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**AMAZING TURKISH GP  
THE FULL STORY**

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**F1 INSIDER TURKEY**



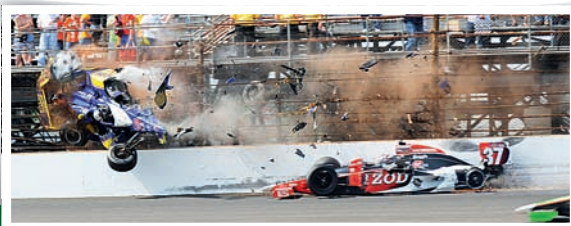
- Why Vettel made that move on Webber
- What Horner must do to stop civil war
- How rivals hobbled Red Bull's pace

**PLUS**

**DARIO  
DOMINATES  
INDY 500**



**Franchitti leads British 1-2 as  
Conway survives horror smash**



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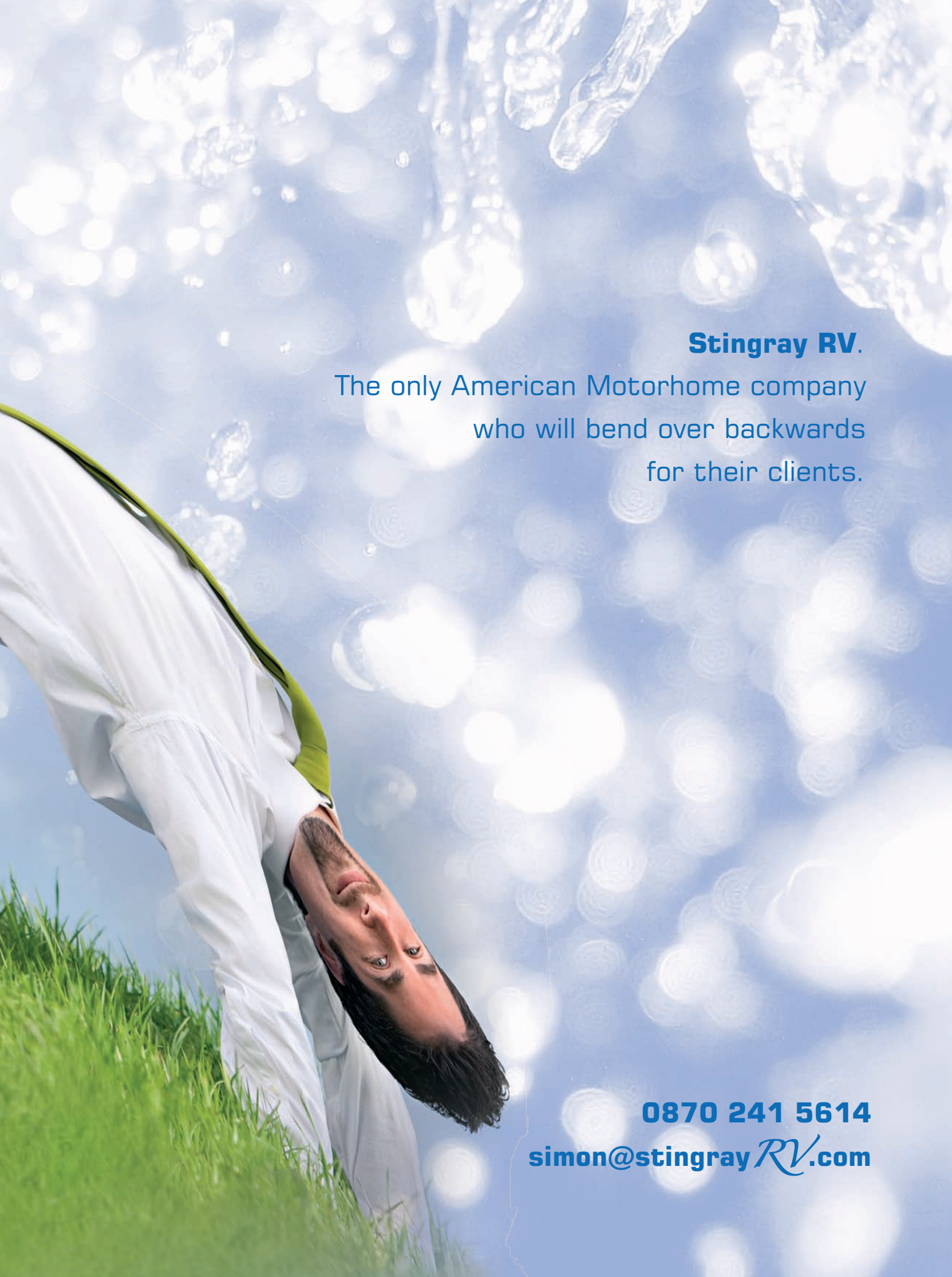




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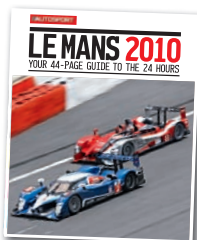
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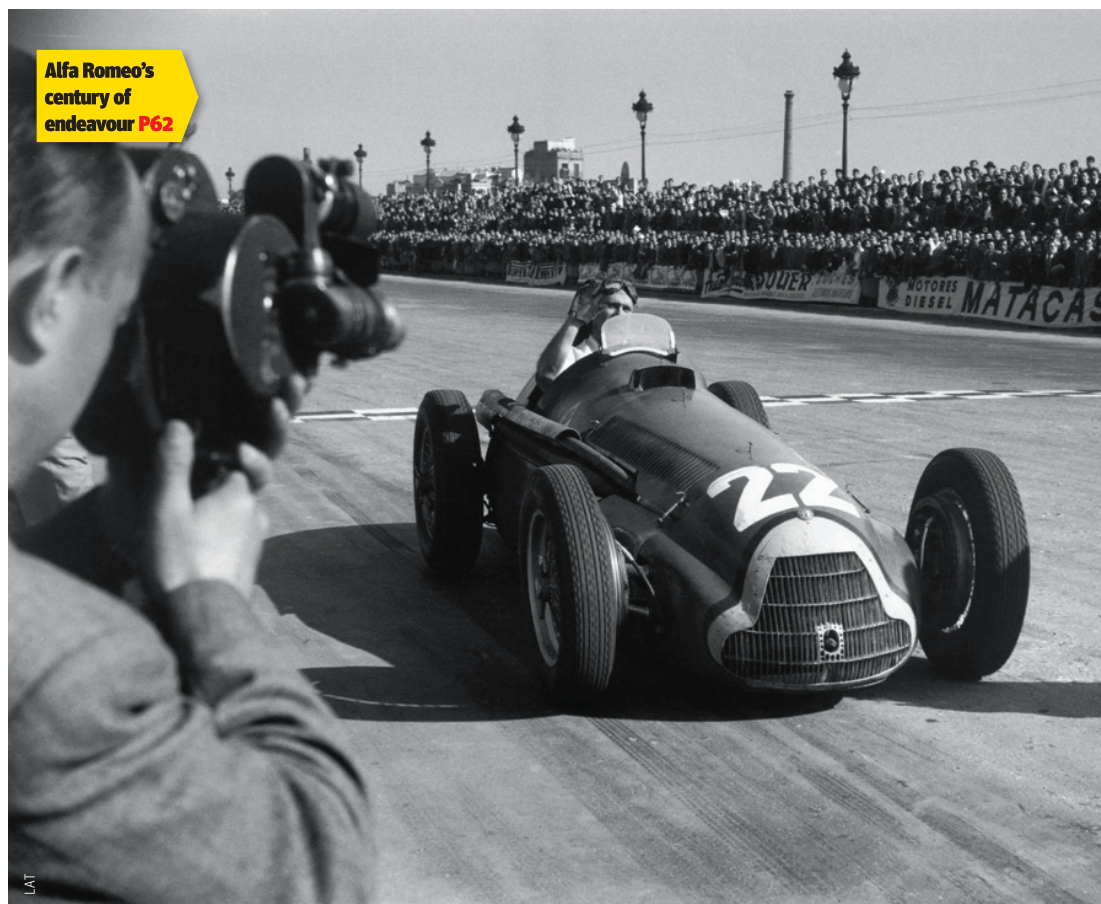
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## POLE POSITION

# Dario deserves more mainstream attention



**WHAT** A great weekend for British motorsport, with Lewis Hamilton leading Jenson Button home for a UK one-two in the Turkish Grand Prix, and Dario Franchitti and Dan Wheldon mirroring that result in the Indianapolis 500 – the first time that's happened in Indiana since 1966! The way these results were achieved could scarcely have been more different.

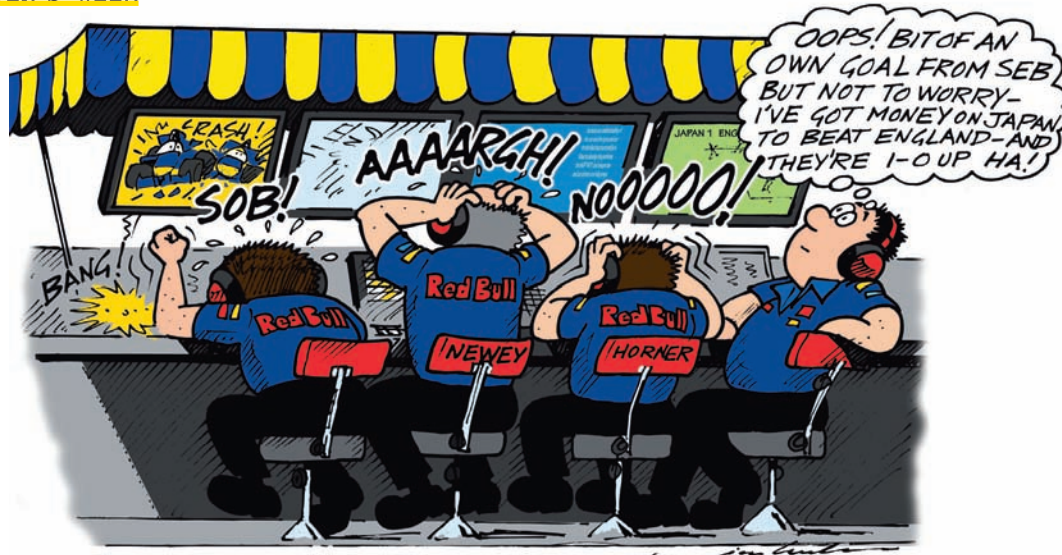
Lewis's win owed everything to the bizarre accident involving the Red Bull team-mates. There is little doubt that Sebastian Vettel moved across on Mark Webber, a mistake that may undermine his title charge, but perhaps more pragmatism from Webber was in order: second place would have been better than third.

Franchitti, on the other hand, was the dominant force throughout as he notched up his second 500 win. His return to IndyCar racing since his ill-fated dalliance with NASCAR has been stunning. It's just a shame that his success was a footnote to the sporting headlines of the weekend, below even the World Cup rowing. Dario is clearly one of Britain's top sportsmen and deserves wider recognition as such.

Everyone at AUTOSPORT wishes Conway a speedy recovery.

**Andrew van de Burgt, editor**

## BAMBER'S WEEK











#### INDY 500

### Conway survives airborne Indy shunt

While fellow Britons Dario Franchitti and Dan Wheldon finished first and second in the Indy 500, Kent racer Mike Conway had this horrendous crash with just over a lap to go after colliding with Ryan Hunter-Reay, who was running low of fuel. Everyone feared for Conway, who broke his left leg and fractured a vertebra. But the good news is that he should be back in action in three months.

Picture: IMS Photo





# Infighting damages Red Bull title bid

Turkey clash highlights tensions within Red Bull that could derail its championship hopes. By EDD STRAW

**A**schism between the Austrian and British sides of Red Bull Racing threatens its title charge after tensions flared up in response to Mark Webber and Sebastian Vettel's Turkish Grand Prix clash.

Red Bull motorsport boss Helmut Marko blamed Webber for causing the accident by moving over on Vettel, even though replays showed that this was not the case. Team principal Christian Horner was initially equivocal about the incident but later moved towards Marko's view. As Red Bull magnate Dietrich Mateschitz's right-hand man, Marko has been central to its racing activities. That has included being a driving force behind Vettel's career, and he is believed to favour the 22-year-old privately.

Speaking on Red Bull's TV channel, Servus, on Monday, Marko continued to defend Vettel despite most observers, including Niki Lauda and Martin Brundle, laying the blame largely at the German's

door. Marko eased his line on Webber, instead focusing on his race engineer, Ciaran Pilbeam, who he believes failed to warn Webber that Vettel was faster at that point in the race because the Australian had just started saving fuel.

"Vettel arrived with that much speed that he had to overtake and was clearly right to do so," said Marko after the race. "Webber should have let him pass. Vettel was urged to give it his all because he was under pressure from Hamilton. Unfortunately there was a misunderstanding in communication as Mark's race engineer should have warned Webber that Vettel was approaching rapidly, but he did not do so."

AUTOSPORT understands that a meeting attended by Horner, Marko, chief technical officer Adrian Newey and the two drivers to discuss the incident took place on Tuesday. It may suit Marko's political agenda for Pilbeam, who

has a strong relationship with Webber, to be sidelined as a scapegoat for the incident.

## TEAM DYNAMIC

Whatever action is taken, the events in Turkey will have implications for Red Bull during the rest of the season.

Fault lines have long existed between Red Bull's race team and

the corporate side, but this incident has exposed the divisions. Horner, who is close to Webber and has always been a proponent of allowing his drivers to race provided they do not clash, appears to have taken the pragmatic view and refused to blame Vettel in public.

Inevitably, what happened in Turkey will be a turning point in Red Bull's season. In 2007, when



Vettel clearly felt Webber was to blame





**P26 TURKISH GRAND PRIX REPORT**

FLANNAND/DPPI

Shunt cost Red Bull a one-two finish

## EXPERT VIEW

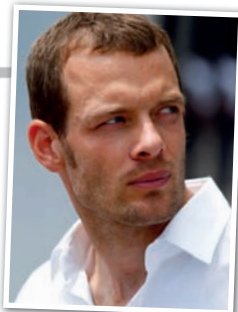
**ALEX WURZ**

EX-GRAND PRIX DRIVER AND  
SOMETIME FIA STEWARD

It was 90 per cent Sebastian Vettel's fault because you cannot expect the guy who is leading the world championship just to give it away like it's a charity event.

Mark Webber left him enough room and it was Vettel who moved a little to the right just before braking. Sebastian should have stayed straight and what he did was dangerous driving. Maybe the stewards should have looked at this.

You just don't try and edge another car over with such a big move, because he is never going to give you the position



on a silver plate. And Mark couldn't just beam himself out of the way like Mr Spock can!

In an ideal world, the top management should step in and calm the situation down. But in this situation, when the cracks are breaking up and everything that is happening deep down is coming up, we will see where the team is headed – whether it's for Webber or Vettel.

**"Sebastian should have stayed straight.**

**What he did was dangerous driving"**

the dynamic between McLaren's two drivers was upset by Lewis Hamilton matching and sometimes outpacing double world champion Fernando Alonso, the rivalry between the two became corrosive to the point where it arguably cost the team the championship. If Red Bull is to avoid this situation, it needs strong action from the management of the team. But if the management itself is not of one mind, it is hard to see the situation being eased completely.

### WAS WEBBER HELD BACK?

Webber had been instructed to switch to a leaner engine map at the start of lap 38, two laps before the crash took place, which gave Vettel a power advantage.

