

ON FORM WEBBER SET FOR NEW RED BULL DEAL

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WEBBER'S STREET MAGIC

- Aussie survives FOUR restarts to stun Vettel
- Button left fuming as hopes go up in smoke

F1 INSIDER MONACO

What Red Bull did to solve brake wear problems

How confidence has taken Webber to the next level

Jack Brabham on fellow Aussie's greatest win

Why Schuey was penalised for last-lap pass



PLUS

THE FIRST LOTUS VICTORY

Moss's amazing Monaco GP triumph 50 years on



ALL THE WEEKEND'S RACE ACTION

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World Series Ricciardo does a Webber

Superleague Rigon's winning return

NASCAR Kyle Busch monsters Dover





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Serious Head Protection



Monaco Grand Prix 2010 GP2
Race 1 winner: Sergio Perez



Monaco Grand Prix 2010 GP2
Race 2 winner:
Jérôme d'Ambrosio



Monaco Grand Prix 2010 F1 Race
3rd place: Robert Kubica

Monaco Grand Prix 2010

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Tel: +44 (0) 20 8267 5804 Fax: +44 (0) 20 8267 5922
E-mail: autosport.editorial@haynet.com Website: www.autosport.com

EDITOR

Andrew van de Burgt
andrew.vandeburgt@haymarket.com ext.5974

AUTOSPORT.COM EDITOR

Simon Strang
simon.strang@haymarket.com ext.5093

DEPUTY EDITOR

Charles Bradley
charles.bradley@haymarket.com ext.5889

GROUP F1 EDITOR

Jonathan Noble
jonathan.noble@haymarket.com ext.5810

F1 EDITOR

Edd Straw
edd.straw@haymarket.com ext.5887

DEPUTY F1 EDITOR

Mark Glendenning
mark.glendenning@haymarket.com ext.5801

NEWS EDITOR

Glenn Freeman
glenn.freeman@haymarket.com ext.5309

AUTOSPORT.COM NEWS EDITOR

Steven English
steven.english@haymarket.com ext.5952

MANAGING EDITOR

Peter Hodges
peter.hodges@haymarket.com ext.8617

WEB MANAGING EDITOR

Pablo Elizalde

GRAND PRIX EDITOR

Mark Hughes
autosport.editorial@haynet.com

SECRETARY

Joanne Grove
joanne.grove@haymarket.com ext.5804

PHOTOGRAPHS

LAT Photographic

RALLIES EDITOR

David Evans
david.evans@haymarket.com

F1 COLUMNIST

David Coulthard

INTERNATIONAL EDITOR-AT-LARGE

Gary Watkins

AUTOSPORT TV EDITOR

Henry Hope-Frost
henry.hope-frost@haymarket.com ext.5835

CHIEF SUB-EDITOR

Marcus Simmons
marcus.simmons@haymarket.com ext.5807

NATIONAL EDITOR

Kevin Turner
kevin.turner@haymarket.com ext.5432

EDITORIAL ASSISTANT

Ben Anderson
ben.anderson@haymarket.com ext.5425

NATIONAL EDITOR-AT-LARGE

Marcus Fye
btycc editor
jamie.oleary@haymarket.com ext.5811

ART EDITOR

Amar Hussain
amar.hussain@haymarket.com ext.5914

DESIGNERS

Matthew Dugate, Tom Plumstead

PICTURE EDITORS

Peter Mills
peter.mills@haymarket.com ext.5918

Ross Stonefield

TECHNICAL EDITOR

Giorgio Piola

NEWS GRAPHICS

Alan Eldridge

CARTOONIST

Jim Bamber

CORRESPONDENTS

ARGENTINA

Tony Watson

AUSTRALIA

Phil Brangan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

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FINLAND

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ADVERTISING

Tel: +44 (0) 20 8267 5858
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

SALES MANAGER

Pierre Clements,
ext: 5820
pierre.clements@haymarket.com

DISPLAY ADVERTISING

Nyan Amer, ext: 5576
nyan.amer@haymarket.com

Adam Stimpson, ext: 5244
adam.stimpson@haymarket.com

Katie Gamble, ext: 5961
katie.gamble@haymarket.com

CLASSIFIED ADVERTISING

Adam Rutter,
ext: 5865
adam.rutter@haymarket.com

ONLINE SALES

Charlotte Norville,
ext: 5367
charlotte.norville@haymarket.com

ONLINE SALES MANAGER

Luciano Candilio,
ext: 5179
luciano.candilio@haymarket.com

ONLINE ADVERTISING
Phillipa Mathers,
ext: 5115
phillipa.mathers@haymarket.com

ADVERTISING DIRECTOR
Matthew Witham

AD PRODUCTION

Tel: +44 (0) 20 8267 5740 Fax: +44 (0) 20 8267 5320

SPECIAL PROJECTS DIRECTOR

Derek Redfern

LICENSING DIRECTOR

Tim Bulley

PRODUCTION MANAGER
Caroline Feltham,
ext: 5823
caroline.feltham@haymarket.com

DISPLAY PRODUCTION
Saba Bonser,
ext: 5740
saba.bonser@haymarket.com

CLASSIFIED PRODUCTION
Roxy Agius, ext: 5349
roxy.agius@haymarket.com

SUBSCRIPTIONS

UK 08456 777 817
OVERSEAS +44 (0)1795 592 974
EMAIL autosport@servicehelpline.co.uk

US & CANADA 1-866-918-1446

US & CANADA EMAIL haymarket@imnews.com

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US & CANADA 1-866-918-1446
Mercury International at above address.

BACK ISSUES
Tel: 08456 777 817

DIRECT MARKETING EXECUTIVE
Karen McCarthy, ext: 5659
karen.mccarthy@haymarket.com

MANAGEMENT
PUBLISHING DIRECTOR
Peter Higham

PUBLISHER
Rob Aherne

PUBLISHING MANAGER
Samantha Jemson

WEBSITE PUBLISHING MANAGER
David Harris

SPECIAL EVENTS MANAGER
Laura Coppin

CIRCULATION TRADE ENQUIRIES
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CHIEF EXECUTIVE
Kevin Costello

STRATEGY AND PLANNING DIRECTOR
Bob McDowell

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POLE POSITION

Monaco decision on Schumacher was wrong



I THOUGHT it was called motor racing. It seems I was wrong.

Michael Schumacher's final-corner pass on Fernando Alonso in the Monaco Grand Prix was the first time since the seven-time champion's comeback that the Schuey of old was in evidence. On the face of it, it was a brilliant, opportunist pass, uncompromising and perfectly

executed. It was, in fact, the only passing move of any significance in the whole race.

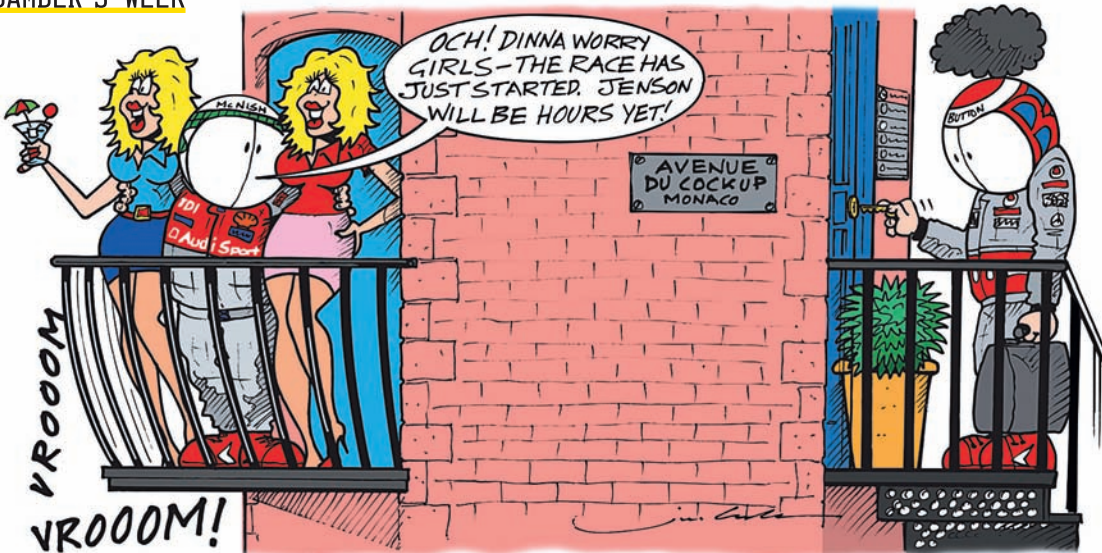
But apparently it was against the rules. It seems that, although the safety car had pulled off, we weren't racing after all. Which begs the question: what was the point in Mark Webber and the rest accelerating away at full racing speed? Surely that's dangerous if the race was not under green-flag conditions?

Any conspiracy that Damon Hill's role as race steward led to the penalty should be disregarded. The problem stems from a poorly written rule that was interpreted to the letter of the law.

I hope that Mercedes is successful in its appeal, and that a clear signal is sent out that drivers ought to race to the finish and not just coast along in line astern.

Andrew van de Burgt, editor

BAMBER'S WEEK





MONACO GP

Flippin' heck! Webber gets wet and wild

Monaco GP winner Mark Webber backflips into the pool after beating Red Bull team-mate Sebastian Vettel around the streets of Monte Carlo. At least the young German (left, soaked) got one over the Aussie in the intra-team post-race aquatic gymnastic competition by being first into the water

Picture: Coates/LAT

➔ **P30** MONACO GP REPORT



Monaco win secures Webber deal

New championship leader set to extend Red Bull contract for another season. By EDD STRAW

Webber could use Ferrari as leverage

Red Bull team owner Dietrich Mateschitz has been convinced to retain Mark Webber for next season by the Australian's back-to-back wins in Spain and Monaco.

The energy-drinks magnate and Helmut Marko, his motorsport advisor, had been weighing up whether Webber should be kept on for 2011 following a shaky start to the season. But the F1 veteran's dominant recent form has persuaded them that he is the right man to partner Sebastian Vettel.

Although no deal has yet been signed, Webber is also understood to be keen to remain at Red Bull.

The team favours another one-year deal, with an option for 2012 on Red Bull's side, but Webber is likely to push for a multi-year deal amid interest from Ferrari. This could delay the completion of the

deal and final announcement, but both sides are agreed in principle to remain together in 2011.

Team principal Christian Horner said: "We haven't spoken to, and have no interest in, speaking to any other drivers. When the time comes we will sit down and go over the paperwork."

Red Bull has traditionally made driver announcements in the middle of the season, and the completion of the deal with Webber is expected before the end of July.

Kimi Raikkonen, the 2007 world champion, had been rumoured as a possible replacement for Webber after joining the Red Bull stable to compete in the World Rally Championship with the Citroen Junior team this year. AUTOSPORT understands that the Finn has yet to decide whether he wants to

return to F1, but it seems that any chance of a Red Bull drive has now faded.

TITLE TILT

Webber's Monaco win puts him in the lead of the world championship for the first time in his F1 career.

Although team-mate Vettel is level on points, he is classified second on race wins countback, giving Webber the edge. Despite being cautious on his title hopes, the Australian admitted that his double win has given him a boost.

"I'm not low on confidence at the moment," he said. "But it's [only] two races we've done well in. If you do this three or four, five times in a row, then that's a good run. Let's go



Raikkonen chances of comeback are fading

to Turkey [the next round] and just keep chipping away. Things can change very quickly in this game. I've been round the block long enough to know that as well. So my feet are on the ground."



P30 MONACO GP REPORT

COMPATRIOT'S DAY

AUSTRALIA'S FIRST world champion, Jack Brabham, has backed compatriot Mark Webber to win the world championship following back-to-back wins in Spain and Monaco.

Brabham, who won the title in 1959, '60 and '66, is confident that Webber is in a strong position after outperforming team-mate Sebastian Vettel over the past two races.

"Mark's chances of winning the championship are pretty good, because he has proved he can deal with Vettel, who is his greatest opponent," the 84-year-old told AUTOSPORT. "He could very well be an Australian racing legend in the future."

Brabham added that he believed Webber had improved as a driver over the past year, a period during which he has claimed his first four grand prix wins, and that his bad luck might finally be behind him.



Webber emulated fellow Aussie Brabham

"Mark has improved over the past 12 months, but I always had confidence in his driving," he said. "Up until now, he has been unlucky with his cars. He has always impressed me with his determination and talent."

Webber, the first Australian to lead the drivers' championship since Alan Jones had the points lead after the 1981 Long Beach Grand Prix, is now Australia's third-most-successful grand prix driver in terms of wins. He could pass Brabham's Australian-record F1 points total in Turkey next week.



JACK BRABHAM
STARTS 126
WINS 14
POLES 13
POINTS 261



ALAN JONES
STARTS 116
WINS 12
POLES 6
POINTS 206



MARK WEBBER
STARTS 144
WINS 4
POLES 4
POINTS 247.5

AUTOSPORT SAYS...

JONATHAN NOBLE
GROUP F1 EDITOR

jonathan.noble
@haymarket.com



Red Bull Racing team principal Christian Horner joked after Monaco that he wanted to know what Mark Webber had been having for breakfast since his performance turnaround in Spain – because he wanted to try and get hold of some of it for himself.

Sebastian Vettel may be wondering exactly the same thing, having seen the momentum in this year's championship move away from him and towards his team-mate.

How galling to have been the man of the moment early in the year, only for reliability problems to wreck his efforts. How tough to accept that, just as Webber hits form, so the RB6 finally starts delivering on Sundays.

Vettel is facing a crunch time in his own title ambitions – just as Webber did after his early wobbles, when a confidence slump could have wrecked his own season.

Yet there's no reason for panic. Vettel's natural talent is evident – just look at his form early on – but now he needs to knuckle down and take some work-ethics advice off Webber, for the Australian has clearly thrown his all into understanding exactly what he needs to do to extract the most from the RB6.

If Vettel does the same, he has every chance of pulling the momentum back his way. This now is his true test.

They say the breakfast of champions isn't cereal, it's the opposition. Mark and Sebastian – it's over to you.



Will Vettel miss the boat?

QUALIFYING COMPARISON 2010

WEBBER	VETTEL
	BAHRAIN Vettel -1.183s
	AUSTRALIA Vettel -0.116s
MALAYSIA Webber -1.462s (wet)	
	CHINA Vettel -0.248s
SPAIN Webber -0.106s	
MONACO Webber -0.401s	

REMEMBER WHEN...



...BLACK JACK MASTERED MONACO

Jack Brabham was the only previous Aussie to win the Monaco GP, in 1959. Like Mark Webber, he was 33 when he won. Brabham's win also kickstarted the campaign that won him his first world title, something that Webber is determined to emulate.

Kubica firms up team bond



Monaco result should help convince Pole that his future lies with Renault – and not in Alonso's lair at Ferrari

Renault's hopes of keeping Robert Kubica next season have been boosted by his third place in the Monaco Grand Prix.

AUTOSPORT understands that the Pole's first choice for 2011 is to remain at Renault, but that the Oxfordshire-based team must first convince him that

it will be able to provide a race-winning car.

Ferrari is interested in Kubica as a potential replacement for Felipe Massa. But, despite his desire to eventually drive for the Scuderia, Kubica is believed to be wary of forsaking his strong relationship with Renault to partner Fernando

Alonso in a team at which the Spaniard is already established.

Monaco was Kubica's second podium of the season. He outpaced both McLarens, Ferraris and Mercedes on what was Renault's most-competitive showing of 2010.

Renault does not necessarily need to win a race this year to convince Kubica to stay on for the second year of his contract, which gives him freedom to leave if a drive became available at a top team.

"We're getting better direction than in the past, and it seems to be giving us results," said Kubica, who is not expected to make a final decision until July at the earliest. "To catch the top cars [Red Bull] is still a long way away, so we have to keep working and pushing. I believe and I hope that one day we [Kubica and Renault] will be able to fight for victories."

Renault team principal Eric Boullier is confident of retaining his lead driver's services, but says that his priority is to continue the

R30's current rate of progress.

"It [retaining Kubica for 2011] is not a priority," Boullier told AUTOSPORT. "I will be very clear – the only way to keep our drivers in the team is to make sure that we give them the best car."

"Robert is a 'proper' racing driver – money will not keep him here anyway – and I will never 'buy' a driver. That's useless. The only way to win is to get the right chemistry, so you need to have the driver and the team pushing and happy to work together."

"We are putting the whole effort of the team behind the car and, if we can do this, he will be staying. That's it."

Kubica currently stands sixth in the drivers' championship, only 19 points (with 25 for a win) off the lead, while Renault is within 13 points of fourth-placed Mercedes in the constructors' standings.



Kubica is free to leave to join a top team

FERRARIO/LAT

 **P19 MARK HUGHES COLUMN**

Drain not to blame, says Williams

WILLIAMS BELIEVES that Rubens Barrichello's big accident in the Monaco Grand Prix was not caused by a loose drain cover.

The Brazilian suffered a left-rear suspension failure and crashed approaching Massenet. That was shortly before the safety car was called out due to a loose drain cover, although there were suggestions that Barrichello may have hit a different drain.

But preliminary investigations by Williams suggested that this was not the case.

Engineering chief Patrick Head said: "There was some form of failure in the left-rear suspension, either the suspension

itself or something in the driveline."

Head added that the problem with the loose drain cover was an unusual one, but that the organisers had taken the correct steps in putting the race under a

safety car to repair it.

"On street tracks there are obviously all sorts of things like drain covers and very often they weld them down," said Head.

Following the accident, Barrichello threw his steering wheel out of the

cockpit onto the track, where it was run over by Karun Chandhok's HRT. The steering wheel remained in the Indian's car until the tunnel, where it fell out and was then hit by the other HRT of Bruno Senna.



Decision on tyre supply imminent



FORMULA 1 teams are on the brink of making a final decision on their preferred choice of 2011 tyre supplier, with Pirelli and Michelin the two companies in contention.

Following meetings at last weekend's Monaco Grand Prix, Bridgestone and Cooper Avon have dropped out of the running.

It is understood that the Pirelli deal currently has the edge, principally because the Italian firm would be willing to supply rubber for the current 13-inch wheels rather than the 18-inch switch demanded by Michelin.

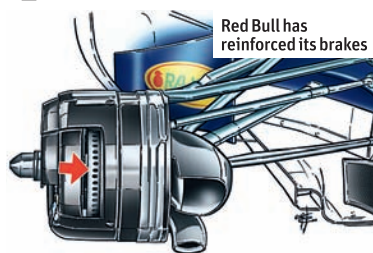
Although teams have more faith in Michelin on a technical basis, due to its recent

experience in F1, Pirelli is touted by many as the narrow favourite because its overall deal is cheaper and it is also willing to supply more sets of tyres than its rival.

Pirelli, which last supplied tyres to F1 teams in 1991, is seeking assurances that it will face no competition until 2013 at the earliest, whereas Michelin is happy for a tyre war straight away.

A final decision is expected by the Turkish Grand Prix weekend on May 28-30, but finalising the deal has been made a top priority, meaning that the choice could be made this week.

Red Bull cures brake problem



RED BULL has modified its front brakes in the wake of an investigation into the front-left brake problem that struck Sebastian Vettel in the Spanish Grand Prix.

Vettel's brake disc split in Spain, forcing him to complete the final 10 laps with the brake bias wound back and using engine and aerodynamic forces to help slow the car. AUTOSPORT understands that one of the changes made to the front discs has been to strengthen them by marginally increasing the amount of material.

Meanwhile, McLaren has confirmed that the front-left wheel failure that cost Lewis Hamilton second place in Spain was caused by a wheelnut that had not been sufficiently highly torqued. This allowed the wheel to flex and rub the brake drum.

THIS WEEK IN F1



MERCEDES Team boss Ross Brawn believes that tyres are the key to getting the best out of the recent upgrade package: "We have made a bit of a step change in our performance and it is all about getting the tyres to work properly."



RED BULL Mark Webber was fined €2200 for speeding in the pitlane in the build-up to the Monaco Grand Prix. The offence was committed on the Australian's installation laps.



McLAREN Pat Fry, who joined McLaren in 1993, has left the Woking squad. His departure is unlikely to have an impact on the team's 2010 campaign as he was working as chief engineer on 2011's McLaren MP4-26.



FERRARI Felipe Massa has absolved himself of blame for blocking Jenson Button in Monaco GP qualifying. "The car in front of me backed off, so I backed off as well," he said. "These things happen."



WILLIAMS Carlos Reutemann, who almost won the 1981 world championship for Williams, has decided against campaigning in Argentina's 2011 presidential elections. The 68-year-old is currently a senator.



SAUBER Peter Sauber has scotched rumours that Pedro de la Rosa might be replaced. "The drivers are no topic for the team," he said.



RENAULT Team principal Eric Boullier believes that the Enstone-based squad has now got among the perceived 'big four' teams in F1 following its podium in the Monaco GP.



FORCE INDIA Tonio Liuzzi notched up his 50th grand prix start at Monaco. The 29-year-old is the 19th Italian driver to notch up that milestone.



TORO ROSSO Team principal Franz Tost has set a target of regular points finishes for Sebastien Buemi and Jaime Alguersuari from the Turkish Grand Prix onwards. The team has scored in three of the past four races.



LOTUS The Norfolk-based team will have an upgrade package that it hopes will allow it to close the gap to the established teams further. Heikki Kovalainen was within one second of Jaime Alguersuari's Toro Rosso in Monaco Grand Prix qualifying.



HRT Karun Chandhok says that Jarno Trulli has apologised for their late-race Monaco Grand Prix collision, which put his HRT and the Italian's Lotus out of the race. "Jarno hit me out of nowhere but he has apologised for the incident," said the Indian.



VIRGIN Team principal John Booth is hoping that the team can concentrate on performance now that the team's reliability record has improved. "Ninety-nine per cent of our effort is on reliability," he said. "Hopefully we can start adding performance to it."

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Mercedes rules out Schumacher appeal

Team stands by interpretation of rules but confirms that it will not appeal against Schumacher's Monaco penalty



MERCEDES HAS confirmed that it will not press on with an appeal against Michael Schumacher's penalty for passing Fernando Alonso on the last lap of the Monaco Grand Prix.

Schumacher passed Alonso for sixth place into the final corner, after the safety car had pulled off the track.

The stewards ruled that the move was in contravention of article 40.13 of the FIA Sporting Regulations, which states: "If the race ends whilst the safety car is deployed, it will enter the pit-lane at the end of the last lap and the cars will take the chequered flag as normal without overtaking." This earned him a 20-second penalty in lieu of a drive-through.

This regulation is intended to allow races to finish without the safety car spoiling the footage of the winner. But in a statement released on Tuesday, Mercedes contended that it had instructed its drivers to race to the finish as

it believed that the messages from race control stating that the safety car was coming in, combined with the green lights and green flags, indicated that the race was no longer under safety car conditions.

According to the team, race stewards had acknowledged that last weekend's race finish presented an untested situation for the regulations, but nevertheless disagreed with Mercedes' interpretation of the rules.

The statement also said that the FIA had agreed to place article 40.13 in the agenda of the next Sporting World Council meeting for discussion, along with the scale of post-race penalties.

"We believe the 20 second penalty... to be disproportionate in the circumstances," the statement read, going on to add that it was "in the best interests of the sport" not to submit an appeal.



P46 LOTUS'S FIRST WIN

EXPERT VIEW

GARY ANDERSON TECHNICAL CONSULTANT



Over the years, Michael Schumacher has pulled off many stunts, and his last-lap pass on Fernando Alonso could be seen as another one of those. But if I were his team principal, I would pat him on the back for knowing the regulations. What he did was within the rules as written.

THE SPORTING REGULATIONS STATE:

40.4 "When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will be displayed on the timing monitors and all marshal's posts will display waved yellow flags and "SC" boards for

the duration of the intervention."

When Schumacher passed Alonso, there were no waved yellows or SC board out. The green lights were on, informing the drivers that they can race.

40.7 "With the following exceptions, overtaking is forbidden until the cars reach the first safety car line after the safety car has returned to the pits" The safety car had returned to the pits and Alonso and Schumacher had passed the first safety car line.

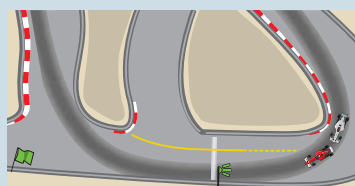
40.13 "If the race ends whilst the safety car is

deployed, it will enter the pitlane at the end of the last lap and the cars will take the chequered flag as normal without overtaking." The safety car was called in at the end of that lap, the safety car lights were off, the marshals were not waving yellow flags and SC boards were not displayed.

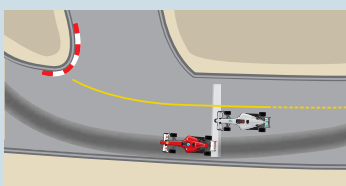
This means that the safety car was not deployed at the time of the pass and Schumacher was within his rights. It shows that he knows the regulations and, at 41, still has the mental capacity to outwit the younger drivers.

How it unfolded

The rules state that drivers cannot pass if the race finishes behind the safety car. But the green flags created ambiguity



THE APPROACH: The safety car has pitted. Green flags are showing



THE PASS: Alonso crosses the safety car line. Schumacher pulls alongside



THE FINISH: Green flags are visible as Schumacher completes his pass

**2 POLE POSITIONS
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Q&A

NICK WIRTH VIRGIN RACING

The learning curve

Prospective F1 newcomers for 2011 are putting together their proposals to the FIA in the fight for the 13th grid slot. AUTOSPORT spoke to Virgin Racing's Nick Wirth about the challenge the likes of ART, Durango and Epsilon Euskadi would face if granted the entry.

If you were starting up this team now with the knowledge that you have gained so far, would you have done it fundamentally differently?

There were some fundamentals that were missed in a number of areas by a number of entities and we needed to tighten up on our processes. We have learned a hell of a lot, and if we were starting again, we would have had a much smoother start to the season.

Is the situation you are in the consequence of the short lead-time and the loss of the budget cap?

The delay in the entry process definitely hugely compressed our schedules. There is no doubt that a number of the issues that we have had are the result of short-cut R&D processes both by ourselves and our suppliers. If we had confirmation of our entry earlier, then some of these mistakes would have been eradicated. But some of them also rest at our door.

Given that we have some new teams looking at coming in with the same lead time, are you surprised that there is so much interest?

The whole financial basis of our team and the interest generated was predicated on budget capping. I am relieved and humbled by our backers and partners who stayed with us knowing that we were going to have two years of huge pain compared with the vast amounts of money being spent at the other end of the grid while the true effects of the Resource Restriction Agreement kicks in. The big teams are going to take a huge hit, but that was originally going to happen now. But our backers still said they would do it.



Virgin endured early problems



The Virgin VR-01s race a Lotus at Monaco

Whether they would have done it knowing what the rules are now rather than coming in and having them change, I don't know. I hope that the backers of the new teams applying really understand what it is all about. But they will be coming in as the RAA is coming into effect and, depending on their suppliers, they might have a bit more experience through the work that we have done.

How hard will it be for a new team next year to be on their own as newcomers?

They have got to be made of strong stuff. There's going to be a big aerodynamic change to the regulations next year and it's going to be interesting. There was talk about

one new team buying the 2010 Toyota this year, but that won't cut the mustard for 2011. It's going to be tough for anyone coming in.

The last time you were an F1 technical director was in 1999. Would you have benefitted from more experience in a key senior technical position, as Lotus has done with Mike Gascoyne?

It's very easy for me to be too simplistic, but I don't think that we have been alone in our struggles in various areas. In Spain, a Lotus was wheeled off the grid with problems, despite all their experience. Having Lotus there is fantastic. Having a team that has twice the budget of us in Lotus is fantastic and having a team using

traditional design techniques for us to compare ourselves with is fantastic. Without them, and without us, it would be quite a harsh comparison against the established teams and it's a great-interest story.

Have people underestimated how good a job the new teams have done being so close to the base straight out of the box?

Yes. That's why it's great to race each other. Look at the teams who are at the tail-end of the pre-existing teams. One of them is Sauber – and look at the money BMW invested in that operation. The other one is Toro Rosso that had 2009's fastest car as a basis for its 2010 car. These are the guys that we are starting to catch.

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MPH Mark Hughes

AUTOSPORT grand prix editor

Monaco showed that Mark Webber is finding the mental strength he had perhaps lacked since finding himself with a race-winning car

Monaco brought home just what a game of mental strength Formula 1 fundamentally is. It's an often-overlooked but critically important part of the game.

After qualifying, Mark Webber sat in the central press-conference seat, reserved for the pole winner, beaming positive energy. His team-mate Sebastian Vettel sat to his left, only third quickest and clearly deeply disappointed, his whole manner downbeat, the usual sunny disposition just not visible. It was the beginning of his process of rebuilding himself, after a team-mate has taken the same car and – for the second consecutive weekend – driven it quicker.

Vettel's not used to this, has historically had a small but decisive edge over Webber on raw speed. It didn't compute. He would be poring over the telemetry later, trying to understand. Being the bright guy and ferocious competitor that he is, those lessons

will undoubtedly be incorporated.

So next time, Vettel will come out feeling stronger, more confident. Which, if he happens next time to be quicker than Webber, will feed off itself. That confidence will have justified itself, the inner belief reinforced and the building blocks of his performance will quickly reassemble. But that confidence

can equally make you vulnerable – because if you come in so full of it, yet your team-mate again goes quicker, then it potentially undermines that whole delicate construct, and it can fall quicker than it can be built back up again.

Webber's been far from immune from the same process in the past. It's as if he has sometimes had so much competitive desire, wants it so badly, that he has put too much pressure on himself. He's not one to sit back and wait, is a formidable competitor and will always want to take the initiative. That combination has sometimes caused him to overdrive and we saw it most recently during his home grand prix, when each impetuous move put him further down the field than the last, until eventually he crashed, furious and frustrated that a winnable race had been taken from his grasp, initially by circumstance, later by his own reactions to that. His focus and control over himself seemed to have temporarily deserted him.

That Zen-like state, where you find the calm eye of the storm that constantly rages between your ambition and possibility, is where the racing driver needs to place himself – right on the edge of it. It seems so natural and easy when you find it – like you couldn't fall out of it if you tried – but infuriatingly elusive when you can't.

The parallels between that state of equilibrium and the one between confidence and overconfidence are not coincidental. They run together, feed off each other and ultimately merge. It brings a state not so much

of blind confidence, but realistic acceptance of how you can fail and how you're prepared for it. That's what makes you truly formidable.

After seven years of being quicker than his team-mates, Webber last year finally came up against one who was slightly quicker. But impressively, it didn't destroy him. He calmly accepted the situation, set about rebuilding himself, finding a way in which he could still compete with Vettel. So on those days, like Nurburgring last year, when he did beat him, it was doubly satisfying and strength-giving. He had that experience to fall back upon when he didn't get this season off to a good start. He simply regrouped again and delivered a devastating performance in Spain, with the air of someone who now knows how to win. But he'd never put a sequence together, a significant further step in the psyche of the game. Sunday in Monaco cured that.

If you were looking for the perfect example of a driver effortlessly in that zone in Monaco, it was surely Robert Kubica. Slicing up close to the barriers, committing to that accuracy with his entry speed, he was breathtaking. On his first flying lap of Q3 he was *four seconds* faster than anyone. The previous day Fernando Alonso had looked almost as good, audacious in his braking, car giving him all the messages he likes, pumping him up yet further, ready to push yet harder, go yet faster. Bang! The clang and crunch of wheel hard against barrier could have been the sound of all that confidence dissolving into the Monaco sky. ❧



Alonso's strength dissipated away with practice crash

“Webber rebuilt himself to compete with Vettel”



BTCC

Ford bemoans engine tweak

Rivals are pleased, but Arena boss claims that new engine restrictor to slow BTCC Focus STs is excessive

Arena Fords have been restricted from now on

WOOD/LAT

Arena Motorsport team principal Mike Earle believes that the decision to restrict the performance of his team's LPG-powered Ford Focus STs in the British Touring Car Championship is "excessive".

Series organiser TOCA announced this week that any BTCC car powered by an LPG engine would be forced to fit a 37mm air restrictor to its turbo inlet. Arena, which has pioneered the technology this year with its Fords, is the only team affected by the decision.

"It will hurt us," said Earle, whose drivers Tom Chilton and Tom Onslow-Cole each took a win in the last round at Brands Hatch. The cars also enjoyed an average

straightline speed advantage of 3.1mph over the best non-turbo cars in the dry at the Kent circuit.

"I think it's a bit excessive. Sure we were quick at Brands, but Tom [Chilton] was on pole there last year in the petrol Focus, and of course we're bound to have made progress over the winter. They're the rules though, and we have to abide by them. We now have to get back the performance we've lost through this by improving the chassis dynamics. We've spent three days working intensively on rigs at Ford's Lommel test centre in Belgium."

DECISION NOT TAKEN LIGHTLY

BTCC series director Alan Gow said that the decision to peg back the

Fords, which have used 40mm air restrictors since the start of the season, had come after a careful analysis of data from the opening three events of 2010.

"The engine is a work in progress for the championship," said Gow. "So it may not be the last time we make minor tweaks to the specification, either up or down."

"The decision was made after logging and carefully analysing data from all its first nine races and then comparing it against that of other top cars. It is not as a result of any other team or driver complaining."

TEAMS WELCOME DECISION

Rival teams have welcomed the decision. Chevrolet driver Jason



Earle thinks the decision is harsh

EBREVILLAT

Plato, who has publicly called for the Fords to be pegged back since the start of the season, said: "It's a step in the right direction. All I've ever wanted is parity between the cars and the ability to race each machine on level terms. We won't know if this is enough until we see the cars at [the next round at] Oulton Park."



Turkington could be back in BTCC

BTCC

Turkington close to racing return

COLIN TURKINGTON is closing in on a return to racing with the WSR touring car team, according to its team principal Dick Bennetts. Turkington, 28, has been out of racing since winning last year's British

Touring Car Championship for the BMW squad, but could be back behind the wheel this month.

"We've made progress with sponsors," Bennetts told AUTOSPORT. "But we're still short in terms of the budget."

Bennetts said that a decision on whether to run Turkington in the BTCC or the WTCC would depend on sponsors.

"Some want to do one, some want to do the other, and if they both wanted to do the same

thing, we'd have the budget" he added.

● WSR is unlikely to attend the official TOCA test at Rockingham next week. "It's pointless going to a track we're not racing at again this year," Bennetts said.

NASCAR

Medical scare sidelines Vickers

BRIAN VICKERS remains sidelined indefinitely as doctors continue to trace the cause of the blot clots that forced the Red Bull Toyota driver to miss last weekend's race at Dover.

The 26-year-old was hospitalised last Wednesday evening after complaining of chest pains, where CT scans detected a number of blood clots, including one in a vein near his lungs and another in his leg. Vickers was placed on blood-thinning medication, and returned home to Charlotte to undergo further tests.

While doctors involved with Vickers' treatment have not specifically

identified the problem, medical professionals have hinted his symptoms are consistent with deep vein thrombosis, which can take between three and six months to treat.

Red Bull Racing general manager Jay Frye said that

the team expected to have a better understanding of Vickers' situation this week, but insisted that he remained a part of Red Bull's future plans.

"He's a long-term player with Red Bull Racing," Frye said. "Our

main concern is his health. Obviously it is a major setback for the race team. As for a timetable for his return, we're not sure."

Vickers was replaced at Dover by Casey Mears, who lost his seat with Childress Racing last year.



Casey Mears subbed for Vickers at Dover

IN BRIEF



LEWIS'S ALMS RETURN

Ex-British Formula 3 Scholarship class champion Ryan Lewis (above) is returning to the ALMS at Laguna Seca this weekend. The Brit will share the PR1 team's LMPC class ORECA-Chevrolet with Johnny Mowlem and Tom Papadopoulos.

TRIPLE 8 TO TEST TEEN

Teenager Daniel Lloyd will make his BTCC test debut for Triple 8 Vauxhall next week. The Skip Barber National Series racer will drive at the official Rockingham test.

RIDER REMAINS WITH BTCC

Steve Rider will continue to present ITV's coverage of the BTCC for the rest of the season, despite recently quitting his permanent role with the broadcaster.

ASTON GAINS WEIGHT

The Aston Martin DBR9 has had 30kg added to its base weight for this weekend's Brno round of the FIA GT1 World Championship. The move follows the 50kg reduction in the car's weight ahead of the

Silverstone event earlier this month.

OAK SIGNS CHAROUZ

Renault F1 Development driver Jan Charouz will drive for the OAK Racing Pescarolo LMP2 team in next month's Le Mans 24 Hours. The reigning Le Mans Series champion, who was due to have driven a works LMP1 Pescarolo, will share with Frenchmen Matthieu Lahaye and Guillaume Moreau.

MILLER SET FOR LE MANS

American sportscar regular Bryce Miller will make his Le Mans 24 Hours debut with the JMW Aston Martin team next month. The 27-year old will share the team's Vantage GT2 with Rob Bell and Tim Sugden.

NEW MUSTANG FOR GT3

This new GT3-spec Ford Mustang, developed with an independent rear end by Multimatic in Canada, is due to make its FIA GT3 European Championship debut at Brno. Eric de Doncker, the prime mover behind the project, and Scott Maxwell will share the lead car (below).



NASCAR

No title defence for Busch

Busch won't do all Nationwide races



KYLE BUSCH has confirmed that he will not defend his NASCAR Nationwide Series title this season.

Busch, who races for Joe Gibbs in both the Sprint Cup and Nationwide, contested all of the first 11 Nationwide races this year and already has four wins to his credit, the most recent coming last weekend at Dover. Nevertheless, the 25-year-old said that he had no intention of contesting the full calendar.

