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IT'S SENNA & PROST PART 2

McLAREN'S DREAM TEAM

Hamilton and Button are the perfect line-up

Mark Hughes on

- How Hamilton drives on instinct
- Why Button is the thinking-man's driver
- But is it enough to take the title?



FORD BACK ON TOP OF THE BTCC
Chilton ends 10-year win drought at a soaking wet Brands Hatch

BRITS TRIUMPH IN SILVERSTONE TT

Nissan takes World GT spoils as lead Aston is disqualified



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"People think I'm stealing Ryan's drive with tonnes of sponsorship. I wish!"

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FIA GT1 World Championship Round Two: Silverstone

Winners!

Tourist Trophy 2010



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Championship



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nismo



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AUTOSPORT (USPS 454230) is published weekly by Haymarket Magazines Ltd, c/o Mercury International Ltd of 365 Blair Road, Avenel, New Jersey 07001. For subscription rates please contact:

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Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the content of AUTOSPORT are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in AUTOSPORT only upon Haymarket Consumer Media's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of AUTOSPORT.

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Tel: 1-866-918-1446, Email: haymarket@imsnews.com
Periodicals paid at Rahway, NJ.
Postmaster please send address correction changes to AUTOSPORT, c/o Mercury International at above address.

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Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS.
Tel: +44 (0) 1733 555161. Printed in England by Wyndeham Heron Ltd.
Cover and centre sections printed by CSM Impact, Basingstoke. Colour origination: Colour Systems, 90-92 Pentonville Road, London N1 9AS (editorial and advertising). ISSN 0269-946X. AUTOSPORT, incorporating Autosport, is published weekly by Haymarket Consumer Media, Teddington Studios, Broom Road, Teddington, TW11 9BE, UK.

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POLE POSITION

Red Bull still gets our vote as F1 pace-setter



AT A TIME when cheap talk is filling the airwaves (don't forget to vote today, by the way), Formula 1 heads into its European season with all the teams introducing a raft of changes they confidently predict are worth anything from a couple of tenths to whole seconds of lap time.

The team they're all aiming for is Red Bull, despite the fact that neither

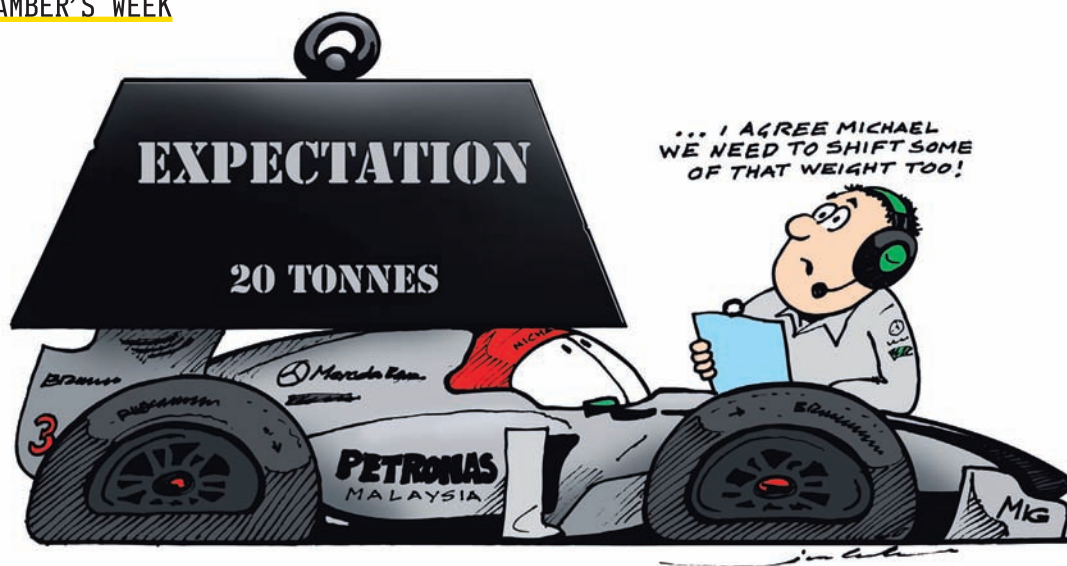
it nor lead driver Sebastian Vettel head the standings. But that owes more to the freak conditions that have enhanced the past three grands prix than it does to any chinks in the Anglo-Austrian team's armour.

In qualifying, at least, it would be a massive surprise if anyone is able to end Red Bull's run of four straight poles. And with overtaking at the Circuit de Catalunya as rare as a kept manifesto promise, Vettel is rightly the odds-on favourite.

It will be intriguing to see by how much, if anything, McLaren and Ferrari have closed the gap. While over at Mercedes, the revisions seem clearly designed to benefit Michael Schumacher. Another trouncing by Nico Rosberg will raise further questions about the wisdom of his F1 return.

Andrew van de Burt, editor

BAMBER'S WEEK



AUSTRALIAN MINI CHALLENGE

Mini roll provides a major scare in Queensland

Mini Challenge racer Kain Magro barrel-rolled into the crowd during the series' support race to the Australian V8 Supercar round at Queensland Raceway last weekend. Amazingly, only two spectators were taken to hospital, and both were cleared of serious injury. Magro was also released after being treated for neck pain.

Photography: John Morris

➔ P85 V8 SUPERCARS





McLaren pins hopes on new upgrade kit

Button and Hamilton need big gains in downforce to stay on top at Spanish Grand Prix. By EDD STRAW

McLaren needs a downforce boost from its “significant” upgrade package if Jenson Button and Lewis Hamilton are to maintain the team’s position at the head of the championship at this weekend’s Spanish Grand Prix.

The team has won two of this season’s four grands prix, despite the MP4-25 being only the third-fastest car over a single lap – behind Red Bull and Ferrari. But those victories, taken by Button, owed much to wet weather.

A new front and rear wing, as well as a raft of minor aerodynamic tweaks, will be tried in free practice tomorrow (Friday) as McLaren chases the extra downforce needed to challenge Red Bull in qualifying.

McLaren’s race pace has been comparable with Red Bull and Ferrari, so an improvement in qualifying is key to the team being in the position to fight those two teams, given a dry race.

Barcelona is one of the most aerodynamically dependent tracks on the calendar, so if McLaren can

show strong single-lap pace this weekend there will be no question that it has the machinery to hold on to the top spot in the long term.

Team principal Martin Whitmarsh admits that McLaren has not yet had the qualifying pace to match Red Bull, but he is hopeful that the upgrades will make it easier for the team to challenge for wins.

“I don’t think that we’re as quick in qualifying conditions as Red Bull, but in race conditions we have two great drivers and not a bad car,” said Whitmarsh.

“I’m optimistic about the updates, but realistic at the same time. The other teams won’t stand still and all of them will have updates for Spain.”

Of the leading teams, Mercedes is expected to have the biggest changes in Spain, with a longer-wheelbase version of the MGP W01 for Michael Schumacher and Nico Rosberg. Both Red Bull and Ferrari will also have major aerodynamic upgrades as they bid to overhaul McLaren in the points.

2nd FERRARI – 90 PTS

Giancarlo Fisichella tested the team’s aerodynamic upgrade package at the Vairano circuit, near Naples, last Saturday. Felipe Massa has a new chassis.



3rd RED BULL – 73 PTS

In keeping with its reputation for aggressive development, Red Bull is expected to bring a raft of updates to Spain. Front-wing and aero modifications are anticipated, as well as inboard wing mirrors, but the team is not expected to start experimenting with an ‘f-duct’.

4th MERCEDES – 60 PTS

A comprehensive update package will include a new front wing, modified sidepods and inboard wing mirrors. The car’s wheelbase has also been increased by angling the front suspension forward. This will shift the weight further back to reduce the stress put through the front tyres.

5th RENAULT – 46 PTS

The team is expecting its usual step of 0.1-0.2s per lap with a package that includes a new front wing and new nose fairings. Renault also plans to race the modified floor that was evaluated in practice for the Chinese Grand Prix, provided it performs well in practice.

7th WILLIAMS – 6 PTS

Isn’t anticipating a giant leap forward, but will run a new front wing and modified sidepods as well as in-board mirrors in Spain. The team will also continue work on its interpretation of the ‘f-duct’ concept that it experimented with during the Chinese Grand Prix weekend last month.

8th TORO ROSSO – 2 PTS

Fell behind as rivals updated rapidly after testing, but will have a package including new brake ducts and engine cover.



SAUBER – 0 PTS

A key race for a team that has fallen behind after showing good pre-season testing pace. A new front wing and diffuser will be run in Spain on Friday. The team will also have an updated version of its ‘f-duct’ concept, which has been running in various forms since the Australian Grand Prix.

HRT – 0 PTS

Spanish-based team is expected to add some new aerodynamic and suspension parts to its basic early-season design.



6th FORCE INDIA – 18 PTS

Mechanical improvements are expected to boost the VJM03’s grip in lower-speed corners. It will also run a modified front wing and bargeboards.



VIRGIN – 0 PTS

Only Timo Glock will have the modified Virgin chassis, which allows around 10kg more fuel to be carried, in Spain. The modification is understood to make the car 135mm longer.



1st McLAREN – 109 PTS

Has a new front and rear wing for Spain, designed to help claw back the downforce deficit to Red Bull.



Button needs big step to stay in front

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

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The rain in Spain mainly falls nowhere near the Circuit de Catalunya on a Sunday afternoon, which is bad news for McLaren. Precipitation caused perspiration for Red Bull in China a few weeks ago but — upgrades or no upgrades — at a track where aerodynamics are king your money has to be on the team that has Adrian Newey on its payroll.

McLaren, and Jenson Button in particular, have done an outstanding job of making F1's third-fastest car the championship pacesetter, but the elements won't be on the team's side forever. For the first time since Bahrain, this race will be about pure, raw performance — on Saturday *and* Sunday.

This puts the onus on Red Bull to make the most of the speed of the RB6. Sebastian Vettel and Mark Webber have a 100 per cent qualifying strike rate in 2010 but, Malaysia aside, things haven't gone so well in the races. It's hard to put your finger on exactly why, and you'd have to say that luck has played a big part. If Red Bull squanders/is robbed of another victory in Spain, it will be in the catch-up territory from which it never emerged last year — especially if Monaco turns out as badly as it did for the team in 2009.

By and large, the fastest car wins at Barcelona. Chances are, that will be the Red Bull. If it fails to do so, favourite status is up for grabs with Ferrari, McLaren and (this is a long shot) Mercedes jockeying for position.



Vettel needs to turn speed into win



P34 JENSON v LEWIS

LOTUS'S CHANCE TO SHINE

Revived team could take the biggest development step of all at this weekend's Spanish Grand Prix

Lotus is well placed to be the biggest improver in Spain, where it introduces a major upgrade package that could be worth 1-1.5 seconds per lap.

The revived marque has been the strongest of the new teams

so far this season, claiming a best finish of 13th, and will run a new front wing, sidepods, floor, rear wing and brake ducts to consolidate its position.

Driver Heikki Kovalainen told AUTOSPORT: "I hope that we can make a bigger step than most of the other teams. It will be interesting to see how the other new teams react too. They will improve, but can they improve as much as us?"

"The upgrade sounds very promising. Efficient

downforce will be the biggest advantage. So far, what we have been adding has not been very efficient, but now we're getting downforce that will not slow us down in a straight line."

LOTUS - 0 PTS

New sidepods, front wing, brake ducts and suspension upgrades planned.



PERFORMANCE GUIDE



The Circuit de Catalunya is regarded as the best guide to overall form. Since F1's first visit in 1991, the pole-winning team has only failed to win the constructors' title three times: Benetton in 1994 (above); and McLaren in 1999 and 2005

New Silverstone Arena track ready for Formula 1 debut

The latest configuration of the 'home of the British Grand Prix' has held its first race meeting



The new Silverstone Arena circuit, which will be used for July's British Grand Prix, held its first races last weekend after an official launch a few days before.

The British Formula 3 and FIA World GT1 Championships were the star attractions, with both categories producing eventful races.

Red Bull driver Mark Webber, who attended last week's track launch, reckons that the new 'Arena' section will offer passing opportunities for F1 machinery.

"They have some interesting new corners. The real tight section [Village and The Loop] is probably going to be the point where there might be a bit of niggles and overtaking potential," he said.

ABBAY/FARM

Gear: 7th
Speed: 185mph
G-Force: 4

Fast right-hander where track turns right off the old configuration. Once the new pits are built on the straight leading to Abbey, this will replace Copse as Silverstone's first turn. "This will be awesome," says David Coulthard. "It's a flat-out kink in an F1 car."



P70 Silverstone GT1
P74 British Formula 3

VILLAGE

Gear: 2nd
Speed: 75mph
G-Force: 2.4

A slow right-hander that offers the best overtaking opportunity in the new section as drivers slow from almost 200mph to around 75mph. "Because the Abbey and Farm kinks are so fast, there is a chance of overtaking into Village," says Coulthard.

TRACKSIDE VIEW

BEN ANDERSON
EDITORIAL ASSISTANT



The new Silverstone went down well with British Formula 3 drivers and produced more passing than last year's races on the old track (Alex Sims passed 20 cars in two races on Sunday!). As one driver put it: "Long straights followed by heavy braking is what every driver wants for overtaking."

There's a big bump at Abbey as the cars change from the old to the new track, which will be a challenge in F1 cars, and there was plenty of passing with locked brakes into Village/The Loop. There's also a chance to tow down the straight and pass into Brooklands, which is a better corner than on the old track.

THE LOOP

Gear: 1st
Speed: 53mph
G-Force: 2

A left-hand hairpin that follows immediately after Village, giving the chance to drivers who have been overtaken at Village to fight back using the inside line.

AINTREE

Gear: 4th
Speed: 150mph
G-Force: 3.3

A fast kink that leads on to the renamed Wellington Straight.

"This will probably be flat out and there is a bump there to catch you out," says Coulthard.

BROOKLANDS

Gear: 3rd
Speed: 97mph
G-Force: 2.8

Another possible overtaking place.

"If the car ahead makes a mistake coming onto the straight, you might be able to get a run on it into here," says Coulthard.



The newly-built Arena section of Silverstone

The fastest F1 circuit? Unlikely

SUGGESTIONS THAT Silverstone could now be the fastest track on the Formula 1 calendar appear wide of the mark, even though the new Arena configuration has increased the overall lap speed.

Monza is the fastest track, and based on qualifying lap records (see right), F1 cars would need to be at least 10.7 per cent faster round the new Silverstone configuration than they were on the old one. F3 cars were about one per cent faster last weekend, suggesting that Monza's record will be safe. Silverstone could displace Spa as the second fastest.

FASTEST TRACKS IN F1*

Monza	161.809mph
Spa	147.821mph
Silverstone (old)	147.004mph
Suzuka	145.353mph
Albert Park	141.362mph

*based on qualifying lap record

ARENA STATS

3.666 miles
18 corners
52-lap grand prix
£5 million cost
New pits due in 2011



THIS WEEK IN F1



MERCEDES Michael Schumacher doesn't believe that upgrades for the Spanish Grand Prix will allow Mercedes to fight for wins. "It would not be realistic to expect us to suddenly be competing right at the front," he said.



RED BULL Mark Webber is hoping that the upcoming race days will be "clean" so that the team can capitalise on its pace. "We have seen the car is quick everywhere, we just need some clean Sunday afternoons really," he said.



McLAREN Didier Coton, associate group director of Mika Hakkinen's Aces Management Group refused to comment on rumours linking it to a management deal with Lewis Hamilton. "We have nothing to say and don't know where they [the rumours] are coming from," he told AUTOSPORT. "It is pure speculation."



FERRARI Luca di Montezemolo described claims published in *The Times* last week that Ferrari is advertising tobacco brand Marlboro on a subliminal level through its barcode livery as "ridiculous".



WILLIAMS Nico Hulkenberg believes that the team's aerodynamic performance in this weekend's Spanish GP will be a true barometer. "It gives everyone a clear indication of how strong your aerodynamics are," he said.



SAUBER New technical director James Key has begun to restructure the technical department at Hinwil in the wake of the cut in personnel and budget at the team.



RENAULT Customers can now pay €5500 to drive a Formula 1 car at the Hungaroring through Renault's 'Feel It' programme. As well as two laps in the F1 car, customers will be coached up to standard from Formula Renault level.



FORCE INDIA Vitantonio Liuzzi will run a new chassis, VJM03/O1, will become the team's spare car with chassis VJM03/O2 becoming the team's aerodynamic test car.



TORO ROSSO Sebastien Buemi conducted a straightline test at Vairano last week to evaluate the team's planned upgrades for the Spanish GP. "It went very well," said the Swiss driver.



LOTUS The revived team's new factory in Hingham is now fully operational, "with every department now nearly fully staffed but starting to work to their full potential," according to chief technical officer Mike Gascoyne.



HRT Team principal Colin Kolles is confident that the team will be more competitive in Spain this weekend. "We need to improve the performance as well as hit a new target and finish again with both cars," he said.



VIRGIN Lucas di Grassi spent time in the Wirth Research simulator to prepare ahead of the Spanish Grand Prix.



DUNBAR/LAT

Williams has made a slow start to 2010

Williams: don't write us off

Poor start blamed on working with a new engine in pre-season, but Williams remains convinced of its potential

Williams has blamed its disappointing start to the 2010 season on the fact that it has had to pump resources into optimising its customer-spec Cosworth engine package.

Director of engineering Patrick Head reckoned pre-season that his team could “re-establish ourselves as one of the top three or four teams in F1 regularly”; but in the opening four races of the season the Williams FW32 has proven to be the seventh-fastest car and scored only six points.

Williams has been around 1.2 seconds off the pace in qualifying. Although it has been closer in the races, it has a long way to go to even challenge fifth-placed Renault. To improve on its current results, it will need to buck the trend of recent seasons: over the past five years, the team has only once scored more points in the second half of the season than the first.

“Our aim is to be at the front and it is still realistic to target that”

Sam Michael

Williams technical director Sam Michael remains upbeat, despite what he admits are disappointing results, and is adamant that the team will make progress now that it has caught up from the time lost to the work required on the driveline.

“We’ve had to put a lot of work into the driveline and engine installation and we’ve got on top of a lot of the problems,” Michael told AUTOSPORT. “Obviously it took up a lot of resource.

“Our aim hasn’t changed — to be at the front — and we’ve got a lot of updates for Barcelona, Monaco and Turkey that mean that it’s still realistic for us to be targeting that.”

Williams has struggled to keep

pace with Ferrari and McLaren since its days as a powerhouse team of the 1980s and ’90s. It has been ranked between fourth and eighth in the constructors’ championship over the past five years, and even its success in the early noughties is attributed more to BMW power than to the cars it produced.

Although the wild inconsistency that characterised its performances under the old regulations in 2006–2008 has been ironed out, there has been little sign of Williams moving forward since starting last year as one of the three fastest teams, thanks to hitting on the double-diffuser concept.

Michael vehemently disagrees that Williams struggles to match the top teams in areas such as high-downforce chassis. But there is an ever-growing body of evidence suggesting that, as good as the team is on the mechanical side, its strength in aerodynamics has never

recovered from the loss of Adrian Newey to McLaren in 1996.

“We’ve got very good people who are very intuitive and creative,” Michael added. “We were one of the few teams to come up with the



FERRARI/LAT

Michael is bullish about the future

COSWORTH STEPS UP IN SPAIN

WILLIAMS IS set to receive a performance boost at this weekend's Spanish Grand Prix with engine supplier Cosworth having made improvements to its V8 set-up based on data gathered in the four flyaway races.

Although Cosworth's engine has been frozen since the March 1 homologation date, changes can be made to engine mapping, as well as to ancillary parts such as exhausts. Cosworth business unit leader Mark Gallagher believes that the lessons learned in the opening four races of the year far outstrip those gathered during pre-season testing.

"Pre-season testing was so short and badly affected by rain that it didn't give us much useful information compared with what you get running in the heat of Bahrain and Malaysia," Gallagher told AUTOSPORT. "We came into the season with one hand tied behind our backs, and it has only been in the first few races that we have found out where we can make improvements."

"We are now in an iterative process. We can only make



Cosworth hopes to move up the grid

changes to the permitted areas – mapping, exhausts and intake work. We have had some very useful feedback from Rubens Barrichello in particular because he has driven the Honda, the Mercedes and even the Toyota [on a PR run for Williams] during the past 18 months. He has been able to give us a good measure of where we stand."

Gallagher added that the relationship with Williams is central to the development of the engine because of the experience base the team has in comparison

with Cosworth's other three teams – HRT, Lotus and Virgin – which are all new to F1 this year.

"It has been extremely good to partner with Williams because of their vast experience," said Gallagher. "The new teams are on a steep learning curve, but for Williams it's a different ballgame. We regard them as an ideal partner for us and we want to win again. It has been far too long since Cosworth has been regarded as a frontrunning engine provider and that's where we want to get back to."

double diffuser last year. But you have to improve everything when you're not winning – the aerodynamics, the mechanicals, reducing the centre of gravity, the geometry. We're doing a great job on all fronts, and to say we're missing the ultimate peaks of downforce... there have been tracks like Monaco where we've been fast. A few tenths here and there and suddenly we're up there."

It is going to take more than a few tenths here and there to get Williams to the front. If the team is to prove that it is anything more than a well-run midfield operation, with aspirations beyond its budget and early-season performance, it must make good on Michael's promise to climb the order.

The claim that work on "running in" the Cosworth engine and optimising the packaging is credible – as Mark Gallagher explains (see right) – but the disappointing start to the year after pre-season optimism is becoming a worryingly familiar theme for Williams. It is a trend that needs to be bucked in 2010 if it is ever to re-emerge as a title-winning force.



Williams last fought for a title back in 2003

Williams's deficit to the ultimate pace in 2010

How far from the front Williams has been in the first four GPs

Bahrain +1.229s

Australia +1.298s

Malaysia +1.198s

China +1.1900s

60 SECONDS WITH

RUBENS BARRICHELLO

Williams F1



It has been a disappointing start to the season for Williams. What's holding you back?

There are some small issues to work on. We need to improve the car aerodynamically and improve the engine as a whole on driveability and power. The ride quality is also something that we need to look at.

How difficult will it be to fix these problems?

Very challenging, but that is the best thing for me. People say I shouldn't have left Mercedes last year because then you would be happy with things, but I am happy with the different challenges at Williams.

Are you confident that the team can resolve these problems?

I'm happy with what I have seen so far. I am not happy with the results, and also the team is not happy. So let's work together and improve. They are good listeners and they are moving forward with my direction so I'm happy with that. After four races, we still haven't had a trouble-free weekend and we are still working on small things.

Could you climb to fifth in the championship?

We have to aim for a lot more than we have. But we are not thinking that the car is like this so let's drop it and work on next year. We cannot think like that – we have to make it happen this year.

In terms of resources, can this team be more than a midfielder?

Yes. In Barcelona, everything will calm down for the team. Before that, everyone was in a rush.

How much is there to come from this car?

We will have to work hard to make it a top-six car in qualifying. In races, it's a different matter with reliability and different things. My aim is to be in the top six all the time so we need to find half-a-second.



Rubens Barrichello was talking to AUTOSPORT F1 editor Edd Straw



Barrichello is pushing hard to improve FW32



Serious Head Protection

Congratulations!



Chinese Grand Prix F1 2010

Winner: **Jenson Button**

Helmet: **Bell HP3**

FIA8860 Advanced Helmet Certified
Lightweight carbon shell
Double Screen Anti Fog (DSAF) shield
Advanced aerodynamic
Powerful ventilation (10 entry channels)



Straight talk David Coulthard

Britain's all-time leading F1 points scorer

Now that Formula 1 is back on European soil, will the early-season flyaway form continue, or will the latest upgrades result in a new world order?

Barcelona: the traditional start of the main European Formula 1 season. Where the real challenge begins in the fight for the world championship. So what did we learn from the opening four flyaways?

Those races told us, in terms of single-lap pace, that Red Bull has the fastest car. In terms of smart, sharp decisions by a racing driver, Jenson Button has been flawless. And in terms of someone suffering a luck allergy, Sebastian Vettel has the biggest right to feel aggrieved, given his three pole positions delivered only one grand prix victory.

The other main talking point has been Michael Schumacher's pace. I believe he will be feeling a mixture of doubt and optimism heading into this weekend. Doubt, because things haven't work out relative to Nico Rosberg as he would have imagined. Optimism, as he will be looking forward to the upgrades Mercedes is bringing to Barcelona.

UPGRADE OR RISK STANDING STILL

It would be a fairly mighty upgrade for someone to leapfrog Red Bull's single-lap advantage this weekend, but we did witness impressive progress from

We know that Michael loves that powerful front-end to his race car, and it's not looked like he's had that 'pointy' car to be aggressive and get stuck into it. Clearly the car is quicker in the hands of Rosberg – without ever looking like being quick enough to win – so let's see what the upgrade brings to Michael's party.

CAN ALONSO PRANCE AGAIN?

It seems crazy to say it, but it does seem a long time since Fernando Alonso's victory in Bahrain. He will want a big result, not just because it's

“Vettel's luck allergy gives him a right to feel aggrieved”

BUTTON: THE KING OF COOL

What a great boost for Jenson, to come back to Europe leading the championship like this time last year. He's definitely built upon his reputation, as it was one thing to win the world title by taking advantage of the fastest car, but it's a different level of credit and respect to win races in a car that wasn't the quickest in single-lap speed, but also in difficult conditions.

He's the king of the cool head, and proved his doubters wrong who said he'd be blown away by Lewis Hamilton at McLaren.

McLaren last year. Consider they started 2009 over 2s off the pace, and ended up winning races, those were pretty spectacular improvements that prove anything is possible. Everyone's had the chance since the winter testing began to work hard back at base, look at other people's cars, optimise interpretations of the rules, and produce upgrades. Usually, from race to race, we see small tweaks, but this is a convenient juncture for teams to revise suspension, wheelbase, floor, top body, wings – all major parts with long lead times.

We've learned that Mercedes is lengthening the wheelbase of its W01. When you do that, it's not just the physical lengthening of the car that is the issue. There are many knock-on effects, such as weight distribution, centre of gravity, aero balance, etc.

his home grand prix, and a track where he's traditionally been very strong, but because he wants to win a third world championship.

He will want Ferrari to deliver, like he does behind the wheel, and we've seen a chink in its armour with a recent spate of engine failures. At this stage of the season I wouldn't be too concerned about Ferrari's reliability in this department.

Given that the engines are blueprinted and FIA sealed, there is obviously an issue that's arisen since last year. It has to be a manufacturing issue, or a material fault, so because it's had reliability in the past with that motor, then surely it can regain it. It should be identifiable and therefore fixable.

He needs it to be sorted asap if he's going to challenge for the title this year. **✎**



McLaren new boy Button has proved the doubters wrong

TRACK GUIDE

Barrichello's inside line

F1's most experienced driver shares his thoughts and memories of Spain's Catalunya circuit

We do so much running at Barcelona – at least we did in the days before the test ban – we know the track inside out. It's a great circuit and it's a great qualifying event. You're limited in the race because everyone has done so many

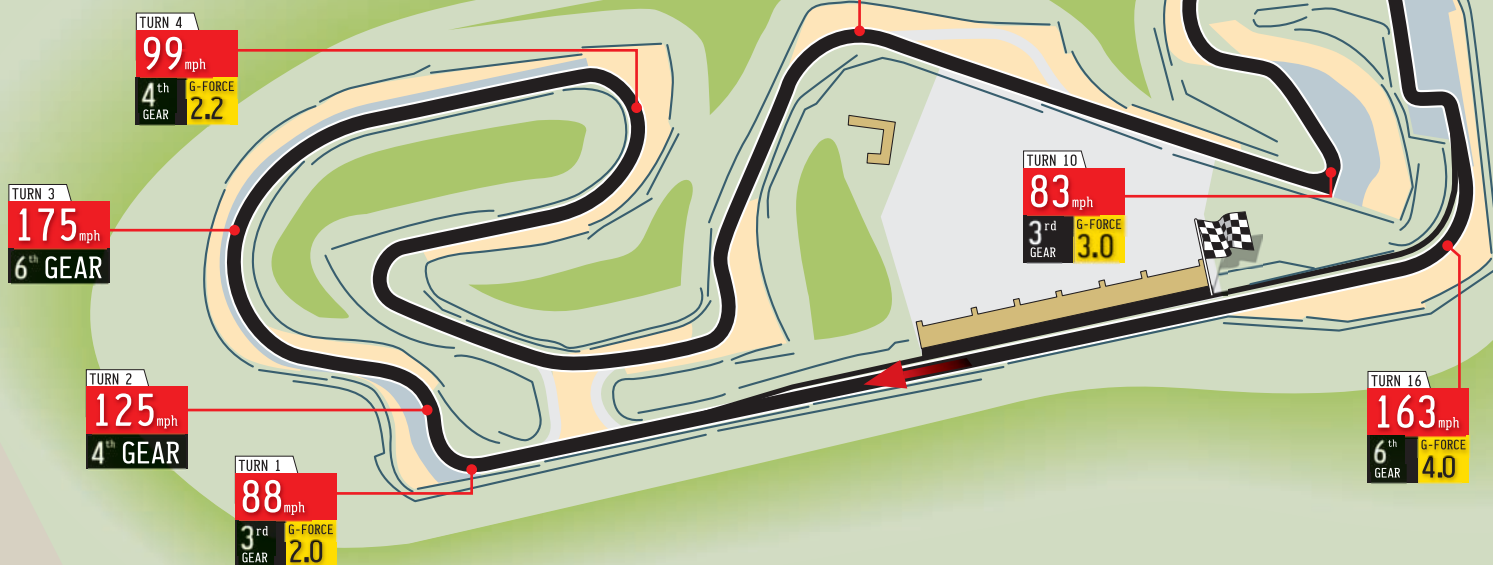
miles that they know the set-up very well and are usually 100 per cent happy with the car, so overtaking chances are limited. It's an enjoyable track and one on which a driver with a bit more experience, like myself, should hopefully have an advantage.

EXCLUSIVE



SET-UP

Barcelona is all about aerodynamics. Although there's a long main straight, you're looking for the speed more in the corners. The track has a good mix of high- and low-speed corners, so there's a bit of everything.



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We cater for all budgets from General Admission to full Hospitality
 Please call our friendly Reservations team on 08432 896 578
 or e mail us at sales@simplytheticket.com for more information.

* (All packages are subject to availability)

OVERTAKING

It's not easy to overtake at this track. The best opportunity you have is under braking into the right-hander at Turn 1. It's a heavy braking zone down to third gear. But this race is all about qualifying.



KEY CORNERS

Turns 4, 5 and 7 are where you really make up time in qualifying.



SPAIN WEATHER	
	17C FRIDAY CLOUDY
	16C SATURDAY SHOWERS
	20C SUNDAY CLOUDY

TYRE CHOICE			
Super-Soft	Soft	Medium	Hard
Unused	Option	Unused	Prime

MEMORY - 2009

I have had plenty of good races in Spain – finishing on the podium four times – and I should have won last year without the situation with one car on three stops and the other on two stops. It was also in Barcelona last year that I started to talk to Williams about joining them, so it's good to be going back there.



TURN 3 QUALIFYING SPECIAL

Turn 3 is a very challenging corner and in qualifying you are right on the edge of being flat out. The weather is a bit hotter for the race weekend, but in testing you have more grip which makes it easier to go in flat.



TRACK GUIDE

NUMBER OF LAPS	66	CIRCUIT LENGTH	2.892m	RACE DISTANCE	190.87m
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2009 POLE POSITION

JENSON BUTTON

(1m20.527s)

2009 WINNER

JENSON BUTTON

MONACO

14-17 MAY 2010

£2299.00 Per Person*

3 nights 4 Star hotel
Private return circuit transfers (sat/sun)
Private airport transfers
2 days VIP Track Hospitality
Team on call 24 hours.

*Based on 2 sharing

VALENCIA

25 -28 June 2010

£699.00 Per Person*

3 nights 5 Star accommodation in Valencia
3 Day ticket
Transfers to/from Valencia Airport
Team on call 24 hours

*Based on 2 sharing

BELGIUM

27-30 August 2010

From £239.00 Per Person*

Return Ferry Crossing (Dover – Calais)
3 nights Green Area Camping (bring own tent)
3 day Bronze Ticket
Team on call 24 hours.

*Based on 4 sharing

ABU DHABI

11 – 16 November 2010

£1650.00 Per Person*

5 Nights 4 Star Yas Island Hotel
Private airport transfers
Choice of 3 day grandstand ticket (Main, North, West, South, Pit Support)
F1 Programme
Team on call 24 hours.

*Based on 2 sharing

SPANISH GP PREVIEW



MARK HUGHES



The first big wave of updates arrive in Spain, but can anyone really shake up the order?

The upgrade-reset button gets applied in Barcelona and it's going to be interesting to see if any teams have found enough from their first serious reconfiguration of the season to have leapfrogged up the performance league chart.

If we look at the qualifying performances to date – ignoring the rain-disrupted Malaysia – the order is clear. Red Bull is out front, Ferrari within spitting distance. There's then a significant gap back to McLaren and Mercedes, and a smaller gap back to Force India, Renault and Williams. A half-second behind that comes Toro Rosso and Sauber, then a big gap to Lotus, Virgin and HRT.

Given that 10kg of downforce equals around 0.1sec, for the gap in raw performance between Red Bull and Ferrari to be bridgeable would require the Italian team to find around 20kg more extra downforce than RBR since China. That's not just 20kg more downforce, but 20kg more than whatever Red Bull has found! For either McLaren or Mercedes to get onto terms on straight-out qualifying pace they will have to have found the 60kg they were lacking *plus* whatever gains Red Bull have found. Unlikely.

Although McLaren looks brilliant in the



Will Ferrari catch up with Red Bull?

points table, the underlying performance shows it (and Mercedes) to be over 0.6sec adrift of the pace. It's difficult to conceive that being found in one hit. Given that they have averaged only around 0.15sec quicker than the Force India/Renault/Williams group, there's more potential for an upset there if, for example, Renault has enjoyed a fruitful time in the windtunnel since China.

It's more conceivable, in other words, for Robert Kubica to get among the McLarens and Merics than for Lewis, Jenson, Nico or Michael to get up with the Red Bulls.

P23 MPH: SCHUEY'S TROUBLES

Key questions

What the Spanish Grand Prix will tell us

- Can Ferrari get on terms with Red Bull?
- Have the top two teams already left the rest behind?
- Can Renault spring a surprise on McLaren and Mercedes?



McLaren needs 60-plus kilos more downforce

Red Bull leads the competitive order



GARY ANDERSON TECHNICAL CONSULTANT



SET-UP GUIDE

Barcelona is a track where the teams have done a lot of winter testing, and as a result everyone will arrive with their car set-up pretty well sorted. It requires a variety of characteristics – good top speed as the main straight is quite long, good high-speed aerodynamic balance, and good low-speed grip and ability to ride the kerbs through the slower corners and the new tighter section at the end of the lap. With fast corners leading onto all of the straights it is a prime example of how not to design a race track, overtaking just won't exist unless the weather gods decide to help.

TV AND RADIO LISTINGS

■ **FRIDAY MAY 7**
0855-1035 **Free practice 1 LIVE** (BBC1 & Radio 5 Live Sports Extra)
1255-1435 **Free practice 2 LIVE** (BBC1)

■ **SATURDAY MAY 8**
0955-1105 **Free practice 3 LIVE** (BBC1 & Radio 5 Live Sports Extra)
1215-1415 **Qualifying LIVE** (BBC1 & Radio 5 Live Sports Extra)
■ **SUNDAY MAY 9**
1210-1515 **Grand Prix LIVE** (BBC1 & Radio 5 Live)
1515-1615 **Grand Prix post-race forum** (BBC1)

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. Mark Glendenning was the only tipster to get anything out of China, reaping the rewards from his £5 punt that Vitaly Petrov would finish in the points. The pressure is now on Andrew van de Burgt, who needs to get something out of Spain to avoid dipping into the red.



JONATHAN NOBLE
GROUP F1 EDITOR
£5 each way Webber 7/1

CURRENT TALLY
£21



EDD STRAW
F1 EDITOR
£30 Red Bull pole 4/6

CURRENT TALLY
£55



ANDREW VAN DE BURGT
EDITOR
£10 Vettel to win 1/2

CURRENT TALLY
£0



MARK GLENDENNING
DEPUTY F1 EDITOR
£5 Webber on podium 6/4

CURRENT TALLY
£53



Mark Webber for a podium?

RACE ODDS

POS	DRIVER	TEAM
1	Jenson BUTTON	Brawn-Mercedes
2	Rubens BARRICHELLO	Brawn-Mercedes
3	Mark WEBBER	Red Bull-Renault
4	Sebastian VETTEL	Red Bull-Renault
5	Fernando ALONSO	Renault
6	Felipe MASSA	Ferrari
7	Nick HEIDFELD	BMW Sauber
8	Nico ROSBERG	Williams-Toyota

Odds supplied by William Hill

2009 RESULTS

POS	DRIVER	TEAM
1	Jenson BUTTON	Brawn-Mercedes
2	Rubens BARRICHELLO	Brawn-Mercedes
3	Mark WEBBER	Red Bull-Renault
4	Sebastian VETTEL	Red Bull-Renault
5	Fernando ALONSO	Renault
6	Felipe MASSA	Ferrari
7	Nick HEIDFELD	BMW Sauber
8	Nico ROSBERG	Williams-Toyota

POLE: Jenson BUTTON (Brawn) 1m20.527s

Barrichello passes Button at the start to lead, but doesn't capitalise on his three-stop strategy, and two-stopping Button wins. Rubens is not amused.

2008 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	Ferrari
2	Felipe MASSA	Ferrari
3	Lewis HAMILTON	McLaren-Mercedes
4	Robert KUBICA	BMW Sauber
5	Mark WEBBER	Red Bull-Renault
6	Jenson BUTTON	Honda
7	Kazuki NAKAJIMA	Williams-Toyota
8	Jarno TRULLI	Toyota

POLE Kimi RAIKKONEN (Ferrari) 1m21.813s

On a day of high attrition, Raikkonen serenely leads home Massa for a Ferrari one-two. Takuma Sato finishes 13th in Super Aguri's final race.

2007 RESULTS

POS	DRIVER	TEAM
1	Felipe MASSA	Ferrari
2	Lewis HAMILTON	McLaren-Mercedes
3	Fernando ALONSO	McLaren-Mercedes
4	Robert KUBICA	BMW Sauber
5	David COULTHARD	Red Bull-Renault
6	Nico ROSBERG	Williams-Toyota
7	Heikki KOVALAINEN	Renault
8	Takuma SATO	Super Aguri-Honda

POLE Felipe MASSA (Ferrari) 1m21.421s

Massa wins from pole ahead of the two McLarens, with Hamilton's second place proving enough to move him into the championship lead in his rookie year.

2006 RESULTS

POS	DRIVER	TEAM
1	Fernando ALONSO	Renault
2	Michael SCHUMACHER	Ferrari
3	Giancarlo FISICHELLA	Renault
4	Felipe MASSA	Ferrari
5	Kimi RAIKKONEN	McLaren-Mercedes
6	Jenson BUTTON	Honda
7	Rubens BARRICHELLO	Honda
8	Nick HEIDFELD	BMW Sauber

POLE Fernando ALONSO (Renault) 1m14.468s

Alonso romps to a comfortable win from pole. Second-placed Michael Schumacher was a full 18.5s behind at the end, with just five cars finishing on the lead lap.

2005 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	McLaren-Mercedes
2	Fernando ALONSO	Renault
3	Jarno TRULLI	Toyota
4	Ralf SCHUMACHER	Toyota
5	Giancarlo FISICHELLA	Renault
6	Mark WEBBER	Williams-BMW
7	Juan Pablo MONTOYA	McLaren-Mercedes
8	David COULTHARD	Red Bull-Cosworth

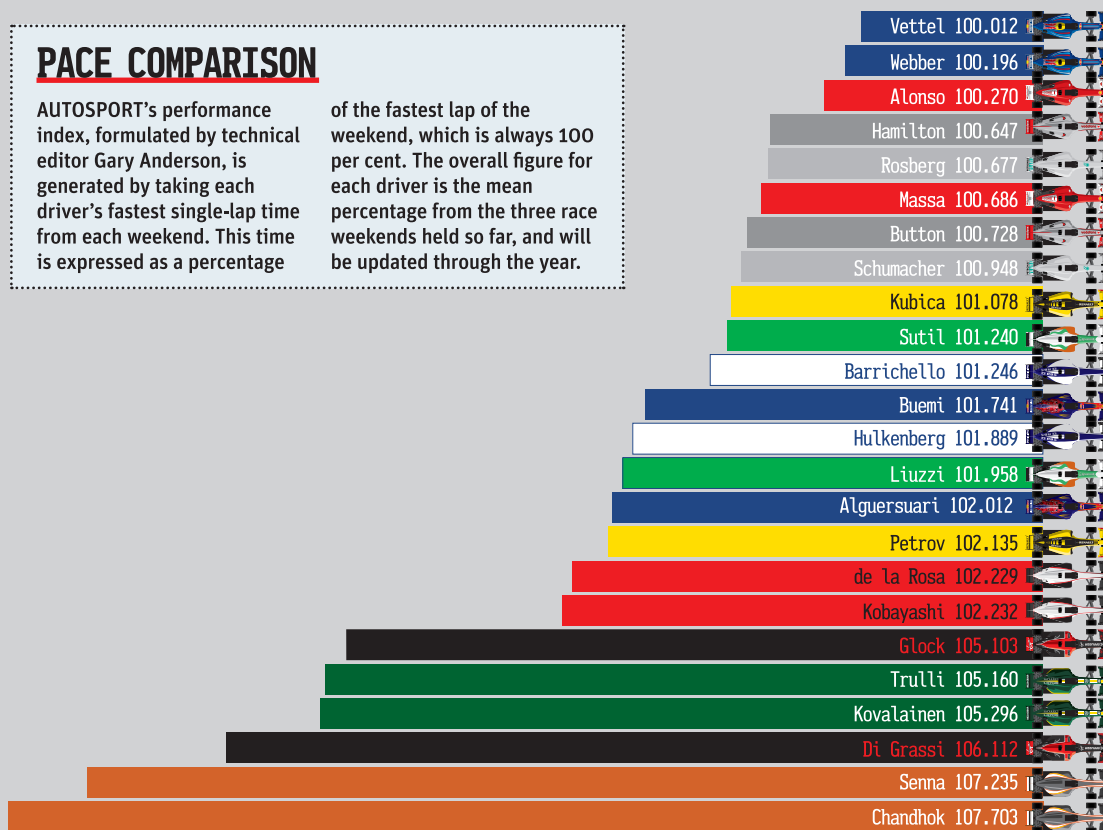
POLE Kimi Raikkonen (McLaren) 2m31.421s (agg)

Raikkonen leads away from pole and is never troubled. Second-placed Alonso's charge is hampered by tyre wear problems and he finishes 27.6s down.

PACE COMPARISON

AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the three race weekends held so far, and will be updated through the year.



LPG POWER



DRIVEN BY SUCCESS





MPH Mark Hughes

AUTOSPORT grand prix editor

Will Mercedes upgrades help Michael Schumacher rediscover his form, or is the German really just a shadow of his former self?

All eyes on Michael Schumacher and Mercedes this weekend, then. The sight of him struggling – and ultimately failing – to hold off Vitaly Petrov, as well as a host of bigger names, in Shanghai made for strangely uncomfortable viewing. I know many who delighted in it, because of the bad feeling the man aroused in his pomp. But for me there was something strangely moving in seeing him humbled like this, using the tricks of racecraft acquired over the years just to offset a basic shortage of speed. There was no lack of effort there, even in scrapping for ninth place, and there

was something dignified about that – and the very act of watching such a personal struggle was, for me, uncomfortable, like an invasion of someone's privacy at a very difficult time for them. You wanted to politely look the other way but were compelled to watch.

Some of the issues that have slowed him are easy enough to buy. As outlined in Tony Dodgins' article in this magazine last week, he needs a car that has a strong front end in order to fully utilise his amazing balance on corner entry. Times without number over the years I've stood

trackside and watched him, first lap out of the pits in the weekend, enter a fast corner right on the edge of adhesion, front tyres fully loaded, rears tip-toeing on a knife edge. Then Michael would just sit there making no further inputs until near the apex, an impossible balancing act that was absolutely central to his basic raw devastating speed.

More difficult to do that with an understeering car – and that's what the Merc has been to date. Now you see him trying to carry that speed and the fronts simply surrender very early into the turn, washing out all that momentum, completely whipping away from beneath his feet the stage on which he's trying to perform his acrobatics.

