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F1 DRIVER MARKET LATEST

THREE-WAY FIGHT FOR FERRARI

Mark Hughes rates the contenders for a place next to Alonso in 2011



MASSA



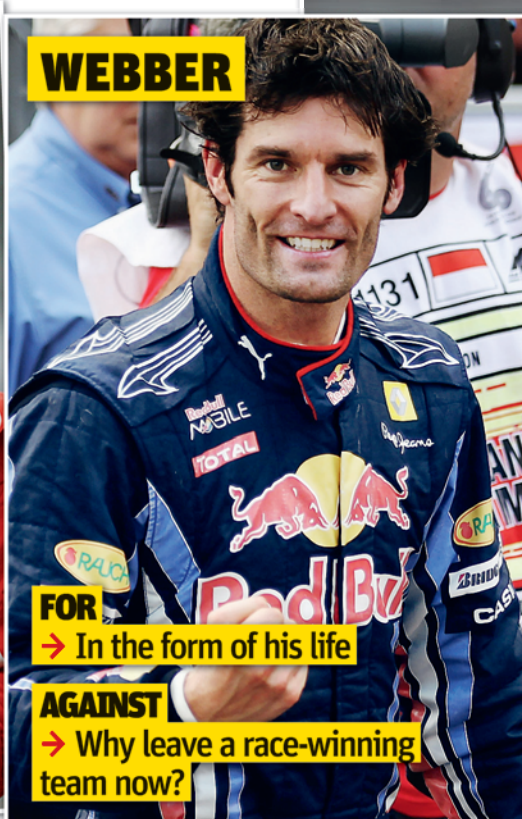
FOR

→ Loved by the team

AGAINST

→ Struggling to match Alonso's pace

WEBBER



FOR

→ In the form of his life

AGAINST

→ Why leave a race-winning team now?

KUBICA



FOR

→ Faultless in 2010

AGAINST

→ Might consider Ferrari a backwards step!



PLUS

Lotus blossoms

F1 new boys are on the road to success

Indy 500 Castroneves on pole

WTCC Priaulx back on top

F2 Palmer wins again

Brit F3 Webb's maiden victory

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"I wanted to go out there and put on a good show and, as Danica would say, 'It's not my fault'"

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227.970

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Teddington Studios, Broom Road, Teddington, Middlesex TW11 9BE, UK.
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

SPECIAL CORRESPONDENT

Adam Cooper
adam.cooper@haymarket.com

TECHNICAL CONSULTANT

Gary Anderson

TECHNICAL EDITOR

Giorgio Piola
giorgio.piola@haymarket.com

NEWS GRAPHICS

Alan Eldridge

CARTOONIST

Jim Bamber

CORRESPONDENTS

ARGENTINA

Tony Watson

AUSTRALIA

Phil Brangan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lito Cavalcanti

FINLAND

Esa Iiloinen

GERMANY

Rene de Boer

ITALY

Roberto Chinchero

JAPAN

Jiro Takahashi, Len Clarke

NEW ZEALAND

Bernard Carpenter

RUSSIA

Gregory Golyshev

SOUTH AFRICA

Richard Asher

SPAIN

Raimon Duran

SWEDEN

Tege Tornvall

USA

Jonathan Ingram, Bruce Martin, David Phillips, Diego Mejia, Robin Miller, Jeff Olson, Jeremy Shaw.

UK & EIRE

David Addison, Joshua Barnett, Ben Bostock, Dud Candlen, Jonathan Crawford, Kerry Dunlop, Leanne Fahy, Paul Jurd, Linda Keen, Paul Lawrence, Adam Leveridge, Marc Orme, Graham Read, Peter Scherer, Ian Sowaan, Oliver Timson, Ian Titchmarsh, Matt Upton, Eddie Walder, Tim Whittington, Richard Young

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

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@imsnews.com

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

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

BACK ISSUES

Tel: 08456 777 817
DIRECT MARKETING EXECUTIVE
Karen McCarthy, ext: 5655
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

HAYMARKET CONSUMER MEDIA

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

EDITORIAL DIRECTOR

Mark Payton

DESIGN DIRECTOR

Paul Harpin

CIRCULATION TRADE ENQUIRIES

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

CHIEF EXECUTIVE

Kevin Costello

STRATEGY AND PLANNING DIRECTOR

Bob McDowell

POLE POSITION

ART's designs on F1 grid slot are welcome



US F1'S FAILURE to make the grid this season has left open a place in the 2011 Formula 1 line-up.

But having witnessed the struggles Lotus, Virgin and HRT have endured just to fight over last place, is the 13th slot more poisoned chalice than golden opportunity?

With the best will in the world it's hard to see how either Stefan GP or Epsilon

Euskadi could do anything other than replicate the travails of this season's newcomers; in fact, they'd probably give all three a welcome boost up the competitive order.

But the statement of intention from ART to evaluate an F1 programme should be taken far more seriously. Fred Vasseur's squad, which is co-owned by Nicolas Todt, has proved itself to be the best team outside of F1 for the past decade. Its record of success in GP2 and F3 Euro Series is unrivalled. If any team should be considering a move to F1, it's ART.

Vasseur has always maintained that he wouldn't risk his hard-earned reputation by racing at the back of the grid, so the cash injection new investors have given the team must be substantial. As F1 enters a new independent-led era, ART could be the true heir to the Williams mantle.

Andrew van de Burgt, editor

BAMBER'S WEEK





FORMULA 2

No Jokinen around, as Johan prepares to land

Monza's Rettifilio chicane was the scene of plenty of action when the FIA F2 boys were in town last weekend. Johan Jokinen (17) takes a flight over Philipp Eng, a contretemps sparked by fellow series frontrunner Dean Stoneman who escaped the chaos to finish fourth.

Picture: F2

➞ **P66** PALMER'S F2 DOUBLE



Red Bull rivals in race for pace

McLaren and Ferrari redouble efforts amid concerns that chances to catch Red Bull are dwindling. By EDD STRAW

Ferrari and McLaren have accelerated their development programmes amid fears that Red Bull's performance advantage is already too big to overcome.

The Milton Keynes outfit dominated on two circuits at either end of the characteristics spectrum in eight days: the heavily aerodynamics-dependent Barcelona and low-speed Monaco, which puts a premium on mechanical grip.

Although both McLaren and Ferrari publicly remain bullish about their development programmes, there are grave concerns in private that Red Bull could be uncatchable this year.

Neither Ferrari nor McLaren have established themselves as Red Bull's main threat this year, with the battle to be best of the rest ebbing and flowing during the first six GPs.

Aerodynamic development is the key to performance, specifically the addition of efficient downforce. Ferrari's and McLaren's progress over the next four races – up to and including the British GP in July – will give a clear indication as to whether Red Bull is catchable, or if the RB6's key features, including pullrod rear-suspension mated to a compact gearbox and well-packaged double diffuser, mean that the die is already cast.

McLAREN

STRENGTHS Has optimised its f-duct design, a concept included in the original car plans, so is strong on top speed without compromising downforce. Has outdeveloped Ferrari since the season-opening Bahrain Grand Prix.

WEAKNESSES McLaren's outright downforce levels still lag behind Red Bull's. Long wheelbase is a disadvantage on tighter tracks.

McLaren has a package of aerodynamic tweaks for Turkey, unlikely to be worth much more than the two-tenths improvement teams expect at most races, and will have a similar package for the Canadian Grand Prix. A key moment will be the introduction of a major package either for the German or, more likely, the British GP in July.

Lewis Hamilton admitted after the Monaco Grand Prix that Red Bull "have been so quick, they didn't even push in this race," reflecting a feeling within the team that if Red Bull is to be caught, McLaren's mid-season upgrade needs to produce a substantial step forward.

FERRARI

STRENGTHS The Ferrari F10 has been more consistent than the McLaren, giving the team a more stable platform to build from. It also showed well on top speed in Spain, as it makes progress its f-duct. This is despite suffering a small power loss through the engine modifications it introduced for reliability reasons.

WEAKNESSES The F10 has proved to be more sensitive to the Bridgestone tyre selection than its rivals, a problem that has particularly hit Felipe Massa on harder compounds. Weaker than McLaren in high-speed corners.

Ferrari has lost momentum since its one-two in Bahrain and team boss Stefano Domenicali is hoping significant downforce can be added to the car in the next two months.

"It is the area where we have to do a step ahead, because there are some other tracks where this will be fundamental and we cannot run the risk of having a not very efficient car," he said.

The race is now on to see which of Red Bull's pursuers can make good on its promises to catch up.



MERCEDES RAMPING UP

MERCEDES MOTORSPORT boss Norbert Haug has admitted that Red Bull's dominance has forced his outfit to work harder to close the gap to the front.

The German marque lies fourth in the constructors' championship, 78 points behind Red Bull. Haug is adamant that it is catchable despite his team's disappointing start to the season, and admits the team will redouble its efforts.

"Dominance makes the others work harder," Haug told AUTOSPORT. "Rule number one in F1 is dominance is not forever. If that was the case, we would still be dominating with McLaren."

"Well done to Red Bull, they have done a good job and deserve their

victories. But you just have to work hard to build things up."

Mercedes will revert to the longer wheelbase that it ran in Spain for this weekend's Turkish Grand Prix, and could also run an active version of the f-duct concept after running a passive version since China. The MGP W01 will also feature a number of minor aerodynamic tweaks to improve downforce and aero efficiency.

The team started the season on the back foot partly because of the lack of funds to develop the 2010 car in the middle of last season while fighting for the title in its Brawn guise.

 **P18 TURKEY PREVIEW**



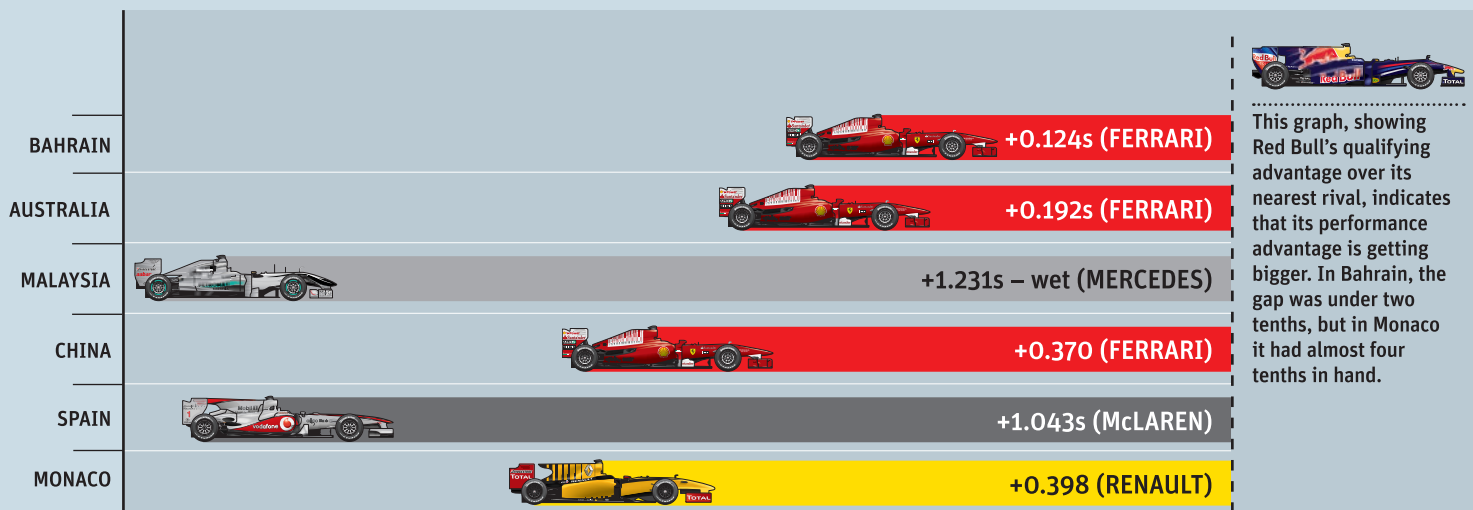
Red Bull RB6 currently has an aero advantage

CONSECUTIVE POLE POSITIONS

RED BULL can extend its run of consecutive pole positions to seven in Turkey, making it one of only four constructors to achieve that feat. Two omens don't bode well for the opposition: every time that a team has managed seven consecutive poles it has resulted in a world championship win. And the record is held by the Adrian Newey-designed Williams FW14B and FW15.



RED BULL'S QUALIFYING ADVANTAGE



US track closes on 2012 deal

Pre-agreement signed between Formula 1 boss Bernie Ecclestone and Monticello circuit near New York for US race in 2012. By EDD STRAW

TRACK DETAILS
CIRCUIT LENGTH 4.1 miles
CORNERS 22
OPENED July 2008



Mooted United States Grand Prix venue Monticello Motor Club has a pre-agreement in place with Bernie Ecclestone to hold a race as early as 2012.

Although the circuit, located 90 minutes from New York, still has to raise much of the \$150 million needed to upgrade the four-mile layout to F1 standards, Monticello Motor Club chairman Bill McMichael has confirmed that a preliminary document has been signed.

"We have a letter of understanding between our organisations on what Formula 1 would like to do and what we would like to do. We continue to negotiate a formal agreement, but it's not done yet."

The MMC specialises in trackday and corporate activities and has not held a racing event since opening in 2008. The club is hoping to fund modifications to the track and the facilities to accommodate 125,000-150,000 spectators through public money and private investment.

"A significant portion would be publicly funded or some type of debt service," said McMichael. "The private track does have some liquidity and some equity investors who are interested in F1. It would be a combination, but what the combination entails I don't know."

"We are pursuing a 2012 event. We already have a track, the land and local approvals, so it's just a matter of

working out some of the details on how to accommodate all of those spectators. As a private club, we are not in a position to handle that volume of spectators, but we are confident we would be by 2012."

The 4.1-mile track configuration would remain largely unchanged, and has already been inspected by F1 track supremo Hermann Tilke. Based on Tilke's feedback, McMichael believes that limited changes would be needed to the circuit itself.

"We'd be looking at widening the track in some areas a bit to help passing, and other than that we will just tweak two or three turns," he said. "We'd need to do quite a bit in terms of safety systems and run-off, but the

track is certainly something that we can get done by 2012, no problem."

A return to the US is understood to be a priority for Ecclestone, with the most recent race in the country held at Indianapolis in 2007. The MMC proposal is one of several possible projects in the USA, and appears to be a credible one, despite the venue not having a racing pedigree.

For the race to happen in 2012, a deal would need to be completed by the end of this summer. McMichael estimates the average economic benefit of a F1 race to an area to be \$130 million a year, a fact that is at the heart of the search for funding from government agencies needed to make the race happen.

Drain blamed for Rubens crash

WILLIAMS TECHNICAL director Sam Michael has called for Monaco organisers to ensure that drain covers are properly secured after discovering that Rubens Barrichello's crash was caused by one coming loose.

Barrichello struck the drain cover, which was not sitting flat on the ground, with his left-rear, putting him heavily into the wall approaching Massenet. Williams suspected a part failure (AUTOSPORT, May 20), but a subsequent investigation revealed the drain cover to be the cause of the problem.

"The weight of those covers is pretty significant, so they need to be welded or bolted down properly," Michael told AUTOSPORT. "The

cover that Rubens hit wasn't fixed at all. It's frustrating, but these things happen and if we can avoid it happening in the future, that's what we need to do.

"We went through the high definition video that we got from FOM, which included on-board from

Vitantonio Liuzzi's car, and you can clearly see that the cover had come up."

That accident, and Nico Hulkenberg's heavy impact in the tunnel on the first lap of the race have forced Williams to revert to its Barcelona-specification front wing.

"We've got a few new

mechanical parts, and aero-wise we've just got a new rear brake duct," Michael added. "We've had to go back a step on our front wing because we lost both of them in the crashes at Monaco and haven't had time for new ones. Then we will have a new design for Canada."



Monaco drain covers were not properly fixed

BOTTAS SAMPLES THE BIG LEAGUE

Valtteri Bottas drove an F1 car for the first time in a straightline test at Silverstone on Monday. Williams signed the Finn as a test driver during the winter



Liuzzi confident after Monaco form

VITANTONIO LIUZZI is confident that his qualifying problems are behind him after a "turnaround" at the Monaco Grand Prix.

The Italian outqualified team-mate Adrian Sutil for the first time in 2010 after a season blighted by a lack of rear grip on low fuel loads.

The team has been happy with his race performances this season, during which he has claimed three points finishes, but he had been

under pressure to up his game in qualifying. His improved Saturday speed has allayed concerns that he could be replaced by test driver Paul di Resta.

"It was a turnaround," Liuzzi admitted to AUTOSPORT after his Monaco performance.

"We had to make a compromise on the balance and the set-up of the car and it worked.

"We have to understand if it works for the high-speed circuits,



Liuzzi outqualified Sutil for Monaco GP

but it has been a good change. We have had some good ideas, and now we have to adapt if for the other circuits."

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com



Formula 1 *must* be in the United States. The teams want to be there and a 'US GP-lite' in Canada is a fob-off. It's often said that F1 has never found a foothold in America, which is rubbish. It has had footholds, but usually squandered them with faragos like the 2005 Indianapolis tyre debacle or tacky, Phoenix-style round-the-houses boredom.

A New York event is a great idea, and in our minds' eyes the cars run through Times Square, Central Park and past the Statue of Liberty. But the geographical impossibility of that proposal is dwarfed by the practical objections. Nonetheless, New York is a good fit for F1 and that makes Monticello Motor Club's proposal for a race in upstate New York an engaging one.

I'm not saying it will happen, but the basic idea is good. Forget Indianapolis, where F1 will always be overshadowed by the 500, and try to establish something new and exciting. Make F1 the centerpiece, not the sideshow.

But what *should* happen in F1 and what *will* happen don't always align. Ever since the

curate's egg that was the world championship points-paying Indy 500 of 1950-1960, F1 and the US of A have been an uneasy fit.

It needs to work for the sport to enhance its global credibility, and to do that it must stand on its own two feet rather than on the shoulders of giants like NASCAR and the Indianapolis 500.

F1 needs a race in the USA



ROLL OF HONOUR

A record number of venues have hosted US GPs (including 11 points-qualifying Indy 500s) since 1950. Nine different circuits have hosted the nation's GP, more than any other country

Watkins Glen (20) • Indianapolis (8 + 11 Indy 500s) • Detroit (7) • Phoenix (3) • Las Vegas (2) • Dallas (1) • Riverside (1) • Sebring (1)

Watkins Glen hosted 20 F1 grands prix





ART could move up from GP2 if a deal can be done

ART considers Toyota tie-up

Single-seater powerhouse evaluating possible 2011 Formula 1 entry using Toyota technical resources

ART Grand Prix has held preliminary discussions with Toyota about a possible technical tie-up, should the French team step up to Formula 1 next year.

The French GP2/F3 superteam has had talks with the Japanese company as it works on establishing a firm technological base for an F1 project, and has ruled out green-lighting its mooted entry unless it is certain of being able to run competitively in its first year.

It is not clear what form an agreement with Toyota would take,

although using the stillborn TF110 design as a base for its 2011 car could be a logical move. But Toyota also has vast experience in F1 and could supply specific systems and expertise rather than a complete car.

A deal between ART and Toyota is far from certain, with team principal Frederic Vasseur confirming that it is just one of the options being looked into.

"We have had some discussions with Toyota," Vasseur admitted to AUTOSPORT. "The opportunity is a good one. For the people in the

team, the investors, the shareholders and even the mechanics, we have to look at it. Toyota is an interesting opportunity, but I'm going to look at all possible solutions and then propose something to the investors."

ART lodged an expression of interest with the FIA in April, and will make a final decision in the coming weeks as to whether it will complete the final application due by the end of June. Vasseur insists that his team, which he co-owns with Nicolas Todt, would not

countenance the move into F1 if it could not be on the pace.

"It makes no sense if we cannot be strong and have a good technical package," said Vasseur. "If we can't do it properly, we will not do it and will stay in GP2, GP3 and F3. We are working on the technical side, on the budget side. We will see in the next few weeks if we can do something strong. It makes no sense to do it with a small budget."



P30 F3 MERGER PLANS

ART GRAND PRIX CHAMPIONSHIPS

ART was created by ASM boss Frederic Vasseur and Nicolas Todt for GP2 in 2005. ASM, formed in 1991, was effectively the F3 branch of the team until it moved under the ART banner in 2008.



2005

GP2 Nico Rosberg
F3 Euro Series Lewis Hamilton (as ASM)



2006

GP2 Lewis Hamilton
F3 Euro Series Paul di Resta (as ASM)



2007

F3 Euro Series
Romain Grosjean (as ASM)



2008

F3 Euro Series
Nico Hulkenberg
GP2 Asia Romain Grosjean



2009

GP2 Nico Hulkenberg
F3 Euro Series Jules Bianchi

Engine cover rules to change

THE FORMULA 1 technical working group has agreed to ban the engine cover fins connected to the rear wing as part of a raft of rule changes for the 2011 season.

The move has been made as part of a set of changes designed to outlaw the f-duct concept, as some teams have been directing airflow through a duct in the top of the anvil wing and onto the rear wing as

part of its stall system.

Teams will still be allowed to run extended engine covers, but an exclusion zone believed to be approximately 300-400mm at the base of the rear wing plane will prevent the two from connecting.

In addition to this change, the TWG has also approved regulations banning any driver influence on the aerodynamics of the car,

which should ensure that any derivative of the f-duct concept is now impossible. It is understood that several changes were made to the mooted rules package when another loophole was found and closed.

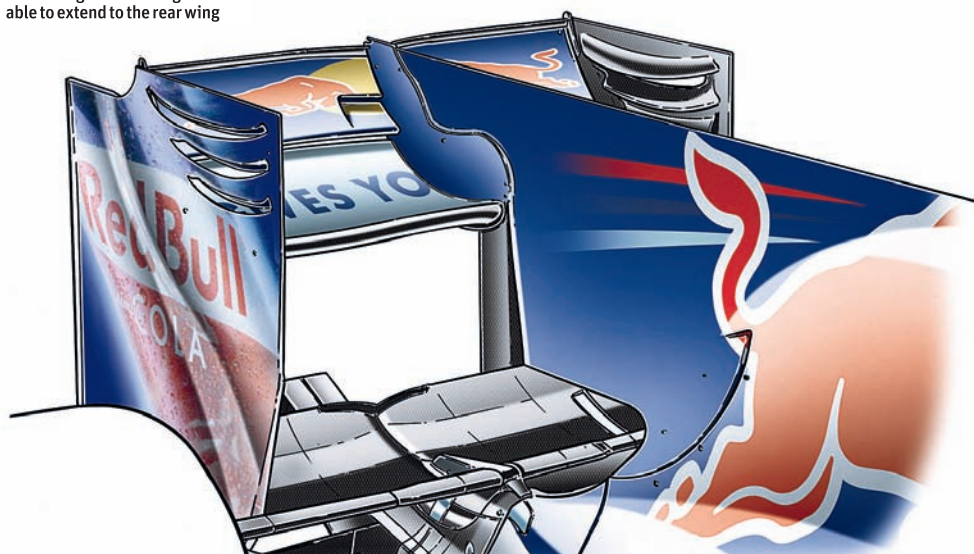
The TWG also held further discussions about the re-introduction of KERS for 2011, and also evaluated proposals for improved underside intrusion panels as a

safety measure.

The TWG has also been looking into further changes to the aerodynamic regulations for next year, with a possible reduction in the front-wing size to reduce downforce under consideration.

This would work in tandem with the ban on double diffusers to slash downforce with a view to increasing overtaking in 2011.

'Anvil wings' will no longer be able to extend to the rear wing



Hopes for US team

PARRIS MULLINS, advisor to YouTube co-founder Chad Hurley, is evaluating the possibility of buying into an existing Formula 1 team.

Mullins, who played a key role in Hurley's last-ditch attempts to save US F1, has ruled out a new start-up operation, but is keen to get involved in F1. It is not clear with which team a deal could be struck.

"I am part of a project that is trying to enter the sport," he said. "I can't give away any specifics, but I don't believe a start-up team is possible. I would be lying if I said that I haven't been exploring other ways of entry into this sport – but of course by means of a much more realistic and sustainable project."

Toro Rosso has been available to buy into for several years, but a strong enough buyer has not yet been found.

Mercedes forced to drop appeal

MERCEDES HAD no choice but to drop its appeal against Michael Schumacher's Monaco Grand Prix penalty as it would not have been admissible in any FIA International Court of Appeal hearing.

Despite the FIA accepting "a lack of clarity in the application of the rule prohibiting overtaking behind the safety car", Schumacher would not have been able to regain the sixth place that he lost when he was hit with a 20-second penalty in lieu of a drive-through. Such penalties cannot be protested even though, according to AUTOSPORT's analysis (see



COATES/LAT

AUTOSPORT May 20), Mercedes had a strong case.

The FIA has asked the F1 Sporting Working Group to redraft regulation 40.13, which is designed to allow a race to finish under safety-car conditions without the finish photographs being spoiled, and will consider the proposed amendments at the World Motor Sport Council meeting in June.

THIS WEEK IN F1



MERCEDES The team will run a more advanced version of its f-duct concept in Turkey. Since China, it has been running a passive version of the system, but could have a fully-operational design this weekend.



RED BULL Team owner Dietrich Mateschitz has opened up the possibility of Red Bull taking on a title sponsor. "As soon as Red Bull Racing is recognised as an established team, a title sponsor could be possible," he said.



McLAREN Lewis Hamilton has been charged for the "hooning" incident that took place on a public road during the Australian GP weekend. The hearing has been scheduled for August 24, with Hamilton not expected to attend.



FERRARI The Scuderia has confirmed that the chassis crashed by Fernando Alonso – number 283 – is beyond repair. He will use a new chassis for this weekend's Turkish Grand Prix.



WILLIAMS Williams is expanding its Williams Technology Centre in Qatar, with the appointment of a chief engineer for its F1-inspired flywheel project.



SAUBER The team has confirmed that Pedro de la Rosa's retirement in Monaco was caused by a hydraulic pump failure. Kamui Kobayashi's early exit was triggered by a problem with an internal gearbox part.



RENAULT Team principal Eric Boullier has warned that the team is unlikely to repeat its podium-finishing form in Turkey. "Istanbul Park is a circuit with completely different characteristics to Monaco," he said.



FORCE INDIA Vitantonio Liuzzi fears that the Silverstone-based team might struggle to get back on terms with Renault in the battle for fifth in the constructors' championship. Force India currently lies 35 points behind.



TORO ROSSO Jaime Alguersuari demonstrated the Red Bull show car in the Dominican Republic last week. More than 200,000 fans turned out to see the F1 car in action on Juanillo-Cap Cana beach.



LOTUS Lotus has switched its focus to the design of its 2011 challenger in a bid to step up into points contention. "We are very much concentrating on 2011," said chief technical officer Mike Gascoyne.



HRT Team principal Colin Kolles has confirmed that Geoff Willis, currently with the team as a consultant, is set to oversee the design process of the 2011 HRT racer.



VIRGIN Lucas di Grassi will finally get his hands on a revised VR-01 in Turkey this weekend. The team has been running two different-spec cars since Timo Glock gave the first updated version its debut in Barcelona.

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Straight talk David Coulthard

Britain's all-time leading F1 points scorer

Red Bull is clearly winning the F1 development war. Can anyone catch up? And can Sebastian Vettel match team-mate Mark Webber?

After the tight and twisty confines of the Monaco streets, Istanbul Park is a step back towards a Barcelona-style track – it's very similar in its demands. The opening two sectors are dominated by medium- and high-speed corners, the most famous being Turn 8, and the end of the lap comprises Mickey Mouse-type corners, first and second gear.

The big question now is can the opposition out-develop the current technical advantage that Red Bull has? The demands of the different tracks, coupled with Bridgestone's choice of compounds, will mean some

RED BULL RED HOT

A 1-2 finish in Monaco was a very significant and historic day for Red Bull. After suffering reliability issues in the opening races, it came to Monaco – a track with its own unique set of demands in that regard – as well as the requirement of barrier-brushing that goes with it.

As the cars develop, they give overall performance benefits. It might make your car more difficult to drive, but laptime is king, so you accept that. Clearly, the Red Bull development path is inspiring Mark Webber, and has deflated Sebastian Vettel slightly.

THE SCHUEY SITUATION

Michael's last-lap 'pass' on Fernando Alonso proved the adage: once a racer, always a racer. You don't lose that. If we take things at face value, what Michael has lost is a bit of his speed. It's like an ageing boxer: he doesn't lose the thought process and ability to throw a dummy left and a right upper-cut. What he loses is the hand-speed to deliver it, and because of that he's getting punched on the nose!

He read the situation that presented him with an opportunity to benefit – classic Michael. It's not an issue that

“Mark Webber is riding the crest of a confidence wave”

cars are suited better or worse, but really it's the upgrades and development work that really drives this war.

If you were new to watching grand prix racing, and the past two races were the first you'd ever seen, you'd be under no illusions that Mark's the man most likely to win the upcoming races. He has always been a very quick and naturally gifted racing driver, and he's one of the most grounded of the guys out there on track, so he knows not to get ahead of himself.

He's come into his confidence zone, and obviously feels comfortable with everything that's around him. Now he needs to stay there, so he delivers that performance subconsciously. He's riding the crest of a wave, but the moment he starts thinking about winning the championship, a bit like we saw with Jenson last year, suddenly it can all become a bit more mechanical. Leading requires a different mentality to chasing.

Damon Hill was advising the FIA stewards on this incident. The stewards have the rulebook, and it was they who decided the pass was illegal. I don't think there was any Joker versus Batman situation here.

Having said that, it makes no sense to me to have a safety car come in, and for F1 cars to be forbidden to overtake before the chequered flag. Leave the safety car out if you don't want people to overtake. If it's as simple as making it look like the cars are racing to the finish, when they're not really, then I'm sorry – this isn't wrestling. This is a sport with a sophisticated audience.

The rule has been clarified so the referee blows his whistle, you play on, but you're not allowed to score a goal, even though there's 10 seconds to go. What rocket scientist thought that up? Obviously one who doesn't race... ❧



Splashdown: Webber and Vettel celebrate in Monaco

TRACK GUIDE



Turkish GP: the inside line

A selection of F1's leading lights share their thoughts on the Istanbul Park circuit - and the challenge of Turn 8

Istanbul has become famous for one thing since joining the F1 calendar back in 2005 - the daunting, multi-apex left hander that is Turn 8. The rest of the track pales into insignificance in the shadow of Turn 8, which is the most popular topic of conversation among drivers when they talk about the Hermann Tilke-designed track.

"Istanbul is a favourite track of mine. It has a good layout; the corners all flow nicely into each

other which creates a smooth rhythm," says Rubens Barrichello.

"Because the circuit runs anti-clockwise, the left-handers can be quite a challenge on your neck muscles but we all do extra training to compensate for that.

"Personally, Turn 8, a high speed, triple apexer, is the best part of the track as it's a real test."

But does it deserve to be regarded in the same bracket as Spa's Eau Rouge or Suzuka's daunting 130R?

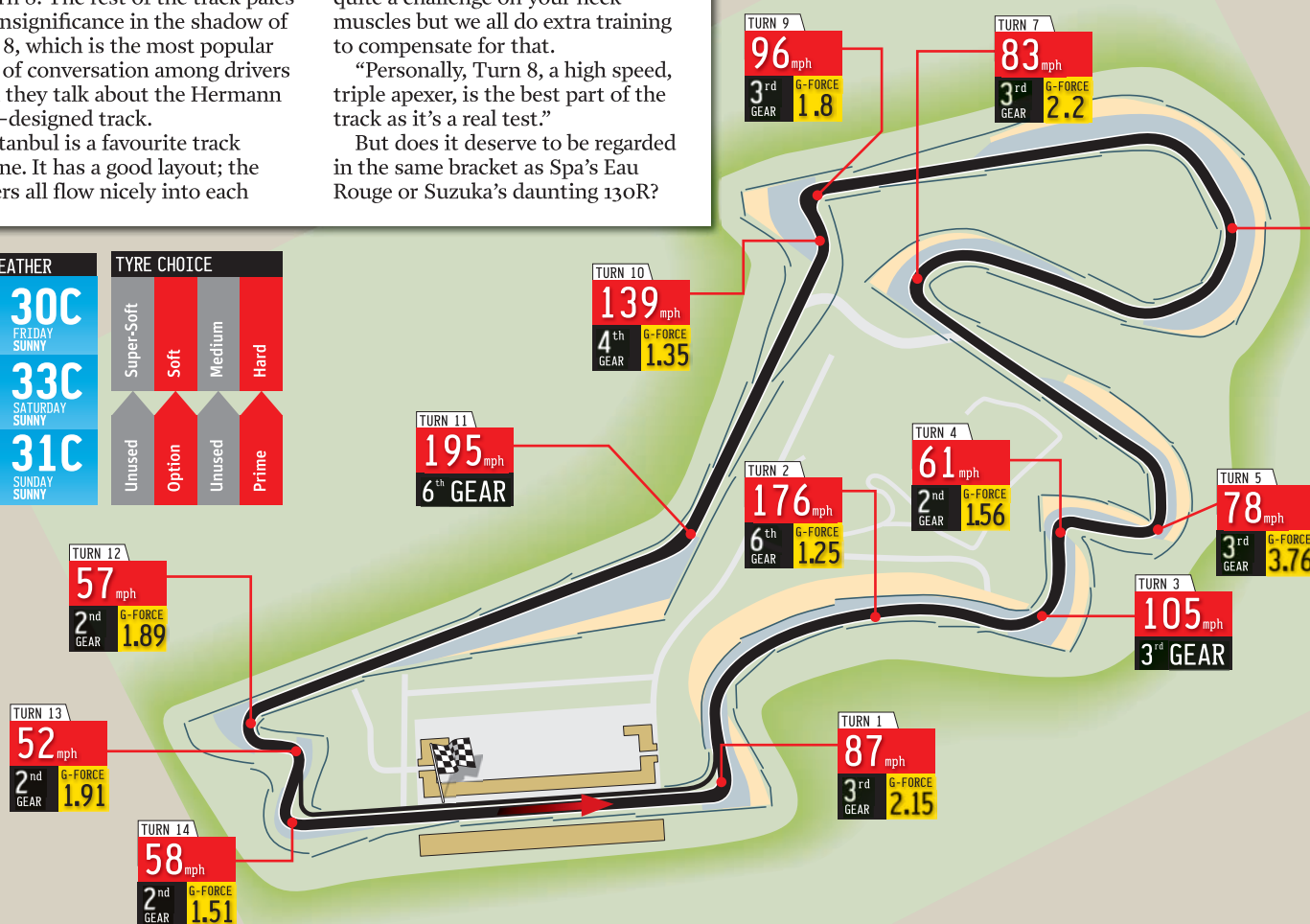


TURKEY WEATHER

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	33C SATURDAY SUNNY
	31C SUNDAY SUNNY

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TURN 8

162 mph

TIME IN CORNER
7secs
6th
GEAR
G-FORCE
4.28
FLAT IN
QUALIFYING
DAVID COULTHARD

It takes a while to sight your line on entry and you have got to get a feel for where to position the car on turn-in to suit your car. It depends on how low your car runs – some take it tighter, some wider. The key for me was the first apex and making sure that I didn't run wide onto the kerb in the third part of the corner. Get those two points right and the rest of the corner just happens. It's physically tough and I'll be surprised if anyone isn't resting their head towards the end of the race. Your body is strapped in place, but your head has the weight on it and is pushed around by the g-force levels and the bumps.

ADRIAN SUTIL

It's one of the best corners in F1. Turn 8 is a very challenging and in qualifying should be flat this year but right on the edge. It's a never-ending corner and is very hard for your neck as we train for right-handers so at the end of the race we really feel it. It's a very safe corner and maybe that does slightly reduce the challenge because you know if you go wide it is no problem. A corner like that in Monaco would be a different story and you'd take it very easily! There are some bumps in the corner and you can sometimes have huge oversteer moments and go off.

NICO HULKENBERG

It's just a very long and quick left-hander, and there are more special corners than it in F1 – especially in the race with high fuel, when it won't be flat. Turkey is one of those circuits built from the ground-up, it's not a natural corner like Eau Rouge – even though that's flat these days. I don't think it's that special.

CLASSIC MOMENT: MASSA'S FIRST WIN

The 2006 season was Felipe Massa's first season as a Ferrari driver, and he spent much of it in the shadow of Michael Schumacher. But in Turkey he showed a glimpse of the emergence as a genuine topline that was to come. After shading Schumacher in qualifying for his first pole position, he led early on and capitalised on Schumacher having to queue behind him during a pitstop under the safety car and drop to third to have a clear run to a first win.


TRACK GUIDE

NUMBER OF LAPS	58	CIRCUIT LENGTH	3.317m	RACE DISTANCE	192.25m
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2009 POLE POSITION
SEBASTIAN VETTEL
 (1m28.316s)

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TURKISH GP PREVIEW



MARK HUGHES



After the low-speed demands of Monaco, F1 returns to a more familiar track configuration in Istanbul

Istanbul swings the car demands back to more conventional territory after the blip of Monaco, so with aero dominating we should expect the Red Bull's margin of superiority to have increased. Back to Spain levels? Maybe not.

Turn 8 is the only really high-speed aero corner, much of sector one is medium-speed, much of sector three slow. The key, as ever, will be keeping the golden grip of a new set of the softer tyres for a complete qualifying lap. Warm them too much on the out lap and they're gone by the end of the lap, not enough and the car will be bottoming through Turn 8.

Ferrari is due some significant upgrades, Red Bull's f-duct should be ready – so the margin between what, to date, have been the fastest and second fastest car will be interesting to monitor. How the tyre choice fits in with the demands of the circuit will then play a big part in individual performances – particularly at Ferrari, where a lot could hang on Felipe Massa's performance.

Also of interest will be the performances of Mercedes and McLaren after their respective upturn and downturn at Monaco. The McLaren was uncompetitive around the



Red Bull had a double podium in 2009

streets and perhaps it was simply too big. As the longest wheelbase car in the field, it was unwieldy but all that extra body surface means more potential downforce. By the same token, how much of the Merc's much-improved pace at Monaco was track specific? The team made a fundamental rethink on set-up philosophy and is keen to see how that translates to a conventional track. As for Renault, will Istanbul be a reality check after Monaco?

Questions, as ever, with answers that will lead to yet more questions.



P23 MPH: THE TYRE X-FACTOR

Key questions

What the Turkish GP will tell us

■ What will be the impact of Red Bull's f-duct?

■ Will Ferrari or McLaren be the strongest challenger to RBR?

■ Can Mercedes sustain its Monaco pace?



Mercedes was strong around Monaco streets

Massa loves Turkey – it's time to deliver



DUNBAR/LAT

GARY ANDERSON



SET-UP GUIDE

Turkey requires a stiff and stable set-up, especially through the very demanding triple-apex Turn 8. Stiff front suspension will offer support under braking, as many of these corners require braking into the apex without snapping into oversteer. Turn 9 and 10 are key as they lead onto the main straight, and if you have a stable car without the need for extra downforce you can get a tow up to the last complex. It is difficult to overtake into it, but it does allow a driver to plan an attack on someone and pass them through it as they basically run out of line and can't get the traction on the exit.