"I've been shot down in full-time Nationwide so that's done," Busch told Fox Sports. "Brad Coleman will be racing in the car in the races that I'm not, and Matt [DiBenedetto] will be racing in the #20 in the races that Joey [Logano] or Denny [Hamilton] aren't."

Along with his limited Nationwide schedule, Busch intends to enter 15 races in the Camping World Truck Series.

AUTOSPORT SAYS...

MARK GLENDENNING
DEPUTY F1 EDITOR

mark.glendenning
@haymarket.com



America has long been the land of promotional opportunity, and on page 24 of this issue you'll read about the latest proposal to make motorsport more appealing to fans and sponsors.

Charlotte Motor Speedway owner Bruton Smith has leaked plans about talks with the IndyCar Series about a \$20 million prize for any driver who can win the Indy 500 and NASCAR's Coca Cola 600 on the same day.

It's been done before – during the 1980s and 1990s, there was a million-dollar bonus for any driver who could win three of NASCAR's four blue-riband events in the same year. And right now, it could be just what both series need. NASCAR is fighting falling TV ratings, and pairing Charlotte with Indy in such a way could be huge – particularly if someone like Tony Stewart (who finished in the top 10 in both events in 2001) goes into the race with a pop at a \$20m payday.

Indycar, meanwhile, is still recovering from the open-wheel split and wouldn't be hurt by having the likes of Stewart, Juan Pablo Montoya and Jeff Gordon on the grid. In a truncated Month of May, it would make a better story than 'record five female drivers'.



Stewart took top-10 finishes in 2001

FROM THE ARCHIVE

ARENA'S OULTON PARK MOES, MAY 31 1999

The BTCC's decision to rein in Arena's cars at Oulton Park won't be the first time the squad has suffered back luck in Cheshire. In 1999 Russell Spence vaulted the tyre wall at Lodge in the team's Renault Laguna



INDY 500

Castroneves quick at rain-delayed Indy

Brazilian tops the opening two days of running at Indy, as poor weather limits track time and causes Monday cancellation



ABBOTT/LAT

Castroneves bidding for a fourth Indy win

Heavy rain on Monday of this week forced the cancellation of the first full practice day for the Indianapolis 500, meaning that three-time winner Helio Castroneves remained as the early pacesetter after the two shorter sessions on Saturday and Sunday.

The initial pace was set by Chip Ganassi Racing duo Dario Franchitti and Scott Dixon, who quickly started lapping almost 2mph above 2009's pole speed of 224mph. Their times held until late on Saturday, when Team Penske star Castroneves unloaded a late lap of 226.603mph.

Sunday's running was also limited by the weather, although the 33 drivers on track were able to complete a combined total of nearly 1000 laps over three and a half hours of track time. Once again Franchitti and Dixon set the early pace, only to be overhauled by Castroneves at the end.

"I just put myself in a good

position for a good draft," said the Brazilian veteran.

Dixon held on for the second quickest time, but he had a fortunate escape when Dan Wheldon spun into the wall at Turn 4, almost collecting the New Zealander in the process. Wheldon, who ended the day in seventh place with his Panther Racing Dallara, was unharmed other than a deep bruise on his foot.

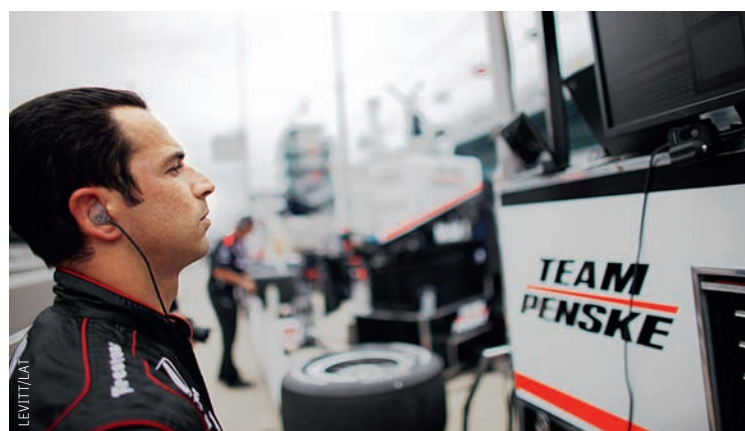
"I whacked it pretty good on the side of the tub," said Wheldon. "It's just bruised. Nothing big."

Behind fellow Britons Franchitti and Wheldon, Justin Wilson finished 16th fastest in his Dreyer & Reinbold Racing entry, declaring himself happy with the car and saying that the team was working steadily through its programme.

Compatriots Alex Lloyd (Dale Coyne Racing) and Mike Conway (Dreyer & Reinbold) finished the weekend 26th and 30th respectively.

INDIANAPOLIS TIMES, SATURDAY/SUNDAY

POS	NO	DRIVER	TEAM	TIME	SPEED
1	3	Helio Castroneves	Team Penske	39.6395s	227.046mph
2	9	Scott Dixon	Chip Ganassi Racing	39.7875s	226.202mph
3	10	Dario Franchitti	Chip Ganassi Racing	39.8152s	226.044mph
4	12	Will Power	Team Penske	39.8937s	225.600mph
5	11	Tony Kanaan	Andretti Autosport	39.9070s	225.524mph
6	32	Mario Moraes	KV Racing Technology	39.9924s	225.043mph
7	4	Dan Wheldon	Panther Racing	40.0742s	224.583mph
8	6	Ryan Briscoe	Team Penske	40.0786s	224.559mph
9	26	Marco Andretti	Andretti Autosport	40.0910s	224.489mph
10	30	Graham Rahal	Rahal Letterman Racing	40.1212s	224.320mph



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IN BRIEF



COLETTI JOINS TECH 1

Monegasque Stefano Coletti will contest the remainder of the GP3 season with Tech 1 Racing, in addition to his Formula Renault 3.5 programme with Comtec. "We couldn't do Barcelona as it was too late," said Coletti (above), "but I've had four days of testing so hopefully I shouldn't be at too much of a disadvantage."

TAGLIANI ON THE ROPES

Alex Tagliani was forced to sit out the opening day of Indianapolis 500 practice due to a bout of bronchitis. FAZZT Race Team general manager Rob Edwards said on Monday: "Alex is doing better."

BEIJING RETURNS

Inaugural Superleague Formula champions Beijing Guoan returned to the football club-based series at Assen, fuelling speculation that the 'mystery' flyaway round at the end of the season will be in China. Australian John Martin drove the car, switching across from Atletico Madrid, which welcomed back Maria de Villota.

PERNIA FOR WTCC DEBUT

TC2000 frontrunner Leonel Pernia will become the first Argentinian to race in the World Touring Car Championship when he drives a Chevrolet Sweden-entered Cruze at Monza this weekend.

MORE BMWs FOR MONZA

Two more BMWs will join the WTCC grid at Monza this weekend. Dane Kristian Poulsen will drive a 320si entered by his own Poulsen Motorsport squad; Italian Fabio Fabiani is in a third Proteam car.

ADDAX TEAM FINED

GP2 team Barwa Addax has been fined €2000 for allowing Sergio Perez (below) to complete almost the entire formation lap after an engine failure at Barcelona two weeks ago. The Mexican left a trail of oil around the racing line that forced the start to be delayed by 10 minutes.



INDY 500

Rookies clear the first 500 hurdle

BRITISH DRIVER Jay Howard was quickest of the seven newcomers in the special Rookie Orientation sessions at Indianapolis last weekend.

Howard, who is driving for Sarah Fisher Racing, made four IndyCar starts with Roth Racing in 2008, but lost his seat to

John Andretti in the build-up to that year's Indy 500. That means he remains a rookie in the blue-riband IndyCar race.

"It went very well, exactly how we planned," said Howard. "The car was very comfortable for me. I was told to slow down. It's a little frustrating especially

when the car feels so much better when you're going faster. But rules are rules, and we need to abide by them."

Despite persistent rain playing havoc with the schedules, Simona de Silvestro (HVM Racing), Takuma Sato (KV Racing), Ana Beatriz (Dreyer & Reinbold Racing), Bertrand Baguette and Mario Romancini (both Conquest Racing) were all able to complete the required four sets of 10-lap runs, which are conducted at increasingly high speeds.

Only Bryan Herta Autosport's Sebastian Saavedra missed out on the first day. The Colombian's progress was halted by a fuel-pump failure, but he was able to fulfill the requirements in the rescheduled session on Sunday morning.

The rookie session was also open to experienced drivers who needed to be reacquainted with the speedway, with AJ Foyt IV and Davey Hamilton both taking to the track.



Howard's end of the times was the quickest

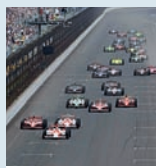
ABBOTT/LAT

INDY 500

Pole fight given extra spice

AN EXTRA set of qualifying tyres will be made available to the top nine drivers in Saturday's early qualifying session at Indianapolis as part of moves to revitalise the fight for pole position.

The nine drivers will advance to a special session later on Saturday afternoon and are allowed two more qualifying runs, with a fresh set of rubber for each four-lap run.



Bigger fight for pole

With fresh tyres estimated to be worth an additional 1.5mph, the change places a new emphasis on the morning session.

"If you want to go for pole on used tyres, you won't make it," three-time winner Helio Castroneves told the *Indianapolis Star*. "You won't hold the front end. I wouldn't even try."

The order of the special session will also be determined by the results of the morning session, with the quickest driver getting first choice of when to go out, and the remaining order being decided by speed.

INDY 500

Luyendyk helps out Conway

TWO-TIME INDY 500 winner Arie Luyendyk has linked up with Mike Conway in a coaching role ahead of the Briton's first attempt at the Indy 500.

Luyendyk, who won the race in 1990 and '97, explained that his main task was to help the Dreyer & Reinbold Racing driver to feel confident in the car.

"I'll be coaching him, giving him a bunch of pointers, and trying to help him get around the racetrack fast and safe," said Dutch-born Luyendyk.

"Most of the things we work on deal with car set-up, things like trying to guide them

and keep the set-up going in the right direction so that the driver doesn't get all messed up in his head.

"A lot of the Indy 500 is a mental game. You don't want to get the driver discouraged or make him lose confidence. Once he feels comfortable, he can go really fast."



British racer seeks help from Indy legend

SUPERLEAGUE

PSV skips French fixture



Karthikeyan: too busy truckin' in the US

THE PSV EINDHOVEN Superleague Formula squad will miss this weekend's Magny-Cours event while regular driver Narain Karthikeyan is on NASCAR duty.

The team has opted not to replace the Indian, who is making his third start in the NASCAR Truck Series at Charlotte. Instead, it will use the time to rebuild its Superleague Panoz-MCT and go testing.

Jan Lammers, whose Racing for Holland team runs the PSV car, said: "We came into this very late, just a week and a half before the first race, so we decided it was better to focus on the work that we weren't able to do before the start of the year."



INDY 500

WHELDON ON GUARD

Panther Racing unveiled a special Indy 500 livery for Dan Wheldon's car last week. The new National Guard

colours add a red and black section to the camouflage theme that the Brit carried to second in last year's race.

PAYNE/INDYCAR SERIES

INDY 500

High stakes for doing the double

\$20m bounty under consideration for any driver who can win Indy 500 and Coca Cola 600 on the same day

CHARLOTTE MOTOR Speedway owner Bruton Smith blindsided IndyCar officials last week when he revealed that plans were underway to offer \$20million (£13.8m) to any driver who can win both the Indy 500 and the Coca Cola 600 NASCAR race on the same day, starting from 2011.

Speaking to SPEED TV, Smith said that the proposal, which would require drivers to race in Indianapolis in the morning before scrambling across the country to Charlotte in time to race again in the evening for a total of 1100 racing miles, would boost interest from sponsors and the public.

"It would take a Superman-type driver to win both events," Smith said. "And for the driver that wins both, some huge award. Like \$20million — that would get people's attention, wouldn't it?"

While IndyCar officials were thought to be involved in the discussions, no announcement was planned before next month. IndyCar CEO Randy Bernard refused to comment on the plans.

The prize would be covered by an insurance policy similar to that which funded NASCAR's 'Winston Million' bonus prize run between 1985 and 1997.

Attracting the likes of Juan Pablo



Stewart in 2001: P6 at Indy and P3 at Charlotte

WILLIAMS/LAT

Montoya and Tony Stewart onto the Indy grid would help the open-wheeler series' efforts to regain the ground lost following the mid-1990s split with CART, although several hurdles, starting

with the Indy schedule, would have to be overcome. The race start time would need to revert from 1pm back to 11am so drivers could fly to Charlotte, and provisions would need to be made for testing.

TWO'S COMPANY

Only three drivers have ever managed to achieve 'double duty' at the Indianapolis 500 and Coca Cola 600 NASCAR event on the same day...



JOHN ANDRETTI, 1994

Finished 10th at Indy in an AJ Foyt entry, then dashed off to Charlotte where he was classified 36th after suffering mechanical problems in the Financial World Chevy.



ROBBY GORDON, 1997

Classified 29th at Indy despite leaping out of his car when a fire started in the cockpit, and was then eliminated in an opening-lap crash at Charlotte.



TONY STEWART, 2001

The only driver to actually race all 1100 miles, Stewart finished sixth at Indy for Ganassi before flying to Charlotte (above) where he crossed the line in third for Joe Gibbs.

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Sarrazin will race the Hexis Aston Martin

FIA GT1

Sarrazin joins GT1 field in Aston

Minimum two-round programme with Hexis squad for LMP1 Peugeot star, but more could follow in the future

Peugeot Le Mans 24 Hours star Stephane Sarrazin will join the FIA GT1 World Championship grid for at least the next two rounds.

Sarrazin, who finished second at Le Mans last June, has agreed terms with the French Hexis team to race its lead Aston Martin DBR9 alongside Frederic Makowiecki at Brno this weekend and then the Paul Ricard round in

July. Team boss Philippe Dumas explained that he is hopeful that the deal will be extended to the end of the season.

"The next two races are certain and I'd say it is 90 per cent sure for Spa and the Nurburgring," said Dumas. "We are hoping that Stephane will be in the car for the rest of the season, but we will need sponsorship to make that happen."

Dumas explained that Hexis, whose parent company produces decals, had an existing relationship with Sarrazin.

"Hexis sponsored Stephane when he was in F3," said Dumas.

Sarrazin, who raced an Aston Martin in the American Le Mans Series in 2006, explained that Peugeot had no qualms about him racing the DBR9 so close in the calendar to Le Mans.

"The team called to see if I was available and Peugeot said yes. They said it would be good training for Le Mans," he said.

Sarrazin, who will not get to test the Hexis Aston ahead of the Brno weekend, has not raced a DBR9 since his year in 2006 with Prodrive. His most recent GT1 experience came at the wheel of a Maserati MC12 at the Spa 24 Hours in 2008 and '09.

LE MANS

Hancock secures AMR Le Mans deal

AUTOSPORT TRACK tester Sam Hancock will drive one of the Aston Martin Racing coupes in the Le Mans 24 Hours.

The 30-year-old Briton has signed up to share the #009 Lola-Aston Martin alongside factory driver Darren Turner and gentleman racer Juan Barazi. His deal will also include the Autosport 1000Km Le Mans Series event at Silverstone in September.

Hancock, who last raced a prototype at Le Mans in 2006, said: "I'm a lucky bugger to get a drive like this. I'm very excited about this opportunity and keen to do it justice."

The deal was described by Hancock "as part of something much bigger for the future", a comment on which he would not elaborate.

Hancock and Barazi, whose deals

are unconnected, got their first taste of a Lola-Aston at the Motorland Aragon circuit in Spain.

"The car was so well sorted," said Hancock. "It took seven laps to really get into it."

The second Lola-Aston will be raced at Le Mans by team regulars Stefan Mucke, Adrian Fernandez and Harold Primat.



Hancock has scored AMR Le Mans deal

OBITUARY

Loris Kessel 1950-2010

LORIS KESSEL, who has died at the age of 60 after a long illness, failed to trouble the scorers in a three-start grand prix career, but he truly made his mark in motorsport by developing the Ferrari 430 for the GT3 category.

Kessel qualified for three grands prix out of five attempts in a RAM-entered Brabham BT44 in 1976. His final

attempt to break into the big time, with a rebodied Williams dubbed an Apollon, ended in non-qualification at the following season's Italian Grand Prix.

Thirty years later, it was Kessel's successful Ferrari Challenge squad, run out of his Swiss dealership, that took up development of the 430 for GT3. The team has built more than 60 examples.

Kessel started three F1 grands prix



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WRC

LATVALA FINISHES 'RING 24 HOURS

Ford's Jari-Matti Latvala hopes to return to 24-hour racing after finishing last weekend's Nurburgring race in a privately run Ford Focus RS. The WRC star ended the event in 119th place after his team was forced to change the engine on the Ford in the middle of the race. Latvala's lap times were good enough to lead the class



XPB.CC

WRC

Toyota officials go WRC fact-finding

Former F1 team manager and other senior Toyota executives will attend the Rally of Portugal next week

Senior Toyota Motorsport personnel will attend next week's Rally of Portugal on a World Rally Championship fact-finding mission for the Japanese car giant.

There has been speculation about Toyota's possible return to the WRC since it quit Formula 1 at the end of last season. This is the first formal move from the firm – but it's being played down by the Cologne-based motorsport division.

A spokesman from Toyota Motorsport GmbH said: "We want to be prepared if and when we get a call from Japan to go and compete in a different championship. It's a fact-finding mission – we want to make sure we have a decent knowledge base."

Former team manager of Toyota's F1 team Jens Marquardt and Pascal Vasselon, the general manager of chassis engineering will make the trip to Faro. Marquardt's current

position at Toyota is general manager, business development and the spokesperson added that Toyota was also interested in taking on external motorsport engineering projects.

"The guys going to Portugal are the people who understood F1 from the regulations side of things and they now need to get a picture of what might be needed if we get the nod from Japan. No decisions have been made and right now there is

nothing to indicate a return to the WRC, but we have to be ready if that changes."

WRC promoter Simon Long said: "We would welcome them with arms wide open. Toyota is known to rally fans across the globe and we would welcome the opportunity for them to come back and relive those glory days."

Toyota won four drivers' and four manufacturers' titles in the WRC between 1973 and 1999.



Toyota's final makes' title success came in 1999

THE WRC WILL BE BESIDE THE SEASIDE - IN NOVEMBER

This road, along the Cardiff barrage in the city's dockland area, will form part of the opening stage of this year's Rally GB



WRC

National-event plan mooted for Rally GB

THE ORGANISERS of this year's Rally GB are hoping to run a national event on the back of the WRC qualifier – and put on a superspecial exhibition stage in North Wales the week before.

The national event is likely to run over Saturday's Epynt stages. "We're providing a

festival of rallying for fans," said Rally GB boss Andrew Coe. "The exhibition stage is taking the sport to the public to attract interest in North Wales and from major cities like Manchester and Birmingham."

No venue has been confirmed for the exhibition stage yet.

WRC Sordo ready to fight for his Citroen seat

DANI SORDO says he will push harder than ever on next week's Rally of Portugal as he aims to keep Sebastien Ogier from taking his place in the Citroen factory team.

The Spaniard has come under fire for his below-par performances and Ogier now leads him in the championship by 29 points, despite having done only 25 WRC rounds compared with Sordo's 76.

Sordo admitted his start to the year had been tough, but he warned his doubters to look out in Portugal.

"In Portugal it will be better," he said. "Stopping on rallies



twice has been bad for me this year. It makes you worried and think too much when you are trying to go flat out. You are thinking, 'I have to finish the race, I have to finish the race'. And then it's hard to be fast.

"I have good confidence for Portugal. The grip is good there

and I will push hard." Sordo said he was aware of Ogier's pace and the pressure that was putting on him.

"Of course I know about that," he said. "Ogier is quick and he wants my place in Citroen. I have to go faster than him and I have to stop him

– that's what I'll try and do in Portugal."

Citroen team principal Olivier Quesnel has repeatedly stated that Sordo will not be replaced this year.

Sordo added: "Olivier says he wants three drivers next year, the two Sebastiens and me, I hope it's like this."

IN BRIEF



OGIER GETS IN THE DS3

Sebastien Ogier drove the Citroen DS3 WRC for the first time in the South of France last week. The Frenchman (above) completed two days of running in the firm's all-new World Rally Car. Dani Sordo then drove the car for a further two days on Thursday and Friday.

FORD'S NEW MOTOR RUNS

Ford team director Malcolm Wilson has confirmed the all-new 1.6 turbocharged engine that will power the Fiesta RS WRC next season has been running on a test bed at the team's Cumbrian headquarters. Wilson said the motor is constantly evolving and he expects the final specification to be confirmed in the next two months.

NO GRAVEL IN SANREMO

The organisers of Rallye Sanremo will run an all-asphalt format, despite planning a return to the mixed-surface style for which the Italian event became famous. The Automobile Club Sanremo said the cost of taking the crews to Sienna was prohibitive, which means an

all-sealed-surface route for the September 23-25 IRC counter.

TOP SIX FINISH FOR CAVE

Tom Cave finished sixth overall on Saturday's Plains Rally last Saturday, his first outing in his Proton Satria Neo S2000.

HIGGINS WINS IN CHINA

Mark Higgins guided his Mitsubishi to a comfortable win on the latest round of the Chinese series, last weekend's Jiangning Rally. Jussi Valimaki was second in a similar car, while Mark's brother David was third after suffering broken suspension on his Lancer Evo X.

FIVE PSDs READY TO GO

After three weeks' work to build a brand new Mitsubishi Lancer Evo X from the ground up, Ralliart Italia has confirmed all five Pirelli Star Drivers will attend Sunday's Rally of Portugal roadshow in Porto. Two PSD cars were destroyed on the opening event in Turkey last month.



A-PRC

McRae: I want to be big in Japan



PROTON'S ALISTER McRae says his lack of knowledge of the Japanese roads will not stop him hunting for a win on this week's Hokkaido Rally.

McRae is competing on the Obihiro-based round of the Asia-Pacific Rally Championship – which starts on Saturday – for the first time, but says he is still gunning for the victory he narrowly missed on the APRC opener in Malaysia.

McRae said: "Malaysia didn't suit the Super 2000 car, but from what I've seen from in-car footage, Japan will suit us much more – it's faster. For the team, two podiums, with Chris [Atkinson] or me on the top step would be the right result, but we have to keep an eye on [Katsu] Taguchi, he won the first round and Hokkaido is his home event. He'll be tough competition."

McRae and his team-mate Chris Atkinson were scheduled to have a final set-up test yesterday (Wednesday).

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

david.evans
@haymarket.com



It was mid-way through 2003 when Carlos Sainz confided in me that he thought Spain had found somebody. "His name is Dani," said Sainz. I knew it was Dani: Dani Sola, the previous year's Junior champion.

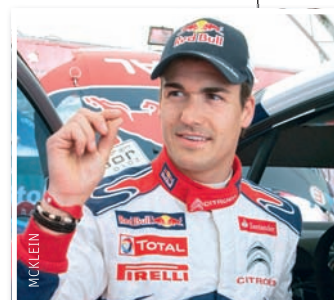
"Sordo," said Sainz. "His name is Sordo, not Sola. He could be the one..."

But now, interest in Sordo has waned. It's become fashionable to knock him in favour of Citroen's new boy, Sebastien Ogier.

Ogier has come in all guns blazing ready to show the world who he is and how quick he can drive. But he's still got to get through the Citroen system. The world is still reeling from the mard he unleashed when he was sacrificed at the altar of Loeb in Jordan earlier this season. Well, Sebastien the second, get used to it. This is a team sport and, right now, the Citroen team is firmly fixed on your namesake. You know? The one with six world titles and 57 rally wins.

Loeb is a dominant force in world rallying and Sordo has been the perfect foil for him. It's easy to point out that he still hasn't won a WRC round – but he sacrificed at least two Catalunyas for Loeb. And his consistency (seven podiums) last season won Citroen another manufacturers' title while Loeb was wobbling.

I like Sordo. He's a character and a genuinely nice fella, but if Ogier wins before him, the writing will be on the wall.



REMEMBER WHEN...



...Toyota's last all-new rally car arrived? It was Rally Finland in '97. Marcus Gronholm led at the end of day one in the Corolla WRC (above) but retired with fuel problems. Didier Auriol took eighth in the sister car.



MONACO GP

Monte Carlo

ROUND 6/19

LAPS 78

WINNER

Mark Webber
1h50m13.355s

POLE POSITION

Mark Webber
1m13.826s

FASTEST LAP

Sebastian Vettel
1m15.192s

RACE RATING

★★★★★

Plenty of drama,
but not enough
proper racing

DRIVERS STANDINGS

Webber	78pts
Vettel	78pts
Alonso	75pts

MILESTONES

- Webber is first Aussie to win Monaco since Jack Brabham in 1959
- Ten races in a row with a Red Bull on the front row



WEBBER'S WIN IS THE FULL MONTE

Mark Webber was supreme in last Sunday's Monaco Grand Prix. He trounced Red Bull team-mate Vettel and now leads the world championship table. By MARK HUGHES

QUALIFYING

Just when it looks like Kubica's going to take pole, Webber snatches it away

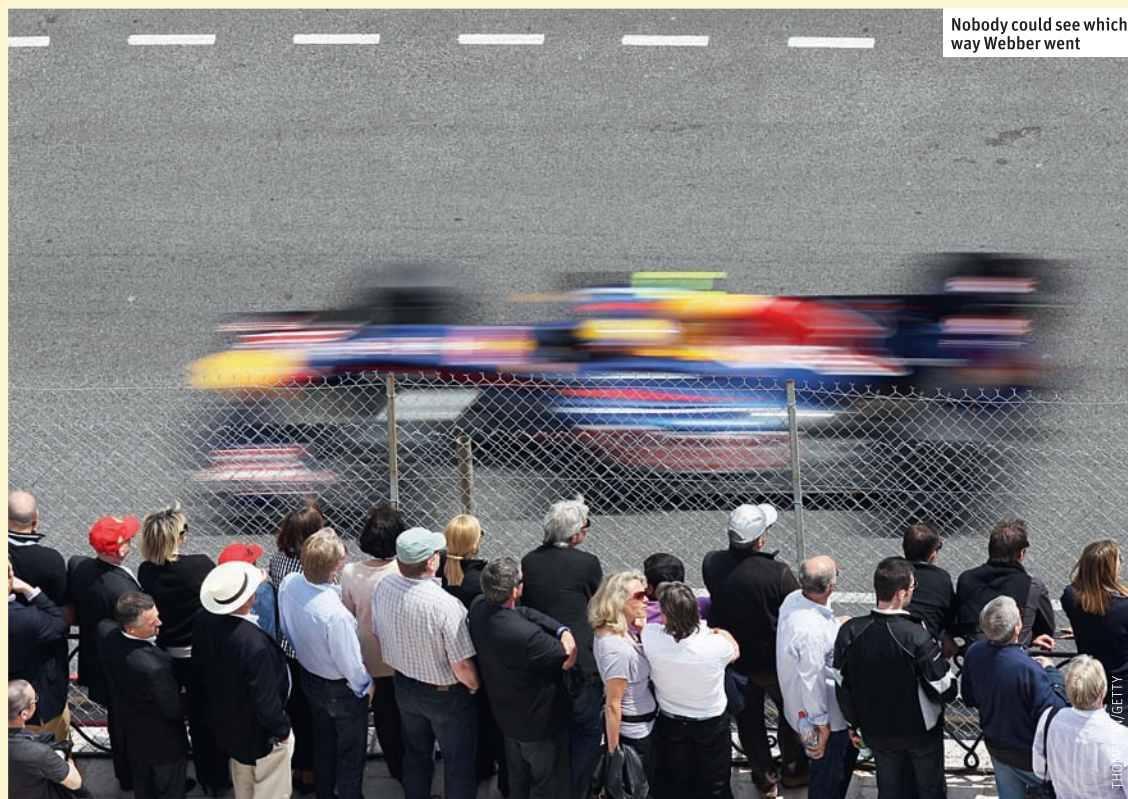
➤ Mark Webber was working away in the background, just fine-tuning everything as others took the headlines. The Red Bull RB6 was just fine around here, lots of grip obviously, a little bit of work to do on driveability, repeatability, that benign quality that instils the driver with confidence to express himself between the barriers without inhibition. It wasn't quite as good in that respect as, say, the Renault R30 – and that's why Robert Kubica, always utterly brilliant whenever there are barriers to shave, was the star of the show while Webber quietly zoned in, steadily built up his confidence ready for a crescendo in the last few minutes of Q3 at the end of a four-lap run on his tyres.

When that moment came, so he was able at the last gasp to steal Kubica's limelight. Webber went fastest by a scant 0.016s, but Kubica was already setting a yet better sector-one time. Maybe he could yet claim pole. "Unfortunately that had used up the best of my tyres," said Robert afterwards, "and by the last sector I was running out of grip so that I only equalled my time." Webber had stayed on it too, and the advantage of Red Bull grip finally told – as he knocked a full 0.2s off his previous best to put the issue out of reach.

Sebastian Vettel only approached these times on his final lap, having been caught in traffic when his Red Bull's tyres were at their peak. Earlier he'd spun going into the chicane. He seemed disconsolate at being back in third. But there were several who had cause to be more upset. Fernando Alonso, for instance.

After being among the very fastest through practice, the Ferrari star thwacked his car into the Massenet barriers on Saturday morning hard enough to put a hole in the tub as a wishbone punched through. There was no choice but to rebuild the car around the stripped-down spare tub, and the rules forbid the use of more than one chassis in the same day. So no qualifying, a disastrous outcome for someone in the midst of a title challenge.

By contrast, team-mate Felipe Massa was much happier than recently, the switch to the choice of super-soft/medium after several races of soft/hard seeming to return the car to how he needs it to be able drive in his natural way. His underlying pace was actually better than his fourth-fastest time, 0.46s off pole, reflected, as he'd got tangled up in Nico Rosberg's traffic problems and couldn't get in the second flying lap on tyres that were still improving. But he was fortunate not to be penalised for blocking Jenson Button at Rascasse as he backed off to find a gap. The Ferrari's speed on the medium tyre was reflected by Massa heading the Q1



Nobody could see which way Webber went



Alonso's Ferrari would take no further part

times. The super-soft was generally worth another 0.7s, but the Ferrari was finding only 0.3s from it. No f-duct this week, analysis from Barcelona suggesting it was losing the car downforce.

Lewis Hamilton reckoned his fifth-fastest lap was about all the McLaren had to give. He was using the MP4-25's f-duct to be super-fast in sector one, but the car was losing too much time in the twists of the middle sector and wasn't bringing the tyres in quickly enough. Jenson Button was finding a similar thing, and was handicapped when Massa blocked him. He was a couple of tenths down on Lewis and three places back, reckoning he might have actually been faster on the medium

tyre, not comfortable with the fast-corner oversteer balance on the super-softs.

At Mercedes there were long faces, not because of the pace of the car – which was highly encouraging – but because of a plain old-fashioned cock-up in getting Rosberg out of the garage at the assigned time. A 30sec delay meant he joined the track in Q3 smack in front of team-mate Michael Schumacher, and right behind the Williams of Rubens Barrichello. The two Mercs proceeded to hold each other up, Nico and Michael qualifying sixth and seventh respectively. "The car was good for the front row," said Rosberg, "maybe even pole." The team was hoping that a rethink on set-up philosophy that had worked well

here on the shorter-wheelbase car would translate to the standard long-wheelbase one on more-conventional tracks. "But my gut instinct is we've still got a way to go," said Ross Brawn.

Barrichello and Force India's Tonio Liuzzi, ninth and 10th, were the two 'outsiders' to make it into Q3, both doing a great job in the circumstances. Barrichello reckoned that was about the limit of the Williams, while Liuzzi had benefited greatly from a rethink on set-up and driving style that calmed his previous bugbear of oversteer. Their respective team-mates, Nico Hulkenberg and Adrian Sutil, were 11th and 12th, Sutil failing to put a clean Q2 lap together.

Sebastien Buemi, in 13th, was the quicker of the Toro Rosso drivers, although Jaime Alguersuari had to virtually coast through Rascasse due to traffic. Vitaly Petrov crashed his Renault at Ste Devote in Q2, leaving him 14th. His commitment through the weekend as he bravely tried to do what Kubica's telemetry was telling him was possible was impressive, but perhaps ill-advised.



P40 RESULTS
All the stats from
the Principality





Kubica edges out Massa as Red Bulls race away



RACE CONDITIONS

An overcast day on the Mediterranean, with 37 per cent humidity and a track temperature of 32. Not quite bikini weather then, but that didn't stop 'em!

The last time an Australian won this event, 51 years ago, the pace of the race and the world was rather gentler. A few yachts bobbed around in the harbour, way fewer and rather smaller than the gin palaces and mini-liners that burst at the place's seams today. Less money, less attention, less pressure. So there was probably less fanfare afterwards compared to last Sunday, when the whole place seemed to erupt in celebration, such was the popularity of Mark Webber's victory.

Different though the scene is to Jack Brabham's time, the essence of the job inside the cockpit is much the same today, and this was a drive absolutely from the top drawer. Faultless from pole position, Webber met every challenge thrown at him – and there were plenty. Perhaps the most impressive bit was how, after each safety car wiped away the lead he'd built up over Red Bull team-mate Sebastian Vettel, he simply went about building it up again.

Having Vettel as perspective lent Webber's drive the final flourish of authenticity. This wasn't just

anyone he was flat beating for the second time in seven days, it was Sebastian Vettel. Afterwards Seb seemed rather uncomprehending: "We have to look at why, especially at the beginning and after the restarts, I wasn't able to keep up. When I finally felt the grip after a few laps, I wasn't too far off but he'd already be down the road by then." Adding up the various Webber margins that were wiped out by the safety cars, he could have won by over 20s – and that was, as he put it, just 'stroking it'.

Was there perhaps a difference in tyre pressures that accounted for how quickly he could pull away each time? Not according to technical chief Adrian Newey: "No, Mark just had the confidence this weekend to throw the car around and that gave him the advantage around here, particularly after the safety cars when they were on cold tyres."

It's true that the difference was particularly stark at such times. Upon resumption after the first safety car, Webber was 0.7s quicker on their first flying lap and consistently faster thereafter. The second time it was 0.4s for three laps. The third time it was a massive 1.2s on the first flying lap. There was a fourth safety car three laps from the end, but the race ended under it – or did it? Michael Schumacher and Mercedes figured it was back on as the safety car pulled in on the last lap and that,

once past the safety car line, he could therefore pass Fernando Alonso's Ferrari for sixth at Antony Noghes, the final corner. The stewards – including Damon Hill – disagreed and penalised him.

But let not the usual Schumacher-in-Monaco controversy overshadow Webber's drive. It was the product of a guy at the absolute top of his game, with every aspect of the job covered. Consider, for example, the following detail: just prior to the race, he could be seen in animated discussion with the FIA's Herbie Blash. Turns out Mark was requesting that, in the event of a safety car, it should miss out the chicane so that the F1 cars could be driven through the chicane at racing speeds. It didn't happen, but the significance of this was that all weekend the Renault was clearly getting heat into its tyres quicker

than the Red Bull. Webber's worry was that he'd be vulnerable on a restart to Robert Kubica because of this. Being able to push hard through the chicane would at least give him a better chance of getting the tyres up to temperature. Every little detail thought through, every part of the job carried out to perfection.

Turns out he needn't have worried, for it wasn't Kubica he would be fending off on the restarts, the Renault having been bundled down to third at the start by Vettel – which created the circumstances for a direct comparison to be made between the two Red Bull drivers. Ironically, this was down to a poor start from Webber. Prior to that, front-row starter Kubica had been planning just to defend his position from Vettel, but on seeing Webber



Safety-car lights would illuminate four times



Barrichello, Kobayashi both dropped out



Doh! Trulli trips over Chandhok



DRIVER BY DRIVER by Edd Straw

1  **6/10**
Race rating

Jenson BUTTON
McLaren-Mercedes MP4-25-03
Start: 8th. DNF
FURIOUS TO BE eighth on grid after encountering meandering Massa exiting Rascasse in Q3. Probably not as furious as he was to discover that his early engine failure was caused by a sidepod cover being left on his car by the crew.

2  **8/10**
Race rating

Lewis HAMILTON
McLaren-Mercedes MP4-25-01
Start: 5th. Finish: 5th
RECKONED THAT he'd got best from long-wheelbase McLaren in qualifying and held onto fifth at the start. Was the first frontrunner to stop and climbed back up to P5 once the rest had pitted. Pressured Massa but never had a chance to pass him.

3  **7/10**
Race rating

Michael SCHUMACHER
Mercedes MGP W01-01
Start: 7th. Finish: 12th
SCUPPERED IN qualifying due to proximity on track to Rosberg, the 41-year-old ran solidly in seventh early on, passing Barrichello at the pitstops. Stole sixth off Alonso as the safety car pulled in on the last lap, then hit with 20-second penalty.

4  **6/10**
Race rating

Nico ROSBERG
Mercedes MGP W01-02
Start: 6th. Finish: 7th
ANGRY TO miss out on front-row slot. Stayed out longer than most frontrunners in hope that Kobayashi would back up everyone from Massa back. Kobayashi dropped out and released the Massa group; Rosberg pitted and slipped to eighth.

5  **6/10**
Race rating

Sebastian VETTEL
Red Bull-Renault RB6-3
Start: 3rd. Finish: 2nd
TRY AS he might, he couldn't match Webber's speed for second race in succession. Error in Q3 left him third on the grid, but he jumped Kubica at the start. A 3.9s stop meant he stayed clear of the Pole, and he rounded off a Red Bull double top.