So among other changes, they have increased the car's wheelbase, angling the front wishbones forward, not only giving the airflow more room to re-attach after the front wheels and thereby pull it harder over the front wing, but also taking some of the weight off those narrow front tyres. Press down harder upon the tyres and you get more grip – until you arrive at the point where they simply run out of capacity because the air volume inside is insufficient. This apparently is what has been happening on the Merc. So now, with a chunk of that static weight shifted rearwards, there should be room for more downforce to equal more tyre grip – and it should be possible to balance the car more to Michael's liking.

But he has encountered understeering cars before. Back in 1996 the Ferrari F310 was like that, as were most John Barnard-designed cars. He didn't used to struggle then. In fact, here's what Eddie Irvine said after watching him trackside at a Jerez test: "There were some straw bales as a makeshift chicane... you'd see the cars coming up, they'd see the gap, they'd turn. Michael came up and turned before he saw the gap because he knew by the time he got there it would be there – and he didn't turn in as sharply so he turned in earlier and a lot faster and slid into where he knew the gap was going to be... The difference was night and day."

That way he had of turning earlier, but at high speed so as not to overload the front tyres and have the rear beginning to arc gently around the outer front, would get direction change into even a reluctant car. He'd use this to overcome a car's natural understeer traits. Maybe the Merc front end is just so gripless relative to the rear that this simply hasn't been physically possible. Or is it that his feel for that balancing point and how to co-ordinate it with the geometry of the corner has blurred a little, making him just like any other Formula 1 driver? If so, is it blurred only from three years' lack of practice – or because of age or even the neck injury?

We should begin to get some of the answers this weekend. ☒



Schuey cured understeering F310 of '96 by pure brilliance

“The impossible balancing act was central to his speed”

INDYCAR

Carroll to race for Andretti in IndyCar

Michael Andretti vows to give Irish A1GP champ a handful of starts as part of long-term IRL deal

Is Carroll latest Irishman to find fortune in America?

Top IndyCar team Andretti Autosport is to announce further details of its plans for Northern Irishman Adam Carroll at this month's Indianapolis 500.

Michael Andretti's team confirmed last week that Carroll will make a handful of starts this year 'in the second half of the season,' and the 27-year-old A1GP champion

told AUTOSPORT this week that he is prepared to wait for his opportunity in the North American single-seater series.

"I have an idea of what schedule I'll be running, but it's not 100 per cent yet," said Carroll, who is likely to be given at least one IndyCar start on an oval this year. "But I'm prepared to be patient and wait as long as it takes to get into one of these cars. To get the opportunity to race for Andretti in America is something you can't turn down."

Carroll could make his oval-racing debut in the Indy Lights feeder series later this year, as he bids to gain experience before embarking on what he hopes will be a long-term deal with Andretti.

"There's a few things I'm going to have to learn, and that's all part of the challenge," he added. "If the opportunity to do an Indy Lights race on an oval comes about, it will help me learn. I wasn't that keen on the idea before, but now I'm committed to a deal, it could benefit my future."

Carroll also denied speculation that he was being drafted in as a replacement for Long Beach race winner Ryan Hunter-Reay, who is in the middle of a part-season deal with Andretti that is scheduled to come to an end in the summer unless more funding can be secured.

"Ryan has his own deal, and mine is completely separate," he added. "He's done a really good job, and I'm not stealing his drive. He's

struggling for money like me, so I could get in his car if it becomes available or I could be in a fifth car."

Carroll's deal has been put together by former CART champion Andretti, whose team — under its former name of Andretti Green Racing — ran the Team USA entry, which was driven by his son Marco, in A1GP against Carroll's victorious Team Ireland machine.

Carroll hopes that he will be able to emulate the career path of Australian Will Power, who landed a full-time drive with Team Penske for 2010 after a successful part-season with the squad in 2009.

"It's about the bigger picture," he said. "Just look at Will — he did a good job and got rewarded."



Hunter-Reay's future is in doubt

GP2/GP3

Algarve standalone set to be dropped

THE GP2/GP3 Series standalone event at the Algarve circuit is likely to be cancelled due to a contractual disagreement.

The series was set to make its second visit to the southern Portuguese circuit in mid-June, but

GP2 boss Bruno Michel told AUTOSPORT that the event is now almost certain to be dropped.

"At the moment it's still on the calendar, but it is very likely that we're not going to go," Michel said. "The circuit did not meet

the contractual obligations that they had with us."

The GP3 Series calendar has already compensated for the loss of Algarve with last week's announcement that it is adding Istanbul to its 2010 schedule, but Michel confirmed that

there would be no replacement in GP2.

"For GP2, there will be 10 race weekends," he said. "There's no problem — we told the teams early."

 **P44 PREVIEW**



GP2 won't go back to Algarve

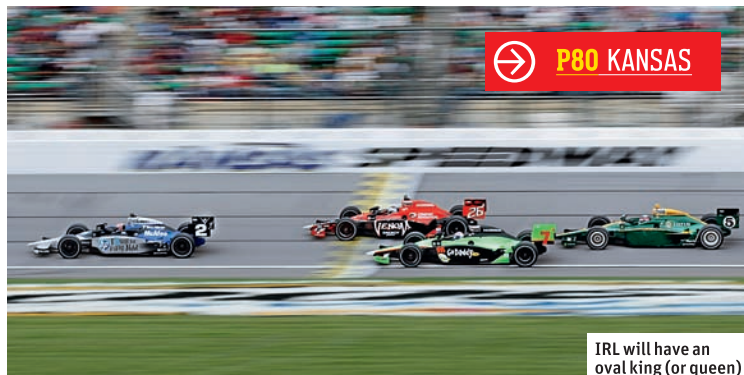
INDYCAR

League to award separate titles

INDIANAPOLIS BOSSES have praised the start made by new IndyCar CEO Randy Bernard following the announcement of his plan to crown oval and road-course champions this year.

Bernard confirmed last week that separate trophies will be awarded to the driver who scores the most points on road and street courses this year, while an oval champion will be crowned before the Homestead finale, ensuring that the last race of the season only counts for the overall standings.

Jeff Belskus, president and CEO of Indianapolis Motor Speedway, said:



IRL will have an oval king (or queen)

"We didn't hire Randy to be a race official, we hired him to provide leadership for the series and that's what he's doing. I've been very impressed with what I've seen. He's tackling a lot of different issues and trying to deal with them

head on, and is willing to take decisive action or say if he doesn't know. I appreciate and respect that."

Bernard's latest plan marks the beginning of his attempts to create more major events on the

schedule alongside the Indianapolis 500 (see AUTOSPORT, April 22).

"What separates us from NASCAR and Formula 1 is our versatility," he said. "That's what we need to hang our hat on and clarify our image."

IN BRIEF



STALEY/GP2

GONZALEZ JOINS ARDEN

Rodolfo Gonzalez (above) has joined Arden International for the 2010 GP2 Series. It will be the Venezuelan's first full season in the category, although he has contested several Asia Series rounds in the past three years, as well as a one-off in the main series with Trident Racing at the Nurburgring last July.

ZAUGG BACK TO GP2

Adrian Zaugg has taken the final available slot on the GP2 grid for this weekend's season opener at Barcelona. The South African, who is returning to the series for the first time since contesting the 2007 season with Arden, will line up alongside Johnny Cecotto Jr at Trident Racing.

HORNISH DENIES U-TURN

Former IndyCar champion Sam Hornish has denied that he is on the verge of returning to single-seater racing from NASCAR. "Ever since I came over here people have speculated that I'm going back to IndyCar, but we're looking forward

to next year," said the American, whose car is currently without a title sponsor for 2011.

DELETRAZ MISSES OUT

Sportscar stalwart Jean-Denis Deletraz has abandoned plans to contest the FIA GT1 World Championship with the Hexis Aston Martin team. Thomas Accary, who races with Hexis in GT3, was a late stand-in at Silverstone last weekend.

GT1 RESULT PROVISIONAL

The results of last weekend's FIA GT1 World Championship race at Silverstone remain provision after the Young Driver AMR team lodged an appeal against its exclusion from victory in the event.

NEW ENGINE FOR RADICAL

The British EcoRacing team tested a new production-based Nissan V8 developed to the 2011 LMP2 rules in one of its Radical SR9s at Snetterton last week. The engine is set to make its race debut in the ALMS later this year, most likely with Harri Toivonen (below) and Francesco Dracone.



OLLIERE/READ

FORMULA RENAULT 3.5

Sims eyes Monaco outing

Sims wants to learn Monte Carlo track



GIBSON/LAT

F3 EURO SERIES race winner Alexander Sims is hoping to land a drive in the Formula Renault 3.5 race in Monaco next weekend so he can learn the circuit.

The 2008 McLaren AUTOSPORT BRDC Award winner is racing for ART Grand Prix in F3 this year, but he admitted that a race at Monaco has been in his plans since he joined the Gravity driver-management scheme last winter.

"I said to Gravity that I felt it was important to race at Monaco," said Sims. "Looking further down the line, I'd like to be able to do well there in my first year in something like GP2, and that's going to be easier if I know the track. A couple of guys did the same last year, but I'm not sure if there are spaces on the grid."

A seat at Czech team ISR could be available, but it wants to put a full-time driver in place of Esteban Guerrieri.

AUTOSPORT SAYS...

GLENN FREEMAN
NEWS EDITOR

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Few of us would have expected it to take Adam Carroll a year to land a top drive after he and Team Ireland were crowned A1GP champions at Brands Hatch in May 2009. There seemed to be some genuine momentum building up around the man who had gone wheel to wheel with the likes of Nico Rosberg and Lewis Hamilton up the motorsport ladder, but he continued to be left trailing in their dust.

Fortunately, while Michael Andretti ran the American A1 team to get his son Marco some road-course experience, he saw something in Carroll that he couldn't ignore. It may have taken a long time, with some Formula 1 talks getting in the way, but now Andretti has Carroll signed up.

This deal is all about long-term thinking. So, while we don't know exactly what the team has planned, it is certainly looking to offer him something beyond a handful of IndyCar starts later this year.

When his hopes of a Formula 1 drive for 2010 took their final nosedive, Carroll hung on for a big chance rather than picking up scraps in other series. It was the latest brave decision he's taken with his career, and it deserves to be rewarded.

Carroll beat Marco Andretti in A1GP

SEPANG, MALAYSIA
21-23 SEPTEMBER 2009



MILESTONES

BMW'S 50TH WTCC WIN



Three-time World Touring Car champion Andy Priaulx scored BMW's 50th win in the series at Marrakech last weekend. Emanuele Pirro/Roberto Ravaglia took the first at Jarama in their M3 in the standalone 1987 season



NASCAR JR DUSTS OFF #3

Dale Earnhardt Jr last week unveiled the retro livery he will run with in the NASCAR Nationwide Series race at Daytona in July to honour his late father Dale Sr's induction into the NASCAR Hall of Fame

CHASTAIN/GETTY

WTCC

WTCC boss chasing new manufacturer entrants

Toyota chiefs to visit upcoming Monza race, while others are in talks with series boss

The World Touring Car Championship is working to attract manufacturers such as Toyota, Alfa Romeo, Ford and Honda to the series in the next two years.

With SEAT having reduced its team to a semi-works effort this year, and BMW confirming its interest in the DTM last week, Chevrolet could be the only remaining full factory

team in the championship by 2012.

But WTCC promoter Marcello Lotti believes several car makers are being enticed towards the WTCC with the introduction of the next generation of regulations in 2011.

Representatives from Toyota will visit the next round of the series at Monza later this month, while negotiations are ongoing with several other manufacturers.

"There are five members of the Toyota board coming to Monza to look at WTCC – the result of a meeting with them we had in December," Lotti told AUTOSPORT.

"I will ask the FIA for permission to introduce bio gas because the VW/SEAT group is keen on this technology, and also there is some interest from FIAT through Alfa Romeo, but only if it is to build a bio gas engine.

"I am confident that Ford is also interested to homologate the Focus with the new rules. I think more likely this would be for 2012, and Subaru for 2012 seems clear. And I also have an intention to speak with Volvo because last year they were close and wanted to commit."

Lotti is also hoping that a potential deal to hold a round of the series in China will help attract Chinese car makers to the series (see separate story).

Argentina could also be an

addition to the WTCC schedule in the near future, with Lotti confident that a deal will be struck for Honda to enter the series through its Argentinean arm (see AUTOSPORT, April 1), which would include hosting the season-opening races next year.

"Negotiations are going the right way," said Lotti. "They are close to announcing a programme through Honda Argentina, and there should be co-operation with Europe, and Mugen on board [to develop] the new engine."

The deal will have to be confirmed in the next few weeks, with the 2011 WTCC calendar due to go to the FIA World Council for approval next month. But the venue for a race in Argentina has not yet been decided.

"One option is Buenos Aires – the old Formula 1 circuit," said Lotti. "But if we make a deal there needs to be some investment there. The other is a circuit in Santiago del Estero, 250 miles north of Cordoba. But for sure we'd like Buenos Aires for 2012, if not 2011."

Lada, which quit the series at the end of 2009 after just two years, could be set for a return later this season after the Russian marque's parent company AvtoVAZ this week expressed renewed interest in reviving its programme.



WTCC grid could get more manufacturers

IN BRIEF



HENDRICK DRIVERS MAKE UP

Hendrick Motorsports team-mates Jimmie Johnson and Jeff Gordon have cooled their recent feud following a couple of on-track incidents in recent weeks, after team boss Rick Hendrick arranged a conference call between the two. "[Jimmie] pleaded his case and I pleaded mine, and we both moved on," said Gordon.

HITECH MADE TO TWEAK CARS

British F3 squad Hitech Racing was forced to modify its pair of Dallara-Volkswagens before qualifying at Silverstone last weekend. The team had to alter the back end of its cars to accommodate standard Dallara catch tanks, after its own were found to be 0.3ml below minimum volume.

IDAFAR PUNISHED FOR ERROR

British F3 National Class racer Menasheh Idafar received a £1000 fine and three points on his licence for ramming Felipe Nasr on the green flag lap at Silverstone last weekend. Idafar piled into Nasr's stalled car at 64mph before race one.

HUERTAS BLAMED FOR CRASH

British F3 frontrunner Carlos Huertas received a £250 fine for his part in an incident with T-Sport's Alex Brundle at Silverstone last weekend. The pair made contact at Vale in the feature race, causing Brundle to pit for repairs and putting Huertas out of the race.

GUIMARAES GETS GP3 DEAL

Former A1GP racer Felipe Guimaraes has signed a late deal with Addax to race in the new GP3 series this year. The Brazilian, who tested for the team pre-season, said: "I can tell we'll have a great chance to win races and the championship this year."

WOOD JOINS BTCC GRID

Lea Wood made his British Touring Car Championship debut at Brands Hatch, recording a best finish of 11th in his Wood Racing Honda Integra-R. Forster BMW driver Martin Depper also raced in the series for the first time.



WTCC

China finale considered

THE WORLD Touring Car Championship could end in China this year, two weeks after the scheduled Macau finale, with the series close to announcing a replacement event for last month's cancelled Mexican event.

The races at Puebla were called off at the beginning of the season and a date near the scheduled penultimate round in Japan in October was originally favoured for the addition.

Series promoter Marcello Lotti now says the preferred option for the replacement is the Guangdong International Circuit in China, 100 miles from Hong Kong, on December 5.

The races would have to take place on the date as part of a link-up with the Chinese Touring Car Championship, which already has an event at Guangdong on that weekend.

Lotti is hoping that a joint venture between the two series could lead to the CTCC adopting the new WTCC regulations from 2011, and also to one or more Chinese manufacturers joining the championship.



Macau is traditional WTCC season finale

"Chinese manufacturers are looking at the WTCC and it's an opportunity to show our races, our cars and our level," he told AUTOSPORT. "The decision should be this week."

Two of China's largest car makers, Geely, which is in the process of buying Volvo, and Chery are believed to be the most likely to consider programmes.

"The other option is a race in the

Middle East in mid-October," Lotti added. The October date would fall before the Okayama races and could mean that several WTCC drivers would have to scrap plans to contest the V8 Supercar enduro at Surfers Paradise on October 23.

P76 WTCC MOROCCO

FORMULA 3

Hitech tries new Masters rubber

BRITISH F3 squad Hitech Racing is confident that British teams will be more competitive in the F3 Masters event this year after testing a new iteration of the Kumho control tyre.

The British series teams threatened to skip the 2010 Masters after struggling badly in 2009. They claimed Kumho had developed rubber that resembled the handling characteristics of its F3 Euro Series tyres too closely – giving European teams an unfair advantage (see

AUTOSPORT, June 18 2009).

The Asian company has constructed another new tyre for this year's race, and Ryan Sharp's team conducted a tyre test at Pembrey recently to file a report on the rubber.

Sharp said: "We did five laps on the Euro Series tyres and five on the Masters tyres, to test the balance of the car, and all the teams got given the report.

"It's a lot quicker than the Euro tyre and I think it will close the gap at the Masters."



British teams tend to struggle in Masters

DTM

BMW makes conditional DTM entry

BMW PLANS to run six cars in the DTM from 2012, but the German manufacturer insists that it must be able to race its car in other international series if it is to join Mercedes and Audi.

The Munich-based manufacturer confirmed

last week that it is working towards returning to the DTM for 2012, and its motorsport boss Mario Theissen stated this week that it was important for BMW to have a presence in America and Japan with a DTM-spec M3.

"This will be our core project," Theissen wrote in a column for German newspaper *72* on Tuesday. "However, it is important to us that this car can run all over the world, especially in key markets like the USA and Japan."

BMW also confirmed that it will develop a new car for the World Touring Car Championship, but the added that its future in the series as a factory entrant beyond this season would not be decided until later this year.

GT2

Factory Jaguar for Silverstone

AUTOSPORT 1000km entry forms part of Intercontinental Cup plans for North American GT2 outfit at the end of 2010



GT2 Jaguar will race in AUTOSPORT 1000km

GIBSON/LAT

The factory Jaguar RSR team is set to contest the AUTOSPORT 1000km at Silverstone in September as part of an attack on the inaugural Intercontinental Le Mans Cup later this year.

Jaguar and the RSR team made a decision in principle last week to add the Silverstone Le Mans Series finale on September 11-12 and the Chinese race at an undisclosed venue in November to its 2010 programme. With the team already committed to Petit Le Mans in October, this means that the Jaguar XKR GT2 contender is on course to contest all three Intercontinental Cup events organised by the Automobile Club de l'Ouest.

CJ O'Donnell, Jaguar's outgoing global marketing director and the architect of the marque's return to racing, said: "The first commitment we spoke about was the American Le Mans Series and doing a full schedule there. We added the Le Mans 24 Hours to that and we are now looking at the Intercontinental Cup as a further extension.

"It is our intention to be racing in all the events that make up that series. China is a very important market for Jaguar, as is the UK. We are very much looking forward to seeing the XKR race on home ground at Silverstone."

RSR boss Paul Gentilozzi explained that the team's participation in the

Intercontinental Cup was "subject to the regulations", but stressed that "we would very much like to do it".

"I have made a request for that information from the ACO and hope to have it shortly," he said. "The entry requirement gives us until the end of May to apply and commit."

Should one or more RSR XKR be on the grid at Silverstone in September it would be the first time that a Jaguar has competed in a major international sportscar race on home soil since Chamberlain Engineering fielded a solo XJ220 in the Brands Hatch round of the Global Endurance GT Series in September 1996.

The RSR-developed XJR has yet to make a mark in the ultra-competitive GT2 class of the ALMS. The car took a step forward in the last round at Long Beach last month (above), notching up its first finish at the third time of asking.

Jaguar last raced 'at home' at Brands in 1996



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WORLD GT1

Supercup duo set for Phoenix drives

PORSCHE SUPERCUP stars Rene Rast and Stefan Rosina are in line to race for the Phoenix/Carsport Chevrolet team in this year's FIA GT1 World Championship.

Rosina, who finished third in the Formula 1 support series last year,

looks likely to race alongside Mike Hezemans in his home event at Brno later this month. Rast, Supercup runner-up in 2009, is likely to drive the Phoenix Chevy Corvette C6.R at the Nurburgring event on August 28-29.

Phoenix team manager Dirk Theimann said: "Rosina is interested in doing Brno and we are trying to find a solution. He has some budget, but we need to be able to give him a test first."

Theimann explained that Rast's management

company, Pole Promotion, has close links with Phoenix.

Anthony Kumpen replaced Andrea Piccini in the Phoenix line-up alongside Mike Hezemans in the series' second round at Silverstone last weekend.



EBREY/LAT

P70 GT1 SILVERSTONE

Phoenix will bring in Porsche stars

WORLD GT1

German supercar marque eyes GT1

Veritas car might not be eligible



THE GERMAN Veritas marque that notched up six grands prix starts in the early 1950s is set to return to the race track in sportscar racing.

The Veritas name has been revived for a range of high-end sportscars by the German Vermot engineering company, which launched the BMW V10-engined RS III Roadster last summer. Now, it has teamed up with an organisation from France and is aiming to go sportscar racing with a forthcoming coupe version of the car.

The idea is the brainchild of Christian Bouas, whose ICSport management company looks after ex-Formula 1 driver Tiago Monteiro and Le Mans Series LMP2 champion Olivier Pla. It has linked up with a private members' club for wealthy sportscar owners for the Veritas project.

Pla will be the test driver for the Veritas road and race cars. The coupe is due to be unveiled at the Nurburgring in July.

ICSport has announced its intention to enter the 2011 FIA GT1 World Championship. This could prove problematical because the entry would need to be expanded beyond the current six brands and Veritas would have to build 300 cars for the RS III coupe to be eligible.

World championship boss Stephane Ratel said: "I have a lot of supercar brands calling me, but the FIA GT1 World Championship is about true production cars."

WORLD GT1

New Brazilian track for 2011

THE BRAZILIAN round of the FIA GT1 World Championship is set to move from Interlagos to a new-for-2010 circuit in Porto Alegre next year.

The promoter of the Brazilian GT1 event, former sportscar driver Antonio Hermann, will try out the current iteration of the new Velopark

circuit with his national GT3 championship in September this year. The plan is for the GT1 event to move to the venue in the south of Brazil for 2011, when the second phase of its development is complete.

Hermann said: "The track has the support of the local government and



EBREY/LAT

FIA GT1 field will visit Brazil

the logistics would make sense, because the track is much closer to Argentina [where the

second leg of the world championship's South American double-header takes place]."

V8 SUPERCARS

Brabham joins Stone Brothers

LE MANS 24 Hours winner David Brabham will return to the Bathurst 1000 touring car classic for the first time in four years later this season.

Brabham, who won Bathurst with brother Geoff when it was run to Super Touring rules in 1997, has signed up to race a Stone Brothers-run Ford Falcon with Alex Davison in the V8 Supercars enduros at

Philip Island in September and Bathurst a month later. The Australian will also race the car as its 'compulsory international' driver in the Gold Coast 600 at Surfer's Paradise at the end of October.

Brabham, who is racing in the American Le Mans Series with Highcroft this season, said: "I've been away from V8 racing for too long. I've been to Bathurst many times: I've

won there in a two-litre [Super Touring car] and I want to win it in a V8. To be able to just compete there is great, and to do this with someone like Stone Brothers is pretty cool. It's a great honour.

"I've done a lot of things in my career – winning Le Mans last year was a very special moment. Equal to that would be to go back to Bathurst and win in a V8."



HORSBURGH/LAT

Brabham will join Davison

IRC

Meeke: IRC title still possible

Peugeot's defending champion Kris Meeke refuses to be downbeat despite missing out on victory in Spain

Kris Meeke says his hopes of back-to-back Intercontinental Rally Challenge titles remain on track, despite a puncture costing him victory on the Rally Islas Canarias last weekend.

Meeke was leading the event when he suffered a puncture, courtesy of a pierced rim, on the final stage of day one, dropping him from first to fourth on the latest round of the IRC. The Northern Irishman, who is now fourth in the standings, says he's going to have to risk all for the rest of the season to make up the 17-point deficit to points leader Juho Hanninen.

Hanninen's Skoda team-mate Jan Kopecky won the event, but it's the Finn who Meeke feels poses the more significant threat.

Meeke flew out of the Spanish island bound for France, where he

will test his Peugeot 207 S2000 for two days in an attempt to find the perfect set-up for next month's Rally d'Italia in Sardinia. The IRC's return to gravel is going to be pivotal in Meeke's title

"We can't afford to let stupid problems like this happen again. We've thrown it away this weekend"

aspirations this season.

"Juho is proving to be a real threat," said Meeke. "And he surprised everybody this weekend with his consistent pace [on asphalt]. We also know how strong he is on gravel – he's going to be difficult to beat in Sardinia."

Twelve months ago, Meeke was

leading the championship after the leaders had contested four rallies. He'd won three from four starts and had a six-point cushion at the top.

"Everything is still possible," he added. "There are eight rallies to do and the seven best scores count. But it's all very well saying how many rallies are left; we've got to go out and do it. We can't afford to let stupid problems like this happen again. We've thrown it away this weekend and that's not good enough."

Meeke admitted the Kronos Racing team, which runs his Peugeot UK car, was working flat out to keep his championship alive.

He added: "People think, because we have Peugeot branding, we are a factory team. We're not. We don't have nearly the same resources [as Skoda], so everybody is working

twice as hard to make this work. We have to push to the limit to compete with the factory cars. As a private team we're having to take risks."

Hanninen is seven points ahead of Canarias winner Kopecky, who holds joint second in the series with Skoda UK's Guy Wilks, who finished third for the second consecutive IRC event.

Meeke led until a puncture in Spain



WRC RIVALS HIT THE HIGH SEAS

Ford raced Citroen on America's Cup yachts in the Hauraki Gulf in Auckland prior to the start of Rally New Zealand



WRC

Japan to fight for slot

THE ORGANISERS of Rally Japan say they will fight to return to the World Rally Championship in 2012 after they were ousted for next season.

Clerk of the course Dimar Krivtsov said the event, which runs in this year's series, will continue to operate at world championship standard.

"With no disrespect to the other rallies, from an organisational

perspective, we have a better event than some others on the calendar. It's strange that we have a 'world' championship with no round in Asia. We absolutely won't give up on working towards a return to the WRC in 2012."

WRC promoter Simon Long said: "Japan came very close for 2011 but that's how it is when you have so many good rallies but only 14 slots."

WRC

Ralliart tight on time to fix Lancers

RALLIART ITALIA is facing a race against time to prepare all five Pirelli Star Driver Mitsubishi for the Rally of Portugal later this month.

Two of the Lancers were destroyed on last month's Rally of Turkey and team principal Mario Stagni says there is no

guarantee all five drivers will be competing on the next event. Ralliart Italia has one spare Lancer and, while a second new shell has been sourced, it is still being built.

"This is a very difficult time," said Stagni. "Having Peter Horsey's car lost to fire was bad,

but [Ott] Tanak's car was destroyed also in a crash. We are working, but there are no guarantees for Portugal. As for who gets a car and who doesn't, that's for the FIA to say."

Should all five PSDs fail to make the May 27 start, it would be the first time this has happened.

VW AIMING FOR DAKAR HAT-TRICK IN 2011

Volkswagen has confirmed it will tackle next year's Dakar Rally. The Race Touareg squad for the 2011 Argentina-Chile event will include all three podium finishers from this year's rally: Carlos Sainz, Nasser Al Attiyah and Mark Miller



DPPI

IN BRIEF

NO PIKES PEAK FOR GRONHOLM

Marcus Gronholm has confirmed he will not contest this year's Pikes Peak hillclimb (left) after a car could not be made ready for the Finn in time.

Gronholm has also

admitted he won't compete in the World Rally Championship again unless he has a latest-specification car and plenty of time to test.

ATKINSON COMMITS TO IRC

Chris Atkinson will drive a Satria Neo S2000 for Proton's IRC programme as well as in the Asia-Pacific Rally Championship this season. Atkinson had only been confirmed for the A-PRC prior to last week's Malaysian Rally, where he scored a fastest time and finished fourth. Proton's IRC programme starts on Rally d'Italia next month.

DR ON THE NOTES AGAIN

Prodrive chairman and 1981 world champion co-driver David Richards has returned to the passenger seat – alongside his wife Karen. The pair are competing in a Frazer-Nash on the Mille Miglia retrospective, which started from Brescia yesterday (Wednesday) and finishes there on Saturday night.

FIRST TEST FOR CAVE

Eighteen-year-old Tom Cave drove his Proton Satria Neo S2000 for the first time at Sweet Lamb last week. Cave completed 50 miles in his preparations for his IRC debut in the car on Rally d'Italia next month.

"The car was awesome," said Cave. "I made a few changes and worked on a base set-up for Italy."

HANNINEN FOR PORTUGAL

The Rally of Portugal entry list has revealed that Skoda's IRC frontrunner Juho Hanninen will make a rare WRC appearance in a Fabia S2000.

KKK BACK IN AN ESCORT

Four-time world champion Juha Kankkunen will drive a Ford Escort Mk2 on the Rally of Portugal Revival event which runs one loop of the Algarve stages on Saturday and Sunday May 29-30.

MOUTON FOR MAROC

Michele Mouton will drive this Francis Tuthill-prepared Porsche 911 (below) on October's Rallye International du Maroc. The event was launched at last weekend's WTCC event in Marrakech. The 2000-mile event runs for seven days.



WRC

Rally stars ready for Helsinki



Hirvonen will put on a show for home fans

MIKKO HIRVONEN will be joined by some of the world's fastest rally drivers at this year's Helsinki Motorsport Weekend in August.

The event is being run in the harbourside area of Helsinki on August 7-8, the week after Rally Finland, with an asphalt circuit under construction for the drivers to race side-by-side in front of a 30,000-strong crowd. The event ran as a street stage last year, but such has been its popularity, the organisers have developed it further for 2010.

Finnish legends Markku Alen and Timo Salonen will be joined by other greats from the sport including Tommi Makinen, Markko Martin and Petter Solberg.

Hirvonen said: "It's going to be a great show. It's along the lines of Race of Champions, but it's going to be wider and faster. We will use all kinds of cars, including the KTM buggies – and there will be a factory Focus WRC there for me to give passenger rides."

NEWS SPECIAL STAGE

AUTOSPORT SAYS...

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BEING SLIGHTLY preoccupied with a scintillating Rally of Turkey and the looming trek from Asia to London, the MSA's mid-month missive passed me by at first.

Having been guilty – with some cause – of slating our governing body on more than one occasion, I think it only fair that I get behind them wholeheartedly on their efforts to lobby today's (Thursday) inbound government for a change in the rules on closing roads.

Having watched the organisers of the Jim Clark Rally pour tens of thousands of pounds into creating Britain's first mainland closed road rally in 1997, it's easy to see why the Borders event remains unique. If the MSA gets its way, it won't be that way for long.

The MSA has recognised the economic benefits reaped by local communities when a significant motorsport event is running in their area, and it's also recognised the wealth of stunning roads we've got which could be used to create world-class asphalt rallies.

Closing a road is simple, it's the suspension of road-traffic laws that requires an act of parliament – and that's what the MSA wants to change. So, listen up, Number 10 newboy – whoever you are – we want that power handed down to local councils. Do that and rally fans up and down the country will back you for a second term. Don't do that and we'll all miss another opportunity to race on our best roads.

The Jim Clark is mainland Britain's only closed-road rally



WRC PREVIEW

Event	Rally New Zealand
Round	5/13
Based	Auckland
Date	May 6-9
Stages	21
Surface	Gravel
Competitive miles	246
Last winner	Sebastien Loeb, '08
Championship leader	Loeb



Loeb won the last Rally New Zealand

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McLAREN'S MEN OF THE MOM



ENT

Jenson Button versus Lewis Hamilton is already one of F1 2010's most fascinating dynamics. *MARK HUGHES* explains why



FERRARO/LAT

As great McLaren driver pairings go, this one is proving to be right up there with the best of them: certainly it's more Ayrton Senna/Alain Prost than Kimi Raikkonen/Juan Pablo Montoya, for example. With what has been perhaps only the third fastest car McLaren leads

Cars #1 and #2 go wheel-to-wheel in Melbourne



THOMPSON/GETTY

the constructors' championship, and Jenson Button sits atop the drivers' points after winning two of the four races so far. Lewis Hamilton has been his usual swashbuckling self, completing almost as many passing moves – many of them sharp-intake-of-breath-brave – as the rest of the field combined, and it's only a matter of time before his impassioned charge is rewarded with victories. Yet the team is functioning serenely, with not a hint of the poison that crept into it the last time it had two world-class drivers.

Come on, let's hear it for Button. It's been one of the more satisfying aspects of the season to date watching the simplistic expectations of the majority be exploded over how he and Hamilton would square up as team-mates. It was never going to play out the way most expected it to – ie with Hamilton destroying the 2009 champion. Button is way too good for that ever to have been on the cards. But if you'd looked only at track record rather than what lay beneath, it would have been easy to have reached such a conclusion. Button stepped into the perceived lion's den of the team of the fastest man in F1.

It was an audacious act in itself, but one not backed up by any claims, or self-justification, or insecure proclamations; just very low-key, friendly, cool, fit in with the guys, flash the smile, charm the canteen ladies,

mature and polished. Very Jenson.

Then when it all got real, when the electronically traced sector times and telemetry stripped away all the bull to reveal the truth, when it was all there to do as he sat in the car waiting for the lights to go out, he did what he did. It's deeply impressive.

It's not always going to be like this, of course. Button two wins, Hamilton zero; Button 3-1 ahead in qualifying. They are statistics every bit as misleading as those of Button's F1 career prior to his getting into the Brawn BGP 001 last year. Most of the coming races are going to be more straightforward than the Rubik's-cube conundrums of Melbourne and Shanghai, scenes of Button's assured, smart, thinking driver's victories.

They were the type of races where the blind, purple-funk charge and attack of Hamilton was always less likely to work than Button's calm, cerebral approach. Give us some dry race days on a conventional short corner track – like most of them will be – and Hamilton is going to be rewarded, is going to have days when he's just plain quicker and beats Button. Not every time, but a lot.

But even during those times, you'd bet the team's equilibrium will be maintained – just as it has been over these opening races in which you might have expected to see more Hamilton

Will Hamilton be ahead of Button by season's end?

displeasure than a brief venting-off about strategy over the radio in Melbourne.

"I must say, they have both proved to be brilliant team players," said team boss Martin Whitmarsh in Malaysia. "As well as being superb racing drivers they are each mature enough to know how to compete without straying into territory that might cause ill-feeling and they get on tremendously well out of the car."

Credit must be given here to Whitmarsh for the calmer, less-neurotic ambience the team is imbued with since he took over leadership from Ron Dennis. It was Whitmarsh who sat the two drivers down pre-season and told them how he wanted no repeat of the poisonous Hamilton/Alonso line-up of '07, arranged for them to spend time together, told them he didn't care how they came to an accommodation with each other but that they must do so. They go back a long way anyway, these two, but there was apparently a lot of levelling, a lot of frank, friendly revelation, some of

which – it might be conjectured – led indirectly to the changes Lewis made in his personal life just before the season.

One of the key questions Button and his manager Richard Goddard had asked of Whitmarsh before they signed was whether this was 'Lewis's team'. It may once have been – in that period after Alonso fell out with them and when Dennis was still at the helm – and it may have seemed so even after Ron stood down, measured by Heikki Kovalainen failing to measure up as Hamilton's team-mate. But Whitmarsh was very clear in how this was not any driver's team, regardless of how brilliant that driver might be. In the aftermath of 'Liegate' the Hamiltons' influence – implicit in Lewis, used by Anthony – on Dennis's departure had been significant. You'd bet that was a very alarming thing for Whitmarsh to have witnessed. No, this was *not* Lewis's team. Lewis was merely a valuable member of it, just as he was sure Button would be too.

So it has proved. What we have learned from the season so far is that, even without the complications brought by changeable weather, the game for the driver in this no-refuelling age is more complex than it was. Renault's Robert Kubica made the point recently that it now takes a lot of thought to work out how to get your car to the end of the race in the

minimum time. Whereas before it was just a case of three sprints and ensuring you really maximised the golden laps of the new tyres after your stops, now it involves thinking about how to drive to keep the tyres in shape for the longest time, how you use the diff settings, what tyre pressures you start each stint with. A critical moment in Button's Melbourne win came when he reconfigured the car on the hoof with diff and front-wing changes as he instantly noticed the rear tyres going off just 10 laps into a stint. Had he just let that play out he'd have lost that race.

With even the simpler races more complex than they were, it plays to Button's maturity. With the car tuned to his liking, his way is to raise his whole comfort zone to a super-high level then just drive relentlessly to it. Hamilton, being more adaptable to a wider spectrum of handling traits, just lets the pace take care of itself then relies on audacity and ambush as the moment presents itself. There's no plan, no space for much else in a mind over-developed on the raw instincts of holding himself on the outer reaches of car control without falling off. So when it comes for a call to be made, there's

no data in there to make a judgement – it's full of adrenaline and fury. He's giving his all, and it's emotionally massive. He needs, therefore, to be told what the call is. Except the team cannot always know; sometimes only the driver can have the complete picture – only if his mind has been open to receive the data unfolding in front of him, to log it and understand its significance. Only a mind insulated from the drama of the moment can make its own calls, can lead from the cockpit the way Button does.

Lewis's natural way was perfectly suited to the simpler demands of the old format in that he is just devastatingly quick in all conditions. But while that's still probably the best single asset you can have, it's now got to be combined with a measure of reading a race, something that he's not really done before – and because the team cannot always know, that plays into Button's confident, sensitive, experienced hands.

So it's not even a Senna/Prost comparison we have here. The differences are even starker than that. Despite the emotion, Ayrton was every bit as deep-thinking as Prost in the cockpit, and would invariably ►

"They have both proved to be brilliant team players. They are mature enough to know not to stray into territory that might cause ill-feeling"
McLaren team boss Martin Whitmarsh



Button has ingratiated himself well in the team

TEE/LAT

◀ make his own calls. The differences in how Hamilton and Button work are probably more fundamental than between two giants of a previous era.

They differed chiefly in how they went about getting the car to work for them, Prost forever searching for perfection and devastating on the rare occasions he got it, Senna more readily accepting what he'd ended up with then pulling the rest out of himself. Senna's approach was more adaptable, Prost's more particular driving style making him vulnerable to the averages. How often over a season could you get perfection? Once, twice? On those occasions even Senna couldn't beat him. But more often, adaptability and driving virtuosity gave Ayrton the edge.

Those patterns of sensitivity to car set-up hold true for Hamilton/Button too, Jenson much more particular over what he feels he needs, ie no instability under braking, no pre-apex oversteer but only the very shallowest of understeer. That defines his operating band as very narrow. Hamilton will adapt to whatever the car throws at him and will barely even

notice levels of pre-apex oversteer that most drivers would consider extreme; in fact on slower corners he will use this trait as an asset to hurry the car's direction change.

All of which might suggest that Hamilton will prevail over a season, and perhaps he will. But what is going to be interesting to monitor is whether the modern-day technological miracle of simulators and telemetry will allow McLaren to give Button the balance he needs much more often than was the case with Prost in the dark ages. If so, Hamilton has a real fight on his hands, especially given the lead the two complex races have already gifted Button. If McLaren can help Button keep his car in that narrow zone of balance, it's not too difficult to envisage a season in which, although more of the straightforward races go Hamilton's way, Button will be close enough to keep scoring highly – and be ready to strike whenever a) he gets the car perfect or b) the race gets complex.

We've seen enough in the four race weekends so far to confirm certain impressions: at Bahrain Button was

Jenson is more particular over what he feels he needs – his operating band is very narrow. Lewis will adapt to whatever the car throws at him

never totally happy with the handling balance and the car doesn't have enough raw downforce to convert any imbalance aerodynamically, without giving away precious lap time to the Red Bulls and Ferraris – not to mention Hamilton. An illuminating incident came in Q3 as the wind direction changed and Button's sensitivity felt its effect instantly at one of the middle-sector turns, spooking him into believing something was wrong with the car.

"You could see it clearly on the data,"

Hamilton congratulates Button on China victory



Jenson and Lewis get along well off track...



THOMPSON/GETTY



SUTTON

...but so did Prost and Senna in year one (1988). And then war broke out

recalled engineering chief Paddy Lowe. "There was suddenly significantly less downforce than on previous runs. We saw the same drop on Lewis's car, but he said he hadn't felt anything and so he completed his lap okay." One driver anticipates the car, the other dominates it. Each approach has its pros and cons.

In Melbourne, from the first moment Button drove the car, it was perfect. 'Yes, yes!' he shouted over the radio in those first Friday laps. In Malaysia, it was initially out of balance again – and the team had to move ballast about to re-find the sweet spot while Hamilton just got on with it. In China, it was somewhere close again for Button.

We saw a glimpse too in China of the raw, excruciating pace Hamilton can conjure. There's something about the first two sectors of Shanghai that allows him to deliver something extra special. It was after his victory here in '08 that Ferrari was saying privately the only difference it could see between itself and McLaren here was an extraordinary driver. It was here in '07 that Alonso kicked a door off its hinges, raging that no-one could be six-tenths faster than him in the same car. After Button had got the car much the way he likes

it in Friday practice there this year, he was clearly crestfallen to see Hamilton 0.2sec faster. Although Button is mentally tough, you could see in his body language fresh out the car how Hamilton's pace haunted him. Everything he said was positive, but every hang-dog move of his body, every distracted look in his eye told you he was thinking, 'Where the hell's he finding that time?', as if he'd never encountered anyone who could do this when he himself was happy with his car. He may be sensitive to set-up, but whenever Button has had a car that handles the way he needs it, he's always felt he was faster than anyone. For the first time, that's not necessarily the case. That didn't get to play out in China; other factors conspired to turn things around for him. He beat Lewis by making better race calls, then out-driving him in the wet when each were on their last set of inters, but in the X-ray of Button's China weekend there will be a small black spot: that niggles of Hamilton's dry pace on Friday. He must stop that black spot from growing bigger in his mind.

In Hamilton's mind? Probably not much. Just raw, competitive desire, a resolution to just keep doing what he's doing, knowing it will come right. Spend some time with Nicole, turn up, do his stuff. Be devastating.

It's going to be fascinating. ☒

PERFORMANCE INDICATOR: HOW THEY USE THEIR TYRES

A KEY ELEMENT in the relative performance of team-mates is tyre use. It's a complex subject with drastic variations. The pattern from pre-season testing in Barcelona – a noted tyre-killer of a track – was that Hamilton was easier on the tyres than Button. Bahrain, Melbourne and Malaysia are not notably stressful for the tyres, but the indication from the higher demands of China in dry practice was that the pattern had switched and Button was *much* easier on the rubber than Hamilton.

There are many factors driving tyre use. If the track temperature is below the threshold for which the tyre is designed, it becomes difficult to get the compound hot enough to trigger 'chemical' grip – the molecular bonding with the surface that is one of the two mechanisms of grip. The tyre will rely instead on the construction's mechanical grip – the reaction of the rubber's 'bendiness'. A driver who can induce more lateral load into the tyre in this way stands a better chance of getting the tyre

hot enough to begin the chemical bonding with the track surface. Button tends to induce lateral loads for longer than Hamilton because of his earlier turn-in and the progressive way he builds the grip.

Into slower corners Hamilton uses oversteer to help him make short, sharp direction changes. In this way the lateral load is not applied for as long. In these circumstances Button would be better able to get the tyres to the temperature threshold that would allow them to perform. This is indeed what happened in qualifying in Australia. Hamilton was sliding around, only superficially heating the surface of the rear tyres, not getting much lateral load in them with the sidewalls still stiff because of the low temperatures and thereby not bending to induce extra heat. Button generated the necessary heat in the whole tyre, so had more grip.

In races where track temperature is higher than the tyre is designed for, Hamilton would be less likely to overheat the tyre than Button. When

the tyre runs too hot it gives less grip, its mechanical grip breaking down as the soft overheated surface tears off rather than digs in and bends the opposite way to the load.