This move was made to save fuel, a consequence of Red Bull starting with an aggressively light fuel load in the hope of being able to sprint away at the start and break McLaren's challenge. Vettel was still on a faster fuel map, and the team ▶

## AUTOSPORT SAYS...

**EDD STRAW**  
F1 EDITOR

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**T**his is not about "good guy" Mark Webber versus "bad guy" Sebastian Vettel. It's about the need to give both drivers a fair crack of the whip. Webber certainly squeezed Vettel, and robust defending like that carries a "live by the sword, die by the sword" danger to it. But the fact is, the accident was caused by Vettel jinking to the right. It wasn't deliberate and no one is calling Vettel a dirty driver – it was an error

There have always been fault lines deep within Red Bull. The race team itself is fair, although Christian Horner, whose hands are tied, gradually shuffled towards blaming Webber as Sunday evening went on. But Red Bull is a corporate entity with a clear agenda, and who's to say knowledge of that didn't play a part in Webber's refusal to yield?

Both Webber and Vettel could be worthy champions. You can't help but admire the way that the straight-talking Australian hauled his way to the top on limited funds, not to mention the ruthless streak that makes him the master of intra-team mind games. As for Vettel, the 22-year-old is a great in the making, who on a personal level doesn't fit the template of the spoiled favourite son.

Red Bull should be focusing on one thing: making damned sure that it wins the title, rather than worrying about who wins it. Otherwise it risks losing everything.

Let them race, Mr Mateschitz.



Just two weeks ago it was all smiles

## REMEMBER WHEN ...



### ... Vettel and Webber last clashed on track?

With Webber at Red Bull and Vettel at Toro Rosso, the pair were stablemates in 2007. Webber lost a potential first win at Fuji when Vettel drove into him behind the safety car, prompting an on-air tirade from the Aussie.



◀ claimed that he would have switched to a leaner engine setting as early as the next lap.

It's conceivable that Vettel had saved fuel more effectively, as he ran in Webber's slipstream after his pitstop, and was stuck behind Lewis Hamilton in the first stint. But there are suggestions that the situation was engineered to give Vettel an opportunity to take the lead, since the marketing-conscious company could become very sensitive about being perceived to favour one driver.

#### SOLVING THE PROBLEMS

Horner was hoping that the fallout from Turkey would be contained, and in the meeting at Red Bull's Milton Keynes base on Tuesday a conciliatory approach was adopted.

After the race, he was adamant that any tensions would be eased.

"The most important thing is to get issues like this out in the open, deal with them and that is exactly what we will do," he said. "There is no animosity between the drivers. They are both competitive, they are both hungry animals and it is down

to us to ensure that this doesn't happen again."

#### WEBBER CONTRACT TALKS

Webber had agreed in principle to sign a new one-year deal for 2011 before the Turkish Grand Prix, and

this flare up will surely have contractual implications. Mateschitz and Marko had been convinced to retain Webber, and Marko insists that Red Bull will press on with completing a deal. But that is not to say that the terms of the deal could be changed.

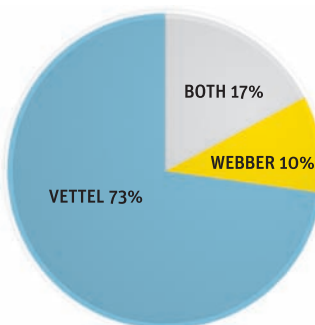
"Not at all," said Marko when asked whether the incident had changed anything. "We will have talks in the next couple of days and both sides are interested in continuing the relationship."

Webber is unlikely to throw away a chance of remaining at Red Bull despite being a potential Ferrari target. But he may have to accept being regarded as the number two.

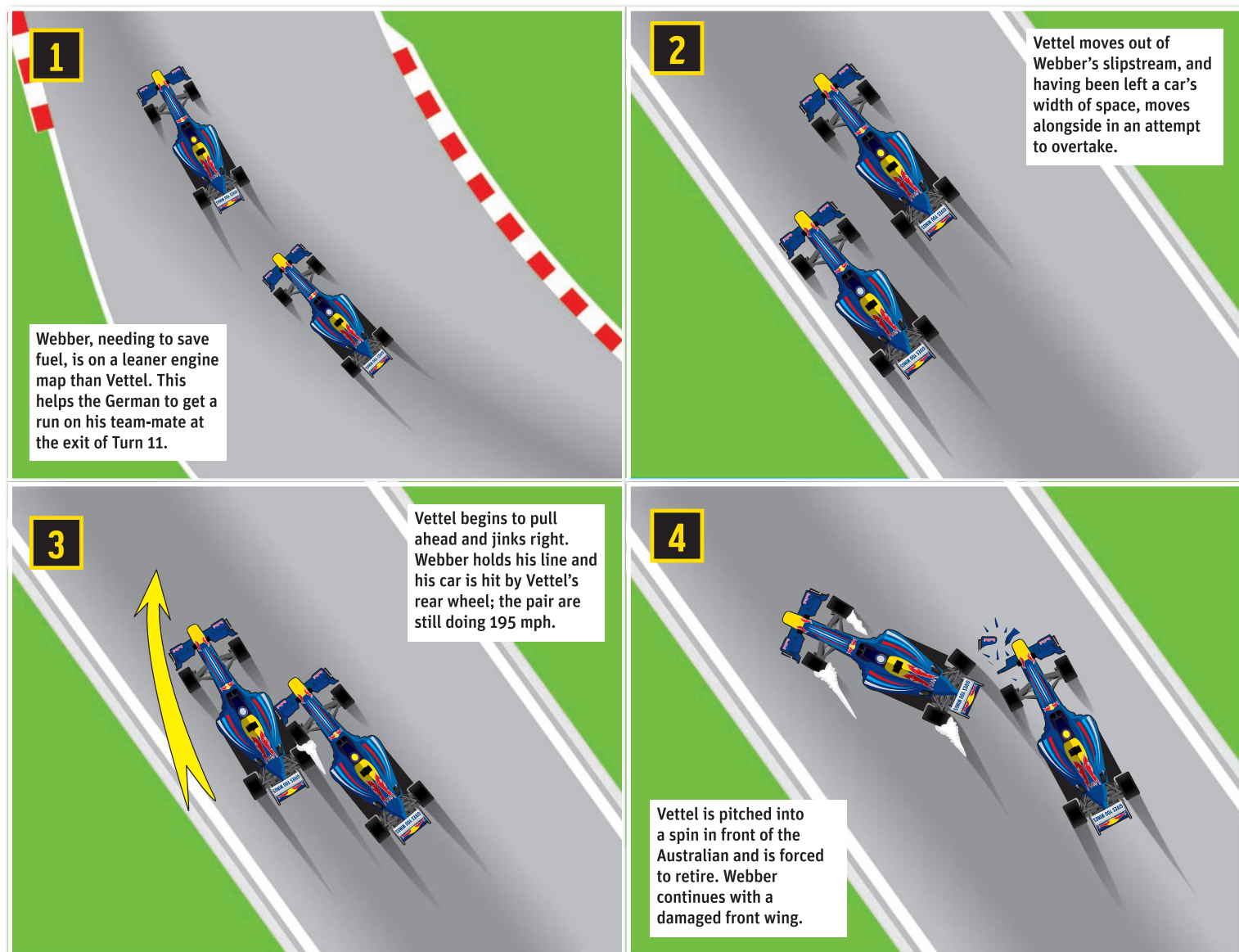
From Webber's point of view, there is little danger of Vettel going into any future on-track encounter with the expectation that his team-mate will be a soft touch.

## WHO WAS AT FAULT?

Within 24 hours of the crash almost 1000 autosport.com forum visitors had voted in a poll about the crash. The result was clear...



## HOW THE ACCIDENT UNFOLDED





MARK WEBBER

"I was a bit surprised that Sebastian came back to the right. I held my line but we made contact. In the end I feel that I wasn't doing anything too risky. I was just holding my line to the next corner."



SEBASTIAN VETTEL

"I was a bit quicker than Mark, I was getting closer and I knew I could maybe get him on the back straight. It was close, I passed him on the left and that was the story."

## Q&A

HELMUT MARKO RED BULL MOTORSPORT CONSULTANT



go for the line. He cannot brake on the dirt because he knows what happens.

**So it was Mark's fault?**

It was unnecessary, the whole situation.

**Can it be avoided in the future?**

We will talk with everybody to make it not happen again.

under enormous pressure from the McLarens, and they were much faster on the straights so we had to gain our advantage in the corners. Sebastian had to attack otherwise he would have got overtaken by Hamilton. It would have been completely different if the McLarens were 10 seconds behind, but that wasn't the case.

**But the team didn't put a call through to Mark to let Sebastian through did they?**

Obviously there was not the right communication going on.

**Whose fault do you think the accident was?**

Sebastian was ahead already, and there was a corner coming. So he had to go on his line. We have to look at it very carefully. Mark's tyres were not as good at this time. But Vettel was under enormous pressure from Hamilton so he had to do something otherwise Hamilton would have overtaken him.

**But ultimately it was Mark who held his line straight and Sebastian who went right...**

He was already ahead, Sebastian was at least two metres ahead, and there was a corner to the left side coming, so he had to

It seems clear now that Mark has questions as to whether he can race Sebastian wheel-to-wheel... It wasn't a situation where we were racing each other. We were



ETHERINGTON/LAT

## THE TOP SIX... Crashes between team-mates

McLaren benefited from Turkey, but it has its own track record of in-house accidents ...

### 1 PROST/SENNA

McLAREN, JAPAN 1989

Senna dived up the inside of the chicane, Prost turned in, the pair collided and Prost won the title when Senna was disqualified for being given a push-start.



### 2 COULTHARD/HAKKINEN

McLAREN, AUSTRIA 1999

Coulthard dived up the inside of his world champion team-mate into the hairpin on lap one, tipping him into a spin and sending him to the back.



### 3 HUNT/MASS

McLAREN, CANADA 1977

Hunt had just taken the lead from Mario Andretti courtesy of team-mate Mass when a misunderstanding between the two McLarens resulted in Hunt crashing out.



### 4 SCHUMACHER/FISICHELLA

JORDAN, ARGENTINA 1997

Schumacher launched an optimistic move up the inside of Fisichella for third, sending the Italian out of the race. The delayed Ralf still finished third.



### 5 LAUDA/REGAZZONI

FERRARI, BRITAIN 1976

Regazzoni clipped Lauda's right-rear at Paddock Hill Bend and spun, triggering a pile-up. Lauda won the restarted race, but only after James Hunt was disqualified.



### 6 DE CESARIS/CAFFI

SCUDERIA ITALIA, USA 1989

Caffi was in the running for a sensational podium, and was fifth on the road after a stop for tyres when he came to lap his team-mate. De Cesaris turned in on him, forcing him into the wall and out of the race.







## 800 NOT OUT

Last weekend's Turkish GP was Ferrari's 800th appearance in a round of the World Championship. In that time, the Scuderia has claimed 15 drivers' titles, 16 constructors' crowns, 211 wins, 632 podiums, 203 pole positions and 221 fastest laps. None of them came last weekend though...

# Teams face weight rule

Weight-distribution parameters to be limited to counter late decision on tyre supply

**F**ormula 1 teams are facing massive restrictions on how they can set their cars' weight distribution for the 2011 season.

Teams look set to be given a narrow range in how they can balance weight distribution front to rear, as part of a raft of measures designed to stave off problems caused by the late completion of F1's new tyre deal.

Pirelli looked likely to land the deal as AUTOSPORT closed for press, despite a last-ditch presentation from Michelin's Nick Shorrock last Sunday at the Turkish Grand Prix.

Now the Formula 1 Teams' Association has moved to prevent

teams lucking into an advantage by designing a car that happened to suit the 2011 tyres. To achieve this, teams will be proscribed a mandatory weight distribution over a range of  $\pm 0.5$  per cent.

Teams are certain that they will be running on the current 13-inch rims for the next two years, with a move to low-profile wheels of 16-18 inches on the cards for 2013, but the characteristics of the tyres will not be known for some time.

Williams technical director Sam Michael told AUTOSPORT: "We have made a couple of changes to the rules that haven't been approved yet, one of which is a fixed weight distribution and the other is a different way of measuring the track of the car. They are the two things that are influenced by the tyre the most.

"Currently we measure the overall width of 1800mm on the tyre bulge, but we have no idea where the bulge will be with the

new tyres. To get around that, we will measure it to the wheel rims. That way, it doesn't matter how much the tyre bulges."

Teams are hoping to run the tyres at a couple of tests towards the end of this season. These would be held after a race weekend.

Mercedes team boss Ross Brawn, who is working on measures designed to spice up the show in his capacity as chairman of the FOTA technical working group, is confident that the new tyre supplier will not be too conservative with its compounds – teams have targeted tyre performance as a key way to introduce variables to the racing.

"It may take a few iterations to get where we want to be, and undoubtedly there will be a degree of conservatism at the beginning because we can't afford to have any problems," said Brawn. "We're all there to help the tyre supplier and I think we've got a good chance of success."

## Merc rollhoop under threat



TWG doesn't want this around next year

**THE MERCEDES** airbox/rollhoop design concept could be outlawed next year under measures tabled by the technical working group.

The TWG is working on a series of aero rule changes for 2011. These include a ban on double diffusers and driver-influenced aerodynamics. A reversion to an orthodox airbox design, as used by most of the field, is another matter under discussion.

The Mercedes design complies with the FIA's stringent crash-test regulations, but teams are keen to ban it to avoid more-aggressive designs being adopted next year.

Mercedes introduced the concept at the Spanish Grand Prix last month as part of a raft of updates following the four flyaway races.



Pirelli is on verge of deal



# Rivals force tweak for Red Bull

RED BULL was forced to modify its downforce-generating front and rear suspension to stave off a protest from its rivals at last weekend's Turkish Grand Prix.

The modifications, estimated to have cost the RB6 several tenths of a second, were made at the behest of FIA technical delegate Charlie Whiting after unofficial complaints

from rival teams.

The front suspension contravened the rules regarding the uniformity of a section of the wishbone, because of a widely flared section located where the upper-front wishbone connects to the tub.

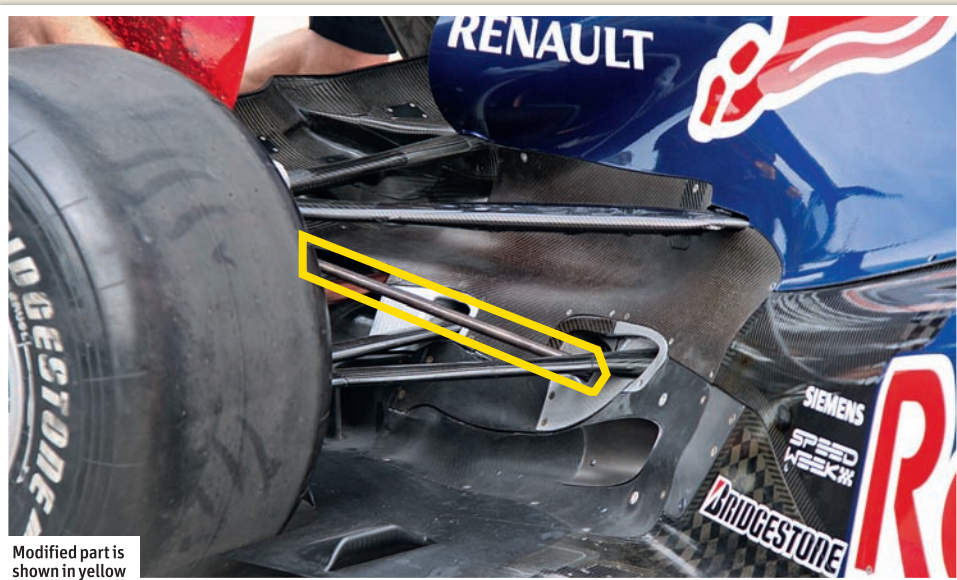
Because the floor can shadow the shape above it, this flaring allowed the team to have a similarly-shaped fence at the

leading edge of the car's floor, which improved the aero performance of the floor. This connection was less flared in Istanbul Park.