6  **10/10**
Race rating

Mark WEBBER
Red Bull-Renault RB6-4
Start: 1st. Finish: 1st
IMPOSSIBLE TO fault the Australian. Two superb laps in Q3, both of which were good enough for pole position. Weathered the safety cars and the Trulli/Chandhok clash at Rascasse to take his fourth grand prix victory.



Hulkenberg had a spectacular DNF



Button parks his overheating McLaren

◀ apparently bog down he suddenly changed that plan and tried to get inside the gap to Webber's right. As Webber squeezed him, so Kubica was forced to back out of it and his momentum was checked. This, of course, made him easy meat for Vettel — and almost for Felipe Massa too, the Ferrari actually ahead as they approached Ste Devote, but on the outside and unable to take the place.

Further back, championship leader Jenson Button's McLaren was already going slowly. A cover had been left over the nearside radiator duct as he drove to the grid, overheating the Mercedes engine and fatally damaging it. It might have been recoverable had there not immediately been a safety car, meaning very little airflow was going past the rads. He pulled to a smoky halt at Ste Devote.

The safety car was for Nico Hulkenberg's massive accident in the tunnel. He'd been forced to start from the back after his clutch paddles failed, and it's possible he then damaged the front wing of his Williams in the traffic. The front-wing mounting failed as he approached the tunnel's kink. The car proceeded to wipe itself along the tunnel wall, shredding debris and wheels.

After a few laps under the safety car, Webber's attention to detail was again apparent as he radioed for race director Charlie Whiting's benefit that there was still a lot of debris. It was as if he was covering every possible way in which his race might go wrong. The safety car

came in at the end of lap six and, under regulations new for this year, the race restarts as you cross the safety-car line; you no longer need to wait until the start-finish line. Webber judged things to perfection, accelerating hard approaching Antony Noghes, leaving Vettel behind and passing the pitting safety car just after the line. He was almost 1.5s clear after a lap and still pulling away. Vettel kept clear of Kubica, Massa and Lewis Hamilton, with a big gap opening to the fast-starting Williams of Rubens Barrichello, who couldn't run in the company his good getaway had brought him, much to the frustration of Mercedes men

“THE LEFT-REAR SUSPENSION APPEARED TO COLLAPSE AND RUBENS WAS A PASSENGER IN A 170MPH TOBOGGAN, SHEDDING WHEELS AND WINGS”

Michael Schumacher and Nico Rosberg behind, both of whom were capable of lapping much faster but were being left by the leading pack.

Webber was way quicker than Vettel in these early post-safety-car laps, and by the 15th time around was going through Tabac before Vettel had even appeared out of the chicane, the gap building by whole chunks each lap. But he had a rival for the fastest man on track at this stage — Alonso. From his pitlane start, Fernando had pitted on the first lap and switched to the medium tyres, effectively for no time penalty because of the safety car. He then received cooperation from the HRTs, a bit of resistance from Lucas di Grassi's Virgin, before passing in quick succession Jarno Trulli's Lotus, Timo Glock's Virgin and Heikki Kovalainen's Lotus. The safety car had limited the spread to the front, and suddenly the Ferrari's progress began to send alarm bells ringing at McLaren, Williams and Mercedes, for if they suffered the

conventional 21-22s delay with their pitstops, he was potentially going to be right among them. McLaren was the first to react, bringing in Hamilton on the 17th lap, this triggering Ferrari into bringing in Massa as a defence two laps later, with Barrichello and Schumacher following him in.

Schumacher's crew made the fastest pitstop of the race in sub-4s, this leapfrogging him ahead of Barrichello, but the time lost to the Williams had left him well behind the Hamilton/Massa dice. Worse still, it brought him out behind Alonso. Mercedes opted to keep Rosberg out at this time, reasoning that otherwise he would have had

to stop the lap after Schumacher (and therefore Barrichello) and would therefore have remained stuck behind the slow Williams. Instead, with his supersoft tyres still in good

shape and a clear track now ahead of him, he attempted to get in the laps that would spring him clear not only of Barrichello and Schumacher but also Alonso, and immediately began lapping very fast indeed — as fast as Webber's best so far, in fact. It illustrated how costly the delay in getting him out of the garage the day before (and thereby ruining his qualifying) had been and how track position is everything at Monaco.

Kubica pitted on the 21st lap, Vettel on the 22nd, Webber on the 23rd, all getting under way again on their fresh, medium tyres without incident. Unfortunately for the yet-to-pit Rosberg, Webber got out just ahead of him. With the harder-compound tyres taking up to three laps to get up to peak temperature, and with Webber very conscious of not taking the best out of them with still another 50-odd laps to go, Rosberg was suddenly constrained to a pace 2s slower than he'd been going. It briefly looked like he might still leapfrog his target ▶



7/10
Race rating

Felipe MASSA
Ferrari F60-284
Start: 4th. Finish: 4th
SOLID FOURTH on the grid. Held position at the start after thinking better of going around outside of Kubica. Pitted from fourth and was relieved when the prime-shod Kobayashi dropped out, which guaranteed the Brazilian fourth place.



5/10
Race rating

Fernando ALONSO
Ferrari F60-283/282
Start: 24th. Finish: 6th
LOOKED GENUINE pole threat until he clouted barrier in FP3. Missed qualifying and started from pits with new chassis. Pitted for primes on lap one. Ran sixth once everyone had pitted. Handed place back by Schumacher's penalty.



9/10
Race rating

Rubens BARRICHELLO
Williams-Cosworth FW32-04
Start: 9th. DNF
YOU CAN always trust Rubens to drag the best out of a tricky car in Monaco, and he did brilliantly to get into Q3. Made a great start to run sixth but slipped to 10th after the stops. Car failure caused a spectacular crash at Massenet.



6/10
Race rating

Nico HULKENBERG
Williams-Cosworth FW32-03
Start: 11th. DNF
GOOD EFFORT to be within 0.3s of on-form Barrichello at what was only his sixth grand prix weekend. Less good was front-wing damage, which put him heavily into the tunnel wall on lap one, doing a lot of damage to the Williams.



10/10
Race rating

Robert KUBICA
Renault R30-03
Start: 2nd. Finish: 3rd
SIMPLY STUNNING, dancing the finest of lines between attack and disaster. In the fourth-fastest car (at best), he qualified second on merit but lost any chance of victory when Vettel slipped past on run to first corner.



6/10
Race rating

Vitaly PETROV
Renault R30-02
Start: 14th. Finish: 13th
LIVING UP to the inspired Kubica is a thankless task at the best of times for a rookie. With the Pole flying, it was no surprise that Petrov found the barrier in Q2. Ran 12th once the race had settled down, and dropped out with gearbox failure.

◀ group as they in turn came upon the yet-to-stop and not-very-speedy Sauber of Kamui Kobayashi, which had been the only car to start on the harder tyres. But they'd no sooner caught him than he retired with a transmission failure.

That was the final barrier to Rosberg having a decent race. He stayed in the Red Bull's tracks for the next five laps, hoping Webber would pick the pace up sufficiently to allow him to pull out the necessary gap. But with Webber just pacing himself back to Vettel, over 10s behind, that didn't happen. Rosberg pitted on the 28th lap and rejoined in eighth place, at the back of the Massa/Hamilton/Alonso/

“IT'S A BIT FRUSTRATING TO KEEP HAVING YOUR GOOD WORK NULLIFIED, BUT I WAS OPEN TO IT. THAT'S MONACO”
Mark Webber

Schumacher group. Without the delay behind Webber, he might have been promoted to fourth.

Barrichello had felt the Williams behaving strangely ever since his pitstop, more eager to turn into left handers than rights and with the steering wheel out of alignment. Cresting the hill up to Massenet on the 31st lap the car's left-rear suspension appeared to collapse and Rubens was a passenger in a 170mph toboggan, shedding wheels and wings against the barriers. Cue the second safety car, and the wiping-out of Webber's lead of over 11s. Barrichello had thrown out his steering wheel in disgust and it was collected by, and later discarded from, Karun Chandhok's HRT. It wasn't the greatest of Monacos for Williams. Barrichello had already been leapfrogged for ninth by Adrian Sutil and his retirement brought the other Force India of Tonio Liuzzi up to 10th.

The safety car was in at the end of lap 33, and Webber again pulled

swiftly away from Vettel, who had his hands full fending off Kubica. Webber had the gap out to almost 3s in five laps when the safety car was deployed for the third time because of a suspected loose drain cover at Ste Devote. Turned out that was a false alarm — and so Webber simply began to do it all over again, nothing interrupting his flow on this day. “It's a bit frustrating to keep having all your good work nullified,” he admitted, “but I was open to the idea it might happen. That's Monaco.”

Vettel was dismayed. His rear tyres were in worse shape than Webber's, despite their respective pace, and this just seemed to

accentuate the differences on the restarts. “I was just going more sideways than straight in the laps after the safety cars,” he explained, “and there was no way I could hold Mark.

In fact I became more focused on my mirrors. Robert was very fast.”

But that problem was just about to be eased as Kubica flat-spotted his front tyres into Ste Devote shortly after this restart: “It was very bad after that. I was worried a tyre was going to explode, it was so severe. The vibration was so bad I couldn't even read my pit board.” Nonetheless he continued lapping quickly, but Massa was able to stay with him. In fact, on the 47th lap the Brazilian had to go straight on at the chicane in order to avoid hitting the back of the Renault. That was as close as he got, but his pace was highly encouraging after recent events.

“It was like a different car,” said Massa of how much better the Ferrari felt than when on the harder-compound tyres of the previous races. “I could drive it in my own way again.” His lap times were consistently better than team-mate Alonso's. Hamilton had backed off on his earlier attack on



ETHERINGTON/LAT



Fast starter Barrichello held off the Merc twins

DRIVER BY DRIVER by Edd Straw

14  **8/10**
Race rating

Adrian SUTIL
Force India-Merc VJM03-03
Start: 12th. Finish: 8th
PETROV'S Q2 crash caught Sutil out and cost him a Q3 slot that had looked likely. Jumped to 10th after passing Button on the run out of the first corner, then leapfrogged Liuzzi at stops. Ninth became eighth when Schumacher was penalised.

15  **8/10**
Race rating

Vitantonio LIUZZI
Force India-Merc VJM03-04
Start: 10th. Finish: 9th
AFTER BEING outqualified by Sutil at nine out of the previous 10 races, Liuzzi's worth was coming into question. But he made it into Q3, ahead of his team-mate. Ran ninth early on, but Sutil passed him by staying out longer before pitting.

16  **6/10**
Race rating

Sebastian BUEMI
Toro Rosso-Ferrari STR5-02
Start: 13th. Finish: 10th
SHOWED DECENT pace in practice and looked to have a fighting chance of nicking a Q3 place. Blamed a rise in temperature pre-qualifying for taking 13th on the grid. Profoundly 11th in race, but lucked into his first point of 2010 due to Schuey penalty.

17  **5/10**
Race rating

Jaime ALGUERSUARI
Toro Rosso-Ferrari STR5-03
Start: 17th. Finish: 11th
THOUGHT TRAFFIC hampered him in qualifying. Had a quiet race, save for an early spin at Ste Devote that cost no positions. Seemed happy with run to 11th after being promoted by Schuey's penalty, but weekend wasn't up to recent standards.

18  **4/10**
Race rating

Jarno TRULLI
Lotus-Cosworth T127-03
Start: 19th. Finish: 15th
FOR ONCE, didn't have the better of his team-mate around Monaco. Late in the race he tried to squeeze up the inside of Chandhok at Rascasse of all places and ended up on top of the HRT. Still classified 15th so it made no difference to result!

19  **8/10**
Race rating

Heikki KOVALAINEN
Lotus-Cosworth T127-01
Start: 18th. DNF
BECAME TRULLI'S first team-mate in 14 years (including the 1996 F3 race) to outqualify the Italian in the Principality. Was on course for new-team 'victory' when he was forced to retire with a power-steering failure.



Vettel holds off Kubica at Station hairpin



Alonso made his way into the top six



Monaco: more glamour than West Wittering

Webber put Vettel in his place once again



Massa's position, having to nurse his McLaren's front brakes from quite early as they'd been deprived of good cooling when running in the Ferrari's slipstream. Generally it was now stalemate, with Alonso, Schumacher and Rosberg running just behind but making no moves on one another.

Kubica got himself right back on Vettel's tail as Seb was slowed lapping the Toro Rosso of Jaime Alguersuari 16 laps from home, but getting past was never really an option, Robert ruining having reacted too hastily at the start to Webber's slow getaway. "I just went on the power a bit too early and got a lot of wheelspin," he explained. Those opening few seconds defined him finishing third rather than second, but that was still a terrific result for the team and one that flattered the car.

With the sort of luck Webber used to suffer, he'd have been taken out by the incident between Trulli and Chandhok three laps from the end. He was just coming up to lap them for the fifth time approaching Rascasse when Trulli optimistically dived for a gap inside the HRT, interlocked wheels and flew over the top of it. Webber was only a few metres behind but thankfully avoided getting caught up in it all. The fourth and final safety car came

out, and it came in on the final lap – so as not to get in the pictures of the winner crossing the line – but its lights were not flashing, and the green flags were showing. As far as Ross Brawn was concerned the race was back on, even if only for the last two corners: "On previous occasions when it has been necessary to complete a race under a safety car, full-course yellows are maintained, as in Melbourne 2009. On the last lap, we therefore advised our drivers that they should race to the line and Michael made his move on Fernando for sixth place."

The stewards awarded a 20-second penalty to Schumacher which, in a field so compressed behind the safety car, dropped him from sixth to 12th. Webber, Vettel and Kubica climbed the podium, Massa took fourth from Hamilton, Alonso, Rosberg, Sutil, Liuzzi and Sebastien Buemi's Toro Rosso.

"It's the greatest day of my life," said Webber, briefly appearing to struggle to hold his emotions in check. If the Red Bull can win on circuits as diverse as Barcelona and Monte Carlo, it can surely win anywhere. Does that mean the championship is going to be fought between its two drivers? On this form, is there an even greater day than this awaiting Webber this year? ☒

20  **6/10**
Race rating

Karun CHANDHOK
HRT-Cosworth F110-01
Start: 23rd. Finish: 14th
WAS BAFFLED by the lack of pace in his HRT in qualifying – in sector two mainly – but made amends in the race. 'Won' new-team class after Kovalainen dropped out, despite his race coming to a premature end under Trulli's Lotus at Rascasse.

21  **6/10**
Race rating

Bruno SENNA
HRT-Cosworth F110-02
Start: 22nd. DNF
PREVAILED IN private battle with Chandhok in qualifying, ending up a second to the good. In the race, made sensible move to medium tyres under first-lap safety car, but retired from 15th on lap 59 with hydraulic problems.

22  **6/10**
Race rating

Pedro DE LA ROSA
Sauber-Ferrari C29-03
Start: 15th. DNF
AFTER SAUBER'S impressive Spanish GP, the team slipped back again in Monaco, suggesting the C29 is still struggling for low-speed grip. De la Rosa's first Monaco GP since 2002 didn't last long as he retired with hydraulic failure on lap 22.

23  **5/10**
Race rating

Kamui KOBAYASHI
Sauber-Ferrari C29-01
Start: 16th. DNF
JUST AS in his GP2 days, Kobayashi struggled in Monaco, and qualified 0.3s behind de la Rosa. Opted to start on prime tyres, climbing to fifth place, and became a worrying roadblock before retiring with gearbox failure.

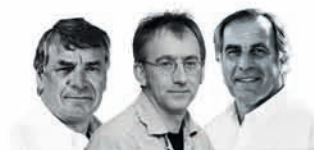
24  **6/10**
Race rating

Timo GLOCK
Virgin-Cosworth VR-01-03
Start: 20th. DNF
MADE DECENT progress with long-wheelbase 'limousine' in practice and was within 0.3s of Kovalainen. Slow start, but repassed di Grassi and Trulli at the hairpin. Was running 17th when a trackrod broke in the rear suspension.

25  **6/10**
Race rating

Lucas DI GRASSI
Virgin-Cosworth VR-01-01
Start: 21st. DNF
DISAPPOINTED NOT to get within 0.4s of Glock in qualifying after a decent practice showing. The early safety car was good news for the economy run, but after 25 laps he retired because his right-rear wheel wasn't properly attached at his stop.

Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola reveal the technical tweaks made to some of the cars in Monte Carlo

RED BULL REAR WING

➔ Red Bull appeared at Monaco with a version of McLaren's central-slotted rear wing for better airflow attachment.

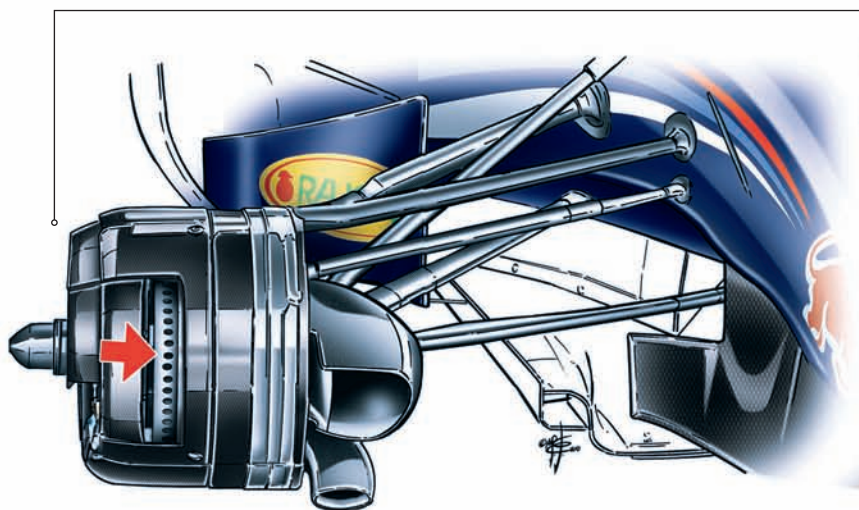
GARY ANDERSON: The rear wing assembly is defined by a regulation stating that outside of 75mm from the car centre line it can only consist of two closed sections. This basically means that you can only have one slot gap, but inside this 75mm dimension you can do whatever you want. Because the centre section of the rear wing is working in the air flow regime that is set up by the engine cover, this area is the most critical to airflow separation. When the airflow separates it is only a small area that sets it off but the effect spreads across a much bigger area of the wing, so eliminating the separation means that the wing will work more consistently. To achieve this Red Bull has created a slot gap on the main plane and another slot gap on the upper flap, effectively making the rear wing in this area a four-element assembly. These slots allow high energy airflow from the upper surface of the wing to bleed through the slot, keeping the flow attached on the under surface.



RED BULL FRONT-DISC ASSEMBLY

➔ Red Bull added an extra cooling duct and switched to a harder disc material for Monaco after Sebastian Vettel's worrying Barcelona disc failure.

GARY ANDERSON: Red Bull's disc failure in Barcelona is – as with any form of brake failure – very worrying. The amount of material left between the radial cooling holes is critical and I would think this is the area that failed. The disc is mounted to the metallic disc bell with a floating top hat arrangement to allow the disc a small amount of movement to eliminate brake knock off. This mounting is an extension of the outer braking face of the disc. However, the other braking face has to transmit its braking torque through this section of the disc; this section also has to withstand the compression force executed by the driver. Late in the race when the discs have been working at between 500 and 800C for over an hour and are getting a bit tired of being compressed and released every time the driver hits the brake pedal, it may have just cried 'enough'. A small amount of added material would eliminate this problem.

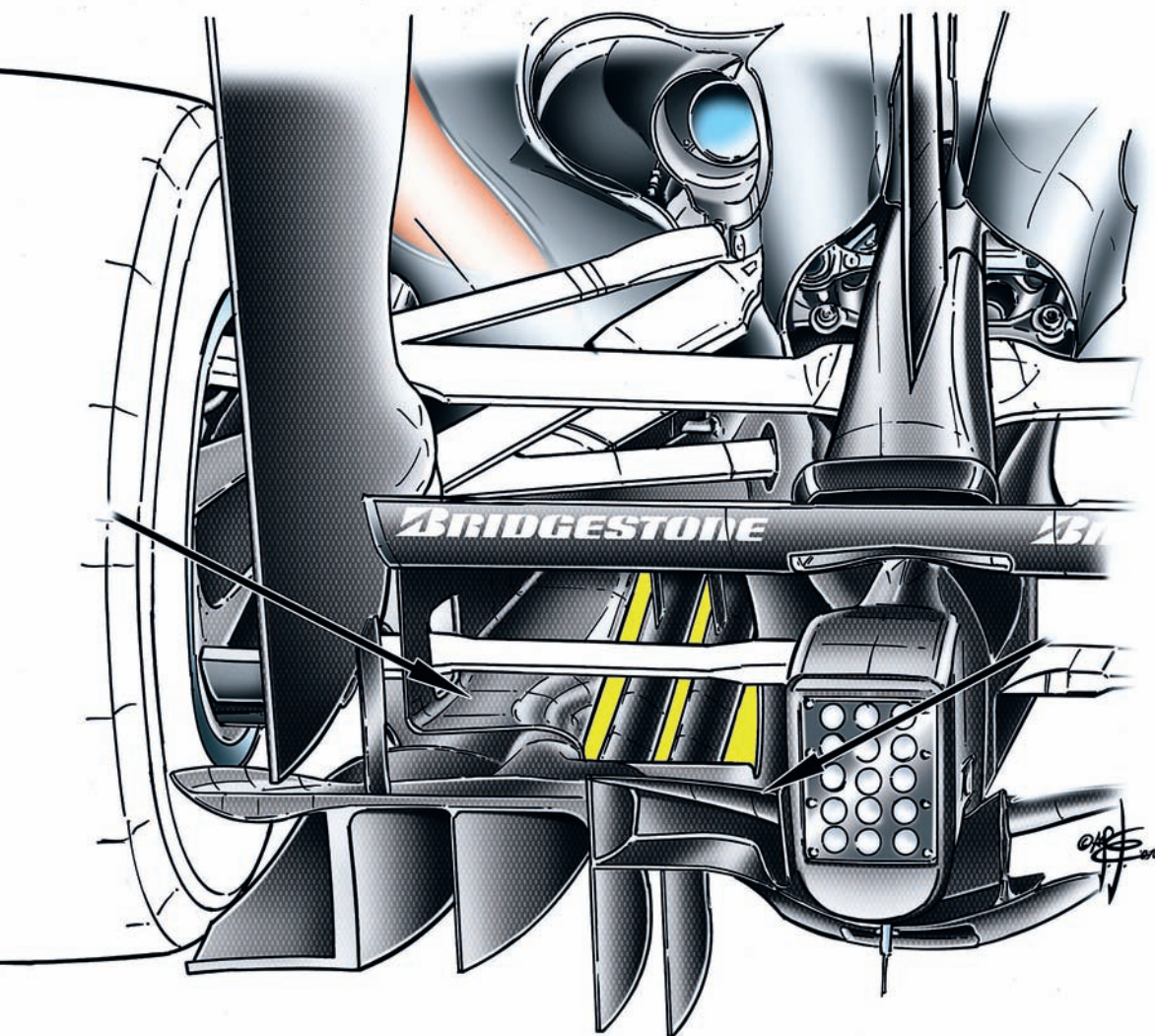


McLAREN DIFFUSER

➔ The new diffuser McLaren first used in Barcelona and used again at Monaco is very Renault-like in its width and longitudinal channels.

GARY ANDERSON: The diffuser package is something that is really circuit-dependent. At a circuit like Monaco that requires higher ride heights and is dominated by slow corners, the main requirement is for a diffuser that produces high levels of downforce at high ride heights (or, in effect, slow speed) and manages the inevitable airflow separation well at low ride heights to give good braking stability at the initial heavy braking applications at the end of a straight. The separators will control the areas of airflow separation and contain that separation by not allowing it to permeate across the complete diffuser – which would make the time for airflow re-attachment to happen much longer, causing this instability under braking or when the driver lifts the throttle in an almost flat-out corner.

One of the benefits of the double diffuser is more consistency between high (slow-speed) and low (high-speed) ride heights. It can also be fine tuned with the size and location of some of the trailing-edge gurney flaps. By changing the specification of these you can control the areas of airflow separation at low ride height; doing this will reduce the amount of high ride-height downforce but that is the type of development that is required from circuit to circuit to maintain a team's competitiveness.

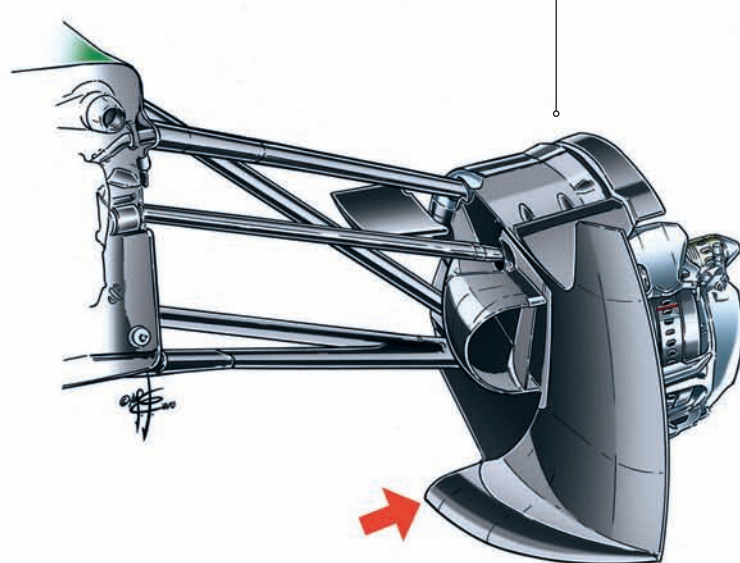


FORCE INDIA BRAKE DUCT

➔ Force India came up with new, smaller Monaco-specific front brake ducts to help squeeze more downforce from the car.

GARY ANDERSON: Although Monaco has no real high-speed braking episodes affecting their peak temperature, it does have a lot of medium-speed stops with very little time between them to allow the brakes to cool. The average brake temperature of the discs in Monaco will be higher than in Barcelona but it is the peaks that create a problem, so brake wear will be a lot less. With this in mind, Force India has introduced a smaller, more complex front brake duct. The duct inlet itself is smaller and the tyre fairing increased in size with a horizontal turning vane on the lower edge. Basically the airflow that can get through between

the side of the chassis and the inside of the front wheel is, in reality, the mass airflow that the front wing, barge boards, sidepods and underfloor work with. Any reduction in the front track or widening of the chassis will reduce the mass flow and the downforce these components can generate. Bigger brake ducts, or the negative influence on the airflow that the rotating tyre has, will do the same. It is in the team's interest to optimise the brake cooling as much as possible for each circuit without suffering increased brake wear from too high a temperature. We have seen on a couple of occasions how close to the limit on brakes a front-running team like Red Bull has been, so sometimes it might just be that little bit safer to have a small safety margin for the unexpected.



MONACO GP RESULTS



PRACTICE 1 - Thursday

POS	DRIVER	TIME
1	ALONSO	1m15.927s
2	VETTEL	1m16.000s
3	KUBICA	1m16.016s
4	WEBBER	1m16.382s
5	MASSA	1m16.517s
6	SCHUMACHER	1m16.589s
7	HAMILTON	1m16.647s
8	BUTTON	1m16.692s
9	SUTIL	1m16.805s
10	BUEMI	1m16.857s
11	ROSBERG	1m17.149s
12	BARRICHELLO	1m17.331s
13	LIUZZI	1m17.704s
14	PETROV	1m17.718s
15	ALGUERSUARI	1m17.991s
16	HULKENBERG	1m18.397s
17	DE LA ROSA	1m18.434s
18	KOBAYASHI	1m18.547s
19	GLOCK	1m19.527s
20	KOVALAINEN	1m19.606s
21	TRULLI	1m19.902s
22	DI GRASSI	1m20.566s
23	SENNA	1m21.688s
24	CHANDHOK	1m21.853s

Weather: sunny

PRACTICE 2 - Thursday

POS	DRIVER	TIME
1	ALONSO	1m14.904s
2	ROSBERG	1m15.013s
3	VETTEL	1m15.099s
4	MASSA	1m15.120s
5	SCHUMACHER	1m15.143s
6	KUBICA	1m15.192s
7	HAMILTON	1m15.249s
8	SUTIL	1m15.460s
9	BUTTON	1m15.619s
10	WEBBER	1m15.620s
11	PETROV	1m15.746s
12	BUEMI	1m16.276s
13	HULKENBERG	1m16.348s
14	BARRICHELLO	1m16.522s
15	LIUZZI	1m16.528s
16	DE LA ROSA	1m16.599s
17	KOBAYASHI	1m16.818s
18	ALGUERSUARI	1m17.023s
19	KOVALAINEN	1m18.184s
20	DI GRASSI	1m18.478s
21	TRULLI	1m18.667s
22	GLOCK	1m18.721s
23	CHANDHOK	1m20.313s
24	SENNA	1m22.148s

Weather: sunny

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	KUBICA	1m14.806s
2	MASSA	1m14.852s
3	WEBBER	1m14.945s
4	HAMILTON	1m15.038s
5	VETTEL	1m15.046s
6	SCHUMACHER	1m15.236s
7	ROSBERG	1m15.252s
8	BUEMI	1m15.537s
9	SUTIL	1m15.659s
10	BUTTON	1m15.682s
11	LIUZZI	1m15.691s
12	ALGUERSUARI	1m15.769s
13	HULKENBERG	1m16.164s
14	BARRICHELLO	1m16.232s
15	PETROV	1m16.240s
16	ALONSO	1m16.266s
17	KOBAYASHI	1m16.644s
18	DE LA ROSA	1m16.696s
19	KOVALAINEN	1m17.782s
20	TRULLI	1m17.865s
21	DI GRASSI	1m18.063s
22	SENNA	1m19.720s
23	CHANDHOK	1m19.781s
24	SENNA	no time

Weather: sunny

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m15.035s	1m14.462s	1m13.826s
2	KUBICA	1m15.045s	1m14.549s	1m14.120s
3	VETTEL	1m15.110s	1m14.568s	1m14.227s
4	MASSA	1m14.757s	1m14.405s	1m14.283s
5	HAMILTON	1m15.676s	1m14.527s	1m14.432s
6	ROSBERG	1m15.188s	1m14.375s	1m14.544s
7	SCHUMACHER	1m15.649s	1m14.691s	1m14.590s
8	BUTTON	1m15.623s	1m15.150s	1m14.637s
9	BARRICHELLO	1m15.590s	1m15.083s	1m14.901s
10	LIUZZI	1m15.397s	1m15.061s	1m15.170s
11	HULKENBERG	1m16.030s	1m15.317s	-
12	SUTIL	1m15.445s	1m15.318s	-
13	BUEMI	1m15.961s	1m15.413s	-
14	PETROV	1m15.482s	1m15.576s	-
15	DE LA ROSA	1m15.908s	1m15.692s	-
16	KOBAYASHI	1m16.175s	1m15.992s	-
17	ALGUERSUARI	1m16.021s	1m16.176s	-
18	KOVALAINEN	1m17.094s	-	-
19	TRULLI	1m17.134s	-	-
20	GLOCK	1m17.377s	-	-
21	DI GRASSI	1m17.864s	-	-
22	SENNA	1m18.509s	-	-
23	CHANDHOK	1m19.559s	-	-
24	ALONSO	no time	-	-

Weather: sunny

QUALIFYING

Head to head		
BUTTON	3	3
SCHUMACHER	1	5
VETTEL	3	3
MASSA	2	4
BARRICHELLO	4	2
KUBICA	6	0
SUTIL	5	1
BUEMI	5	1
TRULLI	3	3
CHANDHOK	2	4
DE LA ROSA	3	3
GLOCK	6	0

HOW DO F1'S BEST STACK UP AGAINST THE REST?

VISIT  TO FIND OUT

castrol driverrankings.com

THE GRID

2 KUBICA RENAULT 1m14.120s super soft	1 WEBBER RED BULL 1m13.826s super soft
4 MASSA FERRARI 1m14.283s super soft	3 VETTEL RED BULL 1m14.227s super soft
6 ROSBERG MERCEDES 1m14.544s super soft	5 HAMILTON McLAREN 1m14.432s super soft
8 BUTTON McLAREN 1m14.637s super soft	7 SCHUMACHER MERCEDES 1m14.590s super soft
10 LIUZZI FORCE INDIA 1m15.170s super soft	9 BARRICHELLO WILLIAMS 1m14.901s super soft
12 SUTIL FORCE INDIA 1m15.318s super soft	11 HULKENBERG WILLIAMS 1m15.317s super soft
14 PETROV RENAULT 1m15.576s super soft	13 BUEMI TORO ROSSO 1m15.413s super soft
16 KOBAYASHI SAUBER 1m15.992s medium	15 DE LA ROSA SAUBER 1m15.692s super soft
18 KOVALAINEN LOTUS 1m17.094s super soft	17 ALGUERSUARI TORO ROSSO 1m16.176s super soft
20 GLOCK VIRGIN 1m17.377s super soft	19 TRULLI LOTUS 1m17.134s super soft
22 SENNA HRT 1m18.509s super soft	21 DI GRASSI VIRGIN 1m17.864s super soft
24 ALONSO FERRARI no time* super soft	23 CHANDHOK HRT 1m19.559s super soft

*started from pitlane

THE RACE: 78 LAPS, 161.887 MILES

							TYRE CHOICE		
POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOP	FASTEST STOP	S1	S2 S3
1	WEBBER	Red Bull-Renault	78	1h50m13.355s	1m15.318s	1	25.49s	Super soft	Medium
2	VETTEL	Red Bull-Renault	78	+0.448s	1m15.192s	1	25.12s	Super soft	Medium
3	KUBICA	Renault	78	+1.675s	1m15.353s	1	25.80s	Super soft	Medium
4	MASSA	Ferrari	78	+2.666s	1m15.503s	1	26.11s	Super soft	Medium
5	HAMILTON	McLaren-Mercedes	78	+4.363s	1m16.219s	1	26.74s	Super soft	Medium
6	ALONSO	Ferrari	78	+6.341s	1m15.905s	1	27.51s	Super soft	Medium
7	ROSBERG	Mercedes	78	+6.651s	1m15.959s	1	25.14s	Super soft	Medium
8	SUTIL	Force India-Mercedes	78	+6.970s	1m15.963s	1	27.21s	Super soft	Medium
9	LIUZZI	Force India-Mercedes	78	+7.305s	1m16.142s	1	26.12s	Super soft	Medium
10	BUEMI	Toro Rosso-Ferrari	78	+8.199s	1m16.493s	1	26.36s	Super soft	Medium
11	ALGUERSUARI	Toro Rosso-Ferrari	78	+9.135s	1m16.381s	1	26.60s	Super soft	Medium
12*	SCHUMACHER	Mercedes	78	+5.712s	1m15.580s	1	24.91s	Super soft	Medium
13	PETROV	Renault	73	technical	1m16.405s	2	27.51s	Super soft	Medium Medium
14	CHANDHOK	HRT-Cosworth	70	accident	1m19.553s	1	27.98s	Super soft	Medium
15	TRULLI	Lotus-Cosworth	70	accident	1m19.340s	1	47.05s	Super soft	Medium
R	KOVALAINEN	Lotus-Cosworth	58	steering	1m18.401s	1	33.23s	Super soft	Medium
R	SENNA	HRT-Cosworth	58	hydraulics	1m20.130s	1	29.35s	Super soft	Medium
R	BARRICHELLO	Williams-Cosworth	30	suspension	1m19.074s	1	26.49s	Super soft	Medium
R	KOBAYASHI	Sauber-Ferrari	26	gearbox	1m18.775s	0	-	Medium	dnf
R	DI GRASSI	Virgin-Cosworth	25	wheel	1m22.255s	1	35.05s	Super soft	Medium
R	GLOCK	Virgin-Cosworth	22	suspension	1m20.775s	0	-	Super soft	dnf
R	DE LA ROSA	Sauber-Ferrari	21	hydraulics	1m19.270s	0	-	Super soft	dnf
R	BUTTON	McLaren-Mercedes	2	engine fire	2m14.285s	0	-	Super soft	dnf
R	HULKENBERG	Williams-Cosworth	0	wing failure	-	0	-	Super soft	-

Weather: dry. Fastest lap: Sebastian VETTEL 1m15.192s (99.368mph) on lap 71

Lap leaders: 1-78 Webber *Given 20-second penalty post-race, which team has appealed

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CDN	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE
1	WEBBER	78	8th	9th	2nd	8th	1st	1st													
2	VETTEL	78	4th	ret	1st	6th	3rd	2nd													
3	ALONSO	75	1st	4th	13th	4th	2nd	6th													
4	BUTTON	70	7th	1st	8th	1st	5th	ret													
5	MASSA	61	2nd	3rd	7th	9th	6th	4th													
6	KUBICA	59	11th	2nd	4th	5th	8th	3rd													
7	HAMILTON	59	3rd	6th	6th	2nd	14th	5th													
8	ROSBERG	56	5th	5th	3rd	3rd	13th	7th													
9	SCHUMACHER	22	6th	10th	ret	10th	4th	12th													
10	SUTIL	20	12th	ret	5th	11th	7th	8th													
11	LIUZZI	10	9th	7th	ret	ret	15th	9th													
12	BARRICHELLO	7	10th	8th	12th	12th	9th	ret													
13	PETROV	6	ret	ret	ret	7th	11th	13th													
14	ALGUERSUARI	3	13th	11th	9th	13th	10th	11th													
15	BUEMI	1	16th	ret	11th	ret	ret	10th													
16	HULKENBERG	1	14th	ret	10th	15th	16th	ret													
17	DE LA ROSA	0	ret	12th	ns	ret	ret	ret													
18	KOBAYASHI	0	ret	ret	ret	ret	12th	ret													
19	KOVALAINEN	0	15th	13th	nc	14th	ns	ret													
20	CHANDHOK	0	ret	14th	15th	17th	ret	14th													
21	DI GRASSI	0	ret	ret	14th	ret	19th	ret													
22	TRULLI	0	17th	ns	17th	ret	17th	15th													
23	SENNA	0	ret	ret	16th	16th	ret	ret													
24	GLOCK	0	ret	ret	ret	ns	18th	ret													



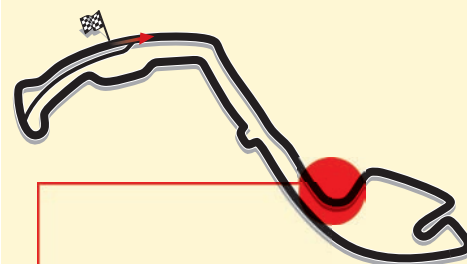
SEASON SO FAR - Points and positions

POS	TEAM	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CAN	EU	GB	D	H	B	I	SGP	J	KOR	BR	UAE
1	RED BULL	156	16	2	43	12	40	43													
2	FERRARI	136	43	27	6	14	26	20													
3	McLAREN	129	21	33	12	43	10	10													
4	MERCEDES	78	18	11	15	16	12	6													
5	RENAULT	65	0	18	12	16	4	15													
6	FORCE INDIA	30	2	6	10	0	6	6													
7	WILLIAMS	8	1	4	1	0	2	0													
8	TORO ROSSO	4	0	0	2	0	1	1													
9	SAUBER	0	0	0	0	0	0	0													
10	LOTUS	0	0	0	0	0	0	0													
11	HRT	0	0	0	0	0	0	0													
12	VIRGIN	0	0	0	0	0	0	0													



TRACKSIDE VIEW

Mark Hughes
Grand prix editor



It's as if everything is right in the world. Blue-sky Mediterranean day, sun warm on your back, cool breeze on your face and the world's fastest racing cars performing around the most spectacular, impossible track in the world. Lewis Hamilton's out-lap here in 2007 was one of the most audacious pieces of driving in an always audacious career, sideways even before the first apex into the swimming pool section. Three years on the flamboyance is gone, replaced by a smoothly effortless flow, fully focussed on what lies ahead during the weekend, no longer feeling he has a point to prove but no longer so uninhibited. Keep walking into the breeze, past Tabac where a Virgin flashes by so close you could literally touch it, see the whites of Timo Glock's eyes. Up to the tunnel, underneath, up the elevator on the other side – out into the gleaming daylight at Massenet atop the cliffs, high above the sea. The air is warmer up

“Fernando Alonso sheds speed so late but with such precision”

here but the scale of performance between the barriers no less shocking. They crest the rise at the top of the hill, some already making the direction change for the left-handed kink that follows, before the entry proper into Casino. Others are hard over to the right, making a geometric perfect arc through the kink but asking the tyres to do a lot very suddenly and on a surface not as grippy. The smoother middle line is more popular and therefore more rubbered in. But those who do opt for this way are dramatic, the car jumping and darting over every bump. Then there's Fernando Alonso, so quick into the braking area then shedding the speed so late but with such precision, the car squirming with danger. He never locks a brake. All is right with his world today. Saturday will be a different story.