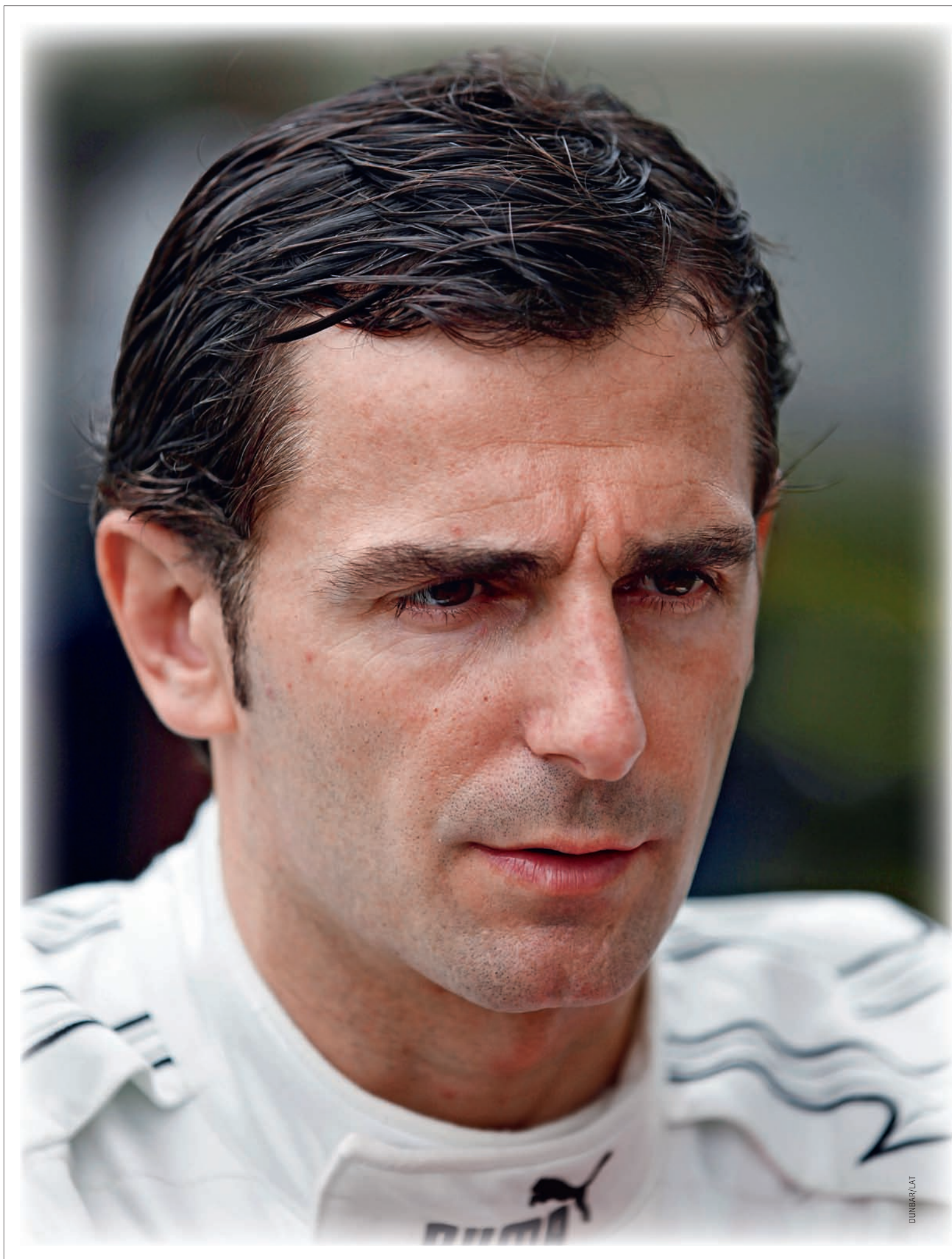
Even within the tyres' correct track-temperature parameters, a driver can overuse them – especially with a full fuel load. The balance of demands between front and rear tyres varies according to track layout. At a track placing particular demands on, say, the fronts, a driver using a lot of front downforce because he prefers an oversteer balance (Lewis)

will likely run out of grip sooner than a driver with a more neutral balance.

This is why Hamilton has suffered repeatedly with front-tyre problems in Istanbul. At a track where rear-tyre wear is more of an issue, Hamilton would likely be easier on the rubber than Button. Occasionally the sliding of the rears can induce excess heat, but not usually. If oversteer is used as a brief transitory phase on entry – Lewis again – the tyres are not subject to that force for long and for the rest of the corner the car is more balanced between front and rear.



Button likes to build tyre grip progressively



DUNBAR/LAT

DE LA ROSA: THIS IS MY LAST CHANCE

The Spaniard tells *EDD STRAW* why he doesn't regret giving up his lucrative McLaren test-driver role to get back to racing in Formula 1 with Sauber

Hungary '06: de la Rosa took second for McLaren



You're pushing 40, you've got three kids and you've got a well-paid job with one of the best companies in your chosen business.

Life is comfortable. What would it take to jack in that security and chase a young man's dream? In the case of Pedro de la Rosa, just the opportunity. The 39-year-old Sauber driver has his first race seat in Formula 1 since 2006 – and his first full campaign since 2002 – but had to forsake his lucrative position as McLaren test driver to do it. And despite a tough start to the season characterised by midfield qualifying performances and non-finishes, he doesn't regret it for one second. Why? Because he's a racing driver doing what he loves: *racing*.

Talking to de la Rosa is different to chatting with most F1 drivers. He's very relaxed, comfortable in his own skin in a way that only someone of advancing years can be, articulate and erudite. It's easy to see why he was valued so highly by McLaren for his intelligence and development input. And in a sport that increasingly regards 20-somethings as being in their prime, it's unusual to be presented with an F1 driver with flecks of grey hair starting to show. His manner supports his claim that he is enjoying himself, but that's not to say that he lacks focus. It means that he has the maturity

and experience not to let the pressure affect him. The competitive fire burns as brightly as ever.

"Financially, it's a big risk because I was in a comfortable situation with a comfortable future," admits de la Rosa. "But we are here to chase our dreams. Since I started racing, money never took my decisions for me. Even when I didn't have a penny when I was racing in Japan I had offers to go to worse teams and earn a lot, but I continued with the teams that I thought could win. That took me to F1. I always take my decisions based on my emotions. I might be wrong, but I don't care. This is what makes me happy.

"Since day one of being a test driver, I was always clear in my mind that I wanted to get back to racing. I had to. This year was make or break – if I didn't return in 2010 I would never come back to F1. It didn't matter what it takes, I had to be here."

Despite his determination to return, it was his eight-race stint at McLaren after Juan Pablo Montoya had flounced off mid-season in 2006 that really made him willing to lay it all on the line for a comeback. That half-season yielded a career-best second place in the Hungarian GP, so it's no surprise that the return to life in the ranks as a test driver was hard to adapt to.

"I remember being in Australia for the first race of the 2007 season ▶

FLATTERING TO DECEIVE

SAUBER FLEW in pre-season testing, prompting many, AUTOSPORT included, to tip the Swiss team for some surprise early-season results. The C29 was genuinely brisk, but by the time the Bahrain Grand Prix came around the rest had made more progress, relegating Pedro de la Rosa and Kamui Kobayashi to, at best, seventh-row fodder.

Measured against expectations, their own included, Sauber's start to the year has been disappointing. But considering the team's turbulent build up to 2010, with BMW's withdrawal and the Qadbak buyout debacle, the team has done a decent job. And de la Rosa reckons Sauber is well on the way to recovering from the shock of its early-season disappointments.

"The fact that we were so competitive in winter testing has made it more difficult to accept that we are not now," says de la Rosa. "We had such a good winter that we got misled; it's better to have a bad winter and have a surprise when you start racing rather than the opposite because you

have to get your motivation high again. We know the weaknesses of the car and we are working on them.

"We will improve. It will take the medium or long-term, it won't happen next week. We have the right people and the right resources."

He's right about resources. Although Sauber has had its budgets and manpower slashed – to the tune of 40 per cent – its Hinwil factory is still formidable. Compared with McLaren's HQ, de la Rosa believes that Sauber lacks little.

"From what I've seen at Hinwil, McLaren doesn't have anything that Sauber doesn't," says de la Rosa. "The only thing missing is the simulator. In terms of machinery, windtunnel, personnel, there's not a lot more at McLaren – we just have a smaller budget. But the ingredients are there."

And who better than one of F1's most respected tester to help bring those ingredients together?

Sauber has struggled to maintain winter-test pace



HOT CAR COOL SHINE



Dan Donati (right)
and Tim Hammond,
the builder of Dan's car.

Dan Donati's custom-built Ford 1934 roadster was voted 'Best in Britain' at the 2009 National Custom and Sports Car Show.

Everything about Dan's car is hot, from the highly modified V8 lump to the hand-built aluminium body with deep, pearl blue paintwork.

"I always use Autoglym," said Dan. "I know that it provides the best finish and also protects my car. Having taken seven years to build it, I wouldn't trust anything else."

Dan knows how to make a car look its coolest – that's why he chooses Autoglym. For more information on our complete range of car care products visit www.autoglym.com



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FERRARO/LAT

◀ watching the lap times of Lewis Hamilton and Fernando Alonso and being really low," says de la Rosa. "I realised that it was going to be tough to accept being a test driver again. You get going and the motivation is there to make the team competitive, but you want to be sitting in the car."

"Last year was even more frustrating. Not only was I not racing, but I wasn't even driving. There was no sense in continuing as a test driver because you couldn't even drive the car. I was feeling more and more rusty over the year and that's why it has taken me a while to get back into it."

"There comes a point when you are called to substitute that you will be useless and embarrassingly slow [see Luca Badoer]. That was a reason why I had to start racing again. In Abu Dhabi last year, I wished that there were no problems with Heikki Kovalainen or Lewis because I would have jumped in without having driven the car at a track that I didn't know and that would have been my last race in F1."

Four races into 2010, it's tricky to make a firm assessment of de la Rosa's performances, not least because a Sauber has taken the chequered flag only once. In qualifying, it's honours

even between de la Rosa and team-mate Kamui Kobayashi, and the veteran had a brief stint at the sharp end in China after making a clever call not to pit for intermediates in the drizzle. That could have laid the foundations for a point or two had the inevitable engine problem not curtailed his race after just seven laps. For someone regarded by most as a good, but not great, F1 driver, there's no sign that age has taken the edge off.

If anything, it has made it easier for him to enjoy his racing. Perhaps that's his maturity again. He has nothing to prove, expect perhaps to his children!

"I didn't come back to show I was good enough," he says. "I came to enjoy racing. As a father, it is nice for my kids to see me racing. They can see what I have been doing all my life. It's difficult enough to explain to my parents what a test driver is, let alone to my kids who are seven, five and two!"

There speaks a man with different priorities to the 20-somethings whose thoughts are far away from family life. There are only 24 drivers in the world who are fortunate – and good – enough to be racing at the very highest level this year. And at least one of them is determined to enjoy the experience. ☑



De la Rosa (top) has left McLaren to race at Sauber

FERRARO/LAT

F1'S THREE-DECADE CLUB

Pedro de la Rosa is one of only 14 drivers to have started world championship races in three different decades after racing in the 1990s, the 2000s and the 2010s. Here are his fellow members:



THOMPSON/GETTY

JEAN ALESI, 1989-2000

Announced his arrival with a stunning fourth place on his debut at Paul Ricard in 1989 and was still a hero to many when he walked away 11 years later.

MARIO ANDRETTI, 1968-82

Only started 128 races as he often dovetailed F1 action with his exploits in indycars, but kept coming back for more.



JO BONNIER, 1956-71

The 1959 Dutch Grand Prix winner started out in a front-engined Maserati 250F and finished his career in a rear-engined, bewinged McLaren M7C.



JACK BRABHAM, 1955-70

Unique in this company as he won races in all three of his decades, taking his final victory in South Africa 1970 at the age of 43.

RUBENS BARRICHELLO, 1993-2010

Fast approaching an astonishing 300 grand prix starts and still capable of turning in some eye-catching performances for Williams this season.

DAN GURNEY 1959-70

Everyone knows that he was the driver Jim Clark most feared, but his longevity is often overlooked. A points scorer in all three decades.

JOHNNY HERBERT, 1989-2000

It was a miracle that he started one grand prix, let alone 165 of them, after almost losing his feet in an F3000 shunt at Brands Hatch in 1988.

GRAHAM HILL, 1958-75

Topline career was effectively ended by braking both of his legs at Watkins Glen in 1969, but the enthusiastic Hill kept on for another six years.



JAN LAMMERS, 1979-92

The Dutchman managed only 23 starts in his 13 years, but joined the three-decade club with two outings for March in 1992 a decade after his F1 career appeared finished after a spell with Theodore in 1982.



RICCARDO PATRESE, 1977-93

At first, he was the enfant terrible. By the end, he was a respected elder statesman with six grand prix wins but who couldn't live with Schuey in his final season.

NELSON PIQUET, 1978-91

Seen by many as washed up after two years at Lotus, he had a two-year Indian summer at Benetton, winning three races in his final two seasons.

MICHAEL SCHUMACHER, 1991-2010

The jury is still out about whether the German's comeback for 2010 was a good move, but it stretches the 91-time winner's career to a record-smashing 19 years.



JARNO TRULLI, 1997-2010

Couldn't let F1 go, even if he had to join a back-of-the-grid team at Lotus. Still regarded as a superstar over one lap and as enthusiastic as ever.

BIRD AIMS TO SOAR HIGHER

Sam Bird is confident he can win in his first year of GP2 with ART. *By GLENN FREEMAN*

Sam Bird had to sit in the shadows last year while Jules Bianchi stole all the headlines in the F3 Euro Series. By the end of the year – the Briton's third at that level – everything had gone a bit stale, and the career momentum that he carried into his British F3 campaign in '07 was missing.

Over the winter, Bird took the bold decision to throw himself into the lion's den, and take on Bianchi fair and square at ART Grand Prix in GP2. Both

Bird a new lease of life, and his on-track battles with Bianchi in the Asia series this winter proved that he is not going into the Frenchman's team with any ideas of playing second fiddle.

"There were a couple of times in Asia where we went wheel-to-wheel, and I think there was one time that I pushed him off the track," he adds. "But I think he would have done the same to me in that position. Of course we are team-mates when we're in the truck trying to make the car quicker, but when the helmets are on we will push each other extremely hard. Jules is just another driver I have to beat. We will give each other racing room, but we're going to fight hard."

After the drubbing Bianchi gave last year's F3 Euro Series grid, Bird has been relieved to see that the Ferrari junior driver is not a step ahead of him now they are paired in GP2.

"Jules is extremely talented – he's strong in every area," says Bird. "So it's quite refreshing for me to see that my pace is comparable to his. Sometimes he's been quicker, sometimes I have. So my pace must be very strong."

Their comparison so far in testing and in the Asia series has also convinced Bird that his two most recent decisions – opting for a third year of F3 and then moving to ART for his rookie GP2 campaign – were both correct.

Bird (left) and Bianchi will fight hard for ART



enter the Formula 1 feeder category as rookies and, as far as Bird is concerned, the slate has been wiped clean.

"This is a fresh start, and I want to go out there and have fun with my driving again," he says. "There was a bit of frustration by the end of last year – I wanted to be winning races in F3 and I wasn't. Sometimes I would be leading races and things would go wrong, but that's all in the past now. I can't think about it, and I just want to win in GP2."

The step up to GP2 has clearly given



SAM BIRD CV



2009/10 7th in GP2 Asia
2009 8th in F3 Euro Series
2008 11th in F3 Euro Series
2007 4th in British F3
2006 3rd in Formula Renault UK
2005 2nd in Formula BMW UK
2004 14th in Formula BMW UK

"I think staying in F3 was the right move because I wouldn't have had the opportunity to join ART this year otherwise," he says. "Obviously I didn't win a championship [in F3] which is what I wanted to do, but we had lots of podiums. It could have been a lot better, but I'm moving on now. I feel so relaxed, so at home with the team, and I think I've done all the preparation I can for this season."

As for stepping straight in to ART – a team with three drivers' titles to its name, he bats off any suggestion that it's a big risk.

"Absolutely not," he says. "I think it's the best possible place to start. I love working with ART, I'm getting on with everyone really well, and I'm just enjoying the experience. The only

“Obviously you’ve got to aim as high as possible in your first year. I don’t see why I can’t fight for wins”




2010 GP2 CALENDAR

Barcelona (E)	May 8-9
Monaco (MC)	May 14-15
Istanbul (TR)	May 29-30
Algarve (P)	June 19-20
Valencia (E)	June 26-27
Silverstone (GB)	July 10-11
Hockenheim (D)	July 24-25
Budapest (H)	July 31-August 1
Spa-Francorchamps (B)	August 28-29
Monza (I)	September 11-12
Yas Marina (UAE)	November 13-14

 **P46 RELIGHTING ARDEN'S FIRE**

pressure I have comes from me. Obviously you’ve got to aim as high as possible in your first year, so I’m aiming for race wins. I don’t see why there can’t be some opportunities where I can fight for wins. We’ve been strong in testing, and if I continue to learn and we keep improving as a team, then we can do that.”

Breaking out of Formula 3 has given Bird’s career the shake-up it needed. Things didn’t go as well as hoped in the past three years, but there were flashes of promise along the way, and he bowed out in style with a podium in the Macau Grand Prix. A line has been drawn under that chapter of his career now, and the near misses will soon be forgotten if he delivers on the last rung of the ladder before Formula 1. 

THE ART OF WINNING

All three of ART’s previous GP2 champions won the title in their rookie season. So all eyes will be on F3 Euro Series champion Jules Bianchi to see if he can add to that list

JULES BIANCHI’S

dominance of the F3 Euro Series last year has only added to the pressure that the Frenchman is under as he steps up to GP2.

The 20-year-old is well aware of the hype surrounding him as he starts knocking on the door of the Formula 1 paddock, but he’s already been taught a few lessons about moving up from F3

after a tricky baptism in GP2 Asia over the winter.

“We were fast in Asia but we saw that there are other things in GP2 that you don’t have to worry about in F3,” the Frenchman admits. “[In Europe] we have been okay in testing, but there is still room to improve.”

Since wrapping up his F3 crown in style towards the end of last



year, Bianchi has been signed to a long-term deal by Ferrari. But the Italian team is trying not to put any more pressure on its young charger.

“Ferrari don’t say that

I have to do something in particular,” he adds. “They’ve just told me to concentrate on the first half of the season for now, and be consistent. They don’t put pressure on me.”

RELIGHTING ARDEN'S

FIRE

It's title-winning days seemed long gone, but Arden Motorsport looks to have rediscovered its mojo. *By CHARLES BRADLEY*

There once was a time when Arden Motorsport ruled the sub-Formula 1 planet – three teams' titles in the FIA Formula 3000 International Championship between 2002 and '04, and drivers' crowns for Bjorn Wirdheim and Vitantonio Liuzzi. It was then runner-up in the first season of GP2, with Heikki Kovalainen pushing Nico Rosberg to the final weekend of the '05 season but, since then, pickings for the Banbury squad have been thin.

There have been race victories, and the likes of Sebastian Buemi and Bruno Senna have since graduated to F1 after racing with the team, but the days of Arden being considered genuine title favourites – contenders even – seem like a long time ago.

New engineering chief Richard Dent, who has been with Arden since 1998, has a theory on the dip: "Compared with those F3000 years, GP2 as a series picked up all of the best professional teams into one championship. It's an extremely high level of competitiveness. Yes, there has been a dip in form, but we have won races in every year of GP2, and we were runners-up in Asia in 2008 and 2010."

THE FALL FROM GRACE

Arden's slump in fortunes coincided with team principal Christian Horner taking on a similar role at Red Bull Racing's F1 team. In light of that understandable distraction (he declined to address a response for this article) Christian's father Garry and chief engineer Mick Cook (ex-Super Nova and BAR) took up the reins from a day-to-day management and engineering perspective. Although the desire to be successful remained, the reality was that the likes of ART, iSport and Racing Engineering overtook them in the intervening years.

"When Christian went to Formula 1 the team's focus changed a bit really," says Dent. "It's providing young drivers with the opportunity to develop rather than running established drivers all the while. As such we've had guys like Buemi, [Michael] Ammermuller, [Adrian] Zaugg and Bruno Senna, so I think we've been pretty good at spotting young talent."

And that string of first-year drivers, rather than those armed with more experience, has certainly precluded Arden from sustaining the necessary momentum for a title challenge.

Pic might be rookie, but he's rated by the team



Frenchman won in Bahrain and set a pole

ARDEN'S WINNERS



Michael Ammermuller; Sebastian Buemi; Robert Doornbos; Tomas Enge; Warren Hughes; Heikki Kovalainen (above); Vitantonio Liuzzi; Darren Manning; Edoardo Mortara; Charles Pic; Bruno Senna; Bjorn Wirdheim

Cook, who'd been with the team since 2001 and left abruptly at the end of 2009, says: "The team had been functioning well, but it was a bit more difficult when Christian went to Red Bull, and he ceased to have much involvement with it. It became more of a struggle after that to attract second-year drivers. Several that we ran in that period, if they'd had experienced teammates, would have benefited. Bruno Senna [in 2007], definitely, and Edoardo Mortara as well last year."

Dent agrees: "I think drivers with experience have been predominant in the standings, so it's inevitable that it's going to take time for inexperienced drivers to get up to speed. I think we've been quite good at educating them and bringing them through."

SWEEPING CHANGES

Cook's departure one race into last winter's Asia Series was a major upheaval as he was the technical bedrock around which Horner had built the team up in its F3000 years. "It had just run its course," says Cook of the relationship. "I hadn't been happy for the last two or three years really."

Although paddock insiders have sensed a new atmosphere at the

Impressive Asia pace continues in '10 testing

“It’s great to have the old colours back. It looks good on TV and makes sure no-one forgets we’re there”
Richard Dent



GRIFFITHS/GP2

➔ P48 RUNNERS & RIDERS

team, Dent denies there’s been a culture shift within its ranks.

“It has changed the team, but I wouldn’t describe it as a huge change,” says Dent. “Mick had been here for quite a few years, and things don’t stand still.

Ultimately, Christian felt it was time for a change and give the young engineers a more prominent role.

“Mick contributed significantly to this team, especially in those F3000 years, but in the end Christian decided it was time for a restructure. So now our staff can grow and flourish in new roles, and I think we’ve already seen the benefits of that in the recent Asia campaign.”

ONWARDS AND UPWARDS

Along with the runner-up teams’ trophy in Asia, Arden’s Javier Villa and Charles Pic finished fourth and fifth in the drivers’ standings. Sadly, it has been unable to retain Villa due to lack of funding, but in Pic it carries perhaps its first serious main-series title attack in years.

“Charles has been really impressive in Asia, winning in Bahrain, and has carried that through into pre-season testing,” says Dent. “He’s a bit different

from most rookies, because he’s driven a quite powerful car [Formula Renault 3.5/GP2 Asia] at 70 per cent of the grand prix circuits. I rate him highly, he shows a great deal of maturity for a young driver.

“He made a couple of small errors, and we’d bring that up after the race and he takes it on the chin. Not only does he try to improve it in the next race, he *does* improve it. It’s not just

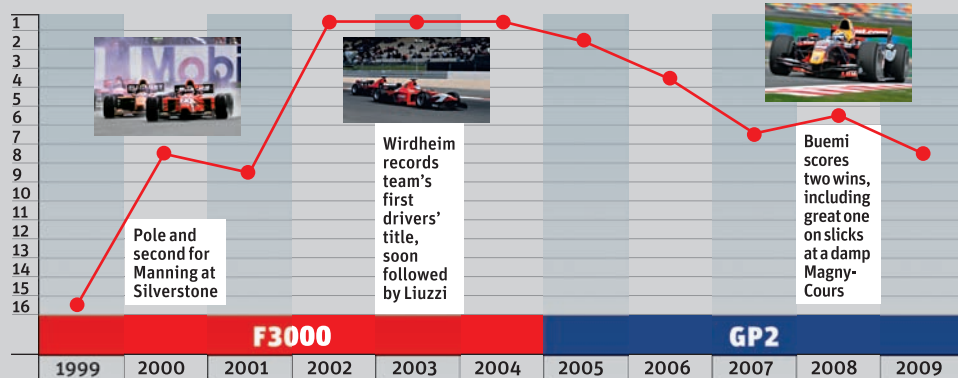
talk with him, it does go into his head and we see the results.”

That campaign also heralded the return of Arden’s traditional red and white livery, a move that’s gone down well with the team. “It’s great to have those colours back; it looks good on TV,” says Dent. “It makes sure no-one forgets we’re there!”

If all goes to plan with Pic this year, Arden will be hard to miss. ❧

CHARTING ARDEN’S RISE AND FALL

Since entering F3000 International fray in 1999, Arden Motorsport went on to score three teams’ titles between 2002 and ’04 before slipping back in GP2 pecking order from ’05



FEEDER-FORMULA

Who are the drivers most likely to be knocking on F1's door in 2011? MARK GLENDENNING

ART GRAND PRIX

Team principal Frederic Vasseur has proved with both Lewis Hamilton (2006) and Nico Hulkenberg (2009) that it is possible to win the GP2 title with a rookie, but he takes the challenge up a notch this year by planting first-timers in both cars.



1. JULES BIANCHI (F)
Age: 20
2009: 1st, F3 Euro Series

With a CV similar to Nico Hulkenberg's, Bianchi will be in the spotlight. But that also means there won't be much chance for the Frenchman to settle in. He looked solid, if unspectacular, in both pre-season testing and three Asia Series rounds, although history shows that's not a reliable guide.

2. SAM BIRD (GB)
Age: 23
2009: 8th, F3 Euro Series; 3rd, Macau GP

The Brit seemed more a safe pair of hands than an out-and-out contender during much of his F3 career, but a podium in Macau and a strong finish to his GP2 Asia Series campaign will boost confidence for the step up to GP2. The pressure on Bianchi will help, too.

BARWA ADDAX

Addax expected to fight for the title with Romain Grosjean last year, but did it with Vitaly Petrov instead. It fell short, but the team's quality and its strong 2010 line-up means that it might not have to wait long to put things right.



3. GIEDO VAN DER GARDE (NL)
Age: 25
2009: 7th, GP2 (3 wins)

Once the Dutchman had clicked with iSport his fortunes transformed, culminating with two sprint-race wins and a feature-race victory in tricky conditions at Monza. Still has his doubters, but a year with Addax could be his best chance to silence them.

4. SERGIO PEREZ (MEX)
Age: 20
2009: 12th, GP2 Series

The 2007 British F3 National Class champion returns for his second season, and in the eyes of many, the quiet Mexican is a title favourite. His patience was tested in a difficult rookie year with Arden but he still showed his potential. The switch to Addax should offer him a proper crack at it.

SUPER NOVA

Super Nova proved last year that it still had the pace to fight with ART and Addax, but consistency fell short. How much of that was down to the team and how much was down to the drivers? With two rookies this time, it starts 2010 with a clean slate.



5. JOSEF KRAL (CZ)
Age: 19
2009: 3rd, FMaster

The Czech was a regular frontrunner during two years in FMaster without looking like a serious challenger, so he faces a big job trying to get his head around the more competitive GP2 field. He's smart and works hard, and will be encouraged by some reasonable testing pace.

6. MARCUS ERICSSON (S)
Age: 19
2009: 1st, Japanese F3

Ericsson made easy meat of Japanese F3 last year, and could have done the same in Macau had he not been ambushed by the VW engine. The Swede has a reputation for making the most of what he's got, but for success in GP2 he'll also need to capitalise when things aren't quite right.

RACING ENGINEERING

The only GP2 team not to bother with the Asia Series, Racing Engineering will feel it needs to prove itself in 2010 after failing to fire with Lucas di Grassi last year. Slick, smart and professional, the team's fortunes depend entirely upon its drivers.



7. CHRISTIAN VIETORIS (D)
Age: 21
2009: 2nd, F3 Euro Series

Vietoris comes highly-regarded after a couple of strong seasons in the F3 Euro Series, culminating in runner-up spot behind Jules Bianchi last year. A couple of solid outings in GP2 Asia and excellent pace in testing suggest that there could be some good times ahead.

8. DANI CLOS (E)
Age: 21
2009: 21st, GP2 Series

Clos finished his rookie year on a decent note with a podium in the final race, but up to that point things had been a bit messy. The Spaniard showed enough flashes of speed to hint at untapped potential, but this year he needs to string them together. Looked good in testing.

iSPORT

Team took longer than hoped to build momentum in 2009, but a dominant Asia Series season helped take some of the sting out. Transferring that form into 2010 will be another matter, but it's not for nothing that iSport is one of GP2's top outfits.



9. OLIVER TURVEY (GB)
Age: 23
2009: 4th, Renault 3.5

At 23, Turvey has a few more candles on his cake than most GP rookies, but he has good credentials. The 2006 McLaren AUTOSPORT BRDC Award winner was a step behind team-mate Valsecchi in the Asia Series after missing the first test, but expect things to be closer in the main series.

10. DAVIDE VALSECCHI (I)
Age: 23
2009: 12th, GP2; '09/'10: GP2 Asia Series champion

The Italian took a confidence knock when a mid-season switch from the struggling Durango to the front-running Addax squad made him slower, but he rebounded with a stunning display in the Asia Series. The main series is another game, but he has a good chance.

DAMS

Not much of 2009 went to plan for DAMS, but the team is back this year with a new relationship with the Renault F1 team, and a colourscheme to match. A decent sprinkle of experience in the driver line-up should offer DAMS hope of turning things around.



11. JEROME D'AMBROSIO (B)
Age: 24
2009: 9th, GP2

Kamui Kobayashi might have been the guy who got promoted into F1, but it was Jerome D'Ambrosio who carried most of the load for DAMS last year. Consistency is no problem and his pace is reasonable, but after two seasons a win has still proved to be elusive.

12. HO-PIN TUNG (PRC)
Age: 27
2009: 11th, Superleague Formula

Dutch-Chinese Tung spent two seasons in GP2 with BCN and Trident before suiting up for Atletico Madrid and Galatasaray in Superleague last year. His previous results have been unspectacular, but the move to DAMS gives him the chance to spring a surprise.

FRESHMEN

introduces the 24 GP2 contenders for 2010

RAPAX

The former Piquet GP team returns with a new name and a new look, as well as a title-favourite tag after signing Pastor Maldonado to lead it through 2010. The team has been strong in testing and will expect to be among the frontrunners right from the start.



14. LUIS RAZIA (BR)
Age: 21
2009: 19th, GP2

The Virgin F1 test driver endured a fraught GP2 rookie season with Coloni that ranged from having an impounded car at Spa to winning the following weekend at Monza. Has a good chance to step up and become a regular points-scorer this time, particularly if he can learn from Maldonado.

15. PASTOR MALDONADO (YV)
Age: 25
2009: Sixth, GP2

Returns for his fourth year of GP2. After being beaten by ART team-mate Nico Hulkenberg last year, the Venezuelan has to up his game in 2010. Maldonado's weak point is consistency, which is something that needs to be addressed if it's to be fourth time lucky.

ARDEN

There has been a cultural shift behind the scenes at Arden with the departure of long-time engineer Mick Cook. For a team still struggling to translate F3000 dominance to GP2, the restructure will be one of the more intriguing sub-plots of 2010.



16. CHARLES PIC (F)
Age: 20
2009: 3rd, Renault 3.5

The Frenchman has finished third in virtually every major series that he has contested, but doing it first time out in GP2 will be a big ask. That said, he has already laid down a marker with an excellent Asia Series campaign that included a feature-race podium and sprint-race win.

17. RODOLFO GONZALEZ (YV)
Age: 23
2009: 5th, Euroseries 3000

Gonzalez won the 2006 British F3 national class title, but there's little else on his CV to suggest he will be much more than a makeweight in his first full season of GP2. A one-off with Trident at the Nurburgring last year yielded a 15th and 19th.

OCEAN RACING TECHNOLOGY

'Consistencia' – Portuguese for consistency – will be the buzzword around Ocean as it embarks upon its second GP2 season. Lessons will have been learned from '09, but the team may miss the experience of Alvaro Parente and Karun Chandhok.



18. MAX CHILTON (GB)
Age: 19
2009: 4th, British F3

After three largely unspectacular seasons in British F3, Chilton faces a big challenge in his first attempt at the GP2 main series. The teenaged brother of BTCC star Tom has the luxuries of time and a budget on his side however, so expect him to approach this as a learning year.

19. FABIO LEIMER (CH)
Age: 21
2009: 1st, Formula Master

The Swiss driver was a class apart on his way to becoming Formula Master's final champion last year, but a tougher world awaits him in GP2. Despite a difficult Asia Series campaign he showed signs of promise in pre-season testing, and represents Ocean's best shot at scoring points.

COLONI

With the final links with Fisichella broken mid-way through '09, Coloni returns under its own name. Last year brought highs (a win and three podiums) and lows (missing Spa) but this season's fortunes will depend upon the experienced Alberto Valerio.



20. ALBERTO VALERIO (BR)
Age: 24
2009: 15th, GP2

Valerio surprised even himself when he dusted everyone – on equal terms – in the feature race at Silverstone last year. He'll do well to repeat the trick this time around, but points and the odd sprint-race podium certainly aren't out of his reach.

21. VLADIMIR ARABADZHIEV (BG)
Age: 26
2009: 7th, Formula Master

Arabadzhiev only began racing five years ago, which goes some way to explaining why he is making his GP2 debut aged 26. The Bulgarian has rarely troubled the leaders in lower formulas, and it's difficult to see him do much more than prop up the GP2 grid.

TRIDENT

If looks counted, Trident would be champion – the team and cars are always immaculately presented. Results have been another matter, but Davide Rigon demonstrated last year that it's capable of fighting for points when it has its act together.



24. JOHNNY CECOTTO (YV)
Age: 20
2009: 26th, F3 Euro Series (part-season)

Cecotto's pace surprised a few when he joined DPR for the final two rounds of '09, although that speed was tempered by a wild streak that he'll need to lose if he wants to avoid spending 2010 in the barriers. He does have a lot of untapped potential.

25. ADRIAN ZAUGG (ZA)
Age: 23
2009: 14th, Renault 3.5 (part-season)

The South African returns to the series for the first time since 2007, with most of the intervening time having been divided between A1GP and nothing. He's capable behind the wheel, but his fortunes will depend on Trident's competence and his having a full budget.

DPR

The name is the only thing that remains from the team that David Price sold to Andre Herck a year ago, with the squad now staffed almost entirely by Italians. Last season offered little excitement, but DPR surprised a few in the recent Asia Series.



26. MICHAEL HERCK (RO)
Age: 21
2009: 23rd, GP2

Rarely touted as one of the grid's heavyweights, Herck actually drove better in 2009 than his tally of zero points would suggest. Don't expect him to keep drivers like Bianchi and Maldonado awake at night, but a sprint-race pole position is a possibility.

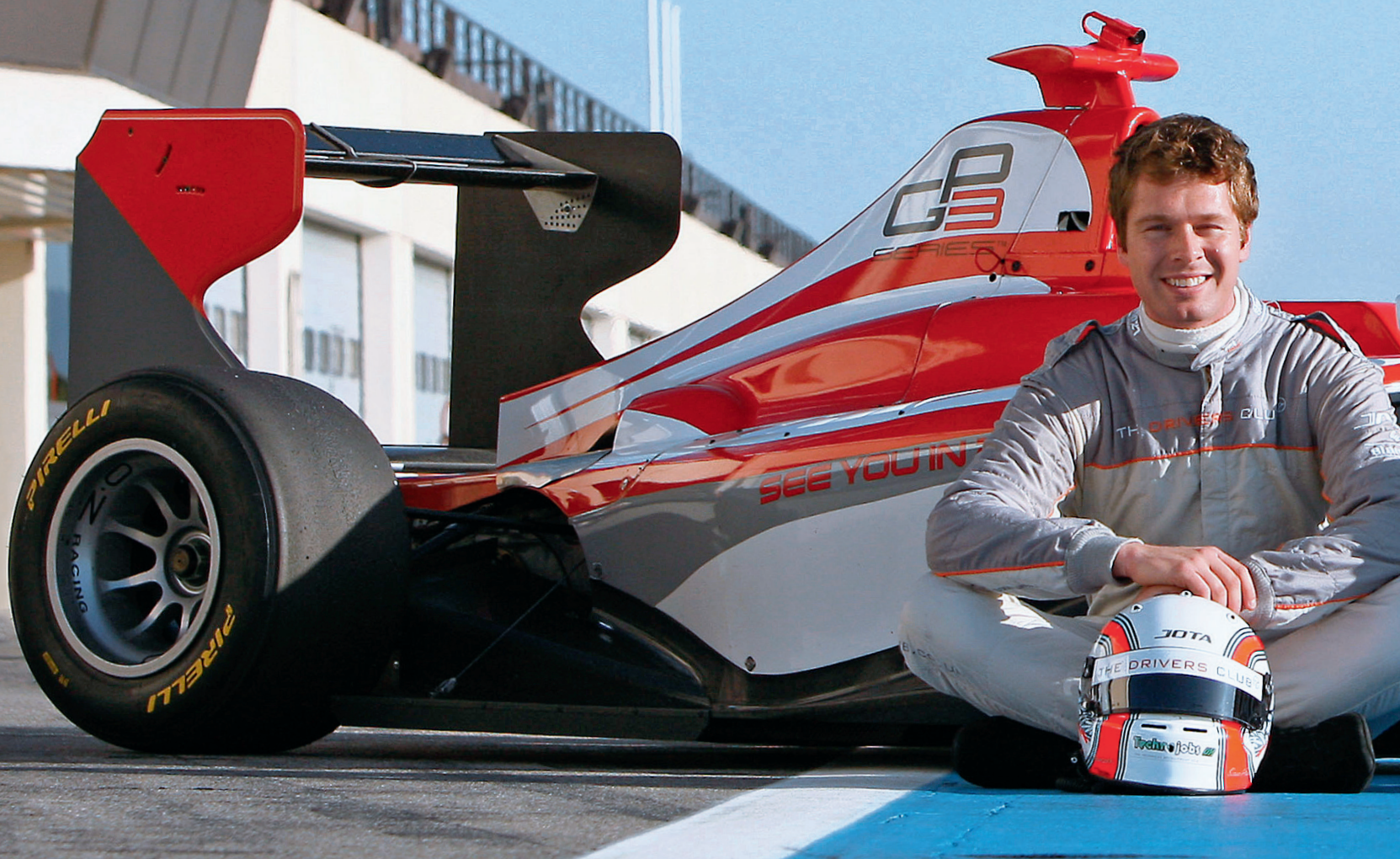
27. GIACOMO RICCI (I)
Age: 25
2009: 27th, GP2 (part-season)

Lack of budget meant that the Milanese only made a few appearances in 2009 but he was stunning in the 2009/10 Asia Series, scoring points in all of the last six races and winning the season finale. The biggest issue remains whether he has a full budget for '10.

GP3
PREVIEW

WANTED: A CAR THAT TESTS TOMORROW'S F1 STARS

New GP3's characteristics should help it to stand out from the crowd. *By SAM HANCOCK*





Lanky Sam found plenty of room in GP3 cockpit

As grand prix star and proud new GP3 team owner Mark Webber blasts past the assembled crowd for the first time at the series press day, the sound we are greeted with in the glorious surrounds of the Paul Ricard circuit in southern France comes as a bit of a surprise. For a two-litre, turbocharged car such as this you would have perhaps expected a low, droll hum accompanied by a sexy raspiness as the turbo worked its spit, bang and whoosh magic.

Instead the soundtrack offered is a harsh, mechanical clatter that seems at odds with the elegant, contemporary lines of the car creating it.

Those around me raise suggestions of a misfire, but the lack of concern on the faces of the proud GP3 technical team looking on suggests otherwise.

The acoustics of the two-litre turbocharged Renault engine may struggle to win over fans, but it isn't the only thing to raise an eyebrow.

Moments earlier Webber had managed to stall the car while pulling out of the pit garage – a minor gaff he would have brushed off with barely a blush. But for the journalists due their own runs in the car, it raised the question that if a grand prix winner with considerable experience of using a steering wheel-mounted clutch paddle as offered by the new Dallara could struggle to make a clean getaway, then what chance would they have? Queue much nervous laughter.

As Webber pressed on in front of a gathering of captivated media, drivers and team personnel, I found myself confused to hear a few grunts of disapproval from those around me in respect of the GP3's aesthetic appeal. I thought the new steed looked stunning – not only very pretty, but also utterly correct in that it echoes the lines of a contemporary F1 car (disproportionate wing sizes included) and will therefore stand the test of time, which is more than can be said for some other current junior category offerings.

I did, however, have other concerns. Even glancing over the car at a standstill, it was obvious it would be capable of developing a significant amount of grip. The wide, slick Pirelli control tyres are married with aerodynamics that are clearly well developed – particularly under the chassis with out-of-sight ground-effect methodologies which will produce astonishing levels of downforce.

This in itself is not a problem, but what might be is if the creators of this otherwise impeccably presented and professionally marketed GP2-feeder series have missed an opportunity to differentiate themselves from their direct competition: Formula 3.

Along with many other junior categories, F3 has long had to defend itself against the age-old argument that modern single-seaters on the junior racing ladder have far too much grip over power these days, and therefore limit the drivers' ability to develop raw car control. After all, even Formula BMW – now arguably the most popular first step out of karts – offers highly-effective slicks and wings in conjunction with relatively little power. So how are the potentially great drivers of the future supposed to stand apart from their peers when the car's abilities cover up – to a certain extent – holes in the drivers' abilities?

You may think that after just a few laps watching Webber scythe by, such thoughts were too presumptuous on my part, but were you there, I suggest you'd be wondering the same. I'd love to tell you, for instance, that the Aussie hero gave it 'big licks' off the line as he demonstrated racing starts in front of a riveted audience. He did try, as the audibly active rev limiter testified, but there was no trail of tyre marks left behind on Mr Ecclestone's otherwise immaculate track. ►



Paul Ricard was setting for Hancock's GP3 test

GP3 PREVIEW

◀ Instead, the car grabbed hold of the asphalt and leaped forward with obvious efficiency, but sadly without ceremony. It was the first clear indication that the substantial Pirelli slicks offer a far greater degree of grip than the appropriately-sized 280bhp, two-litre Renault engine could dispute.

Throw in the fact that the car was visibly towing a huge parachute of downforce-related drag on the straights and you can maybe understand my concerns, not only about the challenge presented to the drivers but also the potential spectacle for the fans.

As Martin Brundle put it upon finishing his run shortly after Webber, "You can always rely on a grid full of 17-year-olds to provide a spectacle." Well, thank goodness you can, because I wasn't alone in wondering where else it would come from.

But to worry about such things is to perhaps miss the point. Whether or not the GP3 racer will provide a school of car control that Sebastien Loeb would be proud of, whether it will enthrall hardcore fans in the way Formula Ford 1600 used to in years gone by isn't relevant to a category like this in the modern era. After all, F3 has never seemed to worry about such things and yet has produced many of the finest drivers to set foot in a grand prix car.

Soon I was given a chance to find out if I had got it wrong, if I was being too presumptuous.

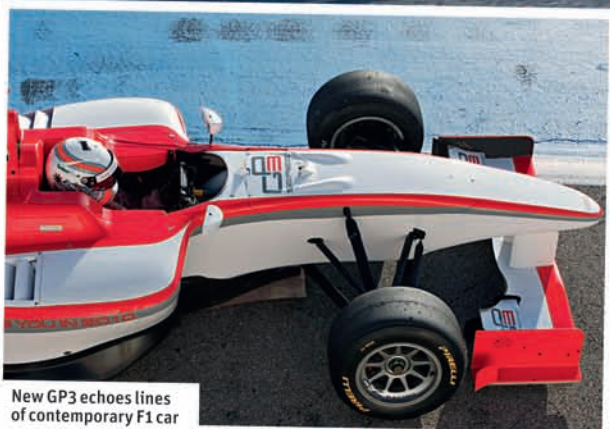
Descending into the spacious tub for the first time, my spirits are lifted. The car is immaculate. Whether it be the dazzling and futuristic F1-style steering wheel complete with sharp, on-screen graphics that put my home PC to shame, or the flawlessly-laid weave of carbonfibre that now cocooned me like a protective force field, every detail was perfect.

With many of the controls mounted on what must be the largest steering wheel I've seen in a single-seater, the rest of the cockpit is relatively sparse other than an awkwardly-positioned ignition switch alongside my right thigh which nestles just above a traditional brake balance adjuster. Four flappy paddles flare out from behind the



Hancock with GP3 tech director Didier Perrin

Renault turbo doesn't thrill, but chassis is well balanced



New GP3 echoes lines of contemporary F1 car

wheel: top right to change up through the six-speed semi-automatic sequential gearbox, top left to change down, and a choice of two paddles to operate the fly-by-wire clutch.

Having so many of the switches, dials and displays neatly housed within the steering wheel is an enormous benefit to the loftier among us. As a 6ft 2in racing driver who has had to shoehorn his way into more than a few jockey-sized cars over the years, I wasn't surprised to find my knees riding high against the top of the tub. But with the Dallara's super-high nose and steering wheel thrust deep towards the driver's chest, and therefore well away from knobbly knees, there is ample room to tuck even the gangliest of limbs down into the cockpit.

I think it was David Coulthard who first likened the driving position of a modern, high-nosed single-seater to "lying back in the bath with your feet up on the taps" – and in regard to the seating position of the new GP3, I couldn't agree more!

While it was great to sink so deeply into the cockpit and finally experience the great pleasure of sitting 'in' rather than 'on top of' a single-seater, there were still elements of unknown territory to be explored.

With the exception of karting, I have driven a car fitted with two pedals just once before – it was in this car's older brother, the GP2 Dallara, over a year ago. Once up to speed in that car, using my left foot to brake was no problem. But I remember the bizarre feeling of trying to not instinctively press the left pedal when attempting to pull away.

