1 Jonathan Lewis; 2 Zack Booth +0.083s; 3 Ben Van Den Bos; 4 Michael Dryden; 5 Damien Harrington; 6 Stuart Coombs.

FL Booth 1m03.778s (68.18mph).

RACE 2 1 Lewis; 2 Booth +0.759s; 3 Harrington; 4 Robert Pearson; 5 Ralph Budd; 6 Dryden.

FL Booth 1m04.276s (67.65mph).

Smith wins as Baldwin breathes down his neck

AARON SMITH'S UNMISTAKABLE PINK Mini annexed pole position from Richard Casey but it was Peter Baldwin who launched his car straight into second place at the start, before spending the next 18 laps attempting to get past Smith.

Rupert Deeth joined in for good measure with Casey, James Coulsen and Dave Drew all arguing over the early placings.

Coulsen was adjudged to have exceeded the track limits and found himself down in 12th at the end.

Smith spent the race fending off valiant attacks by Baldwin – just 0.062s separated them and Deeth at the end, with Casey next to cross the finishing line.

Sunday's race was even tighter, with Smith's pinkmobile getting pipped at the start by Drew, who led into Druids until Smith made his move to the front stick.

By lap four Baldwin had snatched second from Drew, as Deeth and Casey touched at Druids dropping them back from the lead battle.



Smith (21) beat Baldwin to take Miglia honours

In what looked like a dead heat finish, Smith managed to hold off Baldwin by just 0.0402s this time around, with Drew and Kane Astin next to cross the line, albeit almost five seconds behind.

● Linda Keen

RESULTS (BOTH 18 LAPS)

RACE 1 1 Aaron Smith; 2 Peter Baldwin +0.062s; 3 Rupert Deeth; 4 Richard Casey;

5 Kane Astin; 6 Dave Drew. **FL** Paul Thompson 54.953s (79.13mph). **RACE 2** 1 Smith; 2 Baldwin

+0.040s; 3 Drew; 4 Astin; 5 Casey; 6 Deeth.

FL Baldwin 54.605s (79.63mph).



LE MANS LEGENDS LEMANS, JUNE 21-22 MRL

Buncombe shows his class at La Sarthe

ALEX BUNCOMBE DOMINATED A rain-hit, 40-minute Le Mans Legends support race.

Buncombe passed polesitter Ludovic Caron's AC Cobra under braking for the Dunlop chicane on the first lap, and when Gary Pearson slewed up the inside of the chasing pack, somehow holding second, the Lister Costin broke clear.

His lead was eight seconds by the end of lap one, but Pearson (Jaguar D-type), Jon Minshaw (Lister Knobbly) and a recovering Caron began to rein him in quickly.

Caron was up to third by lap three,

7.2s off the lead, and soon had Buncombe in his sights; passing Pearson for second just as Paul Chase-Gardener's Aston Martin DB2 rolled in the gravel at Indianapolis.

A new fastest lap brought Caron to within 2s of the leader and the pair pitted together at the end of lap five.

Although Buncombe briefly ran wide at Dunlop, suffering from brake fade, a torrid stop for Caron dropped him outside the top six.

Minshaw and Pearson took up the chase in second and third, but a "chuffed" Buncombe made their efforts quite futile with a

commanding run to the flag.

● Scott Mitchell

RESULTS (11 LAPS) 1 Alex Buncombe (Lister Costin); 2 Jon Minshaw (Lister Jaguar Knobbly) +43s; 3 Gary Pearson (Jaguar D-type); 4 Roger Wills (Bizzarrini 5300GT); 5 Shaun Lynn (AC Cobra); 6 Ludovic Caron (AC Cobra). **CW** Chris Conoley/Neil Howe (HRG); Patrick Watts (Allard J2); Philip Walker/Danny Wright (Lotus 15); Pearson; Yves Junne (Lola Mk1); David Clark (Lotus Elite); Tom Alexander/Adrian Wilmott (Aston Martin DB4); Gareth Burnett (Elva GT160); Wills; Helen Elstrop/Colin Elstrop (TVR Grantura); Lynn. **FL** Caron 4m43.918s (107.38mph).



BRITISH HILLCLIMB CHAMPIONSHIP DOUNE, JUNE 22-23

Willis is the king of Doune

WITH TWO WINS AT DAUNTING Doune, Trevor Willis pulled to within nine points of title leader Scott Moran.

Both Scott and his father Roger suffered following the first run-off where they finished second and fourth, neither taking their second qualifier after the concentric clutch slave cylinder failed on their Gould.

Contented with his performance, Willis said: "This new car feels awesome on the first time here — on tracks like this I feel so confident

to keep pushing hard."

The next four events look enthralling with Moran favourite to take his record 105th victory at Harewood, but the Channel Islands twists and turns favour Willis and the Morans may well not be at Wiscombe Park.

Will Hall was as consistent as ever at Doune and now sits secure in fifth place overall, only four points adrift of Roger Moran.

Twice third, young star Alex Summers took the 10 year-old Ben

ROUND 13 1 Trevor Willis (3.2 OMS-Powertec 28) 36.54s; 2 Scott Moran (3.5 Gould-NME GR61X) 36.96s; 3 Alex Summers (1.3s DJ-Suzuki Firehawk) 38.35s; 4 Roger Moran (3.5 Gould-NME GR61X) 38.81s; 5 Will Hall (3.5 Force-Nissan WH) 39.57s; 6 John Bradburn (3.5 Gould-Cosworth HB GR55) 40.22s; 7 George Coghill Jr (1.0t Force-Suzuki PT) 40.80s; 8 David Uren (1.6 Force-Suzuki PC) 41.07s; 9 Simon Fidoe (1.1 Empire-Suzuki 002) 41.83s; 10 Nicola Menzies (1.6 Force-Suzuki PC) 42.35s; 11 Steve Marr (1.1 PCD-Suzuki Saxon) 42.35s; DNF Wallace Menzies (3.2 DJ-Cosworth Firestorm).

ROUND 14 1 Willis 36.16s **BTD**; 2 W Menzies 37.26s; 3 Summers 37.66s; 4 Hall 38.53s; 5 Bradburn 39.30s; 6 Fidoe 40.98s; 7 Uren 41.55s; 8 Marr 41.82s; 9 John Mackenzie (1.6 Radical Clubsport) 42.80s; 10 Les Mutch (2.5 Dax Rush) 44.41s; DNF N Menzies; Coghill. **Class winners** Peter Locke (1.3 Rotary Mazda RX-8) 56.71s; David Finlay (2.0t Vauxhall Astra VXR) 53.57s; Alan Nicol (2.2 Caterham Super 7) 46.53s; Donald McCaskill (2.3t Mitsubishi Lancer) 45.94s; John Lowe (1.3 Fisher Fury) 47.94s; Mutch 43.55s **record**; Mackenzie 43.06s; David Seaton (4.9 Pilbeam-BMW MP43) 45.36s; Steve Owen (1.6 OMS Hornet) 46.24s; Fidoe 41.11s; Jonathan Rarity (1.4 MH-Suzuki 'The Ghost') 39.99s; Summers 38.04s **record**; Willis 36.99s. **POINTS** 1 S Moran, 113; 2 Willis, 104; 3 W Menzies, 80; 4 R Moran, 78; 5 Hall, 74; 6 Bradburn, 65; 7 Summers, 54; 8 Deryk Young, 30; 9 Richard Spedding, 19; 10= Alastair Crawford, Eynon Price & Uren, 17pts.

Butterfield 1100-1600cc class record.

Simon Fidoe is now the leading 1100cc scorer with his first double run-off qualification of 2013.

A unique three-way occurred when Nicola Menzies qualified for both rounds alongside husband Wallace and her kid brother George Coghill Jr, who made his own run-off debut.

Wallace had a hard time early on — spinning out of round 13 — before going on to achieve second in the following contest.

● Eddie Walder



Mini Seven

The first Mini Seven race at Brands was cut short to six laps following a prolonged safety car incident after Anthony Toweey cartwheeled at Paddock (above). Andrew Deviny and Max Hunter argued over the top step of the podium, with Hunter turning the tables on Deviny for victory second time out.

Super Mighty Minis

Patrick Ford and Jamie White produced a titanic lead battle in both races at Brands. Bob Bennetts took a turn out front in a close second race, but Ford had other ideas, taking his second victory from White.

Mini Allcomers

Pat Ford annexed his third and easiest race win of the day, leaving Bill Richards a distant second at Brands. Endaf Owens brought his newly-prepared spaceframe Mini from the back to win race two from Richards, as Ford's Clubman slowed with steering problems while leading. Fabio Luffarelli was third both times.

Anglo French Battles

Both Brands races were close, with Josh Beebee taking a narrow win over Nick Padmore while AC/DC frontman Brian Johnson finished a fine seventh. Churchill won the second from David Mountain after Wheeler lost first with a massive off-track excursion.