TV AND RADIO LISTINGS

FRIDAY MAY 7

0755-0935 Free practice 1 LIVE (BBCi & Radio 5 Live Sports Extra)

1155-1335 Free practice 2 LIVE (BBCi)

SATURDAY MAY 8

0855-1005 Free practice 3 LIVE (BBCi & Radio 5 Live Sports Extra)

1100-1330 Qualifying LIVE (BBC1 & Radio 5 Live Sports Extra)

SUNDAY MAY 9

1210-1520 Grand Prix LIVE (BBC1 & Radio 5 Live)

1515-1615 Grand Prix post-race forum (BBCi)

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. Edd Straw was outraged that a manhole cover cost him a return on his punt that Barrichello would score points in Monaco, but Mark Glendenning did nicely out of Liuzzi. This week, the odds are narrowing...



JONATHAN NOBLE GROUP F1 EDITOR

£10 Webber to win 5/2

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EDD STRAW F1 EDITOR

£20 Red Bull to win 8/13
£10 Schumacher top six EVENS

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£5 Massa each way 11/1

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-£20



MARK GLENDENNING DEPUTY F1 EDITOR

£5 Three Germans in the points 8/5

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£79

RACE ODDS

POS	DRIVER	TEAM
1	Jenson BUTTON	Brawn-Mercedes
2	Mark WEBBER	Red Bull-Renault
3	Sebastian VETTEL	Red Bull-Renault
4	Jarno TRULLI	Toyota
5	Nico ROSBERG	Williams-Toyota
6	Felipe MASSA	Ferrari
7	Robert KUBICA	BMW Sauber
8	Timo GLOCK	Toyota

Odds supplied by Skybet

2009 RESULTS

POS	DRIVER	TEAM
1	Jenson BUTTON	Brawn-Mercedes
2	Mark WEBBER	Red Bull-Renault
3	Sebastian VETTEL	Red Bull-Renault
4	Jarno TRULLI	Toyota
5	Nico ROSBERG	Williams-Toyota
6	Felipe MASSA	Ferrari
7	Robert KUBICA	BMW Sauber
8	Timo GLOCK	Toyota

POLE: Sebastian VETTEL (Red Bull) 1m28.316

Button capitalises on a first-lap error by Vettel to take the lead from the pole position man. A great middle stint from Webber allows him to steal second.

2008 RESULTS

POS	DRIVER	TEAM
1	Felipe MASSA	Ferrari
2	Lewis HAMILTON	McLaren-Mercedes
3	Kimi RAIKKONEN	Ferrari
4	Robert KUBICA	BMW Sauber
5	Nick HEIDFELD	BMW Sauber
6	Fernando ALONSO	Renault
7	Mark WEBBER	Red Bull-Renault
8	Nico ROSBERG	Williams-Toyota

POLE Felipe MASSA (Ferrari) 1m27.617s

Massa dominates the race despite Hamilton gambling on a three-stopper. A puncture after contact with Raikkonen costs Kovalainen a shot at victory.

2007 RESULTS

POS	DRIVER	TEAM
1	Felipe MASSA	Ferrari
2	Kimi RAIKKONEN	Ferrari
3	Fernando ALONSO	McLaren-Mercedes
4	Nick HEIDFELD	BMW Sauber
5	Lewis HAMILTON	McLaren-Mercedes
6	Heikki KOVALAINEN	Renault
7	Nico ROSBERG	Williams-Toyota
8	Robert KUBICA	BMW Sauber

POLE Felipe MASSA (Ferrari) 1m27.329s

Massa claims an easy victory ahead of Raikkonen, while Alonso claims third place after Hamilton suffers a tyre failure and drops to fifth place.

2006 RESULTS

POS	DRIVER	TEAM
1	Felipe MASSA	Ferrari
2	Fernando ALONSO	Renault
3	Michael SCHUMACHER	Ferrari
4	Jenson BUTTON	Honda
5	Pedro DE LA ROSA	McLaren-Mercedes
6	Giancarlo FISICHELLA	Renault
7	Ralf SCHUMACHER	Toyota
8	Rubens BARRICHELLO	Honda

POLE Felipe MASSA (Ferrari) 1m26.907s

Massa takes his first grand prix win, but Ferrari is denied a one-two by having to queue Schumacher behind the Brazilian in the pits under the safety car.

2005 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	McLaren-Mercedes
2	Fernando ALONSO	Renault
3	Juan Pablo MONTOYA	McLaren-Mercedes
4	Giancarlo FISICHELLA	Renault
5	Jenson BUTTON	BAR-Honda
6	Jarno TRULLI	Toyota
7	David COULTHARD	Red Bull-Cosworth
8	Christian KLIEN	Red Bull-Cosworth

POLE Kimi Raikkonen (McLaren) 1m26.797s

It would have been a McLaren one-two, but for Montoya suffering a final-lap off as a result of undertray damage caused by an earlier clash with Tiago Monteiro.

PACE COMPARISON

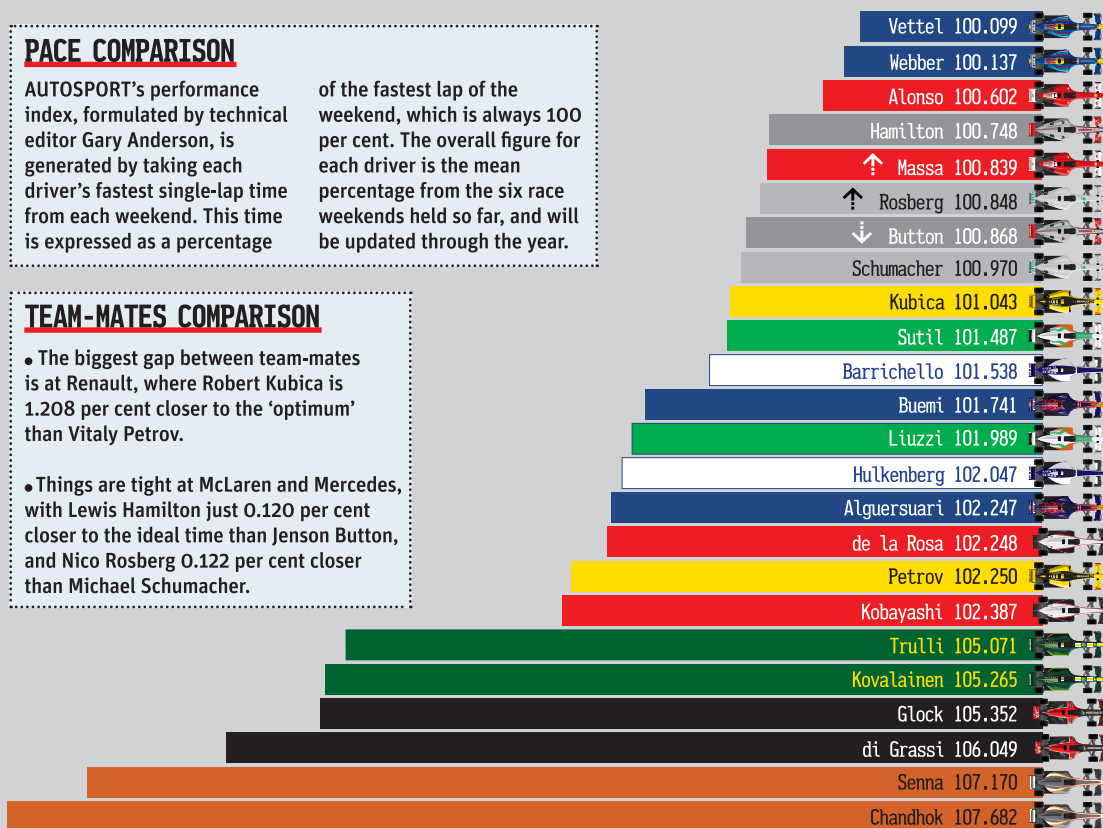
AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage

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

TEAM-MATES COMPARISON

- The biggest gap between team-mates is at Renault, where Robert Kubica is 1.208 per cent closer to the 'optimum' than Vitaly Petrov.

- Things are tight at McLaren and Mercedes, with Lewis Hamilton just 0.120 per cent closer to the ideal time than Jenson Button, and Nico Rosberg 0.122 per cent closer than Michael Schumacher.



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MPH Mark Hughes

AUTOSPORT grand prix editor

Drivers' reputations can take a knock if they don't get on top of the vagaries of tyre technology – just ask Felipe Massa. The trick is adaptability at a given circuit – just ask Fernando Alonso or Robert Kubica

With F1's future tyre supply about to be secured, whether it be with Michelin or Pirelli, it's going to offer another variable on driver form. It's a plain fact that in current F1, much of what is put down to peaks and troughs in drivers' performances is actually variation in how their styles mesh with the rubber characteristics.

Felipe Massa has probably been the shining example of that this year (see feature on page 34). His form dive-bombed horribly after a great performance in the season-opener in Bahrain, and then just as mysteriously returned in Monaco. What Bahrain and Monaco had in

common was that the designated tyre compound choice was on the racier side, given the demands of the track. So they got up to their correct working range very easily. In between those two races came Australia, Malaysia, China and Barcelona, four consecutive races at which

the compound choice was very conservative for the demands of the track. In a Ferrari that works its front tyres perhaps easier than any other car, Massa was struggling just to get the tyre to the threshold temperature at which the F10 'switches on' its tyres. So suddenly

his future was in question. In fact, his future probably still hangs upon how the tyre choice in the coming races dovetails with the demands of the given tracks.

But Massa's team-mate Fernando Alonso has not been so affected, proving that good drivers adapt, right? Yes, up to a point. Alonso has always been brilliant at getting the necessary heat into his tyres – think back to the tyre war days and how he would be sliding the whole car on the final safety-car lap. But how much is adaptation and how much simply that it's his natural style – that just so happens to fit the requirements?

We've seen career-defining driver reputations won or lost on the vagaries of the tyres, particularly in the control-tyre era. When rookie Lewis Hamilton began his '06-'07 winter test programme in earnest, McLaren was still on Michelins – and Alonso was consistently quicker by whole chunks. The moment it switched to the 2007 control Bridgestones, and the car suddenly became very oversteery into slow corners, Hamilton clawed back all the deficit and more. Had the McLarens been on Michelins in 2007, would Lewis have been the force he was, or would Alonso's ease with the Michelins have allowed him to dominate?

What if Juan Pablo Montoya hadn't flounced off mid-season in '06 and stayed at McLaren in '07, alongside Alonso? JPM's style, like Hamilton's, would have been

perfectly suited to the Bridgestones, but he'd been on Michelins his whole F1 career. Imagine: he'd have been able to drive instinctively against a team-mate – Alonso – with a big reputation but who took time to adapt to the Bridgestones. Montoya would have looked mega.

Yes, a great driver can adapt and Alonso did. But it took him most of that 2007 season. Kimi Raikkonen's reputation went downhill fast at Ferrari, because he never did fully adapt to a car that didn't put heat into its front tyres quickly enough, against a team-mate – Massa – who could maintain big momentum with understeer. So if Massa could do it then, why not this year? Because this time, his front tyres have not even been in their working temperature range, so never 'switch on'.

Robert Kubica looked great on grippy, understeery tyre-war Michelins in '06, but struggled in '07 on oversteery control Bridgestones. In '08 he adapted his style and was again superb, but it was not his natural way. This year's smaller front tyres have gone some way to allowing him to revert back – and he's frequently looked like the giant we glimpsed at the end of '06, someone who can take more entry speed than *anyone*. If next year's control tyres have suitable characteristics, he could easily be the world's fastest driver. If they are not, he could look ordinary. Michael Schumacher will now understand this very well. ☒



Massa has struggled to get his tyres to 'switch on' in '10

“Massa's future hangs on the tyre choice of upcoming races”



Canadian Tracy missed the cut for the big race

GRADY/LAT

INDYCAR

Tracy 'bumps' himself out

Canadian gambles on withdrawing his Indy qualifying effort to go faster, but ends up slower and out of the 500

Paul Tracy will not race in this year's Indianapolis 500 after a bizarre finish to the final day of qualifying in which he effectively bumped himself out of the field.

The 2003 Champ Car champion was holding the 33rd and final spot on the grid for this Sunday's race in

the closing minutes of 'Bump Day,' but he withdrew his previous qualifying effort in an attempt to set a faster time that would take him off 'the bubble' and secure his place in the field. However, the Canadian ended up going slower than the effort he withdrew, which left him outside of the top 33 with no time to make another run.

"I'm a little bit numb," said the 41-year-old. "We put a lot of work into this and we came up short. The speed was in the car — two days ago we were second quickest on the track. But somehow we lost our way. I was just sliding, and almost crashing in every corner."

Tracy hinted that the decision to run again was made by his KV Racing team, but he admitted that he was happy to go along with it.

"What are you going to do?" he added. "I was in the car and the team said, 'let's go do it.' Turns out we would have still been in, but at least we were on track trying to do it. It's harder to just walk away. We worked as a team all week, and you win and lose as a team."

KV made several changes to Tracy's car as it tried to find more speed over the weekend, and the Canadian believes that the warmer temperatures compared with earlier in the week affected his car.

"When the temperature came up we lost the handle on the car and couldn't get it back," he said. "And it wasn't for lack of trying. We changed a lot of things, it wasn't like we were sitting on our hands waiting to go."

The gambles taken by Tracy and Jay Howard (see below) while they were each occupying the 33rd spot inadvertently promoted the 35th fastest qualifier — Bryan Herta Autosport's Sebastian Saavedra — back into the race while the Colombian was in hospital after crashing heavily on Sunday.



Tracy went slower on crucial last run

ABBOTT/LAT



P46 INDY 500 PREVIEW

INDYCAR

Fisher makes promise to Howard

BRITON JAY HOWARD has been reassured that his part-season deal with Sarah Fisher Racing is safe despite his failure to qualify for the Indy 500.

The former Indy Lights champion endured a similar fate to Paul Tracy in that he was sitting 33rd on the grid and decided to withdraw his time in the hope of setting a better one that would move him off the back of the grid.

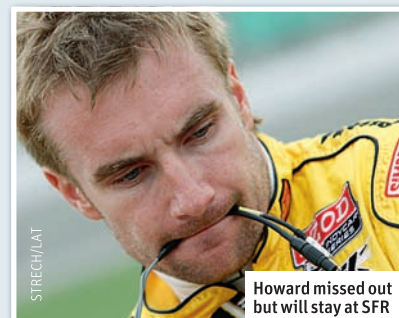
However, much like the Canadian, whose own slower run had put the 29-year-old back in the race, he couldn't go faster and will now miss out.

"I didn't think this would happen," said Howard. "The car didn't feel good in my second-to-last run, so I was confident I that with a small change I could get us in. I wasn't willing to let someone like Tracy take it away from me

[by running again], I wanted it to be in our own hands."

Team boss Sarah Fisher, who will start 29th on Sunday, added that not making the race was a big blow for her second car.

"I don't know what we're going to do now for the rest of the year," she said. "It's detrimental, but that programme will continue."



STRECH/LAT

Howard missed out but will stay at SFR

DTM/NASCAR

Ekstrom to test for Red Bull NASCAR squad

TWO-TIME DTM champion Mattias Ekstrom was scheduled to have his first experience of a NASCAR Cup car as AUTOSPORT closed for press on Tuesday, with the Swede set to test a Red Bull Racing Toyota at the Virginia International Raceway road course.

Ekstrom was offered a

test in the #83 Camry as the Red Bull team considers its options following confirmation that Brian Vickers would miss the remainder of the season after being diagnosed with deep venous thrombosis and pulmonary embolisms.

Casey Mears has already been confirmed

for most of the races, but the team is looking for a road-course specialist for the events at Sears Point and Watkins Glen. A clash with the DTM calendar should rule Ekstrom out of Watkins Glen, but he would be available for the Sears Point race.

"It's no secret that the NASCAR series fascinates

me," said Ekstrom.

"It's been a long-harboured dream of mine to drive such a car."

Vickers said that he was concentrating on his recovery so he can return next year. "This sucks because it is what I love to do," he said. "And I fully intend to be able to do it again."



Will NASCAR test lead to Ekstrom race chance?

DTM

No early debut for 2012 Merc

Merc will use its old car for all of 2011



MERCEDES HAS ruled out giving its next-generation DTM car an early race debut in 2011.

With the new-specification of cars set to be introduced full-time in 2012 when BMW will rejoin the series, DTM organiser the ITR will allow 2012-spec cars to race as non-championship entries in 2011.

Mercedes motorsport boss Norbert Haug told AUTOSPORT: "To race these cars early makes no sense. I don't think anyone will, there's no benefit for a manufacturer. With a new car it is normal to just do a test programme."

BMW has admitted that it could race its car next year, but that would likely be in the Nurburgring Nordschleife-based VLN series rather than the DTM.

● Bosses from Grand-Am visited the Valencia DTM round last weekend.

IN BRIEF



HARVICK STAYS PUT

Kevin Harvick will remain with Richard Childress Racing for the foreseeable future after signing a new multi-year deal. Harvick, who has only ever raced for RCR in the Sprint Cup, claimed his first win since 2007 at Talladega in April.

JUNQUEIRA'S LATE SHOW

Bruno Junqueira will start from 25th on the grid in the Indy 500 after the Fazst team made a late scramble to fund a second car. The Brazilian's seat had been in doubt due to a sponsorship problem, but Alex Tagliani's backer B&W extended its deal to cover Junqueira (above) on the final day of qualifying.

LAZIER CAN'T SAVE FOYT

Veteran Jacques Lazier's late Indianapolis call-up failed to pay off when he was bumped from the field by fractions of a second. Lazier was hired to replace AJ Foyt IV, who abruptly split with grandfather AJ Foyt's team on Sunday morning.

ANDRETTI SIGNS DEAL

Andretti Autosport moved a step closer to securing the IndyCar futures of Ryan Hunter-Reay and Adam Carroll this week, following a new sponsorship deal that was expected to be announced today (Thursday) at Indianapolis. The team is yet to confirm when Carroll will make his debut in the series.

ALESHIN IS GP3 STAND-IN

Carlin GP3 and F3 driver Lucas Foresti will skip the second round of the new series in Turkey this weekend to race in British F3 at Hockenheim. Formula Renault 3.5 championship leader Mikhail Aleshin will substitute for Foresti at Istanbul Park.

AUDI SOLVES TYRE WOES

Audi believes that it has solved the tyre issues that proved so costly in the DTM season opener at Hockenheim. The manufacturer concluded an investigation into the new-for-2010 Dunlop control tyres before last weekend's race at Valencia (below), which included on-track and laboratory tests.



AUTOSPORT SAYS...

GLENN FREEMAN
NEWS EDITOR

glenn.freeman
@haymarket.com



Last weekend's condensed Indy 500 qualifying schedule gave fans of old-school Indycar racing a treat on Sunday evening, as for the first time in many years, there were significant drivers scrapping to make the 33-car grid as Bump Day drew to a close.

Once again, the final minutes of Indy qualifying really mattered. Tony Kanaan, the 2004 champion, only secured his place with just over half an hour to go, and in the end we had the dramatic storyline of Paul Tracy and Jay Howard effectively eliminating themselves because they chose to run again rather than hope that their previous efforts would be good enough. The result? A 19-year-old rookie – Sebastian Saavedra – will make his IndyCar debut in the 500 on Sunday, having been in hospital when he moved up from 35th to that crucial 33rd spot.

This is the kind of excitement that Indy should be producing. The only problem is, in Tracy and Howard we've lost two drivers who should be out there every week. Instead of merely reporting the shock that neither have made it in, the focus now turns to when they will appear again. That wasn't the case when Emerson Fittipaldi and Al Unser Jr didn't make it in 1995 (see video on page 97).

Tracy won't be racing at Indy – big shame



REMEMBER WHEN...

OCTOBER 2 1994



...a Magnussen last ruled in F3? Kevin Magnussen already had a German F3 win to his name this year, but his F3 Euro Series victory at Valencia on Sunday was his family's first in a top level F3 series since his father Jan's dominant 1994 British campaign

LE MANS

Aston wants ACO promise for 2011

British marque plans to build a car for the 2011 rules, but will pull the plug if diesels have an advantage

Aston Martin will give the go-ahead to its all-new Le Mans 24 Hours contender for next year only if it receives guarantees that there will be a level playing field between diesel and petrol cars.

It has been working on a petrol-powered replacement for

its current Lola-based LMP1 coupe since last summer. But David Richards, whose Prodrive outfit runs Aston Martin Racing, insists it will not return to the 24 Hours when new rules come into force for 2011 if it is "hindered in any way" against the diesels.

"We very much want to be there," he said. "We are working on a design study and above all we are working with the Automobile Club de l'Ouest [which writes the rules for Le Mans] to ensure that there is a true equivalence.

"As soon as we are given assurances that we will not be hindered in any way, we will make

the decision to be at Le Mans next year. If there is a level playing field we will be there."

AMR team principal George Howard-Chappell (pictured with Richards) explained that he was hopeful of parity between diesel and petrol machinery for next season. He pointed to a new clause in the draft 2011 rules that states that the "ACO wants to maximise the equality of performance between LMP1s that use different types of engine and different fuels".

"The ACO has said before that it wanted the potential [performance] under the regulations to be fair," he said. "Now I believe what the ACO

is saying is that it will adjust the actual performance. That is a subtle but important difference."

Richards said AMR had the finance in place to build a new car and engine for 2011. "We have the resources to do it," he said. "We can't procure the same level of finance as Peugeot and Audi, but we can be more efficient."

He refused to reveal what configuration of engine AMR was working on. "It is something we have been working on for some time, since last year's Le Mans in fact. I believe we are fully capable of doing it."



LE MANS LATEST...

MAASSEN TO ALPHAND

FIA GT race winner Xavier Maassen will be another Le Mans debutant this year. The Dutchman will share one of the Alphand Chevrolet Corvette C6.Rs with Julien Jousse and Patrice Goueslard.

ZOLLINGER STEPS UP

David Zollinger, a front-runner in last year's Formula Le Mans one-make series, will race the Pegasus team's new Norma-Judd M200.

KENNARD ADDS LE MANS OUTING

Briton Jonathan Kennard's place in the KSM team's Lola-Judd has been confirmed.

CHALANDON MAKES DEBUT

Frenchman Gary Chalandon will make his Le Mans debut in the Team Bruichladdich Zytek. Chalandon, who sampled the car at Paul Ricard in April, replaces Norwegian Christian Ebbesvik, who fractured a vertebra at the Spa Le Mans Series race earlier this month.

FELBERMAYR LINE-UP REFORMED

The Felbermayr Proton squad has reformed the 2009 line-up in its lead Porsche 911 GT3-RSR. Wolfgang Henzler will rejoin Lieb and Richard Lietz.

MATECH BRINGS IN GROSJEAN

Ex-Renault Formula 1 driver Romain Grosjean (above right) will be part of the Matech Ford team's Le Mans attack after his plans to race a prototype failed to materialise. The star of Matech's FIA GT1 World Championship



line-up will share the team's number-one Ford GT with Thomas Mutsch and Jonathan Hirschi.

POLICAND COMES BACK

Sportscar veteran Jerome Policand is returning to Le Mans to race one of the two Alphand Chevrolet Corvettes.

Aston is working on a new car for 2011

LE MANS

R10 drive for Jarvis

OLIVER JARVIS will make his Le Mans 24 Hours debut with the Kolles Audi team next month.

The Audi factory DTM driver has agreed to race one of the two Kolles-run Audi R10 TDIs in the 24 Hours on June 12-13. The drive is likely to be a precursor to Jarvis joining the works Audi sportscar programme.

Jarvis, who made his sportscar debut when he drove a Kolles Audi in the Okayama Asian Le Mans Series races last November, said: "I've been doing everything I can to make sure it happens. I would like the opportunity to drive at Le Mans in any car, and I think driving the R10 would be the perfect first step."

"Also, if I can get the chance to do it in a works car at some point, this will put me in a better position."

Jarvis insisted that racing the Kolles car was about gaining experience rather than trying to prove his credentials in a prototype to his Audi bosses.

"If Audi wanted to test me they could do it at another track, away from Le Mans, and they could see if I was quick enough," he said. "For me, it's just about gaining the experience of Le Mans,



Driving R10 is perfect first step, says Jarvis

driving at night, learning how the race runs and how the weekend works. It will just be about doing a good job and making no mistakes."

Jarvis is listed to drive with Christian Bakkerud and Christophe Bouchut. However, it is likely that there will be a reshuffle of the two Kolles crews ahead of the race and that Christijan Albers will join Jarvis and Bakkerud.

LE MANS

Dalziel gets Le Mans call-up

BRITON RYAN DALZIEL will race the new factory-backed Jaguar XKR at the Le Mans 24 Hours this year.

The 28-year-old has taken the place of Scott Pruett because of his greater experience in the GT2-class contender. Dalziel has been part of the RSR line-up for the first

three rounds of the American Le Mans Series, whereas Pruett has yet to race the car in anger.

Dalziel, who will share with team boss Paul Gentilozzi and Marc Goossens, said: "I'm thrilled to be going to Le Mans for the first time in a Jaguar. It came

as a bit of a shock to be selected."

Dalziel remains hopeful that the Jaguar project turned a corner last weekend at Laguna Seca, the latest round of the ALMS.

"I believe we've reached the point where we've got the car reliable and can

Dalziel has raced Jaguar in ALMS



start focusing on getting some pace out of it," he said.

PETIT LE MANS

Hybrid Porsche set for Petit

PORSCHE'S HYBRID 911 GT2 racer is expected to race in the Petit Le Mans endurance at Road Atlanta later this year.

Porsche R&D boss Wolfgang Durheimer said that there are "solid plans" to take the car to the American Le Mans Series finale in October. His comments follow the news that a dialogue had been opened between Porsche and senior

figures at the ALMS.

"I had a phone call from [ALMS boss] Scott Atherton, asking when we would show up with the hybrid," he said, "and I told him as soon as possible."

The hybrid GT is based on a GT3-spec 911 with a flywheel-driven kinetic energy recovery system developed by the Williams F1 team.



911's KERS developed by Williams F1 team

60 SECONDS WITH

TIMO SCHEIDER

DTM champion



Two-time DTM champion Timo Scheider was due to get a first taste this week of the Scuderia Italia Porsche in which he will gain valuable Le Mans 24 Hours experience ahead of a possible move into Audi's prototype team.

How did your Le Mans drive come about?

I always had a dream to be part of Le Mans, because it is something special. I had decided together with Audi that to do both things [sportscars and DTM] on a high level is tricky. Then we had the idea to get some Le Mans experience in a GT2 car or something like that. When Scuderia Italia asked me to do Le Mans, I thought, "Why not?" I asked Wolfgang Ullrich and he said it was a good idea to get some experience.

Do you have the ambition to race for Audi at Le Mans?

When you race for a company like Audi that's so successful at Le Mans you have to think about it. I achieved two titles in DTM, and for sure I have other targets in life. I'm definitely looking forward to making Le Mans happen for me [with Audi] one day and to be a part of Audi's sportscar project is one of my targets for the future.

Would you want to be in a prototype next year then?

I have to discuss it with Audi. My contract finishes at the end of the season, and therefore we have to sit together and make a plan for the future – what is best for them, what is best for me. I have given the signal that I want to do it one day, but in the end I still have time.

So would you combine sportscars with DTM or make the switch?

It looks like the DTM has a great future, if BMW comes in and maybe some [other] manufacturers as well. The competition will grow like hell, and the championship could become huge so I would like to be part of it.



Timo Scheider was talking to AUTOSPORT news editor Glenn Freeman



Audi boss Ullrich gave Scheider his blessing

SUPERSTARS

Giovanardi back in tin-top action

Giovanardi will join Superstars

STALEY/LAT

Italian will make his racing comeback in the Superstars series at the wheel of a Porsche for N.Technology

Fabrizio Giovanardi will make his racing comeback at the next round of the Superstars Series at Hockenheim.

The tin-top legend has signed a four-race deal with N.Technology to race its Porsche Panamera machine, which will make its debut at the German circuit on June 13.

"I'm happy to have an agreement, even if it is only for four races, because I really want

to be out there racing," the 43-year-old Italian told AUTOSPORT.

"The Porsche looks like a good car. It has a long wheelbase so the balance should be good, although I think maybe we will have some work to do on the engine."

Giovanardi has not raced since winning twice on the opening day of the BTCC season at Thruxton, as he lost his drive with the Triple 8 Vauxhall squad shortly

afterwards for budgetary reasons.

The Italian's deal re-unites him with Mauro Sipsz's squad for which he won Italian, Spanish and European tin-top crowns between 1995 and 2005.

"Going back into the factory was like stepping back in a time machine," Giovanardi added. "Mauro has the same people, the same mechanics, the same feelings. It's like nothing has changed.

Hopefully we can make some good developments with the car between now and the end of the season. He has a very good team there."

Giovanardi, whose deal came about after N.Technology parted company with Joao Barbosa, will test the Porsche for the first time at Franciacorta today (Thursday) and will continue aerodynamic development work at Vairano ahead of the Hockenheim race.

Fatal plane crash report



BTCC ace Leslie died in March 2008

AN INVESTIGATION into the plane crash that killed David Leslie, Richard Lloyd and three others in March 2008 has found that the Cessna Citation 500 in which the group was travelling suffered an engine shutdown prior to the accident.

Former BTCC race winner Leslie, Apex Motorsport team boss Lloyd, and Apex engineer Christopher Allarton were flying to Pau to test Apex's Jaguar

XKR at Nogaro when the plane crashed into a house and burst into flames while trying to return to Biggin Hill after encountering a problem shortly after take-off. All three were killed instantly, along with both pilots.

A report by the Air Accident Investigations Branch said that neither of the plane's two engines were producing thrust 70 seconds before the crash, and suggested that a missing rivet head securing the left engine's fuel cut-off lever may have caused the shut down. The AAIB also said that the engines had been relit, but with insufficient time to avoid crashing.

No black box flight recorder was fitted to the aircraft as regulations do not require them on private planes.

IN BRIEF

WALKER TO TEST BTCC VECTRA

Single-seater racer James Walker (right) is scheduled to test for multiple British Touring Car title-winning squad Triple 8 at Rockingham on Friday.



HUFF SET FOR SPA 12 HOURS

Chevrolet World Touring Car Championship driver Rob Huff will compete in the Spa 12 Hours with experienced Belgian pair Eric van de Poele and Vincent Radermecker next month. The trio will drive a Volvo S60 in the Belgian Touring Car Series event.

ASTON TEAM LOSES APPEAL

The Young Driver AMR team's appeal against its exclusion from the Silverstone FIA GT1 World Championship round was thrown out last week by the International Court of Appeal. The winning car was excluded because its skid plank was too worn.

YVAN LEBAN DIES

Sportscar stalwart Yvan Leban, a race winner in an ORECA-run Audi R8 LMS in last year's French GT series, has died after a short illness. The 42-year-old made his Le Mans 24 Hours debut in '09 at the wheel of a JMB-run Ferrari.

GIDLEY BACK IN ALMS ACTION

Grand-Am Daytona Prototype regular Memo Gidley returned to the ALMS with the Cytosport Porsche team at Laguna Seca last weekend. He shared the team's RS Spyder with Sascha Maassen and Greg Pickett.

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SILVERSTONE





Sparse Euro grid is cause for worry

FORMULA 3

British/Euro F3 merger suggested

LEADING F3 Euro Series team boss Frederic Vasseur believes the championship should merge with the British series to ensure the survival of the entire category.

The Euro Series has suffered heavily from the introduction of GP3 this season, with grids dropping from an average of 25-26 last year to just 13 cars in 2010.

With several teams and drivers departing for GP3 over the winter, AUTOSPORT understands that Euro Series bosses are working on

a plan to reduce budgets from €600,000 to €400,000 for next year, with the introduction of spec parts and restrictions on windtunnel time at the top of the agenda. Despite these plans, Vasseur believes that the best solution for F3 would be to merge with the British championship.

"For me a merger would make sense," he said. "British F3 has about 18 cars, we have 12 or 13. This would make a good base for a very strong championship that

will compare well with GP3, and would be attractive to drivers.

"If we merge it will be easier to find a deal with British F3 to reduce costs. The promoters have to discuss it, but I'm not sure everyone wants to. It's an ego problem – but for me there is no other option."

British F3 has remained relatively healthy despite the arrival of GP3, and is discussing adding more GP circuits to its calendar, and introducing pitstops

in the future.

Both Vasseur and Carlin boss Trevor Carlin believe that the Euro Series' targeted budget cut is unlikely to be met.

"I think they are barking up the wrong tree," said Carlin. "I don't know how they are going to make €200,000 of savings without cutting personnel and running time. These are your biggest costs, but they can't cut them if they want to keep the quality of engineering and staff."

F3 EURO SERIES

Magnussen in one-off

McLAREN JUNIOR driver Kevin Magnussen does not expect his F3 Euro Series debut with Motopark Academy to lead to him completing the rest of the season.

The 17-year-old son of ex-F1 driver Jan Magnussen, who is racing full-time in the German F3 Cup this year, won in just his second start in

the Euro Series at Valencia last Sunday, where he stepped in to replace Adrian Quaife-Hobbs.

"The team gave me the chance to do this race, and it was an opportunity to judge myself against some of the best drivers at this level," said the Dane. "It was good, but now I will focus on Germany."



P55 EURO F3 REPORT

Magnussen took race-two honours



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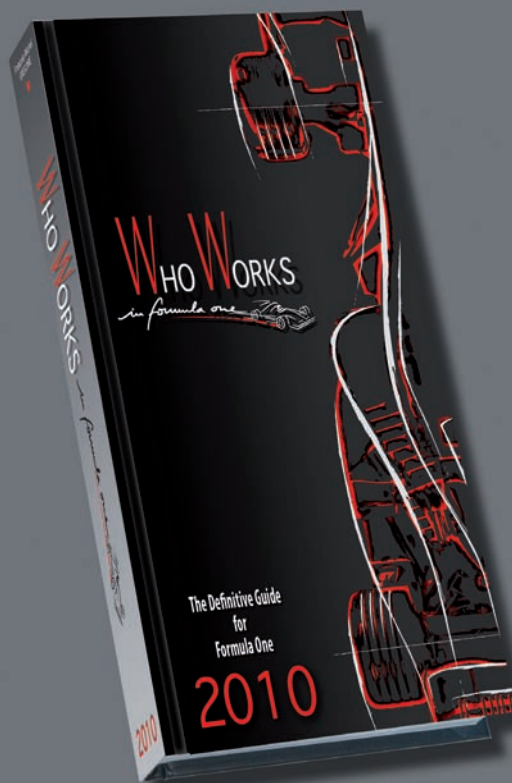
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WRC

Hirvonen: time for a rethink

Ford WRC star aims to take a more measured approach to his driving starting with this week's Rally of Portugal

Ford driver Mikko Hirvonen will take a radically different approach to this week's Rally of Portugal as he attempts to get his World Rally Championship challenge back on track.

The Finn's worst start to a WRC campaign in five years has left him third, 44 points adrift of the leader, Citroen's Sebastien Loeb. Hirvonen led the championship following his round-one win in Sweden, but has only been back to the podium once since then – and fourth place on Rally New Zealand earlier this month left him trailing team-mate and Auckland winner Jari-Matti

Latvala, who now lies second in the drivers' title race.

"I don't know what is going on this year," said Hirvonen, who crashed and retired from day one Rally Jordan – the first time he hasn't finished all three days since Corsica in 2007. "I decided at the start of the season that I needed to be more aggressive in the way I drive and the way I approach things. Maybe I've been too aggressive. The key here is to find the perfect balance between driving aggressively, quickly and staying in your comfort zone. That's what I've got to work on."

Last season, Hirvonen came within one point of lifting his first world title. He demonstrated extraordinary consistency, finishing on the podium on all but one of the events – Rally Argentina, where his Ford's engine failed.

"I've never made so many mistakes as this year," said Hirvonen. "I think that's coming because I'm over-driving the car and pushing too hard. I need to relax. In a way, I should go to Portugal and try not to win the rally! Okay, I'm joking, but it's when I'm pushing like hell to win that we're having these problems. Look

at Jari-Matti in New Zealand, nobody expected him to win, so he drove with no pressure and no expectation and he won. That's what I'm looking to do in Portugal. For now, I'm not thinking about the championship, just the rallies."



Hirvonen hasn't fired on all cylinders yet

MCKLEIN

LIVE, TODAY, FROM PORTO, PORTUGAL - IT'S THE ROADSHOW

The WRC stars were well received at a promotional roadshow event on Sunday. The show was aimed at generating publicity for the Algarve-based event further south in the country



BRC

Gould aims for dry run

ADAM GOULD has entered this weekend's Jim Clark International Rally on the back of a positive weather forecast for the Scottish Borders area.

The Subaru driver, who lies third in the British championship standings, has only been able to afford eight slick tyres for the asphalt event, so he's hoping it doesn't rain.

"I couldn't not enter the event

when I'm third in BRC," said Gould, "but it's a real budget effort. I haven't got a lamp pod, so we'll be doing the night stages on main beam!"

Jonny Greer leads the series after consistent drives on the first two rounds. The event runs through the Scottish Borders, with service in Kelso on Saturday and the finish back in Duns later that day.

WRC

Kimi fears for Portuguese struggle

RED BULL driver Kimi Raikkonen says he doesn't expect to improve on the career-best fifth place he managed in Turkey last month when he starts this week's Rally of Portugal.

The Finn pointed to his lack of experience of the Portuguese roads as the main reason he feels he

will struggle to improve on his WRC best.

"The other drivers know this event [Portugal] a bit better," said Raikkonen. "In Turkey we were there for the first time. And, missing New Zealand, I've only been in the car for a day of testing since the last event."

● A week after the rally, Raikkonen and his Citroen C4 WRC will face a six-mile race against enduro rider Taddy Blazusiak in Austria.

"This could be fun," he said. "I don't know much about it, but I like bikes – except my bikes are a bit different to his."

IRC

McRae pleased with new Scottish route

THIS YEAR'S Rally of Scotland will be one of the toughest IRC rounds of the season, according to Proton driver and local ace Alister McRae.

The Scot, who finished second on last year's event in a Satria Neo S2000, said he was pleased with the changes to the event, which is now based entirely out of Perth – rather than last year's split base with Stirling.

The 2010 event moves forward to October and back in the week to a Friday-night start. Two stages through Scone Palace open proceedings before a revised Saturday itinerary including two

loops of Craigvinean, Drummond Hill and Errochty, with service at Perth airport. Sunday is where the main change comes, with Fairy Knowe dropped in favour of two runs through Achray and Loch Ard before the finish at Stirling Castle.

"There's no doubt, it'll be a tough rally," said McRae. "Four stages on Sunday separated by just 15 minutes of remote service will provide a sting in the tail."

This year's event will run as the penultimate round of the IRC series, making it more likely all of the leading teams will contest the event.



McRae took second on last year's event

IN BRIEF



MIKKELSEN IN ITALY TEST

Andreas Mikkelsen will start his IRC campaign in Sardinia next week. The 20-year-old, who tested his Ford Fiesta S2000 in Cumbria last week (above), said: "I already have a very good feeling with the car." In addition to Italy, he will contest the IRC rounds in Belgium, Azores, Czech Republic, Sanremo, Scotland and Cyprus.

