

le

March 2013 • 760G: Sebring

THE STORY OF  
**SEBRING**

HOW ORECA TOOK A FAMOUS WIN

PLUS:  
HOW TO SURVIVE  
LE MANS WITH  
SPEED CHILLS

**HO**

Recent events in Japan have made us all think but

**HOPE**

Just please, for a moment, stop thinking and donate.  
Click anywhere on this page.

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Photo: Brecht Decanq

## Events **WORLD ROUND UP**

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All the latest bitesize reports from the world of sportscar racing, from Australia to Britcar.

## Events **GT1 WORLD: ABU DHABI**

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After months of dour sentiment and pessimism, GT1 is back. *Jake Yorath* looks back at the opening round.

## Events **SEBRING 12 HOURS**

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The most incredible Sebring 12 Hours kicked off the 2011 ILMC in fine style. *Jake Yorath* reports.

# EVENTS

*l'endurance* is:

Jake Yorath (editor)

Alex Roache (deputy editor)

Dan Bathie (sub editor)

Sam Tickell (reports editor)

Brecht Decancq (photographer)

James Boone (photographer)



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Feature

## I AM A SPEED CHILLS GIRL

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Tiff Needell, tight skirts and tents: it's Le Mans, the Speed Chills Girls way. Meet *Katie Hart*.

Feature

## LE MANS FOR PHOTOGRAPHERS

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*Dan Bathie* gives you a brief idea about where to go to get the best photos at the wonderful *la Sarthe*.

Feature

## HOW TO SURVIVE LE MANS

Page 24

It's not always easy to remember everything or even know what's going on; *Dan Bathie* is here to help.



Photo: Jake Yorath

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*In*  
**FOCUS**

**British GT Championship Media Day, Silverstone**  
Jake Yorath used a Nikon D200 and 80-200 F2.8  
Nikkor. Shutter speed 1/60th at F11.







*In*  
**FOCUS**

Sebring 12 Hours

Brecht Decancq used a Nikon D300 and 70-200 F2.8  
VR Nikkor. Shutter speed 1/25th at F2.8.





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**British GT Championship Media Day, Silverstone**  
Jake Yorath used a Nikon D200 and 80-200 F2.8  
Nikkor. Shutter speed 1/1250th at F5.6.





*In*  
**FOCUS**

**Sebring 12 Hours**

James Boone used a Nikon D7000 and 80-200 F2.8  
Nikkor. Shutter speed 1/60th at F6.3.







*In*  
**FOCUS**

**Sebring 12 Hours**

Dan Bathie used a Nikon D300s and 50mm F1.8  
Nikkor. Shutter speed 1/250th at F2.8.





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*l'endurance* are going to Le Mans this year. W

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# April



This month, *l'endurance* photographers will be at GT1 Zolder and British GT Oulton Park.  
[photography@lendurance.co.uk](mailto:photography@lendurance.co.uk)

# EV

**MUST  
SEE**

## Blancpain Endurance Series **ITALY** ROUND 1

Monza, April 15-17

Top class GT racing returns to Monza for the first time in a while and it's in the form of the most exciting new class since GT3.

UK Coverage: see [Blancpain-Endurance-Series.com](http://Blancpain-Endurance-Series.com)

## Le Mans 24 Hours **TEST DAY**

April 24

All the teams competing in this year's LM24 are obliged to run at this one day test. Peugeot may reveal their new hybrid.



**HOT  
PICK**

## GT1 World **BELGIUM** ROUND 2

Zolder, April 9-10

GT1 was back with a bang at Abu Dhabi and the series makes its first ever trip to Zolder. Expect tight racing in the trees and lots of jokes about frites and waffles.

UK Coverage: Live on [GT1World.com/tv](http://GT1World.com/tv)

Photo: Brecht Decanck

# EVENTS

American Le Mans Series

## LONG BEACH

ROUND 2

April 14-16

After a riproaring start at Sebring, the American Le Mans series stages its first non ILMC race of 2011 on the streets of Long Beach.

Le Mans Series

## 6 HEURES DU CASTELLET ROUND 1

Paul Ricard HTTT, April 1-3

With Le Mans Series action again kicking off in France, only the hardcore British fans will be live at the race but for the armchair enthusiast, it's back on the telly. The field looks big again and expect heroics from the Radio Le Mans team if that's the way you're keeping up.

UK Coverage: live on Motors TV, radio at [RadioLeMans.com](http://RadioLeMans.com)

## Grand Am PORSCHE 250 ROUND 3

Barber Motorsports Park,  
April 7-9

America's closest sportscar racing heads to Birmingham, Alabama. Ganassi are looking for a hat trick.

## British GT OULTON PARK ROUND 1

April 23-25

The Avon Tyres British GT Championship looks in rude health in 2011, so a trip to Oulton Park on Easter Weekend would not be amiss.

TOP  
STUFF



Photo: Jake Yorath

*In*  
**DEPTH**

# 24 HOUR PARTY

Le Mans: a week of constant physical exertion, heartbreak, tears... and



Photo: Brecht Decanq



# Y PEOPLE

l nearby, there's a race. *Dan Bathie's* here to help.



**M**any of you reading this guide may well have already made at least one annual pilgrimage to Le Mans. For some however, 2011 will be the first. This guide will hopefully help you get the most out of the French classic.

Firstly, the things to bring. A tent; OK, so this one is fairly obvious but if you do decide to bring a cheap one make sure it's waterproof first - as Jason Statham once said "It always rains at Le Mans".

Another essential is a radio. Tune it to 91.2FM for the duration of the week and listen to the always enjoyable Radio Le Mans team entertain and inform, and will complement your Andy Blackmore spotters' guide perfectly.

Food and drink. The food and drink are decent but quite expensive at Le Mans, so a trip to a supermarché on the way is recommended to stock up with, well let's face it, beer! A barbeque should also be packed because we all love to cook food badly and with lots of hassle and if you don't bring one major jealousy will kick in against your neighbours. Next to the barbeque a fire extinguisher because your Tesco Value (other brands are available) tent will almost certainly be highly flammable.

Water is cheap in France so a few bottles to take with you on treks around the circuit are advisable as are high sugar chocolate bars because Le Mans is

not a short circuit.

Energy drinks are great if you want to try and beat the challenge of staying up for the 24 hours but do remember that the toilet facilities are questionable and often have long queues to use them unless..... (insertshameless Speed Chills plug here)

As said before, it always rains at Le Mans so waterproofs should be in your rucksack. Though if you do wear the anorak don't be too surprised if you get asked how many laps the number twenty four Oak Racing Pescarolo has completed.

Le Mans can also be very hot, a cap and sun cream will eliminate the risk of you coming back home looking like you've just

been on holiday to the sun.

A rather important thing to bring is a supply of Euros (think of a number you will need and double it!) which will no doubt go on beer even though you brought your own! A cold refreshing one by the Esses as the sun goes down is all too tempting. With Friday being the relaxing no track action day, you will probably end up spending some time in the village area, where it is almost certain you will purchase something. Bear in mind however a sponsored Aston Martin jacket may look fashionable at the circuit but walking down your local high street it might not. \*This is to cover me in case any of you have said item of clothing.

Ear plugs. These are not for

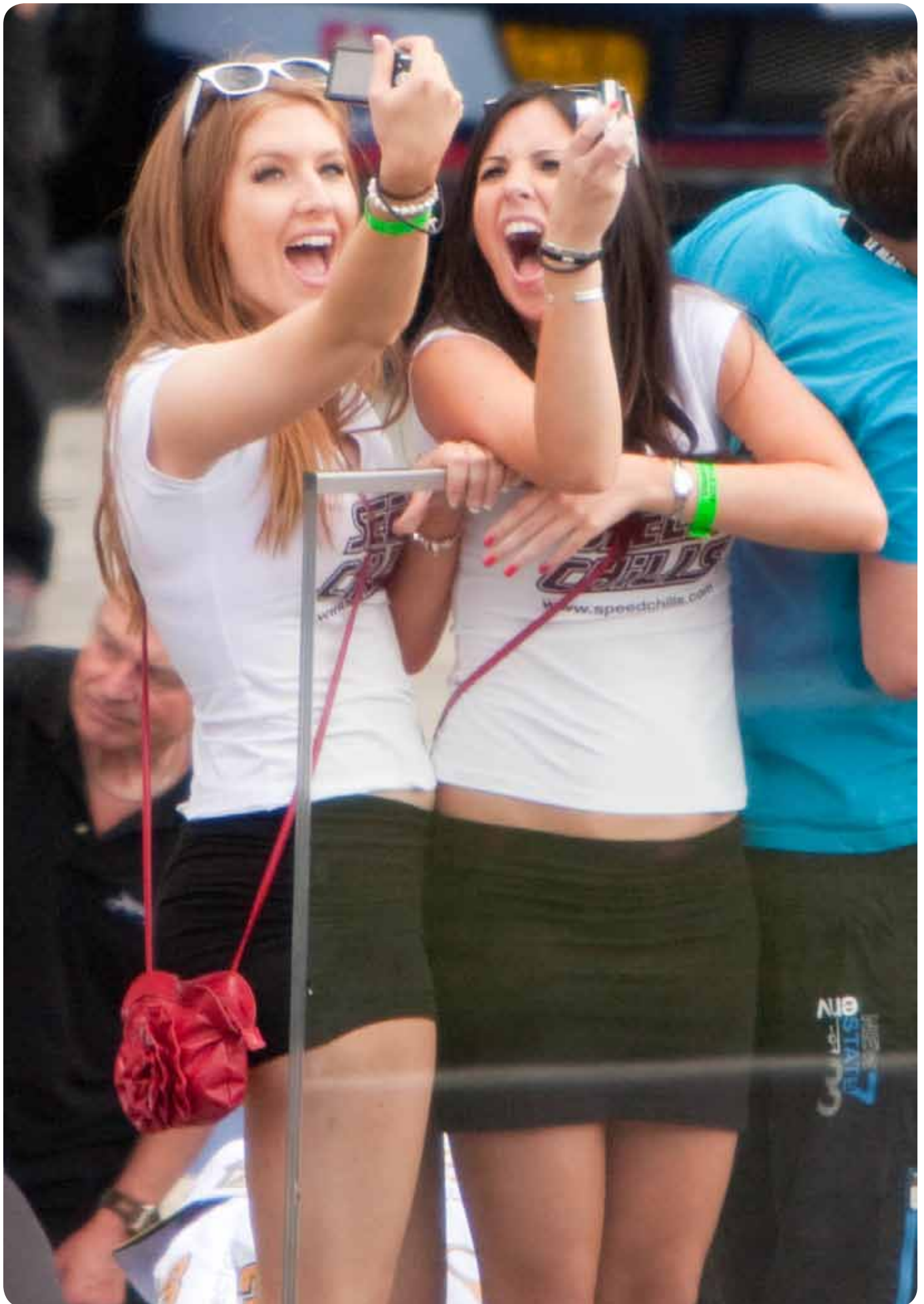
standing by the track because if you do will miss the wonderful thumping rumble of the Corvette. (You may experience some hearing loss if you listen to my advice.) No the ear plugs are to allow you a few hours' sleep (pussy) while camping next to a generator, which will drive you mad unless your neighbour has it hooked up to a satellite dish and 42" TV that is conveniently visible from your tent. In which case you may have just found a new best friend.

But, at the end of the day, even if you forget everything and end up in Carrefour everyday for something else you missed, you'll have a great time. That's just the spirit of Le Mans.

Thanks to  
**SPEED CHILLS**  
[www.speedchills.com](http://www.speedchills.com)

The logo for 'SPEED CHILLS' is written in a stylized, italicized, blue font with a white outline and a slight shadow effect, giving it a three-dimensional appearance.

Photo: Tim Yorath



Left: Mad Friday, not to be missed. Above: Somewhere nearby, a race was going on.

Photo: Speed Chills

**SPEED**

*l'endurance* are going to Le Mans this year. W

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# A WEEKEND IN

Without a tight fitting skirt, this is as close as most of us get to being a

**T**his year Speed Chills are delighted to be joined at the Le Mans 24 hours by l'endurance. They'll be fully immersed in the Speed Chills experience at our site at Beausejour and will be reporting back to you with all the top stories and first class photography, but if June seems just too far away let me walk you through the weekend from the perspective of a Speed Chills Girl. Allow me to give you a sneaky peek into my Le Mans 2010 diary...

## THURSDAY

After waving goodbye to the white cliffs and making our way down through the French countryside to the campsites we couldn't wait to get to the circuit. If only we'd had a car to travel down in that cornered the route slightly better than our mini van! Couldn't help but feel rather envious of some of the gorgeous vehicles parked up in the campsites. So many familiar faces were back again - it was great to catch up with everyone and to meet all the new campers. Much of the day was taken up with pottering around the campsites and enjoying the food (Yum!) and drink - yes, we work mighty hard! This was before kicking back and

enjoying some great music courtesy of Steve, Jamie and the rest of the band.