Mini Handicap

No-one was more surprised than celebrity chef James Martin to win the final race of the weekend at Brands. He drove extremely well to keep Damon Astin behind. Lee Allen drove like a demon to catch Martin but had to settle for fifth.

Mini Endurance

Bill Sollis and David Mountain had the early lead in the endurance event at Brands, but Dan Wheeler/Andy Hack (below) had their Cooper S ahead at the flag. Patrick Blakeney-Edwards and Nick Swift were fractionally behind at the end.



Roche win streak ends at Cadwell

JAMES BLAKE-BALDWIN ENDED TOM Roche's run of five wins from five starts in the first race at Cadwell.

Reigning champion Roche led for the first seven laps, but Blake-Baldwin moved up to second at Park on the eighth lap and then hit the front as Roche dropped to third behind Alexander Preston.

Roche regained second by sweeping past Preston approaching the Mountain for the last time.

Next time out normal service was resumed as Roche sprinted into an early lead from second on the grid and remained out front to the end.

Blake-Baldwin ran second for the first three tours before Brett Smith passed him at Park. The excitement then centred on a battle for third, as Blake-Baldwin just held off Preston.

For much of the final round it looked as though we were set for a third different winner of the weekend as Smith led the squabbling pack. But Blake-Baldwin had other ideas and

usurped his rival exiting Charlies on the ninth lap.

Roche led a five-car train to the line to claim the final podium place.

Poleman Sam Gendy set the early pace in the first event for the second group, but Sam Smith hit the front at Mansfield on the third lap and controlled the race, finishing 21.6 seconds clear of Dan O'Connor.

Gendy completed the podium trio, with Paul Bishop recovering from last on the first lap to sixth after being squeezed into the barriers on the opening run to Coppice.

Matt Robinson led Callum Edwards into Coppice at the start of the second B race and gradually increased his winning lead.

Stephen Craggs fought his way up to third on the second lap and thereafter had a lonely run.

In the final B event O'Connor quickly replaced early frontman Sam Smith and made the race his own.

● Graham Read



Blake-Baldwin beat reigning champ Roche twice at Cadwell Park

JONES

RESULTS RACE 1A (12 LAPS) 1 James Blake-Baldwin; 2 Tom Roche +1.363s; 3 Alexander Preston; 4 Brett Smith; 5 Alan Henderson; 6 Simon Goddard. **Fastest lap** Blake-Baldwin 1m46.605s (73.85mph).

RACE 2A (10 LAPS) 1 Roche; 2 B Smith +1.180s; 3 Blake-Baldwin; 4 Preston; 5 Henderson; 6 Ed Gay. **FL** B Smith 1m57.795s (66.83mph).

RACE 3A (11 LAPS) 1 Blake-Baldwin; 2 B Smith +2.603s; 3 Roche; 4 Henderson; 5 Gay; 6 Charlie Charman. **FL** Blake-Baldwin 1m46.969s (73.60mph).

RACE 1B (10 LAPS) 1 Sam Smith; 2 Dan O'Connor +21.611s; 3 Sam Gendy; 4 James Atherton; 5 Alex Roberts; 6 Paul Bishop. **FL** S Smith 2m02.869s (64.07mph).

RACE 2B (10 LAPS) 1 Matt Robinson; 2 Callum Edwards +2.019s; 3 Stephen Craggs; 4 Scott Leach; 5 Chris Hart; 6 John Kinghorn. **FL** Edwards 2m03.219s (63.89mph).

RACE 3B (11 LAPS) 1 O'Connor; 2 Kinghorn +5.459s; 3 William Phillips; 4 S Smith; 5 Roberts; 6 Jon Hughes. **FL** Phillips 1m50.798s (71.05mph).

Local Shrubbs blossoms and claims Alfa double

LINCOLNSHIRE LOCAL BRYAN SHRUBB romped to victory in both races in his 33 after qualifying four seconds quicker than the rest.

Sadly, nearest rival Andy Robinson failed to make the grid after a hefty qualifying shunt in his 156.

Chris Oxborough claimed second in race one in his 75, while a contentious battle raged for third.

At the start of lap three there was contact between Adie Hawkins' 147 and Darelle Wilson's diesel GT and Wilson's race ended with a big off approaching Coppice. Hawkins was subsequently excluded for his part after finishing sixth on the road.

Roger Evans claimed an impressive third after starting from the back.

The battle for the leading places in the second race was less dramatic as Evans, Alastair Kellett and Barry

McMahon secured positions two to four behind the victorious Shrubbs.

There was some tremendous action in the scrap for standard production class honours, from which James Ford emerged on top in his 156.

● Graham Read

RESULTS (9 LAPS) 1 Bryan Shrubbs (33); 2 Christopher Oxborough (75) +6.423s; 3 Roger Evans (147 GTA); 4 Graham Seager (GTV); 5 Robin Eyre-Maunsell (75); 6 Alastair Kellett (Fiat Punto Abarth). **Class winners** Oxborough; Evans; Eyre-Maunsell; James Ford (Alfa Romeo 156 2.0 Twin Spark); Kellett. **FL** Evans 1m44.511s (75.33mph).

RACE 2 (11 LAPS) 1 Shrubbs; 2 Evans +15.678s; 3 Kellett; 4 Barry McMahon (156); 5 Seager; 6 Eyre-Maunsell. **CW** Evans; Kellett; McMahon; Eyre-Maunsell; Ford. **FL** McMahon 1m46.668s (73.81mph).



Shrubbs's Alfa 33 scored comfortable double victory

JONES



Clarkson was on form in the wet

Clarkson finds top gear before Sheard fights back

ANDY CLARKSON MADE LIGHT OF THE heavy rain as he helped himself to a dominant victory in the first race.

Matt Davies started from pole, but dropped behind and was unable to pass his rival. Paul Sheard ran third for the opening five tours before a badly misted windscreen forced him to slacken his pace and following a moment at Mansfield he dropped to fifth.

This promoted Mike Comber and Will Chappell to third and fourth, where they remained to the chequered flag.

The second race proved that a grid of eight cars can provide plenty of excitement. Clarkson made the early running, but a flying Sheard was making his way towards the front. He was up to second by lap six and then swept into the lead at Park

on the following tour.

Later, poleman Sheard had a lively opening lap as he dropped to third before clawing his way back to lead and going on to take a clear victory.

Clarkson was originally the best of the rest, but reigning 750MC Locost champion Comber moved up to second approaching Chris Curve on lap six.

● Graham Read

RESULTS (10 LAPS) 1 Andy Clarkson; 2 Matt Davies +0.564s; 3 Mike Comber; 4 Will Chappell; 5 Julian Taylor; 6 Paul Sheard. **FL** Clarkson 1m53.991s (69.06mph).

RACE 2 (8 LAPS) 1 Sheard; 2 Clarkson +4.060s; 3 Comber; 4 Chappell; 5 Taylor; 6 Geoff Gouriet. **FL** Sheard 1m46.157s (74.16mph).

RACE 3 (12 LAPS) 1 Sheard; 2 Comber +11.086s; 3 Clarkson; 4 Chappell; 5 Taylor; 6 Davies. **FL** Sheard 1m44.049s (75.66mph).

NSSCC CADWELL PARK, JUNE 22-23 BRSCC

Collins, Fletcher and Addison are on top



Collins's lurid 205 twice beat Moss in Northern Saloons

EX-SAXMAX RACER MYLES COLLINS and multiple former champion Paul Moss were the class of the field in the first C, D & H race.

The duo pulled clear as Moss (Citroen Saxo) tried in vain to get the better of Collins' Peugeot 205.

Clinton Ewen's Mini snatched third from Brian Morris' Datsun 240Z at Mansfield on the last lap.

Collins beat Moss again in race two, as Morris made the podium.

Martin Addison started from the back after missing the first race and finished a creditable fifth.

Damp conditions for the first A, B & E race enabled Vaughan Fletcher's

four-wheel-drive Subaru Impreza to blast clear of polesitter Bill Addison's Caterham Superlight at the start.

Fletcher headed Chris Huntley's Ginetta by 32 seconds at the flag.

Next time out, and on a drier track, Fletcher again sprinted into an early lead, but eventually dropped to third, behind Addison and Huntley.

● Graham Read

CLASSES C, D & H (BOTH 10 LAPS) 1 Myles Collins (Peugeot 205 GTi); 2 Paul Moss (Citroen Saxo) +8.164s; 3 Clinton Ewen (Austin Mini Miglia); 4 Brian Morris (Datsun 240Z G); 5 Andy Robinson (Ford Fiesta); 6 Daniel McKay (Fiesta). **CW** Ewen; Steve Kirton (Vauxhall Astra

GSi). **FL** Collins 1m43.880s (75.79mph).

RACE 2 1 Collins; 2 Moss +4.727s; 3 Morris; 4 Ewen; 5 Martin Addison (Peugeot 106 Rallye); 6 Robinson. **CW** Morris; Kirton. **FL** Collins 1m41.611s (77.48mph).