OGIER BACK FOR MORE IRC

Sebastien Ogier is expected to contest the next two rounds of the IRC (Rally d'Italia-Sardegna and Ypres) in a Peugeot 207 S2000. The Frenchman won the Monte Carlo Rally in a 207 last year and starred this season before hitting mechanical trouble.

McRAE: WIN IS COMING

Despite retiring from the opening leg of last weekend's Rally Hokkaido, Proton driver Alister McRae is convinced the team is on the verge of success. McRae, who led the Asia-Pacific contingent in Japan before damaging the sump on his Satria said: "I've seen this kind of run before and I know it's going

to end soon. Everybody is doing everything possible – and on top of that, we have a very fast car." McRae and team-mate Chris Atkinson will make their first IRC appearance on the Ypres Rally next month.

LOEB IN FOR ROC

Sebastien Loeb has confirmed he will contest December's Race of Champions in Berlin. He will join Alain Prost in the French team.

CITROENS TO ITALY

Citroen Junior Team drivers Kimi Raikkonen and Sebastien Ogier will contest the Rally Lanterna in Italy next month. The Genova-based event will be Raikkonen's first asphalt outing aboard his Citroen C4 WRC.

WILSON BACK ON HIS BIKE

Matthew Wilson (below) and co-driver Scott Martin will ride the 612-mile perimeter route around Corsica, starting on June 7, to raise money for the RPJ Crohn's Foundation. Anybody wishing to support the Stobart Ford Focus pair should go to www.justgiving.com/tourdecorse.



WRC

Andersson linked to Ford drive



Andersson is in demand for 2011

DOUBLE JUNIOR World Rally Champion Per-Gunnar Andersson has been linked to a Ford drive for next season.

Andersson is known to be on the list of drivers under discussion with Prodrive for a Mini WRC drive in 2011, but the Swede admitted he had also talked to Ford team principal Malcolm Wilson about the future.

"They were nice talks with Malcolm," said Andersson, "and it was Malcolm who made the contact with me."

Despite speculation that Andersson could be on the verge of joining the Ford team this season, the former Suzuki driver said he doubted anything would happen until 2011.

"If Ford came to me and asked me to drive, of course I would look to change my SWRC programme in the Skoda, but this is very unlikely. And, for next year, of course everything can change very quickly, but right now things are looking quite good for me to come back to the top of the sport."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

david.evans
@haymarket.com



THE WORLD Rally Championship is a third as popular as catholicism. That's not bad is it? WRC promoter North One Sport only started officially in January and it seems – on the evidence of Sunday's Rally of Portugal Roadshow in Porto – to be going rather well.

Just five days before Kimi Raikkonen and his WRC mates arrived in the Portugal's second city, Pope Benedict XVI had been there giving mass and general advice on all matters religious. It's reckoned 120,000 people turned out to see His Holiness and more than 40,000 returned to Porto's Aliados Avenue in the hope of seeing something quicker than the Mercedes Popemobile.

They weren't disappointed. On a scorchingly hot day, the rest of the WRC frontrunners turned on a fantastic display to show all of northern Portugal why they should be heading south right about the time you're reading this now.

Encouragingly, Rally GB is following suit in November. Starting from Llandudno (where the Pope probably won't have just visited) the GB organisers will run a roadshow south through the country to Cardiff. Let's hope the British version of this fine initiative works as well as it did in Portugal.

Finally, extrapolating my WRC-Catholic popularity theory means the world is blessed with around 400 million rally fans. Fever!

The WRC: almost as popular as the Pope



WRC PREVIEW

Event	Portugal
Round	6/13
Based	Faro
Date	May 27-30
Stages	18
Surface	Gravel
Competitive miles	220
Last winner	S Loeb (2009)
Championship leader	S Loeb

Loeb won in Portugal in '09



WHO CAN RIDE THE PRANCING HORSE?

Felipe Massa could be fighting for his Ferrari future. Kubica and Webber are both tipped to step in, but would they want to join Maranello? *By MARK HUGHES*

The demands of Formula 1 are brutal. It has taken only a few difficult races for Felipe Massa in the early part of this season for rumours of his replacement at Ferrari next year to become rife. No matter that this is his comeback from life-threatening injury last year, that he was on the front row first race back, even led the championship after three rounds. In F1, team-mate comparison is everything and Massa has been struggling badly against new signing Fernando Alonso, leading to a reassessment of how well Ferrari has been served by its drivers over the last few years; has Alonso's performance – and the margin of his superiority over Massa – lent a new perspective to Kimi Raikkonen's three seasons there?

It's a logical question and, even if it doesn't stand up when looked at in any real depth, it's inevitably triggered the team into looking at alternatives. There are two serious options, and they almost pick themselves. Robert Kubica and Mark Webber are the only two top-line drivers who are potentially free agents in 2011 (albeit with some conditions in Kubica's case), and it just so happens that their stock at the moment is sky high.

Kubica has long been linked with the team. Even before it was confirmed that Alonso was going there, Kubica was in the frame. He's a world champion in waiting, relentlessly fast, almost immune from errors, loves being in the weft and weave of a team, working to make the car better, no superstar pretensions or political machinations. It would almost be like having the best of Michael Schumacher and Kimi Raikkonen combined; Michael's work ethic, Kimi's ease within the team – and a talent comparable with either of them. He spent much of his karting career plus his first three years in cars driving for Italian teams, and is completely fluent in the language, so that's one more

thing in his favour. The fact that he sometimes outqualifies Massa, in a Renault that shouldn't be as quick as a Ferrari, is apparently putting his name in big flashing lights as the obvious choice.

"So far, the rumours have only been rumours," he said when asked of Ferrari. "I'll keep working, and for now I'm concentrating on every single race and trying to do the best job possible for the team I'm racing for. I don't think for any second or any minute about next year or my future."

Which is pretty much the only sort of answer he could give. The reality is that informal contact with Ferrari has been made, and Massa's contract has not yet been renewed. Kubica's deal with Renault is ostensibly a two-year one, taking him to the end of next year. But the second year is contingent upon certain targets being reached by the team at a specified point in the season. But even if those targets are met, thereby triggering the second year of Kubica's Renault contract, Ferrari could probably find a way of easing his release.

The question would then become: would Robert want to leave Renault, even for Ferrari? On the one hand it may appear to be a no-brainer, on the other maybe not. Kubica is enjoying himself immensely at Renault. It's everything that BMW was not, in the way it values his input, is open to his ideas, responds to his suggestions, allows him to be the team's focal

Massa had upturn in form in Monaco GP



ALONSO v MASSA IN QUALIFYING

Bahrain Massa by 0.366s

Australia Alonso by 0.726s

Malaysia Alonso by 0.239s

China Alonso by 0.276s

Spain Alonso by 0.648s

DRIVER COMPARISON 2006-2010

	MASSA	KUBICA	WEBBER
STARTS	68	63	76
WINS	11	1	4
POLE POSITIONS	15	1	4
FASTEST LAPS	12	0	5
POINTS	354	196	185.5
OUTQUALIFIES TEAM-MATE	36%	55.5%	63%





Kubica is revelling in Renault atmosphere

◀ point and not merely an employee. Kubica has a great knowledge and feel for the technicalities that allow him to squeeze more performance from himself. This year, the way he has pushed on some of the subtler points of driveability – in the feel of steering and brakes in particular – have been absolutely key to maximising what he has in the form of the Renault R30. This is the sort of stuff that was regularly ignored by BMW, because it couldn't be measured, and the team therefore failed to maximise its biggest asset. After four years of that, Renault is like a haven to him, the perfect team.

But it doesn't have the perfect car. On the qualifying numbers so far, the Renault R30 is an average of 0.7s off the pace, with a basic aerodynamic shortfall. It's been a similar story there for the last three years. The development of the car has so far been good – every new part going onto it has brought improvements that tally with the wind-tunnel/CFD predictions, and the aero department now seems to be functioning much better than in the past few seasons. But the verdict is still out on whether the car is being developed quickly enough for it not to fall ever-further behind.

If, as the season plays out, the car falls ever-further away from the pace, Kubica is sure to have serious questions about the potential of the team. But if there is a progressive reduction in the deficit to the front, then he may well feel that he could have the best of both worlds by staying put. This is clearly what team boss Eric Boullier is pinning his hopes on when he says: "I think the new packages we plan to bring and the ambitions we have for the future, everything looks very positive. We have kept [Kubica] very informed, and I am pretty sure it is enough to make him happy to stay."

But Ferrari's still Ferrari, right? Yes, but he'd be joining Alonso as the incumbent. He's good friends with the Spaniard, but he couldn't hope to be the focus of the team in the way he is at Renault. While it would be very sympathetic to his needs – it certainly doesn't operate in the obsessively data-driven way BMW did – he would be just one half of its attention. At best.

It's far from certain that Ferrari will convert its interest in Kubica into a decisive offer and it's equally uncertain whether, if it does, Kubica would automatically accept.

Which might just be why Webber

has come onto Ferrari's radar in recent weeks. His contractual situation is potentially much cleaner (at the time of writing he was a completely free agent into 2011) and his current form is fantastic. Plus he just might be very motivated to sign up, particularly if it was a two or three-year deal. Webber has turned out to be a late bloomer. His arrival in F1 was delayed by geography in the first place, and it then took eight years to progress to a potentially race-winning car. All of which has left him approaching 34 years old as he finally gets a proper championship challenge underway, as the world finally gets to see what only a few saw all along.

He wanted a three-year deal from Red Bull as his previous contract expired at the end of 2009. The team refused to play ball and gave him a one-year deal. Following his recent consecutive start-to-finish victories in Spain and Monaco, outperforming team-mate Sebastian Vettel, it's now just a formality that a new contract offer will be forthcoming. But team boss Christian Horner is pretty adamant that it will again only be a one-year deal on the table, being understandably nervous about committing long term to an older driver. Webber himself plays the question carefully: "Certainly we haven't come to any agreements yet, but there's still a long way to go in terms of what to do for next year. We've worked very hard over the last few years, Red Bull and myself, to get into this situation. I'm in no real rush to make any big decisions myself; also I think both of us are happy with each other, so let's see how it goes – there's plenty of time."



Plenty of time to await to see what happens at Ferrari. "The fire is still burning pretty solidly inside," he says. "I would love to be 21 again, but I don't think I'm losing too much by being a bit older. I have some wisdom and it's not holding me back too much."

On the one hand, Webber might be crazy to walk away from an Adrian Newey-designed car just as he's reaching the zenith of his career. But on the other, Ferrari has historically usually been able to field something that's at least a close match. Being a Ferrari driver would be a wonderful last chapter to Mark's career, and increase his post-career earning potential. Plus, if Ferrari was to offer him a multi-year

deal, it would surely offer him a certain 'up-yours' satisfaction to a team only prepared to commit for a further 12 months. Especially if he could leave as champion...

Webber knows and gets on with Alonso from their time together as Flavio Briatore proteges. Their battles on track over the years have underlined that respect very clearly, wheel-to-

wheel countless times and invariably right on the edge, but never over it. Webber's equanimity in the face of a fast team-mate has been demonstrated superbly alongside Vettel – so for Ferrari he would be a dream candidate.

Realistically it probably now hinges on whether Massa's apparent breakthrough to competitiveness in Monaco will be sustained. It would be much easier all-round if his performances could allow Ferrari to retain him in good conscience. There's a certain tension with Alonso – but that's going to be the case with whoever is alongside. As long as it is managed to reasonable levels, that won't be a deal-breaker. If Massa can become the force he was in the past three seasons and at least run on a par with Alonso, Ferrari has no reason to switch.

But what if Massa doesn't want to stay? What if it's increasingly clear that Alonso has taken charge here and he's unwilling to go along with that? Alonso called a summit meeting with the team after the Australian GP, where he was denied a chance of victory by the team being unwilling to ask Massa to move aside for him. He had a very good point, but his calling of the meeting was also illustrative of the balance of power. For Massa to have done that in the same circumstances would be almost unthinkable. It's as if Massa, to Ferrari, will forever be the young kid

the team brought into F1. He's never fought his corner to change that, values friendships and relationships too much to do that. Think of how Lewis Hamilton did exactly that at McLaren, in Hungary in 2007, and how Alonso did the same. These were the actions of warriors, totally devoted to their own success, almost despite themselves. Massa is no more capable of doing that than betraying a friend. He's had great support from the team over the past few seasons but with a team-mate – Raikkonen – who was similarly passive. Alonso is not in any sense passive and, even if he's never as well-liked as Massa within the team, they will always migrate to their best chance of success. That's just a natural process.

Ferrari may be able to do enough to reassure Massa that he'll still be on equal terms, and that will probably even be technically true. But the reality of the dynamics, even if Massa does get himself back on form, are surely different. Will Massa recognise that? His comments to the Italian press that, in the event of not staying with Ferrari, he would target Red Bull suggest that he may be forced to be less passive. But would he not prefer the easy option, to believe the reassurances and just stay put?

That might be the best way for everyone – Kubica and Webber included. ☒



Win double has made Webber man of moment

CLFES/LAT



Another Turkey success: this is 2007

CAN MASSA TURN IT AROUND IN TURKEY? ISTANBUL IS FELIPE'S TERRITORY

FELIPE MASSA'S track record around Istanbul Park is fantastic – pole and victory in 2006, '07 and '08. It would be very timely if he could turn on the Turkey magic to build upon his breakthrough in Monaco. In between qualifying on the front row in the season opener and finishing a good fourth in Monaco, Massa has struggled badly. He puts it down to the tyre-compound selection at the intervening tracks being on the verge of being too hard. The combination of that with a car that is gentle on its tyres and a driving style that doesn't induce great heat in the front tyres has left him unable to compete.

Race engineer Rob Smedley sees a pattern: "It's unfortunate that we had a sequence of tracks where the tyre selection was a bit conservative for the demands of the track. Fernando's driving style puts more heat into the front tyre than Felipe's. The curve of the working temperature range of the tyres is very steep, so it's like a switch. I think that at tracks where the tyre is on the verge of being a little too adventurous for the nature of the track, then Felipe's style should work better than Fernando's."

For Massa, a lot therefore hangs on how the tyre choice melds with the demands of Istanbul.

TEE/LAT

JOIN PLAYERS TEAM LOTUS

The glory days of black-and-gold are a distant memory, but the name of Lotus is thrusting to get back into the F1 elite. *By EDD STRAW*



For a Formula 1 team, the car is usually everything. In most cases it's the embodiment of success (or lack of it), the focal point, the be-all and end-all of an operation's very existence. Every minute worked by every individual, every piece of equipment and every contractor produces the only physical entity that can act as the barometer of a team's worth.

But for Lotus, the car is *not* the star, not this year anyway. Okay, the T127 might be the best of the offerings from F1's three new teams in 2010, on performance, reliability and results, but the philosophy is that this is a stepping stone, a means to an end, the product of a team that was hastily assembled for its first year.

Already, chief technical officer Mike Gascoyne is starting to shift resources to the 2011 car. This will be a contender that can be expected to have little in common with the simple, ungainly and workmanlike T127, for the genesis of the team and the car meant that it could be nothing more than an interim machine. Even so, it has done the job brilliantly. While Virgin Racing has produced the more advanced and sporadically faster VR-01 (reliability problems have vexed the team almost continuously) and spent most of the season troubleshooting, Lotus has just got on with growing.

Around that calm, conservative centre, a team is maturing. Six months ago, AUTOSPORT visited the team's new premises in rural Hingham. We found an empty shell, still being stripped of the detritus

of the Bentley Le Mans project that it once housed. In what are now the race bays sat three classic Lotuses, emphasising that, on this winter day, the team had a whole lot of heritage in its name and not a lot else – save for enthusiasm, a team principal in Tony Fernandes who talked a very good game, some good ideas and Gascoyne's MGI design office working on what would become the T127.

Today, things have moved on apace. Of the three new teams, Lotus is the best presented, with British Racing

“I’m not looking at this season. It’s about being in a position to produce a quick car next year”

Jarno Trulli

Green trucks and an unpretentious motorhome, while on the personnel side Gascoyne has recruited mostly known quantities (for example, Jarno Trulli's Toyota race engineer, Gianluca Pisanello, was signed up). Its base was fully operational by the time the team came home from the opening four flyaways, with design and engineering facilities growing all the time. This year's is a solid car delivering modest results, and we will only know that Lotus has done a good job if the team starts scoring regular points next year.

Trulli is a driver who needs to see progress to maintain his motivation, and the ex-Renault and Toyota racer has no doubt that Lotus is operating smoothly, even in comparison to the big teams.

“If we look at our team and the

other new teams and are honest, we have got much better staff, more experience and more on the technical side,” says Trulli. “We are on another level, a level that will eventually take us into the midfield. The team is operating very well, like a normal top [established] team, and everything is professional.

“I’m not really looking at this season, because it’s about being in a position to produce a quick car for next year. There was no way to start this team and deliver a competitive car this year because you have to make so many compromises – you just have to put things together and go. All we have to do this year is to beat the other new teams, but for the future we have mega potential.”

Some of that potential has already been realised, with the major upgrade package at the Spanish Grand Prix that allowed Lotus to edge away from Virgin on qualifying pace. Worth around 0.8 seconds per lap, this suggests that the team has the development potential to hold its own in a midfield ‘arms race’ next year. While the car has not been bulletproof, Lotus has done the best job of managing the hydraulic problems that have plagued all three of the new teams.

Trulli's team-mate, Heikki Kovalainen, joined Lotus from McLaren and has also been impressed by the team's progress.

“In my estimation, we’re slightly ahead of where I expected to be,” says the Finn. “As a new team, you need time to develop and I thought we would have more issues, but on the operational front we’re ►



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"The factory looks a lot different now. We have our own designers and aero people working there. It's not as big as McLaren's, but it can design parts in-house and we're going to get some CFD facilities too. Next year's car is the first time that you will see the true force of our team – we should make a clear step into the midfield pack."

Again, talk is cheap. To get to the mid-point on the Monaco Grand Prix grid, Kovalainen would have needed to have found just under two seconds in qualifying, so why believe Lotus can achieve that? Partly it's down to the smooth rate of progress this year (see graph below), and partly down to the expectation that the team has got its fundamentals in place. The 2011 car will be an all-new machine that is far closer to the image that Gascoyne's design team has in its mind. The T127 is compromised in pretty much every way, so if the team can produce a decent base T128 and show a good development rate, regular points might not be out of the question.

There is one other crucial factor in the success of the team – Fernandes. He combines genuine enthusiasm with good commercial sense, not to mention the understanding that Rome wasn't built in a day. He has assured the team that it has a budget to keep it stable for the next three seasons and, despite

being a relative newcomer to the paddock, he understands the sport well.

"Tony is very smart," says Trulli. "He knows that he cannot make technical decisions because that's not his business, but he has put around himself people like Mike who can. Tony understands that if Mike is to deliver, he has to be supported on the budget side. That's how F1 works and that's what Tony is doing. He's aware that it takes two, three, four, five years."

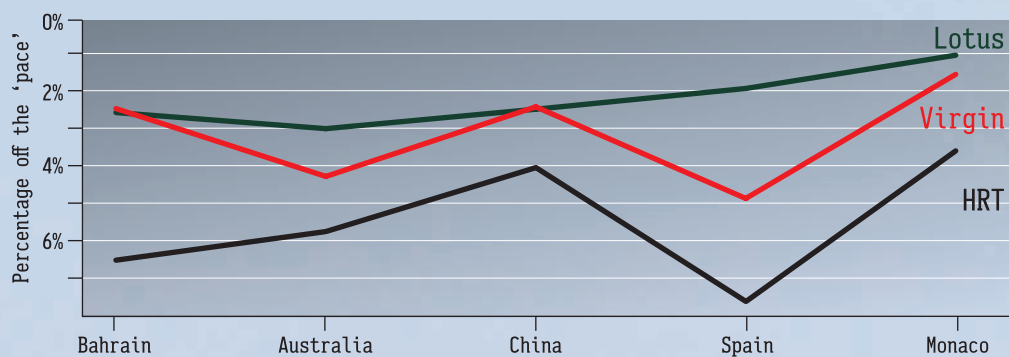
Who knows where Lotus will be in five years? But such is the progress so far that it would be a huge surprise if the team wasn't on the grid and, at the very least, holding its own come 2015. With the Lotus name comes huge responsibility, and the first six months of the team have lived up to that heritage.

Stage one – getting the team up and running and working – has been a success. Now onto stage two. The question is whether the real challenge was getting the team to where it is now, or whether the next step, from backmarker to points contender, is the bigger ask. ☒



New teams v the old

Qualifying deficit to slowest car from established teams



Malaysia not included as qualifying was wet/dry

ASSESSING THE NEW TEAMS

LOTUS LEADS CLASS B

In 1987, the Formula 1 World Championship featured one-off drivers' and constructors' trophies for the best normally-aspirated runners. Jonathan Palmer and Tyrrell proved to be the dominant force that year. Applying a similar system to create a new teams' championship in 2010 shows Lotus leading the way.

A Lotus driver has been best in four of this year's six races, with HRT and Virgin nabbing a 'victory' apiece. Interestingly, although this adds up to a 39-point constructors' lead for Lotus, in the driver's table it's HRT's Karun Chandhok who has the edge. He has been classified four times – one more than Heikki Kovalainen – while Jarno Trulli also has four classified finishes, but several of those were races in which he was held back by car problems.

DRIVERS' CHAMPIONSHIP

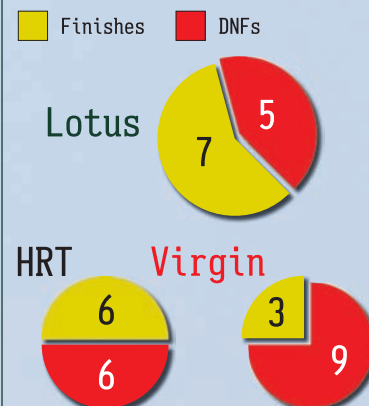
- 1 Karun Chandhok (HRT), 76 (1 win)
- 2 Heikki Kovalainen (Lotus), 75 (3 wins)
- 3 Jarno Trulli (Lotus), 73 (1 win)
- 4 Lucas di Grassi (Virgin), 40 (1 win)
- 5 Bruno Senna (HRT), 33
- 6 Timo Glock (Virgin), 18

CONSTRUCTORS' CHAMPIONSHIP

- 1 Lotus, 148 (4 wins)
- 2 HRT, 109 (1 win)
- 3 Virgin, 58 (1 win)

FINISHING RECORD

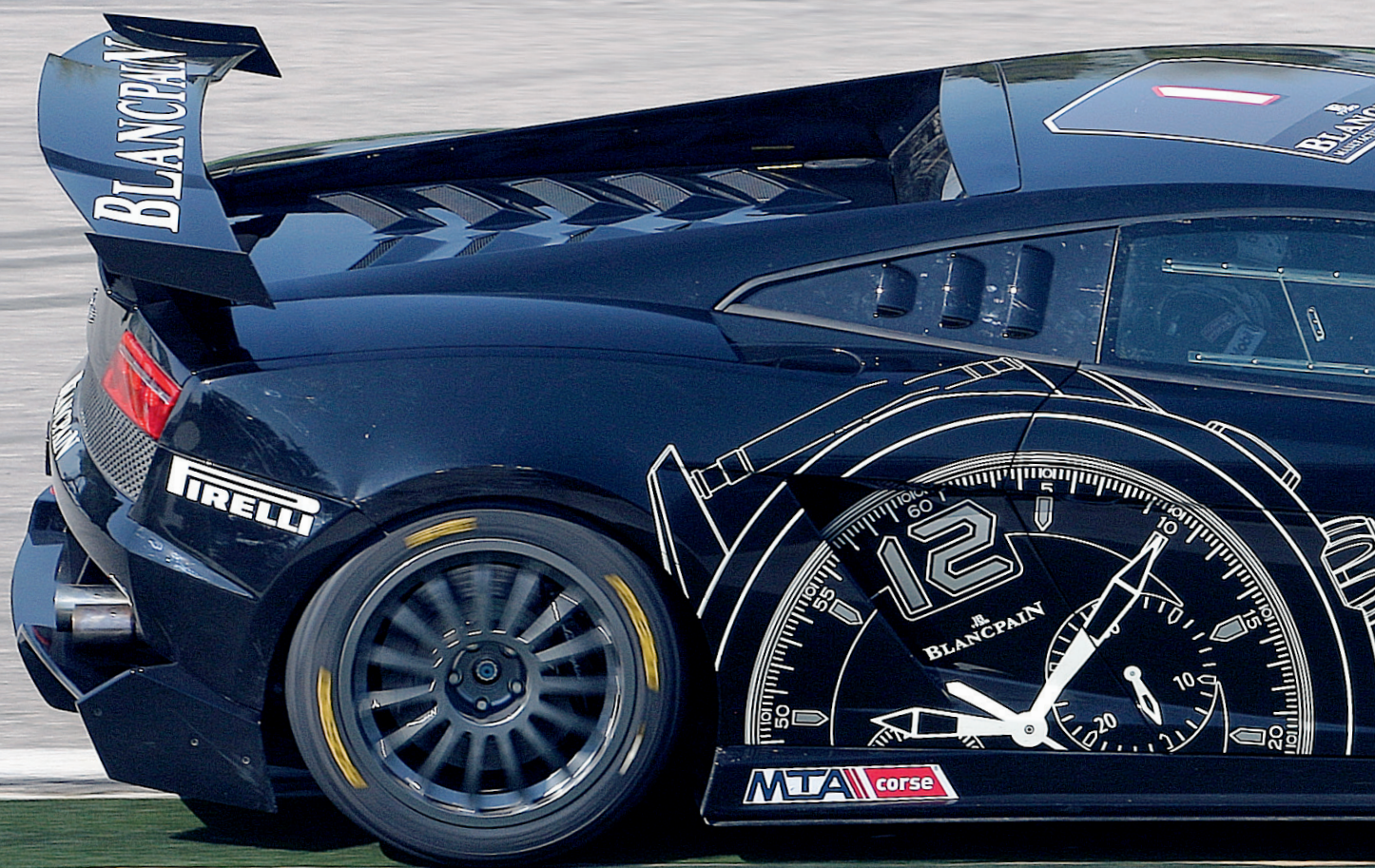
Lotus leads the way on classified finishes in 2010



BULLY

tactics

The Lamborghini Super Trofeo is the fastest four-wheel-drive, one-make racer on offer. *CHARLES BRADLEY* tries not to be intimidated



Flat-shifting into sixth gear, Imola's Prancing Horse-clad tower flashes past from the corner of my right eye. Sorry Ferrari, wrong animal – today I'm driving Lamborghini's raging bull. Through the kinks of the new pit 'straight', a quick check of the speedo after I cross the start/finish line: it's just topped 250km/h (155mph) as the final left-hand sweeper unfolds to perhaps the most infamous corner in world motorsport: Tamburello. And in this Lamborghini Blancpain Super Trofeo car, with 570bhp under my right foot and a €200,000 price tag on its head, this is no time to get sentimental. Tamburello has changed completely since its inglorious past, of course. A left-right-left chicane in place of what went before; neutered as punishment

for whom it slayed. Ironically, since the Variante Bassa – where Rubens Barrichello crashed on that dark weekend in '94 – that previously completed the lap was dispensed with a couple of years ago, the approach to Tamburello is faster than ever now. It's certainly no place for the weak of heart.

If I've not got enough on my plate, I'm sharing the former San Marino Grand Prix venue with about 40 other cars, ranging from GT2s, Radicals, GT3 and Superstars machinery. I also count three former F1 racers (well, two and a half): Ivan Capelli, Gianni Morbidelli and Domenico 'Mimmo' Schiattarella.

"Don't get in my way!" quips Morbidelli on the pitwall when I tell him what I'm driving. Fat chance, Gianni – this machine is way quicker than your BMW Superstars tin-top, but the pesky GT2s in particular require near-constant observation

in the mirrors. Those are all purpose-built-from-the-ground-up racecars; this came off the same production line as the car in your local Lamborghini showroom, albeit with some major under-the-skin tweaks. I'm as quick, if not quicker, in a straight line, but they're eating me like toast under braking and around the corners.

The GT2s might be faster, but they are also being driven by idiots. In my 10-lap stint I see three shunts, and shake my head in despair at the bloke who's managed to plant his Ferrari 430 in the wall on the inside of the exit of Tosa. Another manages to spin a Ford GT at the final apex of Tamburello (which is flat, after a short-shift to fourth in the Lambo), and my run is ultimately red flagged by another dimwit planting another 430 squarely in the gravel at Tamburello.

Fortunately for me, as you could ►

TECH SPEC



Base road car
Gallardo LP 560-4
Engine **5.2 litre, 90-degree V10 with direct fuel injection**
Power **570bhp at 8000rpm**
Torque **398lb ft at 6500rpm**
Top speed **202mph**
Transmission
Four-wheel drive with six-speed robotized gearbox
Brakes **Steel discs with ABS**
Wheels **18-inch**
Suspension
Double aluminium wishbone
Steering **Rack and pinion with power assistance**





Bradley awaits his first foray in the Gallardo

◀ barely make out the track for the gravel that had been liberally spread across it, this Super Trofeo has a 'super' twist: it's the fastest all-wheel-drive one-make machine (apply Jeremy Clarkson voice)... in the world.

It's very handy as I drift, almost rally-style, through the shale coating the left-hander. It also reveals this car's inherent handling characteristic: understeer. Now you might think "that's a shame", but I'd argue it's fine for a car like this. The series is very much pro-am in the main, with the more able (cocky) amateurs going it alone and are allowed quicker pitstops as a reward. And it's these (rich) amateurs who are the backbone of the series – and they didn't get rich by crashing their €200k supercars.

The chassis is nicely balanced too, with a weight distribution of 43:57 between the front and rear axles. The four-wheel drive system will split up to 45 per cent forward, which makes it very surefooted in the wet, but on this

sunny springtime day it's very much favouring the rear. It's sprung by double aluminium wishbone suspension arms, with a track rod creating extra stability on the rear axle.

But don't think for a minute that it's impossible to unstick this car. I got it massively sideways over the raised kerbs at Variante Alta, but it came back into line with a mixture of oppo and judicious throttle application. From what I observed at the Hockenheim season-opener, you can't plant your foot and expect the four-wheel drive to save you. There's no traction control, so once it's going it's goodnight Irene.

Transmission is supplied by a 'robotized' six-speed sequential (paddleshift, natch) which is essentially a semi-automatic – so just the two pedals. Up- and down-shifts are crisp, the idiot lights on the dash easy to spot, and it's a user-friendly experience with an almost Audi-like 'everything is where it should be' rather than a 'where the hell is that button?' approach.

Italian indifference

RUINOUS RACING

FOR A MANUFACTURER that produces such exotic supercars, Lamborghini's racing pedigree isn't much to write home about.

Marque founder Ferruccio Lamborghini took an opposing view to rival Enzo Ferrari, and viewed motorsport as an unnecessary extravagance, rather than something that improved the breed. This was despite the wondrous Miura starting its life as a clandestine sports-prototype, designed by the frustrated racing element among the Lambo engineers in their spare time.

A four-year stint as a Formula 1 engine supplier in the early '90s didn't achieve



GT racing is Lambo's motorsport mainstay

any decent results, and it's only been in the past decade, with its shortlived Diablo Trophy and FIA GT campaigns with the Murcielago R-GT, that has put the Italian marque on the international racing map.

Today, as well as the Super Trofeo one-make series, its cars race in the FIA World GT1 and GT3 series.



Monsterring the kerbs at Imola's Variante Alta

MEGA MODEL



The Gallardo is the most popular model in Lamborghini's history. Since its launch in 2003, over 8700 models have left its Sant'Agata Bolognese plant

The grunt-factor is a huge plus-point. Having all the wheels, mounted on Pirelli slicks, driving you forwards with the massive torque of the 5.2-litre, 570bhp V10 singing behind your shoulderblades is immensely satisfying. Stopping power is ABS-controlled, and the grip on offer from the four-wheel drive encourages you to trail-brake right into the corners, which meant two phases: heavy braking in a straight line, followed by breathing on them right up to the apex. This asks a lot of the front-end, of course, but into Imola's chicanes should gain you plenty as it helps to rotate the car in your favour. I'm not a fan of ABS in racing cars, but this system (refined over the winter to improve cooling) gave good feel and inspired confidence.

Imola also poses some testing high-speed sweepers, notably into Piratella (where Schuey once dropped his Benetton), the first element of Acqua Minerale, and the approach to Rivazza (even the great Alain Prost once went off here on a warm-up lap!), where Lambo test driver Giorgio Sanna



Q&A Leonardo Galente LAMBORGHINI R&D

How does your series stack up against rivals, like Ferrari's Challenge and Porsche's Carrera Cup?

"It is very competitive with the other brands. We have had some tests alongside their cars, and we are very, very fast in comparison – I hear the others are worried about this car, so I think we did a good job! It is based on the LP560, so we have about 570bhp with four-wheel drive, which no-one else has for a single-make championship. All this makes for a good sensation behind the wheel."

Does the four-wheel drive offer the car a unique selling point?

"Most of our drivers come from rear-wheel-drive series, so when you drive this car for the first time you realise the dynamics are very different. You can get on the throttle very early on the exit of the corners, and the car is still beneath you. The basic dynamic of the car is understeer, and you can adjust this as you want – it's a lot more controllable than oversteer. This means, despite all the power, it is easy to drive and it allows you to feel confident in the corners."

What level of aerodynamic performance does the car have?

"It's not like a GT2, with many kilogrammes of downforce, the rear wing and splitter are there to balance the car, and are adjustable, as is the ride height. It's a good compromise, and I'd say the package is close to GT3."



Tester Giorgio Sanna offers encouragement



Four-wheel-drive racer offers plenty of grip

orders me to take care.

It felt fine through there, but the only handling vice I encountered was on that flat-out drag to Tamburello. It just felt, well, a bit unnerving – like it was wandering away from exactly where I wanted it to go. I put it down to tyre pick-up, having to run off-line so much to let GT2s go past (before they crashed), or porpoising on the ripples that the F1 cars had created on the asphalt. I mention my experience to Martin Brundle, who raced the car at Hockenheim. He concurred that he'd experienced it and reckoned it was a form of high-speed power understeer, legacy of the four-wheel drive, that just needed getting used to.

With three races each weekend, you get plenty of track time to do that. Brundle enjoyed his race weekend as much as I relished this test. This is a car that showcases what Lamborghini is all about: high performance and a hugely rewarding challenge that requires genuine driving skill.

You might need deep pockets to be a player, but what a car to go racing in. ☑

THE RIVALS



MASERATI TROFEO GRANTURISMO MC

Car GranTurismo MC
Engine Front-mounted, 4.6-litre V8
Power 450bhp
Weight 'Less-than' 1400kg
Rounds Seven across Europe
Race weekend 2x40min practice; 2x20min qualifying; 2x38min+1 lap races



PORSCHE MOBIL 1 SUPERCUP

Car 911 GT3-RS
Engine Rear-mounted, 3.8-litre, flat-six boxer
Power 450bhp
Weight 1200kg
Rounds Nine grand prix supports
Race weekend 45min free practice; 30min qualifying; 35min race



EUROPEAN FERRARI CHALLENGE

Car F430 Challenge
Engine Mid-mounted, 4.3-litre V8
Power 483bhp
Weight 1225kg
Rounds Seven across Europe
Race weekend 60min free practice; 2x30min qualifying; 2x40min races

CASTRONEVES TO THE FOUR FOR INDY POLE

Brazilian leads a Penske 1-2-4 to take pole for the fourth time. *By JEFF OLSON*



Polesitter Castroneves now aims for fourth win

KUHN/LAT



Franchitti prevented a Penske 1-2-3 on the grid

KUHN/LAT



Andretti, Patrick and Kanaan had tough time

KUHN/LAT

During a weekend of oddities in which Helio Castroneves and Paul Tracy were reduced to tears, Tony Kanaan found himself in the last-row party, and popular Danica Patrick was booed by fans, one truth stood apparent above others.

The Penske machine has a first-rate opportunity to claim the Indianapolis 500 for a record 16th time, and Helio Castroneves has a first-rate starting position for his bid to win the race for a fourth time, which would tie the coveted record shared by Rick Mears, Al Unser and AJ Foyt.

Castroneves confidently stepped forward and asserted himself as the fastest in the field during a shortened and repackaged weekend of qualifying for the 94th running of the famous race, but the overall effort by Team Penske indicated a depth that might be difficult for other teams — namely archrival Target Chip Ganassi Racing and its drivers, Dario Franchitti and Scott Dixon — to overcome.

Castroneves laid his entire hand on the table early in the second session of Pole Day qualifying Saturday, recording a four-lap average at the heretofore unseen 227.970mph level.

Only Penske team-mate Will Power and Ganassi's Franchitti came close to

that number after Castroneves put it on the board, but neither was able to surpass it. As a result, Castroneves will lead the 33-car field to the green flag from the coveted inside front-row starting position on May 30.

The new format confused even Castroneves, who thought he was withdrawing his qualifying effort when he went out later in the second session.

When Penske president Tim Cindric asked Castroneves if he'd read the rulebook, Helio replied with comic aplomb: "As you know, I don't read a lot of stuff."

Following Castroneves, Power and Franchitti on the front row will be Penske's Ryan Briscoe, FAZZT's Alex Tagliani and Ganassi's Dixon. Graham Rahal, Ed Carpenter and Hideki Mutoh fill the third row.

The new qualifying format, designed to manufacture drama and erase the mass of empty seats that have haunted qualifying at Indianapolis Motor Speedway since the open-wheel split began in 1996, left almost everyone exhausted and confused. Except Team Penske, of course. After leapfrogging Tagliani for P1 during the opening five-hour session in a move that gave Castroneves and Power the first two pit stalls for the race, Castroneves went out early in the second, 90-minute session to post the number nobody

2010 INDY 500 STARTING GRID

Castroneves celebrates his fourth Indy 500 pole



ABBOTT/LAT

1	Helio Castroneves	227.970mph
2	Will Power	227.578mph
3	Dario Franchitti	226.990mph
4	Ryan Briscoe	226.554mph
5	Alex Tagliani	226.390mph
6	Scott Dixon	226.233mph
7	Graham Rahal	225.519mph
8	Ed Carpenter	224.507mph
9	Hideki Mutoh	223.487mph
10	Townsend Bell	225.097mph
11	Justin Wilson	225.050mph
12	Raphael Matos	225.028mph
13	Mario Moraes	224.888mph
14	Davey Hamilton	224.852mph
15	Mike Conway	224.583mph
16	Marco Andretti	224.575mph
17	Ryan Hunter-Reay	224.547mph
18	Dan Wheldon	224.464mph
19	EJ Viso	224.380mph
20	Tomas Scheckter	224.261mph
21	Ana Beatriz	224.243mph
22	Simona de Silvestro	224.228mph
23	Danica Patrick	224.217mph
24	Bertrand Baguette	224.189mph
25	Bruno Junqueira	225.662mph
26	Alex Lloyd	224.783mph
27	Mario Romancini	224.641mph
28	John Andretti	224.518mph
29	Sarah Fisher	224.434mph
30	Vitor Meira	224.388mph
31	Takuma Sato	224.178mph
32	Tony Kanaan	224.072mph
33	Sebastian Saavedra	223.634mph

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Full, uninterrupted coverage of American single-seater racing's most famous event, the Indianapolis 500.