MONTE CARLO

Monaco
May 13-15
GP2
Round 2/10

AT A GLANCE

- Race 1 **Sergio Perez**
- Race 2 **Jerome d'Ambrosio**
- Pole position **Dani Clos**
- Fastest laps **Perez/Sam Bird**

D'Ambrosio at least gave 'Renault' a Monaco win



Perez leads Maldonado and Clos in early going



It's Mexico in Monaco

Sergio Perez held off Monaco maestro Pastor Maldonado to take his maiden GP2 victory

QUALIFYING

Clos in right place at right time

⌚ Did he cut the chicane or not? There were accusations flying around the paddock, but Racing Engineering's Dani Clos couldn't have cared less as he secured his first GP2 pole. The early pacesetter had been Pastor Maldonado, who set provisional pole with seconds remaining and then drilled his car into the barrier at Ste Devote immediately afterwards, bringing out the yellow flags. That ruined the chances of anyone behind him – but up ahead, Clos and Sergio Perez were both on flying laps and managed to beat the Venezuelan.



Clos got his finger out to take pole

Four races, four different winners – and only the shreds of a pattern emerging. If last weekend's

round in Monaco was any guide, then whoever rates themselves as a contender for the GP2 title had better be in it for the long haul.

Sergio Perez delivered on his status as a pre-season favourite by winning Friday's feature race, holding off Pastor Maldonado by 0.6 seconds. The Mexican led from the moment that he and Maldonado were able to capitalise on Dani Clos's slow start from pole to jump the Catalan off the line, and from there on it was just a matter of Perez managing the gap.

He spent the opening phase of the race building himself a lead, only to have

it wiped out when the safety car was summoned on lap 16 after series returnee Ho-Pin Tung tore most of the left-hand side of his car off against the barriers at the Swimming Pool.

Perez reasserted himself shortly after the lap-20 restart, extending his lead to nearly three seconds, but over the closing laps Rapax driver Maldonado began to reel the Addax man in again. For Perez, securing the win was a simple matter of calculating the number of dice rolls Maldonado would need to make to stop him.

"To be honest I was still pushing at the end, but not as hard as I think Maldonado was," said Perez. "He was risking more than me. I'd stopped taking risks in those laps."

Clos held on for third, giving the young Racing

Engineering-run Spaniard a hat-trick of points finishes from the opening three races of the season. His hopes of a win had been dashed early on by excessive wheelspin off the line, although after the race he was also questioning whether he'd been short-changed by the safety car. He'd made his stop immediately prior to Tung's accident, meaning that he could have been handed a major advantage over the yet-to-stop Perez and Maldonado. But the safety car initially picked Clos up as the leader, allowing Perez and Maldonado to make their stops. Then it pulled aside and waited for the Latin-American duo to come back around, forcing the rest of the field to make up the 50s gap between those two and everyone else.

RACE RATING

★★★★★

A couple of good passing moves, but otherwise a typical Monaco 'crash-or-queue' weekend



I was still pushing - but not as hard as Maldonado was"

Sergio Perez plays it smart

REPORT GP2 MONTE CARLO



Mark Glendenning
reports

Jules Bianchi's drive to fourth was significant, coming after the highly-fancied ART rookie failed to score a week earlier in Spain. But while his lap times were on a par with the leaders, most of his progress from sixth on the grid came through the pitstops. His performance gave ART some return on its efforts after team-mate Sam Bird found himself at the wrong end of the field for the second weekend in succession. His plight was caused by a miscommunication between the pit crew during his stop, and the ensuing delay plunged the Briton down the field.

At least he was still running at the finish, which was more than could be said for some his rivals. Fellow Briton Max Chilton kicked

things off by launching himself over Davide Valsecchi at the first corner. Valsecchi was able to continue after pitting for a new rear wing, only to retire later following a brush with the barriers at the Swimming Pool.

Adrian Zaugg was another Ste Devote casualty, when his engine shut off after being knocked into a spin by Marcus Ericsson, while Fabio Leimer also made an early exit courtesy of a shunt at Mirabeau.

Giedo van der Garde's pass on DAMS-run veteran Jerome d'Ambrosio for seventh gifted d'Ambrosio pole for Saturday's sprint race, and the Belgian made the most of the opportunity to score his first-ever win in the series, and the first for DAMS since 2008.

Max Chilton bids to beat volcanic-ash flying ban



Van der Garde stuck around to ensure that d'Ambrosio never had a chance to relax, although there was no opportunity to pass and the Addax driver settled for a comfortable

second. But the battle for third was more interesting. During the early part of the race it was being disputed between Luiz Razia (Rapax) and Alberto Valerio (Coloni) with sufficient vigour to raise the prospect of it all ending in tears, which Valerio soon delivered upon by braking too late at the chicane and nobly opting to hit the barriers rather than the back of Razia's car.

That simply exposed Razia to Bianchi instead, and the Frenchman passed him for the final podium place, while Razia's frustration was completed when he made a mistake at the final corner and let Johnny Cecotto Jr

into fourth – a great result for the rookie, who had set himself up by going from the back of the grid to ninth the previous day.

It was an eventful race in the stewards room, with Maldonado and Rodolfo Gonzalez both being penalised for jumped starts. Gonzalez also joined Leimer and iSport twins Valsecchi and Oliver Turvey in being penalised for cutting the first corner, although the Venezuelan crashed before he had the chance to serve his second drive-through. ❖

THE INSIDE LINE

Bird gets stuck in his cage during pit chaos



A botched pitstop cost Sam Bird dear in Monaco, just as it did Sergio Perez in the opening round in Spain.

The problem started when the right-rear wheel refused to attach. The mechanic on

the wheelgun raised his arm to indicate that something was wrong – but at ART, a raised arm is considered a signal that the wheel is on, so the lollipop man briefly released Bird before swinging the paddle

back down again.

That split second of miscommunication spelt the difference between points and a possible sprint-race pole, and nothing: proof that titles can be won and lost on a gesture.

NEXT ROUND

Istanbul (TR), May 29-30

RESULTS

GP2 Series, Monte Carlo (MC), May 13-15, round 2 of 10

GRID	
1	CLOS 1:37.572
2	PEREZ 1:37.605
3	MALDONADO 1:38.512
4	VALERIO 1:38.901
5	LEIMER 1:39.072
6	BIANCHI 1:39.146
7	D'AMBROSIO 1:39.363
8	RAZIA 1:39.544
9	BIRD 1:39.638
10	V.D. GARDE 1:39.812
11	V.D. GARDE 1:39.812
12	ERICSSON 1:39.826
13	TUNG 1:39.926
14	CHILTON 1:40.495
15	PIC 1:40.767
16	KRAL 1:40.973
17	HERCK 1:42.039
18	CECOTTO 1:43.090
19	TURVEY 1:43.595

POS	NAME	TEAM	TIME	GRID
1	Sergio Perez (MEX)	Barwa Addax	1h00m32.223s	2
2	Pastor Maldonado (YV)	Rapax	+0.617s	3
3	Dani Clos (E)	Racing Engineering	+10.688s	1
4	Jules Bianchi (F)	ART Grand Prix	+12.117s	6
5	Alberto Valerio (BR)	Scuderia Coloni	+14.117s	4
6	Giedo van der Garde (NL)	Barwa Addax	+17.337s	11
7	Luiz Razia (BR)	Rapax	+35.967s	9
8	Jerome d'Ambrosio (B)	DAMS	+37.403s	7
9	Johnny Cecotto Jr (YV)	Trident Racing	+46.535s	23
10	Rodolfo Gonzalez (YV)	Arden International	+53.055s	19
11	Charles Pic (F)	Arden International	+53.977s	18
12	Marcus Ericsson (S)	Super Nova Racing	+54.913s	13
13	Josef Kral (CZ)	Super Nova Racing	+57.571s	20
14	Christian Vietoris (D)	Racing Engineering	+58.636s	8
15	Oliver Turvey (GB)	iSport International	+59.942s	24
16	Michael Herck (B)	DPR	+1m03.008s	22
17	Giacomo Ricci (I)	DPR	+1m03.419s	17
18	Sam Bird (GB)	ART Grand Prix	+1m24.160s	10
R	Davide Valsecchi (I)	iSport International	21 laps-accident	12
R	Vladimir Arabadzhev (BG)	Scuderia Coloni	19 laps-accident	21
R	Ho-Pin Tung (NL)	DAMS	13 laps-accident	14
R	Fabio Leimer (CH)	Ocean Racing Technology	0 laps-accident	5
R	Adrian Zaugg (ZA)	Trident Racing	0 laps-stalled	15
R	Max Chilton (GB)	Ocean Racing Technology	0 laps-stalled	16

POS	DRIVER	TIME/REASON	GRID
1	d'Ambrosio	43m43.804s	1
2	van der Garde	+0.351s	3
3	Bianchi	+1.078s	5
4	Cecotto	+2.919s	9
5	Razia	+6.572s	2
6	Perez	+7.257s	8
7	Pic	+7.903s	11
8	Kral	+8.837s	13
9	Ericsson	+9.431s	12
10	Bird	+10.046s	18
11	Maldonado	+10.465s	7
12	Zaugg	+11.239s	23
13	Arabadzhev	+12.591s	20
14	Chilton	+25.246s	24
15	Turvey	+25.461s	15
16	Valsecchi	+25.703s	19
17	Leimer	+26.063s	22
R	Herck	22 laps-engine	16
R	Tung	20 laps-gearbox	21
R	Ricci	17 laps-engine	17
R	Valerio	14 laps-accident	4
R	Gonzalez	14 laps-accident	10
R	Clos	8 laps-accident	6
R	Vietoris	0 laps-sensor	14

POS	DRIVER	PTS
1	Perez	17
2	Maldonado	15
3	Clos	15
4	Razia	11
5	Bianchi	11
6	Pic	10
7	Leimer	8
8	van der Garde	8
9	Ricci	8
10	d'Ambrosio	7

POS	TEAM	PTS
1	Rapax	26
2	Barwa Addax	25
3	ART Grand Prix	16
4	Racing Engineering	15
5	Arden International	10
6	Ocean Racing	8

KEY R=Retired. *Grid penalty.
Race 1 Winner's average speed: 86.39mph. Fastest lap: Perez, 1m21.823s, 91.31mph.
Race 2 Winner's average speed: 85.38mph. Fastest lap: Bird, 1m22.052s, 90.97mph.



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INTERNATIONAL RACES & RESULTS

FORMULA RENAULT 3.5

Monaco 3/9

QUICK RESULTS

→ Winner **Daniel Ricciardo**

→ Pole **Ricciardo**

→ Fastest lap **Brendon Hartley**

RACE RATING

★★★★★

Provided an unexpected amount of action thanks to confines of Monaco

REPORTS

RENAULT 3.5 MONACO



FORMULA RENAULT 3.5 MONACO (MC), MAY 16, RD 3/9

Dan the man's first is Tech 1's hat-trick

Following Oliver Turvey's and Jenson Button's British lock-out of Monaco Sunday last year, it was the turn of Red Bull-backed Aussies Daniel Ricciardo and Mark Webber to stage a double act on the top step of the podium in the Principality on Sunday. The victory in Formula Renault 3.5's prestigious GP warm-up marked Ricciardo's maiden success in the category, and completed a hat-trick of wins on the hallowed streets for his Toulouse-based Tech 1 Racing team.

The draw for Saturday's split qualifying went some

way to deciding the result before a wheel had turned in anger. With drivers selected in their groups by alternating championship order, 2010's fast men Ricciardo and points leader Mikhail Aleshin would not run head-to-head. The early-season title rivals lived up to their billing by topping their respective sessions, but Aleshin was dealt less favourable track conditions and was defenceless to retain his provisional pole.

From the outside of the front row, Aleshin's best shot of passing Ricciardo and adding a third victory

to his season's tally came when he briefly drew alongside the pole-sitting Perth racer on the short blast to Ste Devote. Aleshin was subsequently unable to match Ricciardo's startling pace over the opening three tours. The race would prove to be far from a formality for the British F3 champion, though, as punishment to his tyres in the early break would leave him vulnerable over the closing laps.

"I think if the straight was just a little longer I could have passed him," commented Aleshin of his getaway. "We did a small mistake with the tyre pressures because the car was sliding all over the place, but when the pressures went up I found pace and started gaining."

Thanks to over cautiousness from the leader when encountering yellow flags, the gap between the top two would come down to within a second. The performance differential was insufficient, however, to deny Ricciardo from an emotional first win.

"Once I had the start, I didn't look in the mirrors," said a buzzing Ricciardo. "I was in Monaco when I was eight-years old, and I remember driving around the circuit with my family

in a rental car describing all the corners. I never thought I would get to race here."

Some 20 seconds down the road, Formula Renault 2.0 graduate Albert Costa had a relatively lonely drive to the final step of the podium. The Spaniard was largely occupied battling pain from a testing injury, but was spurred on from an impromptu series of meetings with Serbian world number two tennis star Novak Djokovic in the World Series' makeshift paddock at the Monaco Country Club. After presenting Costa with a shirt after qualifying, Djokovic was on hand post-race to offer his congratulations.

With limited action among the leaders, the most dynamic battle of the race was for fourth. Local driver Stefano Coletti initially held the spot, the Comtec man occasionally hassled by remarkable debutant Alex Rossi running in place of financially bereft Esteban Guerrieri for ISR for this race only. There to learn the track, Rossi gained plaudits by being in the hunt for pole on Saturday until overcooking it at Massenet.

Both would lose out to hard-charging Kiwi Brendon Hartley, who started from

eighth after brushing a wall in qualifying. A pumped up Hartley delivered a series of nudges to Rossi exiting Rascasse. It was to be a precursor to a sad end to Rossi's exciting debut, as three corners later the GP3 racer came across the same barriers he'd hit during his qualifying accident.

On the penultimate lap, Hartley seized fourth at his favoured overtaking ground of Mirabeau, but Coletti was left with the suspicion that the Red Bull Junior driver had gained an advantage under stationary yellows through Casino Square.

Aleshin remains in the series lead. "With his experience and speed he is definitely the most consistent driver," said Ricciardo, "but if we can keep closing up by three points each time it should be enough."

● Peter Mills

RESULTS

1 Daniel Ricciardo, 31 laps in 45m40.072s; 2 Mikhail Aleshin, +1.093s; 3 Albert Costa; 4 Brendon Hartley; 5 Stefano Coletti; 6 Sten Pentus; 7 Jon Lancaster; 8 Filip Salaquarda; 9 Nelson Panciatici; 10 Daniil Move. **Points** 1 Aleshin, 50; 2 Ricciardo, 43; 3 Pentus, 32; 4 Coletti, 26; 5 Costa, 26; 6 Daniel Zampieri, 24.



“The 18 carried Lotus’s hopes. It absolutely could not fail...”

LEGACY OF A LEGEND

Colin Chapman’s Lotus 18 had to be good to fend off rivals Cooper. The 1960 Monaco GP proved that it was. *By PAUL FEARNEY*

Stirling Moss reckons it his greatest drive, superior even to his 1955 Mille Miglia epic with Mercedes-Benz. He refers to the 1961 Monaco Grand Prix and the long string of faster-than-pole race laps that unravelled the more powerful ‘Sharknose’ Ferraris of Phil Hill and Richie Ginther. Yes, it was a virtuoso performance, but it’s a shame that it so overshadows his win there from the year before, for in several ways his 1960 Monaco victory was the more significant. (It was a superb drive too.)

Moss was approaching his brilliant best when he lowered himself into the

car that would allow him to finally draw a line under the Fangio Era, to redefine his art – for that’s what it was. In contrast to some of the form-as-important-as-function cars of his earlier career, the Lotus 18 was unprepossessing. A ‘biscuit tin on wheels’ some called it. As Colin Chapman’s first engine-behind-the-driver design, however, its significance cannot be overstated.

It had been clear since the mid-1950s that ‘Chunky’ would be the man to lead the British ascent of motor racing’s summit. His revitalising chassis/suspension work with Vanwall and his innovative and nimble sportscars proved that. As with most geniuses, however, he had blind spots. ►





Moss's Lotus 18 dives past Bonnier's BRM P48



The Rob Walker-blue Lotus 18 exits Station Hairpin

◀ And this was one of them: the Lotus 16 he designed for F1 in 1958-59. With its shrink-wrapped 'mini Vanwall' body, canted and offset Coventry Climax engine and sequential gearbox – disparagingly called the 'queerbox' – it was the most creatively, carefully packaged front-engined GP car ever built. It bombed. Chapman, though not entirely convinced that his company should even be in F1 – and up to his neck with the potentially ruinous Elite road car programme and necessary factory upsizing – bust a gut to prove all that he was capable of. In doing so, he veered from first principles: 16 was too complicated, too fragile and, he had to concede, out of date the moment it was wheeled from his behind-the-pub Hornsey workshop.

In contrast to North London's racing 'Flash 'arry', the 'Honest John' – and dad Charlie – of Cooper, south of the river in ho-hum Surbiton, were knocking out, in a good way, curved-tube machines that flexed, cocked their inside-front wheels – generally behaved like a springer spaniel desperate for its morning constitutional – and won and won. And won again. F1's up-and-at-'em workers, not its theorists, had triggered the rear-engined revolution.

Chapman, albeit late to the show, made an immediate impact. His 18 didn't look much, but its ugly form hid a car of a far purer function than any Cooper to date: the design of its triangulated tubular spaceframe was formulated by calculation, not inculcation. Tellingly, those rear 'Chapman struts' had been junked too. This total revamp, a deep rethink that involved some swallowing of pride, would, as with many of his subsequent designs, reset the sport's parameters.

It made its debut in Formula Junior form at the Boxing Day Brands Hatch meeting of 1959. Driven by Alan Stacey and powered by a cobbled-together Cosworth-Ford, it disappointed, finishing 10th after a spin. Lotus,



Spectators enjoy the seventh Monaco F1 GP

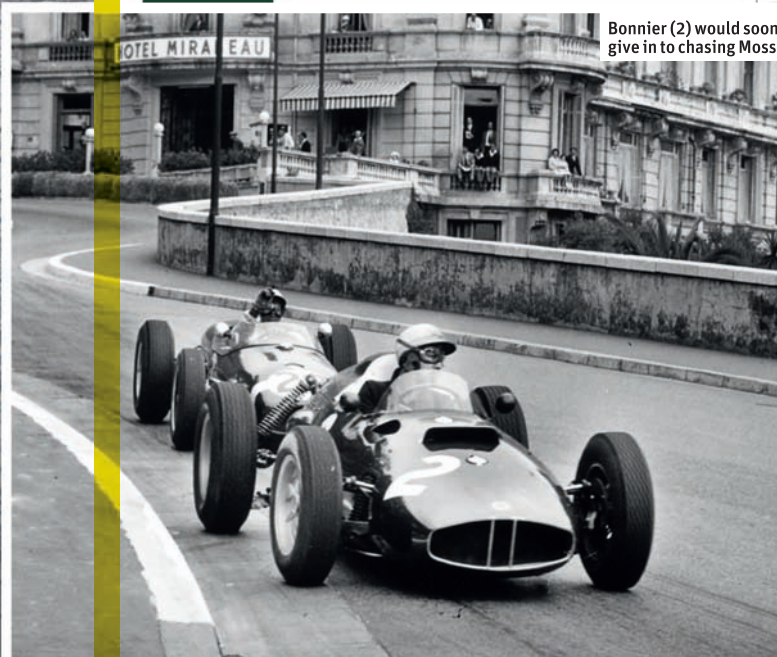


The 18 didn't look much, but its ugly form hid a car of a far purer function than any Cooper to date

being beaten by Cooper and Lola – even by lesser lights Elva and Gemini – at every level of racing, was on the verge of meltdown. Chapman, finally freed from the Elite, and with the move to Cheshunt completed by June 1959, knew that the adaptable 18, which carried Lotus's F1, F2 and FJunior hopes, absolutely could not fail. It was that important.

In typical Lotus fashion the F1 version was finished only hours – there being just time for a quick squirt along a public road by way of a systems check – before it had to be crated to Argentina for the opening round of the world championship in Buenos Aires on February 7. There, driven by Innes Ireland, it qualified second – albeit 1.6sec slower than Moss's Rob Walker-run Cooper – and made a demon start to lead. Unfortunately, on the second lap the gearbox jammed on a downchange, causing Innes to spin. He had recovered to second place by just beyond mid-distance, and would have been perfectly placed to benefit from the valve-spring failure that befell the BRM of leader Jo Bonnier on lap 69 had he himself not been reduced to a single gear and a wildly flapping front wheel. He did well to finish sixth. Cooper and Moss took note.

Back on home soil, the 18 proved a sensation. Jim Clark began his storied Lotus single-seater career – and kick-started the Lotus-Cosworth/Chapman-Keith Duckworth legend – at a chilly Goodwood by winning the opening FJunior race of the season in March. (Now the orders started to flood in.) Then Ireland won an F2 race at Oulton Park in April, and repeated the dose a fortnight later at Goodwood, beating Moss's Porsche. Innes and ►



Bonnier (2) would soon give in to chasing Moss



Moss takes the plaudits after 52-second win...

◀ Lotus promptly rubbed it in by again beating Moss, this time driving a Cooper, in that same Easter Monday meeting's F1 encounter, the 42-lap Glover Trophy. An 18 was suddenly the thing to have. Moss certainly thought so: "Rob, we need one of those," he said.

At Silverstone's International Trophy in May, Moss, still awaiting delivery of his 18, tried so hard to stay with Ireland that his Cooper's suspension collapsed. Ireland was good, his talent too often underrated, but he wasn't that good. The 18 was clearly superior, more planted than the Coopers – even Jack Brabham's in-response, straight-tube, coil-sprung-rear 'Lowline' – and blessed with superior traction, albeit perhaps a mite slower down the straights.

Moss got his first taste of this in a test at Goodwood seven days before the Monaco GP. It was an acquired taste. Although he lapped three-tenths faster than his own lap record, the 18 demanded his undivided attention in a way the chuckable Coopers never had. Its was a strange mix. Although the Lotus behaved like a precision instrument on the track, it proved oddly insensitive even to major suspension changes. Moss felt at risk of becoming lost on set-up and instead decided to limit himself to a few pounds of tyre pressure, and the occasional tweak of damper setting.

Such pragmatism allowed him to concentrate on adapting his technique to suit this lighter and, more crucially, stiffer machine. This involved his taking shallower lines of approach and turn-in and braking later and deeper, though not necessarily harder, almost up to the apexes. The real trick was to then make a seamless mid-corner transition between braking and engine torques. Moss, as befits a sporting



... before joining Monegasque royalty on the post-race podium

benchmark, was the first to feel this new need, and the first to master it. Perhaps not since his 1951 F3 Kieft 500, a lesser-known groundbreaker, had he driven a car so hardwired to his fingertips, inner ear and glutes. His talent was about to flower. Again.

That said, he took his Cooper to Monaco too, just in case. Using the Lotus, he lapped in 1m36.3s during practice, four seconds under the lap record and a second quicker than Brabham, and so decided to race it, from pole position.

In contrast, the Team Lotus 18s were hampered by their recalcitrant gearboxes. Ireland, after several illuminating follow-me laps from Moss, managed a 1m38.2s to qualify seventh, while Stacey and newcomer John Surtees lined up 13th and 15th on the 16-car grid.

Moss's Lotus differed in having larger-diameter twin radius rods, required to cope with the extra unsprung weight of the outboard rear discs and calipers demanded by his

planned switch to a Colotti gearbox. This swap, however, had been delayed because the Italian unit was too tall and in need of adaption, so at Monaco the Walker 18 was fitted with the works 'queerbox'/inboard discs final-drive arrangement. Yet Moss, the epitome of relaxation, had no problems.

Bonnier's BRM, now rear-engined too, made a great start from the outside of the second row and took the lead. Briefly third behind Brabham, by lap five Moss was on the leader's tail and seemed happy to stay there. On lap 10, already having to pump his brakes, JoBo signalled Moss to pass. Still Stirling bided his time. When he did make his move, on lap 17, it was emphatic, opening up a five-second advantage in just two laps.

Back in the pack, Surtees was retiring with a sheared bolt lodged in his gear-selector mechanism. Stacey joined him five laps later. His Climax engine had tilted forward because of a



LOTUS 18 HISTORY

Colin Chapman's Lotus 18 made its debut in the 1960 Argentinian GP, in which Brit Innes Ireland finished sixth. The car went on to score three wins – Monaco and USA '60 and Monaco again in '61 – with Stirling Moss up. Moss would give the car a fourth win, albeit in 18/21 guise, in Germany '61.



Make a car just strong enough to just get to the finish was a Chapman credo. That approach would gain credence

Phil Hill finished third in front-engined Ferrari

broken mounting, jamming his throttle open and causing him to clout a kerb. Ireland was still running, but was mired in the midfield and suffering with a misfire.

The race's complexion changed when it began to rain on lap 28. Not yet totally familiar with his mount in all conditions, Moss showing maturity and confidence, eased off. Brabham closed and passed on lap 34, only to spin at Ste Devote on lap 41 and bend his chassis. Moss, back in the lead, increased his pace as the rain eased then stopped. By mid-distance he was 14sec clear of Bonnier – and cruising.

Hang on, what's that? A misfire. And it's not Ireland's.

On lap 60, Moss pitted, his Climax spluttering on three cylinders. Crew-cut mechanic Alfons Kowaleski, an ex-diesel fitter from Poland now glorying in the pseudonym Alf Francis, quickly spotted the cause: a plug lead had come adrift. Even so,

Bonnier had retaken the lead.

Again there was no panic from Moss; Bonnier, capable and reliable though he was, was not a competitor who cost him any sleep. Stirling got a shock, though, when a '3' fell from his pit board: 'Five laps left to make up 12 seconds? That can't be right.' It wasn't. There were still 35 to go. Still, he retook the lead only three laps later.

By which time Ireland was manfully pushing his 18, its engine having finally conked out on lap 56, up the steeper-than-it-looks hill towards Casino Square before (mainly) coasting – he'd earned it after his Sisyphean effort – down the hill to the pits. Team Lotus was a busted flush.

Moss, acutely aware of the marque's reputation for retirements, donned his kid gloves and belied his own (undeserved) reputation for being a car-breaker. Behind him was ensuing a tooth-and-claw scrap for second – Bonnier had stopped on lap 78

because of a split rear upright – between Bruce McLaren's 'Lowline' Cooper, which would eventually set the race's fastest lap, and an inspired Phil Hill in a relatively unwieldy front-engined Ferrari Dino. Moss circulated almost unnoticed such was the ferocity of this fight, yet he smoothly maintained his advantage at a minute or thereabouts to the finish, even though his engine was transmitting increasingly harsh resonances through his shoulder blades. (After the race it was discovered that his Lotus's front mounts had snapped too and that its engine was dangling from a water pipe.)

Make a car just strong enough to just make it to the finish was a Chapman credo, and with this maiden GP win under his belt, it was an approach that would gain greater credence. Before the advent of computer-calculated clearances, however, several drivers would pay a heavy price for toeing ►

AUTOSPORT

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SILVERSTONE
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SILVERSTONE



◀ this fine line. Moss was one of them.

At the Dutch GP, his 18 showed surprising strength by withstanding the impact from a large chunk of concrete kerbing thrown up by the familiarly 'dirt-tracking' Brabham. The resultant puncture and bent rim plunged Moss to 12th, but he would eventually finish a close fourth, fastest man on the track.

The flip side – literally – was his subsequent experience at the Belgian GP. Negotiating Burnenville – a 130mph downhill right-hander with a notorious bump – during Saturday practice, Moss's left-rear stub axle broke and shed its wheel. The Lotus spun like a top, flinging its driver out. Almost simultaneously, across the valley on the circuit's return leg, London privateer Mike Taylor, who had recently bought Ireland's prototype 18, suffered steering failure and was deposited in the trees. Both men were lucky to survive.

Taylor would never race again – in

fact he successfully sued Lotus for negligence – but Moss being Moss, the archetypal racer, was 'back in business' within a couple of months, rationalising his accident as 'not his fault'. He won the season-ending United States GP at Riverside, and in 1961 would score two more famous GP wins for Lotus – both exquisite drives in the now outdated, underpowered 18, the second being at the Nurburgring, with the more streamlined 21 bodywork fitted. Lotus the marque thus had four game-changing victories to its name before Ireland ended Lotus the team's world championship drought with a victory at Watkins Glen at the end of 1961.

There could, however, be no rationalisation of Moss's accident on lap 36 of the 1962 Glover Trophy in April. His Lotus 18/21, now Climax V8-powered, mysteriously slithered off the road approaching the right-hander before St Mary's. Its subsequent impact with an earth bank was

sickeningly violent and wiped clean any memory Stirling had of it and any shred of mechanical forensics a less comprehensive wreck might have provided.

Moss's contemporary career was over. He was just 32.

Motor racing's wheels, of course, keep turning. Jim Clark had just turned 26. He'd survived the Lotus 18, conquered his demons and learned his trade, and impressed during 1961 in the 21. More malleable than the fundamentally independent Moss, and perhaps even more intuitive, smoother and easier on his equipment, he was just the man Chapman needed for Team Lotus to build on the foundation Moss had laid down at Monaco – and I'm not talking about 1961; that was more Stirling than 18. No, the relationship between car and driver, Lotus and Moss, was more equitable at Monaco in 1960 and so was more indicative of the sport's future – and therefore more significant. ☒



As the pack files into Turn 1, Moss lies fourth

→ Winner **Kyle Busch**
→ Pole **Martin Truex Jr**
→ Most laps led **Jimmie Johnson**

★★★★★

Late charges from Childress cars spice up proceedings

NASCAR SPRINT CUP DOVER (USA), MAY 16, RD 12/36

Busch continues great Gibbs form

Kyle Busch romped to a NASCAR Sprint Cup victory at Dover's 'Monster Mile' after chief rival Jimmie Johnson took himself out of the running with a self-inflicted penalty.

Johnson's Hendrick Chevrolet was the class of the field, with only Busch's Joe Gibbs Racing Toyota able to keep with him over long green-flag runs. Running nose to tail, they pitted together for what should have been the final time, with Johnson just ahead.

But as the champion left his pit stall he was too heavy on the throttle, and the resultant drive-through penalty for speeding cost him a lap and the race win. Busch was now left clear at the head of the field and the victory was in the bag.

Busch's second win of the

season means that Gibbs cars have won five of the seven races held since the replacement of rear wings with spoilers.

Jeff Burton took his Richard Childress Chevy past the Roush Fenway Ford of Matt Kenseth to take second, but he couldn't close on Busch. Kenseth's third took him past Johnson into third in the points.

Busch's team-mate Denny Hamlin was fourth, while the third Gibbs entry of Joey Logano rounded out the top 10. In between them were two more Roush Fords, with Greg Biffle and Carl Edwards sandwiching seventh-placed series leader Kevin Harvick, who had raced his Childress Chevy up from 30th on the grid.

David Reutimann had his strongest race of the season

to take a competitive fifth in his Michael Waltrip Racing Toyota.

There were hard-luck stories for Kasey Kahne (EGR Ford) and AJ Allmendinger (Petty Dodge), who both ran at the front. Kahne was thwarted by a broken gear lever that made getting away at stops almost impossible, while a lug-nut problem cost Allmendinger a lap when he was on course for a top-three finish.

Another driver to suffer a broken gear lever was Casey Mears, who was standing in for the unwell Brian Vickers

in a Red Bull Toyota. He finished 22nd.

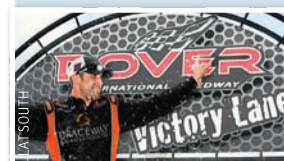
● Connell Sanders Jr

RESULTS 1 Kyle Busch (Toyota Camry), 400 laps in 3h06m21s; 2 Jeff Burton (Chevrolet Impala), +7.551s; 3 Matt Kenseth (Ford Fusion); 4 Denny Hamlin (Toyota); 5 David Reutimann (Toyota); 6 Greg Biffle (Ford); 7 Kevin Harvick (Chevy); 8 Carl Edwards (Ford); 9 Tony Stewart (Chevy); 10 Joey Logano (Toyota). **Points** 1 Harvick, 1768; 2 Kyle Busch, 1699; 3 Kenseth, 1642; 4 J Johnson, 1637; 5 Hamlin, 1618; 6 J Gordon, 1605; 7 Biffle, 1581; 8 Burton, 1569; 9 Kurt Busch, 1531; 10 Edwards, 1487; 11 M Martin, 1475; 12 M Truex Jr, 1434.



Busch-Johnson battle was cut short

IN BRIEF



NASCAR TRUCKS

Aric Almirola took his maiden series win and the championship lead in his Billy Ballew-run Toyota at Dover (above), after long-time leader Kyle Busch ran out of fuel and fell to 16th. James Buescher (Chevy) was second.

NASCAR NATIONWIDE

Kyle Busch (Joe Gibbs Toyota) closed to within 11 points of series leader Brad Keselowski by taking his fourth win of the year at Dover. Ryan Newman and Jamie McMurray were next up.

V8 DEVELOPMENT SERIES

Cameron McConville dominated on his V8 return at Winton, the Holden driver winning two of the three races. David Russell (Ford) won the other while Steve Owen maintained his series lead.

AUSTRALIAN FFORD

Former champion Ashley Walsh was in fine form at Winton, taking two wins and a second. Fellow Spectrum driver Chaz Mostert was second overall, ahead of Geoff Uhrhane and Nick Foster (both in Mygales).

ITALIAN FRENAULT

New CO2 Motorsport recruit Federico Vecchi won both races at Imola to take an early championship lead. Andrea Cecchellero (Team Torino) was second each time.

FORMULA BMW PACIFIC

Carlos Sainz Jr took his maiden car racing victory at Sepang, and then the Spaniard added another the next day. Russian Daniil Kvyat, his Eurointernational team-mate, won the other two races. American stablemate Michael Lewis took four podiums.

DUTCH SUPERCARS

Danny Werkman (Opel V8 STAR) and Rene Snel (Porsche 997) were the winners of two dramatic Dutch Supercar races at Assen, the second of which was marred by a fiery shunt in which Rick Abresch heroically pulled Kevin Riley from his burning Mosler.