CLASSES A, B & E (BOTH 10 LAPS) 1 Vaughan Fletcher (Subaru Impreza); 2 Chris Huntley (Ginetta G50) +32.143s; 3 Mike Cutt (BMW M3); 4 Saghir Hussain (Ford Fiesta ST); 5 Bill Addison (Caterham Superlight R400); 6 Stuart Carr (Caterham CSR). **CW** Cutt; Hussain; Addison; Alan McPherson (MK Indy RR). **FL** Fletcher 1m45.309s (74.76mph). **RACE 2 1** Addison; 2 Huntley +0.615s; 3 Fletcher; 4 Andrew Morrison (SEAT Leon Cupra); 5 Mike Williamson (M3); 6 Cutt. **CW** Huntley; Morrison; Carr; McPherson. **FL** Huntley 1m35.972s (82.03mph).



Ford XR Challenge

Michael Heath (above) became the first double XR winner this season at Cadwell. He led Tony Rudd and Ralph Fernihough from start to finish in race one, but the following day Fernihough kept the Market Drayton racer honest. Fernihough simultaneously fended off Steve Poole, who completed the podium.

Alfa Romeo Pre-91

It did not bode well when Roger McMahon qualified his GTV eight seconds quicker than his six rivals at Cadwell, but come the race there was an entertaining battle for the lead between McMahon, Ted Pearson's Alfasud and brother Barry McMahon's 156. After some close action it was Pearson who emerged on top.

Fiesta Junior

James 'JJ' Ross made a blistering start from third on the grid to take an early lead he was never to relinquish in the first race at Cadwell, despite pressure from the chasing Robert Cox. Later, Ross cruised to his second victory of the weekend, well clear of Rory Collingbourne.

Saxmax

Guy Wenham maintained his unbeaten record with two more wins at Mallory, but while the first race was fairly easy, he had to overcome both a jumped start penalty and an early spin at Gerards to get the better of James Dorlin in race two. Martin Poole held off Dorlin to take second in the first race and was second again in race two, with Dorlin again losing out.

CNC Sports Saloons

Once Robert Spencer's Locosaki (below) had darted past Garry Watson's Westfield on the first lap, he was never headed at Mallory. After Watson went off at Shaws on lap two, Grahame Tilley's Caterham had Joe Spencer's Locosaki pressing him until Tilley spun at Gerards. Watson charged back to second and was only 0.543s off stealing the win.

MAZDA MAX 5 MALLORY PARK, JUNE 23 BARC

Honours even for Mazda title chargers



Shipley is turned around as Roddison leads

IT WAS HONOURS EVEN BETWEEN title contenders David Chapman and Jonathan Halliwell, who took one win apiece at Mallory Park.

Four abreast into Gerards at the start of race one ended in tears, as Jeremy Shipley and Clive Bussey both went off. Paul Roddison held the lead from Halliwell, with David Chapman taking third from Matthew Tidmarsh into the Esses on lap three.

It took another five laps for Chapman to challenge for second, but having made it by into Shaws Hairpin on lap 11, he soon reeled in Roddison. They went side by side through the Esses before Chapman

took the lead into Shaws two laps later to seal victory.

Halliwell challenged Roddison for second until he slid off at Gerards two laps from home, handing third back to Tidmarsh.

Chapman led the second race from pole, but couldn't shake Roddison, who finally got by on the ninth lap.

Halliwell charged through from the back, taking fourth when Bussey spun at Gerards, third after Tidmarsh went wide into Shaws and second by passing Chapman at Gerards. The race turned when Roddison caught a backmarker on the Stebbe Straight, spun and was collected by Chapman.

Halliwell was left in the clear, but Chapman charged back into the frame and regained second at the Esses on lap 17, with Jonathan Cryer following into Shaws to complete the podium finishers as red flags flew.

● Peter Scherer

RESULTS (23 LAPS) 1 David Chapman;

2 Paul Roddison +15.068s; 3 Matthew Tidmarsh; 4 Clive Bussey; 5 Ian Loversidge; 6 Adam Read. **CW** Read; Rob Williams. **FL** Chapman 1m03.389s (76.67mph).

RACE 2 (22 LAPS) 1 Jonathan Halliwell;

2 Chapman +11.698s; 3 Jonathan Cryer; 4 Tidmarsh; 5 Loversidge; 6 Bussey. **CW** Read; Williams. **FL** Halliwell 56.079s (86.66mph).



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Daly (4) and McMullan both scored wins as McCullough hit trouble

FORMULA FORD 1600 KIRKISTOWN, JUNE 22 500MRCI

McCullough spins so rivals step in to win

IT SAYS A LOT ABOUT THE IVOR McCullough domination of FF1600 in recent months that the big story from Kirkistown's 60th anniversary event was the fact that the Ballymena man didn't win either race.

Indeed, despite starting from pole he didn't even complete a lap in race one, falling foul of an incident in traffic at Fishermans that also took Niall Murray out of the mix.

Instead it was front-row starter Stephen Daly who got the break and went on to win, with Kevin O'Hara, Noel Robinson, Adrian Pollock and Patrick McKenna chasing him.

Jonathan McMullan was in the mix initially, but a visit to the Hairpin gravel trap put paid to his efforts.

It initially looked as though normal

service had been resumed in race two, with McCullough out front on a damp track and pulling away. But an early spin at the Chicane dropped him back to eighth, and another at the same place a couple of laps later ended to his comeback bid.

Instead it was McMullan who took command and never put a wheel wrong. Behind him, though, David McCullough, Pollock, a hard-charging Murray and Robinson put on a mighty show. The train lost Robinson a lap before the finish when a banzai move into the Hairpin took him past the pack backwards!

On the final tour, as McMullan prepared to celebrate a well-judged drive, the rest waited until the final spurt to sort themselves out, Pollock

just outdrugging Murray to the line with David McCullough, O'Hara and a recovering Sean Doyle next in line.

● Richard Young

RESULTS (BOTH 12 LAPS) 1 Stephen Daly (Ray GR11); 2 Kevin O'Hara (Van Diemen RF91) +3.882s; 3 Noel Robinson (Van Diemen JL012); 4 Adrian Pollock (Van Diemen DP09); 5 David McCullough (Van Diemen RF00); 6 Patrick McKenna (Van Diemen RF00). Class winners David Nicholl (Reynard 89FF); Jamesy Hagan (Reynard 84FF); Arnie Black (Crossle 32F). Fastest lap Sean Doyle (Van Diemen RF91) 1m02.042 (87.73mph). RACE 2 1 Jonathan McMullan (Mondiale M89S); 2 Pollock +1.760s; 3 Niall Murray (Van Diemen RF99); 4 D McCullough; 5 O'Hara; 6 Doyle. CW Pollock; Hagan; Black. FL Ivor McCullough (Van Diemen RF00) 1m03.620s (85.56mph).

CLASSIC RACING CARS KIRKISTOWN, JUNE 22 500MRCI

Chevron tops anniversary celebrations

WITH A WELCOME INFLUX OF Australians – and the occasional New Zealander – on the grid, Kirkistown's large and appreciative anniversary crowd had plenty to enjoy despite the damp conditions.

Fittingly it was West Australia's Graham Bullock who took the honours in both races in his 'Atlantic spec' Chevron B17, pursued in each case by Crossle boss Paul McMorrان

in his gloriously restored Formula Atlantic Crossle 22F. Lance Carwardine topped the Aussie F2 ranks in third with the unusual Fiat-powered Jane Brabham BT23.

John Hutchison's Crossle 14F claimed fourth in race one, but that honour went to top 'Junior' Peter Boel's Lola Mk5 later on.

Further back, Christopher Atkinson's rare Piper SR topped

the sportscar section ahead of Frank Lyons, who struggled manfully with John Monson's unruly 4.7-litre Crossle 7S.

Wisely, neither ventured out for the wetter second race!

Former F2 pilot Brian Cullen made a welcome return in McMorrان's Crossle 12F, bringing the twin-cam Ford-powered Formula B machine home fifth in the first race before something broke in the second, which allowed Alan Crocker to move up in another McMorrان car, the one-off, one-litre F3 Crossle 17F.

● Richard Young

RESULTS (16 LAPS) 1 Martin Bullock (Chevron B17C); 2 Paul McMorrان (Crossle 22F) +4.906s; 3 Lance Carwardine (Jane Brabham BT23); 4 John Hutchison (Crossle 14F); 5 Brian Cullen (Crossle 12F); 6 Peter Boel (Lola Mk5a). CW Carwardine; Boel; Christopher Atkinson (Piper SR); Alan Crocker (Crossle 17F). FL Bullock 59.949s (91.95mph). RACE 2 (12 LAPS) 1 Bullock; 2 McMorrان +1.077s; 3 Carwardine; 4 Boel; 5 Hutchison; 6 Crocker. CW Carwardine; Boel; Crocker. FL McMorrان 1m05.068s (83.65mph).