## FRIDAY

The Friday before the race is always amazing! The day is kicked off with the ritual Speed Chills cooked breakfast after which we hit the pit walk. The lovely Tangye (who you will no doubt have met if you've camped with us before) introduced us to some of the guys at the Rebellion and Beechdean Mansell garages. They kindly invited us to loiter for the day meaning that between handing out pots of Beechdean ice cream and chatting to passers by we got to get a fantastic view of the cars. Rebellion had also been kind enough to extend the invitation to the Speed Chills members so they could really get close enough to smell the sweet scent of high octane fuel. Greg, Leo and Nigel Mansell all made an appearance which caused a lot of excitement - they paused to have a snap with us, and of course we bumped into Justin Bell and Tiff Needell, who have been known to be found enjoying a drink back at Beausejour when they're finished for the day. After a rather long afternoon in the pits we get ready for the evening entertainment. The

atmosphere is always electric on the Friday night with the anticipation mounting for the race the next day. The 'on-camp' bands were fantastic and as you can imagine they really got everyone going and ready for the Saturday excitement.

## SATURDAY

Another early start and this time we head up to the start of the Porche Carrera Cup Championship. We were cheering on Archie Hamilton who we'd had the pleasure to meet the night before. He did amazingly well considering the slightly drizzly conditions that morning. Towards the afternoon and the start of the race the skies brightened and the grandstands swelled. We had the privilege of walking the grid that afternoon with Beechdean Mansell. I can tell you there is nothing more exhilarating than the atmosphere as you walk out with the car. You can sense the adrenaline emanating from the team as they are assembled and making the final checks. The crowd definitely get louder each year and the press are tearing around snapping away. If it weren't so much fun it would seem quite bewildering! As we began to be ushered off the grid we made our way back to the

# THE LIFE...

Speed Chills Girl: *Katie Hart* gives us an insight into her Le Mans

garages where we watched the start of the race before heading into the paddock hospitality. We relaxed in the sun enjoying the sound of the race and a glass of champagne with none other than Perry McCarthy - the 'Original Stig'. He's a real character and we had the pleasure of him accompanying us back to Beausejour. The England vs USA game was screened in the marquee but after an abysmal performance I think everyone was keen to turn their attention back to the race. Another brilliant night ensued and England's loss didn't dampen the mood in camp for long. The music started and the beer was flowing and a fair few headed out to the tack again for some night time viewing.

## SUNDAY

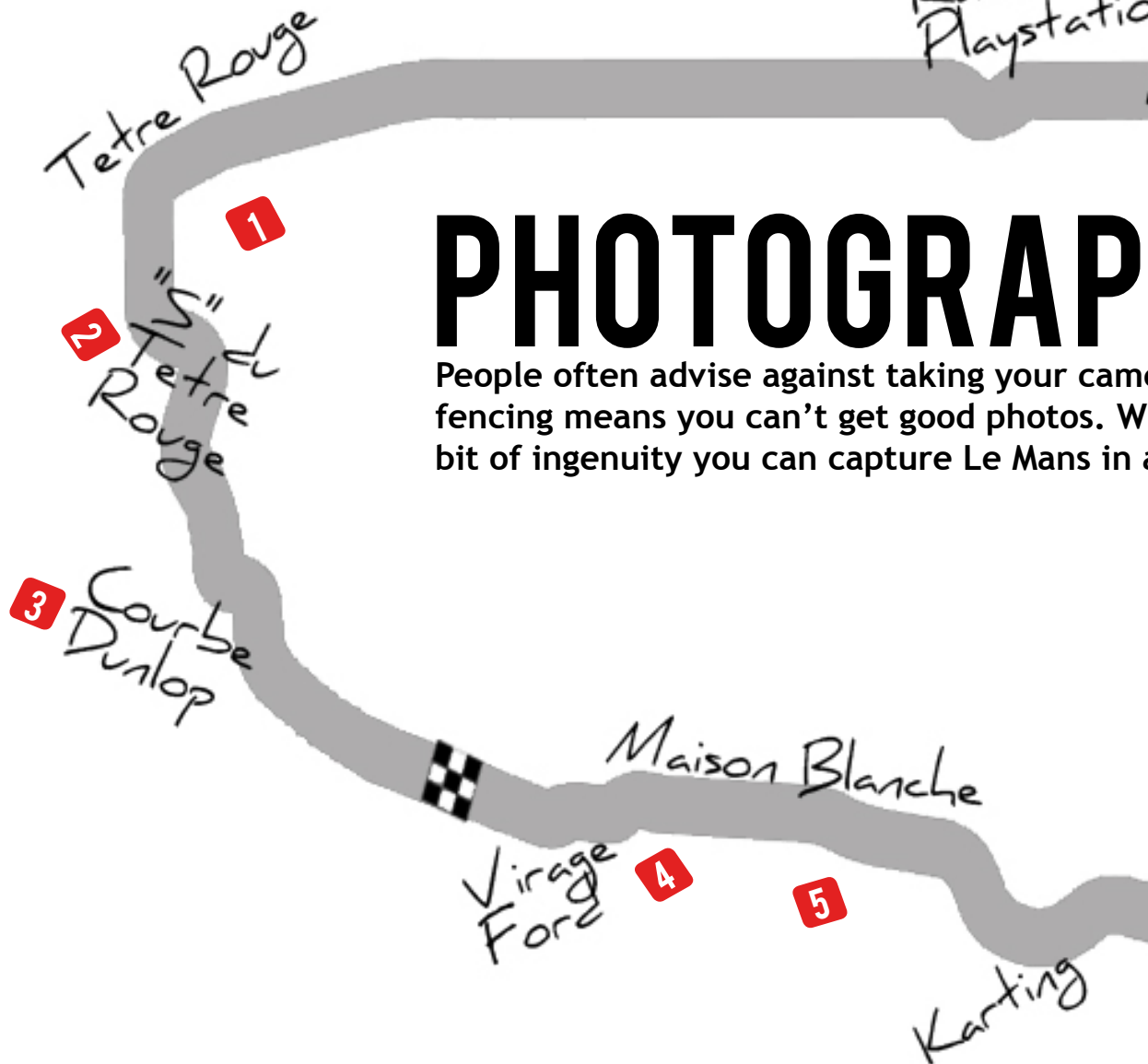
There were a fair few bleary eyes come Sunday morning but the competition for the title was hotting up and we couldn't wait to find out the result. We were invited to the RML garage to watch the checkered flag go down and we joined the rest of the team running for the pit wall. No better place to watch the final lap from! Audi took all three places on the podium but what an amazing race! I'm crossing my fingers that 2011 can follow suit.



Photos: Speed Chills

“  
THERE WERE A FAIR FEW BLEARY  
EYES COME SUNDAY MORNING

In  
DEPTH



# PHOTOGRAPH

People often advise against taking your camera out at Le Mans because the fencing means you can't get good photos. With a bit of ingenuity you can capture Le Mans in a



## TETRE ROUGE

The inside bank of Tetre Rouge is a great spot for photos. The top of the bank is high enough to clear the fence so you can get clear panning shots. A 200mm lens will be fine for shots like this.



## "S" DU TETRE ROUGE

The Esses provide numerous photo opportunities. This one is looking down from the bank as the cars head towards Tetre Rouge. Walk towards Dunlop and you can capture the cars as they come under the bridge.



## COURBE DUNLOP

Like the Esses the Dunlop chicane has a few different photo opportunities. You can either use slow shutter speeds when panning or use a wide aperture to shoot through the fence and capture the cars head on.



Les Hunaudières

Ralentisseur  
Michelin

Mulsanne

# HER'S GUIDE

era to Le Mans, saying that the amount of  
hile this may be true in some places, with a  
a unique way as a spectator. *By Dan Bathie*

6

Virage  
Porsche

Indianapolis

Circuit des 24 Heures  
13.629 km.

Arnage

4



## VIRAGE FORD

The Ford chicane is a great place to be in early evening. You can shoot through the fence using a wide aperture and capture the cars heading into the chicane like the one shown or catch them as they go onto the pit straight.

5



## MAISON BLANCHE

This is one of my favourite places on the circuit. There is tall fencing here but you can use it to your advantage if you slow shutter speeds. This shot was taken early morning which is the best time to be here.

6



## VIRAGE PORSCHE

A great place panning shots now after they opened up a spectator spot on the inside just before the corner, the bank is also high so no fencing to worry about. Head on shots can also be achieved by standing on the outside.



# LES VINGT QUATRE HEURES

...du Tennessee. *Jack Evans* is the only Le Mans fan in the American South.

**T**o be at Circuit de La Sarthe for the 24 hours of Le Mans is like nothing else.

Or so I've been told. I have never been to Le Mans, but I have seen it. Every year, my best friend and I watch all 24 hours from our couch in Tennessee.

Part of it is on SPEED Channel, part is broadcast over SPEED Channel's website, a lot is interrupted by commercials for drag racing and NASCAR pre-race shows. We are, after all, the only two Le Mans fans in the American South, or so it seems.

We begin preparations weeks in advance, printing spotter's guides (of, course, the fantastic Andy Blackmore provides those), watching *Truth in 24*, and stockpiling Doritos. Then, most importantly, reserving the couch for the weekend. The final hours before Saturday are spent running up and down steep hills to ensure a

good night's sleep before the green flag is waved at 10 a.m. the next morning.

When it finally does, we are more than ready. The first six hours are on the main television; after that one borrowed computer will display the race, another broadcasting Peugeot TV or audi.com's in-car feed. Mini-fridge on the right, exercise bike on the left, spare TV in the center.

The first few hours are easy, and we mostly follow the race. But when night falls at La Sarthe, it all takes a turn for the worse. Every time you look out the window, the sunlight beckons to come outside and the only thing holding back is five more minutes of the race or one more virtual lap on the XBOX.

At the end of the day in Tennessee, it is morning again in France. By now, our Red Bull supply is nearly depleted, and tempers are wearing thin. We begin to argue about NASCAR

and the equality of our respective Cheetos rations. Our lap times on Forza 3 become increasingly competitive. The whole time we fight to stay awake. (Fortunately, in 2010's race, morale was kept high with regular Peugeot mechanical disasters throughout the night). To keep physically alert we take turns pedaling slowly on the stationary bicycle and half-heartedly lifting 10-pound weights, eventually tiring us more than ever.

To this day, we have yet to see the checkered flag. Every year we blame lack of pre-race sleep or one too few energy drinks or each other and last year we even got within eight minutes before succumbing to exhaustion at 23:52. Maybe next year.

The 24 Hours of Le Mans is one of motorsport's greatest spectacles, with many ways to see and experience it. But watching from a couch in Tennessee? Like nothing else.

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# ROU

Photo: James Boone



# IND UP

## **GT1 World ABU DHABI**

Page 68

Classic racing series are regularly remarked as 'the good old days'. Will today's series be the same?

## **ILMC SEBRING 12**

Page 40

Oreca began the season with a shock victory in the States, while BMW dominated the GTE class.

## **World ROUND UP**

Page 78

If there is a future to motor racing, then it is in new technologies. We explore the green side of racing.

ALMS+ILMC SEBRING 12 HOURS

# ORECA SCORE A FAMOUS WIN

Sebring International Raceway, March 19 By *Jake Yorath*







Photo: James Boone

**S**ebring is one of the world's greatest motor races. And, in 2011 at least, it provided a great story. From the start of the week, all the talk was about Peugeot Sport squaring off against Audi Sport with the amusing curiosities of Highcroft Racing, Oreca and Rebellion's new Toyota program.

Most pundits believed the Highcroft HPD was probably too

new (ditto Rebellion's Toyotas) and that Oreca would probably end up simply as a tail gunner for the works Peugeots. In part, those assessments were not untrue, but the story behind Oreca's remarkable victory will be long told and much mulled over both by teams and the ACO.

It seems strange that, amongst so much talk of new dawns, the whole event had a vintage feel. It was an old

Peugeot that won overall. The championship winning Rahal Letterman (now plus Lanigan, badged as BMW Motorsport for the weekend) BMW team dominated GT2. The LMP2 cars kept falling apart, just like the good old days and, above all, there was a lot for John Hindhaugh to get excited about.

Having watched team mate and compatriot Stephane Sarrazin qualify on pole in a staggering manner (see sidebar),



Franck Montagny set about starting the race in the usual Peugeot fashion: quickly. At the drop of the flag the Frenchman flew away and the two works cars settled into a comfortable looking lead, having endured a brief Scottish incursion.

The first caution was just around the corner, the West Lamborghini retiring with a damaged wheel. Loïc Duval went pitward but the pits were

closed and he had to go the length of the pits, then ignominiously had to wait for the field to pass and be held at pit exit. Almost the entire field pitted when the pits did open and those that didn't were then at the front. The two Pescarolos of OAK Racing led but for less than a lap, both works Peugeots passing before the tour was complete.