"Every input on the steering wheel is met with such eager, instantaneous response that most of my earlier misgivings are alleviated"

In light of my previous experience, this time I decide to pull my foot back and wedge my knee high into the bulkhead so as to keep clear of the brake pedal until I am well under way.

A quick grab of the inert clutch paddle (bottom left), a tug on its opposite number to engage first gear (top right), coupled with a boot full of revs before slowly releasing the clutch and I'm off – and my blushes are spared. Phew!

If firing up the near-standard spec Renault engine (a sensible choice that will help contain costs) didn't send any tingles down my spine, I hoped that my first mash of the throttle after releasing



Perrin talks Hancock through controls on large steering wheel

➔ P54 WICKENS INTERVIEW

the pitlane speed limiter soon would.

Sadly, no such luck. The torque is so low down and the rev range so short that my first lesson was to discover how quickly you need to grab another gear before crashing straight back into the rev limiter. In the lower cogs, no sooner have you breathed on the throttle than the steering wheel lights up like a Christmas tree, begging for another flick of the right-hand paddle. So unusual is this characteristic when I leave the pitlane for the first time, I have to double check I haven't left the pit speed limiter on by mistake!

But once up to fourth gear, it finally feels like I'm getting somewhere. With a bit of turbo-lag, just 6500rpm to

play with and certainly not much engine noise to get excited about, this car doesn't feel quick – until you attack a corner.

Like the proverbial nun who rips off her smock to reveal something a whole lot saucier underneath, the apparently sedate GP3 suddenly shows its true colours when you request a direction change. Every input on the wheel is met with such eager, instantaneous and perfectly delivered response that most of my earlier misgivings are alleviated. The chassis is beautifully balanced and quickly demands that I grow some cojones and up my game to keep pace.

Up to the notorious Signes corner for the first time and, even on the outlap, it can easily be taken flat. Into the long, tricky, ever-tightening right-hander that follows and I realise the one thing I need not do is try. The Dallara is so well set up, so immeasurably aided by a remarkable level of downforce, that it is virtually effortless to drive.

Now, you may think this vindicates my earlier concerns and that the car won't be a great enough challenge after all to the young pretenders who need to develop their talents within it, but that would indeed be presumptuous.

Over the next three laps I discover a car so inherently capable that the still-significant driving challenge is not so much a traditional physical one, but more a mental one. Whether it be

summoning the courage to brake so outrageously late in a car shod only with steel discs and mono-block Brembo calipers that it goes against every instinct in your body, or get off the brake pedal soon enough to fully exploit the ridiculous entry speeds that the GP3 is capable of accommodating, you have to brush aside a thousand loud voices in your head that shout, "This simply isn't possible!"

But this car makes things possible, and once the drivers get their heads around the occasionally frustrating bout of turbo-lag (expect to hear a lot of Senna-esque mid-corner blips to keep the turbo spooled up and ready for action) and a whiff of understeer in nearly every corner, the fastest guys will most likely be the bravest.

But bravery alone won't be enough. I soon discover that keeping up the car's momentum is also critical. Too heavy on the brakes on turn-in, for example, and you're dealt a double-whammy punishment as the resulting imbalance creates a small slide that needs dealing with. By the time you've done that, however, you've scrubbed off speed, the revs have dropped, the turbo has stopped spinning and it seems to take an age for it all to get going again. Bravery and precision are prerequisites to drive this car quickly. This girl definitely won't be hustled.

Now, I haven't driven a contemporary Formula 1 car, but my understanding is that despite the obvious difference in power, the challenge to the driver is of a similar nature. If this is the case, and the priority of a new junior category such as this is to groom drivers for a future at the pinnacle of the sport, as opposed to providing the best spectacle for the fans, I suspect the GP3 boys have got it spot on with this car's characteristics. This is just a guess, as I can only go on what I've been told – although it would be fun to find out first hand, just to be sure... ☘

GP3

Weight 630kg including driver

Power 280bhp at 6500rpm

Budget €600,000 (estimated)

Weekend format 30 min practice, 30 min qualifying, two 30 min races. Total running approx 120 min per weekend.

Testing Six days pre-season, no in-season tests

Calendar Nine rounds (one TBC). Supports all Euro GPs except Monaco. Due to join provisional GP2 Algarve round



FORMULA 2

Weight 570kg

Power 425bhp at 8250rpm, or 480bhp at 8250rpm with overboost

Budget €320,000

Weekend format Two 30 min practice, two 30 min qualifying, two races of 30-45 min. Total running approx 180-210 min per weekend.

Testing Three pre-season, two in season

Calendar Nine rounds – one standalone at Silverstone, eight WTCC support slots



F3 EUROSERIES

Weight 550.2kg

Power 225bhp at 6500rpm

Budget €600,000

Weekend format 60 min practice, 30 min qualifying, race one max 30 min, race two max 40 min. Total running approx 160 min per weekend

Testing Four days official, two days private. Six additional days for rookies.

Calendar Nine rounds – eight supporting DTM, one supporting LMS



WICKENS

REAFFIRMS HIS STATUS

Despite losing Red Bull backing, Canada's next F1 hope Robert Wickens hopes to bounce back in GP3 with Status. All is not lost, says *ANDREW VAN DE BURGT*

There can be no denying the success driver-development schemes such as those run by Red Bull and Renault have had in helping young talent like Sebastian Vettel make it into Formula 1.

But for every Vettel there are a dozen or more who fail to scale the final peak. And that crashing back down to earth comes as an almighty shock to young men used to having their destinies shaped by Dr Helmut Marko and the chequebook of Dietrich Mateschitz.

Just a couple of years ago, at the 2008 Canadian GP, Red Bull's in-paddock magazine, the sadly defunct *Red Bulletin*, proclaimed Robert Wickens as Canada's next F1 hope.

Little more than a year later, he'd been dropped following his failure to win the inaugural Formula 2 series and for the first time since he made the switch from karts to single-seaters he was faced with the prospect of having to raise the budget to continue racing on his own. And while Canada has a long and illustrious history of producing talented single-seater drivers, it's been a long while since any have made a great impact in the European junior categories that are the proven training ground for the next generation of Alonsos and Hamiltons.

"With Red Bull everybody sees the writing on the wall," says Wickens, a chatty Vancouver native who appears a lot wiser than his 21 years. "You just never know what's going to happen. But I have no hard feelings. It was a business decision, and I respect that, but it was a good run and I'm extremely grateful for what they did because if they hadn't had picked me up at the start of 2006 I had already

signed a contract to go back to karting. If it wasn't for that money I probably wouldn't be where I am now."

Wickens could be forgiven for being bitter – after all, his failure to win the F2 title was almost as much to do with the string of reliability problems he faced rather than a lack of pace. He started the season in blinding fashion, winning both the season-opening races at Valencia from pole. Yet despite three further pole positions, there were no more wins and he ended the season second in the points, albeit a mile away from runaway champion Andy Soucek.

"It was a weird thing," he says. "I had a few clutch issues. And from there I preferred to just get off the line, so I was probably playing way too conservative with how I was doing my starts. It was definitely a character-building season and, considering I basically finished only half the races, to be second in the points was an achievement. Also I did the whole season without a crash, so I feel like maybe the car let me down."

But, regardless of the cause, the man dubbed 'Wicki Bobby' by his Team Canada colleagues in A1GP was left searching for a backer or two to continue his dream of becoming the first Canadian in F1 since Jacques Villeneuve's unceremonious sacking by BMW Sauber in 2006.

Hope of raising the €1,000,000-plus needed for GP2 faded quickly, but his old A1 buddies, in the form of Status GP, had their entry accepted for the new GP3 championship. It was the obvious choice, but the money – around half of a GP2 deal – was proving to be a stumbling block.

"It was a bit nail-biting," he admits. "It was close, but with the help of some people back in Canada it all came together, so I'm extremely grateful to them. It's a multi-year thing that we

WICKENS CV

2009 2nd, FIA F2 (2 wins); also raced in FAtlantic, F3 Euro Series and British F3

2008 12th Renault 3.5 (1 win); 6th F3 Euro Series (1 win)

2007 A1GP (1 win); 3rd, FAtlantic (1 win); also raced in Renault 3.5

2006 FBMW USA (champion, 3 wins); also raced in FRenault Euro

2005 FBMW USA (3rd, 2 wins)

1999-04 Karting

did. They're supporting me through GP3 and it's quite open for the future. It worked out well."

Now he has to deliver on the potential he's shown in flashes during the past four seasons. He's raced in almost every junior category going – Formula Renault 3.5, Champ Car Atlantics, Formula 3 (in Europe and Britain) and of course A1. He made a stunning debut in the World Cup of Motorsport, winning on his debut at the Durban street circuit.

He would surely have been a force in season four – Adam Carroll won the title in the Status-run Team Ireland car – had the Canadian franchise not withered and died at the eleventh hour.

In the course of hopping between series, he's also raced against three of F1's young generation – Sebastien Buemi, Jaime Alguersuari and Nico Hulkenberg. Having compared himself against them – all now established point scorers – he feels ready to make the big step and is hopeful that racing in front of the F1 paddock will get his name on the team bosses' radar.

"I'm 21 now and I'm at the point where there are drivers in F1 who I've driven against doing a good job at it, which makes me think that if I jumped in right now I could match them," he says. "If there's a chance to do GP2 with a top team next year I'd be happy, but my goal for next year is to jump into F1 but that will all depend on how my GP3 campaign goes."

In pre-season testing Wickens has been among the frontrunners such as ART drivers Alex Rossi and Esteban Gutierrez and Mücke's Renger van der Zande. It's close at the top and with two races (one with a reversed-top-eight grid) consistency will be key.

If Wickens is going to fulfil that promise that Red Bull once saw, now is exactly the right time to do it. **W**



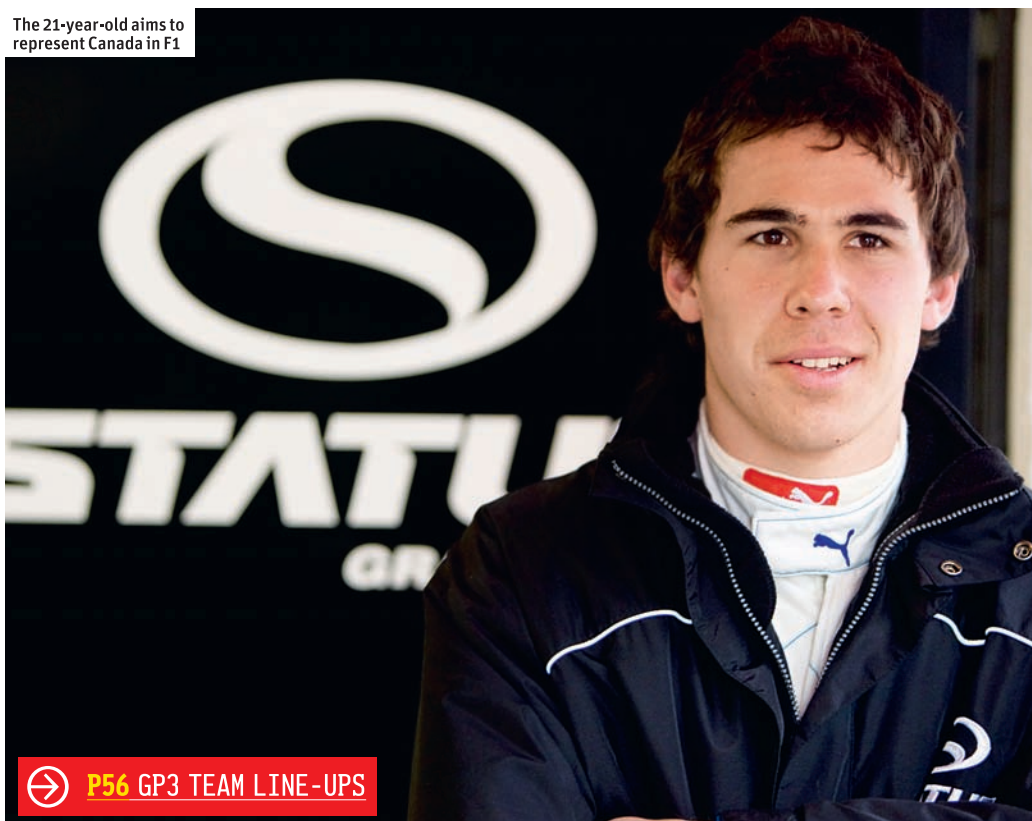
Wickens has been on the pace in GP3 testing



A1GP, Durban '08: one win, one shunt (above)

“It was close, but with the help of some people in Canada it all came together”
Robert Wickens

The 21-year-old aims to represent Canada in F1



Two wins in new FIA F2 season led to P2 overall



Robert will work again with Matt Greasley

BRAND-NEW SERIES WITH SOME FAMILIAR FACES

The new GP3 series will play out in front of the Formula 1 circus, so it's attracted some talented pedallers. *By BEN ANDERSON*

ALEXANDER ROSSI (USA) AGE 18

ART GP

2009: 4th, FMaster, 9th, GP2 Asia

The 2008 FBMW Americas champion looks to have landed on his feet with a Nicolas Todt management deal in his pocket – hence his place at ART. Showed well in his GP2 Asia campaign with Meritus this winter.



ESTEBAN GUTIERREZ (MEX) AGE 18

2009: 9th, F3 Euro Series

The 2008 Formula BMW Europe champion didn't set the world on fire during his rookie F3 season, but came on stronger as the year went by and has been blisteringly quick in pre-season testing. Should be a title contender.



PEDRO NUNES (BR) AGE 21

2009: F3 Euro Series (no placing)

The less said about his 2009 Euro Series campaign with Manor the better. After taking the runner-up spot in Sudam F3 in 2008, more was expected than a best finish of 12th in the Hockenheim season finale. Needs to step it up.



ROBERT WICKENS (CDN) AGE 21

STATUS GP

2009: 2nd, Formula 2

Red Bull took Wickens into F2 last year and then dropped him when he failed to halt runaway champion Andy Soucek. He's now re-united himself with the team that ran him successfully in A1GP in 2007.



IVAN LUKASHEVICH (RUS) AGE 19

2009: No racing

The Russian will celebrate his 20th birthday on the weekend GP3 is born. Jumping straight in after a year away from racing, with only two patchy seasons in Jonathan Palmer's FPA series behind him, suggests he'll have his work cut out.



DORU SECHELARIU (RO) AGE 17

TECH 1 RACING

2009: 15th, Formula BMW Europe

The Romanian dovetailed a third FBMW season with a partial effort in European F3 Open last year and achieved little of note in either – maintaining a decline since two Belgian FRenault wins in 2007.



NIGEL MELKER (NL) AGE 19

RSC MUCKE MOTORSPORT

2009: 23rd, Formula Renault Eurocup

After two underwhelming FRenault 2.0 seasons, Melker steps up to GP3 with F3 Euro Series veteran Mucke. Has spent the winter testing his own F3 car, but don't expect him to be the fastest Dutchman.



RENGER VAN DER ZANDE (NL) AGE 24

2009: 3rd, British F3

After four years racing in F3 category, van der Zande is stepping... across to an equivalent. The Dutchman has proved himself highly able at this level (several times) and Mucke will expect him to lead its charge.



TOBIAS HEGEWALD (D) AGE 20

2009: 6th, Formula 2

'Inconsistent' probably best describes Hegewald. Looks pretty handy one minute, but fades into obscurity the next. Utterly dominated the F2 field at Spa last year so expect him to go well at GP3's penultimate round in Belgium.



JOSEF NEWGARDEN (USA) AGE 19

CARLIN

2009: 2nd, British Formula Ford

His planned move into British F3 fell through. He should've won the British FFord title last season, but mistakes and failures denied him. He's a good racer, but has little slicks and wings experience.



DEAN SMITH (GB) AGE 22

2009: Formula Renault UK champion

Truly came of age last season to claim the FRUK title and the McLaren AUTOSPORT BRDC Award. Showed his class during that campaign and, after a winter of uncertainty, finally has the Racing Steps Foundation footing the bill. Now it's up to him again.



LUCAS FORESTI (BR) AGE 18

2009: 3rd, Sudam F3

Roberto Moreno's protege runs dual campaigns in British F3 and GP3 with Carlin this season. Struggled for pace and hit a rival under a safety car (while looking for his radio button) on his F3 debut last month. Things can only get better...





Rossi gets #1 after going top in number-choice test

2010 GP3 CALENDAR

Barcelona (E)	May 7-9
Istanbul (TR)	May 28-30
Algarve (P)	June 18-20
Valencia (E)	June 25-27
Silverstone (GB)	July 9-11
Hockenheim (D)	July 23-25
Hungaroring (H)	July 30-August 1
Spa (B)	August 27-29
Monza (I)	September 10-12

JAMES JAKES (GB) AGE 22

MANOR MOTORSPORT

2009: GP2 Asia (2 races)

This is a big year for Jakes, who needs to put himself back on the map after an abortive graduation to GP2 last year. Brings three seasons of F3 experience with him, which should come in handy.



RIO HARYANTO (RI) AGE 17

2009: Formula BMW Pacific champion

The three-time Asian Junior Karting champion annihilated his regional FBW rivals last season, but a move to Europe brings a tougher test. Hopes a partial parallel campaign in British F3 will make up for the lack of mileage on offer in GP3.



PATRICK REITERER (I) AGE 19

ATECH CRS GP

2009: 9th in Formula Master

Three seasons of car racing has yielded just one podium (in Italian Formula Renault). David Hayles's new Atech CRS GP operation should be a great environment for him to learn at this level.



PABLO SANCHEZ LOPEZ (MEX) AGE 20

ADDAX

2009: 3rd, Italian F3

Finds himself in GP3 thanks to ubiquitous Mexican-driver backer TELMEX and its deal with '08 GP2 champion Addax. FMaster, FRenault 3.5 and Ferrari F1 test experience should stand him in good stead.



MIRKO BORTOLOTTI (I) AGE 20

2009: 4th, Formula 2

Italy isn't blessed with a high calibre of up-and-comers at the moment, so losing Red Bull backing was a real blow during the off-season. A place on the new 'Ferrari Driver Academy' (and a GP3 ride) has halted the 2008 Italian F3 champ's slide.



OLIVER OAKES (GB) AGE 22

2009: 18th, British F3

The former world karting champion aims to re-establish himself after his '09 British F3 campaign with Carlin ended early in a flurry of solicitors' letters. Needs to access his latent speed more often.



MICHAEL CHRISTENSEN (DK) AGE 19

MW ARDEN

2009: 4th, Formula BMW Europe

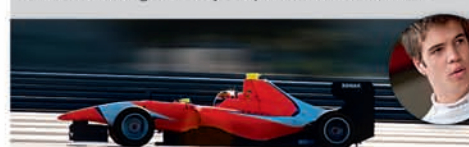
Started 2009 as a favourite for the FBW Europe title, but his season was derailed by the Mücke engine scandal. Has been quick in testing, but a lack of varied single-seater experience may hurt him.



MIKI MONRAS (E) AGE 18

2009: 5th, Formula Renault Eurocup

Finishing top-six in the competitive Renault Eurocup seems a good effort. But less so when your team-mate (Jean-Eric Vergne) wins several races and challenges for the title. Monras is no slouch and reversed grids may help him break his duck.



LEONARDO CORDEIRO (BR) AGE 20

2009: Sudam F3 champion

Dominated his rivals to win the South American F3 title at the third attempt last season. Comes to Europe filled with confidence, but he faces a much higher level of competition than at any stage of his career thus far.



PAL VARHAUG (N) AGE 19

JENZER MOTORSPORT

2009: 5th, Formula Master

Hopes to become the first Norwegian to race in F1, but has so far shown little sign he has the extra ingredients to succeed where others failed. Has spent his entire career with Jenzer, so there's familiarity.



SIMON TRUMMER (CH) AGE 20

2009: 11th, Formula Master

Clay Regazzoni, Jo Siffert, Marc Surer, Toulou de Graffenried, Sebastien Buemi, Simon Trummer? Seems an unlikely addition to the list of Swiss stars given his record but rejoining Jenzer after a poor FMaster with Iris Project should help his chances.



NICO MULLER (CH) AGE 18

2009: Swiss Formula Renault champion

Won last year's Swiss FRenault title and also managed a podium finish on his Eurocup debut in Barcelona, but couldn't reach those heights again. Inexperienced line-up will rely heavily on Jenzer's expertise to suss out the new car.



INTRODUCING Albert Costa

Young Spaniard has secured his Formula Renault 3.5 drive through talent, not cash

"My problem is I'm not rich.

The situation was if I won the title, I raced; if I didn't win, then 'ciao, ciao' - I go home"



Costa finished a fighting fourth at Spa last Saturday

➔ **P63** SPA FR 3.5 REPORT

Attempting to succeed in racing without the cushion of a wealthy background can be a precarious undertaking. So reigning Formula Renault Eurocup champion Albert Costa's jolly disposition can perhaps be attributed to the awareness of an element of good fortune that's carried him to a maiden season in Formula Renault 3.5.

The cash-strapped Catalan only made it onto the grid last year owing to a considerable investment made in him by Epsilon Euskadi team boss Joan Villadelprat. Costa rewarded the faith shown in him by lifting the title, and with it the €500,000 prize money that has facilitated his graduation into Formula Renault 3.5.

Costa is a jovial paddock personality



"Everybody knows my problem is that I'm not rich," says Costa. "If I won the title, I raced; if I didn't win, then 'ciao, ciao' - I go home."

TWO-WHEELED UPBRINGING

Costa's 2010 campaign didn't get off to the best of starts, with a hand injury sustained in pre-season testing. However, in a wet opening race weekend at Motorland Aragon, Costa produced two charging drives from poor grid positions to illustrate that his flair, honed during formative years spent on bikes, was intact.

"Eight years ago I was trying to be a motorbike rider," explains Costa. "My family always spent a lot of time around bikes; my father is a designer of helmets for MotoGP riders, and my brother Luis raced in the world championship at 250cc level."

An interest in cars can be traced to 2001, when he won a karting competition organised by Marc Gene. Continued success on four wheels would swiftly override any bike ambitions, as between '02 and '05 Costa claimed numerous trophies, including the European Masters in Italy.

Financial constraints would force Costa to briefly put his karting on hold, and his first steps in cars were a handful of forgettable British Formula 3

National Class outings in 2007.

"While I had eight months of studying, working on motorbikes and waiting, I got confidence as all of my former team-mates were doing well: [Jaime] Alguersuari was winning races in Italy and Roberto Merhi was having good results," he says.

CAREER SAVIOUR

The patronage of Villadelprat was a turning point. The ex-Prost and Benetton F1 team manager had seen enough of Costa in 2008 to recognise his potential and was in a position to look past his relatively meagre €20,000 budget from Racing for Spain.

Villadelprat says: "Last year was our bet. If he hadn't won, even if we wanted to help him, we would not be able to run him for nothing this year."

Costa celebrated his 20th birthday at Spa last weekend by taking a fighting fourth place, despite his hand being far from healed.

"I think that with my face I could still pass for 15," jokes Costa. "My brother is 29. He didn't really have top equipment in his career, so to make up for it he rode as if he had five balls. My father and brother don't want me to be in that position and make the same mistakes. I know I have a good team and I have to deliver, otherwise I'll be going home."

COSTA CV



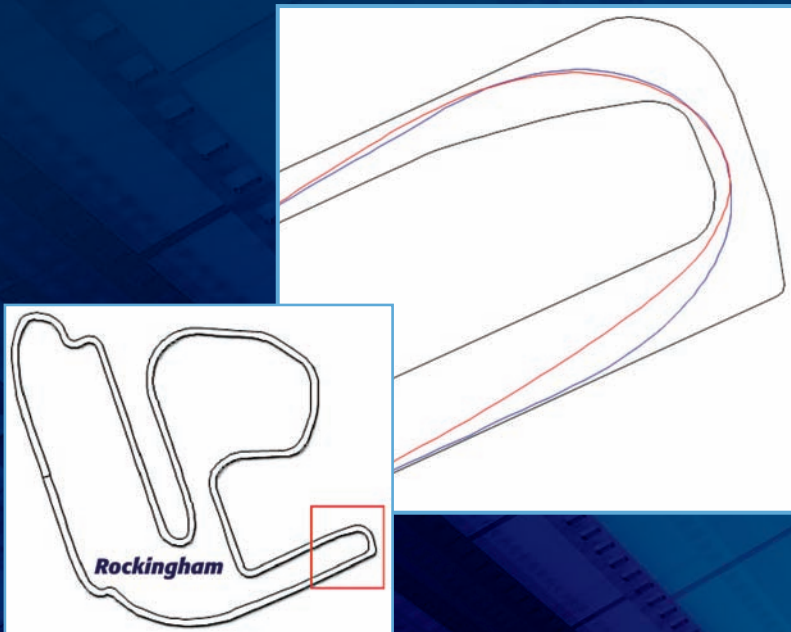
Born May 2, 1990, Barcelona, Spain
2010 Formula Renault 3.5 – sixth
2009 Formula Renault 2.0 Eurocup – champion;
 Formula Renault 2.0 WEC – champion
2008 Formula Renault 2.0 Eurocup – eighth
2007 British Formula 3 National Class – 11th
2001-05 Karting

Where can I gain the most lap-time?

Brain Power is the new Horse Power

With the advent of affordable, focused training aids based on Video and GPS, driver training has enjoyed a surge in popularity. In the second of a series of articles, we will be discussing technique with various professional driver coaches to try to help you extract every last ounce of performance from yourself as well as your car.

In this article we will be discussing **Slow Corners and Hairpins with accomplished race driver and personal coach, Nigel Greensall**. Here's an extract...



Nigel Greensall – “You spend more time in slow corners than in fast corners, so you can often gain most lap-time by concentrating in these areas. Exit speed is important, but equally as important is minimising the time spent in the corner. You often see drivers taking a big wide entry into hairpins to gain a fast exit speed, but due to the slow speeds involved, this sacrifices huge amounts of lap-time, in order to gain a few tenths down the straight.”

“The hairpin at Rockingham is a great example to examine in more detail. Take these two lines taken in the same car at the same race meeting – The blue line was taken by my team-mate taking a wide entry, and the red line is my preferred approach, which is braking at a diagonal towards the first apex. The red line is 14m shorter than the blue line, meaning I spend 0.45s less time in the corner. The blue line does gain 2mph down the straight, but this is only worth 0.15s, so the net gain from the shorter line is 0.3s.”

“Using the screenshots from the in-car video, you can see my tighter entry into the corner, necessitating a slower speed, but I am already gaining time by travelling less distance.”

To read the whole article, including more examples from Nigel and an interesting approach to the new Silverstone GP circuit, please visit our website:

www.VideoVBOX.co.uk/as2





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SPA-FRANCORCHAMPS

Belgium

May 1-2

Formula Renault 3.5

Round 2/9



AT A GLANCE

- Race 1 **Mikhail Aleshin**
- Race 2 **Esteban Guerrieri**
- Pole positions **Aleshin/Jake Rosenzweig**
- Fastest laps **Brendon Hartley/Guerrieri**

REPORT FRENAULT 3.5 SPA



Peter Mills
reports

Aleshin, leading Pentus
and Hartley, won again

Aleshin assumes the controls

Russian Mikhail Aleshin took control of the points table with his second win of the year for Carlin



ALL PICS RENAULT-SPORT

Mikhail Aleshin's victory in last Saturday's race at Spa-Francorchamps marked a novel record for team boss Trevor Carlin. Within seconds of the Russian taking the flag in Belgium, James Calado claimed his maiden British F3 success at Silverstone with the sister operation.

"I've won in different categories on the same day before, but never in the same minute," said Carlin.

An under-the-weather Aleshin was hard-pressed for the lead in race one by Brendon Hartley, only for a fuse-box failure to deny the luckless Kiwi a trip to the top-step of the podium. The odds on a Carlin double victory narrowed considerably following

torrential rain on Sunday morning, which allowed rookie Jake Rosenzweig to deliver a sensational maiden pole. The race, however, was to prove one of the most anomalous on record. Even with the distinguished Esteban Guerrieri on board, few would have tipped Czech newcomers ISR for victory. The ex-Formula Master outfit had endured a rotten race one, failing to get a car onto the grid, but Guerrieri again displayed his class, claiming honours after 10 drivers received drive-through penalties.

European F3 Open champion Bruno Mendez joined ISR's pairing as a non-starter on Saturday. Like Guerrieri, the Spaniard had crashed at the downhill Rivage corner, but the

Interwetten man had the ignominy of making his mistake on the formation lap. Mendez was in good company. Points leader Daniel Ricciardo also fell foul of Rivage during qualifying to line-up 23rd.

Aleshin was thus able to making inroads in the title race. The Russian made a clean start from pole, as front-row starter Nathanael Berthon lost ground opting for a wide line on the exit of La Source. The Frenchman immediately lost two positions to Sten Pentus and Hartley, and prior to Les Combes was demoted to fifth by Comtec's Stefano Coletti. Berthon struggled for race pace, and would later be knocked out of contention by an overeager Anton Nebylitskiy.

Hartley was the most threatening of those in a top-four breakaway, and seized second place from Pentus around the outside of the Bus Stop chicane on lap three. The Tech 1 driver's next target was Aleshin. After closing down a 2.4sec deficit to half a second, the Red Bull Junior

driver's race came grinding to a halt on lap 16 with terminal electrical maladies.

At the venue of his huge GP2 crash last year, Coletti put in a gutsy drive to hang onto third. Handling issues allowed spirited assaults to be made by Nebylitskiy, and eventual fourth-placed man Albert Costa.

The start of Sunday's race two was delayed following a hail storm on the formation lap. The sudden change in weather caught several teams off-guard, with hurried changes onto wet tyres incurring penalties for working on the grid after the allotted time allowance.

Following a half-hour delay and a second, safety-car controlled start, Rosenzweig led Daniel Zampieri, Ricciardo, Nebylitskiy and Lancaster on the completion of the opening lap. Incredibly, the top-eight runners would be hit with drive-through penalties. Aleshin in ninth and Guerrieri in P10 were not affected. Guerrieri took his mandatory stop three laps later than Aleshin, at the conclusion of lap 10, and rejoined with his lead intact.

Only a warning flag for running straight on at the Bus Stop, and well-worn tyres, troubled the ISR racer on his run to the chequered flag. Daniel Zampieri, who had at one stage dropped to 10th after his drive-through, claimed second place. A hard-charging Coletti relieved Aleshin of third on the penultimate lap. ❧

RESULTS

Race 1 1 Mikhail Aleshin, 22 laps in 46m26.663s; 2 Sten Pentus, +6.105s; 3 Stefano Coletti; 4 Albert Costa; 5 Greg Mansell; 6 Federico Leo; 7 Walter Grubmuller; 8 Jan Charouz; 9 Jon Lancaster; 10 Anton Nebylitskiy. **Fastest lap** Brendon Hartley, 2m05.547s, 124.2mph

Race 2 1 Esteban Guerrieri, 17 laps in 45m25.474s; 2 Daniel Zampieri, +3.308s; 3 Coletti; 4 Aleshin; 5 Daniel Ricciardo; 6 Hartley; 7 Lancaster; 8 Jake Rosenzweig; 9 Jan Charouz; 10 Nathanael Berthon. **Fastest lap** Guerrieri, 2m27.796s, 106.011mph

Points 1 Aleshin, 38; 2 Ricciardo, 28; 3 Pentus, 27; 4 Zampieri, 24; 5 Coletti, 20; 6 Albert Costa, 16

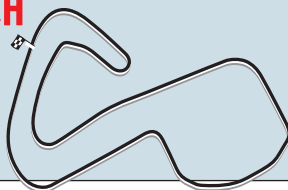
Guerrieri (r) took race-two win for ISR



NEXT ROUND
Monaco (MC), May 16

BRANDS HATCH

Great Britain
May 2
BTCC
Round 3/10



AT A GLANCE

- Race 1 Tom Chilton
- Race 2 Tom Onslow-Cole
- Race 3 Mat Jackson
- Pole position Chilton

GRIFFITHS/LAT

Boardman fends off BMWs in R3

Chilton scored first BTCC win for Ford in a decade



EBREY/LAT

Tom Tom heading in the right direction

Tom Chilton scored the first BTCC win for a gas-powered car at Brands, and team-mate Tom Onslow-Cole benefited from his exclusion in race two

QUALIFYING

Chilton charges to record pole run

Just as at Rockingham, the Fords were the cars to beat in qualifying. Tom Chilton took another pole – his third from the last four races – with a superb lap of 1m31.604s, 0.9sec under the five-year-old qualifying record.

"It was a lap from heaven," he said. "The brakes and tyres came up to temperature as I came out of Clearways on the outlap. It felt great."

Onslow-Cole would have been up there too, but a failed ride height test deleted his previous times and left him ninth.

Gordon Shedden, James Nash (equalling his BTCC best) and

Matt Neal filled the second to fourth grid slots, all getting a flyer in at the death despite the threat of yellow flags spoiling their laps after Andrew Jordan beached his car in the gravel at Clearways.



Since pre-season testing began, this was the result the whole of the British Touring Car Championship paddock knew was coming. At a sodden Brands Hatch last weekend Tom Chilton delivered the first victory in the series for a car powered by liquefied petroleum gas, and followed it up with another later on in his Arena Ford Focus, only to be excluded, giving the win to his team-mate Tom Onslow-Cole.

Those wins were no more deserved than that of Mat Jackson, who nursed a set of overheating wet tyres in the reversed grid finale to take his first win since switching

to Motorbase Performance.

Unlike Arena and Motorbase, the Team Dynamics-run Honda Racing squad did not win. But the efforts of Matt Neal and Gordon Shedden – the Scotsman tying with Onslow-Cole as the weekend's top points scorer – helped it to enhance its own championship position and wipe out the advantage of the rival Chevrolet squad.

Chilton's performance in race one was as perfect as they come. Twice he opened up a five-second lead at the head of the pack. Twice that advantage was reduced to nothing due to the deployment of the safety car. A final excellent restart gave him the buffer he needed for a landmark win.

The significance of the result was not lost on Chilton. First LPG win, first Ford victory since Anthony Reid at Oulton Park a decade earlier and first triumph for Mike Earle's Arena Motorsport squad since 2005 – also a Chilton win, albeit one achieved in Honda machinery.

"Before today I'd never even done a wet lap in this car, and we've done a lot of running over the winter," he said. "I had to push so hard. I was braking so late into the corners, but the balance was great. We've been waiting 10 weeks for some new Eibach suspension to arrive, and it's made a big difference to the handling."

Race two, held in even heavier rain, was just as

RACE RATING

★★★★★

Amazing race two was best of the year. Rain spiced up what could have been turbo domination



Some of these guys need reaction tests. When you see the lights, you go"

Rob Collard reveals how to make a good start

REPORT BTCC BRANDS HATCH



Jamie O'Leary reports

KEY MOMENTS

Qualifying Chilton on pole for third time in four rounds; while ride height failure relegates Onslow-Cole

Race 1 Chilton rules wet race to give LPG first BTCC win. Neal's P5 closes points gap to Plato

much of a breeze for Chilton, even with the car now 45kg heavier due to maximum success ballast. But there was trouble brewing. Thirty minutes after the podium celebrations, news filtered through the paddock that Chilton had been excluded for a technical infringement and the win handed to his team-mate Onslow-Cole.

Initially it was thought that the Focus was underweight. Later, a failure of the ride height test was given as the official reason for the disqualification. Nobody seemed to know what was really going on.

And the implication this news had on race three was causing confusion too. Tom

Boardman had been due to start from pole position after Chilton had randomly drawn the number seven (his race two finishing position). But with Boardman now sixth in the results, surely pole would go to Motorbase driver Steven Kane. It did, but only after an initial grid, with the Special Tuning UK SEAT on pole, had been published.

As if that wasn't confusing enough, the rain relented 15 minutes ahead of the final race start. What to choose for the damp but drying track surface? Wets, slicks or both?

For Onslow-Cole (and Shedden), slicks were the answer. Or at least that was the theory.



Jackson's tyre gamble paid off – just – in race three

EBREY/LAT

In reality, temperatures were not warm enough and dry tyres would leave those that chose them still 2sec off the pace by the end of the race.

"I blame Tim Harvey," said Onslow-Cole. "After taking that hollow win in race two, I wanted a proper win this time. I was talking to Tim about my wrong tyre choice in similar conditions at Rockingham and he said

'fortune favours the brave.' Not today it didn't."

So it was wets then. Certainly the pace shown by Jackson and Steven Kane in the Motorbase cars, and by Boardman, who brilliantly led for the opening few laps, indicated so. But with a dry line beginning to emerge, and the safety car coming out early on, the track began to come to those who had chosen a mixture of rubber.

at Surtees on successive laps, and then made identical moves on Rob Collard's WSR BMW and Kane at Westfield to leave himself a second behind Jackson with just Sheene, Stirlings and Clearways left.

Even a two-time BTCC champion can't pull back a second in three corners, but he did get to within 0.5sec of Jackson by the line after a fine recovery drive, albeit one helped by six laps under caution.

Jackson didn't care, though. He'd earned this one after leaping up from 11th to third by the end of the opening lap, and banished the memory of race two, in which he spun out of second (which later became a win) after a bruising battle with Onslow-Cole.

"It's satisfying more than anything else," he said after breaking his duck for Motorbase. "I was angry after race two and the battle with Tom, because if I'd won that I'd have been leading the points."

"You can't run a mixture of tyres on a BMW, so it was wets or slicks, and it wasn't going to be slicks. There was nothing left at the end. Half a lap more and I'd have had a puncture, that's how worn those rears were."

While he was able to hold off Neal, you wonder if he could have done likewise ►

THE INSIDE LINE

Rain the great leveller for points-scoring Hamilton

Brands Hatch provided Matt Hamilton with his first BTCC points finish. And it's fair to say he was happy about it.

A career-best 15th on the grid for race one had put the TH Motorsport driver in a good mood, although he was a full 1.3 seconds slower than

14th-placed Steven Kane.

But with the rain proving a great leveller (his best race two lap was within 0.8sec of the benchmark), he was able to steer his ageing Civic-R into a points finish in 10th, which became ninth after Tom Chilton's exclusion.

"It's the first time I've been able to hang with the usual midfielders on race pace," he said. "I was keeping up with Matt Neal; I'm not sure how pleased he'd have been to have his car from about six years ago on his tail."

"I was happy enough with 10th, but ninth is even better. That'll get us a few more Independents' points, so hopefully we'll win more tyres with that."

Hamilton should find the next round at Oulton Park tougher – a track he where he's never driven a tin-top before.

"But we're on such different tyres to last year, the experience from then was next to useless anyway," he said. "It will be a good challenge."



Youngster Hamilton showed good wet pace

EBREY/LAT

"Tim Harvey told me 'fortune favours the brave'. Not today..."

Onslow-Cole rues tyre choice

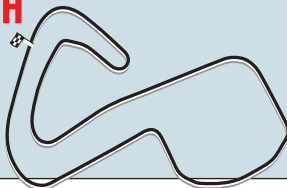
Boardman, who had by now dropped to third, had an interesting approach to cooling down his wets behind the safety car: "I just looked for where the most water was," he said. "I saw the wet grass and thought 'why not drive on it?'"

His efforts weren't enough though, and two more safety car periods left the wet-shod cars as sitting ducks against the likes of Neal and Andrew Jordan with four laps remaining. They had both gone for slicks on the front of their cars and wets on the rear.

Neal, who started back in 13th after retiring from race two, was on a charge. He expertly disposed of Boardman and James Nash

BRANDS HATCH

Great Britain
May 2
BTCC
Round 3/10



AT A GLANCE - FASTEST LAPS

- Race 1 Chilton
- Race 2 Matt Neal
- Race 3 Neal



Plato's points lead was lost along with car's electrics



◀ to young Alex MacDowall. The Chevrolet driver, who had (after Chilton's exclusion) scored his first top-three BTCC finish earlier in the day, was the leading contender who had started on a mixture of tyres, and had climbed to fifth (ahead of Neal) by two-thirds distance.

"We were going along nicely, but the diff wasn't working properly so it was getting pretty slippery," he said. "I was trying all sorts of lines to try and get grip, but on one lap I tried a wide one at Clearways and it didn't work because there

was too much moisture. Dave Pinkney (himself a genuine podium contender until a gearbox fault led to an off at Druids) got past and then along came 'Mr turbo nutter' [Chilton] and put me off at Paddock."

Chilton proclaimed his innocence, but was suffering himself. A bent exhaust began to melt away part of his rear bumper (at 760 degrees Celsius) and filled the Focus's cockpit with toxic fumes during the final stages. Chilton, who was on the verge of pulling in, soldiered on to finish sixth, but was taken to the medical

centre afterwards for checks.

None of that was of much consolation to MacDowall, who was stuck in the gravel with a broken wheel, but he laid down a marker for the season ahead nonetheless. Unfortunately for the Chevrolet squad, the same could not be said for his more illustrious team-mate Jason Plato.

A precautionary engine change limited his practice mileage and left him to qualify down in seventh – which was one place higher than he finished race one. The rest of the day was pointless though, potential

KEY MOMENTS

Race 2 Chilton's exclusion gives Onslow-Cole closest BTCC win ever from Shedden by 0.009sec
Race 3 Neal's charge on wet/dry tyre mixture comes up a lap short as wet-shod Jackson takes first Motorbase win

good hauls in the next two each going south as electrical problems put him out on both occasions.

As if that were not bad enough, his 13-point championship lead has now been erased, with Neal on the same number of points as his bitter rival, albeit ahead on a tie-break due to having won more races this year.

Honda, in fact, found itself at the head of all three championships it is entered for (plus Tech-Speed Honda-mounted Paul O'Neill leading the Independents' standings with Kane) and could even have had a victory in race two had the unthinkable not happened to leader Shedden.

"The safety car was coming in and, as I began to accelerate through Clearways, the thing

suddenly snapped sideways at about 90 degrees to the track," he said of the incident that cost him eight places. "It was as if I had a rear-wheel drive Civic!"

He fought back well to take third at the flag, but was gutted to miss out on second to Onslow-Cole by just 0.009sec after getting a great run on him out of the last corner of the race. Imagine how the usually cheery Scot must have felt when he found out about Chilton's disqualification, and how he was now the losing party in the BTCC's closest finish of all time.

He got close to beating a Focus, but in reality the Arena cars had the legs on the field. Team boss Earle says the car is only at 75 per cent of its potential at the moment. A worrying thought for the rest. ☹

"Pinkney got past and then along came 'Mr turbo nutter' and put me off"

MacDowall vents after Chilton clash



Shedden lost out to Onslow-Cole in closest ever finish

AT A GLANCE - LAP LEADERS

- Race 1 Chilton
- Race 2 Gordon Shedden/Chilton
- Race 3 Tom Boardman/Jackson

I don't mind him crashing as long as he's fast"

A cheery Mike Jordan after son Andrew binned his Eurotech Vauxhall in qualifying

DRIVER BY DRIVER

JASON PLATO (8/R/R)



Three points was scant reward for the former points leader. He'll be fired up at Oulton.

ALEX MACDOWALL (7/3/R)



First podium and could have won R3 if Chilton hadn't knocked him off. Very impressive.

MATT NEAL (5/R/2)



If Rockingham showed the old Matt is back, Brands provided more evidence. R3 charge was pure class.

GORDON SHEDDEN (2/2/R)



Top points scorer over the weekend with Onslow-Cole. Threw away R2 win with awful restart.

JAMES NASH (R/10/7)



Equalled best qualifying performance, but R1 collision with Plato put him on the back foot.

TOM BOARDMAN (9/6/8)



Deserved his three points finishes and held his own in R3. Has impressed a lot in 2010.

ROB COLLARD (4/12/4)



Was unlucky in R2, but held his own in further encounters on a difficult day.

ANDY NEATE (14/R/13)



Found the gravel on both days and was among the slowest in the wet. Relieved to head home.

MAT JACKSON (10/11/1)



Major problems on Saturday, but responded with maturity and pace to take R3 victory.

STEVEN KANE (11/7/3)



Another great recovery to claim a good result from a weekend that started badly.

TOM CHILTON (1/EX/6)



Generally flawless and took first Focus win. But MacDowall's R3 DNF was his fault.

TOM ONSLOW-COLE (3/1/10)



Consistent all weekend for his first podium and win since 2008. Wrong R3 tyre choice cost him.

PAUL O'NEILL (6/4/R)



Engine failure on R3 warm-up lap robbed him of a chance to lead the championship.

JOHN GEORGE (NS/NS/NS)



Engine problem, engine change, another engine problem. You really felt for the guy at Brands.

ANDREW JORDAN (R/5/5)



Blighted by a misfire all weekend, but still managed a pair of great top-five finishes.