Bullock's Chevron was the class of Classic Racing Cars



Saloons & GTs

Wayne Boyd (above) made a welcome return to Kirkistown as 'guest pilot' in David Beatty's Ginetta G50 and duly took the honours in both races. Philip Shields (SEAT Supercopa) and Stephen Traub (Integra) topped the Saloon field in second and third. Race two was red-flagged on the opening lap after Shields spun at Colonial and was collected by Traub. Robert Patton took Saloon honours from Martin Tracey in an all-Honda encounter in the restarted race.

Formula Libre

Rain stopped play after just six laps in the first 'Libre' encounter, at which point Eamon Matheson's turbo-Suzuki-powered E5 was in command at Kirkistown. Behind him, though, a pitched battle between James Hagan's F1 Ensign and Stanley Watson's Lola Chevy had just been decided in Hagan's favour. The second encounter went to Martin Daly's Formula Renault Tatuus, from the similar cars of Cian Carey and Noel Robinson.

Strykers

Alan Watkins continued on his winning way in both Stryker races at Kirkistown. In the first he was harried most of the way by Mark Baker, although at the finish it was Alan Auerbach who claimed the runner-up spot. He managed it again in the very wet second race. Des Brotun took the final podium spot in race one before Dave Griffin claimed the honours in race two.

Fiesta Zetec Cup

The curtain raiser for Fiestas featured another win for James Turkington (below), who remains unbeaten so far in 2013. Andrew Blair, Ryan Campbell and Jamesy Hagan followed across the line at Kirkistown, although Hagan was docked 10 seconds for an 'out of position' start, a penalty that did not affect his finishing position.





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Gray snatched race-two victory on the final lap

SCOTTISH FORMULA FORD KNOCKHILL, JUNE 23 SMRC

Young guns gain ground at Knockhill

DESPITE THIS BEING HIS FIRST season in car racing, Ciaran Haggerty looked to be up to speed with the lead battle in the first Scottish Formula Ford race of the weekend.

The 16-year-old hounded early leader Jordan Gronkowski on the damp track before grabbing the lead on the third lap.

A mid-race safety car period to recover a stranded vehicle closed the pack up, but Haggerty had it all under control and made an excellent restart to re-establish his advantage.

Nonetheless, the relentless pace of Gronkowski eventually reeled the race leader back in and he made

a move at the end of lap eight.

To his credit, the young kart champion reacted wisely to set up a drag race to the finishing line, but he trailed the leader by just 0.039s at the flag.

Similarly, race two was a story of a young talent breaking through.

This time it was Michael Gray who has made steady progress in being an established podium contender.

He finally made it to the top with a classy move at the final corner of the race to demote Gronkowski and take his first win in style.

With this weekend's results from Haggerty and Gray, the championship

looks destined to be a four-way battle for the crown, with Stuart Thornburn and Craig Bunton remaining in contention.

● Jonathan Crawford

RESULTS (12 LAPS) 1 Jordan Gronkowski (Van Diemen RF92); 2 Ciaran Haggerty (Ray GRS09) +0.039s; 3 Michael Gray (Vector TF93); 4 Paul Kopec (Ray GRS08); 5 Stuart Thornburn (Van Diemen RF92); 6 Matthew Chisholm (Van Diemen RF92). Fastest Lap Haggerty 56.336s (81.24mph).

RACE 2 (10 LAPS) 1 Gray; 2 Gronkowski +0.264s; 3 Kopec; 4 Thornburn; 5 Chisholm; 6 Andrew Chesher (Van Diemen RF92). FL Gray 56.531s (80.96mph).

SCOTTISH MINIS KNOCKHILL, JUNE 23 SMRC

Thirlwall triumphs on his Mini comeback

REIGNING CHAMPION DAVID SLEIGH won the first of four Mini races, but it was the performance of returnees Kenneth Thirlwall and Vic Covey Jr that proved the main talking point.

Covey Jr has struggled to match his form before he left the series to race in the Clio Cup, but qualified an excellent third and finished fourth in race one — a turning point for the Mini Max Motorsport Team.

Thirlwall demoted Sleigh from the lead at mid-distance in race two, which left the champion to fight with his team-mate Joe Tanner. The pair touched at Scotsman corner, which dropped Sleigh down to seventh.

Sleigh made amends in the third race, as he chased through the pack to take third. Kyle Reid was helped by the reversed top-five grid and he dominated.

The addition of a fourth 'feature race' brought driving standards under close scrutiny after warning flags and penalties had been a significant feature of race three.

Following the challenge with his team-mate earlier in the day, Tanner led from lights to flag to take a deserved win in difficult conditions as drizzle fell.

One of the day's star performers, Thirlwall had to fight hard to scrape fourth having dropped to eighth at the start.

● Jonathan Crawford

RESULTS (ALL 9 LAPS) 1 David Sleigh; 2 Joe Tanner +2.205s; 3 Kenneth Thirlwall; 4 Vic Covey Jr; 5 Michael Doyle; 6 Aidan Moffat. FL Thirlwall 1m06.308s (69.02mph).
RACE 2 1 Thirlwall; 2 Malcolm McNab +1.569s; 3 Tanner; 4 Michael Doyle; 5 Kyle Reid; 6 Covey Jr. FL Reid 1m03.784s (71.75mph).
RACE 3 1 Reid; 2 Thirlwall +1.738s; 3 Sleigh; 4 Doyle; 5 McNab; 6 Moffat. FL Sleigh 1m03.660s (71.893mph).
RACE 4 1 Tanner; 2 Doyle +0.307s; 3 McNab; 4 Thirlwall; 5 Moffat; 6 Sleigh. FL Sleigh 1m03.510s (72.062mph).



Sleigh (leading) and Thirlwall battled it out



Sports & Saloons

Ryan Magennis (above) took both wins in his GTR400 kit car, but was helped by the reliability problem suffered by poleman Alastair Mowat, who retired at the start of race one. Graham Davidson made his debut in his Noble M400 and took two podium places. Roddie Patterson, on his return to racing in a Caterham, came up from 14th to take a fine fourth place in the second race.

BMWs & Mazda MX5s

The numbers in the BMW Compact series meant the two races were run with the MX5 Cup. Both were won by Alan Kirkaldy, who has dominated the category thus far. Paul Curtis proved the fastest MX5 driver on both occasions and mixed it with the fastest BMWs to take second on the road in race two.

Scottish Legends

This year's Legends Championship is wide open after another frenetic series of races produced three different winners. Ross Mickel had a lucky escape in the final after being pushed into a spin on the back straight, during which he managed a full rotation before continuing. David Hunter took a deserved win in the final, grabbing the lead on the last lap.

Fiestas

Rookie Aiden Moffat took pole position and lead the early stages of the first Fiesta race. The encounter was red-flagged on lap six when Ian Donaldson's ST spun at the first corner and then rolled as it hit the gravel. The second race also featured a red-flag period when Moffat suffered a huge hit into the tyrewall after he went off while battling with Dave Colville.

Scottish Classics

Harry Simpson (below) took an excellent win in his Ginetta G4 and looked set to repeat the feat in race two, but he couldn't shake off Tommy Gilmartin who grabbed the victory in his Morgan+8.



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MINI SEVEN (6 LAPS) 1 Andrew Deviny; 2 Max Hunter +0.677s; 3 Darren Thomas; 4 Tristen Knight; 5 Gareth Hunt; 6 Graeme Davis. **Fastest lap** Deviny 1m00.056s (72.40mph). **RACE 2 (18 LAPS)** 1 Hunter; 2 Deviny +0.078s; 3 Thomas; 4 Knight; 5 Hunt; 6 Damon Astin. **FL** Deviny 59.478s (73.11mph).

SUPER MIGHTY MINIS (20 LAPS) 1 Patrick Ford; 2 Jamie White +0.126s; 3 Peter Tervet; 4 Bob Bennetts; 5 Scott Kendall; 6 Neven Kirkpatrick. **FL** Bennetts 59.947s (72.54mph). **RACE 2 (19 LAPS)** 1 Ford; 2 White +0.380s; 3 Tervet; 4 Bennetts; 5 Kirkpatrick; 6 Kendall. **FL** Kirkpatrick 59.537s (73.04mph).

MINI ALLCOMERS (22 LAPS) 1 Pat Ford (Mini Clubman); 2 Bill Richards (Rover Mini Clubman) +2.154s; 3 Fabio Luffarelli (Austin Mini); 4 Matthew Howell (Mini); 5 James Guest (Rover Mini); 6 Gerald Dale (Austin Mini Motorsport). **FL** Ford 54.147s (80.31mph). **RACE 2 (23 LAPS)** 1 Endaf Owens (KAD Owens Spaceframe); 2 Richards +4.249s; 3 Ford; 4 Luffarelli; 5 Guest; 6 Sam Summerhayes (Morris Mini). **FL** Owens 52.565s (82.72mph).