Just short of the end of the first hour, and disaster number

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THE STORY  
BEHIND ORECA'S  
REMARKABLE  
VICTORY WILL  
BE LONG TOLD  
AND MUCH  
MULLED OVER



one for Audi. Mike Rockenfeller suffered a puncture, came in, pitted, left, and was back again at the end of the lap with a second deflated rear Michelin. Having sustained damage with the first, general consensus was that the first puncture effectively caused the second, broken bodywork cutting the tyre.

The order after one hour saw Peugeots in one and two (#7 leading #8) with Audi's #2 car third. The top three were separated by less than three seconds.

Just post ninety minutes, and we were under yellow again thanks to a stricken LMPC car. The caution lasted ten minutes but racing was green for just one lap. Coming out of turn 17, the bumps caught Pat Long unawares and his Flying Lizard Porsche slid into the Corvette of Magnussen. Through no fault of his own, Johannes van Overbeek, in the Extreme Speed Ferrari, clattered the yellow car and slammed into the wall. Thankfully, everyone was OK; the brand new 458 was not.

After two hours, it was still a Peugeot Sport monopoly at the front, but now joined by a friendly face: Oreca were third.

Soon, drama. Having run in close proximity for a while, Dindo Capello, leading Marc Gene by a short distance, closed the door on the Spaniard in Turn 17, but Gene simply carried on regardless, battering the Audi into a spin and crashing head on into the wall himself. The Audi driver was not pleased and most of the paddock and media were behind the Italian, the blame laid squarely at the other door, despite Gene





Photo: James Boone

claiming he 'was level' with Capello. Gene melted his clutch and damaged his steering, Capello had a puncture and further suspension damage. Both would continue, but both were heavily delayed.

The real surprise was the rise of the HPD of Highcroft. In the hands of the effervescent Simon Pagenaud, the car was vying for the lead on outright, suggesting that the ACO has done its sums remarkably well in balancing petrol and diesel. The Frenchman had caught the leader, Portuguese driver Pedro Lamy on board #8. The works Peugeot driver had not expected to be racing at Sebring, but an injury to Nic Minassian, sustained in a heavy test crash, meant that Lamy got his chance to impress. However, he was under severe pressure and the lead swapped hands after four hours and 39 minutes, but countless hours of Sebring racing had passed since the last petrol powered leader ahead on merit rather than pitstops.

But it wasn't long until it was caution time again, this time thanks to LMPC driver Elton Julian hitting the wall then stopping out on track and that spurred another lead change. Thanks to a fuel only stop, Oreca went into the lead for the first time, ex Monaco Grand Prix winner Olivier Panis rolling out first, ahead of the previous leaders, Montagny in car #8 and Franchitti in #01. However, Panis couldn't even hold the lead until the first turn, Montagny nailing his fellow Peugeot pilot and Franchitti followed suit at Turn 10, much to the delight of the avid support there.

At the end of six hours and

seven cautions, Peugeot led, car #8, with the Highcroft HPD second and the Oreca 908 HDi FAP third. Halfway through the race, class leader in LMP2 were Level 5, with car 33. In LMPC, Genoa Racing's 036 led, in GTE, the Risi 458 (062) led two BMWs and in GTE-AM Proton were leading in their Porsche. NGT Motorsports led GTC.

After 390 minutes, the top three were still covered by just fifteen seconds. It remained the same three as before, with Peugeot #8 in the lead, crewed now by Sarrazin, the team having taken advantage of yet another caution to swap drivers. The number 33 Level 5 Lola-Honda stopped again, this time at pit out, where Bouchut was able to bring a rather terminal sounding car within reach of worried looking mechanics.

A dose of good luck was handed to Oreca and Highcroft

the two cars pitting two minutes before a further caution, allowing them to sweep to the front of the queue. However, almost immediately, the caution was back out for a fire on track and the two leaders pitted again; now Sarrazin led, as he did not pit.

For Audi number 1, it was getting worse. Mike Rockefeller was handed a stop go for disregarding the pitlane speed limiter: possibly a sign of the growing frustration for the unfortunate crew. Romain Dumas had earlier been filmed screaming at his engineer, clearly unhappy and riled up by the way the race was going for his car.

Bad luck for another P1 crew, just before the nine hour mark. Matthieu Lahaye, turning in a consistent and rounded performance for OAK Pescarolo, stopped by the side of the track and was seen pouring water down his legs. The reason? A fuel leak, causing the liquid to run over the unfortunate Frenchman's legs and cause mild chemical burns. The Gulf liveried car was out.

Drama was brewing for Peugeot. The stewards had spotted a loose louver panel on the left front of the diesel powered 908, and the team were obliged to change it at the next stop. This took them a little longer than they might have liked, but it would get worse. Lamy, eager to make up the lost time, spun immediately on his outlap, much to his embarrassment and the adjacent Tom Kristensen's presumed mirth. Brabham, onboard the ARX-01e, also came through to take second place. It was a turning point that all but put paid to the likelihood of an

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AFTER 390  
MINUTES, THE  
TOP THREE  
WERE STILL  
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JUST FIFTEEN  
SECONDS

overall victory for the works squad, though we did not yet know it. Advantage to Oreca and Highcroft.

The blue and orange car briefly suffered the attentions of a certain feisty Dane, Kristensen's Audi nudging the Peugeot but thankfully, both continued without damage or further drama. Behind them, Montagny had caught Pagenaud and though the HPD fought hard he could not hold out, the diesel sliding through in a move reminiscent of Pirro's stunner for Drayson in 2010. 90 minutes left, Peugeot one and two.

Pagenaud was being crafty. The Highcroft crew had been saving fuel all race and it soon became clear that, while both Peugeots would need to stop once and then 'splash 'n' dash' before the finish, the frugal HPD could last on one stop.

Or at least we assumed; Hughes de Chaunac was not saying. "Will you have to stop again?" he was asked. "It's a fantastic race," came the reply. Informative from the veteran French crew chief.

The works Peugeot pitted and was now out of the running, to all intents and purposes. Just past eleven hours, Oreca pulled Lapierre in for his final regular stop. As the car rejoined (now handled by Loïc Duval), the gap was 16 seconds to leader Pagenaud, who had another stop to make, while the French squads would both need to pit again (even if the stops would need to be short).

It was a fascinating battle that had tongues wagging - could Highcroft manage it? They pitted and rejoined, 31 seconds down. In short, they would need a miracle. They



Photo: Brecht Decanq





Photo: James Boone

Rare photo of the Jaguar moving forwards and at speed. It was another tough weekend.



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watched as the works Peugeot pitted and to everyone's surprise and adulation, Oreca reacted a lap later, getting their splash stop done and leaving Lapierre with a comfortable 31 second lead, Montagny 26 seconds away from making it a one two for the French marque. De Chaunac pumped his fist at Oreca; it seemed it was job done.

Hughes was then praying on the wall, memories of the heart wrenching technical failures at last year's Le Mans still all too fresh for Peugeot fans. But he needn't have worried. Duval was comfortable and

behind him, though Pagenaud had looked threatened briefly, he stabilised the gap and Highcroft were solid in second, with the Peugeot Sport #8 heading for what can only be described as a disappointing third place.

At the end of his 332nd tour, Loïc Duval crossed the line, a Frenchman in a French car, for a French team, avenging the disappointment at France's greatest race nine months previous. "To be honest, I hadn't imagined that I would be in that position!" he beamed after the race. "I still don't believe what's happened! I think we did something big and

it will sink in during the coming days. And to share in this victory with the team and my teammates, it's great."

Hughes de Chaunac was just as enthused by the result. "It's a historical result! I'm very proud of Nicolas, Loïc, Olivier and the rest of the team. The engineers made the right decisions, including the last 'splash' that was done at the right moment. Really, it was a perfect race. We weren't the favourites, but we are the winners. It's awesome," he added.

Highcroft had surprised many with their run to second place,



“  
IT REALLY IS  
QUITE  
INCREDIBLE  
WHAT THE  
HIGHCROFT  
TEAM HAS  
ACCOMPLISHED

SIMON PAGENAUD

after a monumental effort that saw the car arrive and turn its first wheel just a week before the race. “The first thing you have to realise is the monumental effort to even get the car on the grid,” David Brabham explained. “It was only about a month ago that we got the go-ahead to enter for Sebring. The car was built, sent to Florida, we ran it for the first time last Saturday with a systems check and then got stuck into testing on Monday.”

“It really is quite incredible what the Highcroft team has accomplished,” star man Simon Pagenaud added.

Duncan Dayton, the enthusiastic team principal, had this to add; “We are all ecstatic but we’re a little bit greedy, we wish we’d been one position better... Somebody made a joke at the end how it was great that we invited 55 other cars to come our test, which made for a great race.”

Behind the first three, and it is not a surprise that despite all their problems, Audi managed a solid fourth place for Capello, Kristensen and McNish; though the most famous triple act in sports car racing were five laps down. Fifth place fell to the other works car, last season’s



Photo: Brecht Decanq



Photo: Brecht Decanq



“  
FOR THE PAST FEW YEARS, GT HAS  
BEEN THE FOCUS OF SOME OF THE  
BEST RACING WORLDWIDE AND IN  
2011 IT WAS NO DIFFERENT

SWALLOW DR

Sebring Blvd





Le Mans winners Bernhard, Dumas and Rockenfeller suffering all kinds of dramas and ending six laps behind the winner.

Dyson were sixth, the little Mazda Lola struggling with the new regulations but reasonably consistent in a quiet run for Dyson, Smith and Cochran. Rebellion's Toyota partnership didn't glitter, but there were glints of promise for Jani, Prost and new man Bleekemolen, the car holding out for seventh ahead of the second works Peugeot.

Winners in LMP2, and only 20th overall, were Level 5. Scott Tucker, Indy Car star Ryan Hunter-Rae and Luis Diaz

had a string of technical woes but managed to outlast their competitors to edge the class in their Lola Honda.

In LMPC, Genoa Racing came home an impressive ninth, a clean run meaning that the 036 car of Jens Peteresen, Dane Cameron and Mike Guasch won the class by just under a lap.

GTE fell to Hand, Auberlen and Priaulx for BMW (see separate report) and GTE-AM to Krohn Racing's Ferrari (Krohn, Jönsson, Rugolo).

In GTC, after a string of lead changes, Irishman (and Radio Le Mans favourite) Damien Faulkner led Black Swan Racing to victory, sharing with

Tim Pappas and Sebastien Bleekemolen.

Overall, then, it was a pretty good start to the newly expanded and ambitious Inter Continental Le Mans Cup. With Aston Martin returning for the Spa round, and Audi set to give the R18 its race debut there too, things are looking very strong for the series. On top of that, Highcroft are seriously looking at getting to Europe with their car, so watch this space.

In GTE, too, the racing remains close and the grids packed. It's been a very long time since sportscar racing looked this good.



“  
REALLY, IT WAS  
A PERFECT  
RACE. WE  
WEREN'T THE  
FAVOURITES,  
BUT WE ARE THE  
WINNERS. IT'S  
AWESOME!

HUGHES DE CHAUNCAC

Photo: Brecht Decanq

Peugeot, Audi, Peugeot, Audi: but it wasn't to be for either, to the surprise of both.





Photo: Brecht Decancq

Risi debuted the F458 but retired with electrical troubles after a promising showing.







# BMW'S GRAND DAY OUT GTE

For the past few years, the GTE (nee GT2) category has been the focus of some of the best racing worldwide and in 2011, though this result might suggest otherwise, it was no different. Though BMW won in fairly comfortable style after twelve hours, the racing was still scintillating from the start.

Joey Hand, Dirk Müller and Andy Priaulx, in car 56, won by nearly a minute from their nearest non BMW rival, the Corvette of Olivier Beretta, Tommy Milner and Antonio Garcia. Second fell to their Bavarian stablemate car 55, Dirk Werner, Bill Auberlen and Augusto Farfus recovering from a late puncture to seal the runners up spot on a very satisfying day for RLL.

It had looked like a fairly dead cert for BMW, at times. In fact, Radio Le Mans' John Hindhaugh went as far as to suggest that the German manufacturer would 'walk' the ILMC. But, as usual, the form was not such a certain guide. At the start, Olly Gavin was in tenacious mood, racing away from polesitter Gimmi Bruni, who's sensational lap seemed rather like a glorious last hurrah for the AF Corse F430. However, the Italian was not denied and had soon regained the lead and it became a great fight over the following hours.

The stand out incident, unfortunately, was an accident. Extreme Speed Motorsports, debuting two F458s, lost one as Johannes van Overbeek be-

came an innocent victim and hit the wall at some speed. The cause? Patrick Long, on-board the Lizards Porsche, slid sideways, collected Jan Magnussen's Corvette and the yellow car nudged the Ferrari, which panned the wall. Long and Magnussen both continued, but the black and green car was out on the spot.