PORSCHE SUPERCUP MONTE CARLO (MC), MAY 16, RD 3/9

Rast the master around the streets of Monaco

Rene Rast was the dominant winner of Monaco's Porsche Supercup race, an event that unfortunately saw more action in the stewards' room than on-track as several top runners received drive-through penalties for a variety of offences.

Rast put his Lechner car on pole, ahead of the Tolimit machine of Sascha Maassen. Sebastiaan

Bleekemolen outshone brother Jeroen for once in third, while Brits Sean Edwards and Nick Tandy were next. Tandy was particularly impressive after crashing in practice.

There was drama at the start when Maassen had a clutch problem and lurched forward. Possibly triggered by the car ahead moving, Bleekemolen also got away prematurely. He slotted into

second, while Edwards and Barcelona winner Norbert Siedler took the inside escape route at Ste Devote.

Any prospects for an exciting race were ruined within a few laps as a raft of penalties was announced. First Bleekemolen and Maassen got theirs for jumped starts, then Edwards and Siedler were called in for cutting the first corner.

All of this detracted from

a perfect drive from Rast, who won by 5s and regained the championship lead. Tandy did a superb job to bring his Konrad car home second: "Without the crash we would have been challenging Rene for the win. But I made a mistake and I fully admit that."

Jaap van Lagen, Stefan Rosina, Alex Zampedri and off-form Jeroen Bleekemolen — who crashed in qualifying — completed the top six. Edwards salvaged 10th, while rookie Tim Bridgman did an excellent job to take 11th.

● Adam Cooper

RESULTS

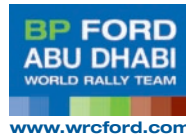
1 Rene Rast, 16 laps in 26m19.707s; 2 Nick Tandy, +5.018s; 3 Jaap van Lagen; 4 Stefan Rosina; 5 Alex Zampedri; 6 Jeroen Bleekemolen; 7 Patrick Huisman; 8 Matt Haliday; 9 Christian Engelhart; 10 Sean Edwards. **Points** 1 Rast, 66; 2 Tandy, 60; 3 Bleekemolen, 58; 4 Rosina, 54; 5 Norbert Siedler, 36; 6 Huisman, 31.



Rast was chased, but never headed

Timo Mäkinen, 1973
1000 Lakes Rally
Ford Escort RS1600

FordMotorsport



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Hannu Mikkola, 1979
Portugal Rally
Ford Escort RS1800 MK2



Didier Auriol, 1988
Tour de Corse
Ford Sierra RS Cosworth

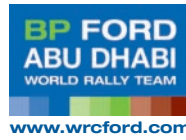


François Delecour, 1993
Portugal Rally
Ford Escort RS Cosworth



Colin McRae, 2000
Acropolis Rally
Ford Focus WRC00

FordMotorsport

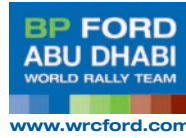


Feel the difference



Jari-Matti Latvala, 2010
New Zealand Rally
Ford Focus RS WRC09

FordMotorsport



Feel the difference



INTERNATIONAL RACES & RESULTS

V8 SUPERCARS

Winton 6/15

QUICK RESULTS

→ **Winners James Courtney x 2**

→ **Poles Courtney/Rick Kelly**

→ **FLs Tim Slade/Karl Reindler**

RACE RATING

★★★★★

Close, as always, but plenty of action during Winton weekend

REPORTS

WORLD OF SPORT

V8 SUPERCARS WINTON (AUS), MAY 15-16, RD 6/15

Cool Courtney a cut above at Winton

There were 600 points on offer in the four V8 Supercar races to feature only Dunlop's fast-but-frangible 'Sprint' tyre — and James Courtney bagged all of them.

Courtney did not hammer the field into the ground at Winton, as he had done two weeks earlier at Queensland Raceway, but he did win. In the first race, he followed Garth Tander until the Holden Racing Team star was delayed in the pits.

After that, Courtney's Dick Johnson Racing Ford was untroubled and won ahead of Triple 8 Holden team-mates Craig Lowndes and Jamie Whincup.

But Sunday was a much harder ask; after qualifying sixth, he had to bide his time, and did not take the lead from Lowndes until the

latter stages of the race at the Victoria circuit.

"I was trying to tell myself that second was plenty good enough," Courtney, a former British F3 frontrunner, said after seeing the stuck Whincup. "But a crazy will of winning went off inside me, and I thought I may need these two extra points later on in the year, so I waited until the time was right."

If the wins were good news for Courtney, better yet was the fact that Whincup finished at the back of the field. A clash with Jono Webb deflated one of the reigning champion's tyres, and instantly he was in the gravel. By the time he regained the track he was 24th. The result gave Courtney the series lead,



Courtney was the class of the field

and put to an end an astounding 18-month run during which Whincup has held the points advantage.

Lowndes and Lee Holdsworth took the podium spots on Sunday, and the results mean that Courtney now leads the championship for the first time. HRT's season went from bad to worse, with Tander clanging team-mate Will Davison off the track on Saturday, prompting

some doubtless passionate words behind closed doors.

On the other hand, Holdsworth's team-mate Michael Caruso scored an eighth and a fifth, and their Garry Rogers Motorsport team is emerging as Holden's fast-improving squad.

● Phil Branagan

RESULTS

Race 1 1 James Courtney (Ford Falcon FG), 40 laps in 57m49.157s;

2 Craig Lowndes (Holden Commodore VE), +3.803s; 3 Jamie Whincup (Holden); 4 Steven Johnson (Ford); 5 Shane van Gisbergen (Ford); 6 Todd Kelly (Holden). **Race 2 1 Courtney**, 64 laps in 1h37m31.255s; 2 Lowndes, +5.851s; 3 Lee Holdsworth (Holden); 4 Rick Kelly (Holden); 5 Michael Caruso (Holden); 6 Mark Winterbottom (Ford). **Points** 1 Courtney, 1467; 2 Whincup, 1353; 3 Lowndes, 1245; 4 van Gisbergen, 1164; 5 Garth Tander, 1116; 6 Holdsworth, 1110.

DANISH TOURING CARS PADBORG PARK (DK), MAY 16, RD 2/8

Pedersen gives Hartmann team a lift

Since splitting with star driver James Thompson, Hartmann Racing had seemed to be in something of a state of disarray.

But at Padborg Park last weekend, the team's new signing Tom Pedersen re-energised the Honda squad with a sensational Danish Touring Car Championship race win.

Pedersen's raceday had started badly, persistent engine maladies forcing

him to pit numerous times in race one.

But a race of attrition meant that he was still able to finish eighth — giving his Accord pole position for the reversed-grid second race.

From the front, Pedersen made no mistakes, while race-one winner Jan Magnussen carved through from eighth on the grid to second in his BMW.

Try as he might, Magnussen could not find a gap big enough to fit his

rear-wheel-drive machine through, and crossed the line just two tenths of a second behind Pedersen for a result that gave him the championship lead.

Jens Moller had a consistent weekend, finishing third and fourth in his SEAT Leon, while Magnussen's team-mate Casper Elgaard managed second place in the first race of the day.

● Morten Alstrup

RESULTS

Race 1 1 Jan Magnussen (BMW 320si), 18 laps in 19m40.059s; 2 Casper Elgaard (BMW), +3.408s; 3 Jens Moller (SEAT Leon); 4 Jason Watt (SEAT); 5 Niels Christiansen (Toyota Corolla T-Sport); 6 Kim Morgan Jensen (BMW). **Race 2 1 Tom Pedersen (Honda Accord), 18 laps in 19m03.190s;** 2 Magnussen, +0.213s; 3 Elgaard; 4 Moller; 5 Kim Holmgaard (SEAT); 6 Watt. **Points** 1 Magnussen, 70; 2 Moller, 62; 3 Watt, 51; 4 Elgaard, 48; 5 Robert Schlunssen, 35; 6 Jensen, 25.

Pedersen held off Magnussen in race two



DTC/VLEN

SUD-AM FORMULA 3 CHAMPIONSHIP BRASILIA (BR), MAY 15/16, RD 1/9

Winning busman's holiday for birthday boy Foresti

Lucas Foresti returned to his native Brazil to get away from racing for a week and celebrate turning 18 with his family.

But instead of relaxing, the British F3 midfielder accepted an invitation from Cesario Formula to contest the opening round of the South American series and ended up coming away with two wins and the series lead.

Foresti finished second in race one, then used his new-found experience of the soft Pirelli tyres to rocket from fifth on the grid to win the second.

He built up a big lead in the finale but, with his car losing speed in the latter stages, team-mate Bruno Andrade — the winner of race one — closed in.

Andrade lost his chance of a double when he slid

off the track trying to pass Foresti, promoting Propcar's Nilton Molina to second.

Yann Cunha (Bassan Motorsport) finished on the podium twice, while Lu Boesel was third in race two behind Leonardo de Souza.

● Lito Cavalcanti

RESULTS

Race 1 1 Bruno Andrade (Dallara-Berta F309), 19 laps in 35m42.524s; 2 Lucas Foresti (DB F309), +3.500s; 3 Yann Cunha (DB F309); 4 Rodolpho Santos (DB F309); 5 Nilton Molina (DB F309); 6 Leonardo de Souza (DB F309). **Race 2 1 Foresti**, 19 laps in 35m42.250s; 2 de Souza, +3.344s; 3 Lu Boesel (DB F309); 4 Molina; 5 Aldo Piedade Jr (DBF309); 6 Santos. **Race 3 1 Foresti**, 19 laps in 36m06.658s; 2 Molina, +0.564s; 3 Cunha; 4 Boesel; 5 Piedade; 6 Andrade. **Points** 1 Foresti, 68; 2 Molina, 40; 3 Andrade, 33; 4 de Souza, 30; 5 Cunha, 30; 6 Boesel, 29.

QUICK RESULTS

→ **Winners Jorg Muller/Augusto Farfus/Uwe Alzen/Pedro Lamy**
→ **Pole Marco Werner**



Tiemann led the early stages for Manthey



NURBURGRING 24 HOURS NURBURGRING (D), MAY 15-16

BMW at the 11th (or 23rd) hour

It was drama all the way on the Nordschleife. RENE DE BOER reports

BMW celebrated a maiden outright victory for the M3 GT2 in a thrilling Nurburgring 24 Hours after Jorg Muller, Augusto Farfus, Uwe Alzen and Pedro Lamy triumphed in a real race of attrition.

The entry for the event was the strongest in recent history, with full-works – or factory-supported – teams from Audi, BMW and Porsche at the head of the field, and Aston Martin, Ford, Lexus, Opel, Peugeot, Subaru and Volkswagen in the lower classes.

The plethora of well-decorated sportscar and touring car stars were

trumped in first qualifying by the Farnbacher Ferrari 430 of Dominik Farnbacher, which secured provisional pole in wet conditions.

Unfortunately for the team, and for co-drivers Allan Simonsen, Leh Keen and Marco Seefried, the next session was dry and pre-race favourite Audi locked out the front two rows.

It was Marco Werner who put the Abt R8 LMS he was sharing with Timo Scheider, Oliver Jarvis and Mattias Ekstrom on pole position with a late effort, knocking off the Phoenix car of Marc Basseng/Mike Rockenfeller/Frank Stippler/Hans Stuck.

But all those Audis were headed from the start by Marcel Tiemann, who rocketed the best of the Manthey Racing Porsche GT3-Rs from seventh on the grid to take the lead before the cars had even left the modern 'Grand Prix' section of the track for the first time and headed out onto the Nordschleife.

The Porsche, also driven by Marc Lieb, Timo Bernhard and Romain Dumas, increased its lead over the opening four hours.

But there was to be no fairytale victory for the car that had won the race every year since 2006 – no fifth

straight win for Tiemann or Bernhard, no fourth for Lieb and Dumas. That was due to a backmarker running into the rear of the car in the eighth hour, putting the machine out of the race.

Amazingly, the Werner/Jarvis/Ekstrom/Scheider Audi retired on the same lap when, with Werner at the wheel, the suspension was torn off in a collision. The manufacturer's ranks had already been reduced an hour earlier, when Basseng ran over kerbstones hard at the Pflanzgarten and damaged the engine while trying to avoid hitting a car that had unexpectedly

pulled over.

Sunday morning brought retirement for the second Phoenix Audi of Frank Biela/Pierre Kaffer/Marcel Fassler/Marc Hennerici with a broken engine mount, while transmission problems put out Christian Abt/Emmanuel Collard/Lucas Luhr/Christopher Mies.

With Audi's challenge falling apart, the lead fell to the new hybrid Porsche GT3 (also a Manthey car) driven by junior drivers Martin Ragginger and Marco Holzer, plus veteran Jorg Bergmeister and Richard Lietz.

Just when it looked as

RACE RATING

★★★★★

You never knew who was going to lead at the end of each hour

"I heard a loud noise at the rear of the car and suddenly the power went"

Jorg Bergmeister's hybrid challenge comes to an end with just 105 minutes remaining

REPORTS WORLD OF SPORT



BMW crew kept their heads over 24 hours



Werner put his Audi R8 on pole position

though a sensational victory was heading their way, an engine failure with less than two hours to go put the deflated quartet out.

That failure gave the lead to the best of the BMWs, which had lost time earlier with a right-front puncture and a damaged radiator with Alzen at the wheel.

Muller, who was at the wheel when the car took the lead, said: "There were some strange noises coming from the gearbox and we were missing fourth gear."

The 2004 race winner handed over to Alzen for the final stint and welcomed his co-driver home from the pit wall, along with Farfus, Lamy and the rest of the Schnitzer team. It was BMW's 19th success in 38 runnings of the race.

The Farnbacher Ferrari closed to within four minutes of the winner by the flag, coming through from outside the top 40 on the grid to take second and an SP7 class victory.

Third, and GT3 honours,

did at least go to an Audi, even if it was virtual unknowns Dennis Rostek, Luca Ludwig (son of Klaus) and Marc Bronzel sharing the Phoenix car with ex-F1 racer Markus Winkelhock. Sean Paul Breslin was the top British finisher in a Black Falcon Audi in fifth, while the second works BMW of Andy Priaulx/Dirk Werner/Dirk Muller/Dirk Adorf was seventh home, having lost an hour early on after Werner hit the barriers and caused suspension damage.

Volkswagen completed a clean sweep of the podium in the AT class, Vanina Ickx/Nasser Al-Attiah/Dieter Depping/Klaus Niedzwiedz taking victory. Ford WRC star Jari-Matti Latvala came 110th overall and sixth in class after an engine change on the Focus RS had cost more than three hours during the night. ❧



Hybrid Porsche led through the night

RESULTS

Nurburgring 24 Hours, Nurburgring Nordschleife (D), May 15-16

RACE - 154 LAPS, 2428 MILES

POS	NAME	TEAM	CAR	TIME	GRID
1	Jorg Muller (D)/Augusto Farfus (BR)/Uwe Alzen (D)/Pedro Lamy (P)	BMW Motorsport (Schnitzer)	BMW M3 GT2	24h00m18.168s	8
2	Dominik Farnbacher (D)/Allan Simonsen (DK)/Leh Keen (USA)/Marco Seefried (D)	Team Farnbacher	Ferrari 430 GTC	+3m54.191s	42
3	Dennis Rostek (D)/Luca Ludwig (D)/Marc Bronzel (D)/Markus Winkelhock (D)	Phoenix Racing	Audi R8 LMS	-1 lap	12
4	Marko Hartung (D)/Patrik Soderlund (S)/Edward Sandstrom (S)/Martin Ohlin (S)	Schubert Motorsport	BMW Z4 GT3	-2 laps	20
5	Christer Jons (D)/Sean Paul Breslin (GB)/Johannes Stuck (D)/Kenneth Heyer (D)	Black Falcon	Audi R8 LMS	-2 laps	17
6	Jurgen Alzen (D)/Dominik Schwager (D)/Thomas Jager (D)/Sascha Bert (D)	H & R Spezialfedern	Porsche GT3 Cup S	-3 laps	10
7	Dirk Werner (D)/Dirk Muller (D)/Andy Priaulx (GB)/Dirk Adorf (D)	BMW Motorsport (Schnitzer)	BMW M3 GT2	-4 laps	11
8	Michael Zehe (D)/Marco Schelp (D)/Alexander Roloff (D)/Mark Bullitt (USA)	Team Rowe Motorsport	Porsche GT3 Cup S	-4 laps	18
9	Stefan Aust (D)/Rudi Adams (D)/Jochen Ubler (D)/Markus Grossmann (D)	Stefan Aust	BMW Z4 GT3	-5 laps	21
10	Matthias Weiland (D)/Rodney Forbes (AUS)/Kai Riemer (D)/David Horn (D)	Scuderia Offenbach	Porsche 997 GT3 Cup	-6 laps	31
R	Jorg Bergmeister (D)/Richard Lietz (A)/Marco Holzer (D)/Martin Ragginger (A)	Team Manthey	Porsche GT3 Hybrid	142 laps	9
R	Christian Abt (D)/Emmanuel Collard (F)/Lucas Luhr (D)/Christopher Mies (D)	Team Abt Sportsline	Audi R8 LMS	125 laps	3
R	Lance David Arnold (USA)/Christian Menzel (D)/Richard Westbrook (GB)/Alex Margaritis (GR)	Team Manthey	Porsche GT3-R	112 laps	5
R	Frank Biela (D)/Marcel Fassler (CH)/Pierre Kaffer (D)/Marc Hennerici (D)	Phoenix Racing	Audi R8 LMS	103 laps	4
R	Marc Lieb (D)/Timo Bernhard (D)/Romain Dumas (F)/Marcel Tiemann (D)	Manthey Racing	Porsche GT3-R	47 laps	7
R	Mattias Ekstrom (S)/Oliver Jarvis (GB)/Timo Scheider (D)/Marco Werner (D)	Team Abt Sportsline	Audi R8 LMS	47 laps	1

KEY R=Retired. Winner's average speed: 101.200mph. Fastest lap: Lieb, 8m28.587s, 111.600mph. Pole Position: Werner: 8m24.753s

ASSEN

Netherlands

May 15-16

SUPERLEAGUE FORMULA
Round 2/10

AT A GLANCE

- Pole Anderlecht (Rigon)
- Race 1 Anderlecht
- Race 2 Olympiacos (van der Drift)
- Super Final Anderlecht

Perera took second in his first race for nine months

Rigon rediscovers winning touch

Inaugural Superleague champion Davide Rigon had a sporadic title-defence 2009 season, but the Italian is back on form after two wins in Holland



Rigon (Anderlecht) won dash-for-cash race three

QUALIFYING

Rigon back to his best for top spot

A brilliant lap in the final gave Davide Rigon pole position, the Italian over half a second quicker than head-to-head rival Franck Montagny. Rigon was capable of dipping below the 1m24s barrier, and had needed to do so against Franck Perera in his semi final. Perera would start third, ahead of Julien Jousse, who was defeated by Montagny in his semi.

Neither points leader Craig Dolby nor fellow Silverstone race winner Sebastien Bourdais made the knockout stages. Dolby was simply mystified with the set-up of his car, and didn't have the confidence to push hard, while Bourdais suffered a tyre-warmer failure, that hampered his pace.



Rigon gave Anderlecht the best possible start

In the first season of Superleague Formula, Davide Rigon was king. Three wins and five podiums steered both he and Beijing Guoan to unexpected title glory, but he wasn't a regular in last year's season two, making a couple of sporadic outings for Olympiacos. His new home for 2010, at recently-crowned Belgian champions Anderlecht, appears to have re-fired his Formula Footie mojo.

Victories in race one, and the €100,000 super final, at Assen put Rigon's title challenge back on track, although Craig Dolby continued to dominate the standings for Tottenham, despite a major slip-up in qualifying. He wasn't feeling 100 per cent fit, after being laid low by a virus for the

past three weeks, but this was compounded as he struggled massively: "I had no confidence entering the corners," Dolby admitted.

After shouting at (and then apologising to) his team after a dismal 14th-fastest grid spot, Dolby put in another sterling performance in Holland. He charged up to seventh in the opener, despite forsaking new tyres, and then revelled in his fresh rubber to go from 11th to second in race two. That race was won by New Zealand-born Dutchman Chris van der Drift, who gave the home crowd plenty to cheer about in his Olympiacos entry.

The only man to hold a candle to Rigon in the first race was Bordeaux's Franck Montagny. He was just 1.1s behind the leader as they

entered the pits together – "I was right on his ass," said Franck – but a slow stop, when the team dropped the car off the front jack with a wheel still unattached, cost him 3s. This became academic when Montagny's clutch blew a couple of laps later, allowing Rigon an easy run to victory.

Franck Perera finished second for Flamengo, in his first race start for nine months. Max Wissel scrapped his way through the ranks after a poor qualifying performance to finish third from ninth on the grid, getting ahead of Julien Jousse (Roma) and Yelmer Buurman (AC Milan) in the pitstops.

James Walker also impressed as he carved through from 11th to sixth for Liverpool: "We made it difficult for ourselves after

RACE RATING

★★★★★

On a track designed for bikes there was enough overtaking to keep up Superleague's standards



I've never seen so much money! This was a fantastic weekend, so now I will push for the championship again"
Anderlecht's Davide Rigon was delighted to add the €100,000 super final to his prize haul

REPORT SUPERLEAGUE ASSEN



Charles Bradley
reports



Van der Drift took race-two win for Olympiacos

qualifying, but after the disaster of Silverstone I'm happy with that," he said. Fresh tyres helped Walker pass Dolby at the Ruskenhoek chicane with 12 laps to go, and this move underlined his improving form in the series.

Dolby escaped a stewards' investigation for his part in a clash between Alvaro Parente (Porto) and Sebastien Bourdais (Lyon) on the run to Turn 1 on lap two. The contact put Bourdais out on the spot, and he'd fail to start race two when the gearbox seized – scant reward for his team, which toiled to fix the damaged suspension in the break between races. Parente would get no further than Turn 1 in race two, when he clashed with Robert

Doornbos's Corinthians car: "Nobody gave anybody any room," rued Doornbos, who was also out on the spot.

Poleman Borja Garcia led race two from the start for Sporting Lisbon, as his first-lap exit into the gravel gave him the top spot on the reversed grid. Van der Drift, who also started up front after gearbox failure in race one, shadowed him until the pitstops, where an awesome stop by his GU Racing team gifted him a six-second lead.

Garcia couldn't stop Dolby from passing him for second on lap 16, and Dolby got within 1.7s of leader van der Drift before realising his chase was in vain as van der Drift had saved up a good chunk of his push-to-pass quota.

Montagny passed Garcia

for third on lap 17, quickly followed past by Marcos Martinez (Sevilla). Garcia would hold off Walker, however, for fifth.

The big-money super final was an entertaining five-lap sprint. Dolby got too much wheelspin at the start, in contrast to Buurman, who lunged around the outside of Rigon at Turn 1. He led for a split-second, before dropping back to third, ahead of Walker, Wissel and Perera.

The decisive moment came when Buurman (who felt that he had "bent" his car in a huge high-speed moment early in race two) and Dolby swapped second place at Ruskenhoek on lap three, Buurman taking a brave punt down the inside,

KEY MOMENTS

Race 1 Montagny's clutch explodes just as he is poised to challenge Rigon for the lead
Race 2 Lightning pitstop gains van der Drift 3s over rivals and he takes the lead

Super final Buurman's battle with Dolby allows Rigon to get away

only to run wide onto the Astroturf so Dolby repassed him around the outside on the exit. This allowed Rigon to escape to a 0.6-second victory over Dolby and Buurman.

"I had a problem with the car in the second race, so it was unexpected that I would win the final," said Rigon. "We were three or four tenths slower than some of the other cars. But, because it is very difficult to

overtake on this track, it turned out to be quite easy."

Dolby takes a convincing 48-point lead into the next round, this weekend at Magny-Cours. "I'm going there in a happy mood," he said. "I was frustrated on Saturday, but this weekend showed we can pull results out of nothing."

The opposition had better get its act together like Dolby managed to on Sunday if it is to beat him. ☑



Dolby took two P2s to keep his title points lead

RESULTS

Superleague Formula, Assen (NL), May 15-16, round 2 of 10

GRID	RACE 1 - 31 LAPS, 87.743 MILES	RACE 2 - 31 LAPS, 87.743 MILES	SUPER FINAL - 5 LAPS, 14.2M	CHAMPIONSHIP TABLES
POS CLUB	DRIVER TEAM TIME GRID	POS CLUB TIME/REASON GRID	POS CLUB TIME/REASON	POS CLUB PTS
1 A'LECHT 1:23.687	1 Anderlecht Davide Rigon (I) Azerti 45m02.766s 1	1 Olympiacos 45m21.763s 3	1 Anderlecht 7m16.174s	1 Tottenham 168
2 BORDEAUX 1:24.244	2 Flamengo Franck Perera (F) ADR Alpha +2.643s 3	2 Tottenham +2.457s 11	2 Tottenham +0.627s	2 Basel 120
3 F'MENGO 1:24.093	3 FC Basel Max Wissel (D) GU Racing +4.602s 9	3 Bordeaux +11.395s 4	3 AC Milan +1.521s	3 Flamengo 116
4 ROMA 1:24.212	4 AS Roma Julien Jousse (F) De Villota +9.155s 4	4 Sevilla +17.578s 6	4 Liverpool +3.153s	4 AC Milan 114
5 AC MILAN 1:24.330	5 AC Milan Yelmer Buurman (NL) ATECH Reid +11.074s 5	5 Sporting +20.330s 1	5 Basel +3.742s	5 Anderlecht 112
6 O'PIACOS 1:24.384	6 Liverpool James Walker (GB) ATECH Reid +28.849s 11	6 Liverpool +21.522s 12	6 Flamengo +7.499s	6 Olympiacos 111
7 PORTO 1:24.431	7 Tottenham Hotspur Craig Dolby (GB) ADR +34.323s 14	7 AC Milan +24.433s 13		7 Sevilla 99
8 GALATASARAY 1:25.015	8 Galatasaray Tristan Gommendy (F) Epsilon +34.688s 8	8 Galatasaray +25.273s 10		8 Porto 86
9 BASEL 1:24.417	9 Corinthians Robert Doornbos (NL) Azerti +44.095s 15	9 PSV Eindhoven +33.683s 5		9 Roma 85
10 SEVILLA 1:24.643	10 Beijing Guoan John Martin (AUS) ADR +1m20.329s 13	10 Anderlecht +37.804s 17		10 Sporting L'bon 74
11 L'POOL 1:24.638	11 FC Porto Alvaro Parente (P) ATECH Reid 29 laps - engine 7	11 Flamengo +38.858s 16		
12 LYON 1:24.705	12 Sevilla Marcos Martinez (E) De Villota -2 laps 10	12 Roma +44.914s 14		
13 BETTING 1:24.711	13 PSV Eindhoven Narain Karthikeyan (IND) Holland 24 laps - clutch 17	13 Basel +50.714s 15		
14 SPURS 1:25.376	14 Bordeaux Franck Montagny (F) Epsilon 14 laps - clutch 2	14 At Madrid -1 lap 2		
15 CORINTH 1:24.881	15 Olympiacos Chris van der Drift (NZ) GU Racing 7 laps - gearbox 6	15 Corinthians 0 laps - accident 9		
16 SPORTING 1:25.881	16 Atletico Madrid Maria de Villota (E) ADR Alpha 5 laps - spin 18	16 Porto 0 laps - accident 7		
17 PSV no time	17 Olympique Lyonnais Sebastien Bourdais (F) LRS 1 lap - acc dam 12	17 Beijing 0 laps - accident 8		
18 A MADRID no time	18 Sporting Lisbon Borja Garcia (E) ATECH Reid 0 laps - accident 16	NS Bourdais gearbox		

KEY R=Retired. NS=Non-Starter.

Race 1 Winner's average speed: 116.864mph. Fastest lap: Buurman, 1m23.547s, 121.95mph.

Race 2 Winner's average speed: 116.050mph. Fastest lap: Dolby, 1m25.004s, 119.86mph.

Super Final Winner's average speed: 116.802mph. Fastest lap: Rigon, 1m25.677s, 118.92mph.

FORD'S 75 WRC WINS

1 1000 Lakes 1973
Timo Makinen/Henry Liddon
- Escort RS1600



2 RAC 1973
Makinen/Liddon



3 1000 Lakes 1974
Hannu Mikkola/John Davenport



4 RAC 1974
Makinen/Liddon



5 RAC 1975
Makinen/Liddon - Escort RS1800



6 RAC 1976
Roger Clark/Stuart Pegg



7 Safari 1977
Bjorn Waldegaard/Hans Thorszelius



8 Acropolis 1977
Waldegaard/Thorszelius



9 1000 Lakes 1977
Kyosti Hamalainen/Martti Tiukkanen



Ford racked up its 75th WRC victory in New Zealand recently. To celebrate that

Wednesday October 14, 1992 marked the end of an era. It was Andrea Aghini's first World Rally Championship win, but Lancia's 74th and last. It took the next 17-and-a-bit seasons for Ford to catch and pass the Italian manufacturer. But, in New Zealand earlier this month,

that's just what it did.

When Lancia walked away from the sport (the factory squad actually left at the end of 1991, leaving the Jolly Club to run the official entries in '92 and '93), Ford only had 22 world rally wins – despite having opened its account a season earlier than

the Turin-based firm. But Ford has longevity in the WRC. As the years rolled on, it became one of the most successful players in the modern history of the series, collecting back-to-back manufacturer titles in '06 and '07. Now, on the back of Jari-Matti Latvala's Auckland win, Ford is

the most successful WRC marque.

For those readers mentally preparing to write in and argue that Lancia only won 73 times, hear this: Ford and many of the world's rally aficionados still count the Sanremo Rally result from 1986. The event was won on the road by Markku Alen's Delta



10 RAC 1977
Waldegaard/Thorszelius



11 Sweden 1978
Waldegaard/Thorszelius



12 RAC 1978
Mikkola/Arne Hertz



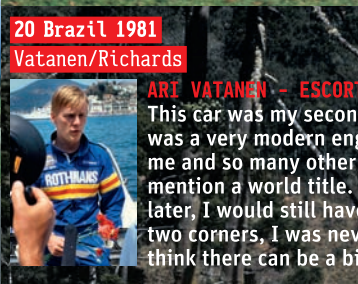
13 Portugal 1979
Mikkola/Hertz



14 Acropolis 1979
Waldegaard/Thorszelius



15 New Zealand 1979
Mikkola/Hertz



20 Brazil 1981
Vatanen/Richards

ARI VATANEN - ESCORT RS1800

This car was my second half, the glove on my hand. It was a very modern engine in a fairly basic car, but it gave me and so many other people immense pleasure – not to mention a world title. It really fitted my style and, decades later, I would still have people telling me how between two corners, I was never straight in an RS1800. I don't think there can be a bigger compliment than that!



16 Canada 1979
Waldegaard/Thorszelius



17 RAC 1979
Mikkola/Hertz



18 Acropolis 1980
Ari Vatanen/David Richards



19 Acropolis 1981
Vatanen/Richards



21 1000 Lakes 1981
Vatanen/Richards



22 Corsica 1988
Didier Auriol/Bernard Occelli
- Sierra RS Cosworth



23 Portugal 1993
Francois Delecour/Daniel Grataloup
- Escort RS Cosworth



24 Corsica 1993
Delecour/Grataloup



milestone, DAVID EVANS and HENRY HOPE-FROST recall every victory

S4, even though the results were later annulled.

That Ford's crowning glory came courtesy of a Finn is fitting – it was a countryman of Latvala's who got the ball rolling on the 1000 Lakes in 1973. Timo Makinen's RS1600 collected a crushing two-minute win from

Alen's Volvo to mark Ford's first win in the new world of the WRC.

The RS1600 won four rounds in total before the arrival of what remains one of the sport's most iconic motors: the MkII RS1800. The second Escort to win at the highest level was the real deal. It was developed, tuned and

trimmed for the job. So good was the MkII, it shone for seven years, winning at least once in each of those seasons. In 1979, Bjorn Waldegaard collected the inaugural drivers' title and Ford its first makes' award.

Through its long life, the RS1800 constantly evolved.

At the peak of its power a fuel-injected BDA engine would fire 270bhp through the rear wheels of the 900kg machine. At the same time, improved suspension strength and travel over the MkI offered tremendous durability. The RS1800 was one of the most adaptable rally cars in ►

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CELEBRATION FORD'S 75 WINS

25 Acropolis 1993
Miki Biasion/Tiziano Siviero



26 Sanremo 1993
Franco Cunico/Stefan Evangelisti



28 Monte Carlo 1994
Delecour/Grataloup



29 1000 Lakes 1994
Tommi Makinen/Seppo Harjanne

27 Catalunya 1993
Delecour/Grataloup

FRANCOIS DELECOUR - ESCORT RS COSWORTH



The Escort Cosworth was great. The engine was very strong. I think it was maybe a little better on asphalt than on gravel. When I was in this car, I was usually ahead in 1993. But then when the smaller restrictor came for Group A [38mm to 34mm in 1995] it spoiled the engine, it was not so good to drive. I won Monte Carlo in 1994, but then I had the accident on the road in April. With the Escort I think I could have been world champion that season.



30 Indonesia 1996
Carlos Sainz/Luis Moya



31 Acropolis 1997
Sainz/Moya
- Escort WRC



32 Indonesia 1997
Sainz/Moya



33 Safari 1999
Colin McRae/Nicky Grist
- Focus WRC



34 Portugal 1999
McRae/Grist



35 Catalunya 2000
McRae/Grist



36 Acropolis 2000
McRae/Grist



37 Cyprus 2000
Sainz/Moya



38 Argentina 2001
McRae/Grist



39 Cyprus 2001
McRae/Grist



40 Acropolis 2001
McRae/Grist



41 Argentina 2002
Sainz/Moya



◀ history, succeeding on events as diverse as the Safari and Swedish.

The 17th and final win for the RS1800 was Ari Vatanen's maiden 1000 Lakes success in 1981. This was also the year Vatanen's David Sutton-run, Rothmans-backed Escort would collect the drivers' title. The RS1800 was a true hero-maker.

After a barren Group B era, Ford pressed its circuit-trained Sierra RS Cosworth into action in Group A. Against four-wheel-drive competition, the whale-tail Sierra didn't stand much chance, but Didier Auriol bagged one win on asphalt. Without the Frenchman's 1988 Corsica success, Ford would have gone 12 years

without a win at the highest level.

When the Escort name returned to the stages, it did so with the Escort RS Cosworth, one of the best cars ever to grace the WRC. How this car failed to win championships remains a mystery to all involved.

No expense was spared and no quarter given in the production

of the Escort Cosworth road car from which the rally machine was born. The engine, complete with a whacking great turbocharger and longitudinally mounted gearbox, offered the best possible weight distribution – and from the moment Francois Delecour started the 1993 Monte Carlo, the car looked like a winner. ▶

MONACO MISTAKE TURNS UP THE HEAT ON BUTTON

Overheating error causes world champion to slide down the Castrol Rankings



Jenson Button's early retirement from the Monaco Grand Prix proved costly as he fell to sixth place in the Castrol Rankings.

The world champion (left) was defending a high score from last year's race, but his

McLaren car overheated after just three laps, dropping him three places in the Castrol Rankings behind rally stars Sébastien Loeb and Mikko Hirvonen.

Mark Webber's win in Monaco saw him close in on Red Bull team-mate Sebastian Vettel, who leads for the eighth week.

Castrol Rankings CURRENT STANDINGS				
1	◀	Sebastian Vettel		F1 22,018
2	◀	Mark Webber		F1 20,808
3	▲	Jimmie Johnson		Sprint Cup, Grand Am 18,424
4	▲	Sébastien Loeb		WRC 17,879
5	▲	Mikko Hirvonen		WRC, IRC 17,792
6	▼	Jenson Button		F1 17,614
7	▲	Lewis Hamilton		F1 17,150
8	▼	Dario Franchitti		IndyCar, ALMS, Grand Am 17,013
9	▲	Scott Dixon		IndyCar 16,494
10	▲	Ryan Briscoe		IndyCar 16,411

DATA CORRECT AS OF 17 MAY 2010

Castrol EDGE

Performer of the Month

June is a busy month in motorsport and there could be major changes in the Castrol Rankings. Who do you think will be named the **Castrol EDGE Performer of the Month**? Go online to make your prediction, and you could win a fantastic motorsport prize.

ON THE MOVE

- Michael Schumacher was the biggest mover in the top 300 of the Castrol Rankings, moving up a whole 61 places
- Other significant F1 movers include Robert Kubica, who climbed to 18th with his podium finish, and Rubens Barrichello, whose retirement dropped him two spots to 11th
- Sergio Pérez (106th) and Jerome d'Ambrosio (178th) both took maiden

GP2 Series wins at Monaco, moving the pair up 13 and ten places respectively

● Kyle Busch (below) maintained his NASCAR form by winning Sprint Cup and Nationwide Series races at Dover, but it was not enough to move him up from 19th in the Castrol Rankings

● However, the Sprint Cup runner-up, Jeff Burton, did gain four places, moving up from 50th to 46th



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42 Acropolis 2002
McRae/Grist



43 Safari 2002
McRae/Grist



44 Acropolis 2003
Markko Martin/Michael Park



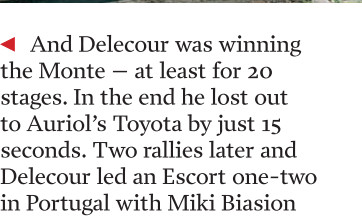
45 Finland 2003
Martin/Park



46 Mexico 2004
Martin/Park



47 Corsica 2004
Martin/Park



49 Monte Carlo 2006
Marcus Gronholm/Timo Rautiainen



MARCUS GRONHOLM - FOCUS RS WRC

I was a little bit worried when I started driving with the Focus, because I knew Malcolm [Wilson], Christian [Loriaux] and the team hadn't had much time to develop the car. But I didn't have to worry: the car was fantastic straight away. Everything about the car worked really well, the big thing being the way Christian had got all of the weight down low. For me, it was the perfect car on rallies like Finland and Sweden. It could have been the car for a third title for me. Ach, don't remind me...