PRE-66 MINI ANGLo FRENCH BATTLE (25 LAPS) 1 Josh Beebee (Austin Cooper S); 2 Nick Padmore (Morris Cooper S) +0.636s; 3 Dan Wheeler (Austin Cooper S); 4 Graham Churchill (Austin Cooper S); 5 David Mountain (Morris Cooper S); 6 Ken Welch (Morris Cooper S). **FL** Padmore 58.791s (73.96mph).

RACE 2 (25 LAPS) 1 Churchill; 2 Mountain +3.431s; 3 Peter Crewes (Austin Cooper S); 4 Welch; 5 Martin Hunt (Morris Cooper S); 6 Wheeler. **FL** Phillippe Quiriere (Morris Cooper S) 58.800s (73.95mph).

CHAMPION OF MINI FESTIVAL (13 LAPS) 1 James Martin (Morris Cooper S); 2 Damon Astin (Mini Se7en) +1.277s; 3 Adam Smith (Mini Se7en); 4 Andrew Deviny (Mini); 5 Lee Allen (Mini JCW); 6 Paul Simmonds (Mini Miglia). **FL** Allen 53.881s (80.70mph).

SANWA TROPHY MINI ENDURANCE (37 LAPS) 1 Dan Wheeler/Andy Hack (Austin Cooper S); 2 Patrick Blakeney-Edwards/Nick Swift (Morris Cooper S) +0.241s; 3 Peter Crewes (Austin Cooper S); 4 Bill Sollis/David Mountain (Morris Cooper S); 5 Endaf Owens (Morris Cooper S); 6 Jonathan Hartop (Austin Cooper S). **FL** Crewes 58.791s (73.96mph).

CADWELL PARK
BRSCC, JUNE 22-23



FORD XR CHALLENGE (11 LAPS) 1 Michael Heath (XR2); 2 Tony Rudd (XR2) +1.059s; 3 Ralph Fernihough (XR2); 4 Steve Poole (XR2); 5 Peter Lancaster (XR2); 6 Lee Shropshire (XR2). **Class winner** Adam Burgess (XR3). **FL** Heath 1m49.445s (71.93mph).



Pat Ford's Mini Clubman starred in Brands Festival

RACE 2 (10 LAPS) 1 Heath; 2 Fernihough +2.767s; 3 Poole; 4 Shropshire; 5 Burgess; 6 Rudd. **CW** Burgess. **FL** Rudd 2m01.452s (64.82mph).

ARCA ALFA ROMEO PRE-91 TROPHY (12 LAPS) 1 Ted Pearson (Alfasud); 2 Barry McMahon (156) +0.275s; 3 Roger McMahon (GTV); 4 James Thomas (146 Ti); 5 Richard Drake (Alfasud Ti); 6 Ian Brookfield (Alfasud Ti). **CW** Barry McMahon. **FL** Barry McMahon 1m43.996s (75.70mph).

FIESTA JUNIOR (9 LAPS) 1 James JJ Ross; 2 Robert Cox +0.977s; 3 Ben Wilcox; 4 Alex Reed; 5 Aaron Thompson; 6 Rory Collingbourne. **FL** Cox 1m50.166s (71.46mph).

RACE 2 (12 LAPS) 1 Ross; 2 Collingbourne +21.628s; 3 Cox; 4 Wilcox; 5 Thompson; 6 Michael Higgs. **FL** Ross 1m45.782s (74.42mph).

MALLORY PARK
BARC, JUNE 23



SAXMAX (17 LAPS) 1 Guy Wenham; 2 Martin Poole +11.855s; 3 James Dorlin; 4 George Streater; 5 Adam Hatfield; 6 Daniel Howard. **FL** Wenham 58.564s (82.98mph).

RACE 2 (16 LAPS) 1 Wenham; 2 Poole +7.734s; 3 Dorlin; 4 Streater; 5 Howard; 6 Tom Parker. **FL** Wenham 1m01.502s (79.02mph).

CNC HEADS SPORTS SALOONS (24 LAPS) 1 Robert Spencer (Stuart Taylor Locosaki); 2 Garry Watson (Westfield SeiW) +0.543s; 3 Joe Spencer (Locosaki); 4 Graham Tilley (Caterham CSR); 5 Simon Allaway (Lotus Daytona Esprit V8); 6 Dennis Crompton (BMW E36 M3). **CW** Allaway; Watson; R Spencer; Crompton; Pete Edwards (Ford Escort RS1800); Brian Allen (Ford Fiesta XR2). **FL** Watson 51.978s (93.50mph).

KIRKISTOWN
500MRCI, JUNE 22



SALOON & GT (12 LAPS) 1 Wayne Boyd (Ginetta G50); 2 Philip Shields (SEAT Supercopa) +11.454s; 3 Stephen Traub (Honda Integra); 4 Martin Tracey (Honda Civic); 5 Robert Patton (Honda Integra); 6 Greer Wray (Vauxhall Vectra). **CW** Shields; Aidan Vance (Honda Civic). **FL** Boyd 1m05.767s (82.76mph).

RACE 2 (10 LAPS) 1 Boyd; 2 Patton +20.675s; 3 Tracey; 4 Vance; 5 David Beatty (Honda Prelude); 6 Donal O'Neill (Vauxhall Vectra). **CW** Patton; Vance. **FL** Boyd 1m05.235s (83.44mph).

FORMULA LIBRE (6 LAPS) 1 Eamon Matheson (E5); 2 James Hagan (Ensign N177 DFV) +13.234s; 3 Stanley Watson (Lola Chevrolet); 4 Martin Daly (Tatuus Renault); 5 Fergus Flaherty (Tatuus Renault); 6 Noel Robinson (Tatuus Renault). **CW** Daly. **FL** Hagan 55.866s (97.43mph).

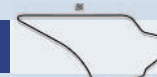
RACE 2 (12 LAPS) 1 Daly; 2 Cian Carey +0.215s; 3 Robinson; 4 John Daly (Lola Holden); 5 Matheson; 6 John Stewart (GEM Yamaha). **CW** J Daly. **FL** Robinson 1m01.769s (88.12mph).

STRYKERS (11 LAPS) 1 Alan Watkins; 2 Alan Auerbach +11.796s; 3 Des Bruton; 4 Brian Kingston; 5 Roger Welaratne; 6 Andrew D'Alton. **FL** Watkins 1m05.732s (82.81mph).

RACE 2 (9 LAPS) 1 Watkins; 2 Auerbach +20.131s; 3 Dave Griffin; 4 Mark Baker; 5 D'Alton; 6 Kingston. **FL** Watkins 1m12.145s (75.45mph).

FIESTA ZETEC CUP (13 LAPS) 1 James Turkington; 2 Andrew Blair +7.638s; 3 Ryan Campbell; 4 James Hagan; 5 Paul Magill; 6 Uel McMillan. **FL** Turkington 1m17.568s (70.17mph).

KNOCKHILL
SMRC, JUNE 23



SCOTTISH LEGENDS (8 LAPS) 1 Robbie Burgoyne; 2 John Patterson +0.894s; 3 David Allan; 4 Ross Mickel; 5 Paul O'Brien; 6 Carol Brown. **FL** Brown 1m08.934s (66.39mph). **RACE 2 (8 LAPS)** 1 Mickel; 2 Patterson +1.304s; 3 O'Brien; 4 Burgoyne; 5 Allan; 6 Brown. **FL** Mickel 1m01.085s (74.92mph).

FINAL (10 LAPS) 1 David Hunter; 2 David Newall +0.110s; 3 Gerard McCosh; 4 O'Brien; 5 Burgoyne; 6 Allan. **FL** O'Brien 1m01.084s (74.92mph).

SCOTTISH SALOONS & SPORTSCARS (12 LAPS) 1 Ryan Magennis (GTRO02); 2 Paul Brydon (BMW M3) +7.782s; 3 Graham Davidson (Noble M400); 4 Robert Drummond (Ford Escort); 5 Clark Sutherland (BMW M3); 6 Paul Bell (Vauxhall Nova). **CW** Drummond; Sutherland; Alasdair McGowan (Citroen AX). **FL** Davidson 57.523s (79.56mph).

RACE 2 (10 LAPS) 1 Magennis; 2 Davidson +13.064s; 3 Brydon; 4 Roddie Patterson (Caterham); 5 Sutherland; 6 Mark Dawson (VW Corrado). **CW** Sutherland; Bell; McGowan. **FL** Magennis 54.310s (84.27mph).

SCOTTISH FIESTAS (5 LAPS) 1 George Orr (ST); 2 Scott Robertson (ST) +0.916s; 3 Aiden Moffat (ST); 4 Dave Colville (ST); 5 Oliver Mortimer (ST); 6 Alan Freeland (ST). **CW** Wayne MacCauley (XR). **FL** Robertson 1m02.979s (72.67mph).

RACE 2 (10 LAPS) 1 Robertson; 2 Orr +0.618s; 3 Colville; 4 Freeland; 5 Moffat; 6 George Runcie (ST). **CW** MacCauley. **FL** Moffat 1m02.958s (72.69mph).