For Ferrari, it was a curious weekend. They wound up GTE-AM winners with Krohn, the lime green F430 running a clean and consistent race, the marker of Tracy Krohn's team. Their 458s, however, fared less well, with both ESM cars retiring and the Risi car suffering a string of electrical issues despite showing promise.

Porsche, too, were in the doldrums for the weekend. Jörg Bergmeister could manage no better than sixth on the grid and it looks increasingly like the pace of GTE development may leave the aging 997 behind. The highest Porsche finisher was the Bergmeister, Long and Lieb car, in sixth place. Surely a disappointment for Zuffenhausen.

Of the other manufacturers, none shone. Aston Martin retired early having not taken the start itself, cataclysmic damage caused by a flywheel failure to blame. Jaguar, again, suffered endless worries and the West Racing Lamborghini stuttered, then fell. Robertson Racing's Fords fared little better and finally Panoz, too, retired very early, managing just nineteen laps.

“  
BMW ARE  
GOING TO  
WALK THIS,  
AREN'T  
THEY?”

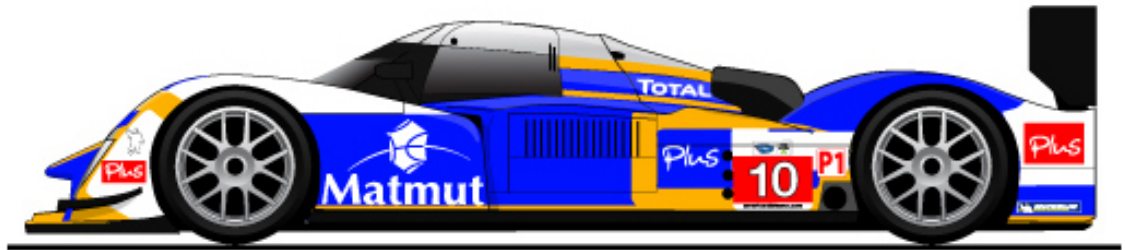
JOHN HINDHAUGH,  
SPEAKING BEFORE THE  
RACE

BMW were just too strong for their GTE rivals. Here, 55 leads eventual winner 56.

Photo: Brecht Decancq

**LMP1**

Laps: 332  
Overall: 1st



Team Oreca Matmut Peugeot 908 HDi FAP

**LMP2**

Laps: 300  
Overall: 20th



Level 5 Motorsports Lola Honda

**GTE**

Laps: 312  
Overall: 10th



BMW Motorsport (RLL) BMW M3 GT

**LMPC**

Laps: 312  
Overall: 9th



Genoa Racing  
Oreca FLM09

**GTE-AM**

Laps: 302  
Overall: 19th



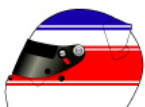
Krohn Racing  
Ferrari F430 GT

**GTC**

Laps: 229  
Overall: 21st



Black Swan Racing  
Porsche 911 GT3 Cup



Jens Petersen  
(DEU)



Tracy Krohn  
(USA)



Tim Pappas  
(USA)



Dane Cameron  
(USA)



Nic Jönsson  
(SWE)



Damien Faulkner  
(IRE)



Mike Guasch  
(USA)



Michele Rugolo  
(ITA)



Sebastiaan  
Bleekemolen  
(NED)





Nicolas Lapierre  
(FRA)



Loïc Duval  
(FRA)



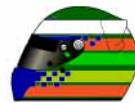
Olivier Panis  
(FRA)



Scott Tucker  
(USA)



Ryan Hunter-Rae  
(USA)



Luis Diaz  
(MEX)



Joey Hand  
(USA)



Dirk Müller  
(DEU)



Andy Priaulx  
(GBR)

To call this result a shock would perhaps be an insult to Oreca's long history of sportscar successes, but it was certainly the victory of an outsider.

In 2010, the team had run a Le Mans Series and this season, they have been touted vari-

ously as 'rear gunner' or 'back up plan' for the works lions. Whatever the name, it worked for Peugeot. A no mistakes mantra is in place at Hughes de Chaunacs privateer organisation, and his drivers stuck to it imperviously to pick up the pieces and take a stunning win.

Though the LMP2 competition will probably not go down in history as a classic, it did show many classic signs and Level 5's survivor's display was a strong sign for the American team.

Early pace setters Signature, with the Oreca Nissan, had a

string of troubles in the race and as Scott Tucker himself said, it is a race of attrition.

For their second car, it was a less successful day. The coupe, having seemed most likely to pick up the pieces of Signature's catastrophe, was destined for a distant third.

What BMW have done with the latest incarnation of the M3 GT car is very clear. For Rahal Letterman Lanigan, too, the signs are very good.

All through the weekend, the Bavarians looked strong and unconcerned by the exchanging of times, particularly in

qualifying. The two cars did just a handful of laps each, qualified third and fourth, then sat back for the race.

They were imperious in race trim and it will take a monumental effort from any other car to even challenge the works BMWs in the ILMC.

# CLASS ACT

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Photos: DPPI/ GT1World.com





GT1WORLD ABU DHABI

# HEXIS STAKE THEIR CLAIM

Yas Marina, March 26 By Jake Yorath

**H**exis Aston Martin took victory in the FIA GT1 World Championship Race at Abu Dhabi, despite having seemed off the pace for large parts of the weekend. Stef Dusseldorp, on his GT1 debut, took the win alongside GT1 returnee Clivio Piccione while Marc VDS's new boy Fred Makowiecki inspired a victory alongside Maxime Martin in the Qualifying Race after a pitstop disaster for Young Driver.

Just like 2010, the race was run under lights, against the spectacular backdrop of the lit up Yas Hotel. It was a case of mixed emotions for Bas Leinders, as his car would not start the race having seen

his team win its first ever GT1 race earlier in the day.

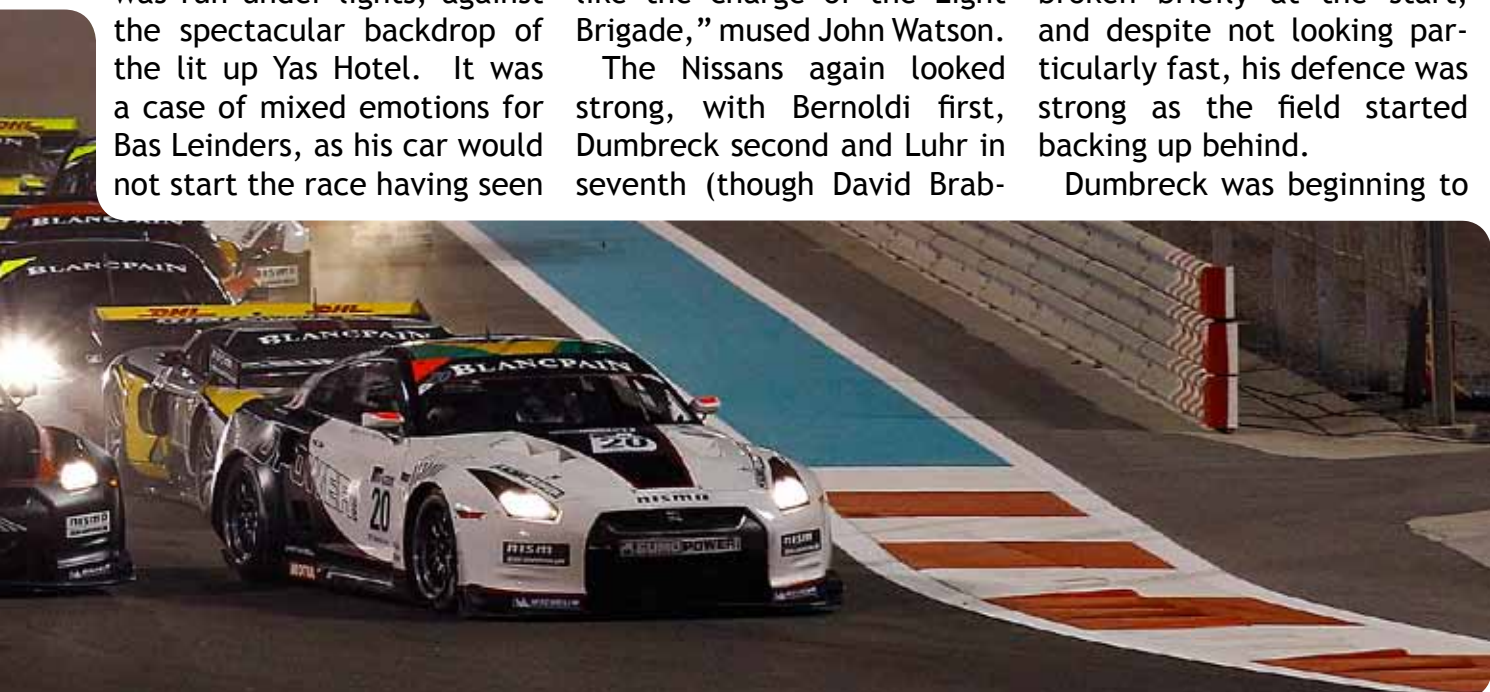
Both front row starters seemed asleep across the line, with Maxime Martin and Peter Dumbreck both nailed by Enrique Bernoldi into turn one. Despite a hot start and a wild lunge around the outside, Markus Winkelhock couldn't break the top three and settled fourth. It was Young Driver's Stefan Mücke, though, that was making all the ground, up to eighth from right at the back after not finishing the first race. "It was like the charge of the Light Brigade," mused John Watson.

The Nissans again looked strong, with Bernoldi first, Dumbreck second and Luhr in seventh (though David Brab-

ham was less fortunate, being handed a drive through for 'abusing track limits'). Aston Martin, too, looked ominous despite Young Driver's issues, the two Hexis cars fifth and sixth with the aforementioned Mücke still eighth ahead of Hezemans' red Corvette.

The front three had made a small break, with Dumbreck looking very eager to pass his Brazilian stablemate, with Maxime Martin faster behind but not able to get ahead of the grunty Japanese V8s. Bernoldi had got ahead and broken briefly at the start, and despite not looking particularly fast, his defence was strong as the field started backing up behind.

Dumbreck was beginning to



## QUALIFYING RACE

# VDS TO THE FORE

At the start of the Qualifying Race, just like in 2010, there was drama. Tomas Enge, Dominik Schwager (having been demoted from pole to fifth on a technicality) and the DKR Corvette coming together at turn one of the season. There's no doubt about it; Schwager suffered from Enge's over exuberance, as the Aston driver attempted to pass Makowiecki from too far back, spun and collected the Lamborghini. Camara, too, was unlucky, arriving on the scene with no warning and T-boning the black trimmed Young Driver car. All three were out. "I did exactly the same as Miguel Ramos did last year," rued a remorseful Czech.

That gave Darren Turner (Young Driver Aston Martin) a break, and he took it, driving away while Fred Makowiecki (Marc VDS Ford) defended his second place from Richard Westbrook's JRM Nissan.

Nick Catsburg, in his first ever GT1 race, was impressive in holding Campbell-Walter's Nissan back, the red Corvette looking good ahead of the Nissan for nearly 20 minutes until the Sumo Power car came through. The eager Dutchman attempted to get straight back past and ended up losing another place in a very smoky 360, using too much curb and too much throttle and giving the Basseng Lamborghini another place.

As soon as the pits opened, the Brazilian Nissan and the

Dusseldorp Aston Martin both dived in. One lap later and leader Turner pitted and was followed by the Ford. Despite coming in with a three second lead, the Aston Martin came out second and then discovered the left front was not attached properly. Big disappointment for the Young Driver team. The Westbrook Nissan, however, continued, having looked faster than Mako's Ford and pitted next time through.

As Maxime Martin (in for Mako) crossed the start line, the Peter Dumbreck Nissan was in the tunnel and side by side they rejoined, Dumbreck in the lead for all of four seconds before the Belgian driver cut back and held the lead. The Ford was not headed again, despite late pressure from the Scot's JRM car.

Third was Bernoldi, the early stop paying off for the Sumo Power team, with the German JRM car behind for a short while, before Lucas Luhr squeezed past. Clivo Piccione's Hexis Aston Martin was up to fifth and Markus Winkelhock sixth for Lamborghini.

And that was largely how it remained until the finish. Maxime Martin and Fred Mako took the win for Marc VDS, with JRM rounding out the podium, Dumbreck and Westbrook second by a whisker and the German crew (Luhr and Krumm) third. Fourth were Bernoldi and Zonta, fifth Dusseldorp and Piccione and sixth Winkelhock and All-Inkl team manager Basseng.



“  
I DID EXACTLY  
THE SAME AS  
MIGUEL RAMOS  
LAST YEAR

TOMAS ENGE



Enge (7) caused first turn havoc in the Qualifying race (above)



All-Inkl (above) impressed and scored a podium (below)



be quite nervous, under pressure from Maxime Martin and knowing he was being held up, with Markus Winkelhock holding station and playing sensible in fourth place for All-Inkl. Fifth was Clivio Piccione and he was putting the Lamborghini driver under pressure. Less than two seconds covered those top five as the Aston Martin driver caught up thanks to the heavily defensive Brazilian. More and more, it seemed like Martin had the pace, but the sheer straightline speed of the Nissan was making passing impossible, the two leaders gapping the Ford despite what Nissan driver Westbrook described as an 'ineffective' slipstream.