⤴ P49 MIKE CONWAY PROFILE



Tracy is consoled by friend Doug Barnette...

GRADY/LAT



... before walking away from Indy once more

WEBB/LAT

could match. Franchitti tried three times in vain, as did Dixon. All three attempts, Dixon joked, "were against my will".

Franchitti added: "It's a tightrope; it's an absolute tightrope. To do it once was enough, but to do it as many times as we did was crazy."

What the condensed, altered format didn't squeeze out was the more conventional Bump-Day drama, in which teams battle over the ins and outs of the tail end of the starting grid. Tracy didn't get in, while Kanaan did.

Tracy withdrew from the 33rd and final starting spot in an attempt to improve his speed and protect himself from further bumping, but the gamble backfired. Jay Howard did the same thing minutes later and also failed to improve, a decision that put Sebastian Saavedra back in after he'd crashed his car while practising little more than an hour before the end of the session.

Tracy fought back tears after the failed attempt. "It's hard to walk away, you know?" he said. "The team did everything they could. I drove the wheels off it. I don't know what to say."

After crashing twice while practising, Kanaan made it into the 32nd position, ending a long, hot day in which even he wasn't sure if he'd make the race.

"It's tough to keep it cool and say, 'Yeah, we're just going to go out at 5.

It's the last day. You're not in the field yet. You just crashed two cars. Just stay cool," Kanaan said. "That's what Steve Horne was telling me the whole time."

Then there was the unusual sound of Patrick being booed by fans after she said her 23rd-place qualifying effort "wasn't my fault", effectively placing the blame with Andretti Autosport, which failed to get any of its five cars above row six.

That wasn't all. Other highlights included Bruno Junqueira's stirring last-minute qualifying as team-mate

to Tagliani at FAZZT, a team that could struggle to make it to the end of the season; a 'donnybrooke' between AJ Foyt

and AJ Foyt IV that ended with the grandson walking out just minutes before Bump Day qualifying; and the strange decision by Sarah Fisher Racing to withdraw Howard's speed, which would have held up for 33rd, and send him back out on the track as the session came to an end, putting Saavedra, who was in the hospital being treated for a sore neck, back in the race.

Castroneves had the last word — and the first starting position: "I think I need a raise after today." ❧

"It's hard – I drove the wheels off it. I don't know what to say"

Tracy fails to qualify

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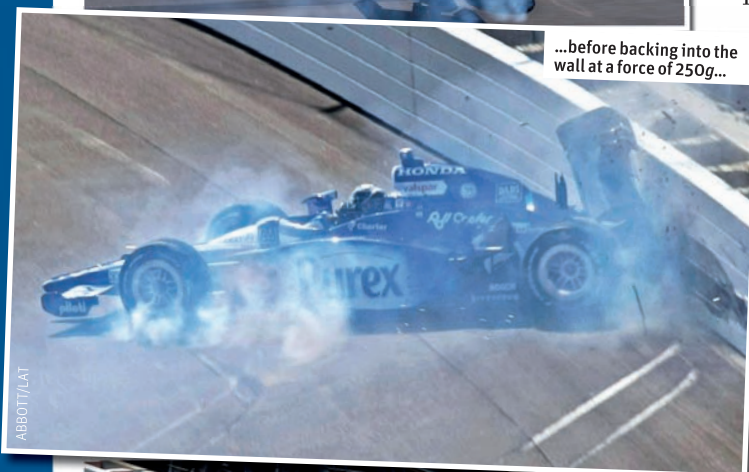
HOW TO SURVIVE, THEN THRIVE



Conway loses control going into Turn 1...



...then he gets the front end on the grass...



...before backing into the wall at a force of 250g...



...and, for good measure, hitting the front end too

Mike Conway got 'the big one' out of the way in Indy practice last year. Now the ex-British F3 champ is back. *By CHARLES BRADLEY*

On his Indianapolis 500 debut, Mike Conway rode the metaphorical roller-coaster. A huge practice crash – which spiked at 250g as he piled backwards into the Turn 1 wall – left him hospitalised with concussion and bruised lungs. Less than a fortnight later, the Brit finished the 500 on the lead lap, in 18th position – just seven places behind top 'rookie' Alex Tagliani.

This year, he's primed for another crack at 'the greatest spectacle in racing' with the Dreyer & Reinbold Racing team.

"Last year was a pretty major experience," he says. "Come race day, this place is unbelievable – people for as far as the eye can see. There's a real buzz about the place, and it's unlike any other oval. It's like having four really fast corners, so the car is very different to that required for the highly-banked ovals. It takes a while to get used to the speed – it's amazing. I love it; I want to race here for many years to come."

His enthusiasm for the event is undimmed, despite having one of the biggest crashes in last year's fortnight of practice.

"You soon find out how quickly you're going on an oval when you crash," says Conway. "The force of the impact was massive, and my knees came back and bent the steering wheel and I grazed my shins against the dash. I had no bruising on my chest, so I think the bruised lungs was just my internal organs moving about! It seriously winded me, and I got to the

point where I thought I was going to pass out when I got my breath back.

"A hit like that spooks you out a little bit. Once you get confident again back on track, it's back to normal again, but it took me a couple of runs to be flat-out again all the way around. It sounds easy to say 'it's flat at Indy' – trust me, it's not. The wind can catch you out, and changes every day, so it's tricky."

In spite of the interruption to his preparations caused by the huge accident, Conway enjoyed a great run.

"I lost a good few days of running, because I wasn't allowed back in the car," he says. "I endured most of the things possible, in terms of crashing, qualifying on bump day and coming through to have a good race. I was ninth at one point, but we had a misreading on the fuel, so I pitted when in fact we had enough to finish and should have had a top 10."

He's looking to repeat that top-10 form this year in his Dreyer & Reinbold machine, and can't wait for race day this coming Sunday.

"The first lap of the race is amazing," he says. "Starting three-wide, you get such a massive tow into the first corner. Even when you're lifting [off the throttle] you get pulled along; quite incredible. I actually had to brake for the first corner last year! The cars are pretty trimmed-out, certainly compared to a normal oval, although we put more downforce in for the race to account for running in traffic."

"We're still running over 220mph all the time, which is pretty cool." ■

➔ P50 MORE ON INDY 500

WHAT'S MORE IMPORTANT: MAIN EVENT OR SIDESHOW?

America's biggest race could be attracting the wrong drivers for the wrong reasons. *By GLENN FREEMAN*



Graham Rahal (l): one off for old man Bobby

BOYD/LAT



Hunter-Reay needs Indy result to keep his drive

ABBOTT/LAT



Failure to qualify is a real disaster for Tracy

ABBOTT/LAT

The fuss being made about five women entering this year's Indianapolis 500 is a clear indication of the state of a series that is based so heavily around its greatest race. Yes, a record number of female entries is interesting, but surely the stronger selling point of the line-up for this year's 500 is that it's a rare chance to see an IndyCar grid made up of the drivers who should be competing every week, including Graham Rahal.

Added to the part-time Indy entries, let's not forget series frontrunner Ryan Hunter-Reay, whose deal with Andretti Autosport is still scheduled to end at Texas a week after Indy. Then there's Paul Tracy, former race winner Tomas Scheckter, former Indy polesitter Bruno Junqueira, and former Indy Lights champion Jay Howard, all of whom will get a handful of races between them this season at best. Why? Because sponsorship dollars are hard to come by, unless you can bring something a bit different (gender, perhaps?) to the party.

"It would be great if all you did was show up and everybody falls over for you and throws money at you," says Bobby Rahal, who is running a car as a one-off entry for his son Graham in

this year's race. Rahal Jr had been all set for another year with Newman/Haas/Lanigan over the winter, but when the funding for his drive fell through on the eve of the season, he was left scratching around for sponsors. It's been tough, but Rahal Sr believes it will serve his son well for the rest of his career.

"The unfortunate part for Graham is that it happened so late," he says of the sponsorship troubles. "But in the end I think he's going to be better for it. Today, as a racing car driver you have to sell yourself as much as be able to drive a car quickly."

Even for an established star like Tracy, it's by no means as straightforward as making a phone call to a company CEO and getting a budget signed off. The 2003 Champ Car champion has had many a dispute on his Twitter account with fans who can't understand how tough it is, and as it stands he is set for just two starts this year after a disastrous call in qualifying meant he fails to start Indy.

"When you've been racing for as long as I have it's tough to watch," says the 41-year-old. "But it's not for a lack of trying. We have multiple people working on trying to find sponsorship for myself and KV Racing. We're

turning over every stone, but it's difficult. I know my best years are behind me, but it's also frustrating to watch young guys like Rahal and Hunter-Reay struggling to get to the track. The problem you have now versus what you had in the '80s and '90s is there are no development programmes for young drivers coming up. Those types of sponsorships with the tobacco companies like Player's and Kool have all gone away."

Tracy's last point has also been picked up on by IndyCar's new CEO Randy Bernard, who doesn't like what he's seen in terms of sponsorship money dictating his field of drivers.

"It's not fair that some people are able to buy their way onto the tour," says Bernard. "We need a system in place that allows our champions to continue to move up from grassroots. It's important for us to have the best drivers and allow them to come up the ladder system and have a ride."

Hunter-Reay heads into this weekend's race well aware that it could be his penultimate start of the season. He already has a victory to his name this year (at Long Beach), but it could be that only success in the 'big one' will attract a sponsor to keep him on the grid for the rest of the year. ❧

INDY'S WOMEN



Duno: did not qualify



De Silvestro: starts 22nd



Patrick: starts 23rd



Fisher: starts 29th



Beatriz: starts 21st

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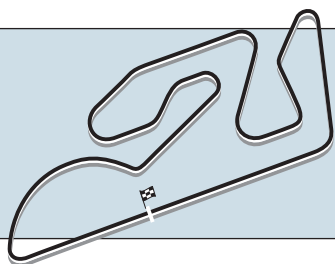
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VALENCIA

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RACE RATING

★★★★★

Magnussen winning was the only positive story from two dull races, while the title fight faded too

REPORT EURO F3 VALENCIA



Glenn Freeman
reports



Dane packs a punch on debut

Kevin Magnussen took up where his father left off in top-class F3 16 years ago with a surprise win

McLaren protege made use of reversed grid

The Magnussen name was back on top of the Formula 3 pile last weekend, as Kevin Magnussen put in the sort of drive his father Jan would have been pleased with during that dominant British F3 campaign of 1994.

Circumstance certainly played its part in Magnussen Jr being able to cruise off into the distance on his first weekend in the Euro Series, as he was able to turn a reversed-grid front-row start into a first-corner lead. After that, the 17-year-old sailed away from the field, while polesitter Nicolas Marroc set about fending off the

chasing pack. The gap crept up to as much as 12 seconds before the young Dane, who had already won a race in older-spec machinery in German F3 this year, eased off to secure a surprise win in his Motopark Dallara-VW.

"I came here with no expectations," said Magnussen. "I know it's only a reversed-grid win, but it's a fantastic feeling to come to the Euro Series and win straight away."

Looking at the wider picture at Valencia, with overtaking being so difficult on this circuit, points leader Edoardo Mortara could not have expected to make big gains in the title chase, yet

that's exactly what he did.

While the Macau Grand Prix winner controlled the first race of the weekend from pole position, closest rival Marco Wittmann had a disastrous time. The front-right inside wheel cover on the German's car broke just after the start of race one, so that he ran wide through the gravel at Turn 1. With his car proving difficult to drive he couldn't make up any ground, and would not add to his points tally all weekend.

"It was frustrating – I was just hoping somebody would have a problem in front of me and I could get pole for race two," said Wittmann. "We didn't have the best pace this weekend but it was still good."

It was straightforward for the Signature Dallara-VW of Mortara, who held the lead at the start, then easily dealt with the chasing ART Dallara-Merces of Valtteri Bottas and Alexander Sims, once front-row man Daniel Juncadella had served a drive-through penalty for

jumping the start.

"We did the job in qualifying, more than today," Mortara said. "When it's so hard to overtake and you qualify on pole, then you just need a good start."

"I was trying to keep Valtteri away from me in certain parts of the track, and I was also aware of the tyre situation because it was so hot. So I pushed only when I needed to."

While ART could take some satisfaction from its pace relative to Signature, Bottas and Sims were left to rue qualifying mistakes.

"I'm satisfied with the results, but I was disappointed with qualifying," said Bottas. "We had the speed for pole, but I went off on my second set of tyres and damaged the car. I was too hungry for pole and a win."

Team-mate Sims battled balance problems all weekend, while the local drivers had little to shout about on home soil. Juncadella followed up his jumping start by stalling

in race two, while Roberto Merhi failed to add to his race-one fourth place when he clashed with Antonio Felix da Costa.

RESULTS

Race 1 Edoardo Mortara (Dallara-VW F309), 20 laps in 30m04.467s; 2 Valtteri Bottas (Dallara-Mercedes Benz F308); +0.730s; 3 Alexander Sims (DMB F308); 4 Roberto Merhi (DMB F308); 5 Laurens Vanthoor (DVW F308); 6 Antonio Felix da Costa (DVW F308); 7 Kevin Magnussen (DVW F308); 8 Nicolas Marroc (DMB F308); 9 Daniel Juncadella (DMB F309); 10 Carlos Munoz (DMB F308).

Fastest lap Juncadella, 1m29.171s, 100.47mph. **Race 2 1 Magnussen, 27 laps in 40m52.638s;** 2 Marroc; +10.121s; 3 Vanthoor; 4 Bottas; 5 Sims; 6 Mortara; 7 Marco Wittmann (DVW F308); 8 Jim Pla (DMB F308); 9 Juncadella; 10 Matias Laine (DVW F308). **FL** Magnussen, 1m29.716s, 99.86mph. **Points** 1 Mortara, 39; 2 Wittmann, 26; 3 Merhi, 23; 4 Bottas, 20; 5 Sims, 20; 6 Juncadella, 13.

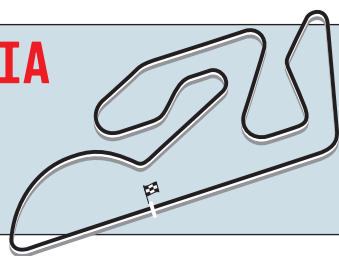
Mortara leads Bottas in first race



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VALENCIA

Spain
May 21-23
DTM
Round 2/10



AT A GLANCE

- Winner **Mattias Ekstrom**
- Pole position **Ekstrom**
- Fastest lap **Ekstrom**



Super Swede: Ekstrom celebrates first '10 win

Ekstrom had waited a while for 14th DTM win



Ekstrom ends his barren spell for Audi

Swede Mattias Ekstrom was in imperious form in Spain, taking pole position, victory and fastest lap to end a losing streak stretching back to October 2008

QUALIFYING

Ekstrom edges Spengler, just...

⌚ **Mattias Ekstrom knew he was on course for a comfortable pole when he saw his first two sectors during the Q4 shootout. But he nearly took it too easy in the final sector, and ended up beating Bruno Spengler by only 0.016 seconds.**

Oliver Jarvis took third ahead of a sideways Gary Paffett, while Paul di Resta was a frustrated fifth. Three 2008 Audis made it into the top eight, eliminating '09-spec team-mates Martin Tomczyk and Timo Scheider in Q2. David Coulthard made Q2 for the first time, nearly embarrassing Ralf Schumacher.



DC got into Q2 in his second-ever outing

Audi responded to the opening-race humiliation of Hockenheim with a dominant display at Valencia last weekend, as Mattias Ekstrom made up for his winless 2009 campaign by getting the Ingolstadt manufacturer off the mark in fine style.

Audi had not gone into the weekend brimming with confidence, partly because of its tyre dramas in the opening round, and partly because the pre-season test at the Spanish venue suggested that this would be a Mercedes track. Yet race day was all about four rings rather than three pointed stars, as Mercedes struggled on this tricky circuit.

For Ekstrom, the damage was done in the opening stint of the race, when he eased away from the chasing pack, which was being held up by Bruno Spengler. The Canadian's lack of pace was the first indication that Mercedes was in for a tough afternoon, which came as a surprise after most of its drivers had been happy with their cars in the warm-up.

But track temperature made a big difference in Spain, as witnessed in qualifying when a shift of 4-5 degrees made the lap times a lot slower from Q2 to Q3. Ekstrom had detected a similar change in the track on his way to the grid, and made a few set-up adjustments before the start. After that, it was just a case of not making any

silly mistakes.

"The key for me was the first stint — I was consistent and was able to pull away," said the Swede, whose last victory came at Le Mans in October 2008. "Then after the pitstops I had a good gap, and it was pretty boring until the end when I had to start doing the times again."

The reason he had to wake up in the closing stages was that his Abt Sportsline team-mate Martin Tomczyk was on a charge after making his second stop much later than everybody else. The faster he went on old tyres, the longer his team decided to leave him out. After spending the first half of the race outside of the points, to finish it right on Ekstrom's tail was an

RACE RATING

★★★★★

Overtaking in the pits doesn't count. At least Paffett and a few Audis did some panel-bashing



Last year was one of my best in terms of speed, but I didn't get the results I deserved"

Mattias Ekstrom on his barren streak from Le Mans, in October 2008, to last weekend

REPORT DTM VALENCIA



Glenn Freeman reports

KEY MOMENTS

Lap 1 Paffett scraps with Premat, dropping from fourth to eighth

Lap 23 Premat stops early to jump di Resta, Scheider, Rockenfeller

Lap 33 Tomczyk stops late, moving up from eighth to second

impressive achievement.

"When everyone pitted I could do good lap times," said Tomczyk. "I didn't get any information on the radio so I didn't know if my pace was good or bad, but in the end it was really good. It was a surprise to come out right behind Mattias, so I have to thank my engineers because they made that decision."

Unfortunately for the German, who suffered a tyre blowout while leading at Hockenheim last month, he had more points taken from his grasp when he was excluded after the race after Audi accidentally used a tyre that was not from his race allocation. That, and

the fact that Oliver Jarvis was robbed of a first podium finish for Abt with a fuel pump problem in the closing stages, meant that Bruno Spengler came home second after a day when he'd just watched Audis drive away in front of him, while others closed up in the mirrors. Like every other Mercedes in the race, he was struggling with "a general lack of grip", which left him and Paul di Resta powerless to stop any Audis that pitted slightly out of sequence. In the end, Spengler had to take satisfaction from keeping Alexandre Premat and Timo Scheider at bay to earn himself a podium finish and



Di Resta couldn't fend off Audis during stops

the championship lead.

There were fewer positives for the man he replaced at the top of the pile though, as Gary Paffett endured a race that started and ended with him swapping paint and a fair bit of bodywork with 2008-spec Audis. His first clash, with Premat on lap one, was the result of the Mercedes understeering off the track at the first corner. Six corners later he was still banging door panels with the blue Audi, and the result was another couple of places lost before the lap was over.

"Some of the side-by-side stuff with Alex was a bit too much," said the former champion. "We had a bit of banging, then on the backstraight he was hitting me from behind, then at the end of the straight he just

drove into the side of me."

Premat argued that Paffett's defence down the backstraight had warranted some aggression in return.

"I was alongside the middle of his car and he just put me on the grass," said the Frenchman. "I didn't think that was fair, so on the next one I gave him back what he gave to me, because I knew that he had damaged my car."

Once that scrap was over, Premat set about clinging onto the leaders, and he managed to jump di Resta, Mike Rockenfeller and Timo Scheider by making his second stop early and making the most of fresh tyres. As for his lap-one adversary, a torrid race got even worse in the closing stages when Miguel Molina went for a pass at the final corner and smashed into

the side of Paffett, and then rather rudely edged him towards the pitwall. Paffett got his revenge this time though – the Spaniard damaged his own car and could do nothing when the orange-fronted Mercedes bashed its way back through on the final lap.

Further up the road, there was relief for reigning champion Scheider, who made up for a poor qualifying to take fourth (after Tomczyk's exclusion). The German feels he's now on top of the new tyre compound that has caused him so much trouble this year, and he's only nine points behind the leader in the title race. ☒

Paffett (orange front) is mugged in Audi pack



NEXT ROUND
Lausitz (D)
June 6

RESULTS

DTM, Valencia (E), May 21-23, round 2 of 10

GRID	
1 EKSTROM 1:29.565	2 SPENGLER 1:29.581
3 JARVIS 1:29.854	4 PAFFETT 1:30.220
5 DI RESTA 1:29.534	6 ROCKENFELLER 1:29.627
7 MOLINA 1:29.810	8 PREMAT 1:29.816
9 TOMCZYK 1:29.224	10 SCHEIDER 1:29.255
11 W'ELHOCK 1:29.387	12 GREEN 1:29.540
13 S'WACHER 1:29.686	14 COULTHARD 1:29.779
15 ENGEL 1:30.146	16 CHENG 1:30.197
17 STODDART 1:30.462	18 LEGGE 1:30.719

45 LAPS, 111.986 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	1h09m56.290s	1
2	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+3.547s	2
3	Alexandre Premat (F)	Team Phoenix	Audi A4 (2008)	+4.614s	8
4	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+5.274s	10
5	Paul di Resta (GB)	HWA	Mercedes C-class (2009)	+8.639s	5
6	Mike Rockenfeller (D)	Team Rosberg	Audi A4 (2008)	+12.812s	6
7	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+16.445s	4
8	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+17.116s	7
9	Jamie Green (GB)	Persson Motorsport	Mercedes C-class (2008)	+18.382s	12
10	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+31.041s	17
11	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+48.037s	15
12	Franky Cheng (PRC)	Mucke Motorsport	Mercedes C-class (2008)	+48.531s	16
R	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	38 Laps - gearbox	14
R	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	37 Laps - fuel pump	3
R	Markus Winkelhock (D)	Team Rosberg	Audi A4 (2008)	34 Laps - suspension	11
R	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	24 Laps - misfire	13
EX	Martin Tomczyk (D)	Abt Sportsline	Audi A4 (2009)	+0.435s	9
DNS	Katherine Legge (GB)	Team Rosberg	Audi A4 (2008)	illness	18

POS	DRIVER	PTS
1	Spengler	16
2	Ekstrom	13
3	Paffett	12
4	di Resta	9
5	Scheider	7
6	Rockenfeller	7
7	Green	6
8	Premat	6
9	Molina	2

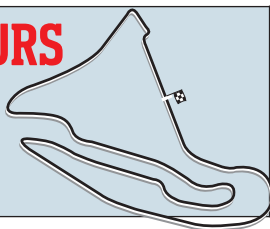
KEY R=Retired, EX=excluded, DNS=did not start
Winner's average: 96.073mph.
Fastest lap: Ekstrom, 1m30.971s, 98.481mph.

MAGNY-COURS

France

May 22-23

SUPERLEAGUE FORMULA
Round 3/10



AT A GLANCE

- Pole **Tottenham (Dolby)**
- Race 1 **AC Milan (Buurman)**
- Race 2 **Basel (Wissel)**
- Super Final **AC Milan**



Buurman took victory in two of the three races

May 20

Buurman cheers up the Rossoneri

Yelmer Buurman gave the AC Milan faithful something to smile about (they'd seen bitter rivals Inter take the Champions' League) with two wins at Magny-Cours



Buurman heads points leader Dolby in race one

QUALIFYING

Dolby nets maiden pole position

Craig Dolby was adamant before the start of the season that he'd work hard on his qualifying form. He was true to his word, scoring his first pole position in the series with a blistering final sector that totally turned the tables on Yelmer Buurman, who'd been ahead in the first two sectors. Buurman cited a brake issue, that caused his rears to lock, as the reason he lost the crucial four-tenths.

Max Wissel started third, after he was soundly beaten by Buurman in the semis, with Chris van der Drift next up after Dolby saw him off. The best battle of the head-to-heads came between Dolby and Sebastien Bourdais at the quarter-final stage, with Dolby beating him by 0.078sec.



Dolby upped his game to take his maiden pole

Yelmer Buurman won twice at Magny-Cours, to cheer up the AC Milan fans who spent Saturday night attempting to ignore the fact that bitter rivals Inter Milan had won the Champions' League.

Despite his best efforts, points leader Craig Dolby made it clear that he's going to take some toppling from his perch at the head of the standings, as he matched Buurman's point score from the weekend.

Buurman had good reason to rue some misfortune, however. A crazy set of circumstances caused him to lose a lap in race two, through little fault of his own, restricting him to seventh place in an attrition-hit event.

He had cruised to victory

in the first race, after passing Dolby with a smart push-to-pass inspired move at the Adelaide hairpin on lap four. He was helped by Dolby accidentally triggering his pitlane speed limiter as he turned in, extinguishing his hopes of fighting back immediately.

These two were in a league of their own by this point, as the second row – Basel's Max Wissel and Chris van der Drift of Olympiacos – contrived to collide at Turn 1. Wissel was punted up into the air and out of the race, and more spice was added to the GU Racing duo's incident.

"I was in front, and he hit me with his front wheel," complained Wissel, whose exit could cost him two places in the points table.

The opportunistic John Martin took full advantage

to run third for Beijing Guoan, ahead of the delayed van der Drift, Assen winner Davide Rigon (Anderlecht) and Alvaro Parente (Porto).

Buurman was 5.6sec clear of Dolby when the mandatory pitstop cycle began, and it was during his stop that he came closest to losing the race. He was released just as Martin was coming into the adjacent pit box. Somehow, Buurman had the presence of mind to brake hard and avoid a clash.

Dolby's attempts to make hay were hampered by hitting traffic, namely Borja Garcia's Sporting Lisbon car, and although the gap was down to 4.1sec, Buurman pulled away with ease in the second portion of the race. Dolby was unhappy with his car's handling, and damage to the inside of one of its wheels led the team to

RACE RATING

★★★★★

Whoever thought a Peugeot 308 was an adequate choice for a safety car needs taking out and shooting



Bourdais has huge experience, I thought he was an F1 driver. He killed three French drivers"

Franck Perera is apoplectic with rage after Sebastien Bourdais causes three-car pile-up

REPORT

SUPERLEAGUE MAGNY-COURS



Charles Bradley reports



Bourdais causes three-car smash after mistake

suspect a failing wheel bearing, but they didn't have time to even investigate, let alone fix it, between races.

Buurman won by 12sec from Dolby, van der Drift (who passed Martin in the pitstops), Martin and Parente. James Walker made excellent progress for Liverpool, after his practice running was ruined by an electrical fire. He worked his way up to sixth from ninth on the grid, passing Rigon around the outside of the Adelaide hairpin with 10 laps remaining, but found Parente an impossible nut to crack. Parente had a few goes at getting past Martin too, but the Aussie put up an equally stubborn defence to his attacks, and repelled each one.

Local heroes Franck Perera (Flamengo), Sebastien Bourdais (Lyon) and Franck Montagny (Bordeaux) rounded out the top 10.

The reversed-grid race two was a crash-blighted, safety-car mess. Wissel, after his first-race exit, stormed to victory thanks to having two fresh sets of tyres, but his initial 9.5sec lead was eradicated by the safety car on lap seven. It was required to clear up the mess created by Bourdais locking his rears under braking for Adelaide.

He spun into Perera before leaping over Montagny's rear wing, taking them all out.

"I don't know what he thinks in his mind," riled Perera, and Montagny added: "You should ask him what he thinks he was doing."

Bourdais was contrite: "I just made a mistake. I locked the rears, and tried to avoid a crash, but there was nowhere to go. I took two guys out and I'm sorry for that."

The safety car missed leader Wissel and picked up second-placed Maria de

Villota (Atletico Madrid). Wissel kept it lit, easily catching the rear of the train of cars as it potted around behind the woefully inadequate Peugeot.

"We had to come to a halt at the hairpin because it was going so slowly," said Walker. Martin summed it up thus: "I don't know what the fuck was going on with all that bullshit."

The pack was waved past the safety car, just as the pit window opened, so everyone — Wissel included — headed for the pits. As some cars had to stack, the ADR and Atech cars in particular enduring a major delay as Dolby's left-rear proved tricky to reattach. Buurman, Walker and Martin rejoined behind Wissel, so were now a lap down! Most unfortunate.

To sign off the safety car interlude, circumstance dictated that it was

KEY MOMENTS

Race 1 Buurman passes Dolby for the lead at Adelaide hairpin on lap four and dominates to the end
Race 2 Bourdais-inspired safety car fails to pick up leader, then there is widespread pitlane chaos
Super final Buurman sprints away to £100k as Dolby tumbles to last

withdrawn with most of the field strewn out around the circuit, so we had the confusing sight of Wissel heading the three lapped cars, with the pursuing pack, now led by Julien Jousse (Roma) over 12sec behind.

Wissel went on to win by 21sec from Jousse, Rigon and Dolby, who tapped de Villota into a spin at the 180 corner on one of his typical charges. Only eight cars made the finish, as the dire pace of the safety car cooked clutches and gearboxes.

In the dash-for-cash super final, Buurman leaped into the lead as poleman

Dolby struggled away. Despite a lock-up into Adelaide, the €100,000 always looked destined for the Dutchman, who was 1.9sec clear of Rigon and Wissel. Jousse passed Walker on the final lap with a great move at Chateau D'Eau for fourth, while Dolby trailed home sixth with his wheel bearing problem causing him increasing handling issues.

"It's super to win two races in one weekend," said a delighted Buurman. "But it's going to take lots of races like that to get close to Craig in the points." ❧



Wissel gave FC Basel team a race-two win

RESULTS

Superleague Formula, Magny-Cours (F), May 22-23, round 3 of 10

GRID	RACE 1 - 31 LAPS, 84.969 MILES					RACE 2 - 29 LAPS, 79.487 MILES				SUPER FINAL - 5 LAPS, 13.7M		CHAMPIONSHIP TABLES					
	1 SPURS 1:27.029	2 AC Milan 1:27.251	3 BASEL 1:29.211	4 O'PIACOS 1:28.559	5 PORTO 1:28.735	6 BELTINE 1:28.325	7 ANDERLECHT 1:27.907	8 LYON 1:27.421	9 L'POOL 1:27.725	10 L'YON 1:29.418	11 FLAMENGO 1:27.774	12 A MADRID 1:29.499	13 BORDEAUX 1:28.117	14 ROMA 1:36.656	15 CORINTH 1:28.433	16 SEVILLA no time	17 G'SARAY 1:28.500
POS	CLUB	DRIVER	TEAM	TIME	GRID	POS	CLUB	TIME/REASON	GRID	POS	CLUB	TIME/REASON	POS	CLUB	PTS		
1	AC Milan	Yelmer Buurman (NL)	ATECH Reid	45m59.226s	2	1	Basel	46m21.647s	1	1	AC Milan	7m23.812s	1	Tottenham	250		
2	Tottenham Hotspur	Craig Dolby (GB)	ADR	+12.902s	1	2	Roma	+21.327s	5	2	Anderlecht	+1.994s	2	AC Milan	196		
3	Olympiacos	Chris van der Drift (NZ)	GU Racing	+21.282s	4	3	Anderlecht	+29.965s	11	3	Basel	+2.620s	3	Anderlecht	183		
4	Beijing Guoan	John Martin (AUS)	ADR	+28.544s	6	4	Tottenham	+41.464s	16	4	Roma	+7.848s	4	Basel	174		
5	FC Porto	Alvaro Parente (P)	ATECH Reid	+29.278s	5	5	Sport'g Lisbon	+47.992s	7	5	Liverpool	+8.390s	5	Olympiacos	151		
6	Liverpool	James Walker (GB)	ATECH Reid	+30.329s	9	6	Atl Madrid	+1m20.287s	3	6	Tottenham	+8.672s	6	Roma	145		
7	Anderlecht	Davide Rigon (I)	Azerti	+31.131s	7	7	AC Milan	-1 lap	17				7	Flamengo	139		
8	Flamengo	Franck Perera (F)	ADR Alpha	+32.012s	11	8	Liverpool	-1 lap	12				8	Sporting L'bon	122		
9	Olympique Lyonnais	Sebastien Bourdais (F)	LRS	+46.583s	8	9	Galatasaray	25 laps - g'box	4				9	Porto	118		
10	Bordeaux	Franck Montagny (F)	Epsilon	+48.907s	13	10	Beijing	20 laps - clutch	14				10	Liverpool	115		
11	Sporting Lisbon	Borja Garcia (E)	ATECH Reid	+56.315s	10	11	Porto	18 laps - clutch	13								
12	Corinthians	Robert Doornbos (NL)	Azerti	+1m00.008s	15	12	Olympiacos	7 laps - gearbox	15								
13	AS Roma	Julien Jousse (F)	De Villota	+1m11.595s	14	13	Flamengo	7 laps - acc dam	10								
14	Galatasaray	Tristan Gommendy (F)	Epsilon	+1m17.216s	17	14	Bordeaux	6 laps - accident	8								
15	Atletico Madrid	Maria de Villota (E)	ADR Alpha	-1 lap	12	15	Lyon	6 laps - accident	9								
16	Sevilla	Marcos Martinez (E)	De Villota	-1 lap	16	16	Corinthians	1 lap-acc dam	6								
17	FC Basel	Max Wissel (D)	GU Racing	0 laps - acc dam	3	17	Sevilla	0 laps-accident	2								

Race 1 Winner's average speed: 110.856mph. Fastest lap: Buurman, 1m26.722s, 113.77mph.

Race 2 Winner's average speed: 102.871mph. Fastest lap: Wissel, 1m28.142s, 111.94mph.

Super Final Winner's average speed: 111.166mph. Fastest lap: Buurman, 1m28.380s, 111.64mph.

Race 1 Winner's average speed: 110.856mph. Fastest lap: Buurman, 1m26.722s, 113.77mph.

Race 2 Winner's average speed: 102.871mph. Fastest lap: Wissel, 1m28.142s, 111.94mph.

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MAGNY-COURS

France
May 22-23
BRITISH F3
Round 3/10

- Race 1 Oli Webb
- Race 2 Jean-Eric Vergne
- Race 3 Webb
- Pole positions Vergne x 2
- FLs Webb, Vergne, Webb



F3 in a Webb of intrigue

British teenager Oli Webb took two wins on Jean-Eric Vergne's patch to grab the points lead

Six hundred and seventy-three years ago, England began a conflict with France that would define a vitriolic sense of nationalism within the two countries.

Repeated attempts to conquer the French during 'The Hundred Years War' ultimately failed, but one Englishman from British Formula 3 fared rather better last weekend.

On the formula's first foray to the Circuit de Nevers (an appropriate name given the seemingly never-ending journey embarked upon by the teams to get there by road), Fortec Motorsport's rising star Oli Webb claimed his maiden F3 wins, and the championship lead, from Jean-Eric Vergne – on the

Frenchman's home turf.

Given his stunning pace in testing and qualifying, the smart money lay on Vergne extending his 12-point advantage on a track he knows inside-out. He didn't, owing mainly to his developing a sudden allergic reaction to the start lights. Vergne stalled at the start of race one and was slow away in races two and three as well, leading to mumbblings about the effectiveness of his clutch, though his Carlin team found nothing amiss...

For entertainment value alone, perhaps Vergne should be forced to make poor starts in every race he contests. The Red Bull-backed ace drove like a man possessed in Saturday's first race, climbing from 16th at the first corner to seventh by the end of the opening lap (helped by a tangle between

Rupert Svendsen-Cook and Daniel McKenzie at Adelaide that scattered the pack).

He worked his way through with some robust passing moves. After dispatching Hywel Lloyd (who started 15th!) for sixth on lap two, he took Carlos Huertas for fifth a couple of laps later, then nerfed team-mate Jazeman Jaafar (who started 10th and was another to benefit from the first-lap scrum) out of the way at Chateau d'Eau. He erased a 5.8-second gap to Hitech's Will Buller, but couldn't deny the Northern Irishman a maiden podium.

Up front, Webb totally dominated after a demon start. A succession of early fastest laps broke the back of the race and he lifted

off near the end after a couple of hairy moments, eventually completing a comfortable 5.9s victory over Hitech Racing contender Gabriel Dias.

"I'm really happy. The starts have been my only weakness, but that's been sorted," said Webb. "Now the only thing letting me down is my hair – I need to get it shaved off!"

Webb could have taken Sunday's reversed-grid race too. It was a fraught affair, which officials restarted after poleman Jazeman Jaafar veered across the path of Carlin team-mate James Calado at Adelaide and sent him vaulting upside down into the gravel. Dias jumped the restart and received a one-minute time penalty.

This handed victory to Vergne, who also came under investigation for 'not respecting the track limits' while fighting Dias for the lead. It came to nought, but given officials declared a 'zero-tolerance' policy on this at the drivers' briefing, some in the paddock felt that Vergne had perhaps benefited from a bit of partisan leniency on the part of the stewards.

Whatever, Vergne kept his win and his points lead (just) heading into the feature race, while officials stripped team-mate Jaafar of his maiden podium for taking out Calado, promoting Buller to his second consecutive podium, an out-of-sorts Daisuke Nakajima to a weekend-best fourth and Lloyd to a career-best fifth – a great relief after spinning away a certain sixth in race one.

Webb plundered feature-race victory from Vergne by again outdragging his rival off the line. "Superleague rubber helped my initial launch but then it bogged," said Webb. "It was the best start on the grid, but compared to what I've done in testing it wasn't good."

QUALIFYING

Vergne gets a grip on things

➡ Jean-Eric Vergne used all his vast track knowledge to utterly dominate the qualifying session.

A combination of cooler weather, a change in wind direction and the laying down of Superleague Formula rubber before the session created a very different track to the one drivers had practised on for three hours on Friday.

Those who read the change in grip levels best found more than a second over their Friday pace and scored good grid positions. Vergne's two quickest times were four and six tenths faster than nearest rival Oli Webb, while Webb's Fortec team-mate Daniel McKenzie produced the best qualifying performance of his career to take a pair of thirds.

Calado: victim of bad driving from Jaafar



McKenzie stepped up to put himself third on grid

RACE RATING

★★★★★

The series' first visit to Magny-Cours sparked the 2010 title fight into life



We practised 30 starts with Carlos the other week and he only stalled once"

Double R boss Anthony Hieatt is miffed by his driver's inability to get off the line cleanly

REPORT BRIT F3 MAGNY-COURS



Ben Anderson reports



Webb took his second win from Vergne

Not that it mattered and, much like at Oulton Park on the opening weekend of the season, the top two then dropped the rest of the field at a rate of nearly a second per lap, before finishing 20.7s clear of Dias. The Brazilian capped the best showing of his career by completing the podium.

The leading pair traded fastest laps in the early stages, before Webb asserted himself with the quickest of the race on lap five. Vergne shadowed Webb throughout the 40 minutes and tried to push him into a mistake, but the Formula Renault UK graduate (battling brake problems) made no noteworthy errors en route to a narrow but well-deserved second win.

"I'm disappointed. We must check what happened on the start because it was another really bad one for

me," said Vergne. "I had a problem with the rear wing and it was really hard to follow him in the high-speed corners – I had lots of oversteer. I tried to push as much as I could to find a mistake, but he did a great race and made none."