DAVID PINKNEY (R/8/R)



A bit of a revelation and a genuine contender for a podium in R3. The result will come this year.

ARTHUR FORSTER (R/R/15)



Ended up in the gravel three times. A tough day for the Geordie, who's still learning the ropes.

MARTIN DEPPER (15/R/14)



Outqualified team-mate on debut, and in an older car. Took time to get up to speed in the wet.

MARTIN JOHNSON (R/R/NS)



Wet-weather star before spin in R1. Broken clutch and overheating engine ended his day early.

MATT HAMILTON (12/9/12)



Scored first points and stayed with midfielders for the first time in his BTCC career.

SHAUN HOLLAMBY (R/R/NS)



Another driveshaft went, but error in R2 did underside damage that ended his day early.

LEA WOOD (13/R/11)



Unlucky to lose points finish on last lap of R3, but showed pace and could be a regular points man.

NEXT ROUND

Oulton
Park (GB)
June 5



RESULTS

British Touring Car Championship, Brands Hatch GP (GB), May 1-2, round 3 of 10

RACE 1 - 18 LAPS, 41.418 MILES					RACE 2 - 18 LAPS, 41.418 MILES					RACE 3 - 18 LAPS, 41.418 MILES				
GRID	POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID
1 CHILTON 1:31.604	1	Tom Chilton (GB)	Arena Motorsport	Ford Focus ST	33m15.656s	1	1	Onslow-Cole	34m03.212s	3	1	Jackson	32m50.721s	11
2 SHEDDEN 1:32.075	2	Gordon Shedden (GB)	Honda (Team Dynamics)	Honda Civic	+5.783s	2	2	Shedden	+0.009s	2	2	Neal	+0.469s	13
3 NASH 1:32.415	3	Tom Onslow-Cole (GB)	Arena Motorsport	Ford Focus ST	+8.935s	9	3	MacDowall	+0.785s	7	3	Kane	+1.708s	1
4 NEAL 1:32.424	4	Rob Collard (GB)	WSR	BMW 320si	+14.384s	5	4	O'Neill	+0.949s	6	4	Collard	+5.043s	12
5 COLLARD 1:32.463	5	Matt Neal (GB)	Honda (Team Dynamics)	Honda Civic	+15.191s	4	5	Jordan	+1.783s	16	5	Jordan	+7.838s	3
6 MACDOWALL 1:32.473	6	Paul O'Neill (GB)	Tech-Speed Motorsport	Honda Integra-R	+17.104s	10	6	Boardman	+3.854s	9	6	Chilton	+11.297s	20
7 PLATO 1:32.619	7	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+19.660s	6	7	Kane	+5.082s	11	7	Nash	+14.136s	10
8 JORDAN 1:32.703	8	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	+19.903s	7	8	Pinkney	+5.252s	19	8	Boardman	+18.442s	2
9 ONS-COLE 1:32.720	9	Tom Boardman (GB)	Special Tuning UK	SEAT Leon TFSI	+21.862s	11	9	Hamilton	+7.521s	12	9	Shedden	+19.379s	6
10 O'NEILL 1:32.844	10	Mat Jackson (GB)	Motorbase Performance	BMW 320si	+36.187s	13	10	Nash	+9.356s	21	10	Ons-Cole	+19.384s	7
11 BOARDMAN 1:32.907	11	Steven Kane (GB)	Motorbase Performance	BMW 320si	+39.271s	14	11	Jackson	+10.975s	10	11	Wood	+21.822s	18
12 JACKSON 1:32.983	12	Matt Hamilton (GB)	TH Motorsport	Honda Civic-R	+39.661s	15	12	Collard	+27.144s	4	12	Hamilton	+23.700s	9
13 KANE 1:32.997	13	Lea Wood (GB)	Wood Racing	Honda Integra-R	+46.011s	17	R	Hollamby	17 laps-acc damage	20	13	Neate	+27.392s	15
14 NEATE 1:32.921	14	Andy Neate (GB)	WSR	BMW 320si	+51.388s	16	R	Neal	14 laps-flywheel	5	14	Depper	+41.831s	14
15 HAMILTON 1:34.158	15	Martin Depper (GB)	Forster Motorsport	BMW 320si	+1m45.748s	20	R	Johnson	12 laps-overheating	17	15	Forster	-2 laps	17
16 NEATE 1:34.164	16	R Andrew Jordan (GB)	Eurotech Racing	Vauxhall Vectra	17 laps-misfire	8	R	Depper	11 laps-accident	15	R	Pinkney	10 laps-accident	8
17 WOOD 1:34.291	17	R Martin Johnson (GB)	Boulevard Team Racing	Vauxhall Astra Coupe	16 laps-alternator	22	R	Neate	4 laps-accident	14	R	MacDowall	10 laps-accident	5
18 GEORGE 1:34.319	18	R Arthur Forster (GB)	Forster Motorsport	BMW 320si	15 laps-accident	21	R	Plato	3 laps-electrical	8	R	Plato	0 laps-sensor	16
19 HOLLAMBY 1:35.376	19	R David Pinkney (GB)	Pinkney Motorsport	Vauxhall Vectra	7 laps-accident	12	R	Forster	1 lap-accident	18	R	O'Neill	0 laps-engine	4
20 DEPPER 1:36.031	20	R Shaun Hollamby (GB)	AmD Milltek Racing	Volkswagen Golf	5 lap-driveshaft	19	R	Wood	0 laps-accident	13	NS	George	Engine	19
21 FORSTER 1:36.151	21	R James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	0 laps-accident	3	EX	Chilton	Ride height failure	1	NS	Hollamby	Acc damage	
22 JOHNSON 1:36.264	22	NS John George (GB)	Tech-Speed Motorsport	Honda Integra-R	Engine	18	NS	George	Engine		NS	Johnson	Clutch	

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS
1	Neal	67
2	Plato	67
3	Kane	59
4	O'Neill	56
5	Jackson	53
6	Shedden	50
7	Onslow-Cole	42
8	Collard	39
9	Giovanardi	38
10	Chilton	32

KEY R=Retired

Race 1 Winner's average: 74.71mph. Fastest lap: Chilton, 1m41.919s, 81.27mph.

Race 2 Winner's average: 72.97mph. Fastest lap: Neal, 1m42.176s, 81.06mph.

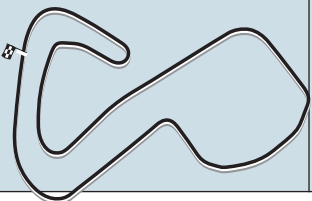
Race 3 Winner's average: 75.65mph. Fastest lap: Neal 1m38.992s, 83.67mph.

BRANDS GP

Great Britain

May 1-2

TOCA supports
Round 3/10



RENAULT CLIO CUP AT A GLANCE

- Race 1 **Dave Newsham**
- Race 2 **Lee Pattison**
- Poles **Newsham x2**
- Fastest laps **Newsham/Jack Goff**



Stevens' hard work paid off

CLIO CUP & FORMULA RENAULT UK ROUND 3

Pattison ends Dave's Clio run

Renaultsport's Scottish Highlands contingent travelled a long way to Brands Hatch, but after qualifying it looked as though they'd get their reward. From Inverness, Dave Newsham had taken pole for both Clio Cup races; from Golspie (almost as far to the north of Brands as Toulouse is to the south!), Lewis Williamson had done the double in Formula Renault UK.

By the end of racing, just one of those poles had been converted to a win, courtesy of Newsham. In the other Clio race he was defeated by an inspired Lee Pattison, while Williamson threw away victory on the last lap of the only single-seater race run — the other was cancelled due to rain — in favour of Will Stevens.

Newsham's win on Saturday featured a domination rarely seen in Clio racing. The Team Pyro man extended his series lead with a romp to victory by more than five seconds from Sam Tordoff. "It was one of the best races I've ever driven," beamed Newsham. Tordoff acknowledged: "Dave

disappeared through my sunstrip and I just had to drive my own race."

James Colburn shadowed Tordoff to take his second consecutive podium for the Westbourne Motorsport team, as team-mate Robert Gaffney fended off Jake Packun for fourth.

Packun's efforts to pass Gaffney ended when he crashed at Paddock on the last lap, the damage putting him out for the weekend.

Pattison struggled to ninth. Fuel-pump failure in qualifying had left him ninth on the grid for both races, and in the first race he was forced to use the clutch manually due to an upshift snag. All was put right for race two, and the JHR driver, who needs finance to complete his season, was on fire in the rain.

First Newsham led, then Mike Robinson moved in front. When Robinson slid onto the grass, JHR duo Fulvio Mussi and Tom Carnaby moved to first and second. Pattison, who lay fourth, said: "My car was very lively for the first half of the race and I'd have accepted fourth, given my weekend so far. But when I

noticed my team-mates were one-two, I thought, 'I'm having some of that!'"

With two and a half laps remaining, Pattison lunged at Mussi at Surtees to make the winning move: "I tried not to run him wide but I had that much understeer..." Newsham also made progress to recover to second, from Carnaby and Mussi. Tordoff was out of luck, a first-corner hit from Mussi putting him out and forcing Colburn into a spin.

In Formula Renault, Williamson was the star of qualifying. He looked absolutely at one with the GP circuit to take pole in the morning by 0.383sec from Manor Competition team-mate Will Stevens. On slicks in the damp of the afternoon, he pipped Fortec's Tom Blomqvist and Stevens, who felt that traffic had delayed him on the crucial drying last lap.

With the first race abandoned (see Sports Extra News), Williamson blitzed the early laps of race two. The track was slippery but all were on slicks, and the Manor man built a 2.2sec lead on lap one as Stevens worked his way past Blomqvist into Surtees.

Series leader Tamas Pal Kiss made it by his fast-starting Atech GP team-mate Nick Yelloly to take fourth on the third lap, then set after Blomqvist, the Hungarian finally demoting the Anglo-Swede with a ruthless round-the-outside sweep into Paddock. He chased Stevens, but ran off the road at Hawthorns, bucked across the grass as he rotated, and rejoined still in third, having lost only four seconds!

Up front, Stevens trimmed Williamson's lead to 1.1sec. The circuit curfew loomed, and after 11 laps the teams learned that there was just one to go. Radios aren't allowed, so the leader thought there were still three laps remaining...

"My pitboard said there were three minutes," said the crestfallen Scot, who had clipped a kerb at Stirlings — with just two corners to go — and spun down to seventh. "I was pushing because Will was catching. If I'd known it was the last lap I could

have slowed down."

Williamson's mistake also benefited Harry Tincknell (CRS Racing), who started from the back of the grid after an electrical shutdown on the first lap of qualifying. The Rockingham winner sliced through the pack, but Team Firstair's David McDonald proved an impossible nut to crack and fought a stout defence to take fifth from Tincknell, the recovering Williamson and Alex Lynn, who bounced back well from a qualifying crash.

● Marcus Simmons

RESULTS

Renault Clio Cup (14 laps) 1 Dave Newsham; 2 Sam Tordoff +5.285s; 3 James Colburn; 4 Robert Gaffney; 5 Fulvio Mussi; 6 Mike Robinson.

Fastest lap Newsham 1m39.621s (83.14mph). **Race 2 (12 laps)**

1 Lee Pattison; 2 Newsham +1.348s; 3 Tom Carnaby; 4 Mussi; 5 Robinson; 6 Jack Goff. **FL** Goff 1m49.168s (75.87mph). **Points** 1 Newsham, 182; 2 Pattison, 140; 3 Robinson, 125; 4 Colburn, 117; 5 Tordoff, 111; 6 Mussi, 100.

Formula Renault UK (12 laps)

1 Will Stevens; 2 Tamas Pal Kiss +6.677s; 3 Tom Blomqvist; 4 Nick Yelloly; 5 David McDonald; 6 Harry Tincknell; 7 Lewis Williamson; 8 Alex Lynn; 9 Jesse Laine; 10 Victor Correa. **FL** Williamson 1m26.305s (95.97mph). **Points** 1 Kiss, 142; 2 Stevens, 137; 3 Tincknell, 130; 4 Williamson, 112; 5 Blomqvist, 101; 6 Ollie Millroy, 68.



Pattison overcame car problems for race two win



Williamson led, but made a costly error

GINETTA JUNIOR AT A GLANCE

- Race 1 Jody Fannin
- Race 2 Jake Hill
- Poles Hill x2
- Fastest laps Tom Ingram/Hill



Things all went well today. I guess that it makes up a bit for yesterday"

Jake Hill reflects on a better Sunday at Brands

REPORTS TOCA BRANDS GP

» For more reports see p106
SportsExtra Page 101

OTHER BTCC SUPPORTS MAY 1-2

Fannin's victory; Ingram's title lead

So far this year, Ginetta Junior frontrunner Jake Hill has won the second race at each meeting, a feat he continued at Brands Hatch. But after a disastrous first race, it wasn't enough to prevent Tom Ingram leapfrogging him in the points table.

First-season racer Jody Fannin has showed real pace on occasion, and on Saturday it all came good for the Surrey youngster. Showing he meant business, he intimidated polesitter Hill at the start. Bad quickly went to worse for Hill and an opening-lap clash with Sarah Moore ultimately led to his exclusion on driving standards grounds.

Up front, Fannin refused to be flustered by a safety car period and constant pressure from his TJ Motorsport team-mate Tom Howard and Thruxton race winner Ingram; the trio blanketed by under a quarter of a second. Hill's superb recovery drive from 15th to fourth counted for nought, placing greater emphasis on Sunday's wet race.

The local lad made amends 24 hours later, Hill going clear of Ingram after a safety car period. David Moore made the most of his sister Sarah's touch on Howard, which sent the pair off at the high-speed Hawthorns, to claim third

place. Fannin was an opening lap casualty.

The Porsche Carrera Cup status quo was preserved between Tim Harvey and Michael Caine over the weekend's action, with each man taking a win, a second and a pole. But neither took a fastest lap: that honour in both of the wet races went to young charger Tom Bradshaw in a car reshelled following his heavy Rockingham crash.

Caine broke Harvey's four-in-a-row winning streak in the first race, and did it in style. The Motorbase Performance-run car dealer pulled at least a second on Harvey over each of the first six laps, and was in a class of his own. "The car was fantastic on the first five laps," smiled Caine.

Harvey turned the tables later in the day, but first the Redline Racing veteran had to fend off a highly-charged attack from Scottish youngster Glynn Geddie. The Team Parker Racing man hounded Harvey over the first few laps, but then it became clear his tyres were beginning to fade. Caine and Bradshaw both went past, and Charlie Bateman was a threat until he slid off.

"Glynn was quick into the corners and slow out," said Harvey. "I just drove my own race and after a few laps he dropped away,

which gave me a nice gap."

Bradshaw's move on Geddie atoned for the earlier race, in which he had also demoted the Aberdonian before they clashed a couple of corners later, tipping the Lancastrian off the road.

After this, Geddie shadowed Parker team-mate Stephen Jelley, the ex-BTCC man taking his first podium after a strong drive from seventh to third. Euan Hankey made it Parker triplets just behind them, after a dreadful qualifying in which he admitted going off on both sets of tyres.

Ollie Jackson was once again up with the big boys in race one and should have romped to Pro-Am 1 honours, but a series of incidents left the class in the hands of Lithuanian Jonas Gelzinis, who took his first win. Jackson made up for it later on to lead Tony

Gilham and Gelzinis.

The Ginetta G50s were no less dramatic than their smaller counterparts, with title contenders Frank Wrathall and Carl Breeze both enduring dramas as well as taking race wins. As the field lined up for race one, Wrathall's car was pushed off the grid, a fuel pipe having split.

Breeze kept Chris Dittmann at bay until the last lap when Dittmann slowed out of Druids, his gearlever detached. Stuck in second gear, he failed to complete the lap, dropping to 12th. Dittmann's misery was Tom Sharp's joy, the IDL driver taking second ahead of Benji Hetherington.

Breeze later doubled his tally as Sharp kept him under real pressure, a mere 0.208 seconds blanketing them. Hetherington was again third, while Wrathall blitzed from 17th to fourth.

It was Breeze's turn to suffer on Sunday when he pitted on the warm-up lap with ignition relay failure. Wrathall clawed back points with victory over Hetherington, Dittmann and the improving Adam Morgan. Breeze joined in two laps down to finish 13th.

● Dud Candler & M Simmons

RESULTS

Ginetta Junior (8 laps) 1 Jody Fannin; 2 Tom Howard +0.098s;

3 Tom Ingram; 4 David Moore; 5 Chris Swanwick; 6 Jake Giddings.

Fastest lap Ingram 1m49.390s (75.72mph) **establishes record.**

Race 2 (7 laps) 1 Jake Hill; 2 Ingram +3.975s; 3 Moore; 4 Swanwick; 5 Louise Richardson; 6 Adam Bonham. **FL** Hill 2m02.094s (67.84mph).

Points 1 Ingram, 157; 2 Hill, 145; 3 Moore, 134; 4 Richardson, 122; 5 Howard, 111; 6 Alex Austin, 110.

Porsche Carrera Cup (16 laps)

1 Michael Caine; 2 Tim Harvey +10.278s; 3 Stephen Jelley; 4 Glynn Geddie; 5 Euan Hankey; 6 Michael Meadows. **Class winners** Jonas Gelzinis; Steve Parish. **FL** Tom Bradshaw 1m38.290s (84.27mph).

Race 2 (17 laps) 1 Harvey; 2 Caine +1.830s; 3 Bradshaw; 4 Geddie; 5 Charlie Bateman; 6 Hankey.

CW Ollie Jackson; Paul Mace. **FL** Bradshaw 1m38.002s (84.52mph).

Points 1 Harvey, 124; 2 Caine, 112; 3 Geddie, 75; 4 Hankey, 70; 5 Bradshaw, 54; 6 Jackson, 52.

Ginetta G50 Cup (10 laps)

1 Carl Breeze; 2 Tom Sharp +5.057s; 3 Benji Hetherington; 4 Stephen Tyldsley; 5 Adam Morgan; 6 Aaron Williamson. **CW** Colin White.

FL Breeze 1m32.909s (89.15mph).

Race 2 (14 laps) 1 Breeze; 2 Sharp +0.208s; 3 Hetherington; 4 Frank Wrathall; 5 Williamson; 6 Tyldsley.

CW Simon Hill. **FL** Wrathall 1m32.578s (89.47mph) **record.**

Race 3 (16 laps)

1 Wrathall; 2 Hetherington +1.441s; 3 Dittmann; 4 Morgan; 5 Alice Powell; 6 Julien Draper. **CW** Hill. **FL** Mark Davies 1m43.728s (79.85mph). **Points**

1 Breeze, 255; 2 Wrathall, 251; 3 Hetherington, 183; 4 Sharp, 166; 5 Dittmann, 141; 6 Morgan, 134.




Fannin (leading) withstood pressure for Ginetta Junior win

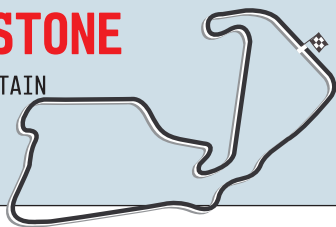
Caine took fine wet-weather victory



SILVERSTONE

 GREAT BRITAIN

May 1-2
World GT
Round 2/10



AT A GLANCE

→ Qualifying race

Thomas Accary/Frederic Makowiecki

→ Championship race

Warren Hughes/Jamie Campbell-Walter



Campbell-Walter celebrates P3. He and Hughes were winners later



Campbell-Walter/Hughes
Nissan inherited victory

Sumo wrestles win from Aston duo

Aston Martin's DBR9 shone on home soil, but was denied a 1-2 by the stewards.

Their ruling meant a British-run Nissan GT-R inherited the famous Tourist Trophy

QUALIFYING

Turner prize for Aston boy Darren

➡ Three different Aston Martin DBR9s topped each of the qualifying rounds, but it was local boy Darren Turner who came out on top in the final 10-minute shootout between the top eight. The Brit needed just two flying laps to jump to the top spot and give team-mate Tomas Enge pole position for the qualifying race.

The Young Driver AMR team kept its powder dry at the start of the session before releasing its man. Turner went second on his first flying lap and then eclipsed Hexis Aston Martin driver Frederic Makowiecki for pole by nearly half a second.

"The first lap was okay, though a bit ragged," said the pole winner. "I calmed down and put a nice clear lap together."

Michael Krumm claimed third, just over two tenths behind the Hexis Aston, a result that started a weekend of surprises for the Sumo Power Nissan squad.

Team-mate Hughes qualified fifth behind Andrea Bertolini in the lead Vitaphone Maserati. Hughes set his time on old tyres, after Jamie Campbell-Walter needed two bites of the cherry to haul the car into qualifying session three.

If you'd told the Sumo Power Nissan team in January that it would win a round of the FIA GT1 World Championship at the second time of asking, you'd have been laughed out of town. If you'd suggested at last month's Abu Dhabi series opener that a home victory at Silverstone was on the cards, you'd have got the same reaction. A maiden win still looked some way off as the flag fell on Sunday afternoon, yet when the results were published, Sumo drivers Warren Hughes and Jamie Campbell-Walter were declared winners of the Tourist Trophy.

The third place in which Campbell-Walter crossed the line in his Nissan GT-R was a victory of sorts for a team that didn't even exist at the start of the year. It was an impressive turnaround by a squad that notched up a best finish of 11th in Abu Dhabi after being handed a 30kg weight penalty before the event.

Sumo's march up the results sheet continued after the race. The second-placed Hexis Aston Martin drive by Frederic Makowiecki and Thomas Accary was awarded a 15-second time penalty because the latter had waited too long to take a drive-through, promoting Hughes and Campbell-Walter to P2.

Second then became first when the winning Aston Martin, the Young Driver AMR entry driven by Darren Turner and Tomas Enge, was excluded from the main event, Sunday's 'championship' race. Its underfloor skid plank, mandatory on the new breed of GT1 machinery, had worn beyond the prescribed limits, and the car was out.

There were bemused celebrations down at the Sumo pit.

"You'd prefer to do it on the track, but a win's a win," said Hughes. "Even third was an incredible result for a such a new team, especially on home ground. This does feel strange, but we'll take it."

RACE RATING

★★★★★

Cracking racing behind Astons, which were always in control. Except in the stewards' room



Sport can be cruel sometimes, but I enjoyed being a Tourist Trophy winner for a few hours"

Darren Turner mulls over his disqualification from the TT

REPORT

WORLD GT SILVERSTONE



Gary Watkins reports

KEY MOMENTS CHAMPIONSHIP RACE

Lap 8 Race goes green and Makowiecki makes a break

Lap 15 Leader pits but driver error results in penalty

Lap 23 Accary takes drive-through, four laps too late

The Nissan GT-R, now running 50kg lighter than in Abu Dhabi after a Balance of Performance adjustment, was in the mix straightaway on the revised Silverstone Arena circuit, or at least the two Sumo cars were. Both made it through to the final eight in qualifying, Michael Krumm and Hughes ending up third and fifth respectively.

Even so, they weren't predicting great things for the race.

"We're better than expected and improving all the time," said Hughes. "We even made changes to the car during qualifying, but I think we're going to find it tough in the race."

The Nissan runs to a higher base weight limit than its rivals, though it does have more power to compensate. That and the

car's high centre of gravity were expected to take a toll on its Michelin tyres over a race distance.

Campbell-Walter and Hughes finished fifth in the qualifying race on Saturday and then began their ascent up the leaderboard when the race that counts began.

Hughes took Jos Menten in the best of the Reiter Lamborghinis on lap two and, after a five-lap safety car period, chased pole winner Turner all the way to the mandatory mid-race pitstops. A second tardy stop of the weekend for the Sumo car lost Campbell-Walter three places, but he was quickly able to fight his way past two ailing Vitaphone Maseratis driven by Michael Bartels (struggling with a damaged car after Andrea Bertolini was hit from two sides)

Turner/Enge Aston lost the win over skid-plank wear



and Miguel Ramos (who had suffered engine woes).

Campbell-Walter sealed some silverware when he dived down the inside of the Reiter Lambo at Copse with five laps to go. The Murcielago R-SV, now driven by impressive GT1 debut Frank Kechele, had "run out of tyres", according to team boss Hans Reiter.

Had the best of the Sumo

Nissans not lost a handful of seconds in the pits and a bundle more bottled up behind slower cars on the track as a result, Campbell-Walter might have been up with the Hexis Aston, post drive-through. But for the penalty, the Nissan would have been nowhere near. Quite simply, the Aston Martin DBR9 was in a class of its own around the new

3.67-mile Silverstone.

That advantage was plain to see. Enge and Turner finished fourth in the qualifying race, despite making two extra stops to take a rap on the knuckles.

The Czech driver cut the pitlane entry line as he made his stop, which resulted in Turner getting a drive-through. The only problem was that the ►

Reiter Lambo moved up to third after strong race





Makowiecki (l) and Hirschi DBR9s lead away at the start of main race

◀ Brit didn't know why, and then repeated the offence.

"When the team told me, I said: 'Sorry boys, I think we may have a problem!'" he explained. "I knew I'd made the same mistake."

The compounded error resulted in a stop-go, which left Enge and Turner fourth in a race won by Makowiecki and Accary from Hexis Aston Martin team-mates Jonathan Hirshi and Clivio Piccione.

A further illustration of the Aston's advantage came in the main event. Stefan Mucke started from the back, sustained a puncture

after a hit from Romain Grosjean in the Matech Ford and still finished sixth on the road, right on the tail of the Hegersport Maserati driven by Matteo Bobbi

and the modifications that have created the so-called Arena section didn't affect the V12-engined contender's liking for the place. What's more, the

"Hirschi backed me up in the slow stuff and left me no opportunity to get past, but I understand the tactics"

Darren Turner had to make his way to the front

and Bert Longin, and less than a second behind the Menten/Kechele Lambo.

The Aston has always excelled around Silverstone's fast sweeps,

DBR9 was given a 50kg weight break under the BoP rules ahead of round two of the world championship.

That break, and a larger-diameter air-restrictor

awarded before Abu Dhabi, may not have been the reason the Aston Martin won both races on the road, but it was the reason why the DBR9 dominated.

The only question ahead of the main event was which of the Astons was going to win the race.

Turner made it into third at the start and then had to sit behind the two Hexis cars during the safety-car period, precipitated by Mike Hezemans' Phoenix/Carsport Chevrolet catching fire as a result of a fuel leak. He then could only watch as the leader eked out a handy

advantage as Hexis played the team game when the race went green.

"He [Hirschi] backed me up in the slow stuff and left me no opportunity to get past," said Turner. "I could see the gap to the other car growing, but I understand the tactics."

The Young Driver car pitted as soon as the pits opened and some quick laps by Enge meant he was less than two seconds behind Accary when the pitstops were complete. The gap came down to half a second before the Czech driver was told of the leader's penalty, the result of the GT1 newcomer restarting the engine before the car was off its airjacks.

It looked like Enge was backing off, waiting for Accary to take the stop-go. Actually, he was trying to conserve his tyres after "overcooking" them in the early laps after taking over the car. Was he confident that he could have overtaken the leader?

"Not really," he said.

Accary waited seven laps before pitting, when the rules state that a drive-through must be taken within three laps of the team being notified. Hexis claimed a radio problem caused the delay.

That may be the case, but Accary definitely gained by staying out on the track.

Hezemans' burning Chevy brought out the safety car





Accary/Makowiecki won 'qualifying' race



I had a radio problem and couldn't hear the pits. Finally I saw my pitboard"
Thomas Accary explains why he ignored the drive-through penalty board

REPORT WORLD GT SILVERSTONE

Had he pitted earlier, he may not have resumed in second and would have had a fight on his hands.

The second Hexis car, in which Piccione spun after sustaining a puncture shortly after taking over, was also penalised for a pitstop infringement after the race, but the car was out of the points anyway.

If the Aston was the big winner on the BoP swing-o-meter at Silverstone, the loser was the Chevrolet Corvette C6.R. It was handed a 40kg penalty in the run-up to the weekend.

"The car is so difficult to drive now, it's an animal, and after four laps the tyres are dead," said Hezemans before the race. "The Astons are going to blow us and everyone else away. How can this be fair?"

The Chevy, which finished second and third at Abu Dhabi, failed to trouble the scorers at Silverstone. Ditto the other star from Yas Marina, the Matech Ford driven by Grosjean and Thomas Mutsch.

There were multiple

Grosjean's Ford hit Mucke's Aston and spun on first lap



"The car is so difficult to drive now. The Astons are going to blow us and everyone else away. How can this be fair?"

Chevy driver Mike Hezemans bemoans the Corvette's extra ballast

reasons for the Ford's lack of pace last weekend. Grosjean and Mutsch had to contend with 40kg of success ballast, the British

track didn't favour the nimble Ford in the same way as Yas Marina Circuit and the speed traps showed that it was down on

straight-line speed.

The Maserati, as usual, was in the mix, though Bartels and Bertolini couldn't repeat their third place from the qualifying race. The #1 Vitaphone MC12 was never the same after Bertolini's accident and took eighth at the end.

There wasn't a lot to choose between the

Maserati, the Nissan and the Lamborghini at Silverstone in the wake of the latest round of BoP tweaks. There's still a bit of tinkering to be done, but then "we won't hear any more about this for the next two years".

At least that's what series boss Stephane Ratel is promising. ☒

RESULTS

GT1 World Championship, Silverstone (GB), May 1-2, round 2 of 10

28 LAPS, 102.648 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Warren Hughes (GB)/Jamie Campbell-Walter (GB)	Sumo Power GT	Nissan GT-R	1h01m46.717s
2	Frederic Makowiecki (F)/Thomas Accary (F)	Hexis AMR	Aston Martin DBR9	+1.885s
3	Jos Menten (NL)/Frank Kechele (D)	Reiter Engineering	Lamborghini Murcielago R-SV	+10.284s
4	Matteo Bobbi (I)/Bert Longin (B)	Hegersport (Vitaphone)	Maserati MC12	+10.875s
5	Stefan Mucke (D)/Christoffer Nygaard (DK)	Young Driver AMR (Fischer)	Aston Martin DBR9	+11.051s
6	Alex Margaritis (GR)/Altfred Heger (D)	Hegersport (Vitaphone)	Maserati MC12	+11.787s
7	Andrea Bertolini (I)/Michael Bartels (D)	Vitaphone Racing	Maserati MC12	+19.310s
8	Bas Leinders (B)/Maxime Martin (B)	Marc VDS Racing Team	Ford GT	+22.413s
9	Seiji Ara (J)/Max Nilsson (S)	Swiss Racing Team	Nissan GT-R	+27.708s
10	Markus Palttala (FIN)/Renaud Kuppens (B)	Marc VDS Racing Team	Ford GT	+28.790s
11	Xavier Maassen (NL)/Nicolas Armindo (F)	Mad-Croc Racing (DKR)	Chevrolet Corvette C6.R	+35.507s
12	Dominik Schwager (D)/Nicky Pastorelli (NL)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+58.724s
13	Jonathan Hirschi (CH)/Clivio Piccione (MC)	Hexis AMR	Aston Martin DBR9	+1m25.799s
R	Oliver Gavin (GB)/Pertti Kuismanen (FIN)	Mad-Croc Racing (SRT)	Chevrolet Corvette C6.R	25 laps-spin
R	Enrique Bernoldi (BR)/Miguel Ramos (P)	Vitaphone Racing	Maserati MC12	24 laps-engine
R	Peter Kox (NL)/Christopher Haase (D)	Reiter Engineering	Lamborghini Murcielago R-SV	16 laps-suspension
R	Karl Wendlinger (A)/Henri Moser (CH)	Swiss Racing Team	Nissan GT-R	16 laps-accident
R	Andreas Zuber (A)/Marc Hennerici (D)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	15 laps-vibration
R	Michael Krumm (D)/Peter Dumbreck (GB)	Sumo Power GT	Nissan GT-R	10 laps-accident
R	Mike Hezemans (NL)/Anthony Kumpen (B)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	2 laps-fire
R	Christophe Bouchut (F)/Marc Basseng (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	1 lap-acc damage
R	Romain Grosjean (F)/Thomas Mutsch (D)	Matech Competition	Ford GT	0 laps-spin
DQ	Darren Turner (GB)/Tomas Engle (CZ)	Young Driver AMR (Fischer)	Aston Martin DBR9	skid plank wear

QUALIFYING

1 TURNER 1:58.81	2 MAKOWIECKI 1:59.29
3 KRUMM 1:59.50	4 BERTOLINI 1:59.78
5 HUGHES 2:00.46	6 HIRSCHI 2:00.57
7 MENTEN 2:00.64	8 KOX 2:00.70
9 HENNERICI 2:00.22	10 NYGAARD 2:00.34
11 KUMPEN 2:00.64	12 LONGIN 2:01.37
13 RAMOS 2:00.1.37	14 HEGER 2:01.90
15 MUTSCH 2:02.11	16 KUJSMANEN 2:02.29
17 BOUCHUT 2:01.16	18 LEINDERS 2:01.18
19 ARA 2:01.19	20 MAASSEN 2:01.42
21 WENDLINGER 2:01.51	22 PALTTALA 2:02.07
23 SCHWAGER 2:02.93	

QUAL RACE: 30 LAPS, 109.980 MILES

POS	DRIVERS	TIME
1	Accary/Makowiecki	1h02m00.692s
2	Piccione/Hirschi	+3.577s
3	Bartels/Bertolini	+4.935s
4	Engle/Turner	+27.880s
5	Campbell-Walter/Hughes	+29.745s
6	Kechele/Menten	+33.488s
7	Kumpen/Hezemans	+40.752s
8	Dumbreck/Krumm	+40.852s
9	Ramos/Bernoldi	+47.687s
10	Haase/Kox	+49.958s
11	Hennerici/Zuber	+50.581s
12	Armindo/Maassen	+1m06.514s
13	Kuismanen/Gavin	+1m10.589s
14	Nilsson/Ara	+1m19.057s
15	Wendlinger/Moser	+1m27.997s
16	Longin/Bobbi	+1m29.602s
17	Basseng/Bouchut	+1m31.859s
18	Kuppens/Palttala	-1 lap
19	Martin/Leinders	-1 lap
20	Pastorelli/Schwager	-1 lap
21	Mutsch/Grosjean	-1 lap
22	Margaritis/Heger	-9 laps
R	Nygaard/Mucke	14 laps - suspension

CHAMPIONSHIP TABLE

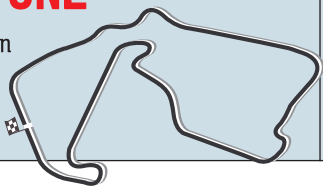
POS	DRIVER	PTS	POS	DRIVER	PTS
1	Grosjean/Mutsch	31	6	Longin/Bobbi	18
2	Makowiecki/Accary	26	7	Menten/Kechele	15
3	Zuber/Hennerici	26	8=	Zonta/Nygaard	10
4	Bartels/Bertolini	26	8=	Margaritis/Heger	10
5	C'bill-Walter/Hughes	25	8=	Daniel/Mucke	10

KEY R=Retired; NS=Non-Starter. Winners' average: 100.231mph. Fastest lap: Engle, 2m00.009s, 109.813mph. Qualification race winners' average: 106.259mph. Fastest lap: Turner, 2m00.536s, 109.312mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Grid for qualification race determined grid for main race, although Corvettes each had 10-place grid penalty.

SILVERSTONE

Great Britain

May 1-2
BRITISH F3
Round 2/10



- Race one James Calado
- Race two Alexander Sims
- Race three Calado
- Poles Calado x2
- FLs Calado, Sims, Oli Webb



Sims was ecstatic with race two charge

Calado enters new arena

The rookie became an F3 winner with two lights-to-flag victories on the new Silverstone layout

James Calado sparked his season into life by scoring his maiden British Formula 3 wins on the new Silverstone Arena circuit.

The Racing Steps Foundation driver's road to glory was paved with pressure, mistakes and mechanical issues, but he rose above it all to thrust himself back into the title race on a weekend in which points leader Jean-Eric Vergne looked out of sorts.

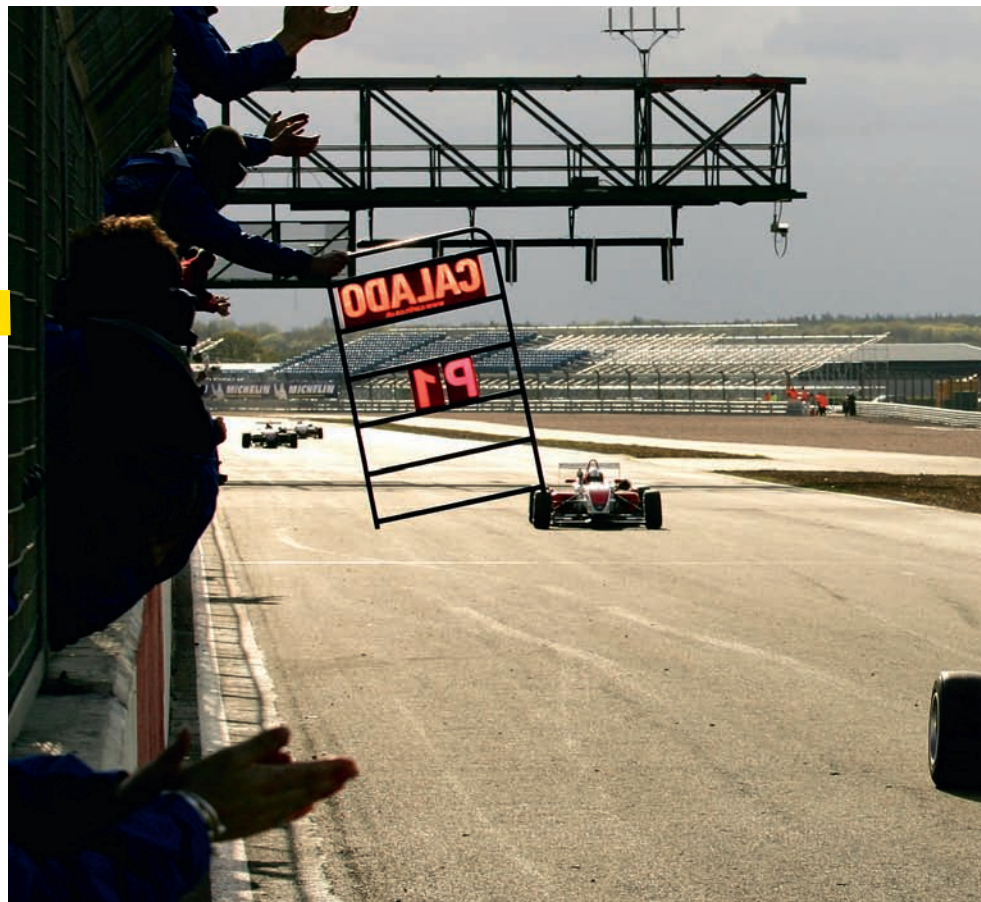
Fortec's Oli Webb proved Calado's closest rival, but twice tasted defeat at the hands of the Carlin rookie. Meanwhile, ART's Euro Series interloper Alexander Sims recovered from a sluggish start to deliver a wet-weather driving and overtaking masterclass

on his series debut.

Calado led the first race from lights to flag, but had to work hard for his maiden victory. Officials delayed the start when National Class runner Menasheh Idafar (T-Sport) embarrassingly ploughed into the stalled car of Felipe Nasr on the green-flag lap.

Calado eventually turned his maiden pole into a 0.9-second lead, but locked up into the Arena section as Webb started applying pressure. Fortec's Dallara-Mercedes came on strong, just as Calado began to struggle. Webb suffered in Calado's wake through the high-speed corners, but looked much racier in the slower 'Arena' section.

Despite several good tows from Calado's Dallara-Volkswagen down the Wellington Straight,



Webb couldn't pass into Brooklands. In any case, Calado always had the inside line covered.

"The front tyres got too hot and I had lots of understeer," said Calado. "It was a good battle, but I had an engine hesitation at low revs and it was killing me in the middle sector."

This tussle allowed Daisuke Nakajima and Vergne to close up. Confidence boosted by strong testing and free practice pace, Nakajima pulled a ballsy first-lap move on Vergne into Stowe

and kept him comfortably in check for the rest of the race. The Red Bull-backed Frenchman set the pace on Friday, but lost confidence in the car during qualifying and couldn't recover it.

Carlos Huertas made a mess of qualifying, but came through to fifth. His Raikkonen Robertson team set up the car to be kind on its rear tyres, but Huertas struggled with corner-entry understeer. He fell towards ART's Esteban Gutierrez as the race wore on.

ART is running a longer-wheelbase Dallara this

season and struggled to make it work with the Cooper tyres. That left Gutierrez and Sims mired on row seven, but use of a set-up closer to last year's helped both make progress.

Gutierrez completed the first lap inside the top six and closed Huertas down, but rooted his front tyres in the process. His fortunes contrasted sharply with those of Hitech's Gabriel Dias, who stalled on row two and wound up eighth.

A second consecutive reversed grid pole handed Dias the chance to redeem himself. He led for four laps but remained powerless to halt a mighty charge from Sims, who made up for dry disappointment on Saturday by dominating in the wet.

He stormed from 11th to second in two laps and then quickly closed down Dias. The pair swapped places for a couple of laps, before Sims made it stick at Vale on lap five and streaked away.

"If you use the wrong lines in the wet and have a

QUALIFYING

Perfect day for confident Calado

Carlin's James Calado drove two "perfect laps" to annex both poles and make up for the differential failure that cost him so badly at Oulton Park last month.

The track became faster during the second part of the 30-minute session, so those drivers who made their second set of new tyres count were the ones who came away smiling.

Calado complained of understeer after his first run, but small tweaks to the suspension and front wing gave him the confidence he needed to nail the two fastest laps.

Fellow Formula Renault UK graduate Oli Webb also hooked a good run together to take a pair of seconds, but both laps were about three-tenths adrift of Calado's efforts.

Suspension and front wing tweaks aided Calado



Sims hunts down Dias in reversed-grid race



RACE RATING

★★★★★

Wet or dry, a 26-car field on the new Silverstone Arena circuit produced a marvellous spectacle



I overtook 20 people today! Who said the new circuit was difficult to overtake on? I'm well chuffed"

Alexander Sims reflects on a happy ending to his British F3 debut

REPORT BRIT F3 SILVERSTONE



Ben Anderson reports



Double winner Calado has joined the title race

moment, it's easy to think you've found the limit," said Sims. "That was a proper win. When I got past Dias, I looked in my mirrors and thought 'where the heck is everyone?'"

Dias took a career-best second, a second clear of Nakajima and Gutierrez. Another combative first lap from the Japanese elevated him from sixth to second, which became third when Sims came flying through. Gutierrez circulated within half a second, but couldn't find a way past.

Vergne took a muted fifth, repelling a last-lap challenge from Adriano Buzaid. Carlin's Jazeman Jaafar finished a distant seventh, eight-tenths clear of a slow-starting Huertas, while Calado robustly recovered to ninth after a mid-race spin.

Carlin had fitted a fresh engine after race one and Calado made the most of it to record another lights-to-flag win in the 40-minute feature race. Hitech's Will

Buller made a brief cameo in second, but spun at Copse and fell to fourth. Such was Buller's lack of pace he then tumbled temporarily from the top 10.

Buller's misfortune freed Webb, who closed Calado's advantage down to 1.2s, before a safety car (deployed for Luiz Razia's stranded West-Tec car) erased it entirely. When racing resumed, the top two pulled out a 1.4s gap to Nakajima. Webb twice attacked, but some robust defending kept Calado ahead.

"That was a really tough

race," said the winner. "We got rid of some understeer and I sorted out the middle sector. I used second gear to get more traction and it seemed to work."