BMW COMPACTS & MAZDAS (BOTH 10 LAPS) 1 Alan Kirkaldy (Compact); 2 Greg Graham (Compact) +10.323s; 3 Garry Muir (Compact); 4 Stephen Russell (Compact); 5 Paul Curtis (MX5); 6 Paul McErlean (Compact). **CW** Curtis. **FL** Kirkaldy 1m05.712s (69.65mph).

RACE 2 1 Kirkaldy; 2 Curtis +6.193s; 3 Graham; 4 Muir; 5 Russell; 6 Graeme Gordon (Compact). **CW** Curtis. **FL** Kirkaldy 1m04.961s (70.45mph).

SCOTTISH CLASSICS (12 LAPS) 1 Harry Simpson (Ginetta G4); 2 Raymond Boyd (Porsche 911) +3.630s; 3 Robert Marshall (Ford Escort); 4 Stan Bernard (911); 5 Alex Montgomery (MG BGT V8); 6 Matthew Gordon (TVR). **FL** Simpson 58.786s (77.85mph).

RACE 2 (10 LAPS) 1 Gilmartin; 2 Simpson +0.563s; 3 Marshall; 4 Montgomery; 5 Gordon; 6 Jimmy Crow (Ford Escort). **FL** Gilmartin 58.715s (77.95mph).



Guy Wenham won Saxmax



James Hagan was second at Kirkistown in ex-Amon Ensign

Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: mail@autosport.com Website: www.autosport.com

EDITOR-IN-CHIEF
Andrew van de Burgt
andrew.vandeburgt@haymarket.com ext.5974

EDITOR
Charles Bradley
charles.bradley@haymarket.com ext.5889

GROUP F1 EDITOR
Jonathan Noble ext.5810
jonathan.noble@haymarket.com

F1 EDITOR
Edd Straw ext.5887
edd.straw@haymarket.com

FEATURES EDITOR
Kevin Turner ext.5432
kevin.turner@haymarket.com

NEWS EDITOR
Glenn Freeman ext.5309
glenn.freeman@haymarket.com

REPORTS EDITOR
Jamie O'Leary ext.5811
jamie.oleary@haymarket.com

MANAGING EDITOR
Peter Hodges ext.5903
peter.hodges@haymarket.com

RALLIES EDITOR
David Evans
david.evans@haymarket.com

DEPUTY NEWS EDITOR
Sam Tremayne ext.5952
sam.tremayne@haymarket.com

ART EDITOR
Aubrey Smith ext.5914
aubrey.smith@haymarket.com

PRESENTER/SUB-EDITOR
Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

CHIEF SUB-EDITOR
Marcus Simmons ext.5807
marcus.simmons@haymarket.com

NATIONAL EDITOR
Ben Anderson ext.5425
ben.anderson@haymarket.com

SENIOR DESIGNER
Michael Cavalli

PICTURE EDITOR
Peter Mills ext.5918
peter.mills@haymarket.com

TECHNICAL TEAM LEADER
Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM DEVELOPER
Tomasz Trznadel
tomasz.trznadel@haymarket.com

AUTOSPORT.COM USER INTERFACE DEVELOPER
Theo Pape
theo.pape@haymarket.com

OFFICE MANAGER
Joanne Grove
joanne.grove@haymarket.com ext.5804

PHOTOGRAPHS
LAT Photographic

SPECIAL CONTRIBUTORS

Mark Hughes	Dieter Rencken	Jim Bamber
Gary Watkins	Gary Anderson	Pablo Elizalde
Marcus Pye	Giorgio Piola	Matt Beer
Mark Glendenning	Alan Eldridge	

CORRESPONDENTS

ARGENTINA Tony Watson	ITALY Roberto Chinchero	Martin, David Phillips, Diego Mejia, Robin Miller, Jeremy Shaw
AUSTRALIA Phil Branagan	JAPAN Jiro Takahashi, Len Clarke	UK & EIRE David Addison, Jonathan Crawford, Kerry Dunlop, Leanne Fahy, Paul Healy, Paul Jurd, Paul Lawrence, Stephen Lickorish, Marc Orme, Graham Road, Hal Ridge, Peter Scherer, Jan Somman, Oliver Timson,
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FINLAND Esa Iloninen	SPAIN Raimon Duran	
GERMANY Rene de Boer	SWEDEN Tege Tornvall	
GREECE Dimitris Papadopoulos	USA Jonathan Ingram, Bruce	

ADVERTISING
Tel: +44 (0) 20 8267 5820
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

COMMERCIAL MANAGER
Rachel Brock,
ext: 5820
rachel.brock@haymarket.com

DISPLAY ADVERTISING
Gary Lee Hoesbeck,
ext: 5576
gary.lee.hoesbeck@haymarket.com

ALEX NEWBERRY,
ext: 5244
alex.newberry@haymarket.com

LUKE RICKETTS,
ext: 5961
luke.ricketts@haymarket.com

SUBSCRIPTIONS
UK 0844 8488817
OVERSEAS +44 (0)1795 592 974

EMAIL
autosport@servicehelpline.co.uk
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Ltd, c/o Worldnet Shipping Inc., 156-15,
146th Avenue, 2nd Floor, Jamaica, NY

MANAGEMENT
GROUP PUBLISHER
Alastair Lewis

PUBLISHING MANAGER
Samantha Jempson

SPECIAL EVENTS MANAGER
Laura Coppin

DIGITAL SPECIAL PROJECT MANAGER
Simon Strang, ext: 5093
simon.strang@haymarket.com

DIGITAL PRODUCT MANAGER
Simon Grayson, ext: 5346
simon.grayson@haymarket.com

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Mark Payton

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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



Give teams choice over tyres

I think it's clear Sebastian Vettel is going to collect his fourth title. Nothing wrong with that: he's the best driver in the best car and that person usually wins the title.

I just have a suggestion to ensure the rest of the season isn't totally predictable. Why not change the tyre regulations so the teams can select the two compounds they'd like to use for the remaining races, rather than Pirelli doing it?

With the different characteristics of the

cars, Pirelli is essentially choosing whether the Mercedes or Ferrari and Lotus are Red Bull's closest challengers. If the teams could take different tyres to suit their car, maybe they'd all be able to challenge at the same race. Plus the midfield teams might be able to gamble on softer or harder compounds.

It might stop the teams blaming Pirelli for everything and give us a chance of someone being willing to supply tyres in the future.

Steve Morris, London

Le Mans has a great history,

but great drivers have also lost their lives trying to conquer the 24 Hours.

Allan Simonsen this year is the latest of the greatest that have paid the ultimate price. Tom Kristensen paid a fine tribute, but the fans are just as sad. RIP Allan.

**Jackie Heffer
Towcester, Northants**

Seeing Le Mans on TV there is

no doubt in my mind that I watched the best drivers in the world performing and that those appearing this weekend are possibly capable of being good but are merely taking part in a sideshow designed to make Mr Ecclestone even richer.

**Graham Butler
By email**

Peter Taylor (Letters, June 20) is

quite correct to deplore the current TV practice of celebrity chasing on the grid,

but surely the real problem is that these individuals are there in the first place.

Many would probably be hard-pressed to tell a McLaren from a Mercedes. It's a grand prix and the sport is the whole point, so why is further enhancement deemed necessary?

Any genuine fan would give his or her right arm to enjoy a tenth of the access bestowed on these celebrities.

Yet where is the genuine fan? More often than not, even after paying a lot of money for the most basic admission ticket, he or she will be sited well back from the action and without even the comfort of a hard seat, let alone a peep at the paddock.

**Debbie Williams
Cambridge**

Having been at Snetterton on

Saturday, June 15 and seen the results of the F4 driveshaft joint failures (June 20, p75), I think it is only fair to Jonathan

Palmer and Ralph Firman to point out that almost all the competing cars are run by professional teams.

As such they are presumably being paid good money. It should therefore be part of the teams' responsibilities and of their standard preparation processes to regularly inspect highly-stressed parts such as these tripod joints.

It appears the cracks were visible to the naked eye, so even less excuse for not spotting the fault before it became critical.

No amount of testing can replicate race conditions and teams ought to know this, especially with a new design of car.

**Mike Blanchet
Principal, Mike Blanchet Motorsport
& Automotive**

CORRECTION
We incorrectly listed the price of the new Renault Clio Cup UK car at £40,000 in our Club news story (June 13, p67). That figure should have been in euros.

In pictures

Topical images from around the globe, from France to the US, via Sardinia



BRITISH ACES TO THE FOUR
Lewis Hamilton, Max Chilton, Paul di Resta and Jenson Button pose together ahead of their home race – the British GP at Silverstone

In the shops

Desirable new releases

McLAREN KIDS' OVERALLS

£46.74 – autosport.com/shop

McLaren has thought of every age group when it comes to its official merchandise range. These kids' overalls are inspired by the team's pitcrew and are made from a quilted material. They feature a contrast design with all the correct team and sponsor logos, a zip opening at the front, snap fastening at the neck and elasticated cuffs at the wrists and ankles. Check the website for the full range of clobber for all ages.