The rear-suspension modification (below) was made because Red Bull had come up with a different interpretation of a five-degree incline limit set for any aero-profiled suspension members when measured against

the reference plane. Previously, Red Bull's pullrods were aerofoil in section, generating downforce.

The pullrods, which were angled more than five degrees when measured against the reference plane, were converted to standard circular section in Istanbul rather than being aerodynamically-profiled.



Modified part is shown in yellow

# Two US races on the horizon

THE FORMULA 1 calendar could feature a second United States Grand Prix as early as 2012 following last week's surprise announcement of a race in Austin, Texas.

F1 commercial boss Bernie Ecclestone is understood to have announced the deal as a response to the revelations of the Monticello Motor Club's negotiations to run the race in New York State (see, AUTOSPORT May 27).

But negotiations with other venues remain open, and a return to having two F1 grands prix in the USA – which last happened in 1984 when both Dallas and Detroit hosted races – is a possibility.

Teams are generally in favour of the principle of holding two races in the USA, but some are wary about the cost implications of the calendar expanding to beyond 20

races, when personnel would have to be rotated.

Toro Rosso team principal Franz Tost said: "We need two grands prix in America, one for the west and one for the east."

Ferrari team boss Stefano Domenicali emphasised the importance of the US for F1. "All the teams are pushing to go back since we left the US," he said.

The Austin race, which could run for the first time in 2012, has a site ready to be developed east of the city centre.

The project is expected to cost a minimum of \$200 million, which organiser Tavo Hellmund – a former British F3 backmarker – is confident is already lined up, partly through assistance from the Texas state government.



## THIS WEEK IN F1



**MERCEDES** Team principal Ross Brawn has admitted that his team has yet to get the best out of its f-duct system, which feeds air in through the front-wing endplates. "We're not where we want to be with the f-duct but at each race we make a little step forward," he said.



**RED BULL** The team experimented with its own f-duct system for the first time in Friday practice at last weekend's Turkish Grand Prix, but removed it on Saturday. Work on the system will continue at the Canadian Grand Prix.



**McLAREN** Lewis Hamilton believes that the upgrades made to the MP4-25 for the Turkish GP have put it on level terms with Red Bull. "They've got a great car and now we've got a great car," said Hamilton, who won the race.



**FERRARI** Team principal Stefano Domenicali has hinted that Felipe Massa will remain at the team next year. He said "I think" that the team will retain its line-up, but AUTOSPORT understands a decision has yet to be made on the Brazilian.



**WILLIAMS** Engineering chief Sam Michael believes that the team should be back into the top 10 "at least" in qualifying by July's British GP at Silverstone, with development packages planned for the next two races.



**SAUBER** Kamui Kobayashi's 10th place in Turkey gave the team its first points finish as an independent squad (not owned by BMW) since Felipe Massa's sixth place in China in 2005.



**RENAULT** Robert Kubica has yet to decide whether to stay at Renault next year, with Ferrari known to be keen to sign the Pole. "Once I get the feeling of what I have to decide, I will do it," said Kubica.



**FORCE INDIA** The team ran its 'f-duct' system for the first time in Turkey. The wrist-operated system, dubbed the SRW (stallable rear wing) was deemed a success and used in the race.



**TORO ROSSO** Jaime Alguersuari believes that the key to unlocking his potential is understanding the tyres in qualifying. The Spaniard has struggled on Saturdays, but impressed in races.



**LOTUS** Jarno Trulli says that the team is continuing to close the gap to the established teams, despite resources being diverted into the 2011 car. "We were only a second and a half off Williams in qualifying," said Trulli.



**HRT** The Hispania operation has officially ended its partnership with chassis designer Dallara. The team will continue to use the current design for the rest of the season, with consultant Geoff Willis heading up development work.



**VIRGIN** The Manor Motorsport-run team is prioritising weight-saving work on its VRO1 design. The long-wheelbase version of the car, which is 135mm longer, is believed to be around 20kg over the minimum weight limit.



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# MPH Mark Hughes

AUTOSPORT grand prix editor

Advertising revenue is down but the debt racked up by Formula 1's owner still has to be repaid. Is adding more races to the calendar the only answer to F1's economic squeeze?

**T**he pervasive effect of the big squeeze can be seen wherever you look in Formula 1. Bernie Ecclestone talks of 25-race seasons. With the economy down, so is advertising revenue. When TV deals come to be renegotiated, the terms are bound to be far less favourable to F1. Trackside advertising is declining, and so is Paddock Club attendance. With all these revenue streams down, and the debt that CVC incurred in buying the sport still needing to be paid, the only answer is more races: more organisers paying CVC and Bernie a big fat fee.

Even the teams accept this – up to a point. More total revenue means more revenue for them, too. “But there comes a point,” explains Ross Brawn, “where there is a step change in your costs because you need to start taking on duplicate crews like they do in NASCAR. That first step change is expensive. Ideally

we need to keep the number of races down below that point.” The inference is that 25 would take it well beyond that point, and that even the 20 anticipated next year will be quite a challenge.

Coming with this push for more races is the idea of reducing grand

prix weekends from three days to two. Fine, but what about the circuits? If they were all like Turkey last weekend, where – like China a few weeks ago – many of the stands remained resolutely empty throughout the weekend, there’d be no problem. But what of those more traditional tracks where the organisers are required to turn a profit? With a day of earning potential taken off them, would F1 grant an appropriate reduction in their fee? Pigs might fly.

Silverstone’s MD Richard Phillips and Neil England, chairman of Silverstone Holdings, were present at Turkey to outline the upgrades of the heavily revised track and the accompanying spectator facilities (check out especially the new elevated grandstands at Becketts, with spectacular views of half the circuit). The upgrades have been possible only because of the signing of a long-term deal for the grand prix. The money they pay F1 has to be recouped from the spectators. So when asked about the possibility of a reduction in the number of days, they were predictably hostile to the idea: “We would strongly oppose that,” said England. “We’re trying to bring extra value for the weekend. Not less.”

So, as with all squeezes, a problem solved simply manifests itself somewhere else. The downturn of the economy has benefitted the business of F1 in one way, though. Debtors always gain when interest rates are cut, and

CVC’s target to have its F1 debts repaid by 2014 was made a lot easier by the slashing of the inter-bank rate a couple of years ago. The interest rate on the \$2.8 billion it borrowed to buy F1 four years ago is based at a set rate above the inter-bank level. Consequently, much more of the interest is paid off by any set repayment. So although CVC’s income from F1 has been falling, the brighter side is that the interest on the debt is growing more slowly.

That 2014 target has one snag, though – and it’s potentially not a small one. The current Concorde Agreement expires at the end of 2012, and Luca di Montezemelo has begun afresh the positioning of the teams, saying that things must change in future with regard to both ownership and the teams’ share of the income. This position is incompatible with CVC’s. Something has to give.

There will be pressure, therefore, for yet more races in countries with governments willing to pay for them. “But maybe we need to take a more holistic approach to what is best for the sport,” says McLaren’s Martin Whitmarsh, “and with that in mind the news of returning to America is fantastic.” But is the proposed Austin, Texas venue just a ruse to get the teams off Bernie’s back while he attends to more pressing matters?


Let’s hope it all doesn’t turn out like the squeeze Sebastian Vettel put on Mark Webber on Sunday. ☒

Grandstands in Turkey were almost empty all weekend



**“There will be pressure  
for yet more new races”**





Conway's car smashed into catch fencing

INDYCAR

# Conway injured in Indy 500 crash

Brit suffers broken leg and spinal injuries which rule him out of action for at least three months

**F**ormer British Formula 3 champion Mike Conway is set to be out of racing for a minimum of three months after he suffered a broken left leg and thoracic vertebra in a terrifying accident on the penultimate lap of the Indianapolis 500 on Sunday.

The 26-year-old, who led the race for 15 laps after gambling on fuel strategy in the closing stages, was battling with Andretti Autosport's Ryan Hunter-Reay for 10th place when the American's car ran out of fuel, causing his car to slow in the middle of Turn 3. Conway, who was following closely, then dived to the inside in an attempt to prevent an accident, but he ran over the left side of Hunter-Reay's car, sending him

airborne (see inset) and into the catch fencing on the short run between Turns 3 and 4.

The Briton was then airlifted to hospital, where he underwent surgery on multiple fractures to his left leg. He was also diagnosed with a compression fracture in his spine, and will have to wear a back brace for the next three months.

Conway's manager Mark Blundell, who spoke to his driver after his five and a half hour operation on the leg, told AUTOSPORT: "The leg is badly shattered, but Mike's as chirpy as can be expected. He's a strong guy and extremely fit, which will benefit him as he recovers."

Hunter-Reay, who had to look on in fear as Conway's car smashed into



the fencing just above him, added: "It became a fuel race towards the end, and I had no idea how much I had left in the tank. And it came down into Turn 3 and the car just died, and that's when Mike launched over me."

"I can't believe [Conway's car] didn't hit my head. When I looked at the replay, I guess it came down on the camera, right on top, and at those

speeds that's as close as it gets."

Conway's Dreyer & Reinbold team has confirmed that it will still run two cars at Texas this weekend, but a replacement driver had not been confirmed as AUTOSPORT closed for press.



**P44 INDY 500**



NASCAR

## Nationwide car praised by Edwards

**FORMER NASCAR** Nationwide Series champion Carl Edwards believes that the category's next-generation car will improve the racing.

Edwards, who has raced full-time in the second tier of NASCAR

alongside his efforts in the Cup series for the past five years, is upbeat about the introduction of the new Nationwide car after last month's group test at Daytona.

"The new cars are more fun because they're harder to drive," he said.

"The car moves around more because the front end is stuck better. Because of that, you might see more gamesmanship – more messing with people."

The Roush Fenway Ford driver added that NASCAR's technical

department had learned from the introduction of the Car of Tomorrow for the Cup series in 2007.

"They took the things we complained about with the COT and they fixed it," he said. "These things are screaming loose – it's going to be exciting."



NASCAR

# Cup stars question double duty

**MULTIPLE NASCAR** Sprint Cup champions Jeff Gordon and Tony Stewart do not believe that drivers will attempt to race in the Indianapolis 500 and Coca-Cola 600 even if a huge prize is offered.

Charlotte Motor Speedway owner Bruton Smith revealed recently that a purse of \$20million (£13.8million) was being considered for any driver that could win both races on the same day (see AUTOSPORT, May 20). But the proposal has been dismissed by some of NASCAR's frontrunners.

"They could offer me \$100million to win both races and it wouldn't affect my decision," said

four-time Cup champion Gordon. "I'd only go to Indy if I feel like I can be competitive, and to be competitive I would need to be in those cars all of the time."

"The whole Mario Andretti jumping from one

car to the next, that doesn't happen any more. If other guys want to try it, that's cool. But they're not going to win."

Stewart, who managed top 10 finishes in both races on the same day twice, claimed he won't be

tempted by the prize fund to try it again.

"I have kind of given up on it," said the 39-year old, who nearly made a qualifying run at Indy in 2004. "I'm 99.9 per cent sure you'll never see me in an IndyCar again."



Gordon and Stewart are not convinced

## IN BRIEF



### CLIFF JOHNSON DIES

BTCC team boss Cliff Johnson died last weekend. His son Martin, who drives Boulevard Team Racing's Vauxhall Astra Coupe, has decided to race at Oulton Park this weekend in his memory.

### ARENA RESTRICTOR WORKS

Arena Motorsport used its mandated 37mm air restrictor for the first time at last week's BTCC test at Rockingham. Its 3.9mph straightline speed advantage over non-turbo cars from the April race weekend became a 0.5mph deficit to Paul O'Neill's Tech-Speed Honda.

### JORDAN TOPS BTCC TEST

Andrew Jordan set the pace in last week's official BTCC test at Rockingham, the Eurotech Vauxhall driver lapping one thousandth of a second quicker than Jason Plato.

### PIC SITS OUT RACE TWO

Barcelona GP2 feature race winner Charles Pic was forced to miss last weekend's sprint race in Turkey after being struck down with food poisoning on Saturday night.

### GP3 MOVES UPCOMING TEST

This month's GP3 open test has been rescheduled following the cancellation of the Algarve race. The test will now be run at the Valencia circuit in the week prior to the Valencia street race on June 26/27.

### CARROLL'S DEBUT SET

Andretti Autosport has confirmed that Adam Carroll will make his IndyCar Series debut at Watkins Glen on July 4. The team has not revealed any further details of the former A1GP star's partial schedule.

### HAMILTON TO MISS TEXAS

IndyCar veteran Davey Hamilton has been forced to skip this weekend's race at Texas owing to the fact that the De Ferran/Dragon Racing team suffered heavy damage to both of its cars in last Sunday's Indianapolis 500. The team will just run one car for full-time driver Raphael Matos.

### EKSTROM TESTS NASCAR

Former DTM champion Mattias Ekstrom (below) has been linked to a road course outing with the Red Bull NASCAR team after his test with the squad at Virginia last week.



## SINGLE SEATERS

# FIA works on junior categories

Todt is concerned about F1 ladder



**FIA PRESIDENT** Jean Todt has confirmed that the sport's governing body is working on the problem of there being too many series on the junior single seater ladder.

The arrival of GP3 for this year has added yet another option for young drivers hoping to make it to Formula 1, but the variety of championships has also made progress up the ladder far more complicated than in the past.

"Considering single seaters for the promotion of young drivers, at the moment we feel there are too many categories and not enough clarity on that," Todt said at Rally Portugal last weekend. "It's another matter we are starting to address."

"We are already working on finding the optimum motorway going from grass roots go-kart to F1."

## AUTOSPORT SAYS...

**GLENN FREEMAN**  
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**M**ike Conway's terrifying accident at the end of Sunday's Indianapolis 500 was a timely reminder of the importance of safety to those entrusted with deciding which car concept the IndyCar Series will adopt from 2012 onwards.

The IRL highlighted improved safety as a priority when it opened up the 2012 chassis battle, and the five companies bidding for the chassis tender were all invited to showcase their designs at Indianapolis during the past fortnight. While the majority brought along drawings and plenty of details, the Delta Wing group caused yet another stir by turning up with its full-scale model. As the picture below shows, it was hardly given pride of place at the Speedway, but its closed-wheel design — which some of its rivals have also attempted their own interpretations of — was particularly poignant as Conway and Ryan-Hunter-Reay locked wheels at high speed in Turn 3, sending the Briton into the catch fencing.

People say that a closed wheel design is against the spirit of a single seater, but ovals have a unique set of demands, so maybe it is time to try something different. In the meantime, we wish Mike a speedy recovery.

Delta Wing model on display at Indy



## BRITAIN RULES INDY

FIRST BRITISH ONE-TWO SINCE F1 LEGENDS IN 1966

Dario Franchitti and Dan Wheldon are the first Brits to take a one-two in the Indy 500 since Graham Hill and Jim Clark managed the feat in the 1966 race. Jackie Stewart had also led in the closing stages







LE MANS

## PEGASUS FINISHES TEST PROGRAMME

The new Norma M200 LMP2 that the French Pegasus team will race in the Le Mans 24 Hours this month has undergone an intensive two weeks of testing. The Judd-powered

contender was given a shakedown at Nogaro (above) before moving on to Circuit de la Sarthe, the Le Mans-Bugatti circuit, and then an airfield for high-speed testing.