Nakajima resisted enormous pressure from team-mate Nasr before succumbing to a gearbox problem. A clean run (finally) for reigning Formula BMW champion Nasr netted him an impressive podium finish, while a jubilant Sims produced another outstanding charge from row seven to finish fourth. ☑



Webb leads Nakajima and Nasr in race three

RESULTS

British F3 International Series, Silverstone Arena (GB), May 1-2, round 2 of 10

RACE 1 - 14 LAPS, 52.024 MILES					RACE 2 - 10 LAPS, 36.600 MILES				
GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME
1 CALADO 1:53.267	1	James Calado (GB)	Carlin	DW F308	27m01.234s	1	1	(I) Sims	22m13.659s
2 WEBB 1:53.483	2	Oli Webb (GB)	Fortec Motorsport	DMB F308	+1.015s	2	2	Dias	+8.288s
3 NASR 1:53.604	3	Daisuke Nakajima (J)	Double R Racing	DMB F308	+2.143s	6	3	Nakajima	+9.386s
4 DIAS 1:53.647	4	Jean-Eric Vergne (F)	Carlin	DW F308	+3.308s	5	4	(I) Gutierrez	+9.441s
5 VERGNE 1:53.745	5	Carlos Huertas (CO)	Double R Racing	DMB F308	+6.180s	7	5	Vergne	+12.679s
6 NAKAJIMA 1:53.833	6	(I) Esteban Gutierrez (MEX)	ART Grand Prix	DMB F308	+6.921s	13	6	Buzaid	+12.949s
7 HUERTAS 1:53.906	7	Jazeman Jaafar (MAL)	Carlin	DW F308	+8.613s	8	7	Jaafar	+22.506s
8 JAAFAR 1:54.003	8	Gabriel Dias (BR)	Hitech Racing	DW F310	+9.448s	4	8	Huertas	+23.309s
9 BUZAIID 1:54.073	9	Adriano Buzaid (BR)	Carlin	DW F308	+10.852s	9	9	Calado	+26.829s
10 FORESTI 1:54.106	10	R. Svendsen-Cook (GB)	Carlin	DW F308	+16.711s	11	10	Nasr	+27.874s
11 S-COOK 1:54.263	11	(I) Alexander Sims (GB)	ART Grand Prix	DMB F308	+17.375s	14	11	Brundle	+29.467s
12 BULLER 1:54.289	12	Will Buller (GB)	Hitech Racing	DW F310	+18.336s	12	12	(I) Pla	+29.589s
13 GUTIERREZ 1:54.341	13	Alex Brundle (GB)	T-Sport	DW F310	+21.100s	17	13	McKenzie	+29.696s
14 SIMS 1:54.502	14	Lucas Foresti (BR)	Carlin	DW F308	+21.587s	10	14	Foresti	+42.212s
15 IDAFAR 1:54.681	15	Daniel McKenzie (GB)	Fortec Motorsport	DMB F308	+24.205s	16	15	Bridger	+42.816s
16 MCKENZIE 1:54.731	16	(I) Jim Pla (F)	ART Grand Prix	DMB F308	+32.698s	24	16	(N) Idafar	+46.798s
17 BRUNDLE 1:54.855	17	(N) James Cole (GB)	T-Sport	DMH F307	+44.234s	22	17	(N) Cole	+48.800s
18 LLOYD 1:54.886	18	Jay Bridger (GB)	Litespeed F3	DMB F308	+44.413s	20	18	(N) Razia	+58.023s
19 HARYANTO 1:55.785	19	Max Snegirev (RUS)	Fortec Motorsport	DMB F308	+45.923s	21	19	Haryanto	+1m19.430s
20 BRIDGER 1:55.810	20	(N) Luiz Razia (BR)	Team West-Tec	DMH F307	+49.808s	23	20	Lloyd	+1m32.336s
21 SNEGIREV 1:56.047	21	Rio Haryanto (INA)	CF Racing/Manor	DMB F308	+1m02.780s	19	R	Buller	9 laps-off
22 COLE 1:56.421	22	Rio Haryanto (INA)	CF Racing/Manor	DMB F308	+1m16.849s	18	R	Webb	8 laps-puddle
23 RAZIA 1:56.477	23	Adderly Fong (PRC)	Sino Vision Racing	DMB F308	-1 lap	25	R	Snegirev	1 lap-stalled
24 PLA 1:56.488	24	Kevin Chen (PRC)	Sino Vision Racing	DMB F308	-1 lap	26	R	Svendsen-Cook	0 laps-off
25 FONG 1:57.251	25	R Felipe Nasr (BR)	Double R Racing	DMB F308	0 laps-acc	3	R	Fong	0 laps-puncture
26 CHEN 1:59.736	26	(N) Menasheh Idafar (BRN)	T-Sport	DMH F307	0 laps-acc	15	NS	Chen	flew home

Key: D-Dallara; VW-Volkswagen/Spies; MB-Mercedes Benz/HMA; MH-Mugen Honda/Brown; (N)-National Class; (I)-Invitation Class

CHAMPIONSHIP

POS	DRIVER	PTS
1	Vergne	76
2	Webb	64
3	Calado	51
4	Buzaid	49
5	Nakajima	40
6	Svendsen-Cook	34
7	Dias	32
8	Huertas	31
9	Jaafar	26
10	Nasr	15

KEY R=Retired, NS=Did not start, NC=Not classified as finisher

Race 1 Winner's average: 113.82mph. Fastest lap: Calado 1m54.731s, 114.91mph.

Race 2 Winner's average: 99.43mph. Fastest lap: Sims, 2m10.176s, 101.21mph.

Race 3 Winner's average: 107.06mph. Fastest lap: Webb, 1m55.027s, 114.63mph.

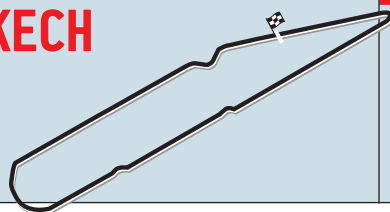
MARRAKECH

Morocco

May 1-2

WTCC

Round 2/11



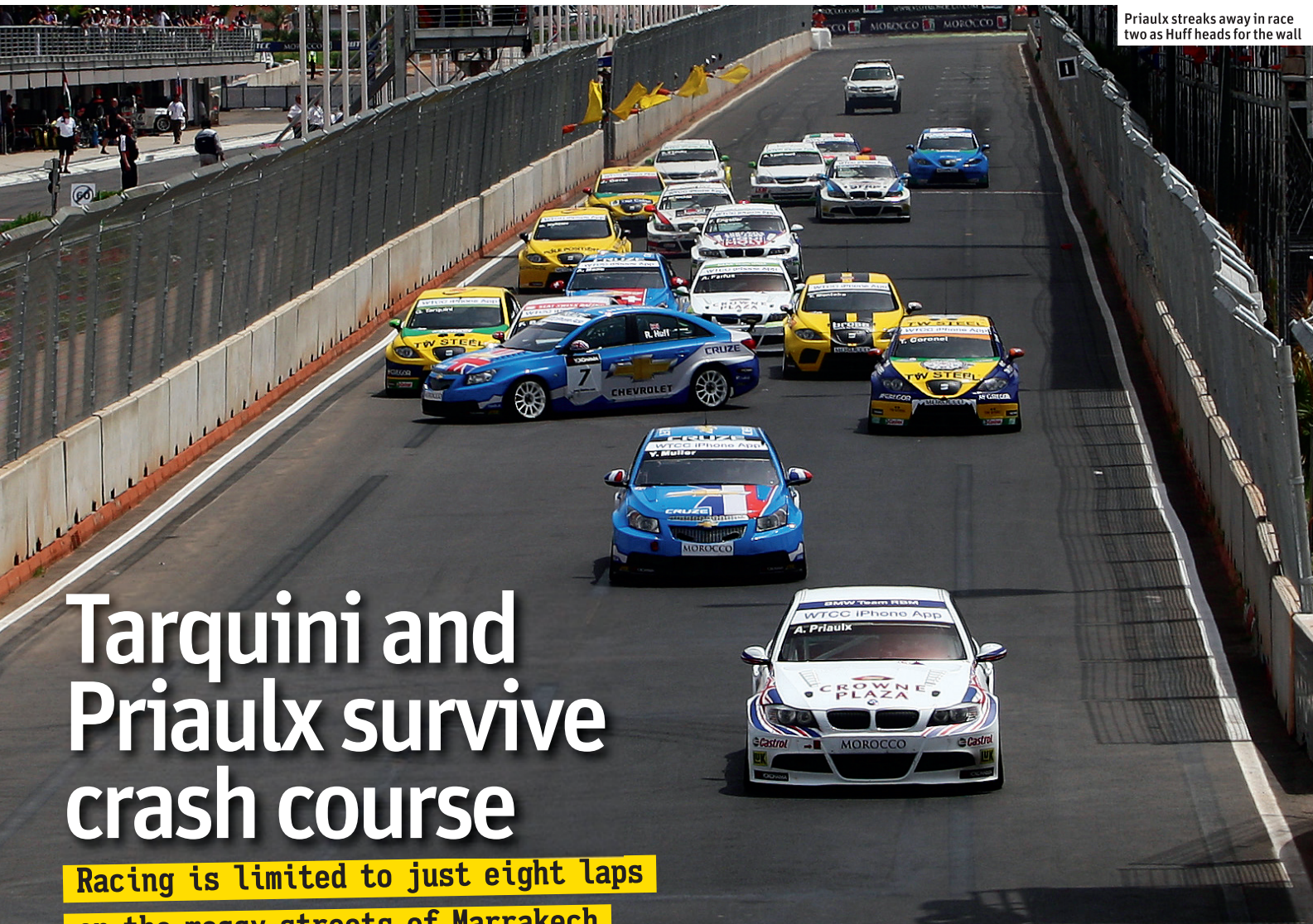
AT A GLANCE

- Winners **Tarquini/Priaulx**
- Pole position **Tarquini**
- Fastest laps **Barth/Gene**

Priaulx sweated on late restart



Priaulx streaks away in race two as Huff heads for the wall



Tarquini and Priaulx survive crash course

Racing is limited to just eight laps on the messy streets of Marrakech

QUALIFYING

Tarquini clear after BMWs bomb

⌚ The SEATs had the legs on the rest, but their cause was helped in qualifying by their rivals' shortcomings. Both works BMWs missed Q2 when their final Q1 laps were aborted when Norbert Michelisz crashed and brought out the red flag after he'd set what would stand as the segment's best time.

Chevrolet's three-car train was cut to two when Alain Menu crashed in Q1. Rob Huff qualified alongside polesitter Gabriele Tarquini, with the Leons of Tiago Monteiro and Jordi Gene behind. Michelisz looked the only one likely to get near Tarquini on single-lap pace, but he failed to start Q2.

Tarquini kept SUNRED shining with pole



Morocco is keen on having a round of the World Touring Car Championship. Marrakech invests a lot of money and effort into the event, the locals turn out in surprisingly high numbers and create a great atmosphere, and while the circuit isn't the most inspiring, it is a cauldron for entertainment and an impressive temporary facility. So for all that, it's a shame the races didn't live up to what they could – and should – have been, with long delays limiting the WTCC to eight racing laps.

In those eight laps, Gabriele Tarquini and Andy Priaulx took a victory each for SEAT and BMW, and a handful of incidents gave

some drama, but the feeling was one of anti-climax.

"All the clean-ups took far too long, which was a shame for the television viewers and the spectators here," said Priaulx. He was right – it's hard to get a continent new to the sport excited about watching drivers sit behind the safety car.

It took three stabs to get race one going, with the first two starts aborted, but when it finally went green Tarquini was in control. SEAT was expected to dominate, with the track's long straights and chicanes suiting the turbodiesel, but for the first lap Rob Huff gave the reigning champion something to think about. That didn't last long, as a thump from Fredy Barth sent him sideways into

Turn 4. Even Huff was at a loss to explain how he kept the car away from the walls. He stayed second, but the leader was gone. Tiago Monteiro then passed fellow SEAT pilot Barth.

Monteiro closed down Huff and heaped pressure on the Chevrolet. The Leon was ever-threatening on the long blasts, but Huff kept his Cruze in all the right places to survive for three laps. Accidents for independents Andrei Romanov and local racer Ismail Sbair then brought out the safety car, and the remaining 10 minutes ticked away before the track was cleared.

"I had a small gap but the safety car made it easy," said Tarquini. "When Huff lost the slipstream, it was much harder for him to challenge."

RACE RATING

★★★★★

A total of eight racing laps from two races was a pretty poor return for a 3000-mile trip



I'm not really sure how I managed not to hit the wall"

Rob Huff on a typically frantic street circuit event

REPORT WTCC MARRAKECH



Steven English reports

Race 1 Barth hits Huff on lap two and frees eventual winner

Tarquini, who is never troubled

Race 1 Priaulx's dive inside Menu at the final corner secures eighth and pole for race two

Race 2 Farfus and Menu's clash ends any hopes of a real contest

The only other action was Priaulx's opportunist dive up the inside of Alain Menu at the last corner, ducking out late to claim the apex into the hairpin. More significantly, it was for eighth place, giving the BMW pole for race two.

Those six laps of clear racing seemed like a luxury by the end of race two,

which added just two more.

Front-row starter Norbert Michelisz didn't move when the lights went out, but everyone managed to miss his Leon. The drama came a few yards later when Huff and Barth made contact, and Huff was spun into the wall. Tarquini had nowhere to go, but escaped with cosmetic damage. Others weren't so

lucky. Darryl O'Young darted across the road in a bid to avoid Huff, but collected his team-mate Harry Vaulkhard and the BMW of Sergio Hernandez.

Soon the field lined up behind the safety car, with Priaulx leading Yvan Muller, Tom Coronel, Monteiro and Augusto Farfus.

As the race got under way Barth launched past Farfus, and Menu took a stab too. Menu made it round the outside of Farfus into Turn 4, but the BMW remained far enough alongside on the exit to ensure they'd be taking the long left-hander two-wide. They never emerged together – the pair making contact and heading straight for the outside wall. Farfus reported broken



Farfus suffered broken steering in clash with Menu

steering and was no more than a passenger as he ran Menu into the concrete.

The safety car had barely parked up when it was deployed again and, with the accidents across both races taking their toll, there were only 12 cars in the queue.

Again the caution went on seemingly longer than necessary until finally green flags waved with just a lap to run. So the battle for honours was between Priaulx and Muller. The Chevrolet was quicker and looking for a way round, and Priaulx very nearly offered one when he ran within centimetres of clouting the concrete at the exit of Turn 6. But by the end of the back straight he was clear to take BMW's first win of the year.

Nobody was more surprised than Team RBM itself, but even Priaulx admitted that victory would have been difficult had he needed to defend from Muller for the race distance. "We didn't expect this,"

he said. "Even for two laps it was hard work. I can make my car pretty wide, but Yvan was definitely faster."

There are always more incidents on a street circuit, but the best of these tracks have perfected the art of the clean-up. For all the perks of Marrakech, it's short on roadside cranes, recovery vehicles and experienced marshals – which means a lot of people spent a lot of money on not a lot of racing.

It wasn't all down to the circuit, though. Live TV calls the shots in motorsport these days, particularly in a series partially owned by a TV network, and that means the schedule is king. When a 20-minute touring car race gets messy, common sense ideas like throwing a red flag until it's ready to be run are a thing of the past. Try explaining that logic to the confused Moroccans in the stands and fans at home.

NEXT ROUND MONZA (I)



SEATs struggled for track space in race one

RESULTS

FIA World Touring Car Championship, Marrakech (MA), May 1-2, round 2 of 11

RACE 1 - 13 LAPS, 36.714 MILES						RACE 2 - 13 LAPS, 36.714 MILES						CHAMPIONSHIP TABLE		
GRID	POS	DRIVER (NATIONALITY)	TEAM	CAR	WEIGHT	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS
1 TARTUINI 1:45.830	1	Gabriele Tarquini (I)	SR-Sport (SUNRED)	SEAT Leon TDI	1170kg	+32m12.815s	1	1	Priaulx	36m15.763s	1	1	Tarquini	70
2 HUFF 1:46.364	2	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze LT	1150kg	+1.117s	2	2	Muller	+0.837s	3	2	Muller	63
3 GENE 1:46.375	3	Tiago Monteiro (P)	SR-Sport (SUNRED)	SEAT Leon TDI	1170kg	+1.792s	4	3	Coronel	+1.228s	4	3	Huff	46
4 MONTEIRO 1:46.696	4	Fredy Barth (CH)	SUNRED Engineering	SEAT Leon TDI	1170kg	+2.436s	8	4	Monteiro	+1.464s	6	4	Priaulx	39
5 MULLER 1:46.705	5	Tom Coronel (NL)	SR-Sport (SUNRED)	SEAT Leon TDI	1170kg	+3.513s	7	5	Barth	+1.949s	5	5	Monteiro	33
6 NYKJAER 1:46.751	6	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze LT	1150kg	+5.615s	5	6	Tarquini	+2.395s	8	6	Menu	32
7 CORONEL 1:47.044	7	Norbert Michelisz (H)	Zengo-Dension Team	SEAT Leon TDI	1170kg	+7.900s	10	7	Nykjaer	+4.555s	12	7	Coronel	29
8 BARTH 1:48.027	8	Andy Priaulx (GB)	BMW Team RBM	BMW 320si	1155kg	+8.892s	12	8	Gene	+5.365s	13	8	Gene	28
9 ENGSTLER 1:48.994	9	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze LT	1150kg	+10.113s	13	9	Bennani	+5.916s	15	9	Barth	24
10 MICHELISZ no time	10	Augusto Farfus (BR)	BMW Team RBM	BMW 320si	1155kg	+11.959s	11	10	Michelisz	+6.109s	2	10	Farfus	17
11 FARFUS 1:47.616	11	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon TDI	1170kg	+12.876s	6	11	d'Aste	+8.511s	20			
12 PRIAULX 1:47.752	12	Franz Engstler (D)	Liqui Moly Team Engstler	BMW 320si	1155kg	+14.380s	9	12	Engstler	+8.940s	12			
13 MENU 1:47.761	13	Jordi Gene (E)	SR-Sport (SUNRED)	SEAT Leon TDI	1170kg	+15.160s	3	13	O'Young	-2 laps	17			
14 HERNANDEZ 1:48.556	14	Sergio Hernandez (E)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+16.347s	14	R	Menu	6 laps-accident	9			
15 BENNANI 1:48.854	15	Mehdi Bennani (MA)	Wiechers-Sport	BMW 320si	1155kg	+16.835s	15	R	Huff	0 laps-accident	7			
16 VAULKHARD 1:49.028	16	Harry Vaulkhard (GB)	Bamboo Engineering	Chevrolet Lacetti	1140kg	+18.057s	16	R	Farfus	6 laps-accident	10			
17 O'YOUNG 1:49.313	17	Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Lacetti	1140kg	+19.737s	17	R	Hernandez	0 laps-accident	14			
18 SBAT 1:53.195	18	R Ismail Sbai (MA)	Maurer Motorsport	Chevrolet Lacetti	1140kg	8 laps-accident	18	R	Vaulkhard	0 laps-accident	16			
19 D'ASTE 1:48.252	19	Andrei Romanov (RUS)	Liqui Moly Team Engstler	BMW 320si	1155kg	6 laps-accident	20	NS	Romanov	accident damage	19			
20 ROMANOV 1:51.014	20	R Stefan d'Aste (I)	Scuderia Proteam Motorsport	BMW 320si	1155kg	2 laps-acc damage	19	NS	Sbai	accident damage	18			

KEY R=Retired; NS=Non-Starter. **Race 1** Winner's average: 68.38mph. Fastest lap: Barth, 1m46.925s, 95.08mph. **Race 2** Winner's average: 60.74mph. Fastest lap: Gene, 1m47.894s, 94.23mph.

NB Q1 & Q2 TIMES COMBINED

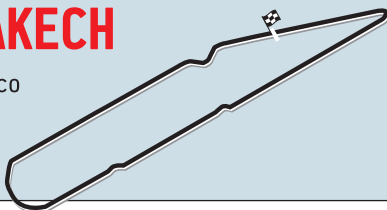
MARRAKECH

Morocco

May 1-2

Formula 2

Round 2/9



AT A GLANCE

- Winners **Stoneman/Eng**
- Pole positions **Stoneman/Eng**
- Fastest laps **Stoneman x2**



Stoneman tops the race-one podium

Stoneman leads from pole

Street fights rock the kasbah



Dean Stoneman and Philipp Eng shared the spoils in two incident-packed races on the streets of Marrakech, but it's the Austrian who's leading the title chase

QUALIFYING

Stoneman carves his name

Dean Stoneman seemed to have the edge on everyone early in the weekend, quickest in practice and taking a comfortable pole for race one. The likes of Jolyon Palmer, Jack Clarke and Johan Jokinen were up there early on, while Philipp Eng was a slow burner and came good as the weekend wore on.

The second qualifying session after race one gave everyone more time to get their cars to their liking. Eng was really in his stride by the end of the session and more than half a second faster than anyone else.



Early pace secured Stoneman first pole

The new era of Formula 2 had its first foray onto a street circuit in Morocco last weekend, and

Marrakech gave the series by far its most entertaining spectacle to date.

The races were hectic from start to finish and, although disjointed due to several safety car periods, served up no shortage of action as Philipp Eng extended his championship lead with a cool victory after Dean Stoneman had made up for his disappointment from the Silverstone opener by winning the first race.

Stoneman led away from pole, keeping Jolyon Palmer at bay, but it was behind the lead pair that the

drama kicked off.

Jack Clarke and Nicola de Marco overshot Turn 4, where Jokinen cut to the inside and they exited three-wide. As they squeezed, de Marco and Clarke tangled and hit the wall. Benjamin Bailly and Will Bratt also retired when the former messed up under braking and speared the latter. The four wrecks at Turn 4 brought out the first of three safety cars.

At the restart, Stoneman broke away with Palmer, while Jokinen and Eng pulled clear from the rest, who were queued up behind Kelvin Snoeks in fifth.

Eng pulled a smart move on Jokinen, up the inside along the wall into Turn 4, just as Mihai Marinescu demoted Snoeks to sixth

— though his joy was short-lived when his car stopped soon after.

Out front, Stoneman was in a league of his own and left the rest behind at more than a second per lap. But it wasn't going to be that easy. Kazim Vasiliasukas passed Natalia Kowalska for ninth and, admitting defeat, she pulled in behind the Lithuanian, misjudged her braking and smacked him into a spin at the Turn 4 hotspot. Her stranded car brought about safety car number two and undid all Stoneman's work.

Given his pace deficit to the leader in clear running, Palmer knew his best chance was the restart and had a go at Stoneman, even clipping the back of the leader. But Stoneman hung

RACE RATING

★★★★★

Had it all: battles, overtaking, contact and a flying shunt. More F2 on street circuits please



"If you've seen my results, I've never been on a podium so this is amazing!"

Kelvin Snoeks

REPORT F2 MARRAKECH



Steven English
reports

on in the next braking zone and soon edged away.

The race had been back underway for a lap when Jokinen tried to drive around the outside of Eng at the first corner. But he slid wide and clouted the wall. The final safety car period looked as though it would end in time for a NASCAR-style green-white checker, but just before the track was cleared Palmer's engine seized and he stopped in the middle of the back straight. With no quick way to remove his car, time ran out before another racing lap could be completed – leaving Stoneman with victory from Eng, and Snoeks with his first career podium.

Ricardo Teixeira's huge crash overshadowed – and restricted – the rest of the racing. Teixeira had made a

stunning start from 19th on the grid and was attacking Ivan Samarin on the fringes of the top 10. Onto the back straight he ducked out to pass Samarin into its first chicane. As he moved to cover the corner, Teixeira hit the back of his car and vaulted into an aerial barrel roll. He landed right-side-up into the barrier, wiped out Bailly and spun down the road, flames licking from the rear of his car. Samarin retired too, taking de Marco with him, while Parthiva Sureshwaren crashed on the way to the incident.

When the race finally got underway again, Eng broke away from the fight for second between Jokinen and Stoneman. The latter had made a poor start at the first attempt and had fallen behind, but regained

THE INSIDE LINE

Wall-to-wall action as F2 presses right button



Street circuits don't always provide the best of racing. In fact, this very track had yet to host a thriller in its short time before this season's Formula 2 races, but the Marrakech venue really came through for F2, which has a tendency to be processional.

In Morocco, the

combination of tricky, high-speed chicanes leading nicely into the hands of ambitious F2 drivers armed with several presses of a boost button.

It wasn't just the crashes (yes, there were plenty of them – one huge). It was close throughout and the drivers were actually racing each other, rather

than simply following.

Allowed to make a difference – a rarity in modern single-seaters – each driver had the chance to shine or stumble. Dean Stoneman and Philipp Eng were able to show raw speed and coolness under pressure, while those who have to take more risks to achieve the same level on a regular circuit fared less well.



Eng hung on to take race-two win

the place by cutting the chicane and had to give it back. Stoneman got ahead again at the final hairpin, but gave Jokinen a run at him down the straight. Forced to the outside,

Jokinen recalled his first-race crash and thought better of risking a repeat.

Once settled in third, Jokinen opened his visor slightly to get some air in the extreme heat, only to

be hit in the eye by grit and crash on the back straight.

Already free of Jokinen by then, Stoneman had charged up the road after Eng, reeling in the leader at 0.4s per lap. He caught him with time to spare, but a handful of risky moves and late lunges cost him the chance to heap consistent pressure on Eng. But each time he stopped just short of catastrophe – though not without a little contact – and settled for second.

Bratt completed the podium after getting the better of Vasiliasukas, while Palmer raced back up to fifth, just pipping Armaan Ebrahim as the pair both cut chicanes on the last lap. ❏

KEY MOMENTS

Race 1 De Marco and Clarke tangle over third on the first lap opening up the race

Race 2 Stoneman's poor start gives Eng the break he needs to survive at the end

Race 2 Teixeira's huge accident devours half the racing laps

RESULTS

FIA Formula 2, Marrakech (MA), May 1-2, round 2 of 9

GRID	
1 STONEMAN 1:32.559	21 VASILY'KAS NO TIME*
2 PALMER 1:32.836	20 KUMAR 1:37.802
3 CLARKE 1:32.853	19 LARICHE 1:37.327
4 JOKINEN 1:32.939	18 KRALEV 1:36.051
5 DE MARCO 1:32.957	17 KOWALSKA 1:35.807
6 ENG 1:32.995	16 TEIXEIRA 1:34.884
7 BRATT 1:33.199	15 SURESH*EN 1:34.370
8 EBRAHIM 1:33.300	14 SAMARIN 1:33.766
9 SNOEKS 1:33.461	13 REES 1:33.703
10 AFANASIEV 1:33.466	12 MARINESCU 1:33.482
11 BAILLY 1:33.481	

POS	NAME	TIME	GRID
1	Dean Stoneman (GB)	42m59.528s	1
2	Philipp Eng (A)	+1.277s	6
3	Kelvin Snoeks (NL)	+1.820s	9
4	Ivan Samarin (RUS)	+2.485s	14
5	Ricardo Teixeira (AO)	+3.500s	16
6	Armaan Ebrahim (IND)	+3.781s	8
7	Paul Rees (GB)	+4.733s	13
8	Sergei Afanasiev (RUS)	+5.451s	10
9	Benjamin Lariche (F)	+6.708s	19
10	Kazim Vasiliasukas (LT)	+7.382s	21*
11	Parthiva Sureshwaren (IND)	+7.852s	15
12	Plamen Kralev (BG)	+9.442s	18
13	Ajith Kumar (IND)	+11.099s	20
R	Jolyon Palmer (GB)	16 laps-engine	2
R	Johan Jokinen (DK)	13 laps-accident	4
R	Natalia Kowalska (PL)	8 laps-accident	17
R	Mihai Marinescu (RO)	7 laps-gearbox	12
R	Jack Clarke (GB)	0 laps-accident	3
R	Nicola de Marco (I)	0 laps-accident	5
R	Will Bratt (GB)	0 laps-accident	7
R	Benjamin Bailly (B)	0 laps-accident	11

GRID	
1 ENG 1:30.186	15 SAMARIN 1:32.673
2 STONEMAN 1:30.719	14 LARICHE 1:33.635
3 JOKINEN 1:30.996	13 BAILLY 1:31.993
4 BRATT 1:31.013	12 AFANASIEV 1:31.767
5 VASILY'KAS 1:31.348	11 EBRAHIM 1:31.730
6 MARINESCU 1:31.511	10 SNOEKS 1:31.723
7 CLARKE 1:31.533	9 PALMER 1:31.620
8 DE MARCO 1:31.581	8 REES 1:32.421
9 PALMER 1:31.620	7 CLARKE 1:31.533
10 SNOEKS 1:31.723	6 MARINESCU 1:31.511
11 EBRAHIM 1:31.730	5 VASILY'KAS 1:31.348
12 AFANASIEV 1:31.767	4 BRATT 1:31.013
13 BAILLY 1:31.993	3 JOKINEN 1:30.996
14 LARICHE 1:33.635	2 STONEMAN 1:30.719
15 SAMARIN 1:32.673	1 ENG 1:30.186

POS	DRIVER	TIME/REASON	GRID
1	Eng	35m42.174s	1
2	Stoneman	+1.955s	2
3	Bratt	+5.146s	4
4	Vasiliasukas	+8.534s	5
5	Palmer	+15.987s	9
6	Ebrahim	+16.851s	11
7	Afanasiev	+20.375s	12
8	Rees	+21.785s	14
9	Snoeks	+24.990s	10
10	Lariche	+28.853s	18
11	Kowalska	+40.783s	17
12	Kralev	+48.939s	21
13	Kumar	-2 laps	20
14	Marinescu	-2 laps	6
R	Jokinen	12 laps-accident	3
R	Bailly	0 laps-accident	13
R	de Marco	0 laps-accident	8
R	Samarin	0 laps-accident	15
R	Teixeira	0 laps-accident	19
R	Sureshwaren	0 laps-accident	16
R	Clarke	0 laps-fuel hose	7

POS	DRIVER	PTS
1	Eng	80
2	Stoneman	61
3	Palmer	53
=4	Bratt	33
=4	Afanasiev	33
6	Vasiliasukas	29
7	Ebrahim	22
8	Snoeks	17
9	Jokinen	15
10	Clarke	12

KEY R=Retired; **EX**=Excluded.
Race 1 Winner's average speed 74.88mph. Fastest lap: Stoneman, 1m31.817s, 110.73mph.
Race 2 Winner's average speed 80.678mph. Fastest lap: Stoneman, 1m31.312s, 111.34mph.
 *Did not take part in first qualifying session due to accident damage

NEXT ROUND
 Monza May 22-23

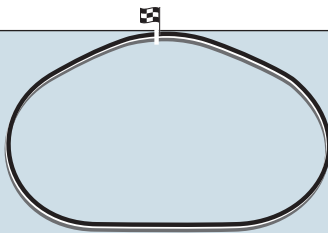
KANSAS

USA

Apr 30-May 1

IRL

Round 5/17



AT A GLANCE

- Winner **Scott Dixon**
- Pole position **Ryan Briscoe**
- Most laps led **Dixon**
- Lead changes **3**



Ganassi was as slick in the pits as Dixon was on track

Dixon and Franchitti embrace in Victory Lane



All hugs and smiles as Dixon runs riot

At a track where the team always excels, Ganassi Racing's Scott Dixon and Dario Franchitti finished one-two in the first oval race of the 2010 series

QUALIFYING

Briscoe registers first pole of '10

⌚ Penske's Ryan Briscoe proved again that he's at home on the ovals as he recorded his first pole of 2010 with a four-lap average speed of 212.145mph. He was 0.847mph quicker than Ganassi's Scott Dixon, who admitted: "the car didn't seem to have the speed it should have".

Dan Wheldon was third quickest, but his times were wiped when he ran below the white line, dropping him to 25th. That promoted Dario Franchitti to third, ahead of Hideki Mutoh, using the Newman/Haas set-up with which Graham Rahal took pole last year, and Alex Tagliani and Vitor Meira.

Points leader Will Power was seventh, with Britons Mike Conway 10th, Justin Wilson an unhappy 20th, Jay Howard 21st and Alex Lloyd down in 23rd.



Briscoe pedalled to pole position

Chip Ganassi is a rich man, and owns a lot of things. He doesn't own Kansas Speedway, but in terms of results, his team certainly does. Scott Dixon scored the Target squad's fourth successive victory here, heading home team-mate Dario Franchitti.

In contrast, the wheels fell off the Penske Racing challenge – in poleman Ryan Briscoe's case, literally. He led for the first 33 laps, and must've taken heart when Dixon suffered a huge wobble (courtesy of a gust of wind) behind him early on, which briefly allowed Franchitti to run second.

Dixon quickly got Franchitti back, and then

hounded Briscoe for the lead. Briscoe hugged the bottom groove, until he ran high on lap 33 and Dixon dived through on his inside. After that, Dixon was a dot in the distance to his rivals – he didn't even need to use all his push-to-pass boosts to stay ahead of the opposition, and lapped everyone up to sixth place.

"We've had a slow start to the season from both sides of the team," said Dixon. "But this is what we need to jump back up the points table, and gives us good momentum going into the month of May."

The real race was for second. Franchitti jumped Briscoe in the first round of green-flag pitstops, but there was disaster lurking

for Briscoe in the second stops, held under a yellow for EJ Viso brushing the wall at Turn 4. Briscoe's left-front wheel fell off after his stop, forcing him back into the pits.

Not only did this drop Briscoe back to 11th, it meant he lost a set of new tyres, and had to run a set on his penultimate stint that he'd used in qualifying. In those circumstances, including an earlier-than-ideal final pitstop after which his scrubbed tyres went off, his recovery to finish sixth was superb.

Briscoe's team-mate Helio Castroneves took the fight to Franchitti, jumping ahead of the Scot in the final round of stops. In the six-lap dash to the finish,

RACE RATING

★★★★★

No sign of the thrilling pack racing we thought the aero package had brought back



It appears that the race one, two or three laps down is more important than the lead-lap race. We've got to look at that"

Dario Franchitti - angry at backmarkers

REPORT IRL KANSAS

Chuck Bradbury Jr reports

KEY MOMENTS

Lap 33 Dixon passes Briscoe for the lead to settle early battle

Lap 74 Briscoe loses left-front wheel after pitstop under caution

Laps 196/8 Franchitti and Kanaan dump Castroneves off the podium

following an all-Japanese clash between fifth- and sixth-place runners Hideki Mutoh and Takuma Sato during a restart, Franchitti grabbed the place back with four laps left.

Tony Kanaan's Andretti Autosport machine followed suit two laps later.

"The car was really oversteering but I kept it flat and managed to jump Helio," said Franchitti, who managed to fend off Kanaan

in the frantic dash to the flag. "Tony was a little too close at one point!" Kanaan added: "I did what I could but it just wasn't enough."

Castroneves, who suffered understeer late in the race, was earlier angered by the etiquette of Danica Patrick, who stubbornly refused to allow him to lap her just after half distance.

Besides Dixon, the drive of the day came from Long Beach winner Ryan Hunter-

Reay. Despite a loose-handling car, he tigered his way through the pack to finish fifth from 22nd on the grid. "It was a fight out there - really, really tough," he said. "I almost lost it a couple times."

Having shown pace in all racetrack formats, now all Hunter-Reay needs is the \$3.2million to complete the season if there's to be an American in the title fight.

Hard luck stories were easy to find: Mutoh and Sato were on course for top-six finishes when they clashed wheels and slammed the wall at a restart on lap 187. Mutoh blamed Simona de Silvestro for wandering into his path as the green flag was waved, and said: "I didn't want to crash Taku because I

Mutoh (06) took out Sato after strong runs



respect him a lot."

Sato was hugely impressive in his first-ever oval race, racing wheel-to-wheel with Castroneves and Briscoe into the final quarter of the race, and bounced back well after a ridiculous pitlane collision with the clueless Milka Duno that damaged his front wing and had dropped him as low as 19th.

Mario Moraes finished seventh, despite a sticking fuel hose during his second pitstop. Alex Tagliani was eighth in his new FAZZT team's first-ever oval race, series returnee John Andretti (in an extra Andretti Autosport entry) and AJ Foyt's Vitor Meira.

A disastrous opening pitstop, when he overshot his pit box, for points leader Will Power consigned him to a lowly 12th-place finish. The road-racing expert was

satisfied to add to his oval knowledge bank, and clings on to his series lead.

Besides Franchitti, it was a woeful day for the Brits. Mike Conway finished 14th, one place ahead of Dan Wheldon, whose gamble on a low-drag set-up came unstuck as he was too unstable running in traffic. Justin Wilson was never on the pace all weekend, and like Dreyer & Reinbold team-mate Conway, complained of understeer.

Wilson finished 18th, one spot ahead of his Long Beach nemesis Alex Lloyd, while Jay Howard hit the wall hard in Turn 4 with just 22 laps to go when running at the back. ☒



Briscoe heads Dixon and Franchitti from the start

RESULTS

IndyCar Series, Kansas Speedway (USA), April 30-May 1, round 5 of 17

GRID	
1 BRISCOE 212.145mph	2 DIXON 212.298mph
3 FRANCHITTI 211.236mph	4 MUTOH 211.039mph
5 TAGLIANI 210.887mph	6 MEIRA 210.675mph
7 POWER 210.672mph	8 CASTRONEVES 210.467mph
9 PATRICK 210.429mph	10 CONWAY 210.336mph
11 SATO 210.335mph	12 MORAES 210.186mph
13 MATOS 209.912mph	14 FISHER 209.868mph
15 KANAAN 209.744mph	16 VISO 209.700mph
17 J ANDRETTI 209.664mph	18 SILVESTRO 209.397mph
19 BAGUETTE 209.344mph	20 WILSON 209.168mph
21 HOWARD 208.752mph	22 H-REAY 208.488mph
23 LLOYD 208.325mph	24 DUNO 207.814mph
25 WHELDON*	26 M ANDRETTI*
27 ROMANCINI**	

* time disallowed
** no time

200 LAPS, 304 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+1h50m43.1410s	2
2	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+3.0528s	3
3	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+3.2210s	15
4	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+3.8300s	8
5	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+6.1133s	22
6	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+6.7951s	1
7	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	-1 lap	12
8	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	-1 lap	5
9	John Andretti (USA)	Andretti Autosport/Petty Enterprises	Dallara-Honda	-1 lap	17
10	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	-1 lap	6
11	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	-2 laps	9
12	Will Power (AUS)	Team Penske	Dallara-Honda	-2 laps	7
13	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	-2 laps	26
14	Mike Conway (GB)	Dreyer & Reinbold Racing	Dallara-Honda	-2 laps	10
15	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	-2 laps	25
16	Raphael Matos (BR)	Luczo Dragon Racing/De Ferran	Dallara-Honda	-2 laps	13
17	Sarah Fisher (USA)	Sarah Fisher Racing	Dallara-Honda	-2 laps	14
18	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	-3 laps	20
19	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	-3 laps	23
20	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	-3 laps	19
21	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	-3 laps	18
22	Mario Romancini (BR)	Conquest Racing	Dallara-Honda	-4 laps	27
23	Hideki Mutoh (J)	Newman/Haas/Lanigan Racing	Dallara-Honda	186 laps-accident	4
24	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	186 laps-accident	11
25	Jay Howard (GB)	Sarah Fisher Racing	Dallara-Honda	172 laps-accident	21
26	Milka Duno (VV)	Dale Coyne Racing	Dallara-Honda	84 laps-accident damage	24
27	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	71 laps-accident damage	16

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	190
2	Dixon	164
3	Castroneves	162
4	Hunter-Reay	159
5	Franchitti	152
6	Wilson	137
7	Briscoe	132
8	Kanaan	129
9	Meira	101
10=	Matos/Wheldon	98

Winner's average: 164.741mph.
Fastest lap: Kanaan, 25.6653s, 213.206mph.
Qualifying: Positions set by average speed over four timed laps.



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AT A GLANCE

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→ Most stage wins **Kris Meeke (9/14)**
→ Points leader **Juho Hanninen**

RALLY RATING

★★★★★
Meeke in control until
that fateful puncture

Meeke deflated, Kopecky elated

Czech in: Kopecky took
his first win of the year



ALL PICTS: IRC

Skoda's Jan Kopecky inherited victory after Kris Meeke suffered a puncture

As the crews returned to service in Las Palmas after six stages, Jan Kopecky had already conceded victory to Kris Meeke.

"He's too fast for me, there's nothing I can do to catch him," said the Czech. Two stages later and the IRC's first visit to Gran Canaria had taken a dramatic twist.

Barely three miles into the 18.6-mile Ingenio test, Meeke was in big trouble. In an attempt to stave off the threat of the works Skoda

Fabias, Meeke's Kronos Racing team had opted for what the Northern Irishman described as an "aggressive set-up" to enhance his Peugeot 207's handling and outright pace.

The problem was the geometry was such that the slightest compression could result in the bolt connecting the upright to the subframe piercing a whole in the rim, which is what transpired on a left-hander on stage eight. From leading by 17.9 seconds courtesy of five stage bests, Meeke and co-driver Paul Nagle were now down in sixth and almost

90 seconds off the lead heading into day two.

"It was a risk we had to take, it hasn't worked and we have to move on," said a dejected Meeke, whose failure to land 10 points on round four is a huge blow to his IRC title defence.

With no Meeke to contend with, Kopecky's only real competition would come from factory Skoda team-mate Juho Hanninen. Not known for his asphalt prowess, Hanninen's threat wasn't expected to offer much potency before the start. But the Finn proved something

of a revelation by going fastest on stage two and either matching – or beating – Kopecky thereafter.

Although he would ultimately come up short, Hanninen's pace meant Kopecky couldn't lift off with only a 14.4-second overnight cushion. When Kopecky's Fabia's handbrake failed on Saturday's opening loop, Hanninen managed to narrow the gap to 11.2sec.

Both drivers denied there were any team orders but Hanninen soon accepted defeat. Nevertheless, second place enabled him to extend his title lead by two points to seven with the all-gravel round in Sardinia next up.

Guy Wilks completed the Skoda podium lock-out in third although the Briton was far from happy with the handling of his Fabia. With limited asphalt miles in the car, having his pre-event test on the island cancelled due to delays shipping vital components was the last thing he needed, and meant he was on the back foot in terms of finding a good set-up until the closing stages.

Meeke's recovery had taken him ahead of Spaniard Alberto Hevia to fifth, which became fourth when Bruno Magalhaes graciously slowed on the final stage to let his fellow Peugeot runner grab one extra point. By winning nine out of the 14 stages that ran, Meeke had proved the class of the field. Despite stopping to change a puncture he was only 1m05.5s behind the winner at the finish.

Overheating restricted Irish privateer Daniel Barry to 18th overall. ☒

Results: 1 Jan Kopecky/Petr Stary (Skoda Fabia S2000) 2h12m27.4s; 2 Juho Hanninen/Mikko Markkula (Skoda) +9.1s; 3 Guy Wilks/Phil Pugh (Skoda) +36.4s; 4 Kris Meeke/Paul Nagle (Peugeot 207 S2000) +1m05.5s; 5 Bruno Magalhaes/Carlos Magalhaes (Peugeot) +1m17.8s; 6 Alberto Hevia/Alberto Iglesias (Skoda) +2m25.1s. **Points 1 Hanninen, 32; 2 Kopecky/Wilks 25; 4 Meeke, 15; 5 Magalhaes, 13; 6 Mikko Hirvonen, 10.**

NEXT ROUND
Sardinia (I), Jun 4-6



Meeke was on course for
10 points in Gran Canaria



Busch enjoys his first Cup win of the season

IN BRIEF



NASCAR NATIONWIDE

Brad Keselowski (above) took his second win in as many weeks at Richmond. The Penske driver, who led 189 of the 252 laps, went from fourth to first in the closing laps after a decisive late call to stop for four tyres.

NASCAR TRUCKS

Johnny Sauter and Ron Hornaday made simultaneous saves on their way to finishing first and second at Kansas on Saturday. The pair spun together while running side-by-side with 13 laps remaining, but were able to press on to the finish.

FUJITSU V8S

Fujitsu V8 Supercar Series leader Steve Owen extended his lead at Queensland Raceway, despite winning only one of the three races. Paul Morris and Jack Perkins won the other two, though Owen's victory was for half-points in a race shortened by a serious startline crash.

DUTCH SUPERCARS

Siebrand Dijkstra and Arjan van der Zwaan (Audi R8 GT3 LMS) and Cor Euser (Marcos LM600) took a win apiece in the two Dutch Supercar Challenge races at the Nurburgring. Euser's win came off the back of a third in the opening race, but van der Zwaan's hopes of a double podium were dashed when he was caught out by the wet race two conditions and spun.

GT OPEN

Pierre Kaffer and Alvaro Barba (Ferrari F430, below) extended their GT Open lead by winning the second race at the Nurburgring last weekend. They finished ahead of the Porsche of race one winners Raymond Narac and Patrick Pilet.



NASCAR SPRINT CUP RICHMOND (USA), MAY 2, RD 10/36

Busch on song in Richmond

Kyle Busch became the first driver to win a NASCAR Sprint Cup race from pole position this season with a charging finish in the 10th round of the series at Richmond.

Busch was the dominant force for the first half of the day/night race, lapping all bar the top eight in his Joe Gibbs Toyota. But his Camry lost its sweet spot during the cool night conditions, allowing four-time champ Jeff Gordon to take control.

The race had been largely incident-free, but three full-course yellows in quick succession brought Busch back into the reckoning.

A committed three-wide move took him up to third

and teed him up for an attack on Kevin Harvick's Richard Childress Chevy. Gordon was secure at the front, but when Sam Hornish made contact with Busch's team-mate Joey Logano – which sent Penske's ex-IRL champ spinning hard into the inside wall – the scene was set for Gordon to be denied yet again.

Sure enough, Busch made the better restart and clung onto the lead for the remaining five laps for his first win of the season.