48 Catalunya 2004
Martin/Park



50 Swedish 2006
Gronholm/Rautiainen



51 Acropolis 2006
Gronholm/Rautiainen



◀ And Delecour was winning the Monte – at least for 20 stages. In the end he lost out to Auriol's Toyota by just 15 seconds. Two rallies later and Delecour led an Escort one-two in Portugal with Miki Biasion second. That was as good as it would get for the Boreham cars. Of the nine rallies Delecour

started in '93, he won three and finished on the podium for another three, but still the title eluded him.

The following year, a road accident in a Ferrari put paid to Delecour's ankle and his title aspirations. In '95, the Escort was outmoded and out-gunned by Subaru's Impreza. That Carlos

Sainz won in Indonesia in 1996 was more down to the Spaniard than the Escort. Sainz remained with Ford for 1997 and the first year of the World Rally Car. Ford's first WRC was essentially an Escort Cosworth with a few trimmings. Sainz collected won twice in what would be the firm's last hurrah with the Escort.

Now it was time for the Focus. Malcolm Wilson's M-Sport firm had taken over the preparation of Ford's rally weaponry at the start of '97, but the Focus was his first real challenge. And, for the Ford that would go on to win more WRC rounds than any other model, it didn't get off to the most auspicious of starts. ▶

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56 Great Britain 2006
Gronholm/Rautiainen



57 Swedish 2007
Gronholm/Rautiainen



58 Norway 2007
Hirvonen/Lehtinen



59 Italy 2007
Gronholm/Rautiainen



60 Acropolis 2007
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61 Finland 2007
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62 New Zealand 2007
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63 Japan 2007
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64 Great Britain 2007
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65 Swedish 2008
Jari-Matti Latvala/Miikka Anttila



66 Jordan 2008
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67 Turkey 2008
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68 Japan 2008
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69 Italy 2009
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70 Acropolis 2009
Hirvonen/Lehtinen



71 Poland 2009
Hirvonen/Lehtinen



72 Finland 2009
Hirvonen/Lehtinen



73 Australia 2009
Hirvonen/Lehtinen



74 Sweden 2010
Hirvonen/Lehtinen



75 New Zealand 2010
Latvala/Anttila



◀ Colin McRae and team-mate Simon-Jean Joseph started under appeal in Monte Carlo after their cars failed scrutineering. McRae set fastest times in the car, but was excluded from third for what was deemed a non-standard water-pump. Two rallies later and the Scot was working his magic – allied to some fairly hectic

all-nighters in Cumbria – to win in Kenya and Portugal.

The Focus evolved annually and picked up wins along the way, but it wasn't until Christian Loriaux arrival as technical director that a good car became great. Loriaux's 2003 Focus re-wrote the rules about designing rally cars. Such was the competitiveness of this

era – not to mention the budgets from some of the French teams – Ford's moment did not arrive for another three years. The Focus RS WRC06 won 12 rounds of the championship across the spread of two seasons. It was also the car that gave Ford its first manufacturers' title since 1979. And then again in 2007.

And, had it not been for Citroen and Sebastien Loeb, Cumbria would have been awash with silverware. As it is, Wilson, Loriaux and co will just have to be content with being the most successful manufacturer in the history of the WRC.

A note of caution, though: Citroen is only 12 wins behind. ❧

TROUBLE IN THE CLASSROOM

The British F3 National Class is a born survivor, but is going through tough times this season. *By BEN ANDERSON*

British Formula 3's National Class has never had it easy. Originally titled Class B (for cars at least a year old, and drivers with a lower level of race licence), it was introduced in 1984, to bolster numbers after recent poor grids.

It regularly mustered double-figure entries during its halcyon days (circa 1986-88 and 2001-02), but is down to just two full-time cars in 2010, for the first time since the start of 1999.

The National Class is used to tough times. When it first took that mantle for 1997 (a name to which it returned in the naughties, after a spell as the Scholarship Class), the category soldiered on with a single car for much of the campaign. Driver Martin O'Connell managed to regularly challenge for outright podiums in his ageing Rowan Racing Dallara-TOM'S Toyota, more than making up for the lack of depth.

Entries have always ebbed and flowed, but numbers have decreased sharply since the end of 2008 and, after two years of struggle, it is natural for some to call into question the necessity and viability of the National Class.

Unsurprisingly, T-Sport boss Russell Eacott (whose team is responsible for both of this season's full-time entries)

disagrees. "Some people have shirked at doing National Class because they think, 'If I'm going to get to F1, I've got to do A-class,'" he says. "I understand that, but if you're struggling for budget it's a great formula.

"If you look through history at the people who've done it: Adam Carroll [A1GP champion and soon-to-be IndyCar driver], Gary Paffett [McLaren test driver and DTM star], Karun Chandhok [Hispania F1 driver] – some really good ones have done it.

"Drivers have to learn; there's no shortcut. Sure, the good ones get there in the end, but mileage is key – the more miles you do, the better you will be, and the National Class offers that."

Rival team boss Trevor Carlin's eponymous squad is running six drivers this season, but none in the National Class. The series' top team ran two National Class cars in 2008, but Carlin says the demand for it among drivers has disappeared.

"The main reason it's dropped off is the competition from the likes of F2 and GP3," says Carlin, who also runs teams in Formula Renault 3.5 and GP3.

"I think cheap deals have been done in both these championships, which work out about the same as a National Class F3 budget, and some managers think being in a higher-profile series is better for their drivers' careers.

"I don't necessarily agree with that,



Pictured: the entire '10 F3 National Class grid

RECENT NATIONAL CLASS CHAMPIONS

- 2009** Daniel McKenzie (now in top-class Brit F3)
- 2008** Jay Bridger (top-class Brit F3)
- 2007** Sergio Perez (GP2)
- 2006** Rodolfo Gonzalez (GP2)
- 2005** Salvador Duran (NASCAR Mexico!)
- 2004** Ryan Lewis (ALMS most recently)
- 2003** Ernesto Viso (IndyCar)
- 2002** Adam Carroll (IndyCar)
- 2001** Robbie Kerr (Random sportscar stuff)
- 2000** Gary Paffett (DTM/F1 testing)

because mileage is crucial for a driver. I can understand some people doing National Class and then GP3 or F2, but some are skipping F3 altogether and I don't think anyone can afford to skip that step – it's short-term gain for long-term loss."

F1 rookie Chandhok, who used the National Class to take his first steps into European single-seater racing in 2002-03, agrees: "Having driver-coached a little bit for Alex Brundle [ex-F2 driver and current T-Sport F3 racer], it's disappointing to see how much Formula 2 messes with your driving style – it's totally irrelevant to GP2 or Formula 1.

"You'll learn more driving a National Class car at £300,000 than you will driving a Formula 2 car at £300,000 – the problem is F3 as a category isn't high-profile enough."

Which, ironically, is one of the selling points of the class: the opportunity to learn 'under the radar'.

According to Eacott, for £250-300,000 (about half a full F3 budget), National Class drivers can do 10,000 miles of running over the course of the season, go through 60-65 sets of new tyres, and still learn the technical



F1 driver Chandhok did two seasons in the class



British F3's giantkillers

NATIONAL CLASS HEROES



GARY DUNN (1987)

Dunn dominated Class B in '87. He won 13 times from 17 starts in an ex-Madgwick Reynard, and qualified fifth overall at Silverstone – beating overall champion Johnny Herbert and runner-up Bertrand Gachot.



JAMIE SPENCE (1993)

The reigning Formula Ford champion used a Bowman BC2 (run on a shoestring) to beat future Red Bull F1 boss Christian Horner (in a P1 Roly Vincini-engineered Reynard). He qualified fourth overall for one race.



MARTIN O'CONNELL (1997)

Performed miracles in an ageing Rowan Racing Dallara-Toyota. He took two outright second places and charged from 15th to third in August's damp Donington Park round.



GARY PAFFETT (2000)

The 2005 DTM champion used the lower class as a springboard to German F3 glory, and then Mercedes DTM and McLaren F1 test contracts that endure to this day. Won 12 times from 14 starts to take the title.



ROBBIE KERR (2001)

Cleaned up in the Scholarship Class with Fred Goddard Racing in 2001, before rocking up at Alan Docking Racing (once Carlin had turned him away) and taking the overall crown the following season.



ADAM CARROLL/ROBERT DAHLGREN (2002)

The Sweeney Racing (run by P1) team-mates regularly embarrassed the overall frontrunners. Carroll led outright on the Silverstone GP circuit, while Dahlgren took outright pole at Oulton.



SERGIO PEREZ (2007)

Probably the best driver to have come through the class recently. Strolled to '07 title, then stepped up a gear to fight for the overall crown in T-Sport's lone A-Class Dallara-Mugen Honda the following year.



If one driver crashes the Nat Class race is over...

fundamentals of F3 car set-up. Costs are reined in by using specified low-maintenance Mugen Honda engines and limiting development of a car's aerodynamics, brakes and suspension. This also means that teams require less personnel (often the most expensive element of a motorsport squad) to run the cars.

"Doing National Class is less involved, but along the same lines as the main class," adds Eacott. "You don't see being quick in the National Class as the aim, it's how close you can get to the A-class cars – roughly one second off the pace, depending on the circuit, is the target. If you win races in the

class, then you've also got something to take to the sponsors to raise money for the full championship.

"Drivers who can't afford to do A-class F3 should race National Class because they will come out 10 times a better driver than in other categories."

The merits of the class are clear, but with numbers again in decline and demand among drivers seemingly on the wane, the future doesn't look rosy.

How it plots a route to recovery against the high-exposure alternatives on offer on the continent is unclear, but then British F3 National Class has been around for more than a quarter of a century – and it's never had it easy. ❧

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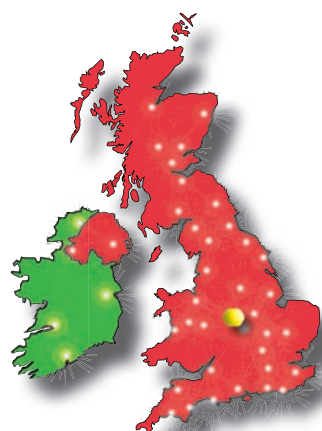
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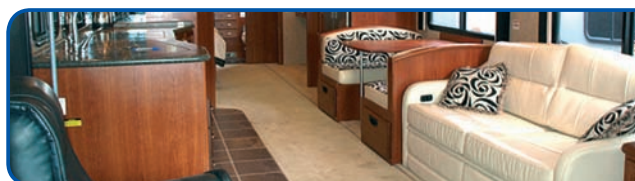


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British F3> NEWS

GT champs bounce back

In British GT at Knockhill, 8-9 May, the Jones brothers won both races convincingly. In G4 Christian Dick and Jamie Stanley won both races and are now leading the category. James Calado in British F3 was in superb form at Silverstone, 1-2 May, with two wins and a 7th in the reverse grid



Next races: British F3, 22-23 May, Magny Cours & 29-30 May, Hockenheim. British GT 5-6 June, SPA



Sunoco Drivers of the Weekend
British F3 – Daisuke Nakajima
Paul Warren – British GT



Part of the



Matt Griffin/GT lost ground in the Sunoco Daytona Challenge with a DNF and a second at Knockhill but is still in contention as

Jean-Eric Vergne/F3 was outside top 3 at Silverstone

Driver standings – average per race

1	J Vergne	Carlin/F3	87.50
2	J Firth	Team WFR/Speed	87.50
3	M Griffin	Mtech/GT	83.75
4	O Webb	Fortec Motorsport/F3	80.00
5	S Hancock	JOTA Motorsport/Speed	80.00
6	R Kaiser	360 Racing/Radical	77.50
7	P Keen	Moore Racing/Radical	77.50
8	J Calado	Carlin Motorsport/F3	71.25
9	D Cameron	Mtech/GT	68.75
10	L Clarke	Norma UK/Speed	57.50



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Daniel Cammish leaves Kevin Mills Racing, p89



AUTOSPORT SAYS...

BEN ANDERSON
EDITORIAL ASSISTANT

ben.anderson
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THE PALTRY spectator numbers at your average 'clubbie' are a constant concern and the ongoing malaise is all down to (a lack of) promotion.

Circuits seem content to sit on track hire income and do the bare minimum, unless 'flash' categories like the BTCC come to town.

Magnus Laird's new Live Race Day initiative is a welcome addition to Motors TV's ongoing drive to bring more of our entertaining and varied racing scene to a wider audience.

By embracing television and putting on a good show, perhaps club racers can entice more spectators to the tracks? I fear it won't prove enough. The inaugural Live Race Day was designed around the fans, with a 40-metre giant screen erected to enhance the experience, yet only a few hundred hardened enthusiasts turned up.

Scant advertising, no additional attractions, and a flimsy A4 racecard rather than a decent programme... All these things, if corrected, could turn hundreds into a few thousand.

But to really put bums on seats we should go further and scrap the gate fee altogether. The Brits love a 'free lunch', so offer them flexible admission at no cost, then rake back the lost revenue through 'captive audience' sales: programmes, food, games and merchandising.

Extra contact details

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

More live TV for club racing

Organiser plans more races, on more circuits, for more categories after five hours of live televised racing at Mallory is hailed a "resounding success"

» THE ORGANISER of the new Motors TV Live Race Day initiative plans to expand the concept to include more categories and more circuits after a successful inaugural meeting at Mallory Park last weekend.

Magnus Laird's first Live Race Day meeting, run in conjunction with the BARC's South East centre, delivered 14 races across seven categories, with close to 170 competitors taking part during a five-hour live Motors TV broadcast. The 10-minute races were also broadcast on a 40-metre giant screen to spectators at the circuit.

Former Caterham Motorsport boss Laird said: "It was, from every perspective, a resounding success, but by no means job-done. We want to re-ignite the spark of interest that used to be at every race meeting — this was televised racing for an audience, not simply televising a clubbie."

"I'd like to put together a series of meetings next year, maybe half a dozen or more, on different circuits with different categories, but that will be determined by the number of available slots on Motors."

"The concept is open to any category that can guarantee 30-plus entries and close racing — we've calculated there are

33 championships in the UK that regularly produce grids of 30 cars or more, and the viewing public have never seen the majority of them."

DISASTER AVERTED

The inaugural meeting went ahead with full coverage, despite a power outage that affected the circuit and surrounding villages. Electricity cut out shortly after 0400 on the morning of the event, due to serious overhead powerline issues. Power was not restored until after the conclusion of the meeting, but reserve measures allowed racing to take place.

Clerk of the course Ian Watson explained: "The circuit worked very hard to put in place a variety of generators to get things up and running."

"The first priority was the medical centre, which was up and running before we started, and we had timekeeping for the start of the day. The only problem was having no ability to produce copies of race results."

Circuit boss John Ward added: "If it was a normal club meeting we would have been okay for everything, but because they got the television here we needed that bit more power."

COMPETITOR FEEDBACK

The first Live Race Day received a cautious welcome from competitors. A significant proportion of the race card was allocated to three competitions organised by the BARC's South Eastern centre, headed by the Dunlop Motorsport News Saloon Car Championship.

"All of our top competitors from Class A were there, despite the fact that we race on the Brands Hatch Grand Prix circuit in six days," said centre chairman and competitor Rod Birley. "The television coverage attracted people despite the higher entry fee — we would not have got this many for a normal round."

Birley, who felt the initiative helped him gain additional sponsorship, warned against making the concept a regular feature. "I don't think it would work if it was week in, week out," he said. "If they had three or four a year, with sufficient build up in between, then that would work."

Competitors were charged £300 for a 15-minute qualifying session and two races. Laird said this reflected the cost of producing five hours of live TV and said it represented good value, especially when the circuit also offered two hours of testing on the Saturday for £120.

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Dutch Supercars

Riley hurt in fiery crash



Mosler racer pulled from flaming wreck by fellow driver after Assen accident

Abrecht frees Riley from burning Mosler

VETERAN MOSLER racer Kevin Riley escaped from a fiery accident with a dislocated shoulder at Assen last weekend.

The Briton was pulled from the flaming wreckage of his car by a fellow driver, after crashing coming onto the second lap of a Dutch Supercar race.

Riley was clipped by a rival exiting the final chicane of the high-speed Dutch circuit and spun across the track into the

path of the oncoming pack.

The Chevrolet Corvette GT3 of the unsighted Rick Abrecht collected the stranded Mosler, sending both into the outside wall.

Abrecht alighted from the burning wreckage, but Riley's dislocated shoulder prevented him from doing the same. As marshals, apparently unaware of Riley's predicament, worked to extinguish both fires, Abrecht and series organiser Dick

van Elk – who leapt over the pitwall to aid the rescue – pulled Riley from his car.

Van Elk, who was disciplined by the stewards for attempting the rescue without appropriate clothing, said: "All I saw was my friend in trouble. I didn't see the flames or have a second thought. I just ran to help.

"Rick had done all of the hard work. I just helped with the final pull of getting Kevin out of the car."

Riley's shoulder (a recurrence of a former injury) could not be reset at the circuit, so medical crews had to take him to hospital for treatment.

Mosler boss Martin Short said: "It is a testament to the design of the car and its crash structures that Kevin only suffered a dislocated shoulder.

"All of us at Mosler wish him well and will do all we can to get him back on track as quickly as possible."

Formula Renault UK

McDonald in Fortec move

FORMULA RENAULT UK racer David McDonald is set to replace Chrissy Palmer at Fortec Motorsport if the Formula Ford Festival winner does not recover from a hand injury sustained in an accident last month.

McDonald, who contested the first three rounds this year on a race-by-race basis with Team Firstair, drove for Fortec in last week's test at Croft and then again on Monday at Silverstone.

Fortec team manager Dave Moore

said: "David's got some good feedback, which is what we need with the new car, and he'll be out at Snetterton next week, but the seat still belongs to Chrissy even though David is testing."

Firstair boss Ian Barnwell confirmed that McDonald has left the team, and is hoping to firm up a replacement driver in time for the Snetterton test.

Atech GP driver Nick Yelloly missed the Silverstone test as the volcanic-ash cloud meant he was stranded in Monte Carlo following a trip to the Monaco Grand Prix. He was replaced by Atech GP3 driver Oliver Oakes, who was learning the Arena circuit before the British Grand Prix support race.

Porsche Carrera Cup/Supercup

Hankey and Meadows to Supercup

PORSCHE CARRERA Cup GB

Scholarship drivers Euan Hankey and Michael Meadows will race in the British Grand Prix-supporting Porsche Supercup event at Silverstone in July.

The step up to the Supercup, which (unlike the Carrera Cup) uses the latest version of the 911 GT3 Cup car, is an additional reward for the duo's success in the 2010 Scholarship, which put £50,000 towards their Carrera Cup drives.

Porsche Cars GB will enter the two



young drivers, who will get two days of testing ahead of the race weekend.

Hankey, 23, currently lies fourth in the Carrera Cup standings. "Racing at the British GP is a massive deal for me and I'm optimistic of how well we'll do," he said.

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British Formula Ford

Cammish and Kevin Mills split

THE FUTURE of Kevin Mills Racing in the British Formula Ford Championship is in doubt after the squad parted company with Dan Cammish.

Cammish won the Scholarship Class in a KMR Spectrum in 2009 and currently lies fourth in the overall standings, but has now left the team. AUTOSPORT understands a breakdown in the relationship between Cammish, Spectrum's Mark Borland and KMR has

led to the move.

It is now unclear whether KMR, which won the 2006 Formula Ford Festival, will continue in the category.

Mills said: "I've got no plans - if someone wants to drive a car that's won races I have one. I'd like to stay in the championship, but in the current economic climate that's very difficult."

Mills did not rule out one-off events. He could run Swede Milton Lundstrom,

who made his series debut at Knockhill earlier this month, in selected rounds, but the team will not be at the next meeting at Zandvoort.

Cammish plans to continue in the series. "I do hope to be out at the next round, but we're not sure who with yet," said the 21-year-old. "We're talking to several teams."



Cammish has left KMR

Formula Renault UK

Renault test pack can't catch Kiss

FORMULA RENAULT

UK series leader Tamas Pal Kiss has topped the series' two latest tests, at Croft and Silverstone.

The Hungarian lapped 0.547 seconds clear of the opposition at the North Yorkshire circuit, then proved the man to beat on Silverstone's new

Arena Grand Prix layout.

David Hayle, boss of the Atech GP squad that runs Kiss, said: "He was absolutely awesome at Croft. We made a very late decision to run new tyres when others did and started beating the time he'd set on older rubber, and we didn't

want to leave the test P3 or 4 because that wouldn't be good for his confidence.

"It was starting to rain, but he was 8-13km/h faster in some corners than on old tyres. It was one of those things that if you hadn't seen it you wouldn't have believed it."

CROFT TESTING TIMES

POS.	DRIVER (TEAM)	TIME
1	Tamas Pal Kiss (Atech)	1m15.470s
2	Lewis Williamson (Manor)	1m16.017s
3	Harry Tinncknell (CRS)	1m16.057s
4	Will Stevens (Manor)	1m16.317s
5	Nick Yelloly (Atech)	1m16.404s
6	Alex Lynn (Fortec)	1m16.432s

SILVERSTONE ARENA TESTING TIMES

POS.	DRIVER (TEAM)	TIME
1	Tamas Pal Kiss (Atech)	1m59.873s
2	Tom Blomqvist (Fortec)	2m00.065s
3	Marlon Stockinger (Atech)	2m00.251s
4	Lewis Williamson (Manor)	2m00.367s
5	Richard Singleton (Firstair)	2m00.588s
6	Alex Lynn (Fortec)	2m00.795s

British GT

Former British GT champion gets two co-drivers for 2010

FORMER BRITISH GT champion Alex Mortimer has confirmed he will contest all but one of the remaining races in the series this season.

Mortimer, who won the 2007 title sharing a Dodge Viper with Bradley Ellis, will drive Team RPM's Ford GT. He will contest the Spa, Rockingham, Snetterton and Donington Park rounds with Philip Walker (who drove the car in selected events last season), and Silverstone with Peter Bamford.

Mortimer, who has already shared the car with Bamford in the

International GT Open this year, said: "Peter's pace is better than it's been in recent years and the car is really strong. Podiums are a realistic target."



Mortimer and GT will return

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Fleury wrecked rare Ferrari 275 GTB

A record 540 entries for the Historic Sports Car Club's International Trophy meeting last weekend demonstrated the lure of Silverstone's Bridge Circuit - the last evocation of the classic Grand Prix layout - and fulfilled executive director Grahame White's ambition to offer members a proper challenge in place of the defunct International track.

Not only did competitors in some classes experience the fearsome Becketts switchback - which dictates crucial exit speed onto the Hangar Straight - for the first time, but those looking towards July's Silverstone Classic (the race logistics of which are also managed by the HSCC) also welcomed practice. Not to mention a peek at the very different sightlines at the Woodcote end of Silverstone 2010-style, with grandstands in a different postcode from the track...

Seeing the GT & Sports Car Cup on British soil is always a treat, indeed the quality of the 50-car field was sensational. Spectacular Jaguar E-types and AC Cobras always delight, but the sheer variety of cars knitted together by Vanessa and Flavien Marcais was again wonderful. All three Morgan SLRs, two splendid Simca Abarth 2000s and nippy little sports-racers made it a rich pageant. What a pity that first-time racer Christian Fleury wrecked his Ferrari 275 GTB against the pitwall during qualifying.

Elsewhere, novices and

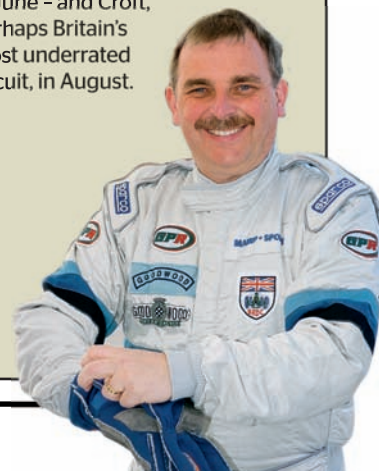
newcomers fared rather better. Ginetta racer Andy Smith's gritty debut in Richard Evans's Formula Atlantic March 79B impressed seasoned veteran Sean Walker (who, with an extra 100bhp on tap, had to wring his 782's neck to drop him), while George Tizzard's Guards Trophy lap record in the Lenham Spider upset the establishment too.

A superb roster of cars came out for the first time post-restoration, or after ownership changes, but the strength of the accessible Historic FF2000 category blew many people away.

Simon Hadfield and Martin Stretton (long-entrenched among the cream of the world's historic racers) added to their reputations and trophy cabinets, but promising young competitors like Ben Mitchell and Jack Woodhouse drove like pros and claimed scalps in FF1600 and Formula Junior respectively. With youngsters like these, and people discovering historic racing by the week, this branch of motorsport is in excellent health.

While support for all series tends to be cyclical, it's great to report that HSCC staples Historic Road Sports, 70s Road Sports and Historic Touring Cars (nee Saloons) are looking strong again. Let's hope these grids hold up at Snetterton - where they support the AUTOSPORT Three Hours in June - and Croft, perhaps Britain's most underrated circuit, in August.

“The sheer variety of cars knitted together in the GT & Sports Car Cup was again wonderful”



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IN BRIEF

EX-RENAULT CLIO and Ginetta Junior racer Daniel Lloyd took time out of his Skip Barber campaign in the US to make his UK single-seater debut in the FF1600 Northern event at Oulton Park last weekend. Lloyd qualified seventh in a Cliff Dempsey-run Ray GR08 (above), before finishing seventh and fourth in the two races.



IRISH FF1600 ace Keith Dempsey is expected to be a late entry into the Champion of Brands event on the Grand Prix circuit this weekend. British Formula Ford title leader Scott Malvern will not be present due to a clashing Zandvoort test.

THE 750 MOTOR CLUB will continue to run Allcomers races (for any type of car excluding single-seaters) following the success of its early trial events in 2010. The club has already hosted Allcomers races at Snetterton, Mallory Park and Brands Hatch, and has five more scheduled on its 2010 calendar.

SPORTSCAR RACER and ex-Formula Ford star Michael Vergers had his first race since the 2009 Le Mans 24 Hours last weekend, in the Citroen 2CV event at the Mallory Park Live Race Day. After leading the race for a time, Vergers fell back and finished fifth.

PORSCHE CLUB frontrunner Marcus Carniel joined the Ma5da MX5 grid at Oulton Park last weekend in one of Paul Sheard's cars. He was 13th in his first race of the day and 12th in his second.

SAM LAIRD came back from a six-year ay-off to make a victorious return to the Alfa Romeo Championship at Oulton Park last weekend. "The car has been in a shed since I last raced it, after I ran out of cash on a supercharger project with it," said Laird of his 75 (above).

MALCOLM JACKSON rejoined the Classic Clubmans grid at Cadwell Park for the first time since his car was wrecked at Oulton earlier this season. "I managed to get a Mallock Mk21 from Sweden and have used some parts from the old car, but we only finished it the night before the race," he said after finishing third.

CHRIS MARIES had his first race since rolling at Oulton Park in the final round of last year's NW Sports Saloons, when he turned out at Cadwell Park in his newly-built MK Indybusa and finished fourth. "It hadn't turned a wheel until qualifying so we're fairly pleased," he said.



European Rallycross

Duval targets Lydden event

Belgian rally ace hopes his European Rallycross campaign will begin in Britain

WORLD RALLY winner Francois Duval is set to contest the European Rallycross Championship round at Lydden at the end of this month.

Duval, who had initially planned a full-season assault on the ERC, has scaled back his plans to Lydden and one further event, but remains hopeful of contesting the second half of the series should budget issues be resolved.

"I'm ready to race at Lydden; I'm just waiting on the final approval of the



budget," said the Belgian, who impressed on his ERC debut at Maasmechelen last August and has retired from rallying. "The ERC is very competitive, but I proved last year that I'm fast and that the car and

team are competitive."

Duval is set to race for Pauwels Motorsport in a Ford Focus ST supercar, and could be joined at the Lydden meeting by North American rally champion Andrew Comrie-Picard.

The Canadian is looking to join forces with British Rallycross Championship squad Steve Hill Motorsport.

Team boss Hill, who will also contest the event in his new E10 Mitsubishi Lancer, is confident the deal will be confirmed. "We're negotiating now," he said. "It's not a secret that I'd like to have him in the car, but we need the budget and we don't have that yet".

The Lydden event, the third round of the ERC season, takes place over the Bank Holiday weekend of May 29-31 at the Kent circuit.

FF1600

Newbridge to make Formula Ford return

NEWBRIDGE ENGINEERING Services – one of the earliest companies involved in FF1600 engine preparation – is to return to the UK scene.

The firm had a category presence from 1968 (in John Fenning's Titan) until four years ago, when NES co-founder Tony Broster

retired and went to live in Thailand. Broster will come out of retirement and return to the UK to operate from a workshop in Dorset. He will concentrate on FF1600.

Broster, a former racer who also founded the ARP (nee Club and BRSCC) F3 series, said: "I've kept in

touch with the UK scene and a number of my old customers have asked me to service their requirements again. It's all really flattering.

"It's low-pressure fun. I won't do as much as I was doing before, but I'm looking forward to seeing the old NES name operating again."

SEMSEC

Longer races for SEMSEC

SEMSEC IS to offer longer races at no extra entry fee for its June and July events at Lydden.

Among the categories with extended race distances will be SEMSEC's Open Single-Seater and Saloon/Sports championships, which will get between three and six extra laps in June. The Kit Car Challenge will also be extended.

At the July meeting the Southern Classic Car Challenge joins the bill, with two extended 15-lap races scheduled.

Silverstone hosts its own Morgan beauty pageant

The only three Morgan +4 SLRs ever made came together for the first time in history at the Historic Sports Car Club's International Trophy meeting at Silverstone last weekend, racing in the GT & Sports Car Cup





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IN BRIEF



GREG THORNTON raced his newly acquired ex-Peter Gethin Formula 5000 Chevron B24 (above) for the first time at Silverstone last weekend. Thornton finished ninth in the F5000/F2 event.

FORMER BRITSPORTS champion Edward Lovett finished fourth in last Saturday's HSCC Guards Trophy race at Silverstone on his first outing in his ex-John Lepp/Ray Bellm Chevron B8.

LONG-TIME Historic F1 racer Steve Allen – who currently runs a Warsteiner Arrows A1 in Grand Prix Masters events – made his Historic Touring Car debut in the ex-Jamie Boot Ford Mustang at Silverstone and finished 14th.

VETERAN FF1600 and FF2000 racer Wil Arif, who has diversified into Historic events in recent seasons, drove JD Classics' Jaguar C-type in Sunday's MRL Sir Stirling Moss Trophy race at Silverstone. The British car is an ex-Juan Manuel Fangio road car.

DOUBLE SPORTS 2000 Historic champion Oliver Stirling shared Nick Atkins' Lotus Elite to a class win the HSCC's GT & Sports Car Cup race at Silverstone last weekend. The pair plans to race together at July's Silverstone Classic meeting and in September's Masters enduro at Spa.

FORMER BRITISH GT squad Traqmate Eclipse won the Fun Cup enduro at Rockingham last weekend. The RAM car finished second after Rob Croydon and Adrian Mardlin's diesel JPR entry was thrown out.

BRSCC CLERK of the course Keith Jones died last week, aged 56. Jones joined the club as a marshal in the 1970s before moving up the ranks. He was closely associated with SRO's British Formula 3/GT package.

THE PEUGEOT COSWORTH WR1 (below) of Andrew Burton and co-driver Robin Kellard won the BTRDA Plains Rally in mid-Wales last weekend, after resisting a charge from the second-placed Ford Focus WRC 07 of Steve Perez and Paul Spooner.



Historic Formula Fordsters flock to Silverstone's HSCC gathering

A record 39 Historic Formula Ford 2000 cars (plus four Formula Super Vees) qualified for last Saturday's race at Silverstone. Here are most of the cars that made it, along with their drivers

GT Cup

Memorial and tributes for GT racer killed at Thruxton

August date confirmed for GT Cup frontrunner Jeff Leadley's memorial



A MEMORIAL for Jeff Leadley, who was killed in a GT Cup accident at Thruxton earlier this month, will be held in August.

The 55-year-old died from injuries sustained after his Ferrari 430 hit the barrier backwards at the Club chicane on May 8.

The memorial will be held at 1500 at The Minster, Southwell, Nottinghamshire on August 14 – Leadley's birthday.

GT Cup boss Marc Haynes has

confirmed that although a replacement for the cancelled Donington Park meeting (which had been scheduled for that weekend) will still be found, it will not clash with the memorial.

Race organisers have also started paying tribute to Leadley. The British Automobile Racing Club's Trevor Swettenham said: "On behalf of Thruxton Circuit, I want to express our deepest sympathies to Jeff's family. Although we all know that motor racing is dangerous,

it never prepares us for such events and we share the grief and shock felt by everyone associated with Jeff, his team, the championship and the championship organiser, Motorsport Vision Racing."

Haynes added: "Jeff was enormously well liked and highly regarded by all those who knew and competed with him. He will be sorely missed.

"The warmth of the response of the motorsport community has been very supportive."

Fiesta Junior

New Junior series moves closer

THE BRITISH Racing & Sports Car Club has finalised the specification for its Fiesta Junior championship, which it aims to introduce next year.

The project, which has gained Motor Sports Association championship approval, will be for 14- to 16-year-olds.

The single-make series, which was launched at Lydden last week, will use Ford Fiesta Zetec S 1600cc machines, producing around 110bhp. Series

coordinator Kevin Shortis believes cars can be built for £10,000-£12,000, with running costs of £6000 per year.

"We're looking to start around this time next year, maybe earlier, and it's got to be geared around school holidays," he said.

"The interest is low at the moment, but we've not pushed it yet. There are plenty of karters out there and I believe a grid of 22-24 cars is achievable."

New Fiesta Junior is gearing up for 2011



F5000/F2

Smith stars on Formula 2 debut

GINETTA G20 racer Andy Smith made an impressive single-seater debut at Silverstone last Sunday, mixing it with top historic F2 and F5000 drivers at the wheel of Richard Evans's 1600cc Formula Atlantic March-BDA 79B.

Smith, 27, ran as high as third, but was eventually overpowered by Sean Walker (March-BMW 782), Michael Schryver (Trojan-Chevrolet T101) and Steve Maxted (Lola-BDG T360).

"I loved it. I could get past them out of the corners only to get eaten on the straights," said Smith, who now plans to enter the Brands Hatch Superprix and Oulton Park Gold Cup.

● Classic F3 racer Tom Thornton doubled-up at Silverstone, running his Lola T450/560 for the first time in the FAtlantic class of the F5000/F2 race. He qualified 15th, but failed to finish.



Coombs wins best of three epic battles

Coombs, Hadfield and Simms in epic F3 fight

ERIC SAWYER

SEVERAL EPIC three-car lead battles set the standard for the HSCC's 540-entry International Trophy extravaganza, upgraded to the wonderful Bridge (nee GP) Circuit for the first time, and no victory was harder fought than Bill Coombs's over Simon Hadfield and Benn Simms in Classic F3.

Series debutant Hadfield, giving the ex-Brian Henton/Rupert Keegan March 743 its first race since 1976, fired up defending champion Coombs (Argo JM6) and previous title holder Simms (March 803B) by annexing pole. They were barely separable in the race, and Coombs – with Simms seemingly glued under his wing – threw everything at Hadfield to no avail until near the end.

Unbeknown to spectators, a stone had holed the leader's oil-filter canister, dribbling its contents over his rear brakes. "I thought I might hold on, as the March was quicker in a straight line

than the newer cars, but I lost momentum when I caught a slower car awkwardly out of Becketts and Bill came past into Stowe," said Hadfield.

The Historic Road Sports struggle was almost as riveting, with James Paterson's well-sorted Morgan +8 eventually prevailing over Andrew Marler's increasingly wayward TVR Griffith and Dave Randall's amazingly lithe Ginetta G4.

Porsche 928 stalwart Paul Anderson conjured a brilliant late move to rob TVR rivals Peter Shaw and Julian Barter in the '70s version, but reigning champ Barter was excluded for an underweight car.

Callum Macleod and Mike Hibberd suppressed Jon Milicevic to third early in Formula Junior, but the local sorcerer wriggled his Cooper past Hibberd's Lotus and streaked to victory when the Renault-based gearbox in Macleod's Caravelle disintegrated.

Ginetta pilot Graeme Dodd appeared to have repeated March's Guards

Trophy win here, over an enhanced Chevron pack, but was reclassified third for speeding in the pitlane during the mandatory stops. "I was ahead of Graeme before I pitted, and couldn't understand how I was more than 10 seconds behind afterwards, having been stationary for the set minute," said top B8 man Nick Fleming, who was rightfully awarded his first win. James Schryver was in hot pursuit at the chequer.

Edward Lovett excelled on a tough debut in the ex-John Lepp/Ray Bellm B8, recovering fourth after its nose was savaged by an errant Healey at Becketts. The Jaguar E-type of Jon Minshaw/Martin Stretton took GT honours.

The superlative 48-car GT&SCC season opener was an E-type benefit when halfshaft failure caused Jerry Hooper's Triumph TR4 to lose a wheel and roll at Brooklands. With cars spread around the 3.1-mile circuit, one of them fearfully slow, the leading Jag quartet – split by Peter Horsman's Lotus

17 – was divorced from Leo Voyazides' AC Cobra under the safety car.