Mücke was not done making progress, soon seventh as he passed Luhr, who was also then passed by opportunistic Karl Wendlinger, looking much happier with his new Lamborghini than he ever did in the cumbersome Swiss Nissan of days passed. Luhr's luck was soon done, the Nissan losing a left front Michelin to a spectacular, sparky puncture, the second Nissan to lose a big chunk of time. The German Aston Martin driver was then onto the tail of Christian Hohenadel, winner of the Michelin Award (winning free tyres for his GT1 season as the faster of the winning GT3 pairing). As soon as the pits opened, the younger German headed pitward.

The pressure on Dumbreck was increasing and ex Formula One man Bernoldi took advantage, gapping by nearly a second. Maxime Martin surprised the Scot with a fantastic late lunge through under the Hotel after 35 minutes. Also gaining seconds was the flying Nicky

Pastorelli, from the back of the grid to ninth, without the benefit of Mücke's lightning start and over a second a lap faster than the leading pace.

Of the leaders, Bernoldi and Martin pitted, but Dumbreck and Winkelhock did not, despite the JRM Nissan looking decidedly worn out when Martin had passed him. Zonta's stop was good but again, Marc VDS did a great job and it was madness in the pitlane. Smokily, Makowiecki ground along the side of the Brazilian Nissan, the two cars side by side and a right front puncture was the damage for the Sumo car. It was an amazing incident, considering the experience of both drivers. Marc VDS's team, arguably, should not have released their driver, the Ford sliding across the pitlane and into the Nissan. The result was a drive through for the 41 Ford and a stop for the Nissan twice

(once to repair the puncture, and once to have the seatbelts checked, as Zonta had not done them properly in his rush to leave).

Next time though, Dumbreck pitted, with a quality stop handing Westbrook the advantage over Makowiecki, in a reverse outcome for a strategy that didn't quite work for the British team in the first race. Again the top five were close, Andrea Piccini right on the tail of Basseng in third, with Darren Turner fifth and close.

Heartbreakingly, All-Inkl's dramas continued. Having had a starter problem in qualifying, it was déjà vu for the team. From the back, Nicky Pastorelli could have taken the lead permanently (having briefly led thanks to the stops), but all his effort was for nothing as Dominik Schwager was unable to get the car moving after his stop. Team manager Marc Bas-

“  
I FEEL  
INCREDIBLE!  
I HAVE NO  
WORDS TO SAY,  
EXCEPT THAT  
THE TEAM MADE  
THIS POSSIBLE

STEF DUSSELDORP







seng, though, was third.

With 25 minutes left, the timing and scoring suddenly showed Westbrook was no longer leading and that Enge had lost a lap; the Aston Martin had pulled up to sixth after their lap one, race one dramas, and, amazingly, Stef Dusseldorp had surprised everyone and with a superb stop had taken the lead by a margin so large they'd completely missed him on camera. Ben Edwards didn't believe it in the GT1 TV commentary box, but it was true, a six second gap for the Dutch debutant. "Fantastic, incredible," grinned the Hexis team.

It was not going to be easy for him though, with Westbrook charging on the road, a second a lap faster than Piccione. "We have the pace to stay in front," said the Mon-

egasque driver, having just pointed out that the Nissan was closing quickly. Westbrook was so close that he could likely smell the hot Aston and he forced a staunch defence from the Aston. Left, right, middle, Westbrook was all over the tail of the silver car.

To the question, "What would you do to take that car?" Dumbreck could offer scant advice for his team mate. "I don't know! Around the corners we seem a little quicker, we've got a lot of downforce on the car so we're not so fast in a straight line. It's so difficult to pass." The gamble of running more downforce, counteracted by the power of the big V8, was not going to pay off for the British pairing, as Dusseldorp was able to get a small gap on the straights and brake

comfortably and none too defensively.

They were praying at Hexis and biting their nails at JRM, but the order would not change as "the new sensation," Stef Dusseldorp (Edwards' words) took the flag for Hexis Aston Martin alongside Clivio Piccione. No doubt about it, it was a surprise from the French team.

"It's just an amazing feeling. I have to say a big thank you to the team, they made this win possible today - we had an amazing pit stop," grinned Piccione. "The car has been good all the way through the weekend and it's just the best start we can have!"

"I feel incredible! I have no words to say, except that the team made this possible," added his young Dutch team mate.



Photos: DPPI/ GT1World.com

“  
IF SOMEONE  
HAD OFFERED  
ME TWO SECOND  
PLACES BEFORE  
THE WEEKEND  
I'D HAVE BEEN  
DELIGHTED

RICHARD WESTBROOK

Second place was still a good JRM Nissan debut for Richard Westbrook alongside Dumbreck. "To be honest, I made such a good start that I got a little paranoid that I had jumped it and I actually lifted a little," explained Dumbreck. "I thought when we jumped the Ford in the pit stops we were in the lead - and then I saw the Aston Martin ahead. With coming second you still get the benefits of being a little bit lighter, so I hope we can score some points at Zolder as well."

And there were no quibbles from Westbrook, either. "I was probably as shocked as the commentators when I came out in front of the Ford and we were still P2, but I knew the gap, the laps left and it was quite nice to push and take risks - although Stef didn't put a foot

wrong," he said. "If someone had offered me two second places before the weekend I'd have been delighted, though."

Marc Basseng can take some consolation after the disappointment for his second team car, the All-Inkl Lamborghini he shared with Markus Winkelhock coming home a solid third, with Andrea Piccini coming back to fourth after a poor qualifying session and a pair of consistent races. After the disasters of race one, the class of Young Driver Aston Martin showed through as Darren Turner and Stefan Mücke took fifth after the German's blistering start, with Alex Müller and Tomas Enge rescuing a sixth place after Enge's race one exuberance.

Seventh place after a relatively quiet race were Swiss

Racing's Peter Kox and Karl Wendlinger, the team scoring nearly as many races in one race with their Lamborghini as they managed in the entire of 2010 for Nissan. After their penalty, Maxime Martin and Fred Makowiecki scored eighth for Ford, marking them as a strong title candidate. In ninth was the remarkable Sumo Nissan of Jamie Campbell-Walter, rescuing a good finish after David Brabham's earlier enthusiasm related drive through. Rounding out the top ten was the lone Exim Bank China Corvette, Mike Hezemans starting and impressive debutant Nicky Catsburg steering home.

"What a great advertisement for GT1," grinned Watson. We can't disagree. It was a solid start to a season that has risen from a barren winter.



JRM started with its Nissans, thanks largely to a plethora of star names. From left to right Lucas Luhr, Michael Krumm, Richard Westbrook and Peter Dumbreck drove.



# THE PODIUM: CHAMPIONSHIP RACE

## WINNERS



**CLIVIO PICCIONE (MCO)**  
**STEF DUSSELDORP (NED)**

HEXIS RACING ASTON MARTIN DBR9  
31 LAPS

## SECOND



**PETER DUMBRECK (GBR)**  
**RICHARD WESTBROOK (GBR)**

JR MOTORSPORTS NISSAN GT-R  
+0.474

## THIRD



**DOMINIK SCHWAGER (NED)**  
**NICKY PASTORELLI (NED)**

ALL-INKL.COM LAMBORGHINI MURCIELAGO 670R-S  
+14.539

## QUALIFYING RACE WINNERS

**MAXIME MARTIN (BEL)**  
**FRED MAKOWIECKI (FRA)**

MARC VDS FORD GT





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# LE MANS SERIES PRE SEASON TEST REBELLION TOP RICARD TEST

Paul Ricard HTTT, March 11 & 12 By Jake Yorath

Rebellion Racing kicked off their partnership with Toyota in fine style by topping the times at the occasionally rain affected official Le Mans Series pre season test at Paul Ricard.

The Swiss team ran two Lola chassis at the test and were the top force with the number 13 car, shading the Zytek of Quifel ASM. The Portugese team have

stepped into the top class for 2011 and split the two Lolas and finished less than a quarter of a second shy.

Third, just ahead of the 12 Rebellion Lola, were the recrudescent Pescarolo team. There was great emotion throughout the sportscar world when Jacques Nicolet handed Pescarolo his team back after saving them at auction and it

is fantastic to see them back.

New team TDS, running the new Oreca Nissan, were fastest in LMP2. They finished the test nearly a second faster than the new Pecom Lola Judd, the Argentinian team moving into LMP2 having partnered with AF Corse in GT2 in recent years.

Another Judd engine, this time in another Oreca chassis, ended the weekend third, with



Photo: DPPI/ Le Mans Series

Race Performance.

The British teams did not fare so well. RLR Motorsport's Lola was fourth but the major disappointment was reserved for RML and their brand new HPD.

The reigning champions expressed frustration at the restrictions to the new HPD turbo engine and wound up more than three seconds off the pace.

Finally came the new udd powered Norma for Extreme Limite AM Paris, who will be looking to find that limit come the season start proper.

In Formula Le Mans, it was Neil Garner Motorsport on top, heading JMB Racing, Pegasus Racing and finally Swiss team Hope Racing. All the LMP2 cars outpaced their FLM counterparts.

In GTE, it was Ferrari on top; but the F430 of Hankook Farnbacher. The German team ended nearly a second clear of Prospeed's Porsche, with Felbermayr Proton third and more Porsche pride fourth, with IMSA Performance Matmut.

AF Corse's GTE-Pro line up were fifth, with the updated

Aston Vantages of Jota (stepping up from a GT4 campaign in 2010) and Young Driver (running parallel to a very strong GT1 World assault) sixth and seventh.

Top GTE-Am honours went to IMSA, their year old Porsche heading five Ferraris, with AF Corse 61 and AF Corse 72, Kessel Racing and JMB Racing all within half a second of the marker laid down by the German car.

CRS Racing had a tough time and ended more than two seconds back.





## GRAND AM GRAND PRIX OF MIAMI TWO FROM TWO FOR TELMEX GANASSI

Homestead, Miami, Round 2, March 4-5 By *Grand Am*

Scott Pruett passed Max Angelelli in Turn 8 in the closing minutes and led the final seven laps to give the No. 01 TELMEX BMW/Riley started by Memo Rojas its fifth consecutive GRAND-AM Rolex Sports Car Series victory. Pruett and Rojas won the final three races in 2010 - when they scored a record nine victories and their second Daytona Prototype championship - and opened 2011 by winning the Rolex 24 At Daytona.

Darren Law passed Angelelli with three minutes remaining and went on to finish second in the No. 5 Action Express Racing Porsche/Riley started

by David Donohue. It was their second-consecutive second-place finish at Homestead-Miami Speedway.

Angelelli held on for third in the No. 10 SunTrust Chevrolet/Dallara started by Ricky Taylor, after the team led a race-high 47 laps.

Ryan Dalziel led 12 laps in the No. 8 Starworks Motorsport Ford/Riley but hit debris and lost the radiator while leading on lap 73, causing the car's retirement.

Paul Dalla Lana kept the No. 94 Turner Motorsport BMW M3 in contention throughout his stint and Bill Auberlen took over to lead 80 of the final 82 laps to score the GT victory.

It was Dalla Lana's first career Rolex Series triumph but the 21st for Auberlen.

Defending GT champions Jeff Segal and Emil Assentato finished second in the No. 69 FXDD Mazda RX-8.

Jan Magnussen won the pole position and led the opening 22 laps in the No. 57 Stevenson Motorsports Chevrolet Camaro, but the car co-driven by Robin Liddell was eliminated with mechanical problems after contact with another car.

Next up for the Rolex Series will be the Porsche 250 at Barber Motorsports Park on April 9. Pruett and Rojas are the defending winners on the scenic 2.3-mile, 17-turn circuit.





## VODKA 0 AUSTRALIAN GT CHAMPIONSHIP MURRAY WALKER GT TOURIST TROPHY **QUINN, MOSLER ON TOP ON THE STREETS**

Adelaide, Rounds 1 & 2 March 18 & 20 By *Sam Tickell*

Klark Quinn dominated the opening round of the 2011 Vodka 0 Australian GT Championship. The VIP Petfoods Mosler GT3 driver won both races and in the process took the inaugural Murray Walker GT Tourist Trophy on the streets of Adelaide.

The weekend's races were split into a 1 hour race into the dark and a 20 minute sprint.

The first race proved to be an exciting affair with Quinn battling Mark Eddy (Penfold Audi R8 LMS) and Greg Crick (Mopar Dodge Viper GT3), winning by just under a sec-

ond.

He continued his form in race two held in overcast conditions. Quinn, Crick and Eddy were again fighting for the win, with the three drivers being separated by a few seconds at the line.