Vergne's Carlin team-mate Calado started seventh after qualifying poorly, and was the only other driver capable of lapping inside the 1m36s bracket consistently. But time spent stuck behind team-mate Svendsen-Cook cost him a genuine shot of the podium. Fourth, added to sixth from 11th on the grid in race one, at least allowed him to consolidate third in the points.

McKenzie followed up the most impressive qualifying performance of his career by taking a career-best fifth spot, the Fortec pilot gaining the

noblest kind of revenge over his race-one nemesis Svendsen-Cook, who spent most of the race defending from Raikkonen Robertson's Felipe Nasr.

This was a frustrating outing for Double R. After showing good pace with Huertas and Nasr in Friday testing, the team's weekend fell apart in qualifying – 26 points, shared among its three drivers, was not a good return on such promise.

Nor was 47 points for

home hero Vergne, who looked gutted after losing his points lead. "I'd never raced here before, but he knows this place like the back of his hand, so to take the lead here, of all places, is awesome," grinned Cheshire man Webb, who avenged his defeat by Vergne on his home patch of Oulton Park.

Never mind the Hundred Years War, the title battle no-one expected before this season began is now well and truly joined. ☒



Vergne on the verge, as Jaafar leads away

RESULTS

British F3 International Series, Magny-Cours (F), May 22-23, round 3 of 10

GRID		RACE 1 - 19 LAPS, 52.076 MILES						RACE 2 - 7 LAPS, 19.186 MILES						GRID		RACE 3 - 25 LAPS, 68.522 MILES					
POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID
1	Vergne		DMB F308	30m20.722s	2	1	Vergne	11m14.889s	4	1	Webb	40m00.344s	2	1	Webb	40m00.344s	2	1	Webb	40m00.344s	2
2	Webb		DMB F308	+5.955s	4	2	Webb	+4.237s	7	2	Vergne	+0.682s	1	2	Vergne	+0.682s	1	2	Vergne	+0.682s	1
3	McKenzie		DMB F308	+8.721s	5	3	Buller	+6.458s	5	3	Dias	+21.401s	7	3	Dias	+21.401s	7	3	Dias	+21.401s	7
4	Dias		DMB F308	+9.127s	1	4	Nakajima	+6.607s	9	4	Calado	+22.258s	4	4	Calado	+22.258s	4	4	Calado	+22.258s	4
5	Buller		DMB F308	+16.813s	8	5	Lloyd	+6.977s	14	5	McKenzie	+28.531s	3	5	McKenzie	+28.531s	3	5	McKenzie	+28.531s	3
6	James Calado		DMB F308	+17.251s	11	6	Nasr	+7.152s	19	6	Svendsen-Cook	+35.948s	6	6	Svendsen-Cook	+35.948s	6	6	Svendsen-Cook	+35.948s	6
7	Jazeman Jaafar		DMB F308	+24.184s	10	7	Foresti	+7.602s	21	7	Nasr	+36.485s	12	7	Nasr	+36.485s	12	7	Nasr	+36.485s	12
8	Adriano Buzaid		DMB F308	+24.548s	7	8	McKenzie	+8.662s	13	8	Lloyd	+44.046s	15	8	Lloyd	+44.046s	15	8	Lloyd	+44.046s	15
9	Daisuke Nakajima		DMB F308	+26.282s	15	9	Bridger	+9.164s	10	9	Foresti	+46.237s	11	9	Foresti	+46.237s	11	9	Foresti	+46.237s	11
10	Jay Bridger		DMB F308	+27.942s	16	10	Svendsen-Cook	+9.735s	18	10	Jaafar	+48.578s	13	10	Jaafar	+48.578s	13	10	Jaafar	+48.578s	13
11	(N) Menashe Idafar		DMB F308	+34.585s	18	11	Buzaid	+13.740s	8	11	Buzaid	+58.053s	8	11	Buzaid	+58.053s	8	11	Buzaid	+58.053s	8
12	(N) James Cole		DMB F308	+35.293s	17	12	Brundle	+13.985s	20	12	(N) Cole	+59.082s	18	12	(N) Cole	+59.082s	18	12	(N) Cole	+59.082s	18
13	Daniel McKenzie		DMB F308	+36.184s	3	13	(N) Cole	+14.764s	12	13	Buller	+1m01.332s	5	13	Buller	+1m01.332s	5	13	Buller	+1m01.332s	5
14	Hywel Lloyd		DMB F308	+50.351s	14	14	Haryanto	+18.775s	17	14	Nakajima	+1m01.808s	20	14	Nakajima	+1m01.808s	20	14	Nakajima	+1m01.808s	20
15	Max Snegirev		DMB F308	+55.401s	20	15	Snegirev	+19.120s	15	15	(N) Idafar	+1m02.557s	16	15	(N) Idafar	+1m02.557s	16	15	(N) Idafar	+1m02.557s	16
16	Adderly Fong		DMB F308	+59.752s	21	16	Fong	+20.055s	16	16	Huertas	+1m15.805s	9	16	Huertas	+1m15.805s	9	16	Huertas	+1m15.805s	9
17	Rio Haryanto		DMB F308	+1m15.713s	19	17	Dias	+59.300s	6	17	R Haryanto	18 laps-spin	19	17	R Haryanto	18 laps-spin	19	17	R Haryanto	18 laps-spin	19
18	Rupert Svendsen-Cook		DMB F308	-2 laps	6	18	(N) Idafar	-1 lap	11	18	Bridger	16 laps-gear cable	17	18	Bridger	16 laps-gear cable	17	18	Bridger	16 laps-gear cable	17
R	Felipe Nasr		DMB F308	7 laps-engine	9	EX	Jaafar	+5.069s	1	EX	Fong	11 laps-off	21	EX	Fong	11 laps-off	21	EX	Fong	11 laps-off	21
R	Alex Brundle		DMB F308	0 laps-crash	12	R	Calado	crash, first start	2	R	Brundle	8 laps-acc damage	10	R	Brundle	8 laps-acc damage	10	R	Brundle	8 laps-acc damage	10
R	Lucas Foresti		DMB F308	0 laps-crash	13	R	Huertas	off, first start	3	R	Nakajima	1 lap-acc damage	14	R	Nakajima	1 lap-acc damage	14	R	Nakajima	1 lap-acc damage	14

Key: D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes Benz/HMA; MH=Mugen Honda/Brown; (N)=National Class

CHAMPIONSHIP

POS	DRIVER	PTS
1	Webb	115
2	Vergne	113
3	Calado	67
4	Dias	59

5	Buzaid	52
6	Nakajima	49
7	Svendsen-Cook	41
8	Huertas	39
9	Jaafar	31
10	Buller	27

CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Cole	132
2	Idafar	108
3	Razia	23

KEY R=Retired, NS=Did not start, EX=Excluded

Race 1 Winner's average: 102.97mph. Fastest lap: Webb, 1m34.816s, 104.06mph.

Race 2 Winner's average: 102.34mph. Fastest lap: Vergne, 1m35.378s, 103.45mph.

Race 3 Winner's average: 102.76mph. Fastest lap: Webb, 1m35.449s, 103.37mph.



Sunoco Rolex 24 At Daytona Challenge – latest average points update

Congrats to F3's Oli Webb for his stellar drives at Magny-Cours. First time at the track, he set two fastest laps, leads the British F3 table and the Sunoco Rolex 24 At Daytona Challenge standings, and is Sunoco Driver of the Weekend

1	Oliver Webb	Fortec Motorsport F3	93.33	6	Phillip Keen	Moore Racing Radical	77.50
2	Jody Firth	Team WFR Speed	91.67	7	Duncan Cameron	Mtech GT	68.75
3	Jean-Eric Vergne	Carlin F3	84.17	8	James Calado	Carlin Motorsport F3	58.33
4	Matt Griffin	Mtech GT	83.75	9	Simon Dolan	JOTA Motorsport Speed	58.33
5	Ross Kaiser	360 Racing Radical	77.50	10	David Jones	Precis Spark GT	55.00



Anglo American Oil Company +44 (0)1929 551557 (tel) +44 (0)1929 551567 (fax) info@aaol.co.uk www.aaol.co.uk

MONZA

Italy

May 22-23

WTCC

Round 3/11

AT A GLANCE→ **Winners** Priaulx/Muller→ **Pole position** Farfus→ **Fastest laps** Tarquini/Priaulx

Tarquini would soon get past race-one leader Huff

Punctures prove pricey

Last-lap blow-outs for the leaders in both races

handed wins to Priaulx and Muller at Italian GP venue

Priaulx's second victory of 2010 was his most fortuitous



QUALIFYING

Farfus tows the line for BMW pole

It's commonplace to see trains of cars in qualifying at Monza. When it works, the gains are huge. When it goes wrong, the potential for damage is equally so.

SEAT is good at it, with more cars than the others, but this time it got it wrong. Firstly, Chevrolet and BMW followed the Leons out and stayed close, preventing them from slowing to shuffle drivers and each take a turn at the front. Secondly, Gabriele Tarquini ran wide on the crucial quick lap and delayed all his team-mates. BMW's Augusto Farfus – the last in the line, with the biggest tow of all – took pole.

SEAT drivers couldn't help each other this time



The complaint after the last round in Morocco centred around a lack of entertainment thanks to so few racing laps – caused by long safety-car periods and track clean-up delays. At Monza last weekend, there weren't a great many racing laps either – just nine in each race – but the two laps that mattered the most were packed with enough drama to last a season.

A spate of late-race punctures cost three different drivers a victory in the same day, with both races saving a shock twist for the last lap.

Reigning champion Gabriele Tarquini was at the centre of the drama all weekend long, starting with

his mistake in Q2 which led to all sorts of mayhem in the SEAT ranks. But even from seventh on the grid for the first race, he nosed his Leon into the first chicane in second place. He made light work of passing Rob Huff for the lead; the Chevrolet no match for turbodiesel torque on Monza's long blast out of the Parabolica.

But, against expectation, he couldn't shake him. Huff hung around on his bumper and, even though he had no chance of out-dragging Tarquini on a straight, the knowledge that the SEAT works its tyres hardest gave the Brit hope that he might get a chance later on.

As it transpired, Tarquini actually began to pull clear in the last two laps. But just when he was starting to

think about celebrating (approximately halfway between the second Lesmo and the Ascari chicane), horror – as his left-front tyre began to deflate. Huff spotted it and flung his Cruze up the inside as they approached the braking zone. But he got a shock of his own as he jumped on the brakes and realised that Tarquini wasn't the only one missing left-front rubber. Both cars somehow made it through Ascari and onto the seemingly never-ending drag down to the last corner at Parabolica.

Behind, the train comprising Andy Priaulx, Augusto Farfus, Michel Nykjaer and Yvan Muller – long ago dropped by the leaders – had spotted the chunks of discarded rubber

RACE RATING

★★★★★

Dices for the lead were edge-of-the-seat stuff, and the last-lap pandemonium was classic Monza



I saw Gabriele's puncture and said 'Yes!' Then I hit the brakes and said 'Noooo!'

Rob Huff on spotting Tarquini's race-one puncture and then discovering his own

REPORT WTCC MONZA



Steven English reports

Qualifying Tarquini runs wide on quick lap, spoiling pursuing SEATs' chances of good slots

Race 1 Leaders Tarquini and Huff puncture on last lap. Priaulx inherits second win of the year

Race 2 Blow-out for leader Nykjaer on last lap gifts Muller win

and were closing fast.

"I could see them in the distance, and had seen bits of tyre at Ascari," explained Priaulx. "Gabriele was going really slowly but I had to wait to pass him because there were yellow flags [for the debris of Huff's blown tyre]."

"When I saw a green flag I passed Gabriele, then I saw Rob going slowly with

rubber flying off his car and I was able to get him too — it was great!"

Tarquini was swallowed by the pack in the middle of Parabolica and ended up seventh, but Huff's blown tyre actually did him a favour and delayed the chasers long enough for him to make a desperate break for the line. Priaulx and Farfus zipped round him

to take the glory, but he still made the podium.

"I've been in some crazy races in my time, but this one tops it," admitted Huff. "For about half a second I thought I'd won, but to get a puncture on the last lap and still finish third, I have to be pleased with that."

Nykjaer lost a potential podium when he too suffered a last-lap puncture, but limping round to the line in eighth place did guarantee him pole position for the second race.

At the start, the Dane navigated his Leon through the first chicane with his lead intact, while Muller had his hands full fending off an assault from Tarquini behind him. The Italian had moved before the start and would receive a drive-



Tarquini's last-lap puncture cost him race-one victory

through penalty, but not before blasting past both Muller and Nykjaer into the lead. He wasn't a certainty for the win without his penalty though, as the spirited Nykjaer snatched his lead back at Turn 1 two laps later.

Once Tarquini served his penalty, Nykjaer was left with a handy margin over Muller, with Tom Coronel doing his best to break away from Huff, Farfus and Priaulx.

None of the chasers was able to make any impression on the car in front and Nykjaer began the last lap all set to score his maiden series victory. But for the second time in one day, his Leon's rubber sprung a leak on the final tour — this time exiting Curva Grande — and he could only park at the second chicane in despair. Muller picked up the

pieces to open a firm championship lead with Tarquini failing to score. Former champ Muller, regarded as one of the wildest racers, believes there was more to the punctures than simple fortune.

"We were looking after the tyres all weekend because we knew it would be an issue here — it's very hard on the left-front," he said. "Two years ago I won here but blew up the tyre after the line."

"We changed the set-up to be less aggressive with the tyres. It wasn't the best performance but at least we were able to finish the race."

Huff was the only driver to get on the podium twice and remains in touch in the points, tied with Tarquini in second, albeit 2.4 adrift of new leader Muller. ❏

NEXT ROUND ZOLDER (B)



Muller inherited race-two win and points lead

RESULTS

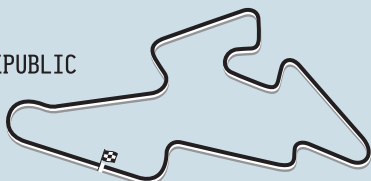
FIA World Touring Car Championship, Monza (I), May 22-23, round 3 of 11

GRID	RACE 1 - 9 LAPS, 32.296 MILES						RACE 2 - 9 LAPS, 32.296 MILES				CHAMPIONSHIP TABLE						
	POS	DRIVER (NATIONALITY)	TEAM	CAR	WEIGHT	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS			
1 FARFUS 2:00.672	1	Andy Priaulx (GB)	BMW Team RBM	BMW 320si	1155kg	18m32.008s	3	1	Muller	18m29.805s	5	1	Muller	100			
2 HUFF 2:00.697	2	Augusto Farfus (BR)	BMW Team RBM	BMW 320si	1155kg	+0.248s	1	2	Coronel	+0.512s	4	2	Tarquini	76			
3 PRIAULX 2:00.807	3	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+1.653s	2	3	Huff	+0.822s	6	3	Huff	76			
4 MENU 2:00.899	4	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+1.820s	5	4	Farfus	+1.001s	7	4	Priaulx	74			
5 MULLER 2:01.078	5	Tom Coronel (NL)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+2.271s	12	5	Priaulx	+1.742s	8	5	Coronel	57			
6 GENE 2:01.400	6	Fredy Barth (CH)	SUNRED Engineering	SEAT Leon TDI	1170kg	+2.308s	9	6	Gene	+3.495s	16	6	Farfus	47			
7 TARQUINI 2:01.544	7	Gabriele Tarquini (I)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+2.375s	7	7	Monteiro	+4.197s	9	7	Monteiro	41			
8 MICHELISZ 2:01.731	8	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon TDI	1170kg	+2.726s	10	8	Michelsiz	+4.580s	18*	8	Gene	36			
9 BARTH 2:01.926	10	Tiago Monteiro (P)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+3.243s	15	9	Menu	+5.099s	17	9	Menu	34			
10 NYKJAER 2:01.765	11	Mehdi Bennani (MA)	Wiechers-Sport	BMW 320si	1155kg	+3.972s	16	10	Pernia	+9.918s	20*	10	Barth	32			
11 O'YOUNG 2:02.186	12	Harry Vaulkhard (GB)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+9.032s	13	11	d'Aste	+11.856s	12	INDEPENDENTS' TROPHY					
12 CORONEL 2:02.235	13	Stefano d'Aste (I)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+10.000s	19	12	O'Young	+13.499s	19*				POS	DRIVER	PTS
13 VAULKHARD 2:02.384	14	Sergio Hernandez (E)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+11.575s	20	13	Vaulkhard	+14.368s	11				1	Hernandez	41
14 PERNIA 2:02.441	15	Andrei Romanov (RUS)	Liqui Moly Team Engstler	BMW 320si	1155kg	+30.320s	22	14	Barth	+14.506s	3				2	d'Aste	36
15 MONTEIRO 2:01.927*	16	Fabio Fabiani (I)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+59.155s	21	15	Poulsen	+14.836s	21*	15	Poulsen	35			
16 BENNANI 2:02.829	17	Jordi Gene (E)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	-1 lap	6	16	Hernandez	+15.266s	13	3	Bennani	35			
17 POULSEN 2:02.834	18	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	-1 lap	4	17	Bennani	+33.557s	10	4	Engstler	34			
18 ENGSTLER 2:02.983	19	Leonel Pernia (RA)	Chevrolet M'sport Sweden (RML)	Chevrolet Cruze LT	1190kg	7 laps-spun off	14	18	Fabiani	+49.454s	15						
19 D'ASTE 2:03.276	20	Norbert Michelisz (H)	Zengo-Dension Team	SEAT Leon TDI	1210kg	7 laps-acc damage	8	19	Nykjaer	8 laps-puncture	1						
20 HERNANDEZ 2:04.260	R	Franz Engstler (D)	Liqui Moly Team Engstler	BMW 320si	1155kg	3 laps-acc damage	18	20	Tarquini	6 laps-stopped	2						
21 FABIANI 2:08.144	R	Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Lacetti	1120kg	1 lap-acc damage	11	R	Romanov	2 laps-oil press	14						
22 ROMANOV 2:04.327*	R	Kristian Poulsen (DK)	Poulsen Motorsport	BMW 320si	1140kg	1 lap-acc damage	17	NS	Engstler		22*						

KEY R=Retired; NS=Non-Starter; *grid penalty. **Race 1** Winner's average: 104.25mph. Fastest lap: Tarquini, 2m01.590s, 106.57mph. **Race 2** Winner's average: 104.46mph. Fastest lap: Priaulx, 2m01.860s, 106.34mph.

BRNO

CZECH REPUBLIC

May 22-23
World GT1
Round 3/10**AT A GLANCE**

- Qualifying race
Michael Bartels/Andrea Bertolini
- Championship race
Romain Grosjean/Thomas Mutsch



Grosjean (left) and Mutsch took their second big win of the year



Leader Mutsch kept Turner and Dumbreck behind him

Maserati's misery helps Ford's fortunes

Reigning FIA GT champions Bartels and Bertolini were in control for Maserati at Brno before a stop-go penalty handed the initiative to the Grosjean/Mutsch Ford GT

QUALIFYING

Maseratis too hot for the rest

🕒 The Vitaphone Maseratis underlined their pace around Brno by annexing the front row. Andrea Bertolini topped Q1 and co-driver Michael Bartels was fastest in Q2 before Bertolini really let rip with a 1m55.441s effort. Only Enrique Bernoldi, in the second MC12, could join Bertolini under 1m56s.

Czech star Tomas Enge made his local knowledge count with third, albeit almost 0.9s off pole in the lead Young Driver Aston Martin. Romain Grosjean showed the Matech Ford GT had some pace by going fourth in Q1, but co-driver Thomas Mutsch couldn't get the car into Q3 and wound up 10th.



Bertolini led the Vitaphone charge for pole position

Series leaders Romain Grosjean and Thomas Mutsch took their second GT1 World

Championship win at Brno last weekend, but the race should have fallen to a Vitaphone Maserati.

Reigning FIA GT champions Andrea Bertolini and Michael Bartels controlled the Czech event right up until the Italian suffered a stop-go penalty in a chaotic feature race.

That isn't to say the Ford GT crew didn't deserve to win. Ex-Formula 1 racer Grosjean pulled some of the best overtaking moves of the weekend, the Matech team did an excellent job in the pits, and Mutsch held off strong challenges from

Darren Turner and Peter Dumbreck, but it was a rare case of the crack Vitaphone squad failing to maximise the MC12.

Bartels and Bertolini had already shown the speed of the Maser in the qualification race. There was far less talk of the Balance of Performance — which had been tweaked again to make the Aston Martin DBR9s 30kg heavier and slightly less powerful — in round three and all bar the Chevrolet Corvettes seemed competitive, but there was no doubt the MC12 suited the medium-speed, third gear-dominated circuit.

Bartels opened a lead of over 10 seconds before Bertolini cruised home to take victory. The Turner/Thomas Enge Young Driver

Aston and the Sumo Power GT Nissan of Peter Dumbreck/Michael Krumm completed the podium after the front-row starting Miguel Ramos/Enrique Bernoldi MC12 made a poor start, then had a slow stop.

The start of the main race proved crucial, but not for the usual reasons. With local star Enge starting alongside him, and the torquey Nissan of an inspired Krumm behind, poleman Bertolini needed to make a good start. He did, but it was a little too swift and he would soon be served with a penalty.

Before that, though, confusion reigned. Seeing Bertolini's false getaway, Enge expected the start to be aborted. He thought he saw a board and yellow

RACE RATING

★★★★★

Close racing and a great Bartels charge. It just needed a bit more overtaking



There are a load of idiots out there on the track who drive like crazy madmen"

Bas Leinders was unimpressed by the Maserati drivers after his clash with Margaritis

REPORT WORLD GT1 BRNO



Kevin Turner reports

lights confirming this and backed off, just as the main lights turned green and the rest of the field bolted. Enge plummeted to 16th, leaving Krumm and Nicky Pastorelli (Munnich Motorsport Lamborghini Murcielago) to chase Bertolini.

Rahel Frey's Ford GT then got beached after contact with Stefan Mucke's Aston and the safety car came out.

several cars, including the leader, got stuck behind rivals and had to be pushed back. When the race went green, led by Seiji Ara's Nissan that was yet to come in, Mutsch found himself at the head of the stoppers.

Grosjean had already played his part. He had been hit at the start and fallen from sixth to eighth, but was soon charging through

Bertolini's eager getaway would spoil victory double



"I had all night to think about it.

The chassis is fantastic, but we are missing some power"

Ford driver Romain Grosjean on his overtaking conundrum

Bertolini shot off at the restart, but soon came in to serve his stop-go.

That left Krumm ahead, and the Nissan was edging clear when Alexander Margaritis hit a furious Bas Leinders and brought out a second safety car. The pit window then opened and almost every car came in for its driver change, causing pandemonium.

In the packed pitlane,

the pack. The Abu Dhabi winner had spent the qualification race staring at the back of the slower and more powerful Corvette of Xavier Maassen and had come up with a plan. The Frenchman would carry a lot of speed into the left-hander of turn 13, which gave him the inside at the right of 14, where he would stop the car on the apex as he passed his prey.

"I had all night to think about it," he said. "The chassis is fantastic here, but we are missing some power, so I had to do something different."

It worked. Grosjean got to fourth before the stops, but Mutsch still had much to do. Enge had recovered to 11th and a great stop by the Young Driver team brought Turner out on Mutsch's tail, with Dumbreck right

behind. The trio circulated in close company for the rest of the race, but neither Turner nor Dumbreck could find a chink in the armour of the man ahead.

Bartels certainly could. After Bertolini's delay, the Vitaphone team boss charged through the field, despite being briefly held back by team-mate Ramos, and was easily the fastest man in the closing stages.

He took fifth, finishing under the bootlid of the Jonathan Hirschi/Clivio Piccione DBR9 and just 1.759s behind the winner!

With GT1 equalisation beginning to work, making the most of your opportunities is becoming more important, and Grosjean and Mutsch have bounced back from their Silverstone disappointment by doing just that. ☒

RESULTS

GT1 World Championship, Brno (CZ), May 22-23, round 3 of 10

28 LAPS, 94.003 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Romain Grosjean (F)/Thomas Mutsch (D)	Matech Competition	Ford GT	1h00m46.852s
2	Tomas Enge (CZ)/Darren Turner (GB)	Young Driver AMR (Fischer)	Aston Martin DBR9	+0.710s
3	Michael Krumm (D)/Peter Dumbreck (GB)	Sumo Power GT	Nissan GT-R	+0.959s
4	Jonathan Hirschi (CH)/Clivio Piccione (MC)	Hexis AMR	Aston Martin DBR9	+1.546s
5	Andrea Bertolini (I)/Michael Bartels (D)	Vitaphone Racing	Maserati MC12	+1.759s
6	Enrique Bernoldi (BR)/Miguel Ramos (P)	Vitaphone Racing	Maserati MC12	+9.050s
7	Nicky Pastorelli (NL)/Dominik Schwager (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+13.278s
8	Stefan Rosina (SK)/Marc Hennerici (D)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	+16.706s
9	Frederic Makowiecki (F)/Stephane Sarrazin (F)	Hexis AMR	Aston Martin DBR9	+20.867s
10	Karl Wendlinger (A)/Henri Moser (CH)	Swiss Racing Team	Nissan GT-R	+22.655s
11	Matteo Bobbi (I)/Bert Longin (B)	Hegersport (Vitaphone)	Maserati MC12	+25.669s
12	Mika Salo (FIN)/Pertti Kuismanen (FIN)	Mad-Croc Racing (SRT)	Chevrolet Corvette C6.R	+1m06.888s
13	Marc Basseng (D)/Thomas Jager (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+1m11.549s
14	Xavier Maassen (NL)/Mike Hezemans (NL)	Mad-Croc Racing (DKR)	Chevrolet Corvette C6.R	+1m12.360s
15	Seiji Ara (J)/Max Nilsson (S)	Swiss Racing Team	Nissan GT-R	+1m22.324s
16	Markus Palmtala (FIN)/Renaud Kuppens (B)	Marc VDS Racing	Ford GT	+1m29.546s
17	Warren Hughes (GB)/Jamie Campbell-Walter (GB)	Sumo Power GT	Nissan GT-R	-1 lap
18	Rahel Frey (CH)/Cyndie Allemann (CH)	Matech Competition	Ford GT	-1 lap
R	Frank Kechele (D)/Jan Danis (SK)	Reiter Engineering	Lamborghini Murcielago R-SV	20 laps-accident damage
R	Stefan Mucke (D)/Christoffer Nygaard (DK)	Young Driver AMR (Fischer)	Aston Martin DBR9	12 laps-electrical
R	Alex Margaritis (GR)/Altfred Heger (D)	Hegersport (Vitaphone)	Maserati MC12	8 laps-accident
R	Bas Leinders (B)/Maxime Martin (B)	Marc VDS Racing	Ford GT	8 laps-accident
NS	Peter Kox (NL)/Christopher Haase (D)	Reiter Engineering	Lamborghini Murcielago R-SV	accident damage

QUALIFYING

2 BERNOLDI 1:55.836	1 BERTOLINI 1:55.441
4 KRUMM 1:56.312	3 ENGE 1:56.304
6 PASTORELLI 1:56.983	5 MAASSEN 1:56.543
8 LEINDERS no time	7 MARGARITIS 1:56.984
10 MUTSCH 1:57.474	9 SARRAZIN 1:57.385
12 HENNERICI 1:57.555	11 LONGIN 1:57.488
14 NYGAARD 1:57.884	13 PICCIONE 1:57.686
16 KUISMANEN 2:01.575	15 MOSER 1:58.605
18 PALMTALA 1:57.778	17 ARA 1:57.649
20 BASSENG 1:58.141	19 KOX 1:57.902
22 KECELE 1:58.658	21 HUGHES 1:58.599
	23 FREY 2:00.211

QUAL RACE: 30 LAPS, 100.718 MILES

POS	DRIVERS	TIME
1	Bartels/Bertolini	1h00m09.205s
2	Turner/Enge	+4.608s
3	Dumbreck/Krumm	+11.312s
4	Schwager/Pastorelli	+19.652s
5	Hezemans/Maassen	+25.755s
6	Mutsch/Grosjean	+26.372s
7	Ramos/Bernoldi	+26.442s
8	Sarrazin/Makowiecki	+27.388s
9	Piccione/Hirschi	+38.563s
10	Longin/Bobbi	+39.274s
11	Nygaard/Mucke	+39.955s
12	Moser/Wendlinger	+46.564s
13	Heger/Margaritis	+47.177s
14	Jager/Basseng	+57.793s
15	Nilsson/Ara	+58.160s
16	Martin/Leinders	+1m20.927s
17	Hennerici/Rosina	+1m23.343s
18	Kuppens/Palmtala	+1m26.647s
19	Kuismanen/Salo	+1m36.462s
20	Danis/Kechele	+1m40.271s
21	Campbell-Walter/Hughes	29 laps-brakes
22	Allemann/Frey	-1 lap
NS	Haase/Kox	accident damage

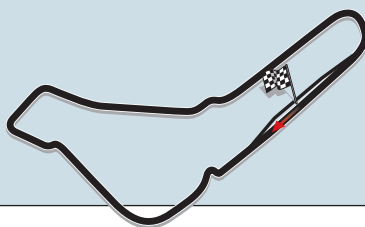
CHAMPIONSHIP TABLE

POS	DRIVER	PTS	POS	DRIVER	PTS
1	Grosjean/Mutsch	56	6	Zuber	26
2	Bertolini/Bartels	44	7	C-Walter/Hughes	25
3	Hennerici	30	8	Turner/Enge	24
4	Makowiecki	28	9	Dumbreck/Krumm	19
5	Accary	26	10	Piccione/Hirschi	18

KEY R=Retired; NS=Non-Starter. Winners' average: 92.80mph. Fastest lap: Mucke, 1m57.382s, 102.97mph. Qualification race winners' average: 100.46mph. Fastest lap: Enge, 1m57.033s, 103.27mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Grid for qualification race determined grid for main race.

MONZA

Italy
May 22-23
Formula 2
Round 3/9

**AT A GLANCE**

- Winners **Jolyon Palmer x 2**
- Pole positions **Palmer x 2**
- Fastest laps **Jokinen/Marinescu**

Afanasiev took
a second place



Palmer proved
a cut above

Palmer keeps it cool for double

There was drama going on around him, but it was a case of Jolyon 'calmer' as he took two wins and the championship lead



QUALIFYING

Boost then boast for Palmer

➤ **Johan Jokinen seemed to have pole in the bag for race one until Jolyon Palmer ambushed him, armed with a mammoth tow from Benjamin Bailly, to claim pole by just 0.074s. The second session has become all about the boosts. With three allowed during the half-hour, drivers have now twigged to save them all up for one lap. Palmer got his right, quarter of a second more so than anyone else, and promptly returned to the pits. This time it was Sergei Afanasiev who would join him on the front row.**



Jokinen (left) was
pipped by Palmer

Jolyon Palmer had proven himself as a contender in Formula 2 with his Silverstone victory at the start of the season, but a crushing display of dominance at Monza last weekend has elevated him to the status of man to beat. Helped by incident-filled weekends for championship rivals Philipp Eng and Dean Stoneman, Palmer not only made up the ground he lost last time out in Marrakech, but stretched his legs into a firm points lead.

Palmer's weekend couldn't have gone better — two poles and two wins — and across all the sessions he excelled in a range of circumstances and held firm under pressure.

The Englishman's second qualifying session was very impressive. He saved all three of his permitted turbo boosts for one all-or-nothing attempt at pole, then coolly headed back to the pits, climbed out of the car and watched the final minutes of the session from the pit wall, knowing that he'd already done enough. Such confidence underlined his progression this year.

In race one, Palmer had to show awareness to avoid Nicola de Marco, who arrived at the first chicane out of control and flew across the poleman's bows into retirement. Johan Jokinen then pulled off a round-the-outside pass on Palmer into the Roggia chicane, but the Dane's joy was short-lived when

he was slapped with a drive-through penalty. He had stalled at the start of the green-flag lap, dropped to last and illegally made his way back to his front-row starting spot.

No sooner had Palmer got the lead back than the safety car was out while Jack Clarke's car was recovered from his tangle with Mihai Marinescu on the main straight. Palmer made a sound job of the restart, but had Stoneman all over him for the last three laps. The pair were never quite close enough, but Palmer was pleased to have soaked up the pressure without flinching. "The last laps were tense and I was delighted to keep Dean behind," he said.

The second race was a

RACE RATING

★★★★★

Classic Monza. Ample squabbling and slipstreaming, and the battles down the order kept things lively



At Marrakech, Philipp and Dean thought it was a two-horse race for the title - it's obviously not"

Jolyon Palmer is the series leader

REPORT F2 MONZA



Steven English
reports

Flying de Marco 'passes'
Palmer and Jokinen



Stoneman was
feisty all weekend

KEY MOMENTS

Qualifying Palmer strings together an unbeatable lap on his one chance with the boosts

Race 1 Jokinen gets a drive-through penalty, meaning it's going to be easy for Palmer

Race 2 Palmer withstands late pressure from Stoneman

more-dominant affair in which Palmer controlled things seemingly at ease. He had Will Bratt for company for a handful of laps at the start, but soon marched clear and spent the next half-hour simply counting down the laps.

Sergei Afanasiev began to haul in Bratt towards then end. It seemed that the Russian wasn't closing on the Briton sufficiently, but Bratt was suffering with a worsening clutch problem and finally succumbed to Afanasiev at Curva Grande

on the penultimate lap.

Stoneman finished fourth, but was lucky to keep the place after shoving Eng into a spin at the first chicane – an incident that also eliminated Jokinen. Stoneman straight-lined the chicane in the process, came out ahead of Kazim Vasiliasukas and showed no signs of handing the place back. Two corners later, Stoneman ran wide exiting the first Lesmo and Vasiliasukas tried to take the chance to pass him into the second right, but he lost

control of his car and spun into the wall on the outside.

Eng was forced into retirement by the damage sustained in the Stoneman/Jokinen incident, adding to his frustration from Saturday, when he slumped to 11th place complaining of a loss of power. The initial series frontrunner is now 23 points adrift of Palmer heading to Zolder in three weeks' time. ❏

NEXT ROUND

Zolder (B) June 19-20

RESULTS

FIA Formula 2, Monza (I), May 21-23, round 3 of 9

GRID	
1	PALMER 1:41.722
2	JOKINEN 1:41.796
3	MARINESCU 1:41.910
4	VASTIL'KAS 1:41.954
5	DE MARCO 1:42.079
6	TEIXEIRA 1:42.151
7	EBRAHIM 1:42.192
8	STONEMAN 1:42.275
9	CLARKE 1:42.348
10	BRATT 1:42.362
11	ENG 1:42.382
12	SNOEKS 1:42.416
13	BAILLY 1:42.449
14	LARTICHE 1:42.512
15	REES 1:42.675
16	SAMARIN 1:42.689
17	KRALEV 1:43.342
18	KOWALSKA 1:43.553
19	SURESH'EN 1:43.701
20	KUMAR 1:46.790
21	AFANASIEV no time

RACE 1 - 21 LAPS, 75.592 MILES			
POS	NAME	TIME	GRID
1	Jolyon Palmer (GB)	38m49.352s	1
2	Dean Stoneman (GB)	+0.812s	8
3	Kazim Vasiliasukas (LT)	+5.010s	4
4	Will Bratt (GB)	+5.750s	10
5	Mihai Marinescu (RO)	+11.671s	3
6	Benjamin Bailly (B)	+12.857s	13
7	Johan Jokinen (DK)	+16.708s	2
8	Benjamin Lariche (F)	+22.610s	14
9	Paul Rees (GB)	+24.033s	15
10	Plamen Kralev (BG)	+26.196s	17
11	Philipp Eng (A)	+26.907s	11
12	Ivan Samarin (RUS)	+29.867s	16
13	Kelvin Snoeks (NL)	+35.673s	12
14	Ajit Kumar (IND)	+1m10.141s	20
15	Parthiva Sureshwaren (IND)	-1 lap	19
16	Ricardo Teixeira (AO)	19 laps-accident	6
17	Sergei Afanasiev (RUS)	18 laps-accident	21
R	Jack Clarke (GB)	7 laps-accident	9
R	Natalia Kowalska (PL)	5 laps-accident	18
R	Armaan Ebrahim (IND)	0 laps-spun off	7
R	Nicola de Marco (I)	0 laps-spun off	5

GRID	
1	PALMER 1:39.935
2	AFANASIEV 1:40.187
3	BRATT 1:40.258
4	ENG 1:40.390
5	MARINESCU 1:40.398
6	SNOEKS 1:40.401
7	DE MARCO 1:40.415
8	VASTIL'KAS 1:40.445
9	JOKINEN 1:40.485
10	STONEMAN 1:40.485
11	LARTICHE 1:40.610
12	SAMARIN 1:40.915
13	SURESH'EN 1:40.996
14	CLARKE 1:41.182
15	BAILLY 1:41.213
16	EBRAHIM 1:41.290
17	REES 1:41.669
18	TEIXEIRA 1:41.778
19	KOWALSKA 1:42.761
20	KRALEV 1:42.975
21	KUMAR 1:45.228

RACE 2 - 18 LAPS, 64.793 MILES

POS	DRIVER	TIME/REASON	GRID
1	Palmer	30m51.520s	1
2	Afanasiev	+3.917s	2
3	Bratt	+4.413s	3
4	Stoneman	+11.031s	10
5	Ebrahim	+13.435s	16
6	Bailly	+14.491s	15
7	Rees	+15.455s	17
8	Samarin	+20.904s	12
9	Lariche	+22.313s	11
10	Sureshwaren	+22.748s	13
11	Kralev	+23.468s	20
12	Clarke	+27.505s	14
13	Teixeira	+41.184s	18
14	Kowalska	+42.220s	19
15	Kumar	+1m26.685s	21
16	Marinescu	-2 laps	5
R	Snoeks	15 laps-acc dam	6
R	Eng	3 laps-acc dam	4
R	Jokinen	1 lap-accident	9
R	Vasiliasukas	1 lap-accident	8
R	de Marco	0 laps-accident	7

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Palmer	103
2	Stoneman	91
3	Eng	80
4	Bratt	60
5	Afanasiev	51
6	Vasiliasukas	44
7	Ebrahim	32
8	Jokinen	21
9	Marinescu	20
10	Rees	18

KEY R=Retired.
Race 1 Winner's average speed 116.53mph. Fastest lap: Jokinen, 1m41.416s, 127.77mph.
Race 2 Winner's average speed 125.60mph. Fastest lap: Marinescu, 1m41.439s, 127.74mph.

NASCAR ALL-STAR RACE CHARLOTTE (USA), MAY 22

All-Star honours for Kurt Busch

Kurt Busch bounced back from hitting the wall twice during the NASCAR All-Star race to win the event for the first time in his career.

The former Cup champion started from pole after qualifying was rained out on Friday and led a total of 19 laps. But a lot happened for the Penske Dodge driver in the 100-lap race, in which he had to fend off several challengers.

Busch prevailed in the first and longest segment, beating brother Kyle Busch at the end of the first 50 laps. He lost the lead in the pits after that, following a four-tyre stop while others, led by Jimmie Johnson, took on right-side tyres only.

Johnson led the way in the second and third 20-lap

segments, and looked dominant ahead of the final 10-lap sprint. At that point the eventual winner's chances looked slim as, during the third portion of the event and following a two-tyre stop, Busch struggled with the balance of his Dodge, hitting the wall on two occasions.