After the stops, Martin Stretton (in Jon Minshaw's E) hounded down leader Gregor Fiskin (in John Clark's), and shot past when Fiskin clipped Richard Bull (in Joe Ward's Chevrolet Corvette) at Maggotts two laps from home and spun. Clark had pitted before the window opened anyway, thus the Scots were docked a minute, which left them second ahead of the Andy Newall/Ross Warburton low-drag coupe, promoted when Horsman/Andrew Tart collected bogey time.

Alan Minshaw laid the foundations for son Jason to twitch their 'birdcage' Maserati to victory, against

the odds, in the Sir Stirling Moss Trophy race. Their cause was aided when a misfire stopped Graeme Dodd's Cooper Monaco, Jamie McIntyre (Lister-Chevrolet) was penalised for jumping the start and Horsman's Lotus lost time in the pits, which also allowed the Tony Wood/Alasdair McCaig Lister-Jaguar to nab second.

Simon Hadfield won the Formula 5000/F2 and Classic Racing Cars events back-to-back. The former marked the debut of the second Trojan T101 his team has restored – this one in Bob Evans's vibrant McKechnie Racing STP livery of 1973 – and the latter the first race since 1999 for Bob Tabor's magnificent ex-Graham

Fleming B8 beat huge Guards Trophy field



Voyazides once again heads Historic Saloons



ERIC SAWYER

Hill/Jim Clark F2 Lotus 48.

Martin Stretton pursued the Chevrolet-powered monster relentlessly in his ex-Jacques Laffite March 742, and set a stunning fastest lap. Michael Schryver, in Hadfield's brown Hexagon Trojan, led the rest initially, but with second gear disengaging could not keep Sean Walker's F2 March at bay.

Hadfield's svelte FVA-engined Lotus dropped the Brabham twin-cams of Ian Gray and Geoff Farmer in Classic Racing

Cars, but limped over the line as its transmission failed. Dave Methley finished a giant-killing fifth, shadowing Antony Ross's Castrol-striped Lotus 59, on his 1000cc F3 debut in a Merlyn Mk14A.

The Touring Car racers were on top form again as Greek ace Leo Voyazides (Ford Falcon Sprint) fought to repel Roger Cope's potent BMW 1800. Roy Pierpoint, the 1965 British Saloon Car champion, presented the trophies.

Harry Wyndham was

third, having slewed past Ben Shuckburgh's similar Falcon as its left-front tyre punctured at Stowe, with Mark Jones the quickest Lotus Cortina man.

Darren Burke (Macon) has led every lap of the Historic FF1600 season and pulverised allcomers anew. Benn Simms was a game second in a family-prepared 1967 Alexis, while teenager Ben Mitchell (Merlyn) beat Simon Toyne (Lola) to annex his first series podium.

■ By Marcus Pye

SILVERSTONE HISTORIC FF2000 May 15-16



Fowler used refettled Lola to win FF2000

Showman Fowler's Lola tops Pinto pack

WHEN SEAMUS DOYLE shunted his Lola T580 very heavily at Donington Park in 1987, nobody expected it to bounce back victorious on its post-rebuild debut. But they had not factored in the skills of FF2000 specialist Neil Fowler Motorsport or the tenacity of its boss, rarely beaten on track in three seasons.

Previously dominant in Reynards, Fowler rejigged the Lola's chassis, renewed the running gear and brought it to Silverstone after the most cursory of shakedown runs. "I didn't want people to think this is a Reynard SF79 benefit," said the Lincolnshire man after planting the Lola on pole by almost half a second with a 1m58.785s lap. His Reynard-mounted customers Russell Love and Simon Toyne headed 42 rivals in a record Pinto field encompassing seven marques, augmented by four air-cooled Super Vees.

Black and white set the scene from the rolling start, with Fowler and Love leading the charge from the technicolour pack. When Love's car broke at Becketts on lap three, Toyne and

Oliver Thorpe (Royale RP27) took up the fruitless pursuit of the multiple HSCC FF1600 champion. But for almost being taken off in a heart-stopping double chop by John de Ritter (Delta T79) at Brooklands on the penultimate lap, Fowler enjoyed a perfect race.

As Thorpe's bold challenge faded, David Wild moved up behind Toyne to complete a memorable team 1-2-3, ahead of Nigel Grant (ex-Ian Briggs Delta T78), Colin Wright and the combative James Murray, now getting the hang of his earlier Reynard. Thorpe – whose qualifying had been halted when a rear-suspension joint snapped – salvaged seventh from Cadwell Park winner Scott Temple (Delta T79) and '70s Formula Atlantic racer Jonny Dimsdale (Van Diemen RF78).

Dimsdale won his class by a couple of lengths from Dave Clark (Dulon MP21), who had tangled with Stuart Boyer (Reynard) at Brooklands, leaving Boyer unavoidably in the path of the Lola of Seamus Doyle, competing in the same race as his old car!

VW-powered honours were claimed by John Bowles (ex-Nikolaus Killenberg Royale RP9), after the much swifter Supernova BH3 of Martyn Donn retired at half-distance.

CLASSIC F3 (11 LAPS) 1 Bill Coombs (Argo-Toyota JM6); 2 Simon Hadfield (March-Toyota 743); 1921s; 3 Benn Simms (March-Toyota 803B); 4 Paul Smith (Martini-Toyota MK31); 5 Hugh Price (Chevron-Toyota B38); 6 Paul Dibden (Ralt-Toyota RT1). **Class winners** Albert Clements (Lotus-t/c 69); John Wilson (Royale-Ford RP26/27). **Fastest lap** Coombs 1m53.201s (100.62mph).

HISTORIC ROAD SPORTS (9 LAPS) 1 James Paterson (Morgan +8); 2 Dave Randall (Ginetta G4) +5.264s; 3 Andrew Marler (TVR Griffith); 4 Justin Murphy (Ginetta G4); 5 Oliver Phillips (Morgan +8); 6 Tony Howard (Morgan +8). **CW** Randall; Mike Eagles (Milano GT Mk1); Dick Coffey (Turner Mk1); Dean Forward (Alfa Romeo Giulia Sprint GT); Marler. **FL** Paterson 2m12.357s (86.05mph).

HISTORIC FORMULA JUNIOR (9 LAPS) 1 Jon Milicevic (Cooper T59); 2 James Murray (Lola Mk5A) +3.704s; 3 Michael Hibberd (Lotus 27); 4 Sam Wilson (Cooper T59); 5 Manfred Rossi di Montelera (Lotus 22); 6 James Claridge (Lola Mk5A). **CW** John Chisholm (Gemini Mk3A); Jack Woodhouse (Elva 100); Peter Mullen (Kieft); Anthony Binnington (Cooper T67). **FL** Milicevic 2m05.227s (90.95mph).

70s ROAD SPORTS (12 LAPS) 1 Paul Anderson (Porsche 928);

2 Peter Shaw (TVR Tuscan) +1.037s; 3 Charles Barter (Datsun 240Z); 4 Steve Cooke (Lotus 7 S4); 5 Alan Harper (Lotus Elan S4); 6 Mark Bown (TVR 3000M). **CW** Shaw; Cooke; Robert Barter (Jensen Healey); Alex Childs (Lancia Fulvia Sport). **FL** Julian Barter (TVR 3000M) 2m14.605s (84.62mph).

GUARDS TROPHY (24 LAPS) 1 Nick Fleming (Chevron-BMW B8); 2 James Schryver (Chevron-BMW B8) +6.248s; 3 Graeme Dodd (Ginetta-BMW G16); 4 Edward Lovett (Chevron-BMW B8); 5 Steve Hodges (Chevron-BMW B8); 6 Hugh Colman (Chevron-BMW B8). **CW** Stuart & George Tizzard (Lenham-t/c Spider); Jon Minshaw/Martin Stretton (Jaguar E-type); Clive Wilson (Elva-t/c Mk7); Andrew Smith (Marcos/Volvo 1800GT); Paul Smeeth/Stuart Tilley (Elva-BMW Mk7S); Jeremy Taylor (Lotus Elan); Allan & Daniel Ross-Jones (Triumph TR4). **FL** G Tizzard 2m01.258s (93.93mph).

GT & SPORTS CAR CUP (26 LAPS) 1 Jon Minshaw/Martin Stretton (Jaguar E-type); 2 John Clark/Gregor Fiskien (Jaguar E-type) +2.508s; 3 Andy Newall/Ross Warburton (Jaguar E-type); 4 Peter Horsman/Andrew Tart (Lotus 17); 5 Gary & John Pearson (Jaguar E-type); 6 Jeffrey Pattinson (Shelby Mustang GT350). **CW** Horsman/Tart; James Wood/Jim Woodley (Lotus 17); Billy & Jack Bellinger

(Morgan +4 SLR); Wolfgang Molitor/Heinz Pichler (Simca Abarth 2000); Nick Atkins/Oliver Stirling (Lotus Elite). **FL** Stretton 2m09.311s (88.08mph).

MRL SIR STIRLING MOSS TROPHY (23 LAPS) 1 Alan & Jason Minshaw (Maserati Tipo 61); 2 Tony Wood/Alasdair McCaig (Lister-Jaguar) +6.382s; 3 Peter Horsman (Lotus 17); 4 Jamie McIntyre (Lister-Chevrolet); 5 Tony & Pia Bianchi (Allard Farrallac); 6 Andrew Smith (Lister-Jaguar). **CW** Horsman; Alex Bell/Steve Stanton (AC Ace); Chris & Oliver Phillips (Lola Mk1); Miles Griffiths (Rejo Mk4); Stephen Bond (Lister-Bristol); Peter Rutt/Peter Sugden (Lotus Elite). **FL** McIntyre 2m09.230s (88.14mph).

FORMULA 5000 & F2 (12 LAPS) 1 Simon Hadfield (Trojan-Chevrolet T101); 2 Martin Stretton (March-BDG 742) +5.330s; 3 Sean Walker (March-BMW 782); 4 Michael Schryver (Trojan-Chevrolet T101); 5 Steve Maxted (Lola-BDG T360); 6 Andy Smith (March-BDA 79B). **CW** Stretton; Smith; Nick Overall (Brabham-BDA BT35). **FL** Stretton 1m44.929s (108.55mph).

CLASSIC RACING CARS (10 LAPS) 1 Simon Hadfield (Lotus-FVA 48 R1); 2 Ian Gray (Brabham-t/c BT18) +14.191s; 3 Geoff Farmer (Brabham-t/c BT18); 4 Antony Ross (Lotus-t/c 59); 5 David Methley

(Merlyn-MAE Mk14A); 6 Richard Kendle (Brabham-t/c BT21B). **CW** Gray; Methley; Andrew MacGregor (Hawke DL2B); George Cooper (Cooper T59). **FL** Hadfield 1m59.311s (95.46mph).

HISTORIC TOURING CARS (9 LAPS) 1 Leo Voyazides (Ford Falcon Sprint); 2 Roger Cope (BMW 1800) +0.955s; 3 Harry Wyndham (Ford Falcon Sprint); 4 Mark Jones (Ford Lotus Cortina); 5 Jonathan Gomm (Ford Lotus Cortina); 6 Steve Shuttleworth (Ford Lotus Cortina). **CW** Cope; Jones; Jon Minshaw (Alfa Romeo GTA); Roger Godfrey (Austin Cooper S); Colin Gunton (Hillman Imp). **FL** Cope 2m16.682s (83.33mph).

HISTORIC FF1600 (10 LAPS) 1 Darren Burke (Macon MR8); 2 Benn Simms (Alexis Mk14) +19.198s; 3 Ben Mitchell (Merlyn Mk20); 4 Simon Toyne (Lola T200); 5 Ian Ashley (Lola T200); 6 David Wild (Lola T200).

FL Burke 2m03.159s (92.48mph). **MRL PRE-WAR & PRE-'53 SPORTS CARS (9 LAPS)** 1 Tony Wood (RGS Atalanta Jaguar); 2 Gareth Burnett (Alta) +38.565s; 3 Malcolm Verey (Allard J2); 4 Gavin Henderson (Frazer Nash Le Mans Replica); 5 Chris Conoley (HRG Le Mans); 6 Alex Ames (Talbot 105). **CW** Burnett; Ames; Jane Varley (Aston Martin Speed Model); Sue Darbyshire (Morgan Super Aero); John Polson (Talbot AV105). **FL** Wood 2m19.792s (81.46mph).

HISTORIC FF2000 (10 LAPS) 1 Neil Fowler (Lola T580); 2 Simon Toyne (Reynard SF79) +7.062s; 3 David Wild (Reynard SF79); 4 Nigel Grant (Delta T78); 5 Colin Wright (Reynard SF79); 6 James Murray (Reynard SF77). **Class winners** Jonny Dimsdale (Van Diemen RF78); John Bowles (Royale-VW RP9). **Fastest lap** Fowler 1m58.765s (95.90mph).

Double wins galore as TV hits Mallory

THE LATEST foray into live television coverage of club motor racing was reasonably successful. But the British Automobile Racing Club, Hay Fisher and Motors TV will be mindful that fine weather and a notable absence of major incidents meant that this race meeting was more slickly-run than most – the 14-race Live Race Day programme was rattled off with time to spare.

The only one of the seven categories not to yield a double winner was the BARC South Eastern Centre's Tin Tops Challenge. David Cox led the way in race one in his Peugeot 205, only to retire four laps in. That handed the reins to Antony Harrison (Rover 220), who won comfortably from the brand new Volkswagen Bora of Daryl Radford.

The second race continued in similar vein, but as Radford caught Harrison a VW Beetle spun in front of the two leaders. Harrison went off in avoidance, connecting with the barriers halfway around Gerards Bend and handing victory to Radford. From the back of the grid, Cox charged to second in the end, but he had to fight his way through an intense scrap for third that was decided in favour of Luke Bennett (Honda Integra) at Lake Esses on the final lap.

BARC SE also brought their Intermarque League, a competition that brings together the old Super Silhouette class and the Lotus Seven-styled Tigers in an odd coalition. Keith White (BMW Z4 clone) led from flag to flag in both contests, but in each race the Audi TT lookalike of Steve Hall closed in

Cox led Tin Tops pack, but didn't win either race

towards the end. In the opener he got rather too close, as he braked late for the hairpin, locked up and tapped the rear of White's car; both survived.

The better action could be found further back, as Jonathan Hoggarth, third in

race one, lost out to Michael Riordan in traffic at the hairpin in race two. Stewart Fenton and Tom Griffiths shared the honours among the Tigers.

Rod Birley recorded career wins 508 and 509 in the Saloon car encounters, although it had looked like the Ford Escort WRC driver would have his work cut out. He was outqualified by Darren Bly (Nissan Skyline) and Joss Ronchetti (Talbot Sunbeam Lotus), but the Japanese car blew a turbo and Ronchetti couldn't replicate his personal best lap from the morning when it mattered.

Birley's first win didn't come without controversy, however. The Kent man

admitted being out of position at the rolling start but, as he wasn't advised of his 10-second penalty until after the race, he appealed the decision. "I was pulling away at a second a lap, and if I had known about the penalty I would have carried on pushing," he said after the appeal was upheld and his win stood.

Birley dominated the first contest, while Ronchetti mostly held second, save for a lap when Nick Williamson got through in his Ford Escort Cosworth. Williamson faded to ninth, so Mark Biggers (Nissan Skyline) completed the podium.

Race two was also easy for Birley, but the fight for second culminated in four cars fighting for the position at the hairpin. Williamson passed Biggers there to be runner-up on the road, but a false-start penalty dropped him to seventh. Andy Wilson (Escort) beat Ronchetti to third by just 0.001s.

The Citroen 2CVs provided the only other points-paying action – and the best racing – of the day. The first race had far too many position changes to record, suffice to say that the first eight-and-



White took the flag twice in his BMW silhouette

TIN TOPS (11 LAPS) 1 Antony Harrison (Rover 220); 2 Daryl Radford (VW Bora) +3.392s; 3 Luke Bennett (Honda Integra); 4 Michael Cox (Ford Fiesta); 5 Andrew Mitchell (Peugeot 205); 6 Gary Chappell (Toyota Celica). **Class winners** Bennett; Berni Baxter (Ford Fiesta); Ken Angell (Jaguar X300); Simon Sergides (VW Beetle). **Fastest lap** David Cox (Peugeot 205) 53.118s (91.49mph).

RACE TWO (11 LAPS) 1 Radford; 2 D Cox +0.437s; 3 Bennett; 4 M Cox; 5 Mitchell; 6 Chappell. **CW** D Cox; Bennett; Nick Boon (Peugeot 106); Angell; Sergides. **FL** Radford 53.718s (90.47mph).

INTERMARQUE (13 LAPS) 1 Keith White (BMW Z4); 2 Steve Hall (Audi TT) +1.313s; 3 Jonathan Hoggarth (Pontiac Coupe); 4 Mick Robertson (VW Corrado); 5 Chris Brockhurst (Peugeot 206); 6 Michael Riordan (Opel Tigra). **CW** Hoggarth; Stewart Fenton (Tiger); Mick Grant (Tiger); David Fuller (MG Midget); Daniel

Brigham (Tiger). **FL** White 48.108s (101.02mph). **RACE TWO (13 LAPS)** 1 White; 2 Hall +0.470s; 3 Riordan; 4 Hoggarth; 5 Brockhurst; 6 Richard Smith (Vauxhall Tigra). **CW** Hoggarth; Tom Griffiths (Tiger); Grant; Stratton Mackay (Subaru Impreza); Brigham. **FL** Hall 48.576s (100.04mph).

SALOONS (12 LAPS) 1 Rod Birley (Ford Escort); 2 Joss Ronchetti (Talbot Sunbeam Lotus) +4.693s; 3 Mark Biggers (Nissan Skyline); 4 Craig Davies (Ford Sierra); 5 Malcolm Wise (Ford Escort); 6 Andy Wilson (Ford Escort). **CW** Richard Brent (Peugeot 205); Lee McNair (Honda Integra); Andy Woods-Dean (Renault Megane); Ashley Hargeaves (Peugeot 306). **FL** Nick Williamson (Ford Escort) 48.648s (99.90mph).

RACE TWO (12 LAPS) 1 Birley; 2 Biggers +6.547s; 3 Wilson; 4 Ronchetti; 5 Davies; 6 Wise. **CW** Brent; David Usher (Peugeot 205); Woods-Dean; Hargeaves. **FL** Birley

49.095s (98.99mph).

2CV (9 LAPS) 1 David O'Keefe; 2 Phil Myatt +0.027s; 3 Mike Robinson; 4 Sammie Pritchley; 5 Michael Vergers; 6 Wayne Cowling. **FL** Pritchley 1m 08.089s (71.37mph).

RACE TWO (9 LAPS) 1 O'Keefe; 2 Anthony Robinson +0.259s; 3 Myatt; 4 M Robinson; 5 Alec Graham; 6 Simon Clarke. **FL** M Robinson 1m 08.425s (71.02mph).

CATERHAM GRADUATES (12 LAPS)

1 Martin Amison; 2 Trevor Carvey +0.031s; 3 Dylan Stanley; 4 Mick Whitehead; 5 Edward Benson; 6 James Sibbet. **CW** Stanley; Trevor Harber. **FL** Carvey 52.307s (92.91mph).

RACE TWO (12 LAPS) 1 Amison; 2 Stanley +0.576s; 3 Sibbet; 4 Daniel Malkin; 5 Kim Rayment; 6 Nigel Smith. **CW** Stanley; Harber. **FL** Amison 52.453s (92.65mph).

BMW (12 LAPS) 1 Garrie Whittaker (M3 E36); 2 Colin Wells (M3) +4.203s; 3 Richard Mallinson (M3 E36); 4 Ian Crisp (M3 E36 Evo); 5 Stephen

Pearson (M3); 6 Colin Whitmore (M3).

CW Des Thresh (M3 E30); Paul Bellamy (318is). **FL** Whittaker 50.208s (96.79mph).

RACE TWO (12 LAPS) 1 Whittaker; 2 Wells +3.878s; 3 Crisp; 4 Mallinson; 5 Pearson; 6 Whitmore. **CW** Thresh; Bellamy.

FL Whittaker 50.447s (96.33mph). **MONOPOSTO (14 LAPS)** 1 Chris Woodhouse (Speeds RM04); 2 Jeremy Timms (Dallara F397) +4.300s; 3 Chris Vinal (JKS RM07); 4 Amnon Needham (Dallara F393); 5 Malcolm Scott (Van Diemen RF01); 6 Jeremy Goodman (Ralt RT3). **CW** Timms; Jenny Scott (Van Diemen RF99); Simon Lonnergan (Vauxhall Lotus); Joe Venor (Lola T644). **FL** Woodhouse 43.781s (111.00mph).

RACE TWO (14 LAPS) 1 Woodhouse; 2 Timms +0.572s; 3 Vinal; 4 Needham; 5 M Scott; 6 Goodman. **CW** Timms; J Scott; Lonnergan; Venor. **FL** Woodhouse 43.775s (111.02mph).



MICK WALKER

CADWELL PARK BARC May 16
Marshall, Higgins and Fitzpatrick take wins



STEVE JONES

Higgins was one of three Legends victors

Legends stablemates give team a triple helping of Cadwell success

BURNETT MOTORSPORT trio Ross Marshall, John Higgins and Lee Fitzpatrick shared the Legends victory spoils after some close action at Cadwell Park last Sunday.

Marshall lost his first-lap lead of race one to Stephen Treherne, but fought back exiting Park Corner on the final lap to snatch victory. Ben Power took third, having closed on the leaders late on.

Higgins held the lead of

race two from Coppice on the opening lap and eased away to a dominant victory. Peter Morton headed the battle for second until he ran wide at the Gooseneck on the last tour, allowing Lawrence Davey and John Mickel to dive past.

Fitzpatrick was in charge from Park Straight on the second lap of race three. Simon Belcher started to close before there was a late safety-car intervention, and lost out to Marshall from the

restart. Higgins, Treherne and Davey soon followed, and the fight for second came down to another last-lap duel, this time between Marshall and Higgins. Higgins it was who finally clinched it.

Paul Sheard secured a double in the MaX5s. No one got near him in race one, while Matthew Robinson had to fight his way past Nick Dougill to secure second. Paul Roddison came through the field to clinch third, aided by Dougill spinning off at the top of the Mountain. Robinson led race two until Sheard found a way through at Park. Roddison completed the podium.

It was nose to tail in the Classic FF1600s until Stuart Kestenbaum (Van Diemen RF79) managed to slip past the RF80 of Nigel Lingwood. Contact left

Kestenbaum in the clear, with Colin Williams's PRS a clear second, after Oliver Robinson crashed out and Lingwood spun.

Alistair Chalmers and his Caterham CSR held the early lead in the CNC Heads Sports/Saloons, but once Paul Dobson's Mazda RX7 hit the front on the second lap the Japanese sportscar screamed clear. Chalmers had a couple of place-swaps with Robert Spencer's Locosaki before consolidating second.

Tony Hancock (Van Diemen RF82) was a lights-to-flag winner in the restarted Classic FF2000 race. Ian Pearson secured second from Nigel Corry entering the Mountain on lap three.

Martin Wills managed to squeeze past fellow MGF racer Paul Savage at the foot of the Mountain to head the MGOC race from lap two. They held station to the end, with Mark Baker a distant third.

■ By Peter Scherer



STEVE JONES

Dobson's Mazda RX7 took Sports/Saloons success

LEGENDS (6 LAPS) 1 Ross Marshall; 2 Stephen Treherne +0.498s; 3 Ben Power; 4 Lawrence Davey; 5 Peter Morton; 6 John Higgins. **Fastest lap** Morton 1m44.628s (75.24mph). **RACE TWO (6 LAPS)** 1 Higgins; 2 Davey +7639s; 3 John Mickel; 4 Morton; 5 Nick Brace; 6 Lee Fitzpatrick. **FL** Higgins 1m44.154s (75.59mph). **RACE THREE (9 LAPS)** 1 Fitzpatrick; 2 Higgins +1.804s; 3 Marshall; 4 Treherne; 5 Davey; 6 Simon Belcher. **FL** Fitzpatrick 1m44.415s (75.40mph). **MAX5 (11 LAPS)** 1 Paul Sheard; 2 Matthew Robinson +21.228s; 3 Paul Roddison; 4 Graham Grove; 5 Jonathan Halliwell; 6 Ryan Cefferty.

Class winner Roddison. **FL** Sheard 1m46.891s (73.65mph). **RACE TWO (11 LAPS)** 1 Sheard; 2 Robinson +1.458s; 3 Roddison; 4 Grove; 5 Nick Dougill; 6 Nick Wright. **CW** Roddison. **FL** Sheard 1m46.755s (73.74mph). **CLASSIC FF1600 (10 LAPS)** 1 Stuart Kestenbaum (Van Diemen RF79); 2 Colin Williams (PRS RH01) +2.304s; 3 David Brise (Royale RP21); 4 Nigel Lingwood (Van Diemen RF80); 5 Roger Newman (Van Diemen RF80); 6 Alan Fincham (Van Diemen RF80). **CW** Graham Leggett (Crosley 25F). **FL** Lingwood 1m38.184s (80.18mph). **CNC HEADS SPORTS/SALOONS (14 LAPS)**

1 Paul Dobson (Mazda RX7); 2 Alistair Chalmers (Caterham CSR) +4.416s; 3 Robert Spencer (Stuart Taylor Locosaki); 4 Chris Maries (MK Indy Busa); 5 Ian Hall (Darrian Wildcat V8); 6 Cam Forbes (Westfield SetW). **CW** Hall; Chalmers; Spencer; Dennis Crompton (BMW M3 E30); Paul Ingram (Ford Fiesta). **FL** Dobson 1m33.569s (84.14mph). **CLASSIC FF2000 (5 LAPS)** 1 Tony Hancock (Van Diemen RF82); 2 Ian Pearson (Van Diemen RF83) +1.545s; 3 Nigel Corry (Van Diemen RF82); 4 Dale Spruce (Reynard SF79); 5 Andrew Storer (Van Diemen RF82); 6 Clive Wood (Van Diemen RF82). **CW** Spruce.

FL Pearson 1m31.093s (86.42mph). **MG OWNERS CLUB (10 LAPS)** 1 Martin Wills (F); 2 Paul Savage (F) +2.104s; 3 Mark Baker (F); 4 Nick Golhar (ZR); 5 Paul Clackett (ZS); 6 Ian Evans (F). **CW** Golhar; Will Sharpe (Midget); Harjinder Bhambra (ZS). **FL** Savage 1m45.156s (72.79mph). **CLASSIC CLUBMANS (14 LAPS)** 1 Peter Harper (Mallock Mk20B/21); 2 Mark Charteris (Mallock Mk20/21) +0.511s; 3 Malcolm Jackson (Mallock Mk21); 4 Steve Campbell (Raffo 77C); 5 Robert Crozier (Mallock Mk11); 6 Spencer McCarthy (Mallock Mk20B). **CW** McCarthy. **FL** Charteris 1m28.417s (89.04mph).

three-quarter laps were rendered largely irrelevant, NASCAR-style, by a thrilling conclusion.

Four cars crossed the line overlapping, with David O'Keeffe (who had somehow led for the majority of the 10 minutes) getting the better of fellow former champion Phil Myatt, Mike Robinson and Sammie Fritchley.

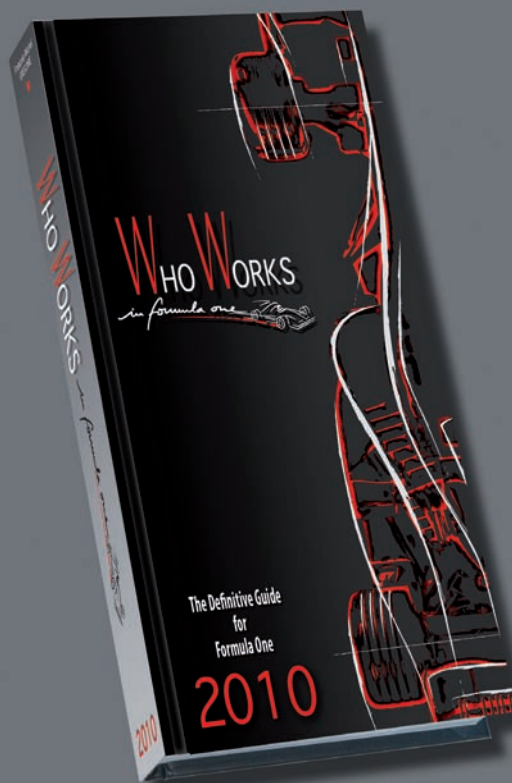
The second race again bubbled up towards the end, when Fritchley attacked O'Keeffe for the lead at the Esses. There was contact between the pair and Fritchley spun, but O'Keeffe survived to win from Anthony Robinson, who had started the final lap in fifth.

Non-championship races completed the programme and, while the show put on by the Caterham Graduates – twice won by Martin Amison – was superb, the BMW and Monoposto races left much to be desired. Garrie Whittaker and Chris Woodhouse dominated their respective classes, and if there is a repeat of this made-for-TV meeting, some creative thinking around grid formation may be required.

■ By Ian Sowman

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OULTON PARK BRSCC May 15
 Skinner and Chisnall share Formula Ford spoils

FF1600 duel gets too close for comfort

JORDAN SKINNER and Chris Chisnall shared the spoils in the Northern FF1600 Post-'89 races at Oulton Park last weekend, after Skinner's duel with circuit specialist Stuart Gough got a little too close for comfort.

Skinner's Ray led race one from the start, while Gough had to fight his way past the Van Diemens of Neil Patten and Morgan Dempsey before he could challenge. He got them both on the third lap at Cascades and Knickerbrook respectively, before catching Skinner napping five laps later.

"That scared me, I didn't see him coming," said the Australian. But, despite interlocking wheels at Knickerbrook on the last lap, Skinner came back to win. Patten just held off

Chisnall for third.

It was Gough's turn to lead in race two, but on the second lap there was contact with the chasing Skinner at Lodge, which sent both through the gravel. Chisnall was left in the clear, but Gough mounted a tremendous comeback to reclaim second from Patten on the last lap. Category debutant Daniel Lloyd, Joe Walton and class winner Mike Bennett finished line astern behind Patten.

The first of the Caterham R300 races became a 10-minute sprint after a red flag. Trevor Fowell had been in command before the stoppage, but was swamped at the restart. Jamie Ellwood led initially, but Paul Brannan was ahead before the end of the opening lap and their duel lasted for the rest of the



Gough chases Skinner in Post-'89 FF1600



Stamp's Exige led Euro Saloon fight

race, with an occasional cameo from Paul Fleury. Fleury made a last-lap lunge for the lead at Lodge, but ran wide and dropped to third behind Ellwood, as Brennan took the win.

Andrew McMillan led race two from the first lap, but came under pressure from Fowell in the closing stages. Out of Lodge for the last time they were inches apart and in the dash for the line Fowell got the verdict by 0.045 seconds. Ellwood secured third after an intense battle with Gordon Sawyer.

The first Pre-'90 FF1600 race became a three-way battle from the start. Lee Hannam's Reynard and Nigel Dolan's Van Diemen spent the opening lap in close combat, which allowed John Farrell's Reynard to join them. But

Dolan continued to lead over the line for the first four laps. Hannam finally got by over Hilltop and made a break as Dolan slipped to third.

Farrell closed back onto the leader's tail, but red flags bough a premature end before he could mount his challenge.

The second race was a processional affair after red flags forced a restart. It was the same top three as in race one, but this time Farrell held a racelong lead from Hannam and Dolan.

Chris Rowlinson was on hand to snatch victory in the first Ma5da MX5 race after duellists Jonathan Greensmith and Tom Roche fell over each other at Lodge on the fifth lap. Roche recovered in second until a puncture put him out and left Greensmith

and Matthew Davies to complete the podium.

Robert Boston was a lights-to-flag winner in race two, but had Chris Dawkins as a constant shadow. Luke Herbert claimed third in the dying stages of the race.

Dawkins had the edge over Greensmith at the start of the third race, but a second-lap slip cost him. Greensmith was thus left to win from Rowlinson and Ben Robinson.

Boston proved unbeatable in race four. Herbert took second and Paul Sheard claimed third on the last lap, as Roche struggled home sixth.

Sam Laird's 75 took a dominant win in the Alfa Romeo race. Shaun Hazlewood's GTV was his closest rival until an electric's failure left him sidelined on the seventh lap. Chris Healey's GTV thus took a distant second from Nev Simpson's smoking Alfetta.

Dave Cockell's Escort Cosworth spent the entire Euro Saloons & Sports race chasing Rex Stamp's Lotus Exige. He showed the nose of his car on several occasions, but was never quite able to make it stick.

■ By Peter Scherer

NORTHERN FF1600 POST-'89 (11 LAPS)
 1 Jordan Skinner (Ray GRK10); 2 Stuart Gough (Ray GR507) +1703s; 3 Neil Patten (Van Diemen RF99); 4 Chris Chisnall (Van Diemen RF00); 5 Mike Bennett (Swift SC93F); 6 Morgan Dempsey (Van Diemen LA10). **Class winner** Bennett. **Fastest lap** Gough 1m48.431s (89.37mph). **RACE TWO (6 LAPS)** 1 Chisnall; 2 Gough +4.854s; 3 Patten; 4 Daniel Lloyd (Ray GR08); 5 Bennett; 6 Joe Walton (Ray GR505). **CW Bennett** FL Gough 1m48.469s (89.34mph). **CATERHAM SUPERLIGHT R300 (6 LAPS)**
 1 Paul Brannan; 2 Jamie Ellwood +0.726s; 3 Paul Fleury; 4 Trevor Fowell; 5 Andrew McMillan; 6 Jonathan Walker. FL McMillan 1m51.114s (87.21mph).

RACE TWO (14 LAPS) 1 Fowell; 2 McMillan +0.045s; 3 Ellwood; 4 Gordon Sawyer; 5 David Walley; 6 Mark Shaw. FL Fowell 1m50.961s (87.33mph). **NORTHERN FF1600 PRE-'90 (7 LAPS)**
 1 Lee Hannam (Reynard FF88); 2 John Farrell (Reynard RF89) +0.182s; 3 Nigel Dolan (Van Diemen RF86); 4 David Franklin (Reynard RF89); 5 Mario Sarchet (Van Diemen RF85); 6 Ian Parkington (Royale RP26). **CW Dolan**; Parkington. FL Farrell 1m51.680s (86.77mph). **RACE TWO (6 LAPS)** 1 Farrell; 2 Hannam +0.076s; 3 Dolan; 4 Franklin; 5 Parkington; 6 Sarchet. CW Dolan; Parkington. FL Franklin 1m52.643s (86.03mph). **MASDA MX5 (7 LAPS)** 1 Chris Rowlinson;

2 Jonathan Greensmith +3134s; 3 Matthew Davies; 4 Adam Gore; 5 Alan Henderson; 6 Andrew Clarkson. FL Rowlinson 2m07.248s (76.16mph). **RACE TWO (7 LAPS)** 1 Robert Boston; 2 Chris Dawkins +1118s; 3 Luke Herbert; 4 Ben Robinson; 5 Richard Breland; 6 Wayne Le Montais. FL Boston 2m06.325s (76.71mph). **RACE THREE (6 LAPS)** 1 Greensmith; 2 Rowlinson +1.182s; 3 Robinson; 4 Breland; 5 Alyn Robson; 6 Davies. FL Dawkins 2m06.406s (76.66mph). **RACE FOUR (6 LAPS)** 1 Boston; 2 Herbert +24.01s; 3 Paul Sheard; 4 Gore; 5 Henderson; 6 Tom Roche. FL Roche 2m06.242s (76.76mph). **ALFA ROMEO (10 LAPS)** 1 Sam Laird (75); 2 Chris Healey (GTV) +14.922s; 3 Nev Simpson

(Alfetta GTV); 4 Graham Seager (GTV); 5 Paul Plant (156); 6 Mel Healey (156). **CW** Stephen Fletcher (33); C Healey; Plant. FL Laird 2m01.797s (79.56mph). **EURO SALOONS & SPORTS (11 LAPS)**
 1 Rex Stamp (Lotus Exige); 2 Dave Cockell (Escort Cosworth) +0.411s; 3 Mark Chilton (Porsche 993 GT2); 4 Andrew Morrison (SEAT Leon Cupra); 5 Doug Ellwood (Marcos Mantis); 6 Simon Deaton (SEAT Super Copa). **CW** Morrison; Andy Robinson (Peugeot 306 GTi); Jason Richardson (Mini Cooper S); Steve Calder (Renault Clio). FL Cockell 1m47.676s (90.00mph).

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PEMBREY BARC May 15-16
Richardson beats Huyton and Murrells



OLIVER READ

Richardson took three Ginetta Challenge wins

Rivals fail to halt Richardson's rise

ANDY RICHARDSON scored a hat-trick of victories in the Ginetta Challenge outings last weekend at Pembrey, putting himself firmly in contention for the championship – but he was made to work hard for it.

George Murrells and Dave Jackson swamped poleman Richardson off the line in race one, only for Jackson to drop back to third and into the clutches of Sean Huyton. Murrells seemed to be ailing after losing position to Huyton and Jackson, but recovered and retook third. Huyton charged in second, giving it his all in a side-by-side tussle with Richardson and Murrells, but failed to oust Richardson by 0.312s.

It was Murrells' turn to

struggle off the line from pole in race two and he was immediately set upon by Richardson, Huyton and Stuart Pearson. Pearson went on to score his only podium of the weekend in third, behind Richardson and Murrells.