LMP1

# Aston plans to build six new cars

British marque plans to have customer cars running alongside the factory squad in first year of its new prototype

**A**ston Martin Racing intends to build six of its proposed new Le Mans 24 Hours contenders over the next two years.

The funding plan to which company chairman David Richards alluded last week (see AUTOSPORT, May 27) involves AMR selling the first bespoke Aston Martin prototype since 1989 to collectors and customer teams. AUTOSPORT has learned that AMR intends to build four of the new LMP1s for 2011, two to be entered by the Prodrive-run factory team and two by privateers, and then produce another two for customers in 2012.

AMR would not confirm the plan, but the Jota team's announcement (see story, right) appears to back up AUTOSPORT's sources. The British team has signed a multi-year deal

with AMR that is expected to take it into the prototype ranks in 2012.

AMR team principal George Howard-Chappell said it was premature to talk about funding because the project had not been signed off. Richards insisted last week that the new Aston P1 would only be given the green light if AMR believed there was a level playing field between petrol and diesel-powered machinery.

Howard-Chappell said: "There is a desire to do a new car, but certain things need to fall into place to make it happen. We can't say anything more until our plans are a little more concrete."

It is not known how far down the line AMR is with the new cars. Officially, it has only undertaken a design study on the new-for-2011



GHC says talk of funding is premature

prototype rules. This study is understood to have resulted in the team opting for an open-top machine rather than a coupe like the existing AMR-modified Lola.

Howard-Chappell went some way to confirming this when he said

recently that the car was "more likely to be open than closed".

AMR is certain to have taken the normally-aspirated route under the new 2011 regulations, which means the car will be powered by a 3.4-litre V8.



Johansson joins Blundell at Audi

SPA 24 HOURS

## Johansson to race Audi

**FORMER GRAND PRIX** driver and Le Mans winner Stefan Johansson returns to the Audi fold this year to race in the Spa 24 Hours.

Johansson, who raced Audi's prototypes for the factory, Arena and Champion teams in 1999-2003, will drive a GT3-spec R8 LMS for the Anglo-American United

Autosports event at Spa on July 31/August 1. The 53-year-old joins an experienced line-up in the two-car team that already includes fellow grand prix old boy Mark Blundell.

Johansson, who has yet to race this season, said: "This is something a bit different. It looks like a fun deal and to race at

Spa is always a pleasure."

Johansson will share at Spa 24 Hours with Daytona Prototype race winner Mark Patterson, who is contesting the FIA GT3 European Championship with United Autosports, former Ferrari Challenge racer Alain Li and an as-yet-unnamed fourth driver.



## IN BRIEF



### FISICHELLA TO RACE IN ALMS

Ferrari Formula 1 reserve driver Giancarlo Fisichella will make his American Le Mans Series debut at Miller Motorsport Park next month. The Italian, who is racing with AF Corse in the Le Mans Series in Europe this year, will share a second Risi Competizione Ferrari 430 GT with Toni Vilander.

### MANSELL TEAM'S FINAL TEST

The Beechdean Mansell sportscar squad completed its preparations for Le Mans at Silverstone last week. The British team put its Ginetta-Zytek GZ09S through its paces at Silverstone and took "a big step forward", according to Mansell team boss Andrew Howard.

### PHILIPPE TO GRAND-AM

Former Champ Car race winner Nelson Philippe will drive for the Starworks Daytona Prototype team in the Watkins Glen Six Hours this weekend. The 23-year-old will share the second Starworks Riley-BMW with Kasper Andersen and Bill Lester.

### PESCAROLO TO ATTEND LE MANS

Le Mans legend Henri Pescarolo will be present at the 24 Hours this year, despite the withdrawal of the team that bears his name. The four-time winner of the race will be part of Eurosport's French language commentary team and write a daily column for French sports paper L'Equipe.

### MONTEIRO TESTS V8 HOLDEN

World Touring Car Championship racer Tiago Monteiro had his first taste of a V8 Supercar at Winton last week. The Portuguese driver drove the Centaur Racing Holden Commodore that he will race at Surfers Paradise in October.

### SCHEIDER SAMPLES PORSCHE

DTM champion Timo Scheider got a first taste of the Porsche in which he will make his Le Mans 24 Hours debut at Vallelunga last week. He completed a full day's running in their Porsche 911 GT3-RSR.



## SPORTSCARS

# Jota set for long-term Aston deal

THE BRITISH Jota team will next month begin a relationship with Aston Martin Racing that could take it back into the prototype division.

Jota Sport will field an Aston Martin Vantage GT4 in the Spa 24 Hours on July 31/August 1 and then the Britcar 24 Hours at Silverstone in October. It will then move up to the Le Mans Series with a GT2-spec Vantage in 2011 and, according to a statement, "potentially graduate to the LMP1 class" in 2012.

The deal is linked to Jota co-owner Sam Hancock's AMR drive in this month's Le Mans 24 Hours. He told AUTOSPORT last month that the deal was "part of something much bigger for the future".

Hancock and fellow Jota co-owner Simon Dolan, who race a Ligier in the SPEED and VdV prototype series this

season, will be the team's main drivers of Astons for the next four years. They should be joined by AMR-contracted drivers in the big enduros.

Jota team principal Sam Hignett, whose Team Jota squad spawned Jota Sport in 2008, said: "These are exciting times. This is a great project

to get our teeth into over the next three and half years."

Hignett explained that the GT2 and GT4 programmes could continue if and when Jota gets its hands on one of AMRs proposed new LMP1s. He said it would depend on "commercial circumstances".

Jota will field an Aston Martin Vantage GT4



## GT OPEN

# Tiemann remains in coma

Updates expected in the next few days



FORMER MERCEDES and Opel factory driver Marcel Tiemann remained in a medically-induced coma as AUTOSPORT closed for press.

The 36-year-old German was put into the coma early last week as a result of injuries sustained in an accident during the GT Open series at Imola on May 23. Tiemann suffered brain trauma, a fractured lower vertebra and broken ribs when his Phoenix Racing Audi R8 LMS was forced into the wall at the start of the second race.

Tiemann was taken to hospital in Imola before being transferred to a hospital in nearby Bologna. A coma was induced to aid his recovery.

It was planned that Tiemann would remain in the coma for 10 days. Tiemann's family and Phoenix were awaiting news on plans to bring him out of the coma on Tuesday, according to team manager Dirk Theimann.

## LE MANS

# Le Mans grid expanded



Radical has taken 56th grid slot

THE ADDITION of a 56th car will make this year's Le Mans 24 Hours grid the largest since 1955.

Le Mans organiser the Automobile Club de l'Ouest brought in the Swiss Race Performance Radical team as first reserve after the last remaining back-up entry withdrew last month. It decided that the Radical-Judd SR9, to be driven by Marc Rostan, Pierre Bruneau and Ralph Meichtry, should be given an extra pit, being built for this year's race, and allowed to start.

Provided there are no withdrawals after practice and qualifying, it will be the first time that more than 55 cars have started Le Mans since new pits were built in the wake of the 1955 Le Mans disaster.

ACO sports manager Vincent Beaumesnil said: "We have an extra pit, so it makes sense to have the car start."

Beaumesnil said the extra entry went to Race Performance rather than a GT car, such as Le Mans aspirant CRS Racing's Ferrari, in order to "keep the balance between prototypes and GTs".

The 56th entry is likely to be given to a car running new technology next year.

"We would like to open the door to advanced technologies," said Beaumesnil. "We envisage inviting a car that would run outside the general classification in an experimental class."



ETCC

# Thompson chasing Dynamics Euro deal

Current European Touring Car Cup leader hoping to contest remaining rounds in Honda Civic

James Thompson is trying to piece together a deal with Team Dynamics to contest the remainder of the European Touring Car Cup competition.

The two-time British Touring Car Champion and reigning European Cup holder has been without a drive since splitting with Hartmann Honda in April, yet still heads the ETCC standings after winning the season opener at Braga.

Thompson, 36, received a late call-up to test for the Dynamics-run Honda squad at last week's official British Touring Car Championship test at Rockingham. He lapped the circuit ninth fastest during his afternoon run out in Matt Neal's Civic.

"I got a call from Matt the day before asking me to drive," Thompson told AUTOSPORT. "I'm the only one who has driven the Civic extensively in 2009 and 2010 specs." Thompson won three times for Dynamics during the BTCC campaign last year.

"We also had a chat about the ETC, which is only two more rounds, and I'd love to do it with them if we can get something together. I'm still leading it so I guess I have a better chance of winning it than someone else."

## DEAL IN THE BALANCE

Dynamics boss Steve Neal said there was little chance of a deal being struck, however.

"We'd love to do it, and proposed that we go to Salzburg and the last race as a one-car outfit to Honda," he said. "Unfortunately it's not something they want to do, which is a shame. We could do it as Team Dynamics if we can find private sponsorship, but there's very little of that around at the moment."

## BRANDS WTCC HOPE

Thompson, who currently works as a World Touring Car Championship commentator for British Eurosport, is also looking for a one-off drive in the WTCC event at Brands Hatch on July 18.

"Commentating at Monza [the previous WTCC event] at least put me among the teams, so I was

able to put some feelers out regarding Brands," he added.

"I spoke to Richard Coleman at Bamboo Engineering and he's very enthusiastic. I also had a word with [SEAT Sport boss] Jaime Puig about driving a petrol Leon. We'll see what happens."



GIBSON/LAT

Thompson chases drive after split with Honda

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DTM

## Audi hails breakthrough for Lausitz

**AUDI BELIEVES** the setup breakthrough made in the last DTM race in Valencia gives it the chance to end its barren run at the EuroSpeedway in Lausitz this weekend.

The Ingolstadt-based manufacturer has traditionally struggled on the road course layout at

the German oval facility, winning just two of the 10 DTM races held there. But Audi is upbeat after dominating against Mercedes at Valencia, which is considered a similar circuit.

"At Valencia we were rewarded for our effort of very carefully studying

the tyres," said Audi Sport's head of technology Martin Muhlmeier. "The Tarmac of the EuroSpeedway is very similar, so we're hoping to make use of our findings."

Mattias Ekstrom, who scored both of Audi's wins at the track in 2004

and 2005, is also optimistic after winning in Spain.

"Historically Mercedes has always been strong [at Lausitz]," said the Swede. "The track is generally slippery, but as far as that goes we can benefit from our experiences in Spain."



Audi dominated in Spain last time out

WTCC

## China remains a priority for World Touring Car boss

Lotti proposes Guangdong race



**A NEW** event in China next season remains the top priority for the World Touring Car Championship, despite plans for a new round in the People's Republic falling through for this year.

WTCC boss Marcello Lotti had proposed a fixture at the Guangdong International circuit two weeks after the traditional season closer at Macau. It would have replaced the cancelled races at Puebla, which were set for April. The plan has now been abandoned because of what Lotti called "logistical problems".

"We wanted the race to be before Macau, but December 5 was the only date that was possible for Guangdong and it is just too late in the year for our teams," said Lotti.

"We were only interested in adding an extra race in China and that is why we shall now be staying at 11 races for this season."

Lotti stressed that it was vital the WTCC expands into China in the near future.

"We have started what I believe will be a good relationship with the local motorsport federation and the organisers of the Chinese Touring Car Championship," he said. "I am confident the series will switch to Super 2000 rules in 2012."

Lotti explained that the options for a Chinese race in 2011 included Guangdong, which is 100 miles from Hong Kong, or Chinese GP venue Shanghai.

WTCC

## Volvo prepares for Brands race

**THE SWEDISH** Polestar Volvo team is set to return to Brands Hatch for its annual appearance in the World Touring Car Championship in July.

Polestar has taken at least one of the Super 2000-spec Volvos that it races in the Swedish Touring Car Championship to the British round for

the past two seasons. It is aiming to return again with at least one of the C30s for this year's Brands fixture on July 18.

Polestar boss Christian Dahl said: "We really want to do it, but there is a lot of work still to do. We didn't do as well as a we would have liked last year, so we are keen to return."



Polestar Volvo set for return

Polestar is also said to be looking at contesting October's Japanese World

Touring Car Championship races at the Okayama International circuit.

BTCC

## Triple 8 tries tin-top rookies

**TRIPLE EIGHT** Engineering had not decided whether to run one or two cars at this weekend's British Touring Car Championship event at Oulton Park as AUTOSPORT went to press.

The squad, which won multiple drivers titles as Vauxhall's works team, tested touring car newcomers James Walker and Daniel Lloyd at Rockingham last week.

Teenager Lloyd, who is racing in the US-based

Skip Barber Series, was seventh quickest, less than four tenths off Andrew Jordan's pace-setting time.

"He was bloody quick," Team boss Ian Harrison told AUTOSPORT. "He took to it very well and I think he could have a very bright future in touring cars. It's up to him to decide if touring cars is what he wants now, or whether he wants to keep doing single-seaters."

Superleague driver Walker is unavailable for Oulton as he has commitments elsewhere, but Harrison said that he had adapted well to the Vauxhall Vectra.

"James had never driven front-wheel-drive before, so it was a bit of a shock to his system. But he got on well and was very professional," he added. "We are both thinking much longer-term than this weekend."



Walker adapted well to Vectra



HISTORIC RALLYING

# KANKKUNEN REIGNS AGAIN IN PORTUGAL

Four-time world champion Juha Kankkunen returned to the sport to win last weekend's Revival Rally Portugal. Co-driven by Welshman Nicky Grist, the pair destroyed the opposition with a stunning display in their Ford Escort MkII. Kankkunen won the Rally of Portugal in 1992 for Lancia and in '94 for Toyota



WRC

## Citroen hopes for Seb superteam

Neither Loeb nor Ogier is signed for 2011, but Citroen says the two Sebastiens could work in one team next season

Citroen is ready to run Sebastien Loeb and Sebastien Ogier in the same team next season – but first it has to secure the services of both drivers for 2011.

Loeb's contract runs until the end of next season, but the six-time champion has the option to quit at the end of this year. The 36-year-old has yet to decide whether he will continue to compete.

Citroen team principal Olivier Quesnel said: "I hope Sebastien

Loeb stays with the team. I would like Ogier and Dani [Sordo] too. Maybe it would be more complicated to have the two Sebastiens in the same team, but it can work. Look at the [Yamaha] MotoGP team with [Valentino] Rossi and [Jorge] Lorenzo, or in Formula 1 with [Mark] Webber and [Sebastian] Vettel at Red Bull. It would be my job to make it good."

Quesnel said no deals will be done for the next two weeks while

he is overseeing Peugeot's challenge for victory at Le Mans.

Ogier is keen to stay with the team which gave him his big break. "For the moment my deal is to the end of this year," he said. "Sure, we start to talk, but nothing is signed. If I can stay with Citroen, I would want to do this. This is the best team. It doesn't matter to me which [Citroen] team I'm in. If I'm with him [Loeb], it's okay."

Loeb lost out to Ogier in a

thrilling final-day scrap in the Algarve, with maiden winner Ogier becoming the first man ever to beat Loeb in a Citroen C4 WRC.

"Ogier deserves his place in the team," said Loeb. "He has done really well and I would understand if he is in the team. If we are in the same team for next year, it can be more rivalry. From what we see here it could be a new star in the team. And for me, I didn't decide about next year. We will see."



Elena, Loeb, Ingrassia and Ogier – Citroen's A-team for 2011?