NISSAN DELTAWING MODEL

£49.99 – autosport.com/shop

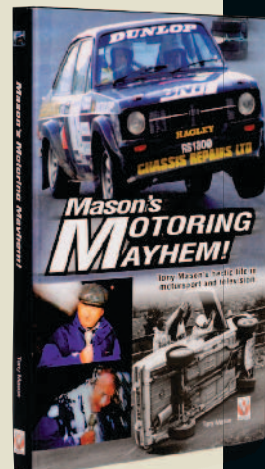
One of the most popular scale models this year will be Spark's 1:43-scale resin replica of the unique Nissan Deltawing that was driven by Marino Franchitti, Michael Krumm and Satoshi Motoyama in last year's Le Mans 24 Hours. The car, which occupied the famous 'Garage 56' reserved for experimental vehicles, ran well during the 80th edition of the race before it made contact with a Toyota and was forced to retire. Fans of quirky Le Mans racers will need to order soon...



TONY MASON BIOGRAPHY

£24.99 – autosport.com/shop

Tony Mason: RAC Rally-winning co-driver, author, TV pundit, commentator, event organiser, businessman, stand-up comedian – and for many the Marmite of motorsport. Here, for the first time, is a collection of amusing tales involving the bubbly Mason's calamitous capers from the cockpit and in front of the camera over the past four decades. Even if you don't like Marmite, you'll find this a most amusing read.



AJ STALKS HIS PREY
AJ Allmendinger's Penske Ford follows Owen Kelly's flaming Gibbs Toyota at Road America en route to his first NASCAR Nationwide victory

WHICH SEB ARE YOU EXACTLY?
We're not totally certain whether this is Sebastien Ogier or his WRC namesake co-driver Ingrassia. More to the point, we don't know why he's doing this!



DANISH FLAG AT HALF-MAST FOR ALLAN SIMONSEN
Le Mans organisers flew the Danish flag at half-mast on the podium during the race after Aston Martin racer Allan Simonsen died in an early crash



LEPAGE/LAT

ROBERTSON/GETTY

WHAT'S ON

ON TRACK IN THE UK



You could see the elite of motor racing competing at the British Grand Prix...

FERRARO/LAT



...or watch the grass-roots heroes of 750MC in action at Donington

JONES

SILVERSTONE

British Grand Prix
June 28-30

silverstone.co.uk

Tickets are still available for the biggest event on the British motorsport calendar and hopefully this year's event won't be such a washout for fans. Red Bull's Sebastian Vettel was supreme in Canada last time out, but spectators will be desperate for his rivals to present a stronger challenge this weekend. Support races

include GP2, GP3 and the Porsche Supercup.

CADWELL PARK

CSCC

June 29-30

cadwellpark.co.uk

The full range of CSCC classes heads to Lincolnshire this weekend, including Special Saloons, Swinging Sixties, Tin Tops, Future and Modern Classics, Magnificent Sevens and the Jaguar Saloon & GT championship.

DONINGTON PARK

750MC

June 30

donington-park.co.uk

The 750 Motor Club's original season opener was snowed off, but has been rescheduled for British GP Sunday. There are two races each for BMW Compacts, Formula Vee, Toyota MR2s, RGB and Sports Specials, plus single outings for Roadsports and SR & GTs on the GP Circuit.

PEMBREY

BARC/CTCRC

June 29-30

barc.net

Classic Formula Fords and the local Welsh Sports Saloons join the Classic Touring Car Racing Club's array of saloon series for two days of action on the rapid South Wales circuit.

OULTON PARK

BRSCC

June 29

oultonpark.co.uk

An eight-race programme, featuring the local Formula Ford 1600 championships plus two races each for Formula Jedis, the TVR Challenge and

the Euro Saloon & Sportscar championship.

BRANDS HATCH

BARC

June 29-30

brandshatch.co.uk

The full set of Caterham Graduate championships, plus the Nippon Challenge and the MGOC, will lap the Indy Circuit on Saturday. The MR2 Challenge and Citroen 2CVs join the Caterhams and MGs on Sunday.

SCOTTISH RALLY

BRC

June 28-29

scottishrally.co.uk

ON TRACK AROUND THE WORLD

WORLD TOURING CAR CHAMPIONSHIP

Rd 7/12

Porto, Portugal

June 30

fiawtcc.com

YPRES RALLY

European Rally

Championship

Rd 6/12

Ypres, Belgium

June 27-29

fiaerc.com

NASCAR SPRINT CUP

Rd 17/36

Kentucky Speedway, USA

June 30

nascar.com

GRAND-AM

Rd 7/12

Watkins Glen, New York,

USA, June 29

grand-am.com

BLANCPAIN ENDURANCE SERIES

Rd 3/5

Paul Ricard, France

June 30

blancpain-endurance-series.com

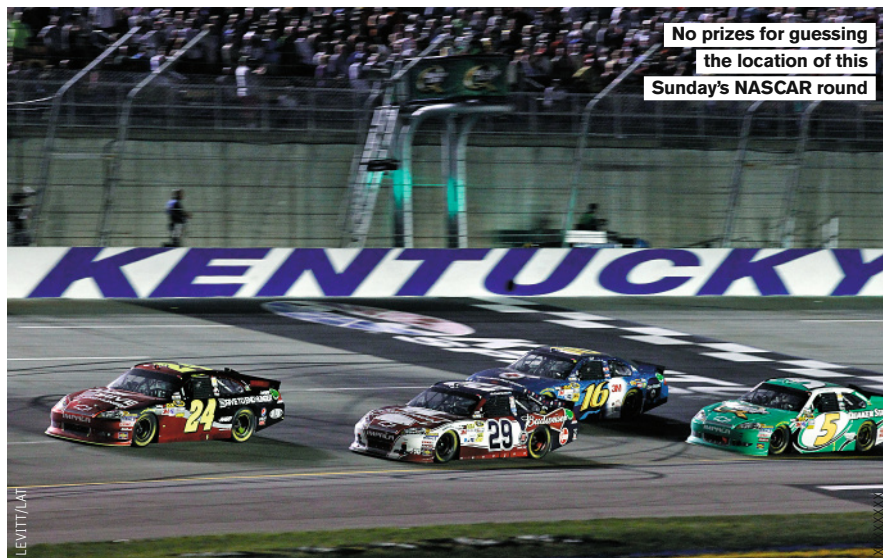
SCANDINAVIAN TOURING CAR CHAMPIONSHIP

Rd 3/8

Gothenburg, Sweden

June 29

stcc.se



No prizes for guessing the location of this Sunday's NASCAR round

LEVITT/LAT

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY JUNE 27

1500-1545 **Sky Sports F1 LIVE**
 F1: Drivers' Press Conference
 2000-2100 **Sky Sports F1 LIVE**
 The F1 Show
 2130-2330 **Sky Sports F1**
 Classic F1: British GP 2008

FRIDAY JUNE 28

0900-0945 **Sky Sports F1**
 Classic F1: British GP 1987
 0945-1200 **Sky Sports F1 LIVE**
 F1 British GP: Free Practice 1
 0955-1130 **BBC Red Button**
 F1 British GP: Free Practice 1
 1200-1235 **Sky Sports F1 LIVE**
 GP2: Silverstone Practice
 1345-1550 **Sky Sports F1 LIVE**
 F1 British GP: Free Practice 2
 1355-1535 **BBC Red Button**
 F1 British GP: Free Practice 2
 1550-1635 **Sky Sports F1 LIVE**
 GP2: Silverstone Qualifying
 1800-1900 **Sky Sports F1 LIVE**
 The F1 Show

SATURDAY JUNE 29

0000-0030 **Eurosport**
 ERC: Rally Ypres Day 1
 0845-0920 **Sky Sports F1 LIVE**
 GP3: Silverstone Qualifying
 0945-1110 **Sky Sports F1 LIVE**
 F1 British GP: Free Practice 3
 0955-1105 **BBC2 LIVE**
 F1 British GP: Free Practice 3
 1200-1435 **Sky Sports F1 LIVE**
 F1 British GP: Qualifying
 1215-1420 **BBC1 LIVE**
 F1 British GP: Qualifying
 1435-1600 **Sky Sports F1 LIVE**
 GP2: Silverstone Feature Race

1615-1705 **Sky Sports F1 LIVE**
 GP3: Silverstone Race 1
 1640-1730 **Eurosport 2**
 WTCC: Porto Qualifying
 1900-2135 **Motors TV**
 NASCAR Nationwide: Kentucky
 2345-0015 **Eurosport**
 ERC: Rally Ypres Review