The fourth segment started with a four-tyre mandatory stop for all drivers, where Denny Hamlin and Kyle Busch jumped ahead of Johnson. As soon as the green flag was waved, a multi-car crash was ignited by contact between Joey Logano and Mark Martin. This took out several contenders, including former winners Martin and Jeff Gordon.

Hamlin led the following

restart and raced up front with Kyle Busch, their battle ending when Busch hit the wall out of Turn 2 while trying to pass his Joe Gibbs Racing Toyota team-mate on the outside. The elder Busch took advantage to jump from fourth to first with seven laps to go in a move that looked to have won him the race.

Two caution periods for further incidents tightened the battle for victory in the end, but Busch first held off

Johnson and then Martin Truex Jr on the final restarts.

Truex made his way into the race by winning the Sprint Showdown, his first win for Michael Waltrip Racing. Starting from the back in the main event, he charged through the field and jumped from fourth to second on the final restart.

Logano, making only his second appearance in the event, was third ahead of Gibbs Toyota team-mate Hamlin, while last year's

All-Star winner Tony Stewart rounded out the top five, recovering from the multi-car incident.

● Ted Hay

RESULTS 1 Kurt Busch (Dodge Charger), 100 laps in 1h35m34s; 2 Martin Truex (Toyota Camry), +0.358s; 3 Joey Logano (Toyota); 4 Denny Hamlin (Toyota); 5 Tony Stewart (Chevrolet Impala); 6 Kevin Harvick (Chevy); 7 Brad Keselowski (Dodge); 8 Matt Kenseth (Ford Fusion); 9 Greg Biffle (Ford); 10 Bobby Labonte (Chevy).



Kurt Busch took a night-time win

FIA GT3 BRNO (CZ), MAY 22-23, RD 2/6

Parisy in the spring conditions

Come rain or shine, a Chevrolet Corvette was the thing to have in GT3 at Brno last weekend. Graff Racing duo Joakim Lambotte and Mike Parisy took a fine double in theirs, while five Corvettes filled the six podium places across the two races.

The track was part-wet, part-dry for race one. Poleman Philip Geipel led initially in his Argo Motorsport Lamborghini, but was soon overtaken by Daniel Keilwitz's Callaway Corvette and Lambotte.

Lambotte came in early

to hand over to Parisy, and the reigning French GT3 champion's pace was such that he took the lead when Keilwitz handed over to Christian Hohenadel. Geipel's co-driver Albert von Thurn and Taxis fell to fourth when the team was handed a drive-through penalty for leaving the engine running at the pitstop. This left Toni Seiler/Dino Lunardi third from 13th on the grid.

Parisy chased poleman Diego Alessi (Chad Racing Ferrari 430) hard in race two. When Giacomo

Petrobelli took over from Alessi he was hit with two penalties, because the Ferrari's stop had been too fast and done in the wrong position.

That left

Lambotte to win, while Geipel and Keilwitz starred late on as they charged to the podium.

● Kevin Turner

RESULTS

Race 1 1 Joakim Lambotte/Mike Parisy (Chevrolet Corvette Z06R), 24 laps in 1h01m06.146s; 2 Daniel Keilwitz/Christian Hohenadel (Corvette), +18.776s; 3 Toni Seiler/Dino Lunardi (Corvette); 4 Philip Geipel/Albert von Thurn and Taxis (Lamborghini Gallardo LP560) 5 Arnaud Vincent/Arnaud Peyroles (Corvette); 6 Luc Paillard/Thomas Accary (Aston Martin DBRS9). **Race 2 1 Parisy/Lambotte**, 27 laps in 1h01m29.513s; 2 von Thurn and Taxis/Geipel, +4.687s; 3 Hohenadel/Keilwitz; 4 Martin Matzke/Nikolaus Mayr-Melnhof (BMW Alpina B6); 5 Frederic Makowiecki/Manuel Rodrigues (Aston); 6 Paul van Splunteren/Marco Holzer (Porsche 911 GT3 R). **Points** 1 Keilwitz/Hohenadel, 58; 2 Geipel, 57; 3 Parisy/Lambotte, 50; 4 Siso Cunill/Tim Bergmeister 40; 5 Seiler/Lunardi, 39; 6 von Thurn and Taxis, 36.



Graff Corvette took double win

SWEDISH TOURING CARS KARLSKOGA (S), MAY 22, RD 3/9

Life's a gas for Ekblom

Biogas beat ethanol and then all the petrol cars as triple champion Fredrik Ekblom gave the Volkswagen Scirocco its first Swedish Touring Car Championship win.

Ekblom, who led all the way from pole, was shadowed by Robert Dahlgren in his ethanol-fuelled Volvo.

The action was behind them, as Thed Bjork's BMW was punted off by defending champion Tommy Rustad's Volvo. The Norwegian was given a 30-second penalty by officials, meaning that Jan Nilsson was promoted to third after a spirited drive in his BMW.

SEAT racer Dick Sahlen led the reversed-grid second race from pole until he was passed by Nilsson. The veteran then opened a gap, while Sahlen managed to keep all the rest behind to the flag, with 10 cars covered by seven seconds.

Sahlen came under pressure from Bjork, who charged through the field from last to third. But Bjork's move on Richard Goransson was declared too ambitious by the stewards, who moved him back one place to fourth.

Goransson's BMW had shadowed Sahlen for most of the race without a serious move to make a pass.

● Tege Tornvall

RESULTS

Race 1 1 Fredrik Ekblom (Volkswagen Scirocco), 17 laps in 19m38.262s; 2 Robert Dahlgren (Volvo C30), +1.221s; 3 Jan Nilsson (BMW 320Si); 4 Mattias Andersson (Alfa Romeo 156); 5 Patrik Olsson (VW); 6 Richard Goransson (BMW). **Race 2 1 Nilsson**, 17 laps in 19m51.353s; 2 Dick Sahlen (SEAT Leon), +2.570s; 3 Goransson; 4 Thed Bjork (BMW); 5 Andersson; 6 Ekblom. **Points** 1 Dahlgren, 98; 2 Goransson, 87; 3 Ekblom, 67; 4 Andersson, 61; 5 Olsson, 54; 6 Sahlen, 50.

→ Winners **Brabham/Franchitti/Pagenaud**→ Pole **Guy Smith**→ Fastest lap **Guy Smith**

★★★★★

Plenty of twists and
a touch of late drama

ALMS LAGUNA SECA (USA), MAY 22, RD 3/9

Highcroft wins Laguna thriller

A race-long duel between Highcroft Racing's HPD ARX-01c and the pole-winning Lola-Mazda of Dyson Racing ended in favor of Highcroft when Dyson's entry broke with 24 minutes remaining of this six-hour race.

The HPD of David Brabham, Simon Pagenaud and Marino Franchitti then cruised home seven laps ahead of the Cytosport Porsche RS Spyder.

Franchitti, who scored his first ALMS overall win, was at the wheel in the final showdown versus Guy Smith, who had taken his first pole in 56 ALMS starts. Smith brought the Lola back into a three-second lead after a bobble on a restart by Andy Meyrick had set Dyson back. But Franchitti emerged in front by 34s with a fuel-only final stop. Smith's effort on fresh tyres to reel in the HPD closed the gap by 10s before the oil

filter on his turbo broke.

The GT class race, where eight different cars held the lead, came down to the final lap and again it was the Flying Lizard Porsche 911 GT3 RSR of Patrick Long and Jorg Bergmeister that came out ahead. Long took the lead from Joey Hand's Rahal Letterman Racing BMW M3 on the final re-start with nine minutes remaining at Turn 11, then held on for a 0.365-second victory over the car co-driven by Dirk Muller. RLR had run a split pit strategy for its two entries and Flying Lizard gambled on a fuel-only final stop.

The Pratt & Miller Corvette C6.R's of Jan Magnussen (No. 3) and Oliver Gavin (No. 4) also held the lead in the final 90 minutes. The Ferraris of Risi Competizione and Extreme Speed Motorsports fell off the lead lap when they pitted shortly before



Brabham leads the way in California

one of 10 safety cars.

The Level 5 Motorsports entry of Scott Tucker, Christophe Bouchut and Mark Wilkins won the LMP Challenge class for Oreca FLM09 cars by seven seconds over Genoa Racing. Johnny Mowlem won the class pole for PRI Mathiasen. In the GT Challenge class for Porsche GT3 Cup entries, the Black Swan Racing's Tim Pappas, Jeroen and Sebastian Bleekemolen took victory over TRG Motorsports.

● Jonathan Ingram

RESULTS

Race 1 David Brabham/Simon Pagenaud/Marino Franchitti (HPD)

ARX-01c), 237 laps in

6h00m09.654s; 2 Memo Gidley/Klaus Graf/Sascha Maassen (Porsche RS Spyder), -7 laps; 3 Scott Tucker/Christophe Bouchut/Mark Wilkins (ORECA-Chevrolet FLM09); 4 Tom Sutherland/Tom Weickardt/Kyle Marcelli (ORECA); 5 Jorg Bergmeister/Patrick Long (Porsche 911 GT3-RSR); 6 Dirk Muller/Joey Hand (BMW M3); 7 Olivier Beretta/Oliver Gavin (Chevrolet Corvette C6.R); 8 Jaime Melo/Gianmaria Bruni (Ferrari 430 GT); 9 Scott Sharp/Johannes van Overbeek (Ferrari); 10 Jan Magnussen/Johnny O'Connell (Chevy). **Points** 1 Brabham/Pagenaud, 71; 2 Graf, 67; 3 Dyson/Smith, 54; 4= Franchitti & Maassen, 51. GT 1 Bergmeister/Long, 65; 2 Melo/Bruni, 55; 3 Muller/Hand, 52; 4 Auberlen/Milner, 47.

BRAZILIAN STOCK CARS RIO DE JANEIRO (BR), MAY 23, RD 4/12

Maluhy breaks through in Rio de Janeiro

Felipe Maluhy got the first victory of his five-year Stock Car career with a controlled drive on the abrasive Rio de Janeiro circuit last weekend.

Starting from third on the grid, the ex-Formula Palmer Audi driver took the inside line to move his Officer Pamplona Pro GP Chevrolet past front-row starter Ricardo Mauricio. He then took the lead at

one-third distance when polesitter and early leader Allam Khodair's brakes started to fail.

Maluhy stayed in front after the mid-race mandatory pitstop, but things got tougher for him closer to the end when Mauricio, who had been clearly saving his rubber, started to attack. Things got tougher still when an incident between Thiago

Marques and William Starostik brought out the safety car. Atila Abreu reacted faster when the safety car left the track, but his tyres were not good enough to hold the position and Maluhy reclaimed the lead when Abreu's car went sideways as he accelerated out of the pit straight.

Two laps later, Mauricio and Marcos Gomes also got the best of Abreu at the end of the main straight and started to move closer to the leader. The final two laps brought more drama as Mauricio's engine cover became loose and flew free, hitting Caca Bueno's windshield and landing partially in his cockpit.

Defending champion Bueno, who had started from 18th and recovered to

sixth, still held his nerve to cross the line in eighth place, but was promoted to sixth when Mauricio and Gomes each received a 20s time penalty for passing Abreu under yellow flags.

Despite not having won a race yet this season, Abreu — who was Sebastian Vettel's team-mate in Euro F3 in 2005 — increased his advantage over Max Wilson in the standings.

● Lito Cavalcanti

RESULTS

1 Felipe Maluhy (Chevrolet Vectra) 35 laps in 50m46.149s; 2 Atila Abreu (Chevrolet), +8.919s; 3 Allam Khodair (Peugeot 307); 4 David Muffato (Peugeot); 5 Daniel Serra (Peugeot); 6 Caca Bueno (Peugeot). **Points** 1 Abreu, 69; 2 Wilson, 49; 3 Ricardo Mauricio, 45; 4 Maluhy, 42; 5 Khodair, 41; 6 Nono Figueiredo, 39.



Maluhy chases Khodair from start

IN BRIEF

Albuquerque won on home ground



SUPERSTARS

Filipe Albuquerque and Stefano Gabellini shared the wins at the Algarve circuit. Portuguese racer Albuquerque was helped by Audi team-mate Alberto Cola picking up a 25s penalty for hitting Gianni Morbidelli on the last lap, which also promoted Thomas Biagi to second and Christian Montanari to third. Gabellini (BMW) won race two from Morbidelli and Cola.

CARRERA CUP GERMANY

Britain's Nick Tandy took his second win in as many rounds with a dominant performance at Valencia. The Konrad Motorsport driver finished a massive 11.054s clear of Nicolas Armindo, with Robert Lukas completing the podium in third.

CARRERA CUP ASIA

Christian Menzel's perfect run in Carrera Cup Asia continued at Beijing's Goldenport circuit with two wins from pole. Craig Baird picked up a pair of seconds.

SEAT EURO CUP

Gabor Weber won the first race of the SEAT Eurocup season-opener at Imola last weekend, finishing ahead of Alexei Dudukalo and Michael Rossi. Rossi backed his podium up by winning race two, with Andrea Larini and Fabian Eggenberger following the Frenchman across the line.

JAPANESE F3

Yuji Kunimoto's perfect start to the Japanese F3 season continued at Motegi, with the TOM'S Dallara-Toyota driver winning both races. Yuh Sekiguchi and Swiss racer Alexandre Imperatori completed the podium in both races, each earning a second and a third.

Kunimoto has made it four from four





Tambay won in Charouz-Gravity car

AUTO GP IMOLA (I), MAY 22/23, RD 2/6

Tambay at Imola, 27 years on

Adrien Tambay took a sensational win in last weekend's Auto GP race at Imola, the circuit where his father Patrick emotionally won the San Marino Grand Prix for Ferrari 27 years ago.

The Frenchman's cause was helped by rivals Luca Filippi and Giorgio Pantano slipping up in the final stages of the race. Pantano

had taken an early lead by beating Tambay away from the start to take second, and then capitalised on a mistake by Filippi to move into the lead. Both Italians made their compulsory stops early, and Tambay made the most of the clear track to put in a string of quick laps that allowed him to rejoin with a narrow lead after his own stop. Pantano

and Filippi continued to squabble behind him until both spun off in the final five laps, elevating Edoardo Piscopo and Fabio Onidi to the final podium places.

Carlos Iaconelli won the second race, which was decimated by a startline crash that took out six cars. Celso Miguez held off most of the remainder to beat Duncan Tappy to second.

RESULTS Race 1 1 Adrien Tambay, 19 laps; 2 Edoardo Piscopo, +0.937s; 3 Fabio Onidi; 4 Duncan Tappy; 5 Jonny Reid; 6 Carlos Iaconelli; 7 Stefano Coletti; 8 Celso Miguez; 9 Federico Leo; 10 Stefano Bizzarri.

Race 2 1 Iaconelli, 15 laps; 2 Miguez, +14.395s; 3 Tappy; 4 Tambay; 5 Leo; 6 Jan Charouz; 7 Fabrizio Crestani; 8 Julian Leal; 9 Giorgio Pantano; 10 Bizzarri. **Points** 1 Piscopo, 20; 2 Tambay, 16; 3= Filippi & Tappy, 13; 5 Onidi, 12; 6 Iaconelli, 10.

FORMULA NIPPON MOTEGI (J), MAY 23, RD 2/7

De Oliveira's wet-weather masterclass at Motegi

Joao Paulo de Oliveira was superb in wet conditions and took a resounding win at Twin-Ring Motegi.

In wet conditions, the Brazilian started from pole

position in his Kazuyoshi Hoshino-run Swift-Toyota and pulled out a gap from the start. His pace owed a lot to Team Impul deciding just before the start to put more wing on the car to

raise downforce.

De Oliveira was simply superb, running more than 0.5s per lap quicker than the rest of the field right through the race. He crossed the line with a margin of 40s over second-placed Kodai Tsukakoshi, with Andre Lotterer third.

Tsukakoshi started from fifth and made a super start to pass two cars, getting himself up to third ahead of reigning champion Loic Duval. That became second place when opening-round winner Takashi Kogure went off ahead of him on the second lap.

Lotterer had made a good start from second on the grid but developed gearshift trouble just after start.

Despite the problem, the German overtook Duval and gained third position.

Lotterer kept pushing in the final part of the race and got closer to Tsukakoshi, bringing the gap down to one second, but Tsukakoshi responded to secure his maiden podium finish.

● Jiro Takahashi

RESULTS

1 Joao Paulo de Oliveira (Swift-Toyota), 52 laps in 1h35m31.811s; 2 Kodai Tsukakoshi (Swift-Honda), +40.587s; 3 Andre Lotterer (ST); 4 Loic Duval (SH); 5 Naoki Yamamoto (SH); 6 Takashi Kogure (SH); 7 Kohei Hirate (ST); 8 Kazuya Oshima (ST); 9 Yuji Ide (SH); 10 Kei Cozzolino (ST). **Points** 1 de Oliveira, 19; 2 Kogure, 14; 3 Lotterer, 12; 4 Tsukakoshi, 9; 5 Duval, 8; 6 Hirate, 7.



De Oliveira splashes to a dominant victory

IN BRIEF



Busch took truck win at Charlotte

NASCAR TRUCKS

Kyle Busch survived a brush with the wall and pressure from Todd Bodine to pick up his second NASCAR Truck win of the season at Charlotte. Busch led from pole until hitting the wall on lap 40, prompting a lengthy stop for repairs, but he worked his way back and reclaimed the lead with 17 laps remaining.

STAR MAZDA

Conor Daly reinforced his Star Mazda points lead by winning from pole at Laguna Seca. Daly was passed early on by Tristan Vautier, but reclaimed the lead when Vautier damaged his suspension at the Corkscrew and pitted for repairs. Anders Krohn and Mikael Grenier completed the podium.

ARCA

Chris Buescher took a comfortable win from pole at Toledo last weekend. Joey Coulter applied race-long pressure on his way to second, with Tom Hestert third.

CARRERA CUP SCANDANAVIA

Defending champion Jocke Mangs and Fredrik Larsson shared the wins at Karlskoga. Mangs led in the wet from pole, while Larsson inherited his win after Mangs was penalised for an incorrect restart.

INTERNATIONAL GT OPEN

Tim Mullen and Chris Niarchos gave CRS Racing its first International GT Open win in the second race at Imola. At the wheel of a Ferrari 430, the Irish-Canadian pairing finished ahead of the Villois Racing Aston Martin of Lucas Guerrero and Max Wiser. Earlier in the weekend, points leaders Alvaro Barba and Pierre Kaffer had won the first race, despite a spin by Kaffer in the closing laps.

CRS Racing took first IGTO win



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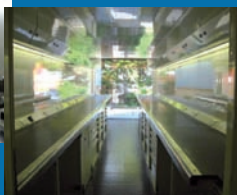
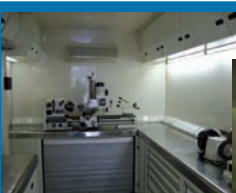
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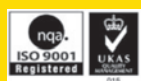
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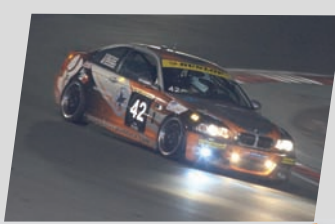

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**Donnelly to race G50 Cup
guest car at Oulton Park, p85**



EDREY/PLAT



Inaugural GT Trophy
enduro gets underway

GARY HAWKINS

No room for two endurance GT series, says Britcar boss

James Tucker issues warning after inaugural two-hour GT Trophy at Brands

» **BRITCAR BOSS** James Tucker does not believe there is space for two endurance GT series in Britain, despite plans by GT Trophy organisers to build on their inaugural event at Brands Hatch last weekend.

The two-hour race attracted 16 cars, which was deemed a success by series officials. Bute Motorsport, which runs the GT Cup and GT Trophy, now intends to organise further events.

Bute managing director Marc Haynes said: "Drivers and teams seemed unanimously to approve. The feedback I've had tells me that we will broadly

stick with this format and develop this concept for our 'Race in the dark' at Snetterton later this year.

"I am already talking to MSVR about organising between four and six rounds of the GT Trophy Endurance Series next year, with at least one race abroad and one of the races to run a duration of six hours. We want to feature on premium circuits."

Barwell Motorsport's Chris Needell, which ran a Ginetta G50 to sixth in the race, said: "The one-day format works well and the hospitality and organisation were great – nothing was a problem. We'd definitely be up for doing some more."

But Tucker believes he would have had more entries for a Britcar round on the GP circuit and is sceptical there are enough competitors for two similar series, despite Haynes' claims that he does not want to compete with Britcar.

"I'm amazed they didn't get closer to 40 cars," said Tucker. "I think the response to their one-hour races [at Snetterton in October] will be better, but the recession is taking big holes out of the marketplace."

"We may change our direction and go into sprint races – it depends on what people want. I don't believe there is the market for two enduro series in the UK."

Like Britcar, the GT Trophy uses power-to-weight ratios to set classes, but pitstop handicap penalties will also be used to prevent anyone dominating. Unlike the GT Cup, the GT Trophy also allows professional-level drivers.

The Brands race, which attracted a number of Britcar runners, was won by the Mark Sumpter/Adrian Slater Porsche 997 RSR that also took victory in the 2008 Silverstone 24 Hours.

Britcar stalwart Paragon won first GT Trophy race



GARY HAWKINS

AUTOSPORT SAYS...

**KEVIN
TURNER
NATIONAL
EDITOR**

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A RACING CAR on fire after a crash is not something you expect in the 21st century, but we've seen it a few times recently.

Kevin Riley's Mosler accident at Assen earlier this month looked bad, until I saw the horrendous crash that befell Lamborghini Super Trofeo driver Giorgio Bartocci at Brno last weekend (see page 85). The fire was intense and raged for some time. We can only hope he recovers from his injuries.

Preventing fire completely is, of course, impossible. What is more concerning is that in both crashes it apparently wasn't the marshals who pulled the drivers out of their burning cars. Why, if there were marshals wearing fireproof clothing, was it left to a driver (Assen) and team member from the pitwall (Brno) to free the drivers?

It's easy to blame marshals when they are acting in the (quite literal) heat of the moment. As Marcus Pye points out in his column (p85), they often do a great job and are absolutely crucial to the continued existence of the sport.

Perhaps what is needed is a review of the guidelines and procedures so that the right people with the right equipment do the right thing when something very wrong happens to a driver.

Extra contact details

Ben Anderson, editorial assistant
ben.anderson@haymarket.com

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Cammish (11) will join Ellinas at JTR

British Formula Ford

Cammish title quest continues with JTR

Scholarship champ joins Mygale squad after Spectrum split



BRITISH FORMULA

Ford frontrunner

Daniel Cammish has moved to the JTR Mygale squad to continue his fight for the title.

The reigning Scholarship Class champion started the season with Kevin Mills Racing, but left the Spectrum squad earlier this month (see AUTOSPORT, May 20). The 21-year-old will now join series



Cammish

rookies Tio Ellinas and Dani Domit at JTR.

Cammish, who currently lies fourth in the standings, said: "We knew we wanted a Mygale and it was always going to be JTR. They won nine races last

year and with inexperienced drivers this season they have been right there.

"I think the Mygale will give me a little bit more and we can challenge

for podiums straight away."

Cammish also hopes JTR boss Nick Tandy, a former category ace, will be able to help him. "It's excellent to have access to what Nick can offer," he said. "He should be able to give me a few pointers."

Tandy, who planned to start testing with Cammish at Snetterton this week, said: "We were desperate to sign Dan at the start of the season – he was going

to be a title challenger with whichever team he signed for – but we couldn't. Now circumstances have changed so we've agreed in principal to run him for the rest of the season.

"We've very excited to get him on board, and we're expecting to be right at the sharp end."

Cammish has yet to win a race in the category and is currently 46 points behind table-topper Scott Malvern.

Caterham R300

Poor driving delays results

THE RESULTS of future Caterham R300 races will remain provisional until the series' permanent clerk of the course has reviewed footage of all on-track incidents.

The move follows issues with driving standards in the fledgling series, which have left some racers reconsidering their participation in the category.

CofC Bernard Cottrell said: "In light of recent events, and conscious of the fact that we issued a driving standards

reminder after Spa last year, future R300 race results will remain provisional until I have assessed all incidents by reviewing footage and issued any penalties as required.

"This may take several days, or even longer, and any penalty may be an addition to anything decided by the acting clerk at the event."

R300s have got too close for comfort



LORD/LAT

Sport Maxx Cup

Champion returns to Sport Maxx

REIGNING SPORT Maxx champion Simon Shaw will return to the series at Oulton Park this weekend.

Shaw, who won the title in a SEAT Leon, will drive EJM Preparation's BMW 330d.

"After winning the championship, my focus has turned to the British Touring Car Championship," said Shaw. "I hope to get a blast in AmD Technik's VW Golf later on in the year, but it'll be great to get back on the Sport Maxx grid this weekend."

EJM principal Ed James, who ran Shaw to the Sport Maxx Class B crown in 2007, said: "It's good to have Simon back in one of our cars. I'm confident we can be competitive."

Shaw used SEAT to take Sport Maxx title



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Ginetta G50 Cup

Donnelly to get G50 guest outing

FORMER LOTUS F1

driver Martin Donnelly will make his Ginetta G50 Cup debut in the series' celebrity guest car in the next round at Oulton Park in June.

Donnelly, 46, who still races regularly at club level in the burgeoning Lotus Elise Trophy series, secured the drive through coaching Spanish driver Ramon Pineiro, who races against Ginetta-backed Nigel Moore in Formula Palmer Audi.

"It all came about over a beer in the Kentagon and I must have said yes," said Donnelly, who will sample the 300bhp Dynojet-run machine for the first time in the first 45-minute Friday pre-race practice session. "I'm looking at it as a stress-free weekend off for me - it should be fun.

"It's a car, it's got four wheels and a steering wheel, so it should be okay. It will be about getting into it, getting it tight and gaining confidence."

Donnelly will use a special bracket in the car to ensure his left foot (in which



Donnelly will swap Elise for G50 Cup

he has lost a large amount of feeling) sits permanently over the clutch.

"I need to have confidence my foot is on the clutch pedal all the time," said Donnelly. "If I can get into it well on Friday then I should be there or thereabouts, but these young fellows will try to keep me on my toes!"

Donnelly, who will also drive a Classic Team Lotus car at this summer's Lotus Festival at Snetterton, confirmed he still hopes to enter British GT in the future. A deal to run a pair of Lotus 2-Elevens in the series is on hold after Donnelly's chief backer fell ill.



Lambo ace burned in Czech Republic crash

Lamborghini Super Trofeo driver Giorgio Bartocci was in intensive care as AUTOSPORT closed for press after this fiery crash at Brno last Saturday. Both Trofeo races were cancelled.

PHOTOGRAPH BY GARY HAWKINS

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



The men in orange are an ageing breed

My week started with a bang when I was rear-ended on the road near Pembrey. That got me thinking about the great advances in occupant protection in modern vehicles (for road and track) and focusing anew on the vital work of the marshalling forces at organised events. Purely by coincidence, a copy of *The Marshal* - the Motorsport Safety Fund-aligned organ of medical personnel, rescue crews and all officials involved in motorsport - was on my doormat when I reached home, tucked inside the MSA's periodical *motorsportsnow!*

The results of the 2010 Volunteers' Survey in the former makes for illuminating reading. The concerns of those working on the ground at events of all genres, and issues raised by them, must be taken seriously if our sport has a long-term future at amateur level, especially in challenging environmental and financial times.

Many moons ago, as a sixth-former (I had graduated from BARC junior assistant to startline and pit marshalling by then) I studied statistics. Thus I understand that they can be made to show anything. More dangerous than manipulation in my experience, though, is commissioning a survey then ignoring the respondents' replies. Politicians are particularly adept at this arrogance...

It is apparent from the questionnaire sent to almost 1000 marshals that the volunteer

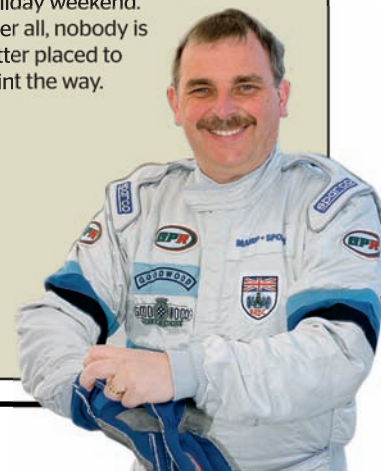
workforce over the spectrum of events is ageing, and that attracting new colleagues is proving difficult. It is also clear that while some clubs pay lunch money to marshals - others give meal vouchers - the respect of competitors is more important than incentives to most.

The HSCC and 750MC have a very strong and loyal following of marshals (as much down to camaraderie with drivers and teams as quality and variety of racing), but other organisers habitually struggle with numbers. To the point where light signals - into which considerable research was done in the '90s - may have to replace flags at some places.

Only man/womanpower can rescue people from potentially dangerous situations though, and more is needed. Whether the MSA, through marshals' clubs, moves to encourage younger officials by reducing age limits for track or stageside duty to 16, and promotes specialist training, remains to be seen. But all avenues must be explored, and competitors may have to share the rising cost of marshalling through a small levy on entry fees. Consider that extra tenner next time you have a bang.

No doubt marshals at Anglesey and Castle Combe will offer feedback - and much for me to ponder between venues - this Bank Holiday weekend. After all, nobody is better placed to point the way.

“Only man/
womanpower
can rescue people
from danger, and
more is needed”



AUTOSPORT GOLDEN HELMET

IT'S FITTING that as Radical celebrates producing its 1000th car (see page 86), one of its customers, Darren Luke, tops our standings after three wins at Snetterton. Last year's Golden Helmet victor Rod Birley has moved up to second, despite suffering two fires in his potent Escort WRC. Formula Junior ace Jon Milicevic is the sole single-seater exponent in the top 12.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Darren Luke (Radical PR6)	7	1	8
2	Rod Birley (Ford Escort WRC)	7	0	7
3	Rob Boston (Mazda MX5)	6	0	6
4	Chris Scragg (Aston Martin V8/Aston N24)	6	0	6
5	Martin Wills (MGF)	5	0	5
6	Tim Harvey (Porsche 997 GT3 Cup)	5	0	5
7	Paul Sibley (MG Midget/MGB Roadster)	5	0	5
8	Barry Travers (Fiat Punto)	5	0	5
9	Ollie Neaves (MGB Roadster)	4	1	5
10	Rory Bryant (Ford Fiesta ST)	3	2	5
11	Jon Milicevic (Cooper T59)	4	0	4
12	Zac Chapman (Toyota MR2 Mk2)	4	0	4

Repechage, consolation, 'overflow entry' and handicap races not included. Races must be minimum 10 miles when result is declared. Classes must have minimum six starters. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

SPEED

Foster wins on Brands return

MULTIPLE WALTER

Hayes Trophy FF1600 winner Joey Foster made a winning return to Brands Hatch last Sunday when he co-drove Jody Firth's Ligier in the three-hour SPEED endurance event.

The duo won by two full laps of the GP circuit. It was the Cornishman's first outing in Kent since the Formula Ford Festival six years ago.

"I hope to be out again in the Ligier, it is a lovely car to drive and very rewarding" said the reigning Australian F3 champion, who first raced the car at Mugello, where an engine shut-down foiled a possible race win.

Porsche Carrera Cup

regular Tom Bradshaw also appeared in SPEED at Brands, sharing an RLR Ligier with Christophe Burrick.

Bradshaw, who has European VdeV experience, started the car and was the only driver to stay on the same lap as Foster. A podium finish looked on, until a gearbox problem put the car out shortly after Bradshaw handed over to his co-driver.

"It's bit different to the Porsche, it has so much aerodynamic grip," said former single-seater racer Bradshaw. "I was invited to drive the car as we [his father's Road and Race preparation outfit] are currently painting RLR's LMP2 car."

Foster won on Brands return



Burnett will race 2009 enduro winner (right)

AUTOSPORT Three Hours

Burnett targets B8 win

Sportscar racer Gareth Burnett will drive the 2009 AUTOSPORT Three Hours-winning Chevron B8 in this year's edition of the race



HISTORIC RACING ace Gareth Burnett and single-seater racer Alex Ames are the latest entries to next month's AUTOSPORT Three Hours at Snetterton, and will drive last year's winning Chevron B8.

Enthusiast and racing entrant John Ruston has bought the ex-Stirling Moss/Paul Vestey B8 that James and Jeremy Cottingham used to win the 2009 Historic Sports Car Club-run enduro. It is also the car Ruston owned, and Burnett rebuilt and raced successfully, in the middle of the last decade.

Ruston, who also plans to run the B8 as part of his multi-car Le Mans Classic effort, said: "When I realised there were all the these HSCC Guards Trophy races for

B8s we decided to get one.

"That car is probably one of the best around. The target is to finish and get them in the top three."

Other leading entries include the Jon Shipman/Mark Hales Crossle 9S and the Andrew Schryver/James Schryver and Nick Fleming/Ian Jones B8s. Michael Schryver and AUTOSPORT scribe Ben Anderson will also drive the former's B6, which won the event in '06-'07.

Michael's son Will, who had been expecting to miss the event, will now compete alongside Ollie Smith, sharing the Lotus Elan 26R that has won the GT class for the past two years.

The HSCC expects a field of around 40 cars for the June 5 extravaganza.

Knockhill SpeedFair

Super Saloon Beetle to Knockhill

THE VW Beetle-Chevrolet Super Saloon made famous by Doug Niven in the 1970s will be demonstrated at the fifth Classic SpeedFair at Knockhill in June.

Niven will be re-united with the car, which has been restored by Dave Taylor, and drive it at the Scottish venue.

Knockhill's Stuart Gray hopes that the sight of the Beetle, a regular winner at the Ingliston circuit near Edinburgh, will lead to a bigger celebration of Ingliston

at the 2011 Classic SpeedFair.

"We are delighted to be demonstrating the ex-Doug Niven car," he said. "With such interest, we are hoping to have a whole parade of Ingliston classics in 2011, to mark the 20th anniversary of the track's closure."

Classic Formula 1 and F5000 machines will also be demonstrated. Frank Lyons will bring his ex-James Hunt McLaren and a Gurney Eagle FA74.

Niven will be reunited with VW Super Saloon



Radical produces its 1000th sportscar racer

British sportscar constructor Radical celebrated production of its 1000th car last week – an SR3 RS (chassis 533). Mick Hyde's and Phil Abbott's firm is 13 years old and the SR3 is its most successful model

IN BRIEF

DANIEL WELLS, 18, made an impressive car racing debut at Brands Hatch last Saturday, finishing eighth on the Grand Prix circuit in engine-builder John Percy's Van Diemen RF91 FF1600 (below). He is backed by The Race Centre, the driving experience facility in Chandler's Ford, of which long-time competitor David Goode is a director.



WITH HIS own car not ready, Peter Seldon used a rented BMW M3 E36 to take the first Racing Saloons encounter at Brands Hatch last Saturday. The car is the same one in which reigning Production BMW champion Rob Smith achieved a similar Brands result last year.

MEDINA MOTORSPORT boss John Loebell made his Monoposto racing debut at Anglesey last weekend, in a Zetec-powered Van Diemen RF02. He was joined by ex-FF1600 regular Ken Parkinson, in his first race for over five years. Loebell won his class in both races, while Parkinson took a class win and a third in his Van Diemen RF92.

CLASSIC FERRARI racer Ray Newman finally managed to get his 246GT (below) to the start at Anglesey, after two engine rebuilds in the past year. Newman took second in class and 18th overall in the Sports v Saloons, but then the engine failed again in the Swinging Sixties race.



MONOPOSTO CHAMPION Chris Woodhouse had hoped to debut his Dallara F302 at Anglesey. "We ran out of time but hope to test it over the next week and debut it in the next round," he explained. Despite making a late change back to his Speads chassis, he still took a win in the first race, but was sidelined from the second with engine problems.

EX-VW GOLF GTI frontrunner John Mawdsley has switched to the Future Classic series for 2010, with his GTI. "It's an ex-VW Cup car, I want to learn more circuits and see if I can get the car into Classic Group One next season," he said after taking a class win at Anglesey.

THE 20th running of the 2CV 24hr enduro will take place at Snetterton on August 20-21. Entries are now open, costing around £1800 per car.

THE GT90s series, for international GT cars of the 1990s, has been renamed the GT Revival Series. Races will be held at the Grand Prix de l'Age d'Or at Dijon and the Grand Prix Historique de Provence at Paul Ricard this year.

VW Racing Cup

Zandvoort VW wins for Mason and Edwards

STEVE CHAPLIN leapt to the top of the Volkswagen Racing Cup points table after scoring a pair of podium finishes on the series' first visit to Zandvoort last weekend.

Chaplin's Beetle RSI took a second and a third from the two races to leapfrog

erstwhile leader Didge Dziurzynski, who endured a weekend to forget.

A broken gear linkage limited his Golf GTI to 12th in race one, before complete loss of power caused him to retire from race two.

The similar car of Sam Edwards took pole in

qualifying and led the first race initially, before eventually slipping behind the Golf of maiden winner Aaron Mason, and Chaplin, who qualified only two thousandths of a second behind Edwards.

"I thought I was going to lose it towards the end," said

Mason. "Steve pushed me into making a few mistakes so I was lucky to hold on."

"To get my first podium was the objective. I've got that now with a win, so I'm absolutely delighted."

After missing out on a podium in the first race, Richard Walker more than made amends with victory in race two in his MkV Golf GTI, ahead of Edwards.

Lining up second on the reversed grid alongside polesitter Michael Kurton, Walker shot into an early lead, but then fell behind Edwards, who set up his car to be strong early on.

When the aggressive camber settings began rooting the tyres, Edwards fell behind Walker and only just held off Chaplin to take second place.



Mason won, while Chaplin (53) took title points lead

JACOB EBREY

Champion of Brands

Smyth pledges to defend Brands crown

FORMULA FORD 1600 stalwart Neville Smyth plans to defend his Champion of Brands crown after winning the Bert Ray Memorial Cup CofB FF1600 race on the GP circuit last weekend.

Smyth won the inaugural running of the Bert Ray Memorial Cup at Brands last Saturday and received his reward from Bert's son Gavin. It was the Irishman's first win on the GP circuit, his previous best result being second at the inaugural A1GP meeting

five years earlier.

A long-time Ray customer, Smyth (GRS07) led a marque 1-2-3-4-5. Many of the Ray marque's early successes came at Brands and the team was once based just down the A20 from the Kent circuit.

It was Smyth's first outing of the year, the 35-year-old having been busy overseeing younger brother Nigel (18), who has started racing cars this year in his homeland, and indulging his passion for restoring classic cars.

GT Trophy

Onslow-Cole in GT debut

BRITISH TOURING Car star Tom Onslow-Cole contested the inaugural GT Trophy event on the Brands Hatch GP circuit last weekend.

Arena Ford Focus driver Onslow-Cole made his GT racing debut sharing a Plans Motorsport Lotus Exige with Alistair Barclay in the two-hour

enduro. The duo finished second in class.

Onslow-Cole said: "I have done some driver coaching with Alistair and also with Plans, but this was a last-minute call-up."

"Alistair isn't sure yet what he wants to do in racing, so today was very much a toe-in-the-water exercise. I've enjoyed doing something a bit different."