### ENERGY DRINKS PAIR STAGE DEAD HEAT - BUT THEN RUN OUT OF JUICE...

Red Bull's Kimi Raikkonen and Monster driver Ken Block tied on the Rally of Portugal's opening Algarve Stadium stage last Thursday night. That was as good as it got for the pair: Block rolled out on Friday (see right), while the Iceman was a subdued 10th in his Citroen



WRC

## Loeb tips Ogier to fight for 2010 title

SEBASTIEN LOEB believes Sebastien Ogier can challenge him for this year's World Rally Championship title.

Speaking to AUTOSPORT after Ogier defeated him in a straight fight on last week's Rally of Portugal, Loeb admitted his countryman's speed had surprised him.

"He is a real rival now," said Loeb. "We will see how he is going on Tarmac – I'm sure he will go well. On gravel he showed that since New Zealand he is faster than anybody else. From the start of the season, I am surprised how quickly he has been able to drive flat out with no mistakes."



WRC

## Todt wants to shake up WRC format

FIA PRESIDENT Jean Todt is ready to embark on the biggest shake-up of the format for events in the recent history of the World Rally Championship.

The Frenchman said his working group was considering possible changes to the format for future WRC rounds, but declined to go into specifics.

"I will tell you what I don't like [about WRC rallies]," said Todt. "A world event has to be something that gives emotion and satisfaction, and that is not starting at 9.30am, stopping for lunch for two hours, three more stages in the afternoon and then being



Todt is not happy with the current format of WRC events

home at five in the afternoon. This is not the way I see rallying."

Ford's Malcolm Wilson said he appreciated Todt's desire for change, but he pointed to practical considerations.

"We have had a good discussion with Jean," said Wilson. "We have to think about these things.

Like the event organisers – Carlos Barbosa [chairman of the Portugal organisers] said in the meeting, 'I can't take my rally back to the north – it's the cost, the number of marshals and police we need. It's not like the old days.'

"We've got a good

dialogue going now and we'll get this sorted. I see no problem with a shake-up of the format, it doesn't have to mean long rallies. Why not run through the night? If we can sort the safety out, we could do that. I don't mind. We're all here working, so why not go through the night?"

### IN BRIEF



#### ANOTHER DNF FOR BLOCK

American driver Ken Block suffered his third WRC retirement in a row on last week's Rally of Portugal – but this time there was no coming back for the Monster driver after his seventh-stage roll (above).

#### TOYOTA OUT IN PORTUGAL

Representatives from Toyota Motorsport conducted several high-level meetings with other teams, the FIA and the WRC promoter North One Sport on last week's Rally of Portugal. A source in one of the meetings said: "They were really positive, but the WRC is just one of many options at which they might or might not look."

#### HIRVONEN TO SERBIA

Mikko Hirvonen will contest the Serbia Rally (June 18-20) as a warm-up for the all-asphalt Bulgaria Rally three weeks later.

#### P-G LANDS STOBART DRIVE

Former Suzuki factory driver P-G Andersson will drive Henning Solberg's Stobart Ford on the next

round of the WRC, July's Bulgaria Rally. The asphalt event was never part of Solberg's schedule. The car will run in Stobart livery.

#### TANAK HITS TROUBLE

For the second WRC event in succession, Pirelli Star Driver Ott Tanak retired on the final day. He hit a bank on SS15 in Portugal while running 14th overall. At the time he was comfortably quickest of the five Mitsubishi's.

#### EVANS HANGS ON DEAL

Gwyndaf Evans' remains on a rally-by-rally deal in a JRM Mitsubishi, despite the Welshman collecting his second BRC win on the trot on last week's Jim Clark.

#### FORD SCORES WITH SOUSA

Portuguese footballer and Swansea City manager Paulo Sousa took a ride with Khalid Al Qassimi at the Rally of Portugal shakedown (below). He loved every minute of it, saying he'd been a WRC fan since childhood.



IRC

## Ogier to support Meeke bid



Ogier drove in the IRC Monte opener

**PEUGEOT SPORT** director Olivier Quesnel says Sébastien Ogier will do all he can to help Kris Meeke win this week's Rally of Italy, the latest round of the IRC.

The Citroen Junior Team driver is out to boost the chances of Peugeot and Meeke with their championship aspirations in the face of tough competition from Skoda.

Quesnel said: "Kris Meeke seems to be a little too much alone. For the drivers' title I am not anxious because I am sure Kris can do it and I know the Peugeot is still a good car. Usually IRC should be for customers but Skoda is an official team. In this case, I would like to get the title for manufacturers so I don't have any problem to ask Ogier to come to help."

Meeke said: "It will be a big help for me, especially if I have a problem: he can take points off the other drivers."

Ogier could contest further IRC rounds in a Peugeot 207 this season.

## AUTOSPORT SAYS...

**DAVID EVANS**  
**RALLIES EDITOR**

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**O**LIVIER Quesnel, I salute you. And thank you for letting your drivers drive on last week's Rally of Portugal. I have to admit, I had my doubts when Citroen's team principal told me this would be the case last Saturday evening.

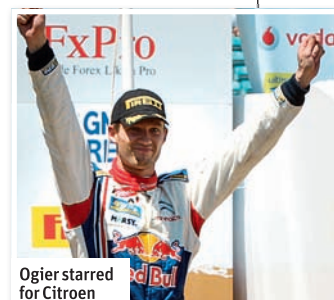
When both cars were safely back in Faro a day later, Quesnel admitted to his own doubts at the instruction that they could race, but not crash. "They don't listen anyway!" he added amusingly.

But what a race Citroen gave us. It was quite simply breathtaking. Watching the split times for the stage, it was impossible to call – but the cynic in me couldn't shift the thought that Loeb would come through in the end, fair or foul. But he didn't.

And, as usual, Loeb was a gentleman in defeat. His contrition is memorable largely because it's called upon so rarely.

Ogier's drive was sublime. As had been the case in New Zealand three weeks earlier, he demonstrated enormous maturity – not to mention ability – to deal with running first on the road. But where he'd fallen at the last in Raglan, he made every corner count this time around. His was the perfect drive.

And Ogier and Citroen weren't the only winners on Sunday – the WRC hit the jackpot too with another thriller of a finish. Not bad for a sport allegedly in the doldrums... The only ingredient missing was Ford – let's hope it has that sorted soon.



Ogier starred for Citroen

## IRC PREVIEW

Event	Rally d'Italia-Sardegna
Round	5/12
Based	Olbia
Date	June 4-6
Stages	13
Surface	Gravel
Competitive miles	135
Last winner	J-M Latvala (2009 WRC)
Championship leader	Juho Hänninen





**TURKISH GP**

Istanbul Park

**ROUND** 7/19**LAPS** 58**WINNER**Lewis Hamilton  
1h28m47.620s**POLE POSITION**Mark Webber  
1m26.295s**FASTEST LAP**Vitaly Petrov  
1m29.165s**RACE RATING**

★★★★★

More excitement  
than previous five  
Turkish GPs combined**DRIVERS STANDINGS**

Webber	93pts
Button	88pts
Hamilton	84pts

# HAMILTON'S 'BUL RUN

A much-improved McLaren enabled Lewis Hamilton to pressure the Red Bull duo beyond breaking point at Istanbul. By MARK HUGHES









# QUALIFYING

Hamilton capitalises after a broken roll bar mount hinders Vettel

➤ Sebastian Vettel's lap was going to be a stunner – and this was only his first Q3 run. Happier with the feel of his brand new chassis, he'd honed 'Randy Mandy' to a near-perfect balance, and his preparation through the practices had been relatively trouble free. Now, having gone fastest in Q1 and Q2, a tenth or so ahead of team-mate Mark Webber, he was on target to do it again in Q3. Only the last fiddly section of slow corners remained. He braked late, but not too late for turn 12 and was surprised to see his inner front wheel lock. Managing somehow to keep momentum through the left-hander, he squirted the car up to the right-handed 13, braked, turned in, accelerated up to the final turn, braked – and there was the locked wheel again, damn! Again on a left-hander. No matter, he still had his final run to do. In, a fresh set of softs fitted, out again, begin the lap, hard into the first corner – and the inner front locked yet again. Only then was it obvious: this wasn't driver error; there was something wrong with the car. A broken rear roll bar mount was unloading the left-front into left-handers. So pole was gone. Not even the front row. In momentum terms, this was bad timing indeed. He'd needed to hit back after Webber's recent run of form, had been on schedule to do that and at the final moment been thwarted.

So Webber took his third consecutive pole against the run of play, admitting that he'd 'been on the back foot' against his team-mate this weekend. His preparation had been disrupted by an engine failure in FP2 and a hydraulics problem on Saturday morning. After both had tried and discarded the new f-duct rear wing, he'd only got the optimised non-blown rear wing in time for qualifying, a team member rushing out with it from the airport. There'd been only one at the track and it was on Vettel's car. It made a difference; less than a tenth, but worth having. The RB6s were flat in sixth all the way through the seven seconds of Turn 8, 161mph compared with the best of the rest at 152mph in the practices. They were a lot slower down the straights than the McLarens, though.

In Lewis Hamilton's hands the MP4-25 proved just 0.15s away – enough to get him on the front row, albeit with the proviso he'd probably have been more like 0.4s off and back on row two had Vettel not had his technical problem. Hamilton's was a lap that left nothing of the car's potential on the table, though it was losing 0.4s to the RB6 through Turn 8. Nonetheless the team was encouraged to be so much closer to it than at Barcelona, where the gap had been over 0.8s. New



Two out of three were happy with quali...



Under-fire Alonso failed to make Q3

front and rear wings had improved the car's aero efficiency and the f-duct was working well enough to give a straight line advantage over the Red Bull of almost 4mph by the end of the back straight. The McLarens sandwiched the compromised Vettel, with Jenson Button only fourth after having to abandon his final run when Michael Schumacher spun in front of him, triggering yellow flags. He'd opted for too low a ride height for the bumps of Turn 8, where the car was grounding out.

Impressively, Schumacher managed to take Turn 8 flat in his Mercedes during the lap that stood as fifth fastest time, even though he spun on his second run, getting off line as he tried to repeat the trick. Ross

Brawn wasn't convinced how much benefit was being derived from the new version of their f-duct; the car was quick through the corners, particularly the fast ones, but relatively slow between them. Nico Rosberg, in sixth less than a tenth away from Schuey, was reasonably satisfied with the car's balance but thought its set-up window was too narrow and failed to improve during his final run.

Robert Kubica didn't like the balance of the Renault on the soft tyres, but they were around 0.3s faster than the hards so had to be used. He felt it prevented him squeezing the last few tenths from the car and he lined up seventh, 0.7s off pole. Team-mate Vitaly Petrov was impressive

all weekend. His bravery was evident, especially in Q2 where he used an extra set of softs to go fourth. In Q3 he qualified ninth on the now-scrubbed tyres.

Ferrari was in bad shape here, not at all suited to the fast corners, and not finding as much time as everyone else from the soft tyre. Felipe Massa did well to get into Q3 and qualify eighth, while Fernando Alonso's error under braking for Turn 12 on his last Q2 lap meant he missed Q3.

As at Barcelona, Sauber seemed to be marginally faster than Force India – newly f-ducted here – helping Kamui Kobayashi to get into Q3 again, where he qualified 10th on his scrubbed tyres. Adrian Sutil just lost out, putting the Force India 11th; better than team-mate Tonio Liuzzi, who failed to get out of Q1.

Pedro de la Rosa didn't do a good final Q2 lap so wound up only 13th, leaving a fresh set of softs reserved for Q3 unused. There was then a gap of 0.5s to the four very closely matched Toro Rossos and Williams in the order of Sebastien Buemi, Rubens Barrichello, Jaime Alguersuari and Nico Hulkenberg.



**P36 RESULTS**  
All the stats from Istanbul







Vettel was quick to point the finger



## RACE CONDITIONS

Ambient temperature 28 degrees, track temperature 48 degrees at start, dropping to around 35 by the finish. Sunny, then overcast with spots of rain one hour in.

**T**here are all sorts of relevant backdrops needed to fully explain what unfolded on lap 40 when the race between Mark Webber and Sebastian Vettel went disastrously wrong and a Red Bull 1-2 became instead a McLaren 1-2. With Jenson Button then briefly engaging Lewis Hamilton in battle for the victory, what we saw was a brilliantly vivid race, high tension punctuated by bursts of sudden adrenaline, moves that captured the essence of why this is a wonderful sport; battles between teams and within them.

But behind that picture are yet more layers of fascination and intrigue. Sometimes battles get out of hand and they invariably then produce a mess. Motor racing is an extreme environment for extreme personality types, and amid the Istanbul paddock after the race, inside the motorhomes and garages, as the adrenaline of battle faded and the rubble of the aftermath was contemplated, there were scenes heavy with significance. In Webber there sat a driver wracked with understandable paranoia, wrapping

his head around the idea that he now has to fight for a world championship almost alone, against the will of part of the team.

One part of a fractured, conflicted layer of management at Red Bull was trying to control and limit the damage done by another part, done not through badness, just an unresolved conflict of aims that has long been there, waiting to bite, waiting for the random conflux of elements to make it plain. Red Bull Racing is the marketing arm of Red Bull the product and therein lies the fault line. The part that provides the money wants to enjoy success with its own protege, Sebastian Vettel, a brilliant driver, youthful, open, fun – the perfect embodiment of what is being sold.

The racing arm has served the marketing side brilliantly well over the last few years in building a team with which to take on racing's best and beat them, thereby providing the platform for that marketing success. Part of the process was the hiring of Webber, a guy quick and experienced enough to build the team. But also a driver way too quick to be anyone's number two; way too committed, and who has worked way too hard to get from nowhere to the top over the years, far too intensely competitive a man to lay down for anyone.

The moment where all that latent tension finally exploded into conflict came on the 40th lap. As

with any incident, there were a kaleidoscope of contributory factors. Here they are.

## FUEL CONSUMPTION AND RESENTMENT

Those unlikely bedfellows. The Webber/Vettel clash was induced by the extremely competitive race pace of McLaren. Vettel, in second, was under extreme pressure from Hamilton and that was one vital contributory cause. If Red Bull had enjoyed its Barcelona performance advantage here, there'd have been no problem. So why didn't it?

In Barcelona, a track with similar demands to Istanbul, the RB6 was over 0.8s faster than anything else. Just three weeks later that was down to just 0.15s in qualifying, zero in the race. Where had all that advantage gone? The car has been the target of the competitive resentment of rival teams of late. Adrian Newey, the cornerstone of

the racing team's achievements, has a competitive zeal rivalled only by his imagination – and his design has stretched the limits of the rules in a few key areas.

This is an intrinsic part of the whole game. But when it gives you a big performance advantage the rivals tend to get upset, and look for ways of screwing you back to their level. Especially if you are a 'mere' marketing team, beating the long-established legendary institutions, not paying them what they feel is their due respect. In Bahrain it was the RB6's front wing endplate, in Monaco it was the leading edge of the diffuser, here it was the inclination and profile of the rear pullrod – and the flaring around the mounting points of the front upper wishbone. All these things had to be changed at the FIA technical delegate's insistence after rival teams complained. The ►



Shunt eliminated Vettel from the race





DUNBAR/LAT

Hamilton re-took the lead decisively



Alonso and Petrov clashed for eighth

FERRARI/LAT



COATES/LAT

## DRIVER BY DRIVER by Edd Straw

**1**  **9/10**  
Race rating

**Jenson BUTTON**  
McLaren-Mercedes MP4-25-03  
Start: 4th. Finish: 2nd  
**YELLOWS PREVENTED** him improving in his final Q3 run, and he made up for slipping to fifth at the start by passing Schumacher into Turn 12 on lap one. Briefly took the lead off Hamilton while it was spotting with rain before being repassed and settling for second.