After a 10th place in the first race and eighth in the second, Dominic Pettit was keen to improve on his points tally as the sole G40 going into race three. Pettit shot from 14th on the grid to fifth, while a fierce battle for the lead raged. Jackson spun from third under pressure from team-mate Murrells, and was left languishing in eighth.

Murrells then went after and passed Richardson for the lead – albeit briefly. Huyton scythed past both Murrells and Richardson



Double Westfield success fell to Davison

OLIVER READ

and looked as though he had the race won, but he threw away his chance of a maiden victory by outbraking himself into Hatchets on the penultimate lap, leaving the door open for Richardson and Murrells.

Welsh Sports and Saloons championship leader Neil Watts took first blood in Class B in his Westfield, with competition from reigning champion Russell Haggerty. Jason Davies in his Ford Escort RS2000 was next to

prevail in the class, while Haggerty claimed the honours in race three in his rapidly developing and reclassified Raw Striker.

Up at the front of the field Jeffrey Davies made an assertive start when he sprinted to the top spot in qualifying, outpacing the opposition by nearly 2.8s, and going on to claim two out of three wins. Keith Butcher in his Ginetta G50 set off in pursuit of the Westfield driver to take podium finishes in all three outings.

Butcher prevailed in the damp conditions of the second race as Davies struggled for traction.

John Morris in his rapid Peugeot 206 National Hotrod machine finished second in the opening race ahead of Butcher, but failed to complete the remaining two outings because of brake caliper problems.

Paul and Daniel Gibson took a win apiece in the Clubmans Cup races. The family pairing looked impeccable at the front of the field in the first race. Reigning champion Barry Webb was unable to make an impression on the frontrunners, while Jonathan Hair in the Jimmy Ardley-built Mallock/Beagle special was blighted first by a broken rear hub and then by a flailing rear wing, forcing him to retire in both races. Mike Evans came from the back of the grid on the final outing to finish second, while polesitter Paul Gibson retired midway through the race after his new Nemesis K10 Proto developed a misfire.

The same three drivers stood on the podium, in the same order, in both Westfield races. Reigning champ Chris Davison took the laurels, ahead of Nick Flowers and Chris Gould.

Nick Grout and Gould enjoyed a titanic battle for third in the first encounter. Harry Gordon-Finlayson looked set to capitalise on a strong launch in the second event, but having climbed from sixth to third an off relegated him to eighth behind his father John, before he charged back to recover fourth.

■ By Ben Bostock



ERIC SAWYER

Paul Gibson won the first Clubmans event

GINETTA CHALLENGE (18 LAPS)

1 Andy Richardson; 2 Sean Huyton (+0.312s; 3 George Murrells; 4 Dave Jackson; 5 Tom Jones; 6 Matt Harris. **Fastest lap** Huyton 1m07.105s (78.11mph).

RACE TWO (15 LAPS) 1 Richardson; 2 Huyton +1.456s; 3 Stuart Pearson; 4 Murrells; 5 Dave Jackson; 6 Gavin Mitchell. **FL** Pettit 1m11.047s (73.77mph). **RACE THREE (15 LAPS)**

1 Richardson; 2 Murrells (+0.100s; 3 Huyton; 4 Harris; 5 Dominic Pettit; 6 Pearson. **FL** Jackson 1m08.269s (76.77mph).

WELSH SPORTS AND SALOONS (10 LAPS)

1 Jeffrey Davies (Westfield SE); 2 John Morris (Peugeot 206) +16.932s; 3 Keith Butcher (Ginetta G50); 4 Geraint Rees (Westfield SE); 5 Colin Chapman (Fireblade); 6 Andrew Williams (Ford Sierra Sapphire). **Class winners**

Morris; Rees; Neil Watts (Westfield SE1W). Kareem Elsarafy (Rover 216 GTi). **FL** Davies 1m01.821s (84.78mph).

RACE TWO (6 LAPS) 1 Butcher; 2 Jeffrey Davies +3.527s; 3 Williams; 4 Jason Davies (Ford Escort RS2000); 5 Rees; 6 Nicholas Jones. **CW** Williams; Jason Davies; Bob Mortimer (Fisher Fury); Elsarafy. **FL** Butcher 1m07.117s (78.09mph).

RACE THREE (16 LAPS) 1 Jeffrey Davies; 2 Butcher +27.323s; 3 Rees; 4 Williams; 5 Russell Haggerty (Raw Striker); 6 Jason Davies. **CW** Rees; Haggerty; Mortimer; Elsarafy. **FL** Jeffrey Davies 1m01.641s (85.03mph).

CLUBMANS CUP (21 LAPS) 1 Paul Gibson (Nemesis K10 Proto); 2 Daniel Gibson (Nemesis K10 Cup) +55.460s; 3 Russell

Munnis (Mallock Mk28/30); 4 Marcus Bicknell (Mallock Mk26 SG EB); 5 Barry Webb (Mallock Mk23B); 6 Alex Champkin (Phantom V85/9). **FL** P Gibson 56.496s (92.77mph).

RACE TWO (20 LAPS) 1 D Gibson; 2 Mike Evans (Rage) +6.465s; 3 Bicknell; 4 Champkin; 5 Phillip Allen (Phantom); 6 Munnis. **FL** Jonathan Hair 1m05.597s (86.49mph).

WESTFIELD (19 LAPS) 1 Chris Davison (SE); 2 Nick Flowers (SE) +16.309s; 3 Chris Gould (SE); 4 Nick Grout (Zetec); 5 Brian Small (SE); 6 Harry Gordon-Finlayson (SEW). **FL** 1m04.076s (81.80mph).

RACE TWO (17 LAPS) 1 Davison; 2 Flowers +6.736s; 3 Gould; 4 Gordon-Finlayson; 5 Mark Pasquill (Westfield SE); 6 Grout. **FL** Flowers 1m10.573s (74.27mph).

Beckett's new brand

FF1600 guru has pulled off a masterstroke with the return of the Champion of



Brands Hatch and Formula Ford have a long history together. The first race for the category took place at the Kent venue in 1967, and since '76 the Formula Ford Festival at Brands has been one of national racing's biggest events.

There used to be a thriving local championship too, one that was crucial in the development of single-seater constructors Ray and Jamun, and which provided some of the closest racing in the country. And now it's back.

The series was introduced by Brands promotions visionary John Webb in the early 1970s, morphing into the Champion of Brands in '82. It ran until '94 (at one time it even had its own Winter Series!), after which it became a Kent County series, then a Southern one, before dying altogether.

James Beckett, stout defender of the FF1600 faith and chief of the Walter Hayes Trophy, turned his attention to the CoB last year, and this weekend he will achieve his biggest aim: "To bring contemporary FF1600 back to the Brands Grand Prix circuit."

Apart from the HSCC's Historic FF1600 championship, the Kent-engined single-seaters haven't graced the swoops and curves of the GP loop since the shortlived MSVR series in 2005. And all it took was a piece of writing to get Beckett going.

"Matt James at *Motorsport News*



Chris Hall was a CoB stalwart and took '91 title

wrote a piece saying it was a shame the Champion of Brands wasn't there anymore," he says. "So I decided to bring it back."

"I contacted [race organiser and promoter] MotorSport Vision Racing and they've been very supportive – it moved quite quickly. The World Touring Car date [in July] was the first GP date offered – a remarkable offer to put FF1600 on an FIA event again – and then we got the May date."

Before the GP races, the new Champion of Brands era got underway on the Indy circuit at the end of March. It attracted 16 cars and Matthew Parr's Van Diemen pipped the Ray of Australian Jordan Skinner by 0.066 seconds after a titanic dice.

"It was a really good return – the top

three could have been covered by a blanket," reckons Beckett. "I'm sure it'll only get better."

That looked a certainty when a number of British Formula Ford runners, including championship leader Scott Malvern, put their name down for this weekend. Alas, thanks to the introduction of a Zandvoort test on the same day as this weekend's event, they now won't be there.

Nevertheless, Beckett hopes national-level racers will join in future. "This was the only time this year it could happen – the WTCC round on the GP circuit clashes with their Rockingham round – so it's disappointing," he says. "But the door is always open and I hope to see Duratec drivers and people from other high-profile series racing in future."

Despite the loss, this weekend's grid, which Beckett reckons will be double that of the March event, should still provide some interesting entries and good racing. Parr returns, now carrying the coveted #1, as do Skinner and Adam Quartermaine, who completed the podium first time out.

Classic FF1600 frontrunners Joe and Paul Walton will also be there, and

2010 COB



March 27
Indy circuit
(winner: Matthew Parr)

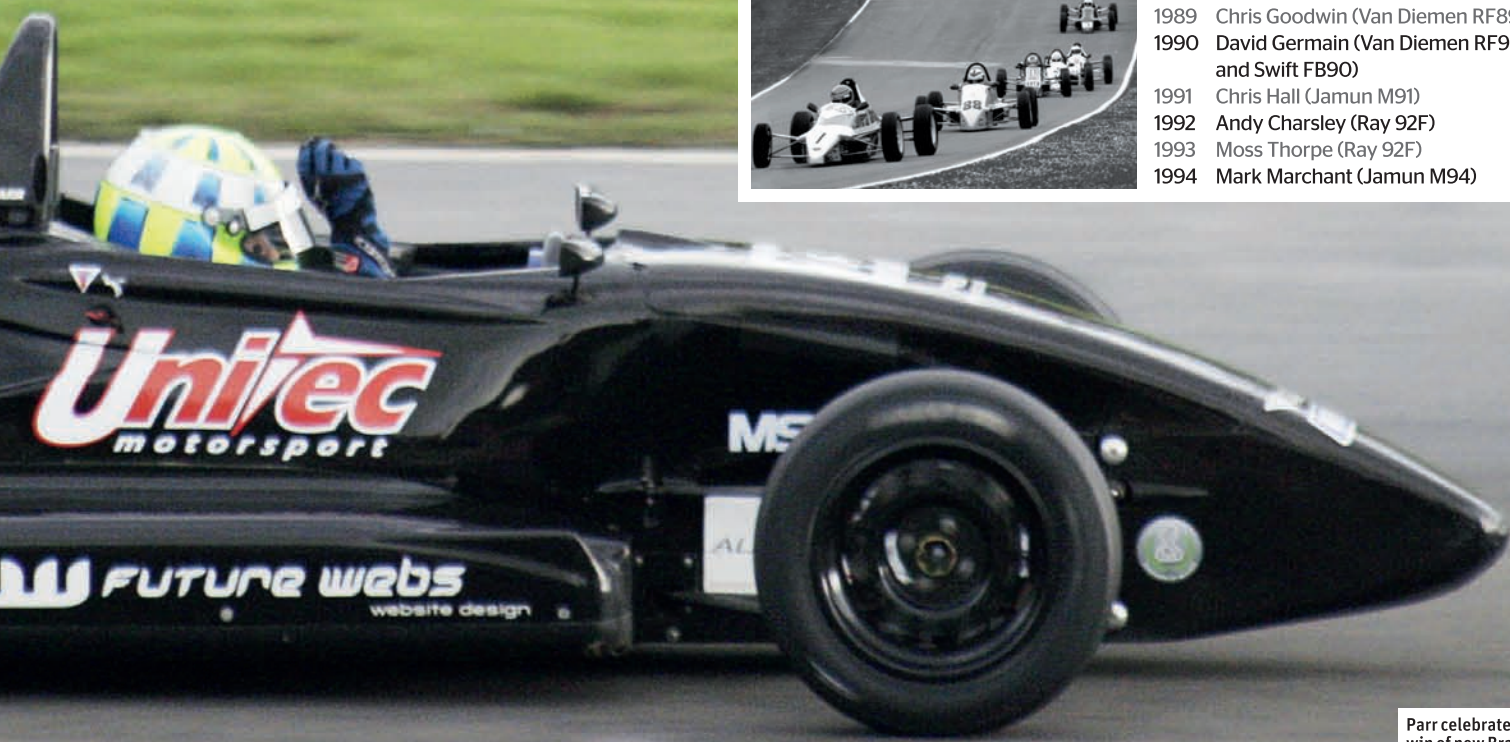
May 22
GP circuit
July 17-18
GP

August 22
Indy

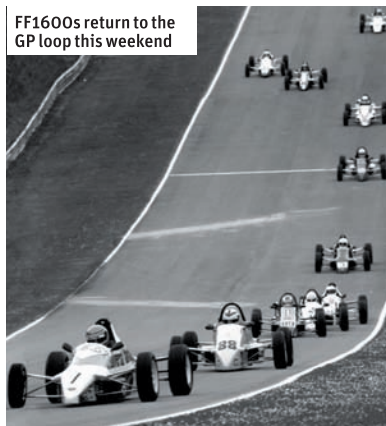
of champion

Brands, explains KEVIN TURNER

SERIES FOCUS
CoB RETURNS



FF1600s return to the GP loop this weekend



CHAMPION OF BRANDS CHAMPIONS

- 1982 Andy Ackerley (Ray)
- 1983 Karl Jones (Ray)
- 1984 Chris Ringrose (Ray 80/82F)
- 1985 Colin Stancombe (Lola T640/2E)
- 1986 Len Bull (Van Diemen RF84 and RF85/86)
- 1987 Andrew Guye-Johnson (Quest FF87)
- 1988 Chris Creswell (Van Diemen RF88)
- 1989 Chris Goodwin (Van Diemen RF89)
- 1990 David Germain (Van Diemen RF90 and Swift FB90)
- 1991 Chris Hall (Jamun M91)
- 1992 Andy Charsley (Ray 92F)
- 1993 Moss Thorpe (Ray 92F)
- 1994 Mark Marchant (Jamun M94)

Parr celebrates first win of new Brands era

Andrew Jones will race his Ray, which has won the last two Walter Hayes Trophy events in the hands of Conor Daly and Connor de Phillippi.

The strongest 'newcomer', though, should be Neville Smyth. The Irishman is a category stalwart and has scored podiums at both the Festival and the WHT for Ray. Already, then, the event is gathering momentum.

To attract such competitors, Beckett tries to keep costs down. He is generally in favour of one-day meetings and plans to feed any sponsorship back into the series to reduce entry fees. The opening round was £200, while the GP meetings are £250 each.

It all indicates that Beckett, after putting some of his own money into the project, is already building something that is likely to attract the top runners in the category. It can't hurt that he is the most highly-respected figure in FF1600. People know what to expect.

"FF1600 people seem to like to race close to home at the moment to keep travel costs down – that's why Castle Combe is so strong – but so far CoB is drawing people from all over the country," he says. "They know what

they're going to get.

"The idea has created such an interest and I'm in it for the long haul. It's for the love of it and we're going to make it work."

Beyond that, there are certain elements of the new Champion of Brands package that could help it grow. Whereas the original version was a full-blown championship, the new era will herald a 'champion' after each race. They will then wear the number 1 until they are beaten in the event.

"The winner carries that and gets their name on the trophy, which lives in the Kentagon, so everyone can see it," says Beckett. "It lifts the awareness.

"I would look to do the same next

year; keep it as a limited series of races, rather than a championship. The feedback says that's what drivers want, so that's what I'm giving them.

"I didn't want to make it a championship because that would need permits and it might cut your numbers down if people can't do all the rounds."

The idea of each race being an important standalone event is appealing. The only problem could be if it takes competitors away from the British Racing & Sports Car Club Midland South series, which Beckett is also involved with. It's just as possible that the initiative will boost the Kent element of the BRSCC's Festival, which has been overshadowed by the WHT at Silverstone in recent years.

Beckett has an impeccable record in FF1600, and having the category at Brands Hatch just seems right. It would be a surprise if the Champion of Brands didn't become a feature – and a strong one at that – in national racing for the next few years.

"The ironic thing is it was a series I didn't really see much of the first time round," says Buckingham-based Beckett. "It was too far away, so it's nice to be involved with the revival." ❧

FF1600 provides close racing at Brands



YOUR SAY

What you think of the motorsport news of the past week



The number's up for 40.13

What's the point of Article 40.13? Either the race ends while the safety car is deployed or it doesn't. At Monaco the safety car did not cross the line to end the race, it pulled off before the end of the lap and the drivers were shown green flags. Obviously the race hadn't ended. The drivers believed they were still racing – despite what they may say after the team has briefed them.

If Article 40.13 really intends to prevent overtaking after the safety car has pulled off during the last lap, simply yellow-flag the zone. Better still, keep the safety car out...

Shaun Andrews, by email

EDITORIAL CONTACT mail@autosport.com

Am I the only one left bemused at the penalty imposed on Michael Schumacher by the stewards after his last-lap move on Fernando Alonso?

As far as I can see, Schumacher caught Alonso napping; plain and simple.

Should this unusual new 'rule' be implemented in a similar situation at somewhere like Monza or Silverstone, it would do nothing more than rob fans and viewers of a potentially thrilling finish for no good reason at all.

Euan Anderson
Edinburgh

Why were there so many empty seats at Monaco? Looks like the global recession must be biting, or could it be that the prices are too high? I think the average F1 fan is being priced out of watching the live action.

I'd like to see some more realistic prices next year, and then I'm sure the race will be a sell-out; come on, it's time to think about the real fans.

Rupert Hinde
By email

Last week's accident that claimed the life of Jeff Leadley is a stark reminder of how dangerous motorsport can be.

Having been to Thruxton many times over the years I've witnessed some very high speed incidents where both drivers and marshals have been extremely lucky.

Surely now additional safety measures are required – in particular gravel traps and greater run-off areas on the high-speed run up Woodham Hill to Club chicane.

Robert Blake
Banstead, Surrey

Is Michael Schumacher only able to compete if he gets an unfair advantage?

This year he starts on an apparently level playing field and clearly cannot compete with Nico Rosberg. So what happens? Mercedes redesigns a perfectly acceptable car so that it suits his driving style.

I suppose the one thing you do have to give Michael credit for is the way he manages to always twist things around so that everything is done to give him the advantage.

MA James
By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. SCHUMACHER HANDED 20-SECOND PENALTY

2. BRAWN FRUSTRATED BY TEAM 'COCK-UP'

3. ALONSO STAYS ON TOP IN SECOND PRACTICE

4. FIA TWEAKS MONACO'S CHICANES KERBS

5. MERCEDES: SCHUMACHER SPARKLE IS BACK

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● It was Sean Edwards who was stripped of his Porsche Supercup win, as the report and results state, not Sam Edwards, as the strapline indicated (May 13, p67).
● In the NASCAR Sprint Cup report from Darlington last week (p70), a spinning Joey Logano was incorrectly identified as Tony Stewart, who hasn't driven the #20 Joe Gibbs car since 2008. And Denny Hamlin did not take his third straight Nationwide win at Darlington. It was, in fact, his first Nationwide win since 2008.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



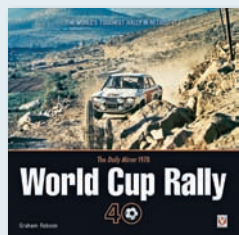
BIKE RACING REVIEW DVDs

Season highlights DVDs from 10 years of world championship bike racing. £16.99 each or £149.99 for the complete set. dukevideo.com or autosport.com/shop

Relive a golden era of grand prix motorcycle racing with these year-by-year DVD highlights of season-long 500cc battles between 1992 and 2001.

Legendary names Eddie Lawson, Wayne Rainey, Kevin Schwantz, Wayne Gardner and Mick Doohan go shoulder to shoulder as Japanese powerhouses Honda, Yamaha and Suzuki bid for world domination. And, at the end of the 1990s a youthful, long-haired Italian called Valentino Rossi gets in on the act and shows the old stagers a new trick or two.

Each year runs to approximately three hours and is available separately for £16.99, or you could save £20 and buy the whole lot for £149.99.



WORLD CUP RALLY BOOK
£35 (978-1-845843 71 0)
G Robson (veloce.co.uk)

Forty years ago many of the top international rally stars, not to mention dozens of intrepid amateurs, took part in a six-week, 16,000-mile adventure from London to Mexico.

Rally historian Graham Robson, who was heavily involved at the time, re-tells the story of one of the most gruelling events ever held.



IRONMAN 2 - THE MOVIE
On general release
ironmanmovie.marvel.com

The Marvel superhero is back for his second blockbuster. It's a great knockabout action movie, with Robert Downey Jr as the man in the iron suit.

The Monaco historic meeting scene features the most ludicrous car-racing crash sequence since *Driven*. High-octane fun abounds!



MUC-OFF CLEANING GEAR
£Various - check website
muc-off.com

Muc-Off's 2010 car-care kit includes six new products – Bug & Tar Remover, Glass Cleaner, Miracle Shine, Ubershine luxury car shampoo, Split second Detailer Wax and Wheel cleaner – to help make your race or roadcar look as good as possible.

Log on to the official website for more details.

HOT ON THE WEB THIS WEEK

YOUTUBE: AUTOSPORT.COM EDITOR CAUGHT ON FILM



SEARCH FOR: How to get a job on AUTOSPORT (6:28)
AUTOSPORT.com editor Simon Strang tells you how to get involved in motorsport journalism. You need to be talented and hard-working – and it's not a nine-to-five gig. Are you sure you still want to?

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

BRANDS HATCH

MSVR
May 22-23
Admission £12
Tel: 01474 872331

Club racing on the Grand Prix loop is a rarity these days, but MSVR is opening up the high-speed woodland section of Brands for its 'GP Weekend'

meeting. The GT Cup's new GT Trophy initiative kicks off with a two-hour enduro and James Beckett's revived Champion of Brands series, for FF1600, will hit the track for the second time. Production BMWs, Racing Saloons and Dunlop/MN Saloons join the action on Saturday, while the SPEED series, Sports 2000s, VAG Trophy and Golf GTIs join the bill for Sunday.



Champion of Brands gets its second outing

GARY HAWKINS

SILVERSTONE

AMOC
May 22
Admission £11
Tel: 0844 3728 200

The Aston Martin Owners Club is going through a tough time at the moment, but its annual St John Horsfall meeting remains its jewel in the crown. The St John Horsfall Race (for Pre-war Sports Cars) forms the centrepiece, while races for the AMOC's Classic, Intermark, Historic, '50s Team Challenge, and new British GT4 Challenge (for modern N24 and Vantage models) provide support.

OULTON PARK

VSCC
May 22
Admission £20
Tel: 01829 760301

The Vintage Sports Car Club honours Britain's first F1 World Champion Mike Hawthorn with its annual 'Hawthorn Memorial Trophies' event at Oulton Park this weekend.

ANGLESEY

CSCC
May 22-23
Admission £12 (each day)
£15 (weekend)
Tel: 01407 811400



The VSCC is at Oulton for Hawthorn meeting

SUPERLEAGUE FORMULA

Rd 3/12
Magny-Cours, France
May 23
superleagueformula.com



Formula footie is in France for round three

BRITISH FORMULA 3

Rd 3/10
Magny-Cours, France
May 23
www.fota.co.uk

DTM

Rd 2/10
Valencia, Spain
May 23
www.dtm.de

F3 EURO SERIES

Rd 3/9
Valencia, Spain
May 22-23
www.f3euroseries.com

WORLD TOURING CARS

Rd 3/11
Monza, Italy
May 23
www.fiawtcc.com

FORMULA 2

Rd 3/9
Monza, Italy
May 23
www.formulatwo.com

WORLD GT1

Rd 3/10
Brno, Czech Republic
May 23
www.gt1world.com

FIA GT3

Rd 2/6
Brno, Czech Republic
May 23
gt3europe.com

NASCAR ALL-STAR RACE

Non-championship
Charlotte, N Carolina, USA
May 22
www.nascar.com

AMERICAN LE MANS SERIES

Rd 3/9
Monterey, California, USA
May 22
www.americanlemans.com

AUTO GP

Rd 2/6
Imola, Italy
May 23
www.autogp.org

SUPERSTARS

Rd 4/10
Algarve, Portugal
May 23
www.superstars.it/eng

SWEDISH TOURING CARS

Rd 3/9
Karlskoga, Sweden
May 23
www.stcc.se

FORMULA NIPPON

Rd 2/7
Motegi, Japan
May 23
www.f-nippon.co.jp/en

V8 STOCK CARS

Rd 4/12
Rio de Janeiro, Brazil
May 23
stockcar.globo.com

Television

FRIDAY MAY 21

1000-1100, 2255-0000 Motors TV
750 Motor Club: Brands Hatch
1300-1400 Motors TV
British GT: Knockhill
1615-1715 ESPN
Superleague Formula: Assen
1715-1815 ESPN
FIA GT1: Silverstone
1940-2010 Motors TV
AAA Saloons: Silverstone

SATURDAY MAY 22

0405-0430 Five
Motorsport Mundial
1300-1430, 2220-2325 Motors TV
FIA GT3: Brno race one
1320-1420 ITV4
Motorsport UK
1500-1630 Motors TV
International GT Open: Imola
1630-1730 Motors TV LIVE
Auto GP: Imola race one
1800-2045 Motors TV
BARC Great & British: Snetterton
2200-2300 Eurosport 2
WTCC: Monza qualifying

SUNDAY MAY 23

0000-0400 Open Access 3 LIVE
NASCAR All-Star Race: Charlotte
0700-0730 Channel 4
The Grid
0730-0755 Channel 4
British GT: Knockhill
0800-0830 Eurosport LIVE
WTCC: Monza warm-up
0915-1045 ESPN

FIA GT1: Brno

The qualifying race for the third round of the new GT1 World Championship.

1000-1100 Motors TV

FIA GT3: Brno race one

1045-1200 ESPN LIVE

Superleague Formula: Magny-Cours

1100-1230 Motors TV

FIA GT3: Brno race two

1145-1245 Eurosport LIVE

WTCC: Monza race one

1230-1445 ESPN LIVE

DTM: Valencia

1245-1345 Eurosport LIVE

F2: Monza race two

1300-1400 Motors TV

International GT Open: Imola

1345-1440 Eurosport LIVE

WTCC: Monza race two

1400-1500 Motors TV LIVE

Auto GP: Imola race two

1445-1615 ESPN

FIA GT1: Brno

Coverage of the championship race.

1600-1700 Dave

World Rally 2010

1615-1800 ESPN

Superleague Formula: Magny-Cours

The second race and the super final.

1700-1905, 2220-0030 Motors TV

V8 Supercars: Winton

1905-2115 Motors TV

FIA GT3: Brno highlights

MONDAY MAY 24

1900-2000, 2200-2300 Sky Sports 2

NASCAR: All-Star Race highlights

Non-points race for winners and champions.

Online

AUTOSPORT.COM

Coming up on the web this week

LE MANS MOTO GP

As well as all the breaking Formula 1 news, AUTOSPORT.com this week brings you coverage of the third MotoGP round of the season from Le Mans, and the first sessions of this year's Indy 500 practice week.

Elsewhere it's a huge weekend of racing with DTM, Euro F3, WTCC, F2, World GT1, Superleague, British F3, ALMS and AutoGP in action, as well as NASCAR's All-star race at Charlotte.



Castrol Rankings



Ranking the world's best drivers in the sport

THIS WEEK'S BIG MOVERS

Jenson Button's early Monaco retirement dropped him to sixth, behind Jimmie Johnson and Sebastian Loeb. Mark Webber's victory helped him close in on number one Sebastian Vettel. Australia now leads the Nations' standings from Great Britain.

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Strictly Wipeout Dorothy on Ice will follow this programme



"BE CAREFUL what you wish for," the man with the monkey's paw was told, "for it may come true."

When I was growing up, my dad used to take me around the country to watch motor racing. Some of it was top-notch international-level action, some of it profoundly wasn't. In those days, F1 aside, there wasn't much racing on the telly. It was a rare treat to catch the delayed highlights of the Indy 500 or Bathurst.

But I couldn't help but wonder why a full day's action from Haydock Park horse racing was aired, while the Champion of Brands didn't even

warrant a mention.

Well, I need wonder no more, thanks to Motors', er, groundbreaking coverage of BARC action from Mallory Park. A full five hours of TV airtime was given over to the hotchpotch collection of cars that make up the *MN* Saloon Car Championship and Monoposto series.

It's safe to assume that it didn't damage the audience share of the Monaco Grand Prix, even if the action in the 2CV race was incalculably better than the fare on the Principality's streets.

It was surprisingly well done. It would be too easy to just pick up on a few blunders behind

the mic – anyone with any background knowledge of the drivers at this level has clearly done a bit of homework, although Barry Lee's monstrously over-the-top enthusiasm was pretty hard to bear.

It did get me thinking though. At a time when one of the BBC's biggest Saturday hits basically involves laughing at overweight, middle-aged housewives getting punched in the unfortunates, perhaps prime-time 2CV racing has

a big future ahead of it.

Why not set up some tracks in supermarket car parks. Select members of the public who write in, and get Richard Hammond to mock them for looks/voice/dance moves (delete as applicable).

I think we could have a hit on our hands here...

And televised club racing? As a wise man once observed, a lot of amateurs play golf, but you wouldn't show all their rounds on Sky Sports, would you?

Revved Up

"It's safe to assume the 2CVs didn't harm the audience share of the Monaco GP – but the racing was much better"

THE WEEK IN PICTURES

The lensmen pounding the beat, from Monaco to Ohio



ENJOYING THE SPOILS OF VICTORY

Mark Webber lived out one childhood dream by winning the Monaco Grand Prix, and another by pretending to be a merman afterwards

'SMOKE' STEWART IS IN FREEFALL

NASCAR star Tony Stewart jumped with the Golden Knights US Army parachute team in Lebanon, Ohio. His dad, aged 72, did it too!



FAMOUS NAME RETURNS TO STRIKE SOME SPARKS

It's been a few years since a contemporary Lotus F1 car raced in Monaco. Neither car made the finish, however

Engineering debrief – F1 wheelguns



FAST WHEEL changes have been a key to grand prix success all the way back to where it all started – the 1906 French Grand Prix. Race winner Ferenc Szisz's Renault was equipped with Michelin fast-release wheelrims that slashed time needed to replace them.

The days of teams using bog-standard

off-the-shelf wheelguns are long gone, with many teams using bespoke guns, or at least top-end kit from specialist companies, to try to shave a tenth of a second off the 'gunning time' – reckoned to be around 1.5 seconds minimum.

One of the key ways of saving time is automatically triggering the gun

when it locates on the wheelnut, rather than relying on the mechanic's finger.

Teams are secretive about the speed of guns, but you can get 7500rpm out of some high-end off-the-shelf products, with some suggesting that speeds in excess of 10,000rpm are achievable.

Edd Straw

Got an engineering question you'd like answered? Send it to mark.glendenning@haymarket.com

FROM THE ARCHIVE

Nicolas Kiesa, Monaco F3000, 2003

Kiesa netted sole F3000 win on Monte Carlo streets



"I asked where I'd finished, but no one said anything. I could see on the screen the team was cheering, but I thought that was for second"

AS DANISH driver Nicolas Kiesa headed towards the finish line in the fourth round of the 2003 F3000 Championship at Monaco, he had reason to be pleased.

From sixth on the grid, he'd kept out of trouble while others found the wall or each other and he'd accepted that, despite a late-race safety car, he didn't have the pace to threaten dominant race leader Bjorn Wirdheim.

As the Swede eased off at the finish to celebrate with his Arden crew, Kiesa flashed passed. Wirdheim had become so caught up in his desire to share the moment with his team that he'd slowed down before dealing with the small matter of actually taking the chequered flag to win the race.

"I saw Bjorn drive over to the pitwall and wave at the team, and I thought I would do the same thing," remembers Kiesa.

"I didn't back off much as I waved. I thought it was a little strange that I was getting the chequered flag while Bjorn was behind me.

"I asked where I'd finished on the radio, but no one said anything. I could see on the big

screen that the team [Den Bla Avis] was cheering like mad, but thought it was for second.

"Then I came to Casino and I could see there were some Danish guys trying to climb the fence with a flag. Then I saw another big screen with my name on top and I realised that I had won."

Wirdheim had thrown away victory in the one F3000 race that really mattered, and he wasn't happy with himself.

"I didn't really speak to him after the race," adds Kiesa. "He was just swearing and saying, 'I can't believe this, I can't believe this'. Every time we got near each other we didn't have an actual conversation because he was busy being gutted!"

Wirdheim's Monaco blunder loomed larger on his CV than his runaway title victory, and he never started an F1 race despite a year as Jaguar tester in 2004.

As for Kiesa, his only F3000 win laid the foundations for a graduation to F1: he competed in the final five races of '03 with Minardi.

"It was awesome to win at Monaco," he recalls. "That was what gave me the F1 opportunity with Minardi later that year." ❧



THIS WEEK IN...



MAY 22 1986

ONE HALF of the cover hailed Rick Mears's 216.828mph pole lap during qualifying for the 70th Indy 500.

Ex-F1 world champion Mario Andretti fared less well – bending his Newman/Haas Lola after a rear suspension failure at Turn 3 pitched him head-on into the wall.

The other half depicted the Derek Warwick/Eddie Cheever win for Jaguar in the Silverstone 1000Km, helping to promote our 52-page Le Mans 24 Hours guide.

Inside we mourned Brabham F1 driver Elio de Angelis – killed in a testing accident at Paul Ricard. Grand prix editor Nigel Roebuck's obituary paid tribute to the "sensitive, popular and civilized" Italian, who won two grands prix in 108 starts.



NEXT WEEK



Why Renault ace is top of Ferrari's wanted listed

ROBERT KUBICA

Watch your back Felipe Massa!

On sale May 27

PLUS

Lotus: best new team;
Indy 500 preview; GT1
Brno; DTM Vallelunga

FRANK GARDNER

■ European F5000, Oulton Park ■ September 18, 1971 ■ Lola-Chevrolet T300 ■ Title-winning drive



Gardner tackles Oulton's Cascades in the Lola T300

IT IS NOT an easy choice to pick a race of my life. I never think of things like that. I never look back over my shoulder. It's more important to me to do well at the next race than look back.

I have fond memories of racing with Mike Hailwood for the Rothmans European Formula 5000 title – at Oulton Park.

Those were the days of Peter Gethin, David Hobbs, Brian Redman, Hailwood and me. Up to then Gethin had dominated F5000 with the McLaren. I was development engineer for Lola and Eric Broadley and I had re-designed the car half-way through the season, because it was obvious it was a little obsolete. We dropped one model and built another. We got the Lola running well and my car was a considerable contribution to that victory at Oulton.

The only other person who could have won the championship was Hailwood and it was basically a game of: "To finish first, first you must finish."

Races are always against yourself rather than the opposition. You can get a bloody orangutan to press an accelerator – and do an awful lot

"It was probably one of Hailwood's better drives and to beat him that day was indeed an achievement"

of damage. The skill is how intelligently you use these lethal bits of equipment. One of the biggest lessons is not to leave your brains in the pits. Winning by two car lengths is more economical than winning by six car lengths. I've never met a thick champion. They are all thinkers and they really are quite analytical. Mike was a bloke full of natural talent. He should have driven cars a lot

better, but he never quite got established in the car world relative to his talent in bikes.

I don't think there was anything more than six car lengths between us for the entire distance of the race. I knew that if I tried to extend and move away I would burn the equipment. It was a very hard race. He was hanging on but he didn't quite have the power or the braking ability – because I'd checked it out

to see if he could jump me. I knew as the fuel load went down I was going to get a bonus, but I always kept that in reserve.

That was probably one of Mike's better drives and, because he drove so well that day, to beat him was indeed an achievement. It's never nice to have a shallow victory. You always like to think, 'I earned that one'. That victory was the one which sticks in my mind for a million little reasons. I felt a whole heap of little things which all combined. The championship was in the balance and we won it – added to the fact that Lola had made a fair old contribution and it was a payback for the people who stood behind me. ❧

Originally published on January 10, 1991

IN PROFILE



AUSTRALIAN FORMER bike racer Frank Gardner moved to cars in the early '50s. He came to England at the end of that decade to campaign a Formula Junior Lotus for Jim Russell. He graduated to F1 with a Brabham, contesting eight GPs in 1964/65. A switch to touring cars and sportscars led to huge success with Ford and Chevrolet, including three British Touring Car titles. He returned to Australia after winning the '71 European F5000 title, eventually running BMW's tin-top programme. He died in August 2009, aged 78.

**NEXT
WEEK**

**Walter
ROHRL**



The Make Cars Green Campaign consists of 10 points for greener motoring encouraging drivers to think green before they drive. For details on the other 9 points please visit www.makecarsgreen.com

Check your tyre pressures frequently.

A correctly inflated tyre increases the grip on the road
and therefore is not only a greener, but a safer tyre.

A close-up, low-angle shot of a Bridgestone racing tyre. The tyre has a prominent green stripe around its circumference. The word 'BRIDGESTONE' is written in large, white, bold, sans-serif capital letters across the side of the tyre. The background is a blurred green, suggesting a forest or trackside environment.

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Our passion for the very best in technology, quality and service is
at the heart of our commitment to you wherever you are in the world.
Bridgestone wants to inspire and move you.

The Bridgestone logo, featuring a stylized 'B' with a red and white design, followed by the word 'BRIDGESTONE' in black. Below it, the tagline 'PASSION for EXCELLENCE' is written in a smaller, italicized font.

tracks More opportunities racing champions value cars



The **Skip Barber Karting Scholarship Shoot-out**, 3-6 December at Mazda Raceway Laguna Seca, is the largest and single most important event for karters transitioning into race cars. The event will award more than **£135,000** in scholarships, with the largest prizes being a pair of full-season drives in the 2011 BFGoodrich/Skip Barber National Presented by Mazda; courtesy *MAZDASPEED* Motorsports Development and a grant from the FIA Motor Sport Safety Development Fund. A seat in the Shoot-out costs less than **£1,500**. Application deadline is 30 September. Call or click for more information or to get your application today.

SKIPBARBER.COM/KARTINGSHOOTOUT

UK 01274 662538