SUNDAY JUNE 30

0030-0430 **Premier Sports LIVE**
 NASCAR Sprint Cup: Kentucky
 0825-0915 **Sky Sports F1 LIVE**
 GP3: Silverstone Race 2
 0900-0930 **Eurosport LIVE**
 WTCC: Porto Warm-Up
 0935-1040 **Sky Sports F1 LIVE**
 GP2: Silverstone Sprint Race
 1100-1200 **Eurosport LIVE**
 WTCC: Porto Race 1
 1100-1200 **ESPN**
 NASCAR Sprint Cup: Kentucky
 1130-1615 **Sky Sports F1 LIVE**
 F1 British GP
 1210-1530 **BBC1 LIVE**
 F1 British GP
 1600-1815, 2000-2235 **Motors TV LIVE**
 Grand-Am: Watkins Glen
 1645-1745 **Eurosport LIVE**
 WTCC: Porto Race 2
 1815-2000 **Motors TV**
 Blancpain: Paul Ricard
 1900-2000 **BBC3**
 F1 British GP: Highlights
 2345-0015 **Eurosport**
 Porsche Supercup: Silverstone

MONDAY JULY 1
 0630-0730, 1200-1300 **ESPN**
 NASCAR Sprint Cup: Kentucky
 1900-2000 **Eurosport 2**
 WTCC: Porto Highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube HIGHLIGHTS FROM LE MANS 24 HOURS – 50 YEARS AGO



SEARCH FOR: 24 heures du Mans 1963 (7:56)

Wind the clock back half a century to 1963 and colour footage of the great race, in which Ferrari took a top-six rout with three different models, the 250P, 250GT0 and 330LMB. The (unofficial) eighth-placed Graham Hill/Richie Ginther Rover-BRM Turbine also features.

AUTOSPORT+

Exclusive content coming up in our premium website this week

All the latest news from the British GP

It's the big one as far as British Formula 1 fans are concerned. We'll be building up to the Silverstone weekend by looking back with some British racing legends, and then AUTOSPORT's F1 team will bring you news and views as events unfold.

GET AUTOSPORT ON THE MOVE

- IN THE IPAD ISSUE THIS WEEK...
- WATCH HIGHLIGHTS FROM LE MANS, INDYCAR, THE WRC AND FORMULA RENAULT 3.5
- ON SALE ALL OVER THE WORLD FOR ONLY £2.99



Download it now from autosport.com



Revved up over what's on the box



Ickx and Kristensen share emotions

TELEVISION FAILS TO CONVEY MANY aspects of motor racing – the feeling of speed, elevation change and atmosphere – but one thing it doesn't mask is raw emotion. It beams that into our goggle box-staring brains with unflinching intensity. This year's Le Mans 24 hours was a sometimes savage affair; emotion was inescapable following lap three.

Jacky Ickx's noble post-event words concerning the late Allan Simonsen were followed by Tom Kristensen's dedication of his record-extending victory to his fallen fellow countryman. Kristensen and Ickx held a lengthy embrace before the

ceremony; it was powerful stuff.

The midnight-hour interview with Giancarlo Fisichella, in which he tearily admitted that he'd questioned whether to continue racing on, was tough but compelling to watch. Drivers are like robots, just plug in and play, non? Well, *no*.

Some Twittered away their discontent that Eurosport's TV commentary team was disrespectful in its subsequent broadcasting. I don't know what they were expecting, but just as the race never stops (not even in 1955), it had to press on with the job at hand in difficult circumstances and did so with professionalism. To dwell

on the tragedy repeatedly would have been morbid; I thought they handled the situation as well as could be expected.

The news that Eurosport has re-signed for a further three years ensures that its enthusiastic broadcasts will continue. The rants of Martin Haven, *Dad's Army's* Private Godfrey (Mark Cole), the expertise of Jeremy Shaw, the ramblings of Carlton Kirby (like some mad uncle who's released from the attic once a year), the unplaceable accent of Liz Halliday, the rasping gregariousness of Neville Hay – it wouldn't be the same without them.

Revved Up

Ron Fellows

“As wet as it was, I was still surprised to find the seat soaked...”

■ Le Mans 24 Hours ■ June 16-17, 2001 ■ Chevrolet Corvette C5-R ■ Wet-tyre strategy pays off



The #63 Corvette splashes down the Mulsanne Straight

MY FIRST CLASS WIN AT

Le Mans in 2001 is a favourite. It was incredibly difficult – it rained for most of the time I was in the car.

When I was first told about the dream programme and the plan to take a Corvette back to Le Mans and win, it was in 1997! I was like: ‘Okay I’m in’. So for it all to come together was really special because that was always the goal.

The year 2001 was a breakout one. It was our third season. We had done our first Le Mans the year before, which was one of the hottest on record and the next time we turned up it was one of the wettest.

Those stints, especially at night, with the standing water, the things you had to do to survive at high speed to get through the puddles were amazing. Physically it’s not difficult, but mentally it’s draining because it’s not like in the dry where on the straights you can relax a little bit. In the rain the straights are the worst places. Some of the circuit is public roads and you get streams on the track. So you have to make sure you

remember what position to be on the road. A lot of times you short-shift and even lift on the straight. Crazy!

But as wet as it got, I was still surprised to find the inside of the car soaked. My team-mate Johnny O’Connell and I became very, very close friends over the years but when he had handed it back to me for my second stint, I couldn’t figure out why the seat was so wet... Johnny ‘O’ was famous for peeing in the seat!

We started the race on class pole and on the reconnaissance lap we went out on intermediates. It was one of the only times I ever argued with (team co-owner) Gary Pratt. We came in, refuelled, put tyres on and Gary says: “We’re putting slicks on” and I said, “No we need intermediates”. He replied: “Everybody is putting slicks on.” I said, ‘I don’t care, I’m tellin’ ya, it’s intermediates.”

In the end I demanded them. The

race started damp and then it began drying up. I’m thinking maybe Gary was right. Then it absolutely pours down and everybody goes off. I was able to stay on track because I had treads but cars were passing me backwards and out of control because it was like a mass-flood halfway between Arnage and the Porsche Curves. Brutal.

That decision set up our race really. There was one time in the night when I went out to start a stint on slicks and I think I did two laps. I went off at the Ford Chicane and that was the only time we had them on the car.

By the time we got into the last couple of hours we had an insurmountable lead and it was just a matter of trundling around so we stayed safe by keeping intermediates on the car. I suspected that if we were in a position where we were charging we might have put slicks on, but a lot of cars got damaged early, including our team-mates’ car, so it was a war of attrition in the end. ☘

Ron Fellows was talking to Simon Strang

PROFILE



CANADIAN RON FELLOWS

took three Le Mans GTS-class wins with Chevrolet (2001/’02 and ’04) and two Sebring 12 Hour victories. He was also American Le Mans Series GTS champion in 2003. Born in 1959, he rose to prominence in Trans-Am, winning 19 races, before joining GM’s Corvette effort. Now 53, he dovetails behind-the-scenes work for Corvette Racing with one-offs in NASCAR road-course races.

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Porsche Carrera Cup GB

Mid-season review

Just six points separate the leading two contenders in the 2013 Porsche Carrera Cup GB at the mid-point of the season as defending champion Michael Meadows battles to fend off a chasing pack headed by Jonas Gelzinis.

Meadows (Samsung Smart Motorsport) has set the pace across the opening 10 races of the season with five wins in an impressive campaign. However, just as in 2012, the Croft race weekend (22/23 June) proved a tough one for the former Carrera Cup GB Scholarship racer with a third place and then a non-finish costing him much of what had been a handy points' lead.

Meanwhile, Gelzinis (Juta Racing) moved through to win round 10 at Croft and close the gap to Meadows as the teams head into the mid-season break. The action resumes at Snetterton (3/4 August) and then takes in Knockhill, Rockingham, Silverstone and Brands Hatch GP through the second half of the schedule.

Other leading contenders include Dean Stoneman (Redline Racing), current Carrera Cup Scholar Daniel Lloyd (Team Parker Racing) and Rory Butcher (Celtic Speed). In Pro-Am1, Victor Jimenez is setting the pace from his Redline Racing team mate Dan De Zille and George Brewster (Celtic Speed), while Peter Smallwood (Parr Motorsport) heads Pro-Am2.

To keep up with all the latest news, images and video from the Porsche Carrera Cup GB, please visit the championship's new 'Trackside' web platform at <http://porscherracinggb.porsche.com>

Provisional 2013 Driver Championship points positions

1	Michael Meadows	163
2	Jonas Gelzinis	157
3	Dean Stoneman	129
4	Daniel Lloyd	117
5	Victor Jimenez	109
6	Rory Butcher	101
7	Dan De Zille	78
8	Richard Kent	67
9	George Brewster	52
10	Karl Leonard	47

Pro-Am1 category

1	Victor Jimenez	119
2	Dan De Zille	63
3	George Brewster	54

Pro-Am2 category

1	Peter Smallwood	56
2	Will Goff	24
=	George Wright	24

Provisional 2013 Team Championship points positions

1	Samsung Smart Motorsport	246
2	Redline Racing	207
3	Juta Racing	157
4	Celtic Speed	153
5	Team Parker Racing=	127

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