**2**  **10/10**  
Race rating

**Lewis HAMILTON**  
McLaren-Mercedes MP4-25-01  
Start: 2nd. Finish: 1st  
**AFTER A** perfect qualifying lap, lost out to Vettel at the start. Re-passed Vettel at Turn 3 and latched on to Webber. Lost second to Vettel in the pits but took the lead when the Red Bulls eliminated each other. Reclaimed the lead after Button pounced on lap 48.

**3**  **9/10**  
Race rating

**Michael SCHUMACHER**  
Mercedes MGP W01-01  
Start: 5th. Finish: 4th  
**THOUGHT HIS** first Q3 run was pretty strong and spun at Turn 8 trying to improve, but was happy with fifth. Passed Button at the start but lost the place into Turn 12 and settled into fifth. Held position then picked up a place when Vettel crashed out to finish fourth.

**4**  **8/10**  
Race rating

**Nico ROSBERG**  
Mercedes MGP W01-02  
Start: 6th. Finish: 5th  
**SHADED BY** Schumacher in qualifying, Rosberg sat behind his team-mate and ahead of Kubica for most of the race. Struggled a little with tyre wear, but never looked under serious threat. Was happier with the car, and finished the weekend with a solid fifth place.

**5**  **3/10**  
Race rating

**Sebastian VETTEL**  
Red Bull-Renault RB6-2  
Start: 3rd. Finish: DNF  
**TOPPED Q1** and Q2, but a broken rear anti-roll bar cost him in the top 10 shoot-out when it manifested itself on what he called a "brilliant" lap. A brisk pitstop put him ahead of Hamilton, but his attempt to snatch the lead from Webber backfired spectacularly. Oh dear.

**6**  **8/10**  
Race rating

**Mark WEBBER**  
Red Bull-Renault RB6-4  
Start: 1st. Finish: 3rd  
**A THIRD** consecutive pole position looked to be leading to a third straight victory, but on lap 38 he turned down his engine and found Vettel trying to pass him. Held his line, only for Vettel to move over and hit him. Survived to finish third after a nose change.





Chasing pack were left trailing by leaders



Schumacher held off challengers for fourth

◀ diffuser tweak hadn't cost any performance — in fact it actually found them some. But the front and rear suspension mods had. The flaring acted as a shadow plate that allowed the car to have an aerodynamic fence at the same place on the floor. The inclination and profiling of the rear pullrods allowed a measure of downforce creation. Both had been taken away here — and that's almost certainly where some of the 0.8s had disappeared to.

The rest of it came from improvements to the McLaren. While Red Bull had spent time complying with the FIA's rulings and trying to get a new f-duct to

**“THE INSIDE LINE WAS ALREADY VETTEL'S. HE HAD NO NEED TO ATTEMPT TO INTIMIDATE WEBBER OUT OF THE WAY BY FEIGNING RIGHT”**

work, McLaren — with a beautifully functioning f-duct part of the car since its inception — had been producing new front and rear wings that were significantly more aero efficient than before.

So Hamilton was just 0.15s off Webber's pole in qualifying. McLaren knows it is invariably more competitive with the Red Bull in race trim than in qualifying. The weight of the fuel load means it has less of a centre of gravity penalty than in empty tanks trim, where the Red Bull's pull-rod suspension buys it a significant advantage. So, reasoning that it might be close to being able to make a fight of it, McLaren opted to run an aggressively light fuel load. No point in carrying spare weight around, let's pare it back.

In the Red Bull camp, they under-estimated McLaren and also under-fuelled as a result. Yes, Hamilton had been within 0.15s, but had Vettel done the time he was going to before his roll bar problem,

it would have been more like 0.4s. So they were going to walk away, they reasoned, and once they'd done that they could turn their engines down and save fuel to the end. But it didn't happen like that. The McLarens were flying and the race became a flat-out four-way struggle, each pushing the other well into their fuel margins as they left the rest far behind.

## CHOREOGRAPHY

The choreography was Webber leading away, Hamilton getting a poor start on the dirty side and losing out to Vettel, but then repassing the Red Bull between Turns 2 and 3. Button lost out to Michael Schumacher's Mercedes into Turn 1 as a result of backing off to avoid Hamilton, but then re-passed the Merc beautifully into Turn 12 at the end of the lap, using

the McLaren's higher straight line speed to put a clean move around the outside approach, ignoring Michael's intimidation along the way. Webber, Hamilton, Vettel and Button ran almost as one, pulling quickly away from the pack lined up behind Schumacher, who was unable initially to get the front tyres up to temperature. Nico Rosberg, Robert Kubica, Felipe Massa, Vitaly Petrov and Fernando Alonso formed a snaking line behind.

They ran this way until Vettel was the first of the front runners to pit, on lap 14. Hamilton and Webber stopped together a lap later, Button on 17. It's advantageous to stop first. Usually it's whichever of a team's driver is ahead that gets first call. Yet at Red Bull it had been Vettel who was brought in first — not the first time that's happened this year and it probably sent Webber's paranoia antenna up. They were trying to spring Seb ahead of Hamilton, of course, and in that they succeeded. But in doing so ►

**7**  **8/10**  
Race rating

**Felipe MASSA**  
Ferrari F10-284  
Start: 8th. Finish: 7th  
**OUTQUALIFYING** Alonso was a confidence boost, and reckoned that the fourth row was about par for the machinery. Survived a first lap rub with Kubica to settle quietly into eighth place, where he stayed until Vettel's retirement promoted him to seventh.

**8**  **5/10**  
Race rating

**Fernando ALONSO**  
Ferrari F10-282  
Start: 12th. Finish: 8th  
**WAS GENERALLY** downbeat about the F10's lack of pace, and didn't help himself by having to attempt a second flier on option tyres in Q2 after a blunder on his first. Started 12th, jumped Kobayashi and Sutil in the pits, then passed Petrov for eighth in the closing stages.

**9**  **6/10**  
Race rating

**Rubens BARRICHELLO**  
Williams-Cosworth FW32-03  
Start: 15th. Finish: 14th  
**COMPLAINED OF** a slow, albeit well-balanced Williams in qualifying and didn't make much of an impression in the race. A clutch problem dropped him into the ranks of the new team cars, then a throttle problem held him back later in the race.

**10**  **5/10**  
Race rating

**Nico HULKENBERG**  
Williams-Cosworth FW32-04  
Start: 17th. Finish: 17th  
**COMPLAINED OF** the same general lack of pace as Barrichello, and had another first lap incident, this time with Buemi, which forced him into the pits. From there, attracted a little TV airtime as he cleared the new team drivers at the back, and that was that.

**11**  **7/10**  
Race rating

**Robert KUBICA**  
Renault R30-03  
Start: 7th. Finish: 6th  
**HOPED TO** extract a little more grip out of the option tyre in Q3 and might have been able to get ahead of the Mercedes had he done so. Held seventh on the first lap and spent most of the race staring at Rosberg's rear wing on his way to sixth after Vettel's retirement.

**12**  **7/10**  
Race rating

**Vitaly PETROV**  
Renault R30-02  
Start: 9th. Finish: 15th  
**MADE IT** into Q3 for the first time and qualified within four tenths of Kubica. Held position off the line, but missed out on a points finish when he clashed with Alonso while defending eighth place. Had to pit with the resulting front-left puncture and finished 15th.



◀ they had risked Webber being jumped by Hamilton — who had been just 0.5s behind the leader before they stopped. Webber's stop wasn't the fastest, either — "I thought they must be putting fuel in!" — but luckily for him Hamilton's was even slower, because of a delay getting the left-rear on. So now the order was Webber, Vettel, Hamilton, Button, still lapping as a high speed train, Jenson occasionally backing off to save fuel and tyres, then cruising back up to them.

The Red Bull was way quicker than the McLaren through Turn 8, the McLaren much quicker up the straight to Turn 12. Hamilton tried

**“THEY'D BEEN TELLING ME TO SAVE FUEL FOR MANY LAPS BUT THEY DIDN'T ACTUALLY PUT A LAP TIME ON IT”**  
Jenson Button

a move on Vettel there on the 18th lap, Seb aggressively held him wide, Lewis tucked back behind. From the 30th lap onwards the McLaren drivers were being warned about fuel levels. The pace had been hotter than they'd planned for and the track had rubbered in beautifully. The threat of rain came and went. Still, they drank the fuel. Red Bull was noting the same.

#### VETTEL'S PACE

Because Vettel had spent the whole race in the slipstream of either Hamilton or Webber, he'd used just under 1kg less fuel than Webber by the 38th lap, 20 from the finish, when Webber was told to turn down his engine in order to get to the end. This gave Vettel three laps at the higher fuel map before he too would have to turn it down.

Seb was potentially quicker than Mark this weekend — and only his roll bar problem in qualifying had prevented that playing out.

Webber's lower engine setting

knocked around 0.2s off his pace — and within a lap Vettel was hot on his tail. Which was a potential problem for the team because, restricted as Vettel now was to Webber's slightly slower low-map pace, Hamilton was gaining. High tension on the pit wall.

#### INTERNAL POLITICS

Going into lap 40 — the last lap on which Vettel would have an engine advantage over Webber — team boss Christian Horner instructed Webber's engineer Ciaran Pilbeam to tell Webber to allow Vettel past. Pilbeam could not bring himself to pass the message on.

So out of the chicane of 9-10, through the kink of 11, Vettel ran his engine up through the gears to maximum revs, knowing this was his last chance. Webber, with no idea that Vettel was on a more

aggressive engine setting, nor that the team had asked that he move aside, was surprised to see Vettel come down his inside as they approached the crest, flat-out in seventh. Too late to block him, Mark gave him a car's width and then stayed absolutely straight, forcing Vettel to stay on the slippery, dusty inside, with the idea of maybe inducing him into running wide into Turn 12 from such an acute entry angle.

The inside line was already Vettel's. He had no need to attempt to intimidate Webber out of the way by feigning right — rather like he had to Hamilton in the China pitlane — but it was as if he was irritated at Webber having made it so difficult. It gave Webber no chance to react in time and with Vettel's right rear not yet clear of Webber's front left, they interlocked, Vettel spun down the road with a terminally damaged car, and Webber rejoined behind the two McLarens after taking the



McLaren pilots happy to inherit the one-two



Gutsy Petrov set the fastest lap of the race

## DRIVER BY DRIVER by Edd Straw

**14**  **7/10**  
Race rating

**Adrian SUTIL**

Force India-Merc VJM03-03  
Start: 11th. Finish: 9th

**JUST MISSED** the Q3 cut running the f-duct concept for the first time after losing FP3 to a hydraulic problem and got into the points positions by passing Kobayashi on lap 2. A slow pitstop dropped him back, but Vettel and Petrov's problems handed him ninth.

**15**  **3/10**  
Race rating

**Vitantonio LIUZZI**

Force India-Merc VJM03-04  
Start: 18th. Finish: 13th

**STILL BAFFLED** by the general lack of grip in qualifying trim, he fell in Q1 a whole second off Sutil's time in that session. From 18th, he never looked like being able to get into points contention. Finishing a lap down just emphasised the gulf to Sutil.

**16**  **5/10**  
Race rating

**Sebastien BUEMI**

Toro Rosso-Ferrari STR5-02  
Start: 14th. Finish: 16th

**STRUGGLED TO** find outright pace in qualifying and was disappointed to line up behind the Saubers on the grid. His race was ruined on the first lap when he suffered a right-rear puncture while trying to go around the outside of Hulkenberg at Turn 7.

**17**  **6/10**  
Race rating

**Jaime ALGUERSUARI**

Toro Rosso-Ferrari STR5-03  
Start: 16th. Finish: 12th

**STILL HASN'T** mastered getting his tyres in the zone for qualifying, but continues to show well in the races. From 16th, points were always going to be a long shot, but jumped to 14th on the opening lap and finished the race within striking range of the two Saubers.

**18**  **8/10**  
Race rating

**Jarno TRULLI**

Lotus-Cosworth T127-03  
Start: 19th. Finish: DNF

**FOUND THAT** the prime tyres were faster than the options in qualifying, and ended up on "new team" pole. Opted to start on the hards and led the new team class before letting the option-shod Kovalainen past on lap 13. Retired with hydraulics failure.

**19**  **7/10**  
Race rating

**Heikki KOVALAINEN**

Lotus-Cosworth T127-01  
Start: 20th. Finish: DNF

**COULDN'T QUITE** match Trulli in qualifying. Moved ahead of his team-mate on lap 13 because his pace was faster on the option tyres compared with Trulli's primes; but just moments after his team-mate retired, Kovalainen was out with his own hydraulic problem.





First-lap contact put 'The Hulk' in the pits



escape road. Vettel gestured both to Webber and to the world at large that he held him to blame.

Webber was over half a minute ahead of the train still being led by Schumacher and so had plenty of time to pit for a new nose without losing his third place.

"They didn't give each other room," fumed Horner. "That's the one requirement when they race. The McLaren drivers raced each other too but I didn't see either of them in the fence."

## HOW TO DO IT

Once in front, with the team still telling him to save fuel, Hamilton assumed the order was set. "It's difficult to know how much to save," he said. "They set a target lap time for me and I tried to stick to that, but the target was definitely a bit too slow, so I was slowing down to keep it — and all of a sudden Jensen was right on my tail."

Well, he'd been right on his tail already. Now he pounced. "They'd been telling me to save fuel for many laps but they didn't actually put a lap time on it," said Button.

In the next few seconds we saw the respective personalities of the two McLaren drivers play out on track. Button's move was a beauty, around the outside of 12, hanging on for the inside of 13, getting ahead

there and then side-by-side through the final turn. It was smart, thought-out and subtle. Lewis entered the straight to the left of Jensen intent on retaliating into Turn 1, standing on the brakes super-late, down the inside, wheels almost rubbing as they exited down the hill. A slice across the bows and the place was his again. Pure reactive balls-out instinct.

With no desire for a repeat of the Red Bull scenario, McLaren was adamant its men should now back right off. It became very plain they were required to hold station, even if this was never specifically said.

No one ever did break through Schumacher's defence of fourth, with Rosberg, Kubica and Massa still lined up behind him at the end. Petrov drove a great race, defending eighth with great tenacity from an attacking Alonso, not surrendering even as Fernando chopped ahead, puncturing the Renault's front tyre. A stop for a replacement dropped Petrov out of the points but gave him the consolation of fastest lap thanks to the combination of new tyres and low fuel. Adrian Sutil's Force India and Kamui Kobayashi's Sauber rounded out the top 10.

It's not often the sport lays bare all its layers of fascination like this. For the players that's not always a comfortable experience. ❧

Ferrari still can't get the best from soft tyres



**20** **6/10**  
Race rating

**Karun CHANDHOK**  
HRT-Cosworth F110-01  
Start: 24th. Finish: 20th  
**A LACK** of straight line speed cost him four-tenths in qualifying, condemning him to the back of the grid. A fuel pump problem manifested itself in the race, costing him a position to Di Grassi, and he pitted after 52 laps once he had completed enough mileage to be classified.

**21** **8/10**  
Race rating

**Bruno SENNA**  
HRT-Cosworth F110-02  
Start: 22nd. Finish: DNF  
**WAS DELIGHTED** finally to have someone other than his team-mate to race, and after leading the two Virgins in the first stint slipped behind them in the pits. Re-passed di Grassi on lap 29 to run in the top 20, but soon ground to a halt when he lost fuel pressure.