It was Onslow-Cole's first outing in a rear-wheel-drive car since his 2007 BTCC (Team RAC BMW) campaign and also his first experience of endurance racing, pitstops and driver changes.



Onslow-Cole raced a Lotus at Brands

HAWKINS

Merdeka 12 Hours

Barwell and Bentwood in Asian enduro attack



Bentwood will race Yu's Aston

TOP BRITISH GT squad Barwell Motorsport and Michael Bentwood will contest the Merdeka Millennium 12 Hour event at the Sepang Formula 1 circuit in August.

Barwell has teamed up with Asian team Eurasia Motorsport in the enduro to run an Aston Martin DBRS9. Bentwood, who first raced a Barwell Aston in 2006, will drive with

car owner Frank Yu and Eric Cheung on August 5-7.

Former British GT race winner Bentwood, who is also driving with Barwell in selected European events this season, said: "I am delighted to have been selected by Frank to race at Sepang in his car - I seem to be regarded as something of a DBRS9 specialist, which is excellent."

Stalwart Smyth lives the dream

Smyth fulfilled a dream by winning on Brands GP loop

GARY HAWKINS

IRISH FF1600 stalwart Neville Smyth was the happiest man at Brands Hatch last Saturday, his long-held dream of winning a race on the daunting Grand Prix circuit finally fulfilled. So often the bridesmaid, the quiet man from Celbridge was, at last, atop the podium.

Once the chasing David Grady's car had expired, polesitter Smyth had a clear run to victory in the Champion of Brands encounter. His task was eased by the intensity of the squabbling behind and, in typical category fashion, for some it ended in tears. Jordan Skinner headed the chasers, clear of Keith Dempsey, while 1.7 seconds covered the next three.

"He (Grady) gave me grief on the opening lap, but once I drew a few lengths on him on lap two, I knew that I didn't have to defend into Surtees," said Smyth. "If you do, you don't get optimum speed onto the long back straight."

As the grid lined up for the inaugural running of the GT Trophy, onlookers could be excused for thinking they were watching another series.

Seven of the top eight combos were either current or former Britcar racers.

An early safety-car period blew the pitstop handicapping system out of the water, although quite why the top six chose to carry on while rivals took the chance to pit, defies logic. Two stops were mandatory and the best of the 'non-stoppers' ended up two laps adrift in fourth, while Porsche duo Adrian Slater and Mark Sumpter were untouchable once they hit the front around one-third distance.

They lost the lead at

pitstops, but quickly got things back under control. At the end of two hours only the Marcos GT of Raphael Fiorentino/Henry Fletcher remained on the lead lap. Despite a spin in the latter stages, Mosler duo Richard Fores and the notably slower Andrew Beaumont annexed third, clear of early race leaders Mitch Millett and Michael Vergers, the latter left to rue Millett's decision not to stop during the early safety-car period.

Ligiers driven by Joey Foster and Porsche Carrera Cup ace Tom Bradshaw

were a different class to the others in the three-hour SPEED encounter. While guest driver Foster handed Jody Firth a comfortable cushion, for the Bradshaw-driven car it was a different matter. Gearchange problems eventually sidelined it.

Teams were left in the dark when the timing screens went down for the second half of the race, but barring mishap the leader was not for catching. The order changed very little with Simon Dolan/Ollie Hancock second best (two laps down), while the Barry

Gates/Rob Garofall pairing were a further lap adrift.

A brace of keenly contested Production BMW races produced the same top three each time, albeit in a different order. Liam Crilly slipped to third in race one, but bounced back after a safety-car period to snatch the victory from Nick Barke, with Mike Tovey and reigning champion Rob Smith in his wheeltracks.

Robin Welsh would have been third but for a drivethrough penalty (all four wheels off the circuit) and he launched a stinging



'Rakish' new Gunn TS-11 took another \$2000 Duratec win

GARY HAWKINS



Paragon Porsche claimed inaugural GT Trophy victory

GARY HAWKINS

attack from 15th on the grid in the second race to bag fourth place. The top three, this time with Barke from Crilly and Tovey, had gone beyond recall.

Peter Seldon (BMW M3 E36) and the Ford Sierra Cosworth of Craig Jamieson shared the spoils in the well-stocked Racing Saloons double-header. Seldon's slow getaway in the later race allowed Jamieson to reverse earlier form. Colin Tester led race one until he hit problems, but made amends later by storming from row 20 to bag fourth place!

The same 1-2-3-4 results in both Dunlop/MN Saloons races, masks the action that went on behind runaway double victor Rod Birley. Craig Davies got the better of

Joss Ronchetti in race one and an opportunistic move doubled his tally when Ronchetti got bottled up by backmarkers on the dash to the flag later on.

An oil leak sidelined Darren Bly's potent Nissan Skyline in race one and, having stormed from 23rd on the grid to second in the later race, his hopes evaporated in fumes after the car ran out of petrol.

Both Sports 2000 races produced easy winners with polesitters Neil Burroughs (Duratec) and David Houghton (Pinto) holding all the aces.

Burroughs was never headed in the rakish new Gunn TS-11, but Houghton had to work a bit harder.

Once Houghton had reclaimed the lead from a fast-starting Jim

McDougall, he used his car's more modern slippery shape to pull away. McDougall lost second to Andy Mathew at around half-distance, but never relented in the battle.

A lot of oil laid during the VAG Trophy race made for some exciting moments, but Mark Jenkins kept his nerve and his line, to win from Dave Leigh, Daniel Rose (up from 31st on the grid) and Chris Adams – the quartet covered by 2.5s.

It was no less tense at the sharp end of the Golf GTI race, in which Simon Hill (who edged away in the closing stages) led home Nick Porter, Ricky Gaston, Craig Roberts and Guy Stevens, these five blanketed by just 3sec.

■ By Dud Candler



DEREK BINGHAM

Hodgetts won both 'small' Fiat races

Hodgetts conquers Cadwell in a Fiat 500

STEFAN HODGETTS

won both races at Cadwell Park, as the Trofeo Abarth 500 GB supported the British Superbikes.

The mix of car and bike racing, although unusual, was enjoyable and should perhaps happen more often at meetings.

Unfortunately, the Fiats didn't put on as memorable a show as they could have done – entries were low, just nine cars starting.

The only thing Ben Winrow will remember from Cadwell is the back of Stefan Hodgetts's 500. In both races Hodgetts was first into the first corner, and thereafter first to take the chequered flag. The gap between Hodgetts and Winrow fluctuated, but Winrow was never able to get close enough to make a passing move.

Race one provided the best of the weekend's racing action. Points leader Gareth Howell enjoyed a fantastic battle with his team-mate Charlie Butler-Henderson for third. At the start Howell, who qualified fourth, got the drop on Butler-Henderson, but CB-H wasn't going to let Howell get away from him and dived up the inside going into Hairpin, narrowly avoiding a collision.

"I thought there was no way he was going to stop" said Howell "I didn't turn in, hoping he wasn't going to stop in time but he managed to. It was a

good move". After trying to retake Butler-Henderson, Howell dropped back a few car lengths, before managing to catch back up. But he couldn't quite do enough to make it stick.

What was noticeable in both races was how far ahead Winrow and Hodgetts were from the third-placed car. Howell admitted they were "streets ahead" and it seemed Winrow and Hodgetts have found something extra with their set-ups.

Unfortunately for Howell, he retired in race two. A problem re-setting the battery meant he had to start from the pitlane, as there was a chance he would stall on the grid. Howell was denied the chance to progress when he ground to a halt with the same problem.

Paul Smith and Josh Wakefield had a great battle in the midfield during the first race, which included two hairy moments for the pair, both at Hall Bends. A rather ambitious move from Smith resulted in both cars almost going off track. Wakefield recaught Smith, and in the final lap was just millimetres away from tagging his bumper.

■ By Matthew Upton

TROFEO ABARTH 500 GB (8 LAPS)

1 Stefan Hodgetts, 2 Ben Winrow +3.15s; 3 Charlie Butler-Henderson; 4 Gareth Howell; 5 Paul Smith; 6 Josh Wakefield. Fastest lap Hodgetts 1:39.581 (79.06mph). RACE TWO (18 LAPS) 1 Hodgetts, 2 Winrow +3.55s; 3 Butler-Henderson; 4 Smith; 5 Matt Shead; 6 Wakefield. FL Hodgetts 1m40.434 (78.39mph)

CHAMPION OF BRANDS FF1600

(10 LAPS) 1 Neville Smyth (Ray GR507); 2 Jordan Skinner (Ray GRK2010) +2.440s; 3 Keith Dempsey (Ray GRS08/09); 4 Andrew Jones (Ray GRS07); 5 Joe Walton (Ray GRS05); 6 Adam Quartermaine (Van Diemen RF99). Fastest lap Skinner 1m37.052s (85.34mph).

GT TROPHY (72 LAPS) 1 Mark Sumpter/Adrian Slater (Porsche 997RSR); 2 Henry Fletcher/Raphael Fiorentino (Marcos Mantis GT) +1m12.312s; 3 Andrew Beaumont/Richard Fores (Mosler MT900); 4 Mitch Millett/Michael Vergers (Chevrolet Corvette); 5 Chris Bentley/Adriano Medeiros (Porsche 996 GT Cup); 6 Julian & Matt Draper (Ginetta G50 Cup). Class winners Bentley/Medeiros; Chris Bialan/Simon Mason (Lotus 2-Eleven). FL Vergers 1m28.556s (93.53mph).

SPEED (17 LAPS) 1 Joey Foster/Jody Firth (Ligier JS49); 2 Simon Dolan/Ollie Hancock (Ligier JS49) -2laps; 3 Barry Gates/Rob Garofall (Ligier JS49); 4 Gary & Michael Woodcock (Ligier JS49); 5 Simon Phillips/Chris Ward (Norma M20); 6 Mohsin Rashid/Adriano Medeiros (Ligier JS49). CW James Fillingham/Zubin Randeria (Juno SSE); Graham Hill/Rod Stead (Radical Prosport); Dave Shelton/Paul O'Neill/Phil Quaife (Mosler MT900). FL Foster 1m25.684s (96.67mph).

PRODUCTION BMW (8 LAPS) 1 Liam Crilly (318i); 2 Nick Barke (320) +0.219s; 3 Mike

Tovey (320); 4 Rob Smith (320); 5 Stuart Waite (320); 6 Kevin Welsh (320). FL Robin Welsh (320) 1m53.435s (73.02mph).

RACE TWO (8 LAPS) 1 Barke; 2 Crilly +0.371s; 3 Tovey; 4 R Welsh; 5 Tim Wilson (320); 6 Waite. FL Crilly 1m52.389s (73.70mph).

RACING SALOONS (6 LAPS) 1 Peter Seldon (BMW M3 E36); 2 Craig Jamieson (Ford Sierra Cosworth) +1.725s; 3 Stephen Primett (Ford Escort RS2000 Mk1); 4 Tom Murphy (Ford Sierra Cosworth); 5 Dave Hickton (Opel Ascona); 6 Mark Capewell (BMW M3 E30). CW Primett; Capewell; David Margalies (Ford Capri); James Christie (Hillman Avenger); Ian Berry (BMW 320). FL Seldon 1m43.605s (79.94mph). RACE TWO (7 LAPS)

1 Jamieson; 2 Seldon +1.645s; 3 Leigh Franklin (Sunbeam Lotus); 4 Colin Tester (Ford Sierra Cosworth); 5 Robert Sadler (BMW 325i); 6 Murphy. CW Franklin; Sadler; Margalies; James Carpenter (Toyota Corolla); Berry. FL Seldon 1m42.644s (80.69mph).

D/MN SALOONS (10 LAPS) 1 Rod Birley (Ford Escort Cosworth); 2 Craig Davies (Ford Sierra RS500 Cosworth) +1.512s; 3 Joss Ronchetti (Sunbeam Lotus); 4 Ray Barrow (Ford Escort Mk1 Cosworth); 5 Nigel Craig (Subaru Impreza); 6 Richard Brent (Peugeot 205GTI). CW Barrow; Brent; Gavin Thomson (Peugeot 205GTI); Graham Bahr (BMW 325 E30); Gary Chappell (Toyota Celica). FL Birley 1m36.227s (86.07mph).

RACE TWO (10 LAPS) 1 Birley; 2 Davies +19.702s; 3 Ronchetti; 4 Barrow; 5 Stratton McKay (Subaru Impreza WRX); 6 Craig. CW Barrow; Thomson; Brent; Bahr; Chappell. FL Birley 1m36.052s (86.23mph).

SPORTS 2000 DURATEC (17 LAPS)

1 Neil Burroughs (Gunn TS11); 2 Patrick Sherrington (MCR) +7.414s; 3 Rupert Russell (Van Diemen RF98); 4 Paul Tickner (Carbir CS2); 5 Robert Oldershaw (Juno); 6 Chris Yarwood (MCR). CW Tickner; Peter Needham (Tiga SC82). FL Burroughs 1m29.358s (92.69mph).

SPORTS 2000 PINTO (16 LAPS) 1 David Houghton (Van Diemen RFSC02); 2 Andy Mathew (Shrike P16) +0.810s; 3 Jim McDougall (Tiga SC79); 4 Mike Johns (Royale S2000M); 5 Paul Street (Swift DB2); Mark Marsh (Tiga SC82). CW McDougall; Johns; Street. FL Houghton 1m35.835s (86.43mph).

VAG TROPHY (10 LAPS) 1 Mark Jenkins (VW Golf GTI); 2 Dave Leigh (SEAT Leon Cupra) +1.225s; 3 Daniel Rose (SEAT Leon Cupra); 4 Chris Adams (VW Golf GTI); 5 Will McAttee (VW Golf GTI); 6 Marc Beales (VW Golf GTI). CW Leigh; Michael Thurston (VW Golf GTI); Oil Dinker (VW Golf GTI); Guy Stevens (VW Golf GTI). FL Rose 1m46.317s (77.90mph).

GOLF GTI (10 LAPS) 1 Simon Hill; 2 Nick Porter +1.611s; 3 Ricky Gaston; 4 Craig Roberts; 5 Guy Stevens; 6 James Barik. CW Roberts. FL Stevens 1m52.509s (73.62mph).



ANGLESEY CSCC May 22-23
Hondas dominate Tin Tops

Integra duo can't be caught in tin-top chase



NIGEL AINGE and Alan Broad proved unbeatable in the Tin Top encounter at the Classic Sports Car Club's Anglesey meeting last weekend. The Honda duo only lost the lead at the pitstops, but there was a fine fight for second.

As the Integra headed off to win by almost half a minute, the MG ZR of Robb Addison/Clinton Bell duelled from the start with James Payne and Tony Hunter's Renault Clio. Ultimately neither would take the runner-up spot. After seeing off Payne, the Civic of Mark Livens and Robert Dyball snatched second on the last lap for a Honda one-two.

Richard Dorlin's XJ6 was a comfortable winner in the first Jaguar Saloons

race, with Chris Palmer emerging from the concurrent XJS contest to pip Gail Hill for second overall in the closing laps. Hill gained her revenge in a hard-fought second outing, defending almost racelength from Dorlin, who briefly lost second to Dave Bye's XJ6 in his efforts to wrest the lead. Palmer was fourth overall as he became a double XJS winner.

Defending champion Chris Woodhouse's Speads was a lights-to-flag winner in the first Monoposto 1000, 1400, 1600 and 1800 race, with the OMS of Gary Hill secure in second. Adrian Wright (Gem) made it past Peter Whitmore (Van Diemen) for third at the Corkscrew on lap three, only to spin out on his own oil five laps later and hand



Ainge and Broad set the pace in Tin Tops

the place back to Whitmore.

With Woodhouse non-starting in race two, Hill went one better to collect his maiden victory from the JKS of Geoff Fern. After an excellent start, Van Diemen driver John Loebell couldn't hold off Whitmore for third.

Mark Chilton and his Porsche 928 GT romped away to take the Future Classics spoils with ease. The 911 Turbo of Trevor Knight and Nicholas Evans came out top in a skirmish with Nicholas Olson's Lotus Esprit for second.

There was a three-way battle during the first half of the Magnificent Sevens, before Keith Dunn's

Caterham took charge over Andrew Griffiths (Hayabusa) and Marcus Hoggarth (R400). But Griffiths came back strongly at the end and only lost out by 0.421 seconds at the flag.

It was side-by-side for the lead in the first Mono 2000 race as they headed through Peel at one-third distance. At the Corkscrew, Tristan Cliffe's Dallara F398 emerged with inches to spare from Jeremy Timms (F397) and held on to win after Timms rode the kerbs out of the last corner in his efforts to respond. After Richard Purcell's Dallara cut out with two laps remaining,

Adrian Hole completed the podium.

Timms took the honours in race two following four laps behind the safety car, with Cliffe struggling against a chronic misfire to push him all the way to the flag. Jeremy Goodman's Ralt RT3 was third, after Purcell spun.

Peter Thompson and his Marcos GT had to fight hard for the Classic K laurels after being shadowed for most of the race by Stephen Bond's Lotus Elan. Bond led from the pitstops, but Thompson surged back ahead down the back straight with six laps remaining.

■ **By Peter Scherer**



Hill narrowly won second Jag encounter

TIN TOPS (25 LAPS) 1 Nigel Ainge/Alan Broad (Honda Integra); 2 Mark Livens/Robert Dyball (Honda Civic Type R) +27.518s; 3 Robb Addison/Clinton Bell (MG ZR 160); 4 James Payne/Tony Hunter (Renault Clio); 5 Simon Taylor/John Hammersley (Honda Civic Type R); 6 Nigel Tongue/Davey Young (MG ZR 180). **Class winners** James Mansfield (Peugeot 205); Barry Young/David Murphy (Ford Fiesta XR2). **Fastest lap** Broad 1m18.488s (71.09mph). **XJS & JAGUAR SALOONS (12 LAPS)** 1 Richard Dorlin (XJ6 Coupe); 2 Chris Palmer (XJS) +1.919s; 3 Gail Hill (XJ40); 4 Simon Lewis (XJ6); 5 David Bye (XJ6 Coupe); 6 Lawrence Coppock (XJS). **CW** Robert Drewery (XJ40); Derek Pearce (MKII); Palmer; Coppock. **FL** Palmer 1m22.344s (67.76mph). **RACE TWO (12 LAPS)** 1 Hill 2 R.Dorlin +0.324s; 3 Bye; 4 Palmer; 5 Peter Dorlin (XJ6); 6 Pearce. **CW** Drewery; Pearce; Palmer; Coppock. **FL** Palmer 1m22.504s (67.63mph). **MONO 1000/1400/1600 & 1800 (13 LAPS)** 1 Chris Woodhouse (Speads RMO4); 2 Gary Hill (OMS 2000M) +24.845s; 3 Peter Whitmore (Van

Diemen RF05); 4 John Loebell (Van Diemen RF02); 5 Jim Timms (Van Diemen Formula Ireland); 6 Len Turner (Jedi Mk6). **CW** Hill; Ken Parkinson (Van Diemen RF92); Loebell. **FL** Woodhouse 1m07.184s (83.05mph). **RACE TWO (14 LAPS)** 1 Hill 2 Geoff Fern (JKS TFR10) +5.163s; 3 Whitmore; 4 Loebell; 5 Timms; 6 Michael Dale (Van Diemen RF82). **CW** Turner; Nigel Davers (Van Diemen RF89); Loebell. **FL** Fern 1m07.810s (82.28mph). **FUTURE CLASSICS (30 LAPS)** 1 Mark Chilton (Porsche 928 GT); 2 Trevor Knight/Nicholas Evans (Porsche 911 Turbo) +27.830s; 3 Nicholas Olson (Lotus Esprit S3); 4 Mark Koeberle (Porsche 944 Turbo S); 5 John Mawdsley (VW Golf GTI); 6 Patrick Mortell/Alic Kitson (Toyota MR2 Turbo). **CW** Mawdsley; Olson; Mortell; Kitson; Knight; Evans. **FL** Knight 1m17.763s (71.75mph). **MAGNIFICENT SEVENS (32 LAPS)** 1 Keith Dunn (Caterham C400); 2 Andrew Griffiths (Caterham Hayabusa) +0.421s; 3 Marcus Hoggarth (R400); 4 Peter Davies (R400); 5 Oliver Jarratt/Stephen Rogers

(Supersport); 6 Peter French (Superlight). **CW** Jarratt/Rogers; Griffiths; Davies. **FL** Griffiths 1m12.744s (76.70mph). **MONO 2000 & CLASSIC 2000 (14 LAPS)** 1 Tristan Cliffe (Dallara F398); 2 Jeremy Timms (Dallara F397) +2.389s; 3 Adrian Hole (Dallara F398); 4 Jeremy Goodman (Ralt RT3); 5 Francis Phillips (Reynard 923); 6 Malcolm Scott (Van Diemen 2000). **CW** Goodman. **FL** Cliffe 1m05.052s (85.77mph). **RACE TWO (9 LAPS)** 1 Timms; 2 Cliffe +0.333s; 3 Goodman; 4 Scott; 5 Hole; 6 Richard Purcell (Dallara F300). **CW** Goodman. **FL** Cliffe 1m04.916s (85.95mph). **SPORTS V SALOONS & POWERED BY JAGUAR (12 LAPS)** 1 Carl Woodwiss (Caterham CSR); 2 Trevor Knight (Porsche 911 Turbo) +7.854s; 3 Paul Martin-Jones (Radical Clubsport); 4 Peter Davies (Caterham R400); 5 Darren Berris (Westfield V8); 6 Oliver Jarratt (Caterham Supersport). **CW** Martin-Jones; Jarratt; Peter French (Caterham R400); Knight; Steve Askham (Jaguar XJ6); Chris Palmer (Jaguar XJS); Kevin Doyle (Jaguar XJ12);

Stephen Furness (Jaguar D-type Replica). **FL** Knight 1m15.292s (74.11mph). **RACE TWO (12 LAPS)** 1 Gerry Simpson (Caterham Superlight); 2 Berris +10.359s; 3 Doyle; 4 Ian Fletcher (Fletcher Hornet); 5 Simon Wing (Peugeot 205 GTi); 6 Palmer. **CW** Fletcher; Simpson; Wing; Alex Eacock (BMW 325i); Berris; Doyle; Palmer. **FL** Simpson 1m16.833s (72.62mph). **CLASSIC K (28 LAPS)** 1 Peter Thompson (Marcos GT); 2 Stephen Bond (Lotus Elan 26R) +2.321s; 3 David Thompson/Andy Wolfe (TVR Grantura); 4 David Ham/Simon Ham (Jaguar E-type); 5 Stuart McPherson (Turner MKII); 6 Richard Skinner (MGB Roadster). **CW** Richard McKoen/Tim Cairns (MG Midget); Skinner; Mark Potter (Austin Healey); Ham/Ham; Al Fleming (Lotus Elite); Jim Campbell (Aston Martin DB2/4). **FL** P Thompson 1m23.108s (67.14mph). **SWINGING SIXTIES, CLASSES A-C (26 LAPS)** 1 Tim Cairns/Richard McKoen (Austin Healey Sprite); 2 Stuart McPherson (TVR Vixen) +40.851s; 3 David Griffiths (MGB

Roadster); 4 Christopher Edwards (Triumph GT16); 5 Lol Piffold (Lotus Seven); 6 Martin Elson/Tony Preston (Austin A40 Farina). **CW** Ian Percival (Triumph Herald); McPherson; Al Fleming (Lotus Elite). **FL** Cairns/McKoen 1m22.935s (67.28mph). **CLASSES D-H (30 LAPS)** 1 John Muirhead (Lotus Seven); 2 Roger Lee/Dave Boland (Lotus Seven) +26.008s; 3 Frank Grimley (Lotus Elan); 4 Stephen Bond (Lotus Elan 26R); 5 David McDonald (Triumph TR6); 6 Ben Gough/Iain Daniels (Marcos GT). **CW** McDonald; Michael Gray/Kallum Gray (Jaguar E-type); Alistair Dyson (Jaguar E-type); Andrew Yates/Adrian Mossop (Sunbeam Tiger). **FL** Muirhead 1m17.119s (72.35mph). **RAFMSA (12 LAPS)** 1 Paul Martin-Jones (Radical Clubsport); 2 Darren Berris (Westfield V8) +4.583s; 3 Ian Fletcher (Fletcher Hornet); 4 Ian Smythe (Fletcher Hornet); 5 Simon Wing (Peugeot 205 GTi); 6 Brian Watson (Locost Locoblade). **FL** Martin-Jones 1m16.701s (72.75mph).

SILVERSTONE AMOC May 22
St. John Horsfall to Freeman



Aston GT4 Challenge
enduro gets underway

Scraggs star on Aston club birthday



THE ASTON
Martin Owners
Club's 75th

Anniversary event at Silverstone last weekend was a scorcher. Chris Scragg has been a fine supporter of the club in recent years, so it was fitting that he was a winner with his son Anthony.

The pair's N24 was chased by the charging pack that included Bernard Santal/Angelos Metaxa and David and James Appleby in the opening stages of the 90-minute Aston Martin GT4 challenge. The Santal/Metaxa car took the early lead, but the Scraggs were soon back ahead and extended their lead after the driver changes.

As the father-and-son team headed to two wins from two starts in the new series, the Appleby and Tom Black/Alan Bonner

cars clashed as they fought for second. Both were damaged, but continued, with the Applebys recovering quickest to secure second.

Aston Martin Racing and Prodrive chairman David Richards teamed up with Rowan Atkinson to race in the new initiative. Richards qualified their GT4 in sixth and Atkinson lived with the early race pace.

All looked good for a strong finish, as Atkinson swapped with Richards for the second leg, when a problem struck at the pitstop. "We think that it suffered a heat soak during the stop and went into failsafe mode and wouldn't go beyond the first three gears," said Richards.

"It then corrected itself without us doing anything as it cooled."

Chris Scragg was in

contention for another victory in the combined Historic and Classic race, driving his V8. He led, but Boysie Thurtle's DB4 found a way by to inflict a rare V8 defeat by a six-cylinder machine.

David Smithies and Chris Clarkson, both driving Austin Healey 3000s, dominated the combined Austin Healey/Jaguar XK encounter, with Clarkson unable to hang on to Smithies. Leading XK120 driver Jim Tester appeared to have the measure of Sprite driver Patrick Harris right up until the last lap, when Harris nosed ahead on the exit of Woodcote to cross the line just 0.026 seconds ahead.

Poleman Jackie Cochrane

slipped to fourth at the start of the Sunbeam Challenge in his brightly-coloured Tiger, but the normal order was quickly restored. Cochrane pushed his way back through to the front to take victory.

David Freeman continued his family's great record in the St John Horsfall Trophy by winning the 60th edition of the race in his famous Speed Model. Adrian Johnson was second in LM23, but the star was Tony Armstrong.

His supercharged Le Mans Green Monster special was allowed to take the start with a 30s delay. He demonstrated the car's prodigious power by storming through the field to third.

Scragg, Thurtle, Searles, Cochrane and Black were all back out in the AMOC Intermarque race. This time Thurtle got the early lead in his Chevrolet Camaro after qualifying on the second row, taking advantage of the gap left by missing polesitter David Ellis. The Aston GT700R driver elected to start from the back, heralding a charge to the front.

Thurtle managed to stay ahead of Cochrane's Tiger as they lapped in close formation before being forced to retire when the Camaro lost oil pressure. Cochrane took over the lead and maintained it until Ellis surged past on his way to a 40s victory.

■ **By Matt Nichols**



Freeman took St
John Horsfall Trophy

ASTON MARTIN BRITISH GT4 CHALLENGE (81 LAPS) 1 Christopher Scragg/Anthony Scragg (N24); 2 David Appleby/James Appleby (N24) +24.019s; 3 Tom Black/Alan Bonner (N24); 4 Mario Cordini (GT4); 5 Bernard Santal/Angelos Metaxa (N24); 6 George Miller/Les Goble (N24) **Fastest lap** C Scragg/A Scragg 1m03.071s (93.55mph). **CLASSIC/HISTORIC (08 LAPS)** 1 Boysie Thurtle (Aston Martin DB4); 2 Christopher Scragg (V8) +0.763s; 3 Bob Searles (DBS V8); 4 David Clark (DP214); 5 Robert Rawe (DB4); 6 Gareth Williams (GT4). **FL** C Scragg 1m07.194s (87.81mph). **AUSTIN HEALEY/JAGUAR XK (07 LAPS)** 1 David Smithies (Austin Healey 3000); 2 Chris Clarkson (Healey 3000 Mk1) +8.995s; 3 Patrick Harris (Sprite); 4 Jim Tester (XK120); 5 Andrew Moore (XK120); 6 Neil Cameron (Arley Sprite). **FL** Smithies 1m09.371s

(85.05mph). **ST JOHN HORSFALL TROPHY (02 LAPS)** 1 David Freeman (Aston Martin Speed Model); 2 Adrian Johnson (LM23) +29.434s; 3 Tony Armstrong (Le Mans); 4 Peter Dubsky (15/98 2-Seater); 5 David Taylor (Speed Model); 6 Holly Mason Franchitti (Ulster LM17). **FL** Armstrong 1m18.460s (75.20mph). **SUNBEAM CHALLENGE (03 LAPS)** 1 Jackie Cochrane (Sunbeam Tiger); 2 Rupert West (Tiger) +7.659s; 3 Edmund Cassidy (Tiger); 4 Peter Dod (Tiger); 5 David Smallbridge (Tiger); 6 Tony Eckford (Le Mans Tiger). **FL** Cochrane 1m06.901s (88.19mph). **INTERMARQUE (09 LAPS)** 1 David Ellis (Aston Martin GT700R); 2 Jackie Cochrane (Sunbeam Tiger) +41.740s; 3 Tom Black (Aston Martin DBRS9); 4 Simon Crompton (AC Cobra); 5 Peter Snowdon (Aston Martin DP214); 6 Peter Penfold (Porsche 993 GT2). **FL** Ellis 59.615s (98.97mph).

50s TEAM CHALLENGE (07 LAPS) 1 David Clark (DP214); 2 Adrian Beecroft (Aston Martin DBR1) +70.19s; 3 David Reed (Aston Martin DB2); 4 Mike Thorne (Austin Healey 100M); 5 Drew Cameron (Austin Healey Speedwell Sprite); 6 Gordon Elwell (Austin Healey Sebring Sprite). **FL** Beecroft 1m11.346s (82.70mph). **DAVID BROWN TROPHY (07 LAPS)** 1 Adrian Beecroft (DBR1)/Alan Hudd (DB4 Lightweight)/Christopher Scragg (V8); 2 David Taylor (Speed Model)/David Reed (DB2)/Robert Rawe (DB4) -1 lap; 3 Holly Mason Franchitti (LM17)/Douglas Barker (DB2/4 Mk1)/Bob Searles (DBS V8); 4 Christopher Scott Mackirdy (Le Mans Special)/David Clark (DB3S)/Jon Gross (DB Mk3); 5 Andy Bell (12/50)/Colin Campbell (DB2)/Julian Bailey Watts (V8). **FL** Scragg 1m08.100s (86.64mph).



MIKE PETCH

Entries low but action high at Hawthorn meet

LAST SATURDAY'S VSCC Hawthorn

Trophies meeting was run under cloudless blue skies but, sadly, the entries for some of the main races didn't do the conditions full justice with the Hawthorn Memorial and Spanish Trophies race mustering only 11 starters.

Cooper Bristol exponent Bob Gilbert narrowly annexed pole from circuit debutant Fred Harper, having his first race in father Stuart's Kurtis Indy Roadster. Bugged down at the start by excess wheelspin, young Harper dropped to fifth as Gilbert led the field into Old Hall from Graham Burrows (Cooper Bristol) and Robert Cobden (Riley Falcon).

As the leaders approached Druids on the opening lap, a challenge by the recovering Harper sent Burrows into a 720-degree spin from which he emerged unscathed, but in last place. Cobden departed the scene on lap two as the Kurtis closed on the leader, the pair then outdistancing the pursuit led by David

Clewley (Cooper Alta).

Harper took the lead over the line at half-distance, the car snaking fiercely under acceleration. He held on to win, while Burrows' inspired charge back up the field was rewarded with third place on the final lap.

Another small field contested the Hawthorn International Trophy and the race provided an easy win for Julian Majzub. He blasted into the middle distance with his Sadler MkIII, shearing some seven seconds from his practice time, and leaving Crispin

Harris (Lister Knobbly) to settle for a lonely second.

Mike Winsor-Price took third, ahead of Trevor Groom's Lister Knobbly, which made inroads from the back of the grid before dropping a lap thanks to a moment at Knickerbrook.

Geraint Owen was unchallenged for Boulogne Trophy honours with his Bugatti 35B, but second place was a close contest between Richard Scaldwell (GN/JAP Grand Prix), Charles Gillett (Frazer Nash Super Sports) and Robin Tuluie, whose elegant Riley-based

aero-engined Menasco Pirate beat Gillett to the flag by a scant 0.12 seconds, after a grassy moment at Knickerbrook on the last lap.

Gillett gained some revenge by taking the Bill Phillips Trophy, despite losing two of his 'Nash's' four speeds and crossing the line in second gear. Early leader Andrew Mitchell, whose fleet HRG survived a spin at Knickerbrook at half-distance, finished second.

Sam Stretton was thwarted in pursuit of the

Hawthorn Brighton Trophy, a small mistake with the Stutz Pikes Peak Special at Island Bend on the final lap allowing sparring partner Dougal Cawley to slip through with the more nimble GN/Ford 'Piglet' and hold on to win by a car's length.

Hamish Bibby (Morgan Racing) was a comfortable winner of the Morgan Motor Company Challenge round from Chas Reynolds (Supersports), after early pursuer Guy Shotton faded in the latter stages.

■ By Alan Cox



Cawley's 'Piglet' took Brighton Trophy win

MIKE PETCH

HAWTHORN MEMORIAL AND SPANISH TROPHIES (8 LAPS) 1 Frederick Harper (Kurtis Indy Roadster); 2 Bob Gilbert (Cooper Bristol Mk2); +2.24s; 3 Graham Burrows (Cooper Bristol Mk2); 4 David Clewley (Cooper Alta Special); 5 Ben Fidler (ERA AJM1); 6 Paul Jaye (Alta 2 litre). Spanish Trophy winner Fidler. **Fastest lap** Harper 2m07.86s (75.80mph).

HAWTHORN INTERNATIONAL TROPHY (10 LAPS) 1 Julian Majzub (Sadler MkIII); 2 Crispin Harris (Lister Jaguar Knobbly); +1m04.65s; 3 Michael Winsor-Price (HWM Jaguar); 4 Trevor Groom (Lister Jaguar Knobbly); 5 Kerry Horan (Kurtis SX500); 6 David Morris (Frazer Nash Le Mans Replica). **Class winner** Horan. **FL** Majzub 2m01.31s (79.89mph).

BOULOGNE TROPHY (7 LAPS) 1 Geraint Owen (Bugatti 35B); 2 Robin Tuluie (Menasco Pirate); +11.00s; 3 Charles Gillett

(Frazer Nash Super Sports); 4 Richard Scaldwell (GN/JAP Grand Prix); 5 Anthony Howat (Hispano Delage 500CV); 6 Duncan Wood (Morgan Super Aero). **FL** Owen 2m15.50s (71.52mph).

BILL PHILLIPS TROPHY (6 LAPS) 1 Charles Gillett (Frazer Nash Super Sports); 2 Andrew Mitchell (HRG 1½ litre); +6.80s; 3 Richard Pilkington (Talbot Lago T26 SS); 4 Sue Darbyshire (Morgan Super Aero); 5 Jeremy Brewster (Lea-Francis Hyper); 6 Geoff Smith (Frazer Nash Super Sports). **FL** Gillett 2m17.62s (70.42mph).

HAWTHORN BRIGHTON TROPHY (6 LAPS) 1 Dougal Cawley (GN/Ford Special 'Piglet'); 2 Sam Stretton (Stutz Black Hawk); +0.38s; 3 Brian Maile (Alvis Speed 25 Sports); 4 Richard Iliffe (Riley Kestrel 12/4 Special); 5 Josephine Shoosmith (Frazer Nash Boulogne); 6 Tim Kneller (Riley 12/4 Special). **FL** Cawley 2m20.24s (69.10mph).

MORGAN MOTOR CLUB CHALLENGE (5 LAPS) 1 Hamish Bibby (Morgan Racing); 2 Chas Reynolds (Morgan Supersports); +25.33s; 3 Alistair Rew (Morgan Aero); 4 Ewan Cameron (Morgan Super Aero); 5 David Hodgson (Morgan F2); 6 Pete Clews (Morgan F Super). **CW** Hodgson. **FL** Bibby 2m15.05s (71.75mph).

SCRATCH RACE FOR PRE-WAR CARS (4 LAPS) 1 Richard Iliffe (Riley Kestrel 12/4 Special); 2 Andrew Kellock (Fiat AC); +4.99s; 3 Tony Seber (Wolsley Hornet Special); 4 Robin Everall (Alvis 12/70 Special Sports); 5 Durward Lawson (Riley Special); 6 Francis Wood (Morgan 200 Mile Aero). **CW** Grogan Thruston (Austin 7 Special); Kellock; Jamie Quartermaine (Vauxhall Quartermaine Special). **FL** Seber 2m29.79s (64.70mph). **PRE-WAR HANDICAP (4 LAPS)** 1 Gareth Graham (Bentley 4½ litre); 2 James Parker (GN BHD); +2.24s; 3 Grogan Thruston (Austin 7

Special); 4 Simon Blakeney-Edwards (Frazer Nash Shelsley); 5 Robin Everall (Alvis 12/70 Special Sports); 6 Josephine Shoosmith (Frazer Nash Boulogne). **FL** Pete Candy (Riley Super Rat) 2m20.02s (69.21mph).

PRE-WAR HANDICAP (4 LAPS) 1 Mike Littlewood (Bentley 3¼ litre); 2 Mike Gilbert (Riley 12/4); +0.59s; 3 Edward Williams (Austin 7 Ulster); 4 David Asplin (Austin 7 Ulster Rep); 5 John Villar (Frazer Nash Interceptor); 6 Tony Seber (Wolsley Hornet Special). **FL** Seber 2m38.65s (61.09mph).

PRE-WAR SCRATCH (4 LAPS) 1 Stephen Shoosmith (Bugatti T51); 2 Pete Candy (Riley Super Rat); +2.64s; 3 Mike Painter (MG Kayne Special J2/PB); 4 Andrew Mitchell (HRG 1½ litre); 5 Jeffrey Edwards (Alvis Sports Special); 6 Richard Brightman (Riley Nine 12/4 Special). **CW** Painter; Candy. **FL** Shoosmith 2m15.99s (71.25mph).



The awesome C11 took victory in Hsu's hands

Silver Arrow hits the target; Folch pips Verdon-Roe in F1

HISTORIC RACER
Aaron Hsu claimed a debut victory aboard his Mercedes-Benz C11 in the opening round of this year's Group C/GTP Racing series at Spa's RMU Classic last weekend.

The American dominated Sunday's one-hour race aboard his Lanzante Motorsport-run car. Hsu took the lead from Bob Berridge's Aston Martin AMR1 on lap seven and went on to an easy win.