In the GT Challenge class, the Flack brothers dominating the competition. Damien (Porsche 997 Cup Car) led home Adrian (Ginetta G50 HC) in both races.

"It was an absolute honour to receive the trophy from a motorsport legend like Murray Walker today," Klark Quinn said.

"It has been a great weekend. Obviously we had a fantastic race on Friday night and today I was lucky to get a good start and get in front. We're all pretty evenly matched so it was a close fight all weekend and it was a lot of fun."

Le Mans Series competitor Allan Simonsen was due to race a Ferrari 430 for Maranello Motorsport, driving alongside Nick O'Halloran but the car retired with mechanical issues before Simonsen had a chance to drive.

The next round will be held at Winton Raceway, May 20-22.



## BRITCAR ENDURANCE SERIES

# MJC ON TOP AGAIN IN BRITCAR OPENER

Silverstone Arena Circuit, Round 1, March 26 By *Dan Bathie*

The Britcar British Endurance Championship kicked off at Silverstone this weekend with the MJC Ferrari 430GTC driven by Keith Robinson and Witt Gamski picking up where they left off, claiming victory in the 3

hour race, following their 24 hour success at the close of 2010.

The Ferrari dominated the second half of the race to take a one and a half minute victory over Javier Morcillo and Manuel Cintrano in the Azteca

Mosler. Third in the race and winners of Class 2 was the Mtech Ferrari in the hands of John Dhillon and Mike Edmonds, while Rod Barrett, Jan Persson and Jay Shepherd took the Class 3 Victory in their Porsche 997 GT3 Cup.



Photo: Dan Bathie



Photos: DPPI/ GT1World.com





## WORLD SRO SEASON LAUNCH

# RATEL UNVEILS 2011 MASTERPLAN

Paris, March 10 By Jake Yorath

Stephane Ratel unveiled the 2011 SRO series in Paris on March 10, announcing booming grids and promising another rip roaring year of GT1 competition.

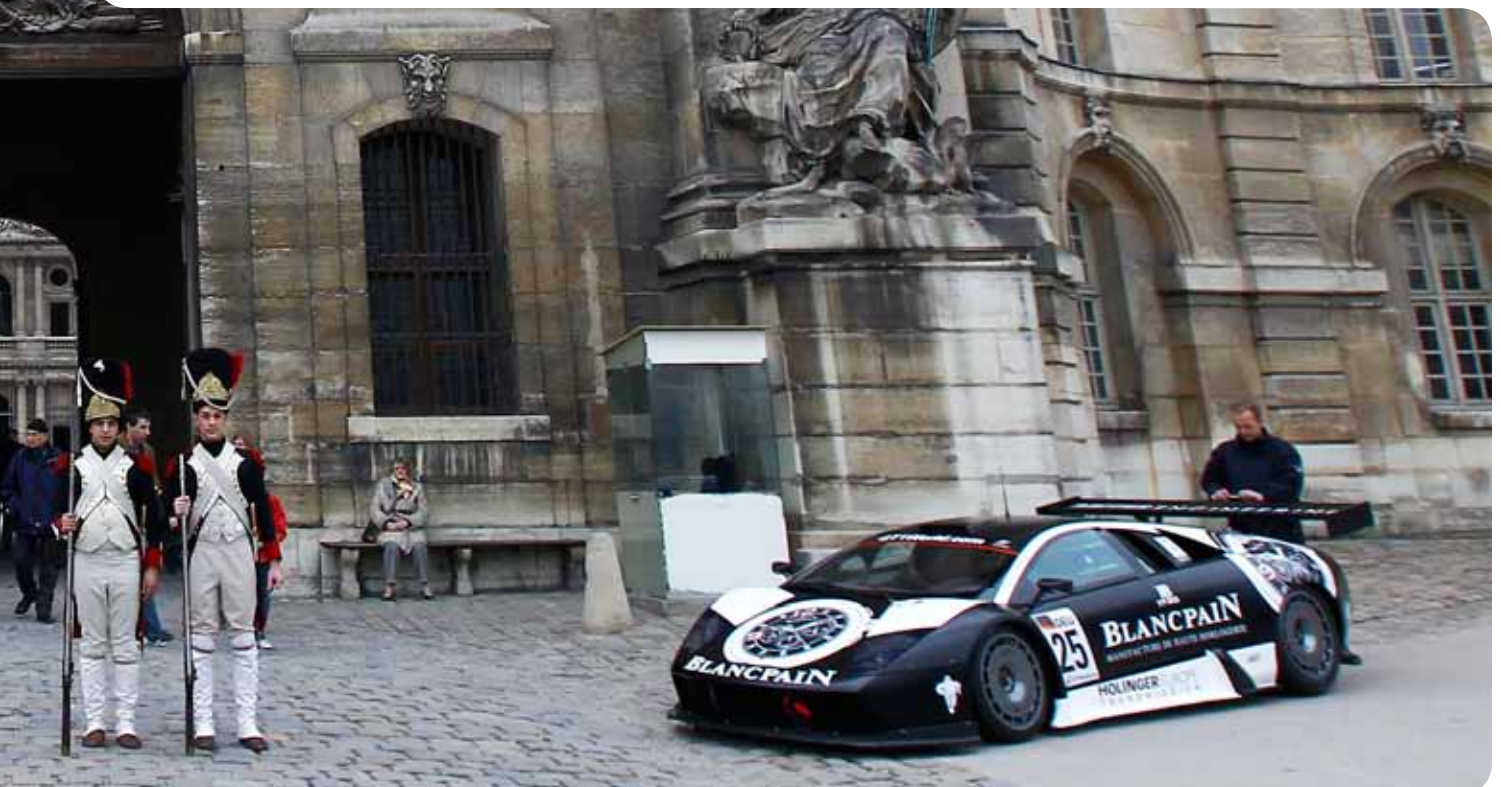
It seems the biggest success will be the new Blancpain Endurance Series, with Ratel

claiming 37 entries had applied for a full season of the new, GT3 category led endurance racing series.

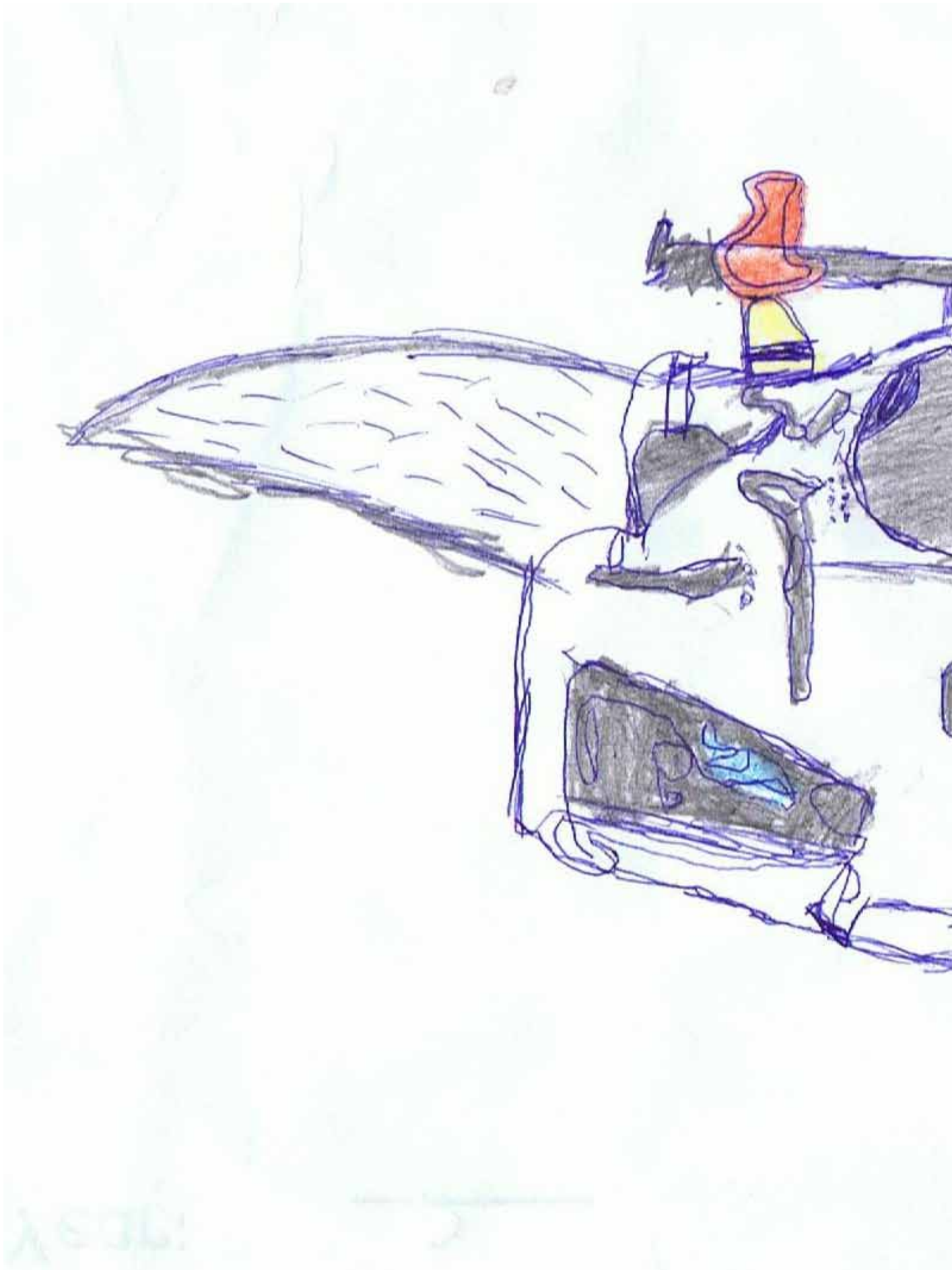
And, thankfully for those who witnessed a brilliant season but a pessimistic winter for the GT1 World Championship, the signs were good.

“After an exciting inaugural season of the FIA GT1 World Championship, we are delighted to unveil a strong lineup, in both drivers and teams, for 2011,” Ratel said.

GT3 was also looking promising, including a double race in Russia.



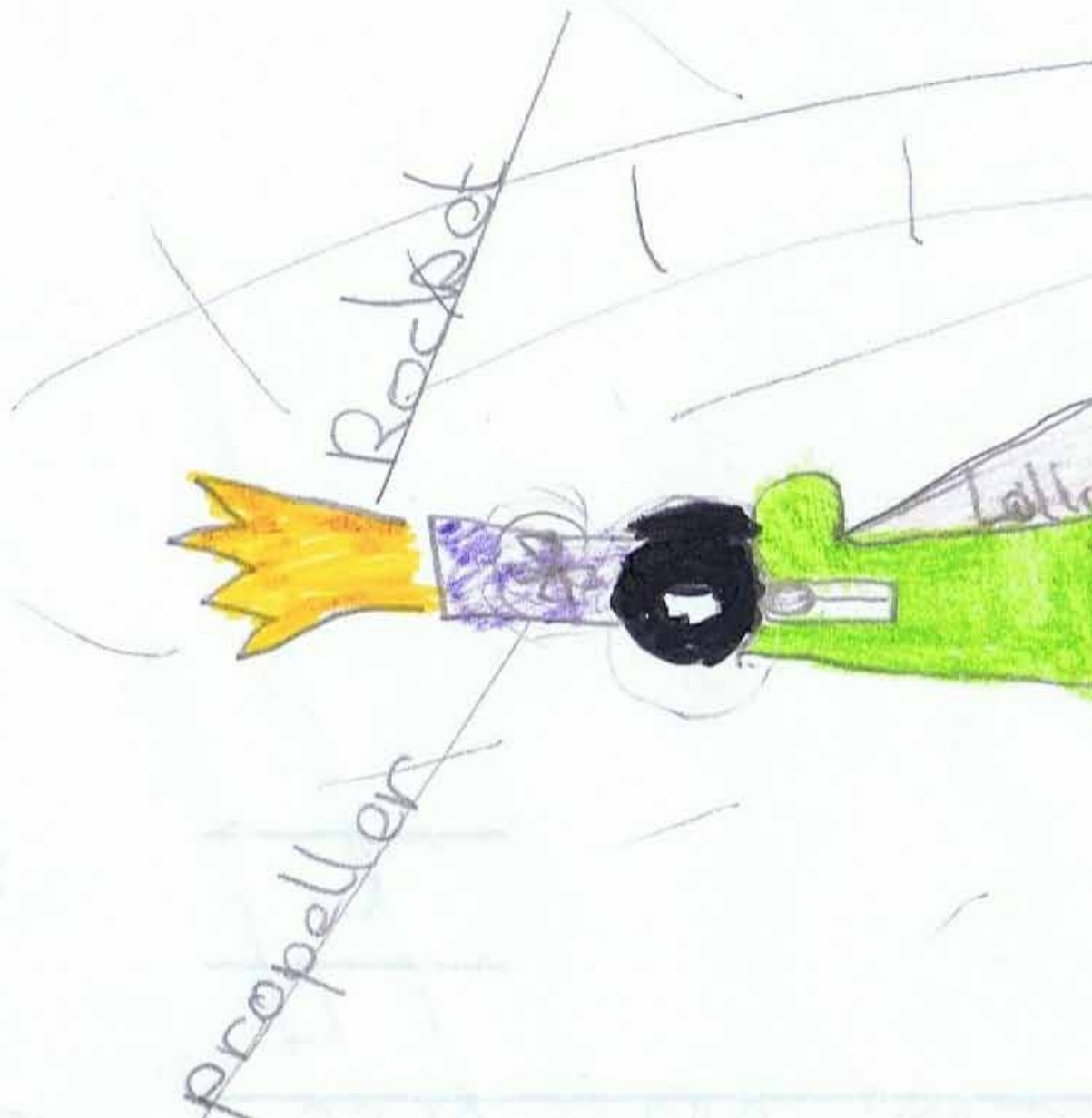
**Artists' Impressions**  
Emmanuel Chironda Yr2 from Newbold Riverside  
Primary.