**22** **6/10**  
Race rating

**Pedro DE LA ROSA**  
Sauber-Ferrari C29-03  
Start: 13th. Finish: 11th  
**MIGHT HAVE** fared better on prime tyres in Q2 than the options he tried to make the top 10 on, and admitted that his lap was far from perfect. Took it easy early on running 13th behind Alonso, and was in the same position after the pit-stops. Finished the race on Kobayashi's tail.

**23** **7/10**  
Race rating

**Kamui KOBAYASHI**  
Sauber-Ferrari C29-01  
Start: 10th. Finish: 10th  
**THE SAUBER C29** is proving to be a handy machine on the faster circuits, and Kobayashi made it to Q3 as he did in Spain earlier this month. A poor Q3 lap prevented him from starting higher than 10th, and front-right tyre wear allowed Sutil to take 10th on lap 50.

**24** **6/10**  
Race rating

**Timo GLOCK**  
Virgin-Cosworth VR-01-03  
Start: 21st. Finish: 18th  
**AN ERROR** in the final sector compromised his qualifying lap, but it was probably too much to ask for him to challenge Lotus for the best new team honours on Saturday. Was relieved to take a rare race finish after finding himself stuck in fifth gear late on.

**25** **6/10**  
Race rating

**Lucas DI GRASSI**  
Virgin-Cosworth VR-01-04  
Start: 23rd. Finish: 19th  
**PLEASED WITH** the performance of the long-wheelbase Virgin on his first time in it, particularly in the faster corners. Lost power in qualifying and started from the pits with a new engine. Like Glock, had to limp home in fifth gear after another hydraulic problem hit.



# Drawing board



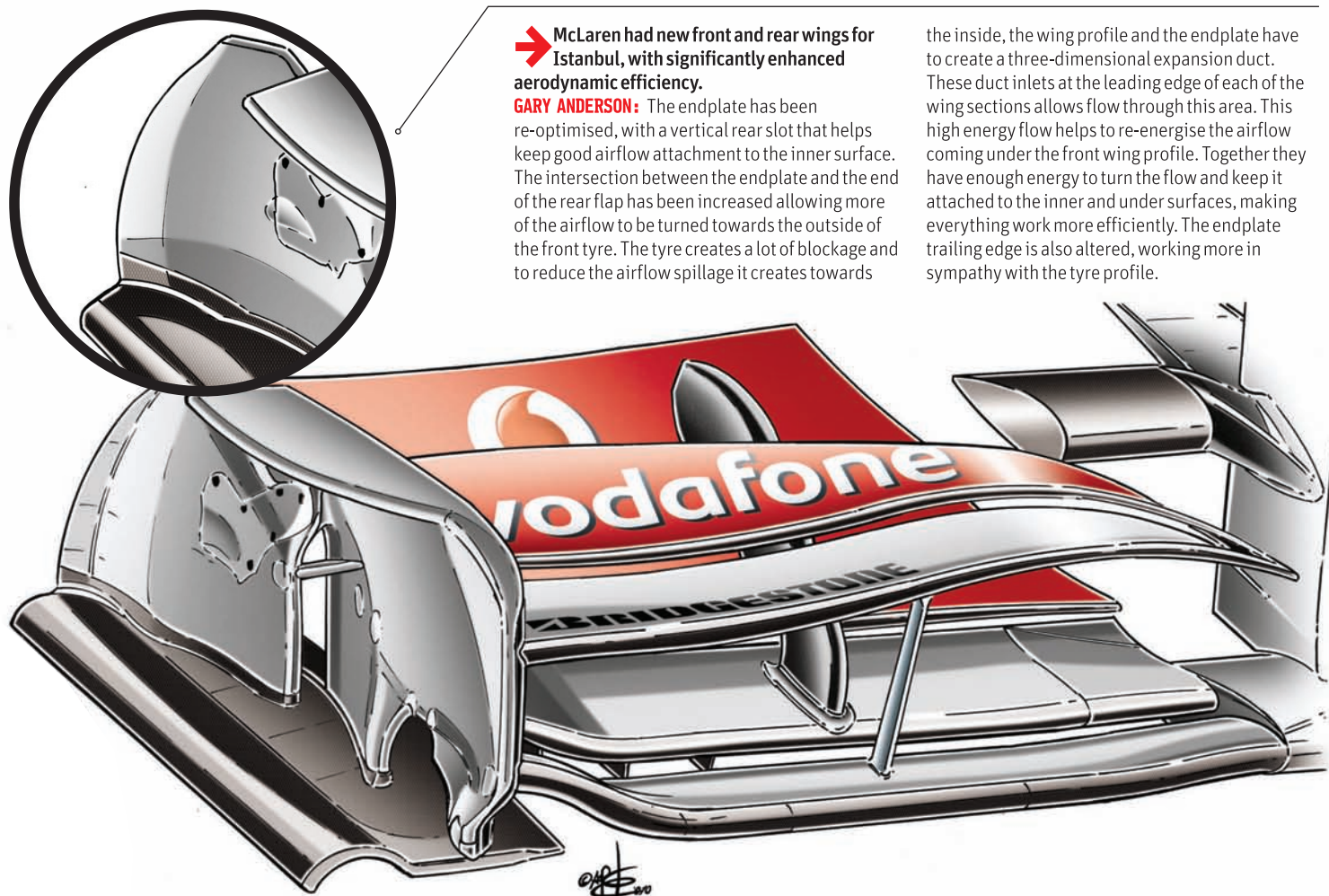
**Gary Anderson, Mark Hughes and Giorgio Piola reveal the technical tweaks made to some of the cars in Turkey**

## McLAREN FRONT WING ENDPLATE

➔ McLaren had new front and rear wings for Istanbul, with significantly enhanced aerodynamic efficiency.

**GARY ANDERSON:** The endplate has been re-optimised, with a vertical rear slot that helps keep good airflow attachment to the inner surface. The intersection between the endplate and the end of the rear flap has been increased allowing more of the airflow to be turned towards the outside of the front tyre. The tyre creates a lot of blockage and to reduce the airflow spillage it creates towards

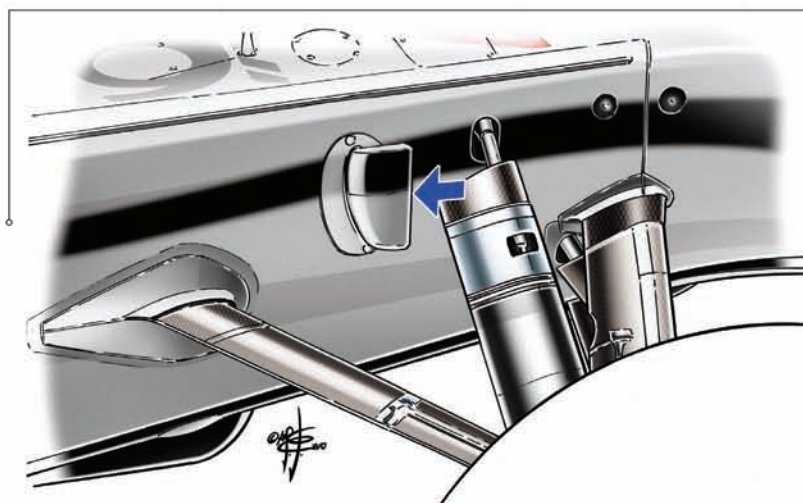
the inside, the wing profile and the endplate have to create a three-dimensional expansion duct. These duct inlets at the leading edge of each of the wing sections allows flow through this area. This high energy flow helps to re-energise the airflow coming under the front wing profile. Together they have enough energy to turn the flow and keep it attached to the inner and under surfaces, making everything work more efficiently. The endplate trailing edge is also altered, working more in sympathy with the tyre profile.



## MERCEDES F-DUCT

➔ Mercedes used a radical evolution of its f-duct, with bigger ducts than before and a system that is now foot operated, to minimise driver distraction. The hosing from the duct runs through the cockpit, along the rear of the floor and into the rear wing endplates – which are hollow. The more conventional systems using shark fin engine covers – as on the McLaren, Ferrari etc – would not have allowed the advantages offered by the Mercedes' razor-edge engine cover in maximising flow to the rear wing.

**GARY ANDERSON:** This system gets the prize for the most complicated. Since the Mercedes doesn't have an engine cover that connects to the rear wing, the designers have had to be creative. High pressure air flow from these inlet ducts passes into the chassis, then through a duct on the underfloor past the engine and gearbox, up to the rear wing end plates (which are hollow) and then into the rear wing main plane. This is a pretty contorted route; optimising its functionality will not be easy with all the potential pressure drop and leakage problems created by all the connections and differing volumes.

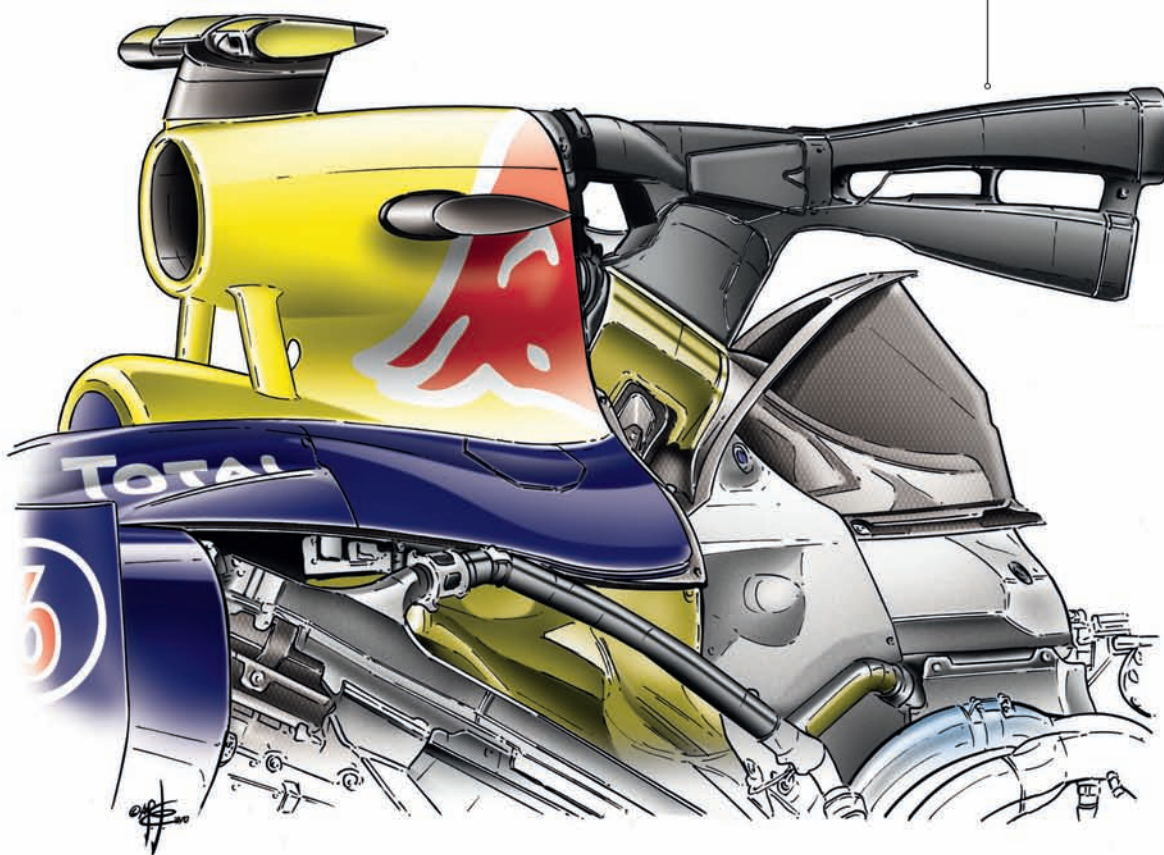




## RED BULL F-DUCT

➔ Red Bull tried an f-duct system for the first time in Friday practice at Istanbul, but it was discarded thereafter. It was hand-operated, with the duct opening beside that of the engine inlet.

**GARY ANDERSON:** They say Red Bull gives you wings, yet in the case of the team's f-duct the intention is to reduce the effect of the rear wing. Being led by Adrian Newey, this team has the strongest aero group in the pit lane and if anyone can understand and get the most out of this system, then it will be Red Bull. This system is basically the same as McLaren's in that it ducts air from a positive pressure inlet located in the engine cover via a driver-controlled opening which he uses his hand to operate. It then goes back through the engine cover spine to the rear wing. It appears to have the variable airflow slot in the underneath of the main plane, which if correct should give a bigger variation on the drag performance of the wing than if it was on the flap, as on the McLaren. The airflow will also re-attach faster because the slot is earlier in the overall underside profile of the wing.

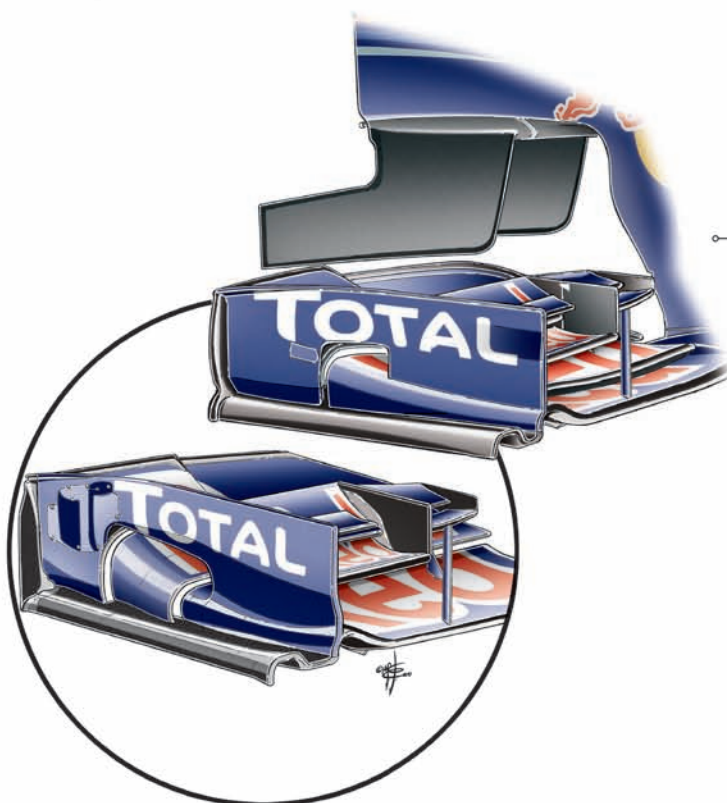


## RED BULL FRONT WING

➔ The Red Bull's front wing endplate featured two inlet holes between the flaps and the inner wall rather than the previous one.

**GARY ANDERSON:** This helps to keep good airflow attachment to the inner surface of this intersection while turning the airflow as much as possible towards the outside of the front tyre. The front tyre disturbs the airflow to the rear of the car so there is very little price to pay if you can make the area in front of this tyre work as hard as possible in creating front downforce. Inside the front tyre it is all about being as kind to the airflow as

possible, since this is all that the rest of the car has to work with; overwork it, or allow it to fall off the trailing edge of the front wing at the wrong attitude for the rest of the car to work with, and the complete package produces less downforce. This is really the main reason for one team being competitive and another struggling. Develop your car with a poor front wing concept and no matter how good your double diffuser package is, it will simply not produce the downforce numbers required. The front wing comes first, both on the car and in the development stages.