"The car was phenomenal in the beginning," said Busch. "Then about lap 200 we started falling behind on the long runs, getting really loose. We fell back to fifth,

but it felt like 15th. It was a character-building night, for sure. We kept our head down and kept digging."

Gordon held on for second, a result that moves him up four places to sixth in the standings.

"We're going to have to figure out how to win these ones in these late cautions," Gordon lamented. "It's not where we're strong right now. But it's something we'll continue to get better at as the season goes on. We're certainly getting plenty of practice at it!"

Harvick took third, which moves him back into the points lead ahead of Gordon's team-mate Jimmie Johnson. The reigning champ battled to find a decent balance on his Impala, but still managed to take 10th. After lucking out at Talladega, Jeff Burton brought his Childress Impala home fourth, while Carl Edwards led his first lap of the season as he brought his Roush Ford home fifth.

Juan Pablo Montoya was a frontrunner all race. His Ganassi team was the only

one of the potential victors to pit following the Hornish caution. It didn't pay off, but the Colombian charged his way into sixth, displacing Martin Truex Jr (Waltrip Toyota) and Ryan Newman (Stewart-Haas Chevy) in a blanket finish.

Crowd favourite Dale Earnhardt Jr fell out of contention when his Hendrick Chevy picked up a puncture that would cost him three laps. He was eventually classified 32nd.

● Connell Sanders Jr

RESULTS

1 Kyle Busch (Toyota Camry), 400 laps in 3h00m47s; 2 Jeff Gordon (Chevrolet Impala), +0.755s; 3 Kevin Harvick (Chevrolet); 4 Jeff Burton (Chevrolet); 5 Carl Edwards (Ford Fusion); 6 Juan Pablo Montoya (Chevrolet); 7 Martin Truex Jr (Toyota); 8 Ryan Newman (Chevrolet); 9 Marcos Ambrose (Toyota); 10 Jimmie Johnson (Chevrolet). **Points** 1 Harvick, 1467; 2 Johnson, 1457; 3 Busch, 1358; 4 Matt Kenseth, 1348; 5 Greg Biffle, 1334; 6 Gordon, 1305; 7 Denny Hamlin, 1268; 8 Kurt Busch, 1255; 9 Burton, 1247; 10 Mark Martin, 1242; 11 Edwards, 1227; 12 Clint Bowyer, 1213.



Newman (centre) heads Busch (left) and Gordon

→ Winner **James Courtney** x2
→ Poles **Garth Tander/Jamie Whincup**
→ FLs **Courtney/Michael Caruso**

Flawless Courtney races
hard on soft 'Sprint' tyres

V8 SUPERCARS QUEENSLAND RACEWAY (AUS), MAY 2, RD 5/15

Courtney doubles up for Jim Beam

When James Courtney wins V8 Supercar races, he does it in style. That is the only conclusion to be taken from Queensland Raceway's round of the 2010 series.

The former Jaguar F1 tester was in sparkling form on Jim Beam Racing's home track. He failed to take pole position, and did not make very good starts, but once rolling, his Ford was in a class of its own.

His opposition, such as it was, admitted as much, with the salt rubbed into the wounds by Courtney confessing that he did not change anything on his Ford Falcon during the weekend. No qualifying set-up tweaks, no changes between races and not so much as a brake balance or rollbar nudged as the races unfolded.

"It was flawless, right from the start," Courtney explained. "He [poleman Garth Tander] was going a bit slower than I thought that we should be, so I just got past him."

Craig Lowndes was second in race one and Shane van Gisbergen third, a result he repeated on Sunday. In the second race, it was Tander's turn to be the Holden man in the Ford sandwich, and he even managed to lead Courtney before the Ford blasted past and fled into the distance.

Ill fate befell Courtney's title rivals. Jamie Whincup battled through to fourth on Saturday and looked a contender on Sunday until and broken cam rocker ended his day, while Mark Winterbottom qualified poorly and was flicked into



Courtney (18) took his first V8 double victory

a wall, and instant retirement, at the start of Sunday's race. One of the stars of the second race was Michael Caruso, who rocketed from near the rear on Sunday to sixth, behind a revitalised Russell Ingall and Lowndes.

The other talking point was the fact that this was the first weekend of the year in which Dunlop's fast-but-fragile Sprint tyre was

the only one in use.

Van Gisbergen nursed his tyres better than most with a deliberate strategy, but Courtney's speed will have him licking his lips, as the rule stays in place for the next round.

● Phil Branagan

RESULTS

Race 1 1 James Courtney (Ford Falcon FG), 38 laps in 46m13.297s; 2 Craig Lowndes (Holden

Commodore), +14.846s; 3 Shane van Gisbergen (Ford); 4 Jamie Whincup (Holden); 5 Garth Tander (Holden); 6 Steven Johnson (Ford); 7 Lee Holdsworth (Holden); 8 Rick Kelly (Holden). **Race 2** 1 Courtney, 65 laps in 1h26m25.081s; 2 Tander, +11.517s; 3 van Gisbergen; 4 Russell Ingall (Holden); 5 Lowndes; 6 Michael Caruso (Holden); 7 Kelly; 8 Johnson. **Points** 1 Whincup, 1191; 2 Courtney, 1167; 3 van Gisbergen, 984; 4 Kelly, 908; 5 Holdsworth, 903; 6 Winterbottom, 894; 7 Caruso, 834; 8 Johnson, 749.

SUPER GT CHAMPIONSHIP FUJI (J), MAY 2, RD 3/8

Ishiura and Oshima spearhead Lexus dominance at Fuji

Hiroaki Ishiura and Kazuya Oshima in the MJ Kraft-run Toyota Lexus SC430 won the third round of the Super GT championship at Fuji Speedway last Sunday.

The former GT300 class champions were in good shape from free practice on Saturday and held the top

position in every session of the weekend.

Oshima took the start and got away strongly, followed by the similar Lexus run by 2009 champion team TOM'S.

The teams were required to make two compulsory stops and change drivers for each stint of the longest race of

the season, and when Ishiura took over the lead Lexus he continued where Oshima had left off to retain the lead, before handing the car back to his team-mate for the finish.

In the final stint, TOM'S driver Andre Lotterer got close to the leader but Oshima managed to hold

on to his gap and had a 4.7s lead over the German driver when he crossed the finish line after 88 laps. The Team Le Mans Lexus duo of Daisuke Ito and Bjorn Wirdheim came home third, completing an all-Lexus podium, and there was yet another Lexus just behind them with Yuji Tachikawa and Richard Lyons of the Cerumo team in fourth.

Toshiro Kaneishi and Kodai Tsukakoshi were the first non-Lexus pair across the line, finishing 52sec behind the leaders for fifth place in the Real Racing Team-run Honda HSV. They were followed by the Hoshino Impul-run Nissan GT-R of Tsugio Matsuda and Ronnie Quintarelli. Round two winners Takashi Kogure and Loic Duval finished seventh.

Ralph Firman and Yuji Ide in the ARTA-run Honda HSV made a good start and held third place early in the

race, but contact with another car sent them to the back of the field.

Meanwhile, the NISMO GT-R of Satoshi Motoyama and Benoit Treluyer started from the pitlane due to diff problems and then retired with an engine failure.

● Jiro Takahashi

RESULTS

1 Hiroaki Ishiura/Kazuya Oshima (Lexus SC430), 88 laps in 2h25m00.795s; 2 Juichi Wakisaka/Andre Lotterer (Lexus), +4.741s; 3 Daisuke Ito/Bjorn Wirdheim (Lexus); 4 Yuji Tachikawa/Richard Lyons (Lexus); 5 Toshihiro Kaneishi/Koudai Tsukakoshi (Honda HSV-010); 6 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R); 7 Takashi Kogure/Loic Duval (Honda); 8 Joao Paulo de Oliveira/Hironobu Yasuda (Nissan). **Points** 1 Wakisaka/Lotterer, 34; 2 Ito/Wirdheim, 32; 3 Ishiura/Oshima, 27; 4 Tachikawa/Lyons, 25; 5 de Oliveira/Yasuda, 23; 6 Takuya Izawa/Naoki Yamamoto, 15; 7 Kaneishi/Tsukakoshi, 14; 8 Matsuda/Quintarelli, 13.



Ishiura/Oshima led a Lexus 1-2-3-4 at Fuji



The Cunill/Bergmeister Porsche won race one

IN BRIEF



FIA GT4

Paul Meijer (above) won both races in the European GT4 Cup at Silverstone. Meijer took the opening race aboard his Aston Martin GT4 from Christian Dick's Speedworks Ginetta (which was subsequently excluded for being underweight) and the second from Michael Mallock's Aston.

SOUTH AFRICAN V8S

South African V8 honours at Aldo Scribante last weekend were kept entirely within the Auby family. Series leader Brandon won the first race while his father Deon took the second.

SA PRODUCTION CARS

Hennie Groenewald scored a surprise win in the South African Production Car Championship feature race at Aldo Scribante last Saturday. Anthony Taylor (BMW 330i) and Michael Stephen (Audi A4) won the earlier sprint races.

AUSTRALIAN F3

Mitch Evans took a clean sweep of the two Australian F3 races at Phillip Island last weekend.

AUSTRALIAN FFORD

Ryan Simpson and Nick Foster shared the wins in last weekend's round at Queensland Raceway. Simpson finished ahead of Chaz Mostert and Geoff Uhrhane in the first race, while Foster took the points lead with his race-two win over Ben Jurczak and Adam Graham.

MEGANE TROPHY

Malfunctioning start lights caused the opening race of the Megane Trophy at Spa to be annulled. When the season eventually kicked off on Sunday, Dimitri Enjalbert (below) took victory from Nick Catsburg.



FIA GT3 SILVERSTONE (GB), MAY 1-2, RD 1/6

Close battle at Silverstone

Spaniard Jose Luis 'Siso' Cunill was a late addition to the Trackspeed Porsche squad's line up for the FIA GT3 European Championship opener at Silverstone and walked away he with an armful of silverware. The Porsche Supercup driver and Tim Bergmeister won the opening round on Saturday and went on to finish third in Sunday's race.

Cunill ran third to Argo Lamborghini driver Philip Geipel and Daniel Keilwitz through the opening stint. Bergmeister resumed in third, but was unable to match the pace of Mike

Parisy in the Graff Racing Chevrolet Corvette.

Parisy, who shared the car with Joakim Lambotte, quickly closed down on Ellen Lohr in the Argo Lambo. He took the lead at Brooklands with eight laps to go and looked on course for victory when late engine problems intervened.

Bergmeister had passed Lohr when she spun and inherited the lead from Parisy with three laps to go. The Corvette's retirement allowed Toni Seiler up to second in the Chevy he shared with Dino Lusardi.

Lohr just held on to third ahead of Diego Alessi in the

solo Chad Racing Ferrari.

Daniel Keilwitz and Christian Hohenadel triumphed aboard their Callaway-run Corvette in race two, which went some way to making up for their retirement from second place in race one with overheating problems.

Hohendal took the lead on a wet track on the opening lap and managed to hold off Kevin Este's Mulhner Porsche for six laps. The lead changed when Este spun at Abbey as the two squabbled.

The erstwhile leader was awarded a stop-go after Hohendal crossed the

pitlane entry line, but Keilwitz hauled the car back to the lead on lap 20.

Cunill overtook the Fischer Racing Ford GT driven by Mikko Eskelinen to take third behind the Hexis car of Manuel Rodrigues and Frederic Makowiecki with just two laps to go.

● Charles Godfrey

RESULTS

Race 1 1 Jose Luis Cunill/Tim Bergmeister (Porsche 911 GT3 R), 28 laps in 1h00m52.148s; 2 Tony Seiler/Dino Lunardi (Corvette Z06 GTR), +4.26; 3 Philip Geipel/Ellen Lohr (Lamborghini Gallardo); 4 Giacomo Petrobelli/Diego Alessi (Ferrari 430); 5 Joe Osborne/Gilles Vannalet (Porsche); 6 Csaba Walter/Claudia Huertgen (BMW Z4). **Race 2** 1 Daniel Keilwitz/Christian Hohendal (Corvette), 28 laps in 1h01m40.714s; 2 Manuel Rodrigues/Frederic Makowiecki (Aston Martin DBRS9); 3 Cunill/Bergmeister; 4 Geipel/Lohr; 5 Walter/Huertgen; 6 Mikko Eskelinen/Christoffer Nygaard (Ford GT). **Points** 1 Bergmeister/Cunill 40; 2 Lohr/Geipel, 27; 3 Keilwitz/Hohenadel 25; 4 Seiler/Rodrigues/Lunardi/Makowiecki/Edward Sandstroem/Patrick Soederlund, 18.



Keilwitz and Hohendal took race-two honours

BRAZILIAN V8 STOCK CARS VELOPARK (BR), MAY 2, RD 3/12

Mauricio christens new Velopark with victory

Ricardo Mauricio won last weekend's incident-packed Stock Car race at the new Southern Velopark.

The RC Competicoes driver started from the first row but only took the lead after opting to change just two tyres at the mandatory pitstop, a strategic move that brought him back out four seconds ahead of early leader Valdeno Brito.

Starting from pole position, Brito had looked set for an easy win until the pitstop. His race was derailed when he opted for four new tyres and 45 litres of fuel while most rivals went for 30 litres, which dropped him back to fifth place. Nevertheless, Brito took the fastest lap while recovering to third, but his gearbox then got stuck in fourth gear and he retired after 33 laps.

But if Mauricio had an

easy drive to the flag, things got tougher behind him as the 34 cars grid proved too large for the 1.34 mile circuit. With two long straights united by a succession of slow corners, the track was a harder test for the brakes than expected, causing more than one incident at the end of the pit straight, where the 520bhp, 1350kg cars had to slow down from 150 to 30mph. The first victim was Max Wilson, who was hit from behind by Alceu Feldmann on the second lap, losing his diffuser and with it any chance to keep the points lead he had after the two initial rounds.

Aware of the risk, Atila Abreu kept his nose clean, following Mauricio from the start and taking the points lead by coming home a safe second. Opting for keeping the same tyres and taking only 30 litres of

ethanol, he crossed the line two seconds ahead of Julio Campos, who also had a quiet race.

Things were not so easy to Popo Bueno. After losing third place to Abreu during the pitstop, he passed Diego Nunes and elder brother and defending champion

Caca, who was a subdued sixth. Luciano Burti made up for qualifying 23rd by beating Ricardo Zonta for seventh.

● Lito Cavalcanti

RESULTS

1 Ricardo Mauricio (Chevrolet Vectra), 46 laps in 50m07.005s;

2 Atila Abreu (Chevrolet); +1.076s; 3 Julio Campos (Peugeot 307); 4 Popo Bueno (Chevrolet); 5 Diego Nunes (Peugeot); 6 Caca Bueno (Peugeot); 7 Luciano Burti (Peugeot); 8 Ricardo Zonta (Chevrolet). **Points** 1 Abreu, 49; 2 Mauricio, 45; 3 Wilson, 39; 4 Nono Figueiredo, 37; 5 Allam Khodair, 25; 6 Campos, 24; 7 Daniel Serra, 19; 8 Caca Bueno, 19.

Mauricio took his first win of 2010 for Chevy



TC2000 GENERAL ROCA (RA), MAY 2, RD 3/12

Altuna in control for Honda at General Roca

Mariano Altuna became the season's third different TC2000 winner after a polished drive aboard one of the four works-supported Equipo Petrobras Civics.

Altuna capitalised on early contact between leading duo Martin Basso and Emiliano Spataro to pass Spataro for second, and immediately set about chasing down Basso for the

lead. He made his move with two laps remaining, but Juan Manuel Silva's attempts to follow him through resulted in contact with Basso's car that forced Silva out with broken suspension. Basso was able to continue, albeit in third place behind Matias Rossi.

Facundo Arduso's crash at the final corner on lap 22 brought out the safety car, prompting a six-lap sprint

to the finish on the restart. Altuna slightly edged away from Rossi, but further back there was some tough scrapping for positions seven through to 10. Jose Maria Lopez, who'd early fallen from eighth to 13th in a first-lap skirmish, fought to keep his standings lead, charging back to eighth only to suffer more contact and drop back to 11th, and out of the points. Lopez had earlier claimed pole for the race but was demoted back to row seven of the grid for the qualifying race by the division's handicap system. ● Tony Watson

RESULTS

1 Mariano Altuna (Honda Civic), 31 laps in 51m31.674s; 2 Matias Rossi (Renault Megane), +1.202s; 3 Martin Basso (Ford Focus); 4 Francisco Troncoso (Toyota Corolla); 5 Emiliano Spataro (Fiat Linea); 6 Norberto Fontana (Ford); 7 Mariano Werner (Toyota); 8 Nestor Girolami (Honda). **Points** 1 Lopez, 36; 2 Rossi, 35; 3 Fontana, 32; 4 Altuna, 31; 5 Werner, 22; 6 Basso, 21; 7 Leonel Pernia, 18; 8 Girolami, 16.



Altuna's Honda made it three from three

FORMULA RENAULT 2.0 SPA (B), MAY 1-2, RD 2/8

Arthur is Pic of the bunch as Korjun stays out front

Arthur Pic took his and Tech 1 Racing's maiden Formula Renault 2.0 Eurocup victory at Spa-Francorchamps with a well-judged drive from pole position in Saturday's opener encounter.

But Pic's chance to make inroads into Kevin Korjun's series lead was lost when he stalled at the lights on Sunday and was rammed by the unsighted Jordan Oakes and Bart Hylkema.

Sunday morning's damp conditions contributed to Riberras and One Racing's Daniel Mancinelli colliding on the race-two installation lap, which removed both drivers from contention and allowed Andre Negrao to take an early lead

As the circuit dried, the handling on Negrao's car deteriorated and Korjun seized the lead on lap eight, the Estonian going on to

Shunts marred the race-two parade lap



take his third win of 2010. Jukka Honkavuori grabbed second around the outside of Negrao on the last lap. ● Peter Mills

RESULTS

Race 1 1 Arthur Pic, 11 laps in 27m55.914s; 2 Kevin Korjun, +2.974s; 3 Genis Olive; 4 Daniel Mancinelli; 5 Luciano Bacheta; 6 Adam Kout. **Race 2 1 Korjun**, 11 laps in 28m45.484s; 2 Jukka Honkavuori, +6.153s; 3 Andre Negrao; 4 Bacheta; 5 Kout; 6 Olive. **Points** 1 Korjun, 57; 2 Bacheta, 32; 3 Honkavuori, 16; 4 Daniel de Jong, 16; 5 Pic, 15; 6 Huge Valente, 15.

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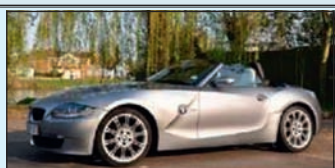
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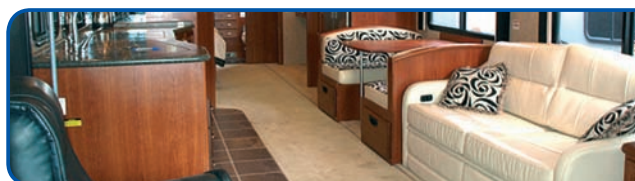


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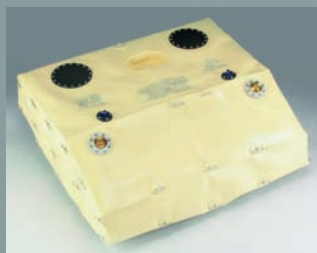
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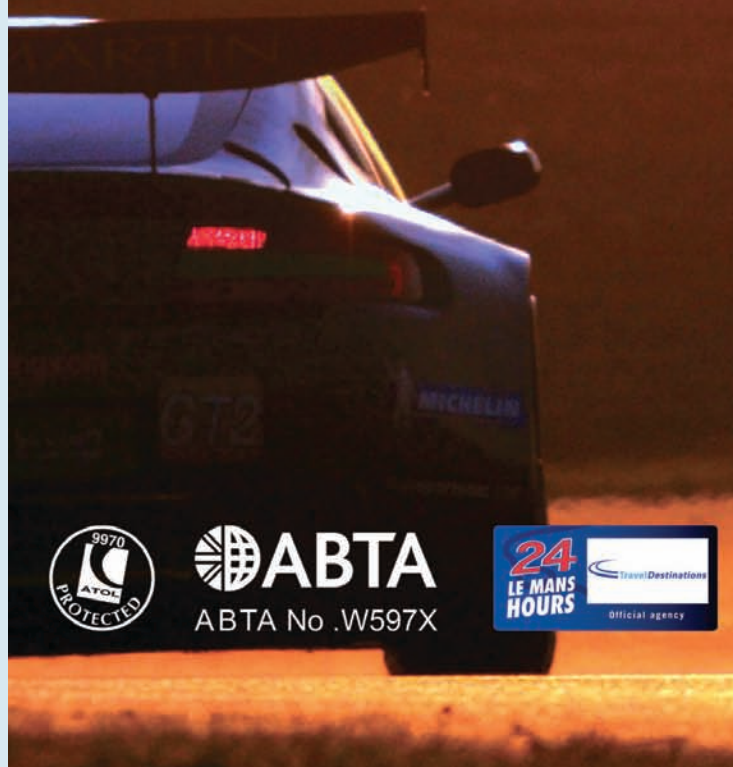
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New entries to join Formula Ford pack at Knockhil, p102



Masters event will mark track reopening this September

Donington to hold racing again after Wheatcroft deal

Circuit owner will underwrite track work to bring racing back in September

» **DONINGTON PARK** owner Kevin Wheatcroft has given the green light for work to begin so that the circuit can reopen for racing in September this year.

Wheatcroft has agreed to underwrite the cost of the work needed to return the track to serviceable condition, following the damage caused by the British GP bid.

The Masters Historic Festival meeting, originally scheduled for June 26-27, will take place on September 3-5 and become a three-day circuit-reopening event.

Wheatcroft said: "The plans to reopen the new, improved Donington are progressing well. We are confident the track can be reopened for testing,

subject to obtaining the necessary licences, during August 2010, and we will be hosting the Masters Historic Festival on the first weekend of September."

As part of the celebration, the Masters meeting will include a demonstration of cars from the Wheatcroft Collection.

Masters founder Ron Maydon said: "We are very proud to be the first organisation invited to help promote the grand celebration, which sees the return to the much-loved circuit."

JOINT VENTURE POSSIBLE

AUTOSPORT understands Wheatcroft is open to running the circuit in conjunction with other parties, or selling the freehold

or leasehold to operators who could then pay for the work already completed.

Donington race director Robert Fearnall said: "The decision has been taken that the work will go ahead. There are sufficient options to ensure Donington will continue as a racetrack."

Donington advisors recently met with the MSA's John Symes and are finalising plans and costings for the work, which is scheduled to begin after the Download music festival on June 11-13.

As well as the moving of the Masters meeting, the MSVR/Formula Palmer Audi event scheduled for August 14-15 has been cancelled, and the new Masters event has replaced a BARC meeting.

BTCC AND GT DATES SET

All dates after the September reopening, including the British Touring Car Championship (September 18-19) and British GT meetings (October 16-17) are expected to go ahead. Fearnall confirmed that further events, including a possible winter series, could be added.

All 2010 dates will take place on the National circuit, which will feature an earlier right-hand entry into Goddards chicane to increase run-off, as requested by the MSA. The Melbourne loop will then be worked on over the winter for possible use in 2011.

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



FOR THE second time in Donington Park's history, the Wheatcroft family has saved the day.

As the grand prix bid hit more and more trouble last year, it seemed that British motorsport would have to mourn two losses: that of Tom Wheatcroft, who died in October, and the circuit he had brought back to life in the 1970s.

Now his son Kevin has agreed to underwrite the work needed to bring Donington back. Again.

He might not have the same level of passion for the sport as his father - tanks and military vehicles are among his loves - but Kevin has resisted the temptation to sell the venue off to a non-motorsport buyer, a temptation that would surely have brought him great financial benefits.

Instead, he has moved to protect his father's legacy, and for that we should all be grateful.

It also seems fitting that it is the Masters organisation, with its mix of the 1960s and '70s machinery with which Tom was so familiar, that will put on the first show of the third era.

● Ayrton Senna starred in Donington's only post-war GP and was a Monte Carlo master, but this week's Monaco Historique report (see page 106) features a man who is now well ahead of the great Brazilian's victory tally around the principality. Okay, so Duncan Dayton's 10 wins haven't been achieved at the highest level, but his success on the streets is still pretty impressive, particularly for a driver not known for holding anything back.

Extra contact details

Ben Anderson, editorial assistant
ben.anderson@haymarket.com

Wheatcroft Jr (right) wants to maintain father's legacy



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More Spectrums will be out at Knockhill

British Formula Ford

New Spectrum team heads to Formula Ford

Findlay out at Knockhill, as Danish king Lind joins Van Diemen

Lind has already raced in the Festival twice



BRITISH FORMULA FORD frontrunner Garry Findlay is to make a surprise return to the series at Knockhill this weekend, driving for a new works Spectrum team.

Findlay, who finished third in the standings last year and took a win at the Scottish venue in a works Van Diemen, will drive a Mark Bailey Racing Spectrum 011C.

MBR is the UK importer for the

Australian-built machine and had been supporting Kevin Mills Racing as a works squad. But Bailey has now decided to run a car ahead of a possible 2011 assault.

"KMR only had Dan Cammish out at the first round, so [Spectrum boss] Mike Borland and I talked about getting more cars out. I decided to do it, but only with a good driver.

"At this stage it's only a one-off, but we might do more races later in the year

and are looking at running a team in '11."

Findlay, who could also race in the new Aston Martin GT4 Challenge this season, said: "Spectrum called me and wanted me to do it – I couldn't say no.

"Mark wants results and feedback. I think if we could get on the podium that would be a great start for him."

KMR has added a car to its attack, for Swedish racer Milton Lundstrom. "He's doing Knockhill and hoping to do six

more rounds," said Mills.

Reigning Danish Formula Ford champion Dennis Lind has also joined the series, driving a fourth works Van Diemen. The 17-year-old has appeared at the Formula Ford Festival and is hoping to contest the rest of the season.

Van Diemen boss Lindsay Allen said: "He hasn't driven the car competitively since the Festival, but he's not going to be far away from the pace."

Formula Renault UK

Rain stops play in FRenault UK

FORMULA RENAULT UK organisers were forced to abandon the first of two races at Brands Hatch last weekend because of a torrential downpour.

The first race started behind the safety car, but was abandoned halfway around the first lap as the intensity of the rain increased.

Teams and drivers were almost universal in backing the decision. Manor Competition co-owner Sarah Shaw, whose drivers Lewis Williamson

and Will Stevens were first and second on the grid, said: "It was disappointing for us, but there was no way they could run it. If that last downpour hadn't happened we'd have been okay."

Team Firstair's Ian Barnwell added: "It made a lot of sense, given the [lack of spare] parts situation [on the new car]."

Points leader Tamas Pal Kiss, who has won both races in wet conditions this season, said: "The worst thing is that we waited in the cars so long [for the scheduled start time]."

"We could have started the race earlier behind the safety car, and after two or three laps maybe we could have sprayed some of the water off the

circuit. But, as it was, it was obvious that the circuit was too bad."

It is expected that the race will be rerun from the grid positions decided at Brands as a third race on the Snetterton weekend of August 7-8.

Appalling conditions forced cancellation



Renault Clio Cup

Dixon forced out after shunt

RENAULT CLIO Cup newcomer James Dixon was forced to miss the Brands Hatch round last weekend after a crash in testing.

TCR driver Dixon lost control at Westfield and crashed into the barriers. His car needs re-shelling.

"I was offered another car but didn't have £1200 to transfer the insurance," said Dixon, who was fourth fastest when he crashed.

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Ginetta Junior

Tollbar G40 cleared by Ginetta

GINETTA HAS moved to allay rumours that some cars in its Junior series have been running illegally modified parts.

After Rockingham's second round, it was suggested by some in the paddock that Jake Hill's Tollbar Racing-run car, which has now won a race at each of the first three meetings, had been using an illegally modified differential.

The unit was removed at Ginetta's behest after the Rockingham round on April 25. It was taken to Ginetta's premises where, two days later, it was examined in the presence of an MSA scrutineer. All the seals were intact and, once opened, the innards were found to be legal.

Tollbar Racing team owner Michael Flounders said: "I've been in racing for a long time and we have never cheated and

never will. There are various areas on the car where you can find an edge without cheating."

The team left its Matlock base the following day in readiness for the official test at Brands Hatch last Friday, time constraints meaning that Hill's car used an alternative differential at Brands Hatch.

Ginetta boss Lawrence Tomlinson said: "The series is strictly policed. That is why we had the inspection done so quickly."



Hill has set Ginetta Junior pace in 2010

New Chevron GR8 gets rear-wing revamp

Organisers of the Chevron GR8 Challenge have added a rear wing to their new two-litre Cosworth-powered car. They are expecting six cars for the first race at Silverstone this weekend.



Formula Renault UK

Broken hand forces out Palmer as Manor driver stands down

TOP FORMULA RENAULT UK

teams Manor and Fortec could be seeking new drivers after both squads shrunk from four to three cars at Brands Hatch last weekend.

Josh Mulholland has terminated his campaign with Manor, while an accident in the official test last Friday could herald the end of Chrissy Palmer's season with Fortec.

It is understood that Mulholland, a leading contender in the BARC series last year, is disappointed with results.

Manor boss Tony Shaw said: "When you come into FR UK you shouldn't have any expectations other than to

make mistakes in your first year and go for results in the second."

Formula Ford Festival winner Palmer went off at Hawthorn bend in testing. Although he did not hit the barriers, he broke his hand when it caught in the steering wheel as he went into the gravel trap.

Fortec team manager Dave Moore is doubtful Palmer will be able to make upcoming tests and is hoping F3 ace Oli Webb, who took third in FR UK for Fortec last season, can fill in.

"We'd like Oli to do some test and development work for us, but that depends on the rules," he said.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Ex-Clark Lotus 49 was a Monaco star

Monaco, the most glamorous (and unlikely) racetrack in the world, has attracted motorsport's stars and glitterati since 1929. Even Formula 1 circus ringmaster Bernie Ecclestone – who obligingly posed for photos with fans – turned out alongside 94-year-old Robert Manzon and Hernando da Silva Ramos for its Automobile Club's seventh Grand Prix Historique. Enthusiasts who habitually frequent the event, run in alternate years, rated the seventh edition the best yet...

I had only been once previously, thus comparisons are difficult, but the organisers appeared more comfortable with their (very desirable) product. Actually, it seemed more relaxed than I'd remembered, unless, like preparer Hall & Hall, you were running 14 cars. Or repairing crashed or broken ones on the harbourside.

The golden thread that binds the race programme is the history of the contemporary Grand Prix itself, and its supporting acts over the 81 years since William Grover 'Williams' won the inaugural showpiece in his Bugatti T35. This time, Duncan Pittaway and marque expert Tim Dutton drove their Type 35s out from Britain, raced them and headed north again on a remarkable motoring adventure.

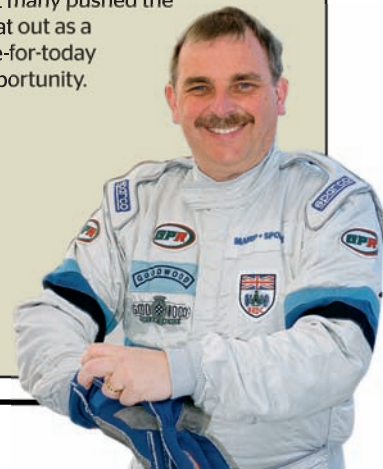
The World Championship has been with us for 60 years now, and its first half is represented. The only pity was that a change in the regulations obliged

numerous teams with three-litre F1 cars of the 1970s, with original-equipment aluminium roll hoops, to change them overnight for steel ones in situ, or pack up! One team faxed drawings to ace fabricator Bob Simpson, who made one in a day, had 1970s Formula Atlantic driver Cyd Williams courier it out, then worked an all-nighter to fit it. Another used a rival team's mobile workshop and welding gear, plus a local workshop's tube-bending kit. All bar one of those affected raced.

Two cars stood out as stars for me. The return of Lotus 49 R2, restored to Jim Clark's 1967-spec for Chris MacAllister by Classic Team Lotus, was previewed in these pages, but Bruce McLaren's '62 Monaco-winning Cooper-Climax T60 (see page 104), a true timewarp car, was equally stirring.

And the inclusion of Formula 3 races for the first time was a masterstroke. Not only did this attract huge fields of beautifully-prepared cars, but it made Monaco accessible to real racers, and Emanuele Pirro's abundant ability. They need to be run every time, even if that means two races on Saturday. With an entry fee of £3800 per car, plus the logistics of decamping there, I doubt that I'll be sampling the hallowed streets of Monte Carlo from the cockpit of a racing car any time soon, but many pushed the boat out as a live-for-today opportunity.

“Two cars stood out as stars for me: Jim Clark's Lotus 49 and the Monaco-winning Cooper T60”



Group C/GTP

Jagermeister 962 heads to Group C

HISTORIC RACER

Steve Tandy will join the Group C/GTP Racing series this season with a Jagermeister-liveried Porsche 962.

Tandy, who also owns a Lola T70 Mk3B, Jaguar E-type Lightweight and Group 4 Ferrari Daytona, will race in the Spa and Paul Ricard races with chassis 006. It will be run by Peter Chambers Automotive, which prepares Tandy's stable of machinery.

The car was raced chiefly by Oscar Larrauri in period. It scored a World Sports-Prototype Championship best result of fourth at Spa in 1989, driven by Larrauri and Roland Ratzenberger.

After being crashed in Mexico City in 1990, the car was rebuilt by Chris Crawford's Group C Ltd concern in 2000. Tandy bought it from Henry Pearman last year.

"The 962C has always been an iconic and very successful car and, in the Jagermeister livery, a fabulous looking machine," he said.

"It seems that Group C is gaining momentum after a few years in the doldrums and hopefully will turn into one of the premier historic series, attracting more cars.

"My target is to achieve a reliable car upon which we can build the speed for a full campaign in 2011."



Tandy will race 962



Big V8s are set to make the Chevrons look small

Guards Trophy

Big bangers for Guards

Oulton Park endurance race to feature big V8s taking on 1960s sports-racers; experiment should become regular feature in 2011



THE HISTORIC Sports Car Club will allow pre-1966 big-banger sportscars into its Guards Trophy field at the Oulton Park Gold Cup this year and could introduce them into the series in 2011.

Guards Trophy currently caters for pre-1966 GT cars of unlimited capacity and under two-litre sportscars. Two-litre pre-1968 racers also compete as non-points scorers, which has allowed cars such as the Chevron B8 to dominate the races.

Now larger-capacity sports-racers, including Lola T70 Mk1, McLaren M1, Lotus 30 and Crossle-Ford V8, will be able to run with the Guards Trophy sportscars at Oulton Park, where the GTs will again be given a separate grid.

HSCC chairman Chris Sharples said: "The plan is to run an invitation class for pre-1966 unlimited

sports-racing cars for the pilot race.

"I've looked at their lap times compared to the Chevrons and they are similar, so I think it will be close."

Sharples confirmed that the initiative could be more widespread in future: "We can only run them when the sports-racers run separately from the GTs – I don't think we should put MGBs and McLaren M1s in the same race – so we'll look for occasions when we can find the track time to run separate races. We hope to have more of those opportunities next year."

● The HSCC has received over 500 entries for its 13-race programme on the Silverstone Bridge (nee Grand Prix) circuit this weekend. The largest entry is for the Guards Trophy, which has attracted over 60 cars, while nearly 40 will start the new Stirling Moss Trophy event.

Auto Union racers hit the streets of Monaco

Audi brought its Auto Union C and D types to the Monaco Historique last weekend. Here, Le Mans legend Jacky Ickx demonstrates the three-litre V12 485bhp D-model, which never raced on the street track



ERIC SAWYER

Monaco Historique

GP-winning Cooper races again

BRUCE MCLAREN'S 1962 Monaco Grand Prix-winning Cooper T60 started its first race in more than four decades at last weekend's GP Historique, having spent the majority of the intervening period in the Donington Collection.

Its owner, American William Pohlad, entrusted the car – also driven by Tony Maggs, Mario Cabral and John Taylor in period – to historic ace Gary Pearson.

Sid Hoole, who was responsible for

recommissioning it, said: "It is a real timewarp car, so we kept it as original as possible, right down to the paint."

"The 1500cc V8 engine is [Coventry-Climax FWMV] number one, which makes it extra special."

Pearson was black-flagged for dropping oil while lying second, but had already finished runner-up in the front-engined GP car race in Jo Bonnier's 1959 Dutch GP-winning BRM P25.

Pearson raced GP-winning Cooper T60



MAWP-SPORT

IN BRIEF

ITV4 COMMENTATOR Simon Hill drove the Ginetta G50 Cup guest car at Brands Hatch last weekend and claimed 10th, 14th and eighth-place finishes. Hill also took two Chairman's Cup class wins.

BRITISH SUPERSTOCK motorcycle star Dennis Hobbs (below) will make his car-racing debut at Knockhill this weekend. He will drive the guest car in the Scottish Mini Cooper Cup.



PORSCHE CARRERA Cup racer Paul Mace made a class-winning return to action at Brands Hatch last weekend. Mace, who broke his ribs in a crash at the opening round at Thruxton, took Pro-Am 2 honours in race two.

A NEW Croft Circuit Supporters Club has been launched, aimed at bringing together enthusiasts of the North East venue and securing its future. The initiative has the backing of Croft Circuit, Croft Promosport Ltd and the BARC.

JON WALKER and Gavin Kirby topped the 38-car Lotus Cup Europe field at the Nurburgring last weekend. The 2-Eleven drivers took a win and a second apiece.

ACTA ARSENAL returned to the racetrack at Monaco last weekend. Josef Rettenmaier elected not to race the sole

survivor of the ill-starred French marque (left), but the complex 1.5-litre twin-supercharged V8 car completed a qualifying session.



FORMER SAXMAX frontrunner Anton Spires will make his single-seater debut in the new Young Guns series at Snetterton this weekend. Spires, who finished third in the 2009 Saxmax championship, will race for Motaworld.

THE MG CAR CLUB'S Midlands Centre will mark the 60th anniversary of the Midlands Rally with a gathering of cars in West Bromwich this Saturday (May 8). The MGs will then head to Criccieth.

MINI LEGEND Bill Richards returned to the wheel last week, less than a month after his Brands crash. Richards drove his Metro in Lydden's BHP Performance Show.

ADAM PREBBLE made a promising race debut at Castle Combe last Monday, driving brother Gary's old saloon series-winning Rover 220 Tomcat (below). He climbed to sixth, only to run out of fuel on the final lap.



European Rallycross

Jernberg dominates first ERC event of 2010

MICHAEL JERNBERG, widely regarded as the best driver never to have won the European Rallycross Championship, started the 2010 season with victory in the Portuguese event at Montalegre last weekend.

The Swede's Skoda led the A final from pole, only

relinquishing the lead for one of the race's six laps. Title holder Sverre Isachsen (Ford Focus) went ahead, but when he made the obligatory run through the slower Joker Lap section he dropped to second.

Jernberg said: "We worked very hard on the car over the

winter, the suspension is new, I have different front and rear differentials and we have more power from the engine. It has worked perfectly here."

Kenneth Hansen and former British Rallycross Championship star Liam Doran brought their Citroens

home in third and fourth.

Hansen, the series' most successful driver, praised his new British team-mate. "Liam has done a very good job here because this is a difficult track and different from anything that he has been used too," he said. "I helped him quite a lot with the slow corners, but we also discovered that he was faster than me in the fastest part of the track, so I was able to learn something from him."

After winning the B final, Stig Olov Walfridsson (Renault Clio), driving with the aid of pain killers after hurting his back on Saturday, gained a further position and finished fifth in the A final.

Tanner Foust became the first American to start in an ERC event and finished third in the B final (eighth overall).

Jernberg's Skoda set the pace in ERC opener



Sports 2000 Duratec

Burroughs to stay at Loaded Gunn Racing

NEIL BURROUGHS is likely to contest the rest of the Sports 2000 Duratec season in Loaded Gunn Racing's new TS-10 after scoring a dominant debut victory for the car at Snetterton last month.

Burroughs, who won two races for Gunn with its TS-7 model in 2004, stepped in for regular driver Tom Mills at Snetterton and is likely to do so until Mills recovers from a spinal injury sustained in a recent

road accident.

Mills, who twice finished third in the S2000 Duratec table (aboard TS-8 and TS-9 machinery) in 2006 and '07, said: "Everybody did a fantastic job to get a win for the new car with only two shakedown laps at Mallory and 10 laps of testing at Snetterton on the Friday."

"Neil is likely to continue racing the car this season, and I hope to be driving again towards the end of the year."

Monaco Historique

Pirro wins as rivals clash

EMANUELE PIRRO won the 1971-84 Formula 3 race at the Monaco GP Historique, but the race was marred by a spectacular crash after pre-1981 class leader Valerio Leone collided with a 1600cc car he was lapping as they approached Casino Square.

Contact with Tom Powell's Chevron B20 launched Leone's ex-Teo Fabi March 783 into a series of aerial spins at Beau Rivage on the fifth-gear climb. When the March came to rest, with nose and wing wiped off and at least three corners trashed, Italian Leone got out and went across the track – with oncoming traffic weaving between the stricken machines – and hit Powell.

Five-time Le Mans winner Pirro, who won the race after a safety car period, was driving the 1981 Martini MK34 he raced in period, run by original team boss Mario Crugnola.

Pirro won eventful F3 race



Pre-1963 GTs

Rare Ferrari and Porsche for Pre-1963 GTs



Big Ferrari is set to join field

ONE OF ONLY three four-litre Ferrari GTs and a rare Porsche-Abarth GTL are among the star cars lining up for the three-race Pre-1963 GT series promoted by Ben Cussons and Carol Spagg this season.

Carlo Vogele's 330 GTO will be joined on track at July's Silverstone Classic event by several 250 SWBs, Aston Martin DB4s and Zagatos, plus steel-bodied Jaguar E-types.

Among the smaller-capacity cars will be American prototype racer Liz Halliday's Alfa Romeo SZ, numerous Lotus Elites (in the model's 50th-anniversary year), Morgans and AC Ace-Bristols.

The inaugural series – for which a title is expected to be announced shortly – kicks off at Monza's Coppa Intereuropa event in June and also visits Dijon.

Streetwise Dayton to the power of 10

DUNCAN DAYTON arrived at the seventh Monaco GP Historique aiming to extend his win tally to 10, and the American achieved his ambition with superb victories in his Lotus 16 and Brabham BT33. The Star Spangled Banner also rang out for James King's win in the intervening Formula 1 period (see right-hand page).

Tony Smith scorched his ex-Phil Hill Ferrari Dino past Dayton at the start of the front-engined race, but Dayton and Joaquin Folch squeezed their 16s past the scarlet V6, as did Gary Pearson, in the ex-Jo Bonnier 1959 Dutch GP-winning BRM P25.

Poleman Dayton's Lotus 'queerbox' had been rebuilt after qualifying, but Folch's started jumping out of gear. An effort to repass the flying Smith for third resulted in a lock-up into Ste Devote, and a Ferrari wheelspin-shaped indentation in the Lotus's carburettor shroud, after which Folch pitted.

An orchestra of Cosworth DFVs, Matra V12s and Ferrari and Tecno flat-12s heralded the Pre-'75 GP field, which top qualifier Frank Sytner led initially in his ex-James Hunt Hesketh 308. When he fluffed a

gearchange entering the tunnel, Dayton howled past, never to be caught in one of the oldest cars.

Folch (McLaren M23) and Manfredo Rossi (Brabham BT42/44) chased Sytner, the Italian shaking off James Hanson in Mike Wrigley's tea-tray-nosed March 711 for fourth.

One of the weekend's star cars, Chris MacAllister's Lotus 49 R2 – back in 1967 trim for the first time in 43 years – succumbed to a gearbox fault, but the American's dedication as he donned a Jim Clark tribute helmet and drove hard was universally appreciated.

Bobby Verdon-Roe made his McLaren M26 dance on the streets as he cut the quickest lap in the event's history en route to a magnificent Pre-'78 GP victory. Although his DFV died on the startline, causing an anxious moment, Bobby's result brought a sense of closure, as the jubilant Briton had reduced the car to kit form in practice in 2008. "Today was magical," he said. The audience agreed.

Yet while BV-R made driving the McLaren on the limit of adhesion look easy, he was harassed by F1 debutant Stephane Richelmi (Ensign N177) until the 20-year-old

Monegasque F3 racer lost third gear and stopped. Belgian veteran Jean-Michel Martin gratefully claimed second in an earlier Ensign, while Michael Fitzgerald shoved fellow March 761 pilot Katsu Kubota out of third at the post-tunnel chicane. Onlookers were astounded that the result stood.