After our 'Future' issue, we asked kids from Newbold Riverside Primary, in Rugby, to show us what they think the car of the future might be. Here's some of our favourites.

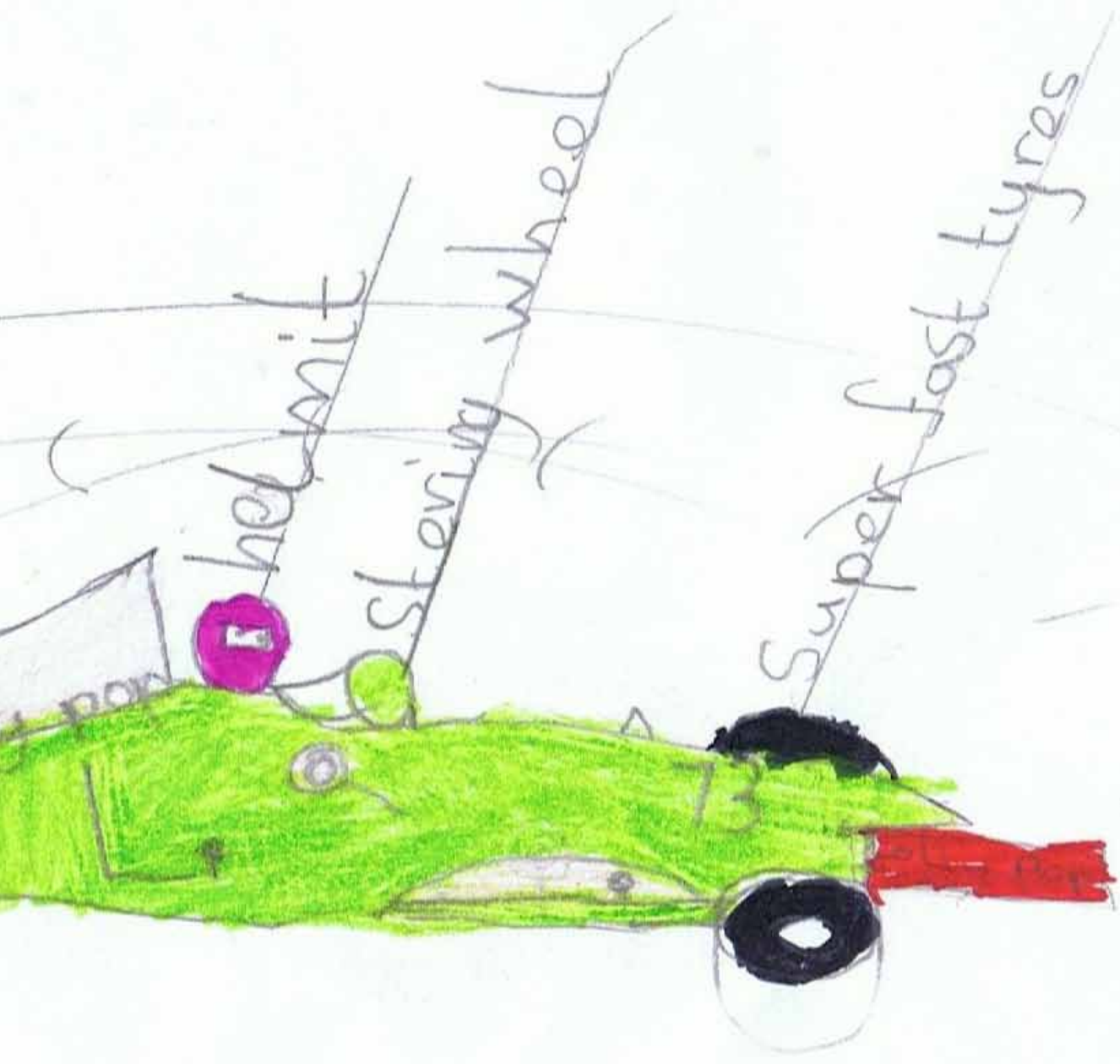


This is my racing car called



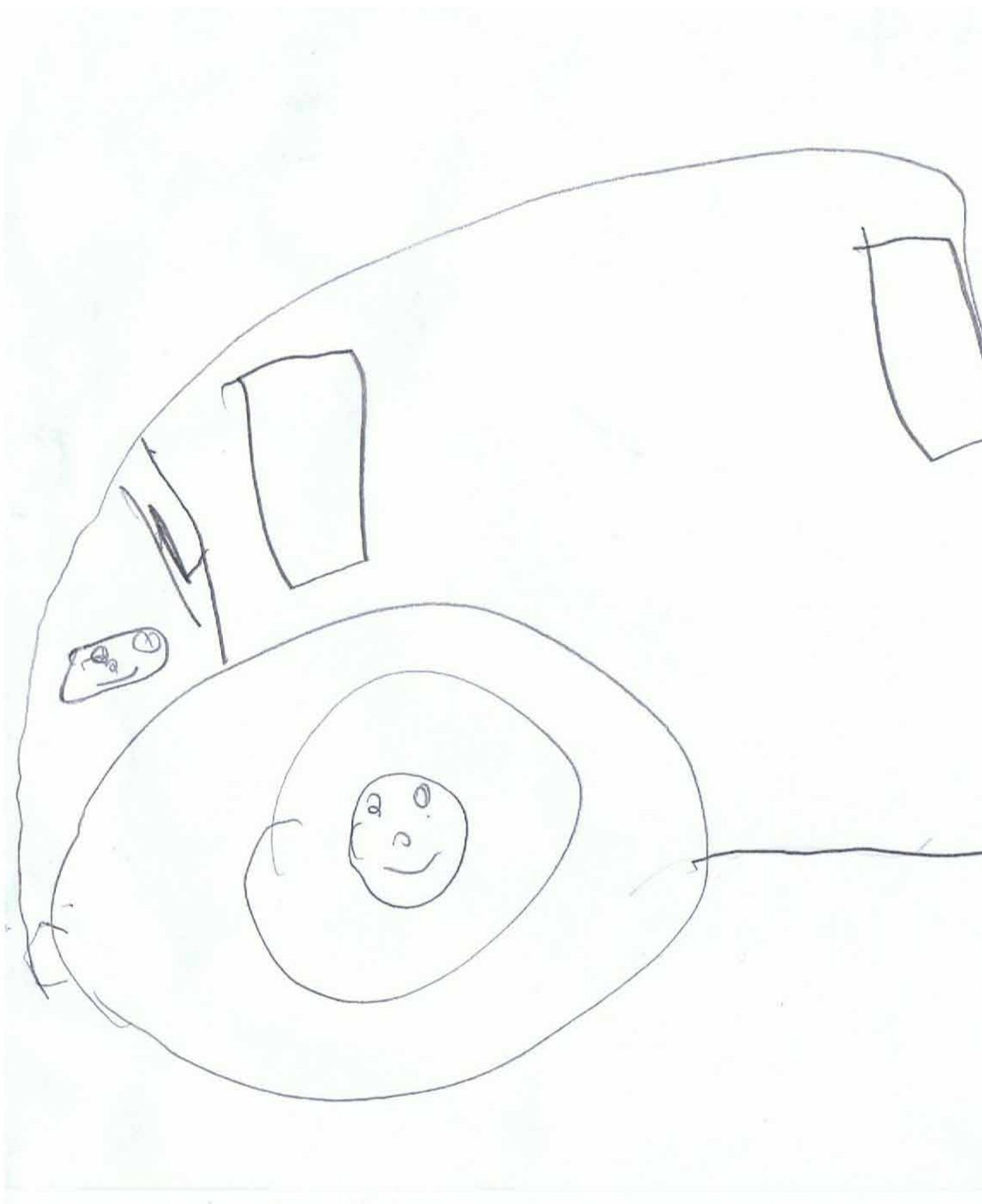


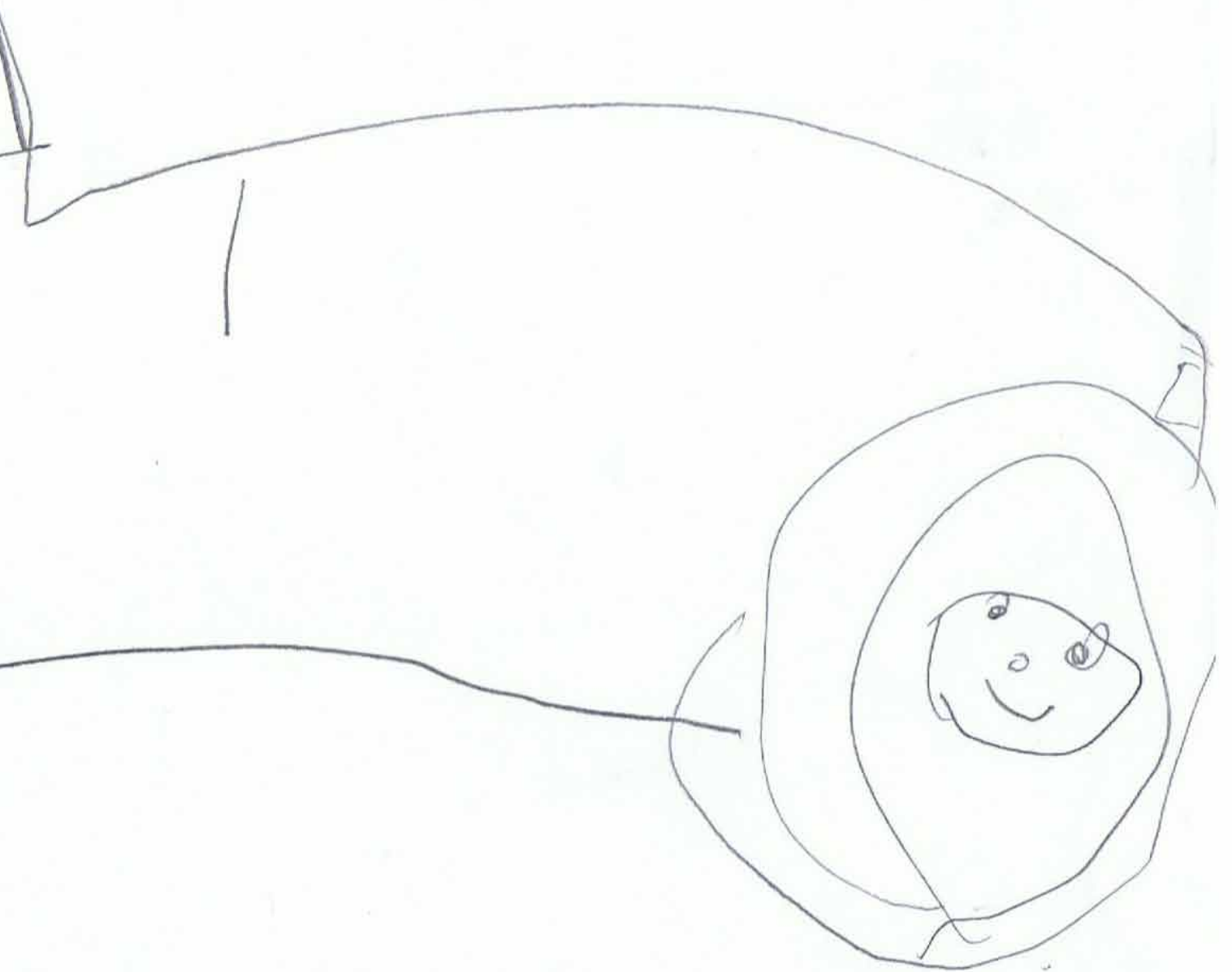
Lobby pop



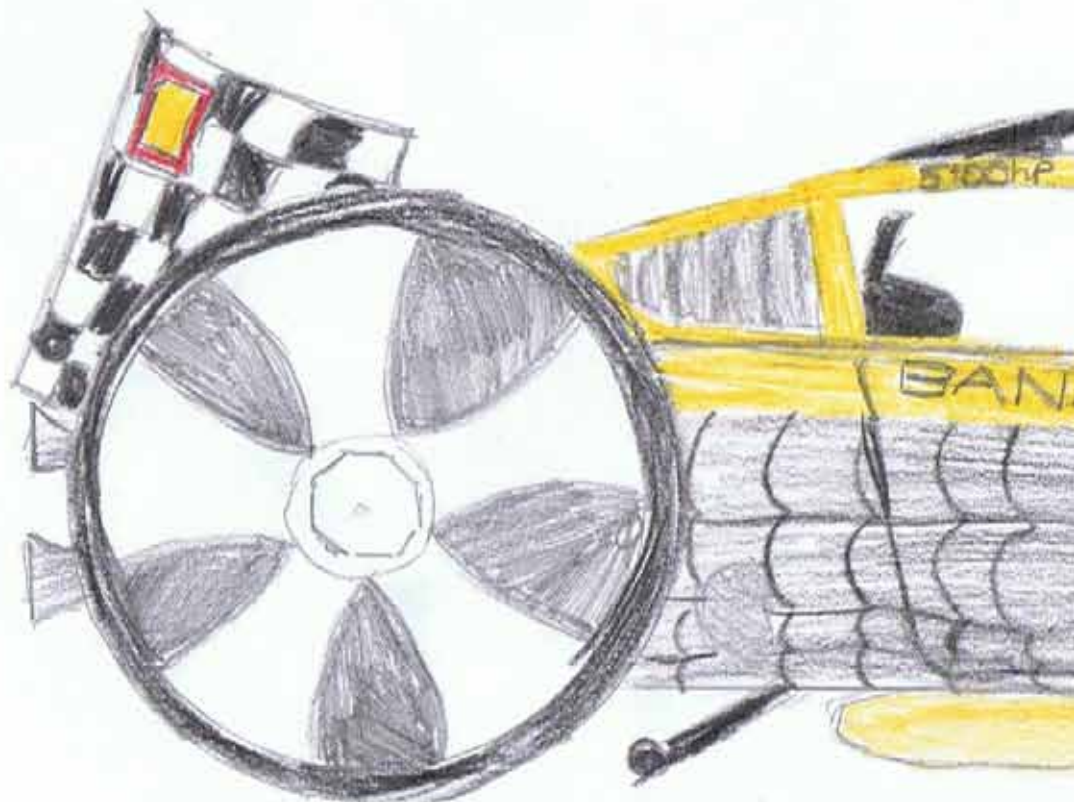