David Mercer came through from the back of the grid in his Spice-

Cosworth SE90 to claim second. He finished just over a minute ahead of Steve Tandy's ex-Brun Porsche 962. Berridge fell to sixth after a pit delay.

Hsu's Merc, one of two C11s in the 25-car field, also led the opening race on Saturday, taking over at the front from sometime Formula 1 test driver Giorgio Mondini aboard Stefano Rosina's Spice. Hsu gained the top spot on lap seven and stayed there until retiring with gear-selection problems.

Polesitter Nathan Kinch

(Spice-Chevy) inherited the lead after the Merc's retirement and looked on course for victory until an impact with a backmarker. That allowed Paul Livesey to come through to take victory in his self-run Spice-Cosworth SE89.

Richard Eyre returned to the series with his Jaguar XJR16 and came away with second place. Berridge and Paul Whight placed third in the latter's Barwell-run Aston Martin AMR1.

The second C11, owned and driven by Christian Glasel, qualified second for race one and claimed pole for the second race, but didn't start either. The German missed race one with a turbo problem, which wasn't rectified with the fitment of a new unit flown in overnight.

Brabham BT49 driver Joaquin Folch defeated Bobby Verdon-Roe in an epic FIA Historic F1 contest. Reigning champion and round-one

winner Verdon-Roe put his McLaren MP4/1B on pole, but was beaten by the Brabham to La Source.

Verdon-Roe pressed Folch for the rest of the race, but the Spaniard held firm to take victory by half a second and move into the lead in the title chase by a single point.

"I could make up a few metres at Les Combes and Fagnes, but that Brabham has a really strong motor," said Verdon-Roe.

The rest of the 22-car field was left trailing, with former champion Steve Hartley (Arrows A4) almost half a minute behind in third. Katsu Kubota recovered from a missed gear at the start that dropped him to 12th to fourth in his Williams.

Matthew Watts followed up his Hockenheim double with another two wins in Historic F2. The March 772 driver's job was made easier by poleman Philip Harper non-starting his

Ralt RT1 and problems striking Martin Stretton's March 742.

Stretton led both races, but retired from the first and was forced to slow in race two with fluctuating oil pressure. He eventually settled for second.

That left Watts to take a double, with Peter Meyrick's March 782 following him home in race one and finishing third to Stretton in race two.

Kubota charged from the pitlane to win the 1600cc class in his March 712 in the first outing, but was beaten into second by Diogo Ferrao's March 712M in race two.

Timo Schneibener's Lola T222 beat the March 707 in an Orwell Supersports duel to win race one, but the two clashed at the start of the second event. That left the McLaren M8C/D of John Grant to win, chased by the Chevron B19 of ex-British F3 star Martin O'Connell.



Watts took another two Historic F2 victories

Folch held off BVR to take championship lead



ERIC SAWYER

ERIC SAWYER

F3 Monaco magic

Formula 3 cars returned to the streets of Monaco earlier this month. And so did MARCUS PYE



ERIC SAWYER

From the birth of one-litre Formula 3 in 1964 – as natural successor to Formula Junior – to the end of its two-litre ‘ground-effect’ epoch two decades later, the Monaco Grand Prix support race was the season’s blue-riband event. Motorsport’s glamour capital always drew a mega entry, of the magnitude that dozens of wannabes failed to qualify. And while future F1 champions and local aces excelled, the hard landscape of the principality’s streets wrought accident damage aplenty.

Whether psychology or excuse, allegations of ‘special’ tyres for favoured French teams tainted this period’s final years. The domination of Hugues de Chaunac’s super-professional Martini-equipped ORECA outfit – the best prepared, and funded, equipe in the land – was total. Yet strangely of all the era’s Monaco F3 *vainqueurs*, only the Ferte brothers – Alain and Michel, with three straight wins between them – failed to reach F1.

Today’s playing field is absolutely level, however, with Avon supplying control rubber to both the HSCC-aligned Classic F3 (1974-80) and French F3 Classic (’74-84) championships,

from which most of the entrants for the inaugural two-litre F3 races at this month’s seventh ACM GP Historique were drawn. The only technical changes in the French series demand that later ‘ground-effect’ cars are fitted with flat bottoms, as they were in front-line racing from ’85.

The faintest scent of a possible race in Monte Carlo first got prospectors buying cars about five years ago. Some – who had no intention of using their treasure in the interim – were sorely disappointed, but those who leapt onto the Classic F3 bandwagon early (Jackie Stewart’s Tyrrell F1 crew chief Roy Topp, champion club racer Tony Broster, and your scribe were centrally involved in founding the movement in 1986) and stuck with it have seen their cars gain cult status and value.

Their appeal is obvious, as time spent in Monaco’s pitlane or paddock attested. Faced with a massive initial application for the two-litre race – incorporating a class for the 1600cc F3 of 1971-73 – the ACM had difficulty selecting its entries on merit. In contrast with today’s virtual Dallara monopoly, the number of chassis marques competing back then

Smith in ex-de Angelis Chevron that won in 1978



MAWP-SPORT

improved the pathos. They got the mix pretty much right, although late (and lucrative) racehire deals rankle with some who were turned away.

Following Historic F1 and F2

competitors’ lead, many of the F3 cars have been returned to their original liveries, a sensational bonus for their owner/drivers and class historians. Elio de Angelis’s 1978 Monaco-winning Chevron B38 (owned by Briton Paul Smith) was on track with period rivals wearing the warpaint of Michele Alboreto, Philippe Alliot, Paul Belmondo, Teo Fabi, the Fertes, Patrick Neve, Anders Olofsson, Nigel Mansell, Riccardo Patrese, Alain Prost, Tom Pryce, Jean-Louis Schlesser, Siegfried Stohr, Danny Sullivan, Derek Warwick and Renzo Zorzi (a flukey winner in ’75). And almost all were correct...

Absolutely the real deal was Emanuele Pirro, who never won in Monaco, but has subsequently forged a marvellous career in sports

Faggionato (left) and Pirro celebrate their success



MONACO F3 WINNERS PRE-84

1000cc - 1964-70

1964	Jackie Stewart (GB)	Cooper-BMC T72
1965	Peter Revson (USA)	Lotus-Ford 35
1966	Jean-Pierre Beltoise (F)	Matra-Ford MS5
1967	Henri Pescarolo (F)	Matra-Ford MS5
1968	Jean-Pierre Jaussaud (F)	Tecno-Ford 68
1969	Ronnie Peterson (S)	Tecno-Ford 69
1970	Tony Trimmer (GB)	Brabham-Ford BT28

1600cc - 1971-73

1971	Dave Walker (AUS)	Lotus-Ford t/c 69
1972	Patrick Depailler (F)	Alpine-Renault
1973	Jacques Laffite (F)	Martini-Renault MK12

2000cc - 1974-84

1974	Tom Pryce (GB)	March-Ford 743
1975	Renzo Zorzi (I)	GRD-Lancia 374
1976	Bruno Giacomelli (I)	March-Toyota 763
1977	Didier Pironi (F)	Martini-Toyota MK21
1978	Elio de Angelis (I)	Chevron-Toyota B38
1979	Alain Prost (F)	Martini-Renault MK27
1980	Mauro Baldi (I)	Martini-Toyota MK31
1981	Alain Ferte (F)	Martini-Alfa Romeo MK34
1982	Alain Ferte (F)	Martini-Alfa Romeo MK37
1983	Michel Ferte (F)	Martini-Alfa Romeo MK39
1984	Ivan Capelli (I)	Martini-Alfa Romeo MK42

MINI SCREAMERS 1000cc F3



Traber, Derossi and McMorran battle for lead

FORTY YEARS after his victory in Monaco's final contemporary 1000cc F3 feature, Tony Trimmer's hopes of rejoining the fray were thwarted: "Matthew Watts kindly offered me another Brabham BT28 and an engine to build, and the organisers held a place open, but the cost of the entry - almost £4000 - and logistics were ultimately prohibitive."

The ACM's espousal of the class was always going to be the catalyst for its wholesale revival, and the distinctive scream of predominantly Ford MAE-powered cars, in numbers unseen since their heyday, was a glorious Sunday morning wake-up call.

Engine reliability is an issue unless they are properly warmed up. A green-flag-lap blow-up robbed the field of its only Matra, and there were pools of water under most cars when the start was

delayed further. Once under way, however, the race was one of the event's best.

Britons fared well. Moscow-based Ulsterman Paul McMorran finished third, behind Brabham-mounted Christian Traber and Chevron pedaller Franco Derossi in his unique Crossle 17F after a gearbox malady dropped him out of the lead dice. "It rained overnight, which helped me, but what an experience! A podium finish was beyond my wildest dreams."

In company that included period F3 racers Ferdinand Gustafsson (Brabham BT15), Rene Ligonnet (Chevron B15) and Hermann Unold (Tecno), Historic F1 veteran Richard Eyre wound up fifth in his ex-Jolly Club Chevron B15, a basket case last autumn. "I'd always wanted to race at Monaco, and after one test at Brands Hatch I'm delighted with the result," he said.

prototypes. He won the race this time, driving his old Martini-Toyota MK31 restored by Ombra Racing and run by Mario Crugnola. Experts rated the aero package as imaginative, but Pirro shook off the best of the Ralt RT3s (Monegasque Marc Faggionato's) in a performance of pure passion and quality.

Fellow Italian Valerio Leone was best of the Pre-'81 brigade until his ex-Fabi March 783 came to grief in a lairy contretemps with Tom Powell's ex-Chris Skeaping Chevron B20 - which fulfilled the prophecy that the 1600cc cars would be too slow for the company (only Monaco-based Briton Peter Dunn and his March 733 looked really on it in a group replete with Ensign, GRD and Lotus machinery).

Period F3 racer Richard Trott didn't go to Monaco in his youth, but the double British FF2000 champion enjoyed a superb weekend, winning the Euroiset-backed Pre-'81 split in his ex-Stohr Chevron. He fought off Marcus Mussa (ex-Sullivan Modus) and hard-charging Dane Palle Ringstrom (ex-Herve Regout March 753) to finish fifth overall.

"Monaco was a fantastic experience,

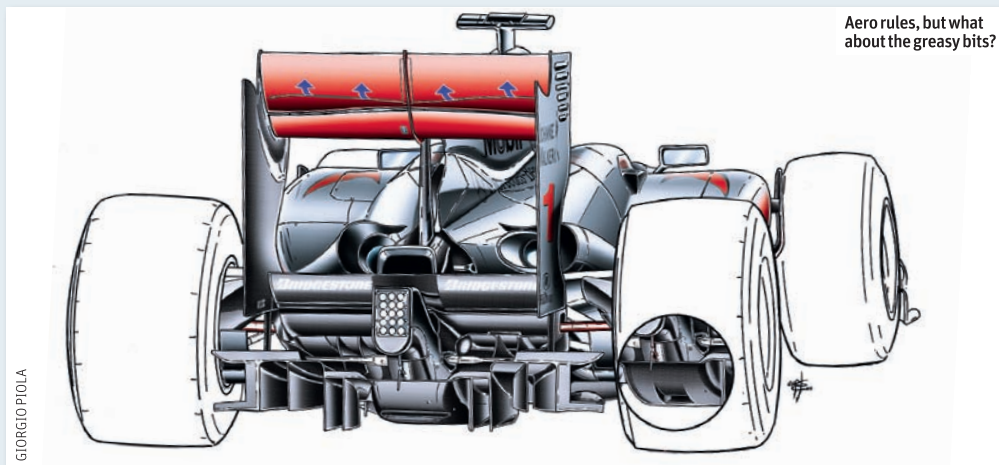
not just for me but also for my family and friends," says Trott. "One of the magical things about the track is that spectators are so close to the cars. I've always suffered from motion sickness, which comes on with concentration, so I popped a lot of tablets but thoroughly enjoyed the weekend."

Storming along behind them on a super-impressive single-seater debut was Monaco resident Grant Tromans, the former TVR Tuscan ace driving the ex-Schlesser Martini MK34 that finished third there in 1981. Having arrived with very little running behind him in the PromotSport-rebuilt car, due to Alfa Romeo engine dramas, his was a remarkable result. "I just concentrated on keeping it tidy and loved every second of it," said the Brit.

Period winners Sir Jackie Stewart, Jean-Pierre Beltoise, Tony Trimmer, Bruno Giacomelli and Alain Prost were among many onlookers. Their enthusiasm for history, and the spirit of the competitors, will hopefully ensure that the two junior formula races will become permanent fixtures on the GP Historique bill. What price a formalised European challenge series for the cars in the interim? **W**

YOUR SAY

What you think of the motorsport news of the past week



Aero rules, but what about the greasy bits?

Missing mechanical innovation

I always look forward to Drawing Board, with the excellent diagrams and analysis of the latest updates. But it also seems to be proof of F1's utter reliance on aerodynamics to improve the cars, to the exclusion of almost anything else mechanical.

Short of Red Bull's pull-rod suspension and KERS, I'm struggling to think of any mechanical innovations in recent years. It seems the rules are designed to try to homogenise F1 cars, and only the teams whose aero departments are bigger/better than everyone else's can be truly competitive.

Nick Milton By email

EDITORIAL CONTACT mail@autosport.com

I'd be interested to know the volume of feedback you receive for Driver by Driver in your GP reports.

For Monaco Robert Kubica received 10/10; there's no doubt his qualifying was outstanding, but his race was flawed. He had too much wheelspin at the start and lost second place. Add the fact that he later flat-spotted his tyres – Kubica's drive was surely not worthy of a perfect 10.

Graeme Lovell
Warwick

It always provokes robust debate – ed

I consider having an ex-Formula 1 driver as a race steward a very good idea. However, I would suggest that no driver who has raced against a current driver should be on the panel.

David Hayhoe
East Sussex

I am astounded so little has been made of Rubens Barrichello's reckless actions during the Monaco Grand Prix, and equally unbelievably there seems to be no punishment from the FIA or stewards.

For one so experienced, to throw his steering wheel onto the track was an act of senselessness. One shudders to think what might have happened had Karun Chandhok's HRT spat the wheel out at speed into the path of another car.

Andy Hollis
By email

I listened with interest to commentary following the Spanish GP regarding the Ferrari f-duct and how much of a problem it could be to the drivers as it requires them to have only one hand on the steering wheel while in use.

I found myself casting my mind back to on-board footage from F1 in the '80s and early '90s when drivers had manual gearboxes, and driving at almost 200mph with one hand on the wheel was par for the course...

Tina Marshall
Inverness

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CORRECTIONS AND CLARIFICATIONS

● In the features section of our contents page (May 6) we incorrectly assigned the 'Introducing' on page 58 to F3 Euro Series driver Antonio Felix da Costa. The driver was, in fact, Formula Renault 3.5 racer Albert Costa.
● In last week's Lotus feature (p51) the main image is of Wolfgang von Trips's Ferrari in the 1960 Monaco GP. Phil Hill took third in the #36 Dino 246.
● On p39 of the Spanish Grand Prix report (May 13) we incorrectly list the Ferrari as an F60; it should be an F10. Thanks to Darren Galpin for pointing that out. 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

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Described as 'driver, racer, repairer, rebuilder, tuner, trader and lover of Austin-Healeys', John Chatham is certainly one of racing's most colourful characters.

Norman Burr's detailed account of this larger-than-life, 'previous-generation' racer's far-fetched exploits will amuse and astound at the same time.



VW MOTORSPORT POLOS
£28
volkswagenmerchandise.co.uk

Volkswagen Motorsport has launched a new range of clothing to celebrate its 2010 Dakar Rally victory.

Pictured above is the polo (not to be confused with the German firm's small hatch of the same name). Check out the website for the full range of merchandise if you're a fan of the 'People's Car'.



ROSSI YAMAHA MODEL
£55.99
autosport.com/shop

Valentino Rossi, the greatest motorcycle racer of all time (unless you're a Hailwood or Agostini devotee) took his seventh big-class world title last year on the Yamaha YZR-M1. Followers of 'The Doctor' can now fawn over this exquisite Minichamps 1:12 scale model. Fabulous detail, as you'd expect.

HOT ON THE WEB THIS WEEK

YOUTUBE: PENSKE MISSES THE CUT AT THE BRICKYARD



SEARCH FOR: 1995 Indy 500 Bump Day (41:57)
Remember when Roger Penske's cars failed to qualify for the '95 Indy 500? Here's the full story, featuring the official IndyCar.com footage of former double winners Al Unser Jr and Emerson Fittipaldi missing out.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

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Tel: 01474 872331

The Historic Festival is the Masters Historic Racing Club's showpiece three-day event. It starts on the

Indy circuit with the Top Hat Race Day: a saloon-based bill features Cloth Cap with XK Challenge, Oldies but Goldies, Pre-'66 Minis, Stars of the '70s and Pre-'66 Touring Cars. It then switches to the GP loop, with races for Grand Prix Masters, World Sportscar Masters, pre-'66 Minis and pre-'66 touring cars, the Interseries Revival, plus two Gentleman Drivers events for GT cars.



Historic racing over three days at Brands

OULTON PARK

BARC G&B

May 29, 31

Admission £12

Tel: 01829 760301

Only the Citroen 2CVs race on Saturday. The Great and British boys, joined by North West Sports Saloons, race on Monday. There's no action on Sunday.

ANGLESEY

750MC

May 29-30

Admission £12 (day)

£15 (weekend)

Tel: 01407 811400

ROCKINGHAM

BRSCC

May 29

Admission £15

Tel: 01536 500500

SNETTERTON

BRSCC

May 29-30

Admission £12 (day)

£16 (weekend - only available online)

Tel: 01953 887303

KIRKISTOWN

500MRCI

May 29

www.kirkistown.com

LYDDEN

ERC

May 30-31

Admission £15 (Sun) £20

(Mon) £30 (weekend ticket, advance purchase)

Tel: 01304 830557

The cream of European Rallycross talent comes to Lydden for the British round of the series. Skoda's Michael Jernberg is leading the way after dominating the first two rounds.

GURSTON DOWN

Hillclimb

May 30

Admission £10

Tel: 01722 780340

CASTLE COMBE

CCRC

May 31

Admission £15

Tel: 01249 782417

It's chase the Red Bull at the Turkish Grand Prix



F1 WORLD CHAMPIONSHIP

Rd 7/19

Turkish Grand Prix,

Istanbul Park, Turkey

May 30

www.formula1.com

INDYCAR SERIES

Rd 6/17

Indianapolis 500

May 30

www.indycar.com



WORLD RALLY CHAMPIONSHIP

Rd 6/13

Rally Portugal

May 28-30

www.wrc.com

NASCAR SPRINT CUP

Rd 13/36

Charlotte, USA

May 30

www.nascar.com

GP2 SERIES

Rd 3/11

Istanbul Park, Turkey

May 30

gp2series.com

BRITISH FORMULA 3

Rd 4/10

Hockenheim, Germany

May 29-30

www.fota.co.uk

GP3 SERIES

Rd 2/9

Istanbul Park, Turkey

May 30

www.gp3series.com

GRAND-AM

Rd 5/12

Lime Rock, USA

May 30

www.grand-am.com

Television

FRIDAY MAY 28

0755-0935 **BBCi LIVE**

F1: Turkish GP first practice

Press your red button for all the free practice sessions from Istanbul.

1155-1335 **BBCi LIVE**

F1: Turkish GP second practice

2220-2325 **Motors TV**

WRC: Rally Portugal day one

SATURDAY MAY 29

0405-0430 **Five**

Motorsport Mundial

0855-1005 **BBCi LIVE**

F1: Turkish GP third practice

0900-1000, 1400-1500 **Dave**

WRC: World Rally 2010

Jari-Matti Latvala at the Nurburgring 24 Hours, and a preview of Rally Portugal.

1100-1330 **BBCi LIVE**

F1: Turkish GP qualifying

1200-1230, 1600-1630 **Motors TV**

VW Scirocco Cup: Hockenheim

Martin Brundle and Carlos Sainz racing bio natural gas-powered Volkswagens.

1225-1330 **ITV4**

Motorsport UK

1330-1400 **ITV4**

WTCC: Monza highlights

1630-1730, 2015-2115 **Eurosport 2**

GP2: Turkey

Feature race action from Istanbul Park.

1700-1800 **Motors TV**

Superstars: Portimao

1800-2010 **Motors TV**

V8 Supercars: Winton

2220-2325 **Motors TV**

WRC: Rally Portugal day two

SUNDAY MAY 30

0700-0730 **Channel 4**

The Grid

Behind the scenes at the Spa 1000km and the Monaco Historique.

0730-0755 **Channel 4**

British Formula Ford: Knockhill

0915-1000 **Eurosport 2 LIVE**

GP2: Turkey sprint race

1210-1520 **BBCi LIVE**

F1: Turkish GP

1600-1905 **Motors TV**

ALMS: Laguna Seca

1730-2200 **Sky Sports 4 LIVE**

Indycar: Indy 500

Uninterrupted coverage of American single-seater racing's most famous event.

1800-1900 **Dave**

WRC: World Rally 2010

Round-up from Rally Portugal.

2000-2100 **Eurosport 2**

GP2: Turkey

2200-2300 **Motors TV**

WRC: Rally Portugal day three

2200-2200 **Open Access 3 LIVE**

NASCAR: Coca-Cola 600

2330-2345 **Eurosport**

Motorsports Weekend

MONDAY MAY 31

1200-1400 **Sky Sports 3 &**

1630-1830 **Sky Sports 2**

Indycar: Indy 500

1530-1630 **Eurosport 2**

GP2: Turkey

1830-1930 **Sky Sports 2 &**

2100-2200 **Sky Sports 4**

NASCAR: Charlotte highlights

Online

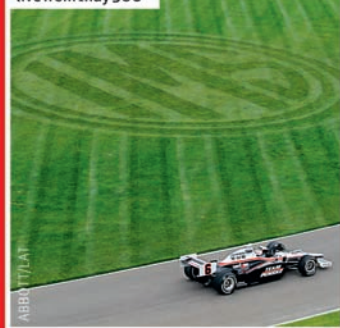
AUTOSPORT.COM

Coming up on the web this week

TURKISH GP & INDY 500

It's one of the year's seminal racing weekends and, as always, AUTOSPORT.com is your essential source of news, results and analysis. As well as our usual extensive coverage of the Turkish Grand Prix, the website will report live from America's biggest race – the Indianapolis 500. And if that's not enough, there'll be all the news from the service parks of Portugal as the WRC embarks on round six.

Get the latest news live from Indy 500



Castrol Rankings



Ranking the world's best drivers in the sport

THIS WEEK'S BIG MOVERS

Mattias Ekström's first DTM victory in over 18 months meant he climbed eight places to 64th, but arch-rival Gary Paffett slumped four spots after Valencia. In America, Marino Franchitti leaped 38 spots to 266th after his ALMS win at Laguna Seca.

REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

FIA World GT1: now showing on ESPN



WHEN SETANTA Sports' UK operation went belly-up in a mushroom-shaped cloud of administration last year, it spelled misery for fans of the Scottish Premier League. Boo-hoo, like anyone cared. More importantly, it opened the door for US giant ESPN, the self-proclaimed 'World Leader in Sports', to enter the British market.

The Disney-owned empire has committed to an intriguing European motorsport portfolio. It has inherited Superleague Formula and DTM, but FIA World GT1 is an interesting addition, along with Formula 3 Euro Series – even the

VW Scirocco Cup. Eclectic or scattergun? You decide.

Pre-weekend, it ran a trailer voiced by a Timmy Mallett-soundalike, claiming it was showing live GT1s on Saturday from Silverstone (er, try Brno), "a hat-trick of Superleague Formula races" (venue not specified) and DTM from Valencia (accuracy at last). As Meatloaf once sang, *Two out of Three Ain't Bad* – well, one out three ain't great, is it Mallett?

I fell asleep during the DTM snoozefest (my semi-conscious did soak up Andrew Marriott's amusing line, "Ralf Schumacher is the world champion of the short quote"), but was wide

awake for the delayed coverage of World GT1s, thanks to David Croft's high-decibel delivery. Old-skool FIA GTs used to be too long for TV, but its new one-hour, two-driver sprint format suited Croft's excitable style.

He also showed a decent level of knowledge, for someone you'd assume might carry Formula 1 blinkers, and called a genuinely exciting race well along with pundit Alex Yoong.

The highlight was Bas Leinders' hilarious Basil

Fawltly impression. "Do you speak Belgian frustration?" asked Croft, as lanky Bas went mental at Alex Margaritis for punting him off. Classic.

Finally, Ben Edwards and co-comm Bruce Jouanny were flummoxed by the safety car fiasco in the second Superleague Formula race, a rare blip by a duo who've shown good chemistry this year.

A bit like ESPN's roster really: a bit confusing, but it all kinda works together somehow.

Revved Up

"ESPN has an intriguing European motorsport portfolio this year. Is it eclectic or scattergun? You decide"

THE WEEK IN PICTURES

The lensmen pounding the beat, from Charlotte to Porto

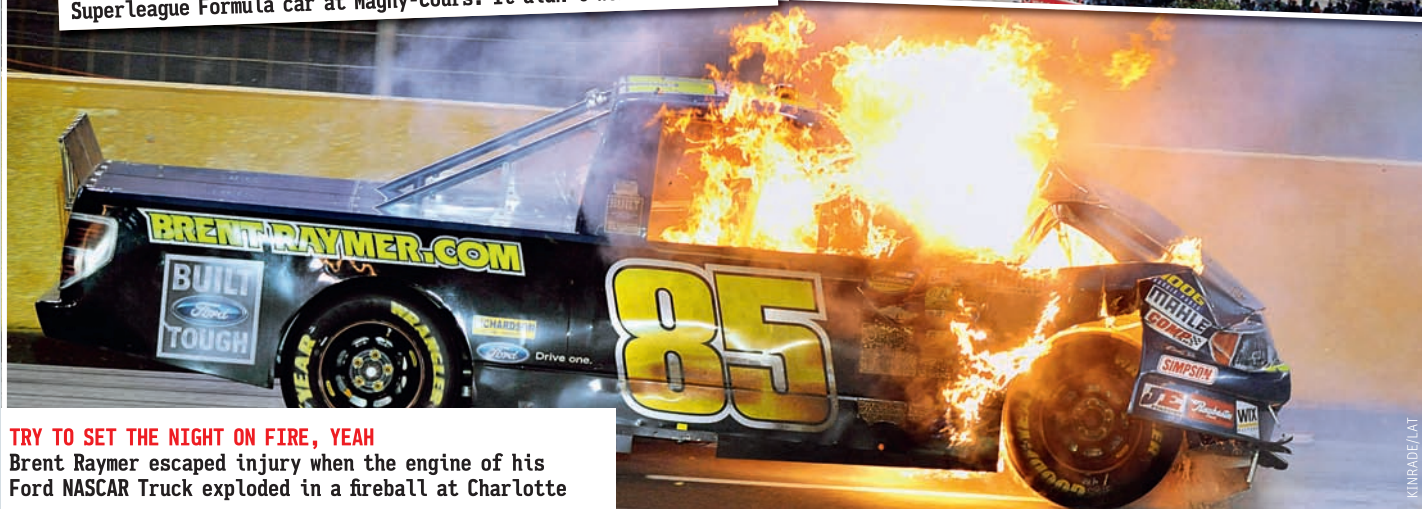


THAT'S GOT TO BE A RED CARD OFFENCE, REF

Robert Doornbos made a last-minute rideheight tweak to his Superleague Formula car at Magny-Cours. It didn't work out well

TAKING THE RALLY TO THE MASSES

As this weekend's Rally Portugal is based in the Algarve, the WRC roadshow headed north to Porto to show what it's missing



TRY TO SET THE NIGHT ON FIRE, YEAH

Brent Raymer escaped injury when the engine of his Ford NASCAR Truck exploded in a fireball at Charlotte

Engineering debrief – F1 tyre temperature



Gary Anderson's technical insight into the world of motorsport

BIO

Gary has a long CV in motorsport, including spells at both Jordan and Stewart/Jaguar



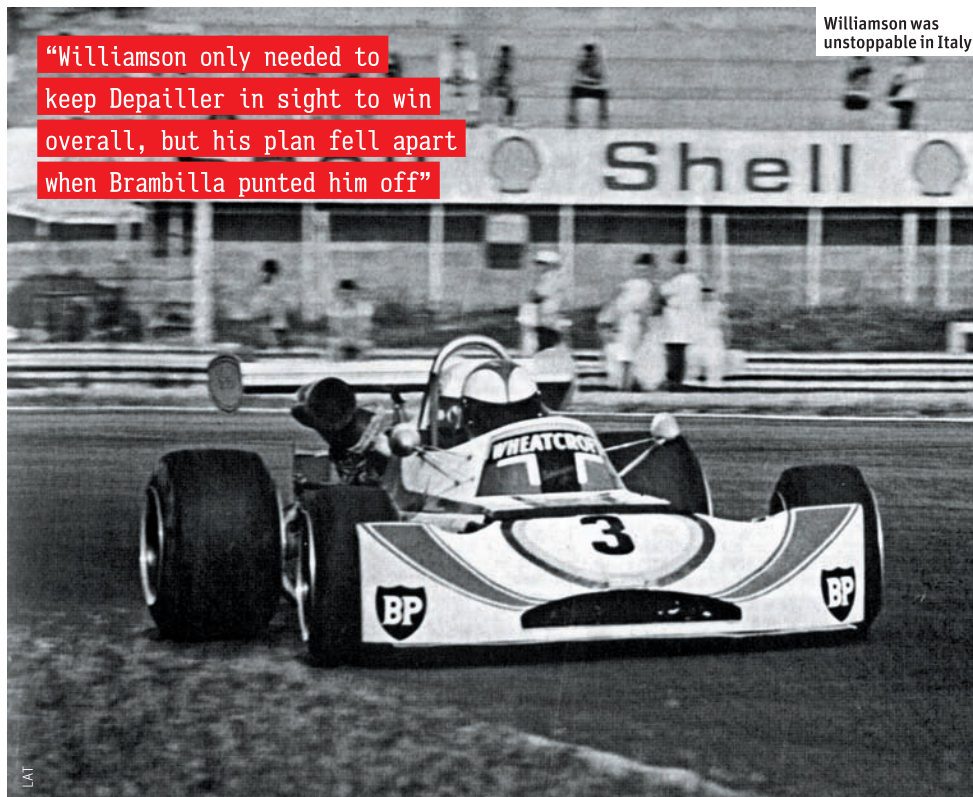
IT'S ALL ABOUT THE MOLECULES

The amount of pick-up an F1 tyre collects demonstrates the grip they produce when hot

GETTING THE best out of tyres is not easy, particularly in qualifying when you're trying to get maximum grip out of them while they are new. The tyres are heated in electric blankets to around 80C – any higher and the compounds will harden; any less and they will not produce enough grip. If the tyre slides on the track surface it will create graining, so the best way to get the tyre working is to load it up with heavy braking or acceleration without sliding. This will move the compound and help the rubber molecules to generate temperature within the tyre itself, not just on the surface.

FROM THE ARCHIVE

Roger Williamson, Formula 2, Monza, 1973



"Williamson only needed to keep Depailler in sight to win overall, but his plan fell apart when Brambilla punted him off"

Williamson was unstoppable in Italy

FORMULA 2 returned to Monza last weekend, nearly four decades on from the category's last visit to the Italian circuit.

Like today's series, the 1973 incarnation hosted a pair of races at Monza, but in this case the aggregate times from two 20-lap heats determined the overall winner.

Despite limited practice running, Roger Williamson put his Tom Wheatcroft-owned March-BMW on pole, narrowly overcoming local man Vittorio Brambilla.

It was the similar car of Brambilla that made the better start, passing Williamson as the cars hit the first chicane. Jochen Mass (Surtees-Hart) also made his way by, and it would take until lap five for Roger to retake the German.

Once free of Mass, Williamson made quick work of catching Brambilla, who'd eked out a lead while the second and third-placed men squabbled. On lap 11 Williamson muscled his way past the Italian into the Roggia chicane, and immediately began to pull away.

His race was made all the easier when Brambilla made a mistake on the next lap,

dropping him down the order, while a spin to the barriers did for Mass. Ultimately, Williamson was able to back off, look after the engine and win by 11 seconds from Patrick Depailler's Alpine.

The aggregate system meant Williamson only needed to keep Depailler in sight in the second heat to claim overall victory, but his plans fell apart when Brambilla punted him off. Now Williamson had his work cut out...

But the recovery was quick. A lap later he was seventh, and by lap six he'd made his way up to second, 10.3s behind Depailler.

Williamson set about catching the Frenchman, and with five laps to go was alongside him. The battle between the two lasted only one lap; Williamson went by at Parabolica and cruised to a 4s victory. The overall win was his.

It had been the perfect weekend for Roger: pole, two race wins and two fastest laps. But those successes at Monza would be his final top-line victories. A month later, the 25-year-old lost his life in a fiery accident at the Dutch Grand Prix – robbing Formula 1 of a driver of huge potential. ☞

THIS WEEK IN...



MAY 26 1977

OUR COVER depicted Ferrari's Carlos Reutemann, who had finished third at the previous weekend's Monaco Grand Prix. The Argentinian's Austrian team-mate Niki Lauda finished a narrow second – just 0.81 seconds behind Jody Scheckter's Wolf. The South African struggled home on fumes after dominating the race and thus gave the Cosworth DFV engine its 100th GP win.

As Cosworth chalked up its century in grand prix racing, British racer Tony Trimmer also used DFV power to finally take his maiden ShellSport International Group 8 victory at Mallory Park. After dominating practice, Trimmer (below) completed the perfect set by claiming pole, victory and fastest lap aboard his Surtees TS19.



NEXT WEEK



Who'll gobble up the points in Turkey?

GP ACTION

Webber clings onto the lead *On sale June 3*

PLUS

America's big one – the Indy 500; Rally Portugal; Alfa Romeo celebration

WALTER ROHRL

■ Niagara Falls Trans-Am GP ■ June 26, 1988 ■ Audi 200 Quattro ■ Almost lapping the entire field



Rohrl blitzed the field on Niagara Falls streets

THE RALLY of my life was Monte Carlo 1984 in the Audi Quattro. I was new in the team and had no experience of four-wheel drive. It was the biggest challenge of my life because I was under pressure from the journalists, who said, 'It's his first time in a four-wheel-drive car, on the snowy roads against Stig [Blomqvist], who is always fast in these conditions.'

But when I signed for Audi I told them I would help them to win the championship, but in Monte Carlo I want to show you who's the chief!

On the first morning, when I came into the service the ice crew said, 'The next stage is 80 per cent wet snow', so the team said we must use tyre 4, and put all three cars on it. So I left and on the first stage Stig was 20sec faster than me. I thought, 'No way!' The second was one of the longest stages of the rally and he was 1m15s quicker. I couldn't believe this.

I had only one good connection with a mechanic, because I was new to the team, so I asked him, 'Hans, tell me the truth or I kill you, what's happened here?' And

"It was 100 laps on a bumpy road with concrete walls.

I lapped everybody up to Scott Pruett in second!"

he said, 'When you started, the others changed tyres!'

So next stage I begged the team chief, and then waited until the last second in the service area [to change tyres]. I was 30sec faster. And of course I went on to win.

But my best race was in Trans-Am at Niagara Falls in America. It was 100 laps on a

bumpy road with concrete walls.

In practice I was two seconds faster than the next guy. The Americans were saying, 'It's impossible that he can drive like this. Two or three laps and then he's out.'

But in the race it was 30C, 100 per cent humidity and 2h14m. No yellows and I lapped everybody up to Scott Pruett in second – and he

was 80sec behind! Every lap I was attack, attack, attack, keeping it very consistent, while all the Americans were falling out.

When people said I wouldn't be able to do it, I thought I could because of the preciseness of rallying. In a race where there is no space on the track, it's the same.

I always think that rallying is the purist form of driving, but in racing terms street racing is the closest thing. It's a hard job in racing to go one tenth faster than the next guy, because you have 12 or so corners that everyone knows very well. I respect them, but it does nothing for me, it doesn't give me anything. *Walter Rohrl was talking to Andrew van de Burgt*

IN PROFILE



WALTER ROHRL is best known for his world rally championship success. The German began his WRC career with Opel in 1973, before switching to Fiat for '77. He won his first world title in 1980 in the 131 Abarth, but moved back to Opel for '82 and won another title. Further wins came for Lancia in '83 and Audi in '84/'85. Rohrl also raced successfully, winning Trans-Am and DTM events for Audi and two world sportscar rounds for Lancia ('80) and Porsche ('81). Rohrl, now 63, works for Porsche developing its road and racing machinery.

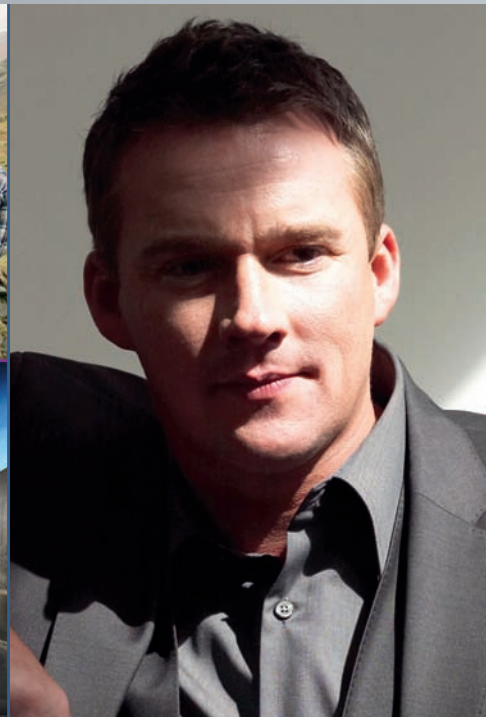
**NEXT
WEEK**

**Frank
BIELA**



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MAZDA'S DARKER SIDE HAS ARRIVED... AND LEAVES THE COMPETITION BEHIND.

With dramatic sports styling, lowered sports suspension, 18" alloy wheels and a snarling bonnet vent, the Mazda3 MPS really is a sight to behold. But it's what's beneath the bonnet that makes an even bolder statement. The engine delivers 380Nm of tummy-twisting torque, 260ps and acceleration that propels this missile of a car from 0-62mph in a blisteringly quick 6.1 seconds.

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Mazda3 MPS	£22,295	260	380	6.1
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Honda Civic Type R	£21,105	201	193	6.6
VW Golf GTi	£24,295	210	280	6.9

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The official fuel consumption figures in mpg (l/100km) for the Mazda3 MPS: Urban 21.4 (13.2), Extra Urban 37.7 (7.5), Combined 29.4 (9.6). CO₂ emissions (g/km) 224.

Retail sales only. Subject to availability at participating dealers only on vehicles registered between 1 April 2010 and 30 June 2010. [^]0% finance available on Mazda3 MPS models. Finance subject to status. Terms and conditions apply. Applicants must be 18 or over. Guarantees/Indemnities may be required. Mazda Financial Services RH11SR. Model shown: Mazda3 MPS. OTR price £22,295. On the road price includes 17.5% VAT, number plates, delivery, 12 months' road fund licence, 1st registration fee, 3 year or 60,000 mile warranty and 3 years' European Roadside Assistance. *Test drives subject to applicant status and availability. Specification sheet taken from respective manufacturers' websites at 21 May 2010. Details correct at time of going to print.