Formula 3's introduction to the extravaganza was an unqualified triumph. In the presence of inaugural F3 GP winner Jackie Stewart, huge and period-accurate fields of one and two-litre machines spanning 1964-84 delighted anew.

The one-litre thrash proved one of the highlights of the weekend, although it endured a chaotic start as polesitter Richard Hein's misfiring Brabham was pushed off and Tommaso Gelmini's Matra MS5 blew up on the green-flag lap.

Swiss Ferrari veteran Christian Traber forged his ex-Ian Walker Racing Brabham BT21 ahead of Francois Derossi (Chevron B17) at the lights, but Ulsterman Paul McMorrان soon split them in his Crossle 17F. Derossi grabbed the place back, but the trio jockeyed for position until McMorrان's car started jumping out of second gear.

Derossi threw everything at Traber, who skilfully made his car just wide enough to be unpassable. McMorrان held on to third from Michel Gendre, who zapped Michel Renavand on the final lap. Richard Eyre, debuting his Jolly Club Chevron B15, was promoted to fifth when Renavand was penalised for jumping the start.

Five-time Le Mans winner Emanuele Pirro returned to the two-litre F3 of his youth and drove his

old Martini MK34 brilliantly – each side of a safety-car interlude while Valerio Leone's wrecked March 783 was scrapped from the Beau Rivage zebra crossing – to beat the younger cars of Marc Faggionato (Ralt RT3) and Joe Colasacco (Dallara 384).

Richard Trott upheld British honour in fifth, his ex-Siegfried Stohr Chevron B43 the top pre-'81 car, with Marcus Mussa's Modus and impressive single-seater rookie Grant Tromans (Martini MK31) on his tail.

Julian Bronson's taming of Mac Hulbert's ERA R4D was priceless, particularly in Casino Square where, amid a waft of methanol, the cognoscenti could hear its loud pedal buried past the fabled Rampoldi's restaurant on the descent to Mirabeau.

Bronson had countered the speed of Roland



Dayton took win with Lotus 16...

ERIC SAWYER

...and later in Brabham BT33



ERIC SAWYER

MONACO GP CARS 1954-'65 May 1-2



King scored win in hero Gurney's BT7

Principality gets a new King

DRIVING THE Brabham-Climax BT7 he saw his hero Dan Gurney race in Europe in 1964, James King

slithered through an extraordinary amount of oil to become the second American winner of the day in the Pre-'66

GP car race.

After a shambolic preamble, in which he and several other drivers hooked out of first gear

when a 'start delayed' board was shown, only for the red to go out a few seconds later, King and Andy Middlehurst (driving Australian John Bowers's ex-Jim Clark Lotus 25) were outdragged to Ste Devote by Roger Wills's 2.5-litre Cooper T45.

The Kiwi led for three frenetic laps, then caught the slick – much of it from Frank Sytner's incontinent Lotus 24 – spread liberally round the circuit, in the tunnel. "It went round very quickly, hit the barrier and my amazing Monaco debut ended with me coming out of the tunnel backwards," said Wills.

King got through safely, but John Clark reduced his advantage before spinning his Cooper T51 out of the race. The Scot's retirement promoted Gary Pearson to second in Bruce McLaren's '62 Monaco GP-winning Cooper T60, racing for the

first time since the mid-'60s. But it too was leaking oil and was black-flagged, promoting Middlehurst back into the runner-up position.

Wills's young equipier Joe Twyman plugged away diligently in his ex-Roy Salvadori Cooper T45, and by staying out of trouble was rewarded with a sensational third in top company. The Coopers of Nick Wigley, James Willis – an excellent result in his newly-acquired ex-Denny Hulme car – and Anglo-American Doug Mockett completed the top six.

REAR-ENGINE GP CARS 1954-'65

(10 LAPS) 1 James King (Brabham-Climax BT7); 2 Andy Middlehurst (Lotus-Climax 25/33); +20.162s; 3 Joe Twyman (Cooper-Climax T45); 4 Nick Wigley (Cooper-Climax T51); 5 James Willis (Cooper-Climax T45); 6 Doug Mockett (Cooper-Climax T53). **Class winners** Twyman; Mockett; Andrea Giuliani (Cooper-Alfa Conrero T51). **Fastest lap** King 1m54.588s (65.07mph).

Portmann in the ex-Reg Parnell/Johnny Wakefield Maserati 6CM when the Swiss's car expired suddenly. "It became very slippery, so today was about driving to win, not fast laps," grinned the Bristolian, having repeated his 2008 success.

After Michael Gans (R1B) had slid straight on at Rascasse under pressure from Ian Landy (R6B), and Paddins Dowling had gyrated R11B – borrowed from David Morris after R10B went lame – Landy and Gans made it an ERA clean sweep.

Thoughts of an upset in the sportscar finale were quickly dispelled when

Carlos Monteverde – debuting his Jaguar C-type – reasserted himself over Patrick Blakeney-Edwards's Frazer Nash Le Mans Rep. PB-E's ballsy barp-barp style on the Bristol engine's throttle almost recovered in the twisty return leg what XK power made from Rascasse to Casino Square.

After the courageous Flavien Marcais had pitted his brakeless C-type, John Ure overcame Nigel Webb for third in a field that contained three Aston Martin DB3s. The quickest of these, that of Wolfgang Friedrichs, ground to a halt having thrown a rear wheel.

■ **By Marcus Pye**



Bronson steered ERA R4D to pre-'47 victory

FRONT-ENGINE GP CARS 1947-'60

(10 LAPS) 1 Duncan Dayton (Lotus 16); 2 Gary Pearson (BRM P25) +9.366s; 3 Tony Smith (Ferrari 246 Dino); 4 Jos Koster (Maserati 250F); 5 Ian Nuthall (Alfa F2); 6 Tony Wood (Cooper-Bristol MK2). **Class winners** Nuthall; Jean-Jacques Bailly (Gordini T11/15). **Fastest lap** Dayton 1m56.573s (64.09mph).

F1 1966-'74 (15 LAPS) 1 Duncan Dayton (Brabham BT33); 2 Frank Sytner (Hesketh 308) +6.218s; 3 Joaquin Folch (McLaren M23); 4 Manfredi Rossi di Montelera (Brabham BT42/44); 5 James Hanson (March 711); 6 Laurent Fort (Surtees TS9B). **CW** Abba Kogan (Matra MS120C); Jean-Francois Decaux (Ferrari 312/67). **FL** Dayton 1m34.966s (78.67mph).

F1 1975-'78 (14 LAPS) 1 Bobby Verdon-Roe (McLaren M26); 2 Jean-Michel Martin (Ensign

N177) +34.596s; 3 Michael Fitzgerald (March 761B); 4 Katsu Kubota (March 761-6); 5 Roger Wills (Williams FW05); 6 Nick Colyvas (Shadow DN5). **CW** Giancarlo Casoli (Ferrari 312T). **FL** Verdon-Roe 1m32.989s (80.34mph). **F3 1964-1970 (9 LAPS)** 1 Christian Traber (Brabham BT21); 2 Francois Derossi (Chevron B17) +0.368s; 3 Paul McMorrin (Crossle 17F); 4 Michel Gendre (Brabham BT21); 5 Richard Eyre (Chevron B15); 6 Hermann Unold (Tecno 70). **CW** Angelo Delea (Brabham BT15). **FL** Derossi 1m57.181s (63.75mph).

F3 1971-1984 (10 LAPS) 1 Emanuele Pirro (Martini-Toyota MK34); 2 Marc Fagginato (Ralt-VW RT3) +1.094s; 3 Joe Colasacco (Dallara-Alfa Romeo 384); 4 Vincent Savoye (Ralt-VW RT3); 5 Richard Trott (Chevron-Toyota B43); 6 Marcus Mussa (Modus-Toyota M1). **CW** Trott; Peter Dunn (March-Lotus 733).

FL Pirro 1m42.376s (72.97mph).

GP CARS & VOITURETTES PRE-1947

(10 LAPS) 1 Julian Bronson (ERA R4D); 2 Ian Landy (ERA R6B) +13.778s; 3 Michael Gans (ERA R1B); 4 Willi Balz (Maserati 6CM); 5 Rainer Ott (ERA R9B); 6 Tony Smith (Alfa Romeo P3). **CW** Landy; Ed Davies (Alfa Romeo 8C Monza); Duncan Pittaway (Bugatti T35); Jurg Konig (Bugatti T37A). **FL** Bronson 2m04.148s (60.17mph). **PRE-1953 SPORTS CARS (10 LAPS)** 1 Carlos Monteverde (Jaguar C-type); 2 Patrick Blakeney-Edwards (Frazer Nash Le Mans Replica) +6.316s; 3 John Ure (Frazer Nash Le Mans Replica); 4 Nigel Webb (Jaguar C-type); 5 Eddie McGuire (Gordini T23S); 6 Rick Hall (Jaguar C-type). **CW** Blakeney-Edwards; Tom Mittler (OSCA MT4); Carlos de Miguel (OSCA MT4). **FL** Monteverde 2m07.653s (58.52mph).



Sportscar honours fell to Jaguar C-type of Monteverde



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CASTLE COMBE Caterham Carnival May 3
Orton passes 26 cars for Caterham Roadsport glory

Orton (right) carves through Caterham pack



STEVE JONES

Back-to-front Orton is maiden winner

JAMIE ORTON'S maiden victory from the back of a 26-car grid in the first Roadsport A race may have been down to his prowess in changing conditions, but it was one of several highlights of Combe's Caterham Carnival.

The seventh qualifier was simply late out, but once drizzle intensified to hail, his rise was relentless. After a constant 24-minute chase he caught and passed Paul Young (who started 10th) into Quarry. Graham Johnson, third, was best of the early frontrunners.

Orton and Richard Boughton tangled at Quarry while in the top group in race two, but nobody looked likely to deny Johnson, who did most of the leading. He shook off all but Jonathan

Ramsay and Peter Young, in a title race opened up by erstwhile leader JJ O'Malley's car being sidelined for the day earlier.

More remarkable, perhaps, was James MacLachlan's Supersport double. Having worked hard to repel promising novice Nathan Lindop, who started the opener from pole, he stalled at the start of race two. Everybody missed him, and he slipstreamed his way boldly back to lead.

Over a phenomenal last few laps, in which the advantage changed constantly, MacLachlan crossed the line on the grass to pip Lindop and Robert Smith (who shunted in qualifying) to maintain his 100 per cent record.

Points leader Lee

Wiggins won both Roadsport B encounters after protracted tactical battles. His double was cemented when he eased inside Reece Somerfield at Camp on the final lap.

With the Wiltshire College Spectrums of poleman and defending champion Ben Norton and team-mate Oliver White (due to start from the back after an off in practice) in the pits, Marcus Allen 'flymoed' his Kevin Mills Racing Swift SC92F to his first win of this Combe FF1600 campaign.

Once past Robert Hall and Andrew Jones for second, Felix Fisher turned up the gas and, assisted by traffic, gave Allen plenty to think about. Norton's crew got his engine running six laps late, and he salvaged

a point with a storming fastest lap 0.233s outside Josh Fisher's 2008 record.

The FF1600 record holder streaked his Mantis to victory in what devolved into a processional Combe Special GT round. Andrew Shanley led the chase, with Simon Tilling closing to within a length after a dismal start from pole left him eighth on lap one.

Dice of the race was for Class C, in which winner Keith Dunn and David Jones were tied together throughout having disposed of Stuart Dixon. Lotus Exige ace Mark Funnell won Class B after the hot Mitsubishi Evos of Simon Norris and Gary Prebble expired.

Brian Cox won his second successive Combe Saloon race in the sole remaining Mitsubishi Lancer, but last year's champion Jason Cooper made an astonishing start in his uprated Ford Fiesta to seize second on the opening lap – round the

outside of Tony Hutchings' Audi TT at Quarry.

Cooper was eventually hounded down by another class leader Mark Wyatt, to whom he ceded the place. Will Burns led the tiddlers' split until the final lap, when he pulled off with wheel bearing failure. That handed the initiative to Trevor Long, who made up seven places to defeat former champion Russell Poynter-Brown.

Multiple champ Dominic Mooney's start from row three to lead by the exit of Folly was as much a talking point of the MG Midget Challenge as poleman Paul Sibley's tardy opening lap. While Mooney's 'Frogeye' Sprite was reeled back into the pack, Sibley chipped Will Smallridge's lap record while chasing down David Weston (who retired) and drove on to another win. Even Sibley slowed, however, enabling Richard Perry to close in.

■ **By Marcus Pye**

CATERHAM ROADSPORT

A (21 LAPS) 1 Jamie Orton; 2 Peter Young +1.469s; 3 Graham Johnson; 4 Jonathan Ramsay; 5 Antony Sidney-Woollett; 6 Richard Boughton. **Fastest lap** Orton 1m18.210s (85.15mph).

RACE TWO (23 LAPS)

1 Johnson; 2 Ramsay +0.148s; 3 Young; 4 Lee Moulden; 5 Magd Mohaffel; 6 Darrell Wilson. **FL** Young 1m16.990s (86.50mph) **record**.

CATERHAM SUPERSPORT

(23 LAPS) 1 James MacLachlan; 2 Nathan Lindop +0.406s; 3 Paul Begley; 4 Iain Forsyth; 5 Rodney Arnold; 6 Lewis Cook. **FL** Lindop 1m17.636s (85.78mph) **RACE TWO**

(23 LAPS) 1 MacLachlan;

2 Lindop +0.143s; 3 Robert Smith; 4 Forsyth; 5 Arnold; 6 Cook. **FL** Smith 1m17.572s (85.85mph) **establishes record**.

CATERHAM ROADSPORT

B (15 LAPS) 1 Lee Wiggins; 2 Steve Day +0.149s; 3 Jeremy Webb; 4 Reece Somerfield; 5 Ben Whibley; 6 Jay Gardiner. **FL** Whibley 1m19.144s (84.15mph). **RACE TWO**

(15 LAPS) 1 Wiggins;

2 Somerfield +0.086s; 3 Whibley; 4 Martin Addison; 5 Day; 6 Gary Brookes. **FL** 1m19.321s (83.96mph).

CASTLE COMBE FF1600

(12 LAPS) 1 Marcus Allen (Swift SC92F); 2 Felix Fisher

(Van Diemen RF00) +1.070s; 3 Andrew Jones (Ray GR507); 4 Jordan Skinner (Ray GR2); 5 Adam Higgins (Van Diemen RF90); 6 Steven Jensen (Spectrum 011C). **Class winners** Fisher; Kyle Tilley (Van Diemen RF87). **FL** Ben Norton (Spectrum 011B) 1m10.744s (94.14mph).

CASTLE COMBE SPORTS

& GT (15 LAPS) 1 Josh Fisher (Mantis-Vauxhall); 2 Andrew Shanley (Radical Prosport) +6.081s; 3 Simon Tilling (Radical SR3 RS); 4 Darcy Smith (Radical SR4); 5 Norman Lackford (Radical Prosport); 6 Mark Funnell (Lotus Exige). **CW** Funnell; Keith Dunn (Caterham C400). **FL** Fisher

1m04.409s (103.40mph).

CASTLE COMBE SALOONS

(12 LAPS) 1 Brian Cox (Mitsubishi Evo V); 2 Mark Wyatt (Vauxhall Astra) +1.592s; 3 Jason Cooper (Ford Fiesta); 4 Nick Charles (Peugeot 106 GTi); 5 Will di Claudio (Peugeot 106 GTi); 6 Tony Hutchings (Audi TT). **CW** Wyatt; Cooper; Trevor Long (Peugeot 106 Rallye). **FL** Wyatt 1m16.606s (86.93mph).

MG MIDGETS (10 LAPS)

1 Paul Sibley; 2 Richard Perry +3.146s; 3 Ed Reeve; 4 Dominic Mooney (Austin-Healey Sprite); 5 Gil Duffy; 6 Nigel Pratt. **CW** Mooney; David Pym; **FL** Sibley 1m15.646s (88.04mph) **record**.

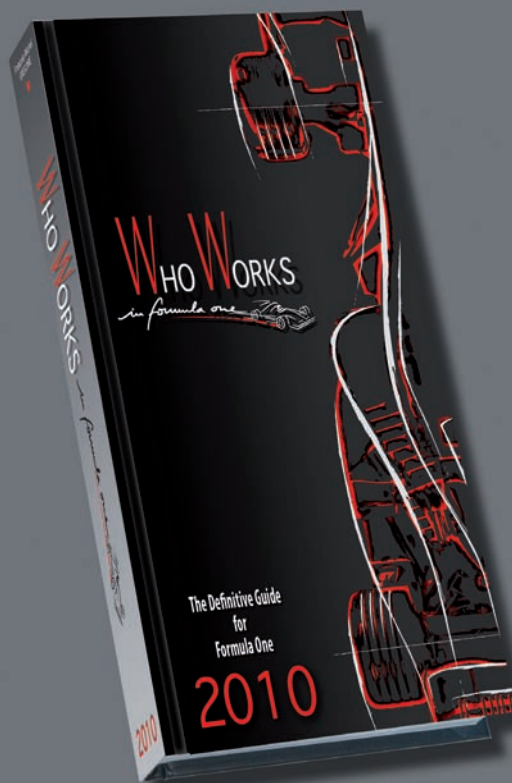


Cox took Saloon honours in his Mitsubishi Evo V

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Lucky 13 for Palmer Audi?

Jonathan Palmer's series is entering its 13th season, and has again attracted some young chargers. By KEVIN TURNER

Just a couple of months ago the 2010 Formula Palmer Audi grid looked decidedly sparse. Then a recent run of deals brought respectability and a few familiar names.

The carrot of a £100,000 F2 scholarship for the champion has undoubtedly helped attract some young hopefuls, but just what should we expect from the series that kicks off at Brands Hatch this weekend?

A decent level at the front, for one thing. Even when the series suffered its lower moments, FPA usually managed to get some close running (if not always overtaking) at the sharp end. This year should be no different, as indicated by the pre-season Snetterton test last month. Just 0.96 seconds covered the top 10 and the front three were separated by 0.06 seconds.

Maxime Jousse and Aaron Steele were the top two in the test and should set the pace during the season. Jousse finished last season strongly, taking a win at Silverstone, and all those that beat him in 2009 have now gone elsewhere. That is unless third-placed finisher Adam Foster's hopes of a return become reality.

Steele has FPA experience stretching back as far as 2006, but it's his most recent race appearance in the series that make him one of the favourites. He won the FPA Shootout at Snetterton at the end of 2008 to become a McLaren AUTOSPORT

BRDC Award finalist.

Thanks to a lack of budget the 21-year-old has never really had a full crack at a championship, but he has appeared in series as high as A1GP (in a Rookie session), and has experience of the 300bhp machines. It would be a surprise if he wasn't in the title fight with Jousse.

Jose Alonso Liste is the other FPA winner in the field – he was victorious at Silverstone last year – and is aiming for the title after failing to raise an F2 budget. Fellow Spaniard Ramon Pineiro, who did just two FPA meetings last year and scored a podium, should also be one to watch.

Perhaps the most intriguing aspect of the season, though, will be how teenage sensation Nigel Moore gets on. A real rookie hasn't won the FPA title since Jon Barnes in 2006 ('07 champ

2010 DRIVERS

Howard Fuller (GB)
Vincent Beltoise (F)
Tommaso Menchini (I)
Maxime Jousse (F)
Nigel Moore (GB)
Melroy Heemskerk (NL)
James Thorp (GB)
Giuseppe Cipriani (I)
Luca Orlandi (I)
Ash Davies (GB)
Jorge Pescador (E)
Ramon Pineiro (E)
Aaron Steele (GB)
Jordan Williams (GB)
Jose Alonso Liste (E)
Matt Bell (GB)
Luis Villalba (E)
Callum Holland (GB)

Tim Bridgman had stepped down from F3 and Champ Car Atlantic), but the former Ginetta Junior and G50 champion has stormed up the sportscar ladder and will now try his hand at single-seaters.

Having raced an LMP Ginetta-Zytek at Le Mans, Moore certainly won't find the car intimidating and his pace at Snetterton – third – was encouraging.

Dutchman Melroy Heemskerk is the other interesting FPA newcomer. He wasn't quite on the pace in testing and he doesn't know the circuits, but the 21-year-old former mechanic impressed in the Brands Hatch Formula Ford Festival last year and arrives off the back of a dominant Benelux Formula Ford campaign in 2009.

Of the rest of the field, which lacks the depth of some of FPA's rivals, Jordan Williams brings an extensive – if unspectacular – single-seater CV into the series, while Matt Bell looked competitive at the Snetterton test. Not the same Matt Bell as the one racing in the Ginetta G50 Cup, this 20-year-old proved quick but incident-prone in the 2008 FPA Autumn Trophy. ☒



Jousse won in 2009 and set pace in testing

CALENDAR

DATE	CIRCUIT
May 8-9 (three races)	Brands Hatch Indy
June 26-27 (four races)	Snetterton
July 24 (two races)	Oulton Park
August 28 (two races)	Rockingham
September 25-26 (two races)	Brands Hatch GP
October 16-17 (four races)	Silverstone National

Note: seventh meeting to replace Donington Park to be confirmed

YOUR SAY

What you think of the motorsport news of the past week



Should F1 be planning end of 'infernal' combustion?

Are trends electric?

Motor racing will soon have a choice to make. It's not down to KERS or no KERS, it's about the electric engine and batteries. Now it's 2010, the teams plan on spending millions on their new 2013 internal combustion engines. But if you scroll down the automotive news today, a high proportion of the new cars are hybrids or EVs.

This is the trend, the petrol engine is sooo last century.

Ivan Nikolov, by email

EDITORIAL CONTACT mail@autosport.com

Has anyone else noticed how any on-track action involving Vitaly Petrov is inevitably followed by an immediate switch of camera shot to the pits, to capture the excitement/shock/fear/pleasure/elation on the face of his female manager?

Takes me back a decade or so to the days of 'Erja-cam', when as TV viewers we were obliged to follow the progress of Mika Hakkinen at any given grand prix based almost entirely on the facial expressions of his missus.
Francis Stewart
By email

Am I the only person to be left frustrated after watching the BTCC at Brands Hatch on the telly? What is it with the over-use of the safety car? Every time somebody spins off, out it comes!

I have recently watched the video review of the 1995 season where there was a similar wet meeting and there were similar 'offs', and the races carried on with no problems.

Sometimes the safety car 'resets' what is becoming a dull race, but this was just annoying.
Philip Palmer
Plymouth, Devon

Interesting to learn of John Surtees' regrets at leaving Lotus in 1960 (April 29). I'd always thought that far more disastrous to his career was his departure from Ferrari in 1966. That probably deprived him of at least one more title and sent Ferrari spinning into one of its least successful periods. That's something Surtees has always declined to talk about.

Perhaps the time has come for him to tell us what really happened.
Bruce Hales-Dutton
Sevenoaks, Kent

Congratulations to Adam Carroll on his drive in the IndyCar Series! A would-be worthy contender for the F1 championship, who unfortunately missed out on a drive this year, has had his talent noted by Michael Andretti.

Well done Adam, you deserve it.
Kim Wilson
Gravesend, Kent

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. SCHUMACHER TO SWITCH CHASSIS FOR SPAIN
2. FERRARI DENIES SUBLIMINAL LIVERY
3. SILVERSTONE UNVEILS NEW ARENA LAYOUT
4. TRULLI FRUSTRATED BY LOTUS PROBLEMS
5. ALONSO HAS HIS THUMBS INSURED

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

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ART OF THE F1 CAR BOOK

£30 (978 0 7603 3731 8)

S Codling (motorbooks.com)

Eighteen of the most exquisite grand prix cars from the past 60 years of Formula 1 history are subjected to the studio-photograph treatment in this lavish celebration of F1 art.

Well-known motoring snapper James Mann's stunning pics of iconic cars from the likes of Alfa, Brabham, Ferrari, Maserati, McLaren, Tyrrell and Williams – as well as the more quirky, but no less beautiful, efforts from Jordan and Leyton House – are accompanied by historical narrative from former AUTOSPORT staffer Stuart Codling as well as fascinating critiques from legendary F1 designer Gordon Murray.



BLUEBIRD RECORD BOOK

£24.99 (978 1 84584 280 2)

D Stevens (veloce.co.uk)

The story of the final version of the famous Bluebird land speed record car, CN7, is told by one of the original gang of talented engineers who made it all happen – Donald Stevens.

Personal artefacts and technical drawings complement this proud tale of British endeavour.



QUATTRO 30 YEARS BOOK

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racing1.de/shop

Audi is celebrating 30 years of its dedicated Audi Sport programme with a book looking back on its motorsport exploits of the past three decades.

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HOT ON THE WEB THIS WEEK

YOUTUBE: PEUGEOT 306 MAXI RALLY SCREAMERS



SEARCH: Pure Peugeot 306 Maxi Kit Car with pure engine sounds (8:30) Raucous celebration of the Peugeot 306 Maxi rally cars from 1997/98. Crank up the volume, sit back and marvel at the combined talents of French asphalt WRC experts Francois Delecour and Gilles Panizzi.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

KNOCKHILL

British GT/SMRC

May 8-9

**Admission £5 (Saturday), £15 (Sunday),
£16 (weekend ticket, advance purchase)**

Tel: 01383 723337

The British GT Championship makes its annual trip north of the border this weekend (with a

somewhat fuller grid than it managed last season) for two one-hour races. At a circuit where they've enjoyed success in the past, Dodge Viper pairing Aaron Scott and Craig Wilkins will be looking to bounce back after crashing out of round one at Oulton Park during qualifying. A triple-header for British Formula Ford, plus a full programme of Scottish club races, provide support.

These will be a handful around Knockhill



EBREV/LAT

OULTON PARK

MGCC

May 8

Admission £12

Tel: 01829 760301

THRUXTON

MSVR

May 8

Admission £12

Tel: 01264 882200

BARBON MANOR

British Hillclimb

May 8

Admission £10

www.westmorlandmotorclub.co.uk

BRANDS HATCH

CSCC

May 8-9

Admission £12 (Sat), £12 (Sun), £16 (weekend ticket, only available online)

Tel: 01474 872331

The opening round of the 2010 Formula Palmer Audi Championship heads a bulging Classic Sports Car Club bill.

SNETTERTON

BARC G&B

May 8-9

Admission £12 (Sat), £12 (Sun), £16 (Weekend ticket, only available online)

Tel: 01953 887303

CROFT

DDMC

May 8-9

Admission £12 (each day)

Tel: 01325 721815

MALLORY PARK

AMOC

May 9

Admission £14

Tel: 01455 842931

MONDELLO PARK

MEC

May 9

Admission £15

Tel: +353 (0)45 860200

HAREWOOD

British Hillclimb

May 9

Admission £10

Tel: 01132 886391

It's even hard to pass in the pitlane at Barcelona

F1 WORLD CHAMPIONSHIP

Rd 5/19

**Spanish Grand Prix,
Barcelona, Spain**

May 9

www.formula1.com



DUNBAR/LAT



GIBSON/LAT

LE MANS SERIES

Rd 2/5

**Spa-Francorchamps,
Belgium**

May 9

www.lemans-series.com

WORLD RALLY CHAMPIONSHIP

Rd 5/13

Rally New Zealand

May 6-9

www.wrc.com

GP2 SERIES

Rd 1/11

Barcelona, Spain

May 8/9

www.gp2series.com

GP3 SERIES

Rd 1/9

Barcelona, Spain

May 8/9

www.gp3series.com

NASCAR SPRINT CUP

Rd 11/36

Darlington, Sth Carolina, USA

May 8

www.nascar.com

SWEDISH TOURING CARS

Rd 2/9

Knutstorp, Sweden

May 9

www.stcc.se

SUPERSTARS

Rd 3/10

Vallelunga, Italy

May 9

www.superstars.it/eng

Television

FRIDAY MAY 7

0855-1035 **BBCi LIVE**

F1: Spanish GP first practice

1255-1435 **BBCi LIVE**

F1: Spanish GP second practice

1500-1600, 1800-1905, 2220-2325 **Motors**

WRC: Rally New Zealand day one

SATURDAY MAY 8

0405-0430 **Five**

Motorsport Mundial

0900-1000, 1400-1500 **Dave**

World Rally 2010

Rally New Zealand preview.

0955-1105 **BBCi LIVE**

F1: Spanish GP third practice

1025-1130 **ITV4**

Motorsport UK

1130-1200 **ITV4**

WTCC: Marrakech highlights

1200-1330 **ITV4**

BTCC: Brands Hatch highlights

1215-1415 **BBC1**

F1: Spanish GP qualifying

1500-1600, 1800-1905, 2220-2325 **Motors**

WRC: Rally New Zealand day two

1940-2010 **Motors TV**

Britcar: Brands Hatch

2200-2300 **Eurosport**

GP2: Barcelona

Delayed feature-race action.

SUNDAY MAY 9

0000-0430 **Open Access 3 LIVE**

NASCAR Sprint Cup: Darlington

0730-0830 **Eurosport**

LMS: Spa

0700-0730 **Channel 4**

Mobil 1 The Grid

0730-0755 **Channel 4**

VW Racing Cup & Ginetta Challenge: Oulton

0835-1025 **Eurosport LIVE**

GP2: Barcelona

The sprint race is live from 0935.

1025-1100, 1315-1415, 1630-1700

Eurosport LIVE

LMS: Spa 1000Km

1210-1515 **BBC1 LIVE**

F1: Spanish GP

The European F1 season gets under way.

1400-1500, 1905-2010, 2220-2325 **Motors**

WRC: Rally New Zealand day three

1515-1615 **BBCi LIVE**

F1: Spanish GP post-race forum

1700-1905 **Motors TV**

V8 Supercars: Queensland Raceway

1700-1800 **Eurosport**

GP2: Barcelona

1800-1900 **Dave**

World Rally 2010

Highlights from Rally NZ.

1900-2000 **BBC3**

F1: Spanish GP highlights

1900-1930 **Eurosport**

Porsche Supercup: Barcelona

2045-2150 **Motors TV**

British F3: Silverstone

MONDAY MAY 10

0245-0345 **ITV1**

Motorsport UK

0730-0830 **Eurosport**

GP2: Barcelona

1800-1900 **Sky Sports 4 & 2200-2300**

Sky Sports 2

NASCAR: Darlington highlights

Online

AUTOSPORT.COM

Coming up on the web this week

CHINESE GP & RALLY TURKEY

This weekend's Spanish Grand Prix has been hyped as the one where we'll find out the true pace of the teams as they bring their first major upgrade packages of 2010. AUTOSPORT.com will be there for every lap, bringing you live coverage of every session as well as all the news throughout the weekend. GP2 and the all-new GP3 kick off, plus there's the Spa 1000Km, WRC in New Zealand and NASCAR from Darlington.

GP2 powers into action in Spain



Read this week's AUTOSPORT magazine in full on the internet

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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

A Carlton Kirby fan, yesterday



THINGS YOU can rely on during a Bank Holiday weekend: traffic jams, screaming kids ruining your pub lunch, and rain.

The Liberal banker who made Bank Holidays law – Sir John Lubbock – was a massive cricket fan. He believed that games should be played on four Mondays per year. Cricket equals rain. And when it comes to motorsport TV commentary, only one man has a duck-like zeal for the wet stuff: our old friend Carlton Kirby.

He was on Renault World Series duty at Spa-Francorchamps, replacing that awful bloke alongside (a much-improved) Tom Gaymor. At the start of

Saturday's race, which my eyes told me was dry from start to finish, Carlton's pants were on fire...

"Bang!" he shouted as the red lights went out for race one. "They zing through there and it's a real skirmish!"

It wasn't long before Kirby's meteorological prowess sprung to the fore on the subject of cloud: "Will it burst? It's certainly split-splating."

He's on a roll – bear in mind the fact it is *not* raining: "Nasty weather is raising its head."

Then he comes out with my favourite line of the day: "Sten Pentus is a bit of a rain man." He must be a regular Dustin Hoffman!

"He's going to ride that cushion home." Cushion? What cushion?

For Sunday's race, all Kirby's Christmases have arrived: Spa is soaked.

"I'm dreading the Bus Stop here," he warns. "There's a lot of danger out there, not least the rain."

On and on it goes... "The big red lights are blazing, there is plenty of moisture being kicked up."

"Thankfully the surface is uniform, the track is absolutely sodden."

"The skies are starting to brighten, who knows,

we might have T-shirt weather for podium."

"It's still raining but the sun is shining; will there be a pot of gold at the end of the rainbow?"

"I don't know how wet the steps are up to the podium, but I've known people injure themselves on wet steps before."

And finally... "A great race, but plenty for AUTOSPORT to complain about, I'm sure."

Complain? No, no, no. I believe 'to ridicule' is a much more accurate verb. *Revved Up*

"When it comes to TV commentary on motorsport, one man has a duck-like zeal for the wet stuff: Carlton Kirby"

THE WEEK IN PICTURES

The lensmen pounding the beat, from New Zealand to a muddy field in Northants

LOEB: HE'S OUT OF CONTROL AND DROPPING LIKE A STONE
His rivals would love to have heard that on Rally New Zealand, but it refers to SuperSeb's pre-event bungee jump



MCMMASTER/MCKLEIN

BROLLY DOLLY'S JOLLY FOLLY
WSR's grid girl struggled with her umbrella ahead of Sunday's races



CINEVEIL

MUDDY HELL, PART ONE...
Andi Zuber/Marc Hennerici were FIA World GT1 winners in Abu Dhabi but spinners at Silverstone



GREGG

...MUDDY HELL, PART TWO
British Formula 3 hotshoe Oli Webb had his challenge dampened by this massive puddle



FIA/AT

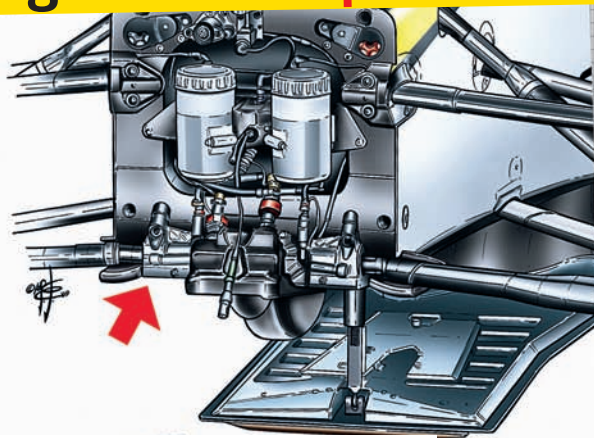
Engineering debrief – power steering



Gary Anderson's weekly technical insight, with illustrations by Giorgio Piola

BIO

Gary has a long CV in motorsport, including spells at both Jordan and Stewart/Jaguar



POWER STEERING: 'ARMS RACE'

System situated level with lower wishbone on last year's Brawn (arrow)

THE POWER STEERING on F1 cars will offer assistance in the region of 40-60 per cent of the steering effort required. The regulations require that the systems are mechanically-activated, while still allowing hydraulics to apply the required assistance, so a torsion bar is installed in the steering assembly between the steering column and the rack. As the load builds up in the steering column, this torsion-bar deflection opens a small orifice, allowing high-pressure hydraulic oil into an actuator and giving the assistance required.

The problem is that matching the torsion-bar stiffness to the assistance required is not easy; at best you get a linear percentage-assistance level relative to the actual steering load. The torsion-bar deflection also means that the heavier the steering load in a fast corner, when the steering is at its heaviest, the greater the steering-wheel angle relative to road-wheel angle.

As a result, the steering-wheel angle is very similar in a slow corner (when the road wheels require a lot of angle) to a fast corner.

FROM THE ARCHIVE

Jackie Oliver, Spanish Grand Prix, 1970



"Ickx fell on the ground
and his overalls sucked up
the fuel like a candlewick.
He had some pretty bad burns"

Impact ruptured the
Ferrari's fuel tank

EVERY RACING driver hopes to get through a career – at whatever level – without coming face to face with the frightening prospect of a fiery accident. For some, though, this nightmare is unavoidable.

For Jackie Oliver, that day came at Jarama during the 1970 Spanish Grand Prix. Midway through the opening lap, as the field approached the Le Mans left-hander, Oliver's BRM, lying fifth, suffered a suspension failure – sending the car across the grass and into the side of Jacky Ickx's Ferrari.

The impact ruptured the fuel tank on the Belgian's car and left both machines wedged together on the track while a giant fireball erupted around them, burning intensely as the rest of the cars poured past.

"Very few people survive being in a fire of that magnitude," says Oliver. "It's hard to describe it to anyone who hasn't been through it, but you can't see a thing except this wall of red. As I tried to get out of the car, my overalls snagged on the crushed dashboard, and I had to feel around before I could extricate myself.

"I leaped out in one direction, and purely by luck there were no cars there. Jacky leaped out of his Ferrari and ran right into my car! He fell on the ground and his overalls sucked up the fuel like a candlewick. He had some pretty bad burns on his legs, but I seemed to be fine.

"What really does for people – and it did for Niki Lauda – is the flame inhalation. One gulp and you burn your lungs. Because the flame feeds off oxygen, it follows the air down your windpipe. I see drivers now all with their fireproof balaclavas, but what's protecting the real danger spot, their lungs?"

Amazingly, the most significant injury Oliver suffered that day was a bruised chin.

"I leaped out of the car like a gazelle, and one of the tear-off strips on my visor had become crinkled because of the heat.

"I can only assume the big Spanish marshal saw this and thought I was on fire inside my helmet, because he tried to yank my helmet off me without undoing the straps. He was so strong he was swinging me a foot off the ground. Bloody dickhead!"

THIS WEEK IN...



MAY 12 2005

WE PREDICTED Jenson Button would return from the BAR team to Williams in 2006, following a two-race ban handed to BAR for running underweight at the San Marino GP.

Williams sources told us that Button would be "certain to drive for the team next year". Button reportedly had a contract with Williams allowing the team to claim his services if he scored less than 70 per cent of the championship leader's points by the end of August's Turkish GP.

Future GT ace Gianmaria Bruni showed his step down from a Minardi F1 seat to a GP2 ride with Coloni was the right one by winning round two at Barcelona (below). The result gave Paolo Coloni his first victory as boss of his father's eponymous team.



**NEXT
WEEK**



Can Barcelona deliver a thriller?

SPANISH GP

Let's hope it rains in Spain *On sale May 13*

PLUS

Celebrating 60 years of F1;
GP2 Barcelona, WRC New Zealand, LMS Spa reports

DARREN TURNER

■ Formula Renault, Thruxton ■ May 6, 1996 ■ Van Diemen RF96 ■ Flat-out round the back to win



Turner takes Church flat in his Redgrave Van Diemen

MY SECOND year in the British Formula Renault UK championship was very significant for my whole career. Not only was 1996 a great season of racing, with eight drivers winning races in five different chassis run by seven teams, but my two wins in the Redgrave Racing Van Diemen helped me mount a season-long title challenge and get nominated for the prestigious McLaren AUTOSPORT BRDC Award finals at the end of the year. That I went on to win the Award made it a special year from which I benefitted enormously.

We came to Thruxton, the third round of the season, playing catch-up to David Cook, who'd won the first two races in his family-run Tatuus. His car had looked really strong in those opening two rounds at Donington and Brands so we were up against it with our equipment, and financially. I love the high-speed, bumpy layout of the circuit and it was an almost out-of-body experience during qualifying that made me believe I could nail the race. I took Church absolutely flat for the first time

"I had to take Church flat-out on cold tyres. I knew the car could do it - and it had to be first time to count"

and the car felt mega. My engineer, Simon Finiss, had come up with the perfect set-up and I took pole on my second flying lap.

I was worried about the start, because I had bogged down at the previous round. An extra 800 or so revs sorted it and I made a blistering getaway. I had to take Church flat again, but this time on

cold tyres. I knew the car would do it and it had to be first time round to count. When I saw David Henderson's Haywood Ermolli get between me and David Cook at the Complex, I knew that if ever there was a time to keep it flat all round on those cold Michelins, this was it. I did it, but was more than surprised to have a 2.8sec lead

at the end of the lap!

I controlled the race from the front but at half-distance noticed Cook's black car in my mirrors. He'd obviously got back past Henderson so I thought it was time to put on a spurt. But I chilled out again when I realised that I was safe from attack and could maintain my advantage.

It was the perfect thank-you to the Redgrave clan – Richard, Di, Mark and Clare – who'd taken a gamble on me and run me in '95 and '96 for minimal budget. There was always a great atmosphere in the team and I'll always be grateful for the chance they gave me. *Darren Turner was talking to Henry Hope-Frost*

IN PROFILE



DARREN TURNER began his single-seater career in Formula First in 1993 before tackling FVauxhall, FRenault and FPalmer Audi. Following an intro to Mercedes via a McLaren F1 test-driver role, he settled with the German marque in the DTM for 2000. He has carved out a successful career in touring cars and sportscars, scoring numerous class wins for Ferrari and Aston Martin in all the big international enduros, including the Le Mans 24 Hours. He also spent two seasons back on home soil in the BTCC, during which he won five races for SEAT.

**NEXT
WEEK**

**Martin
BRUNDLE**



Annual Membership: £129.00



Driving Tours | Track Days | Driver Training | Social Events | Hospitality



Nordschleife Grantours, September



Nordschleife Grantours – Private track booking with training



24 Heures du Mans



Supercar Sunday



Italian Grantours

Introducing the Gentleman Drivers Club – a members club for driving enthusiasts, founded by *Aston Martin Racing* driver, Darren Turner.

We have an unrivalled selection of exclusive events for our members that run throughout the year. We've just had a sell-out ice-driving event in St. Moritz with other highlights for 2010 including a tour of Northern Italy and a hospitality package for Le Mans in June.

For those who compete or track their cars, who better than double *Le Mans* winner Darren Turner to help you improve your race craft? He will be doing training and high-speed laps at privately booked tracks – from Silverstone to the Nordschleife...

The *Gentleman Drivers Club* is a group of like-minded individuals that simply enjoy driving. Our *Supercar Sunday* breakfast events are also a great opportunity to meet fellow members, whilst admiring the cars over a coffee and bacon butty.

Visit our website to see a full list of benefits and events for our members. There you will find video and gallery sections that highlight some of our main events this year. Membership is limited, so join now to ensure your place at our next event!

Gentleman Drivers Club

Join us now at www.gentlemandriversclub.com

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Porsche Carrera Cup GB

Rounds 5 and 6, Brands Hatch, May 1-2

Race wins for Michael Caine and Tim Harvey
 Pro-am1 wins for Jonas Gelzinis and Ollie Jackson
 Pro-am2 wins for Steve Parish and Paul Mace
 Overall podiums for Stephen Jelley and Tom Bradshaw
 'Driver of the weekend' award for Tom Bradshaw
 'Team of the weekend' award for JHR

Round 5 results

- 1 Michael Caine (Motorbase Performance)
- 2 Tim Harvey (Red Line Racing)
- 3 Stephen Jelley (Team Parker Racing)
- 4 Glynn Geddie (Team Parker Racing)
- 5 Euan Hankey (Team Parker Racing)
- 6 Michael Meadows (Red Line Racing)

Round 6 results

- 1 Tim Harvey (Red Line Racing)
- 2 Michael Caine (Motorbase Performance)
- 3 Tom Bradshaw (JHR)
- 4 Glynn Geddie (Team Parker Racing)
- 5 Charles Bateman (Motorbase Performance)
- 6 Euan Hankey (Team Parker Racing)

For more information on the Porsche Carrera Cup GB visit
www.porsche.com

Provisional points positions after round 6

Overall

1	Tim Harvey	124
2	Michael Caine	112
3	Glynn Geddie	72
4	Euan Hankey	70
5	Tom Bradshaw	54
6	Ollie Jackson	52
7	Charles Bateman	51
8	Tony Gilham	48
9	Jonas Gelzinis	43
10	Stephen Jelley	40
11	Ahmad Al Harthy	34
12	Michael Meadows	30
13	Archie Hamilton	29
14	Steve Parish	15
15	Mark Hazell	9
16	Michael Leonard	8
17	Glenn McMenamin	6
18	Alex Martin	5
19	George Brewster	4
20	George Richardson	3
=	Paul Mace	3
22	Liam Griffin	1

Pro-am1 category

1	Ollie Jackson	61
2	Tony Gilham	49
3	Jonas Gelzinis	45
4	Ahmad Al Harthy	34
5	Archie Hamilton	29
6	Michael Leonard	8

Pro-am2 category

1	Mark Hazell	54
2	Steve Parish	49
3	Glenn McMenamin	47
4	George Brewster	43
5	George Richardson	29
6	Bob Lyons	23
7	Paul Mace	18
8	Richard Denny	12

Team championship

1	Motorbase Performance	163
2	Red Line Racing	154
3	Team Parker Racing	142
4	JHR	63
5	Addison Lee Motorbase	53
6	Collins ReDesign Racing	48

PORSCHE

**CARRERA
CUP**
GREAT BRITAIN