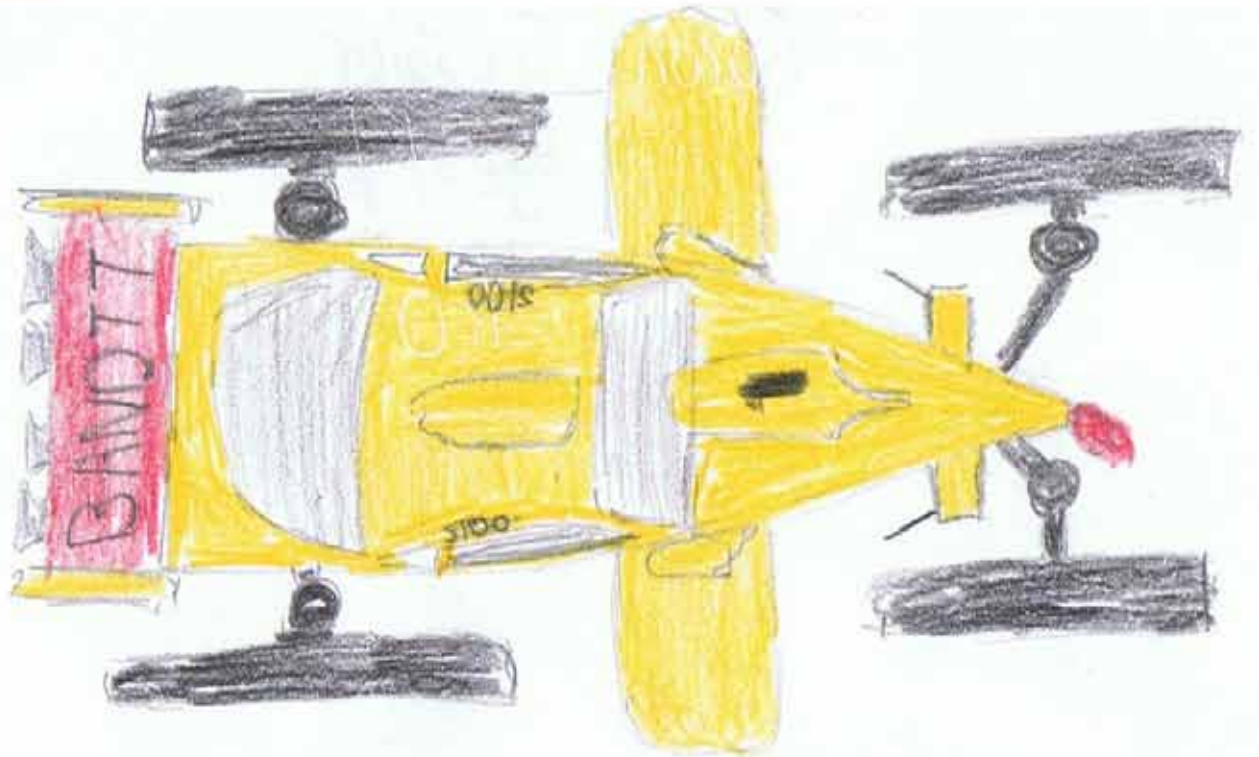
*In*  
**FOCUS**

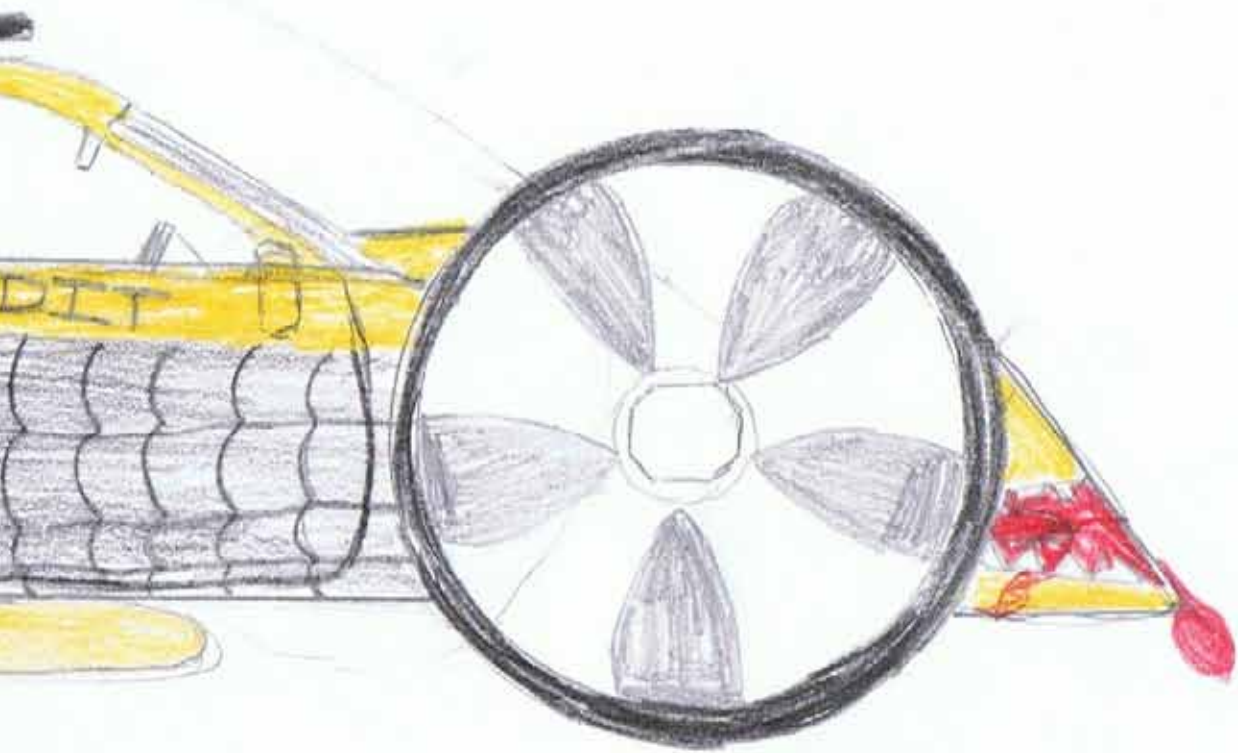
**Artists' Impressions**  
Jessica Braithwaite age 4 from Newbold Riverside  
Primary.

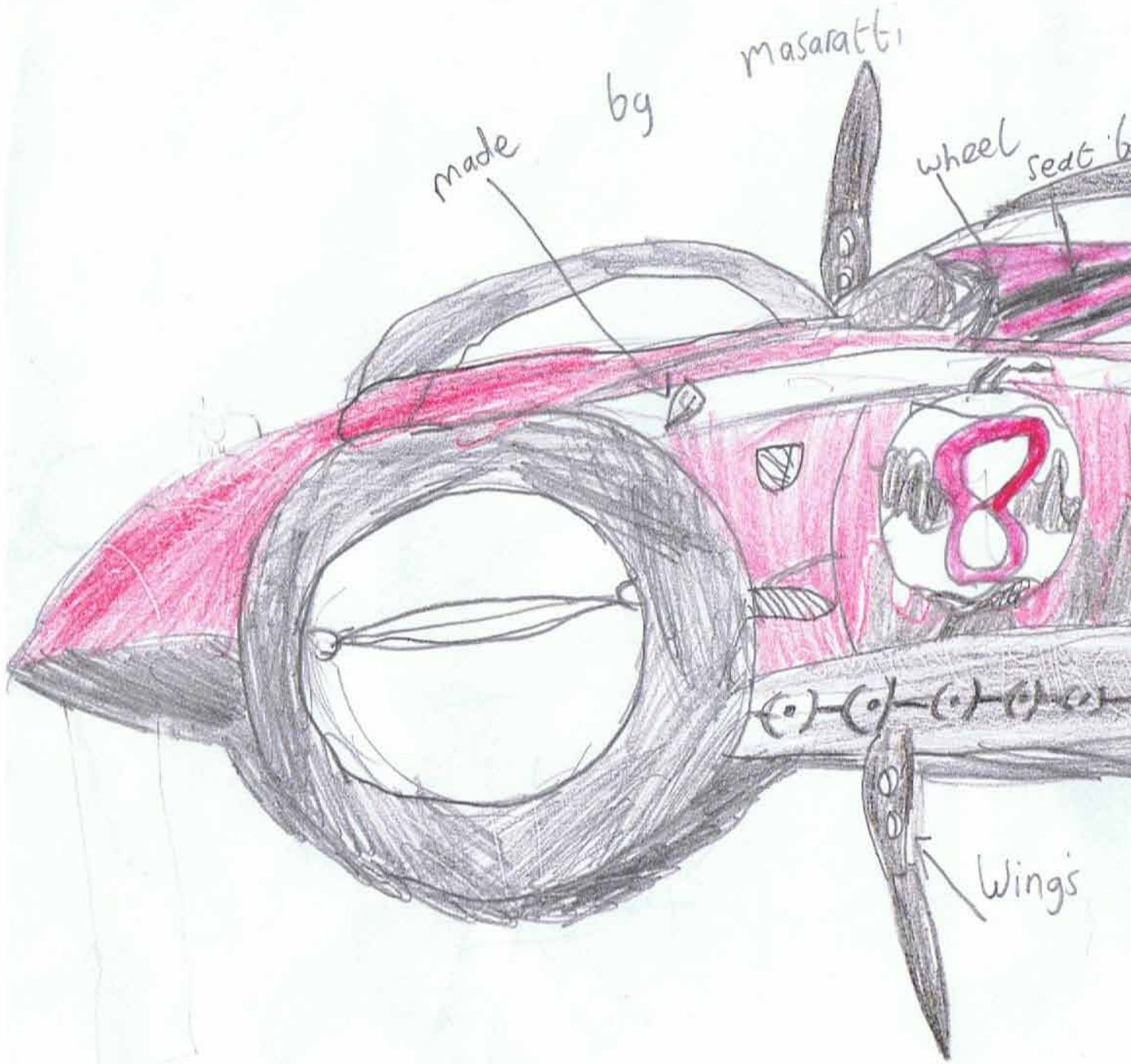




Artists' Impressions  
Aaron Tressler Yr6 from Newbold Riverside Primary.









Driver

Head lights

Spoiler

Seat

exhaust

In +  
out  
wheels  
(Carbon  
Fibre)

Logo

Talks  
Talks