# TURKISH GP RESULTS



FERRARI/LAT

## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m28.653s
2	BUTTON	1m29.615s
3	SCHUMACHER	1m29.750s
4	ROSBERG	1m29.855s
5	VETTEL	1m29.867s
6	KUBICA	1m30.061s
7	PETROV	1m30.065s
8	WEBBER	1m30.097s
9	ALONSO	1m30.294s
10	SUTIL	1m30.501s
11	KOBAYASHI	1m30.615s
12	LIUZZI	1m30.853s
13	MASSA	1m30.867s
14	BUEMI	1m31.011s
15	DE LA ROSA	1m31.238s
16	HULKENBERG	1m31.355s
17	BARRICHELLO	1m31.464s
18	ALGUERSUARI	1m31.735s
19	KOVALAINEN	1m32.161s
20	TRULLI	1m32.990s
21	CHANDHOK	1m34.876s
22	DI GRASSI	1m35.137s
23	GLOCK	1m35.583s
24	YAMAMOTO	1m36.137s

Weather: sunny

## PRACTICE 2 - Friday

POS	DRIVER	TIME
1	BUTTON	1m28.280s
2	WEBBER	1m28.378s
3	VETTEL	1m28.590s
4	HAMILTON	1m28.672s
5	ALONSO	1m28.725s
6	ROSBERG	1m28.914s
7	SCHUMACHER	1m28.974s
8	KUBICA	1m29.225s
9	PETROV	1m29.501s
10	MASSA	1m29.620s
11	SUTIL	1m29.629s
12	HULKENBERG	1m29.987s
13	KOBAYASHI	1m30.053s
14	DE LA ROSA	1m30.176s
15	BUEMI	1m30.386s
16	LIUZZI	1m30.627s
17	BARRICHELLO	1m30.766s
18	ALGUERSUARI	1m30.933s
19	KOVALAINEN	1m31.610s
20	DI GRASSI	1m33.013s
21	TRULLI	1m33.081s
22	GLOCK	1m33.312s
23	SENNA	1m33.420s
24	CHANDHOK	1m33.740s

Weather: sunny

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m27.086s
2	ROSBERG	1m27.359s
3	HAMILTON	1m27.396s
4	WEBBER	1m27.553s
5	KUBICA	1m27.784s
6	ALONSO	1m27.861s
7	SCHUMACHER	1m27.879s
8	BUTTON	1m27.963s
9	MASSA	1m27.969s
10	PETROV	1m28.344s
11	BUEMI	1m28.610s
12	DE LA ROSA	1m28.652s
13	ALGUERSUARI	1m28.734s
14	KOBAYASHI	1m29.036s
15	HULKENBERG	1m29.044s
16	LIUZZI	1m29.211s
17	BARRICHELLO	1m29.305s
18	TRULLI	1m30.618s
19	KOVALAINEN	1m30.884s
20	GLOCK	1m31.341s
21	DI GRASSI	1m32.180s
22	SENNA	1m32.230s
23	CHANDHOK	1m32.762s
24	SUTIL	no time

Weather: overcast



## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m27.500s	1m26.818s	1m26.295s
2	HAMILTON	1m27.667s	1m27.013s	1m26.433s
3	VETTEL	1m27.067s	1m26.729s	1m26.760s
4	BUTTON	1m27.555s	1m27.277s	1m26.781s
5	SCHUMACHER	1m27.756s	1m27.438s	1m26.857s
6	ROSBERG	1m27.649s	1m27.141s	1m26.952s
7	KUBICA	1m27.766s	1m27.426s	1m27.039s
8	MASSA	1m27.993s	1m27.200s	1m27.082s
9	PETROV	1m27.620s	1m27.387s	1m27.430s
10	KOBAYASHI	1m28.158s	1m27.434s	1m28.122s
11	SUTIL	1m27.951s	1m27.525s	-
12	ALONSO	1m27.857s	1m27.612s	-
13	DE LA ROSA	1m28.147s	1m27.879s	-
14	BUEMI	1m28.534s	1m28.273s	-
15	BARRICHELLO	1m28.336s	1m28.392s	-
16	ALGUERSUARI	1m28.460s	1m28.540s	-
17	HULKENBERG	1m28.227s	1m28.841s	-
18	LIUZZI	1m28.958s	-	-
19	TRULLI	1m30.237s	-	-
20	KOVALAINEN	1m30.519s	-	-
21	GLOCK	1m30.744s	-	-
22	SENNA	1m31.266s	-	-
23	DI GRASSI	1m31.989s	-	-
24	CHANDHOK	1m32.060s	-	-

Weather: overcast

## QUALIFYING

Head to head			
BUTTON	3	4	HAMILTON
SCHUMACHER	2	5	ROSBERG
VETTEL	3	4	WEBBER
MASSA	3	4	ALONSO
BARRICHELLO	5	2	HULKENBERG
KUBICA	7	0	PETROV
SUTIL	6	1	LIUZZI
BUEMI	6	1	ALGUERSUARI
TRULLI	4	3	KOVALAINEN
CHANDHOK	2	5	SENNA
DE LA ROSA	3	4	KOBAYASHI
GLOCK	7	0	DI GRASSI

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

VISIT  TO FIND OUT

castrol driverrankings.com

## THE GRID

1 <b>WEBBER</b> RED BULL 1m26.295s soft	2 <b>HAMILTON</b> McLAREN 1m26.433s soft
3 <b>VETTEL</b> RED BULL 1m26.760s soft	4 <b>BUTTON</b> McLAREN 1m26.781s soft
5 <b>SCHUMACHER</b> MERCEDES 1m26.857s soft	6 <b>ROSBERG</b> MERCEDES 1m26.952s soft
7 <b>KUBICA</b> RENAULT 1m27.039s soft	8 <b>MASSA</b> FERRARI 1m27.082s soft
9 <b>PETROV</b> RENAULT 1m27.430s soft	10 <b>KOBAYASHI</b> SAUBER 1m28.122s soft
11 <b>SUTIL</b> FORCE INDIA 1m27.525s soft	12 <b>ALONSO</b> FERRARI 1m27.612s soft
13 <b>DE LA ROSA</b> SAUBER 1m27.879s soft	14 <b>BUEMI</b> TORO ROSSO 1m28.273s hard
15 <b>BARRICHELLO</b> WILLIAMS 1m28.392s soft	16 <b>ALGUERSUARI</b> TORO ROSSO 1m28.540s hard
17 <b>HULKENBERG</b> WILLIAMS 1m28.841s hard	18 <b>LIUZZI</b> FORCE INDIA 1m28.958s soft
19 <b>TRULLI</b> LOTUS 1m30.237s hard	20 <b>KOVALAINEN</b> LOTUS 1m30.519s soft
21 <b>GLOCK</b> VIRGIN 1m30.744s hard	22 <b>SENNA</b> HRT 1m31.266s soft
23 <b>DI GRASSI</b> VIRGIN 1m31.989s* soft	24 <b>CHANDHOK</b> HRT 1m32.060s hard

\*started from pitlane



**THE RACE: 58 LAPS, 192.259 MILES**

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIITSTOP	FASTEST STOP
1	HAMILTON	McLaren-Mercedes	58	1h28m47.620s	1m30.075s	1	24.26s
2	BUTTON	McLaren-Mercedes	58	+2.645s	1m29.895s	1	21.74s
3	WEBBER	Red Bull-Renault	58	+24.285s	1m29.195s	2	22.74s
4	SCHUMACHER	Mercedes	58	+31.110s	1m29.810s	1	21.46s
5	ROSBERG	Mercedes	58	+32.266s	1m29.977s	1	21.09s
6	KUBICA	Renault	58	+32.824s	1m29.580s	1	21.59s
7	MASSA	Ferrari	58	+36.635s	1m29.996s	1	21.25s
8	ALONSO	Ferrari	58	+46.544s	1m30.011s	1	22.63s
9	SUTTL	Force India-Mercedes	58	+49.029s	1m29.959s	1	25.28s
10	KOBAYASHI	Sauber-Ferrari	58	+1m05.650s	1m30.891s	1	25.15s
11	DE LA ROSA	Sauber-Ferrari	58	+1m05.944s	1m30.421s	1	21.90s
12	ALGUERSUARI	Toro Rosso-Ferrari	58	+1m07.800s	1m29.535s	2	22.74s
13	LIUZZI	Force India-Mercedes	57	-1 lap	1m31.421s	1	26.33s
14	BARRICHELLO	Williams-Cosworth	57	-1 lap	1m30.933s	1	25.23s
15	PETROV	Renault	57	-1 lap	1m29.165s	2	22.75s
16	BUEMI	Toro Rosso-Ferrari	57	-1 lap	1m29.588s	2	23.71s
17	HULKENBERG	Williams-Cosworth	57	-1 lap	1m30.620s	2	22.09s
18	GLOCK	Virgin-Cosworth	55	-3 laps	1m32.265s	1	23.85s
19	DI GRASSI	Virgin-Cosworth	55	-3 laps	1m33.257s	1	23.18s
20	CHANDHOK	HRT-Cosworth	52	-6 laps	1m34.585s	1	23.62s
R	SENNA	HRT-Cosworth	46	fuel press'	1m34.247s	1	24.62s
R	VETTEL	Red Bull-Renault	39	accident	1m30.181s	1	21.95s
R	KOVALAINEN	Lotus-Cosworth	33	hydraulics	1m34.363s	-	-
R	TRULLI	Lotus-Cosworth	32	hydraulics	1m34.463s	-	-

Weather: dry. Fastest lap: Vitaly PETROV 1m29.165s (133.924mph) on lap 57

Lap leaders: 1-15 Webber; 16-17 Button; 18-39 Webber; 40-47 Hamilton; 48 Button; 49-58 Hamilton

### SEASON SO FAR - Points and positions

[illegible]

### SEASON SO FAR - Points and positions

[illegible]

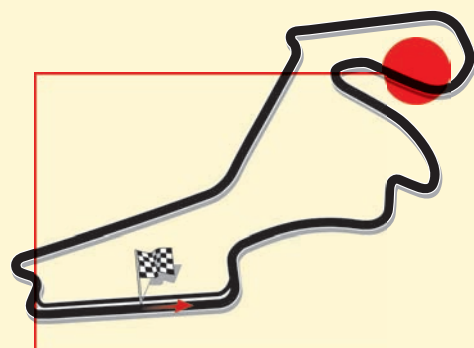
## TYRE CHOICE

S1	S2	S3
Soft	Hard	
Soft	Hard	
Soft	Hard	Hard
Soft	Hard	
Soft	Hard	
Soft	Hard	
Soft	Hard	
Soft	Hard	
Soft	Hard	
Hard	Soft	Soft
Soft	Hard	
Soft	Hard	
Soft	Hard	Soft
Hard	Soft	Soft
Hard	Soft	Hard
Hard	Soft	
Soft	Hard	
Hard	Soft	
Soft	Hard	
Soft	Hard	
Soft	dnf	
Hard	dnf	

Option tyre in bold

## TRACKSIDE VIEW

**Mark Hughes**  
Grand prix editor



 A wooded valley, where once only foxes scavenged. A track now runs through it. An F1 engine bounces its surreal pitch off the trees, no-one there to hear the echo save a few lizards. In the distance the Bosphorus and the mountain behind it. Europe. A dark-grey shadow of diesel pollution hovers above Istanbul, only above that clear blue sky. It's a scorching hot day; even at 10.45am a heat haze rises from the asphalt, where the track crests the rise between Turns 7 and 8. There's an engine, already loud, full throttle up the hill, working hard; hear all that work deep in the motor's bowels, exhaust scream blowing away so it's only a background noise, even briefly overwhelmed by the sound of tyre thudding over Turn 7's exit-kerb serrations. Finally it appears over the crest, the source of all that noise, a bright apparition of vulgar colour almost as loud as the engine, sunlight glistening off yellow helmet, yellow-

**“A dark-grey shadow of diesel pollution hovers above Istanbul”**

tipped nosecone amid a riot of deep blue and red: Mark Webber's RB6. Into Turn 8 he misses the first apex that most miss – but by much more, maybe a car and a half's width. This way he can keep the lateral load off the tyres for longer, maintain more momentum. Because he has so much grip to spare, even from way out there to the right, he can still make the second apex comfortably. The engine's note barely changes and the pitch of all the engines gives an aural indication of how much grip each car is carrying. Jarno Trulli's Lotus drops by about 2-2.5 octaves, stays down there for three seconds or so, at revs it yearns to leave yowling behind but can't. The HRT is down maybe three octaves at the same place, Jaime Alguersuari's Toro Rosso about one. Between the notes and the sky is where they fly.





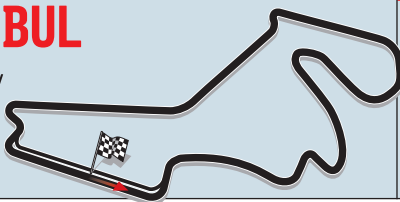
## ISTANBUL

Turkey

May 28-30

GP2

Round 3/10



### AT A GLANCE

- Race 1 **Pastor Maldonado**
- Race 2 **Dani Clos**
- Pole position **Davide Valsecchi**
- Fastest laps **Maldonado/Turvey**

Clos took his first win of 2010 in dominant style



# Maldonado: mine's a double



The Rapax driver became this year's first double winner in Turkey, while Dani Clos added his name to the GP2 scoreboard

Series leader Maldonado ran away with feature race

## QUALIFYING

### Valsecchi ventures forth for iSport

It has endured a wobbly start to the season, but iSport began a return to form in qualifying with Davide Valsecchi taking pole and Oliver Turvey claiming third.

Both drivers did their best laps in the final moments of the session, with Valsecchi's 1m34.860s undercutting Pastor Maldonado's benchmark time by a scant 0.015secs. Up to that point Maldonado had looked fairly secure on top, with no other driver having come close to ducking under the 1m35s mark before Valsecchi uncorked his pole lap.



Valsecchi led a late charge for iSport

The GP2 season is now three rounds old, and still the shape of the 2010 championship refuses to settle.

Six races have produced five different winners, with Pastor Maldonado becoming the first repeat victor by adding to his Monaco success with another feature race win at Istanbul Park last weekend, and Dani Clos joining the register by dominating Sunday's race.

But, as has been the case every weekend so far, the story was as much about who wasn't on the podium as who was. Several potential frontrunners proved once again that they're one ingredient short of the full recipe – in some cases they were lacking luck, in others attention to detail.

One team that looked to have turned the corner after a frustrating start to the year was Asia Series champion iSport, which kicked things off nicely when Davide Valsecchi claimed pole for Saturday's race and Oliver Turvey lined up immediately behind him in third. Valsecchi was probably mildly irritated to see Maldonado's Rapax swoop ahead of him into the first corner. But he was in far better shape than Turvey, who was badly boxed in on the run to the turn and lost several positions. Worse was to come – his efforts to defend at the start earned him a (frankly harsh) drive-through for weaving, which was followed by a second drive-through for speeding in the pitlane while serving his original

penalty. Not the afternoon he wanted.

Up ahead, Maldonado's early pace was such that Valsecchi had already conceded the victory after four laps (a call he might have made prematurely, given his speed later in the race), and the Venezuelan disappeared up the road to win by nearly 18secs.

Valsecchi had his hands full dealing with the Barwa Addax of Sergio Perez, who had clamped onto the back of the Italian's car in the first few laps. Having failed to find a way past Valsecchi on track, Perez opted to do it in the pits instead. For a while, the Addax driver was able to keep Valsecchi in check, but as his tyres began to fade the task became more difficult, and Valsecchi was able to reclaim second with a tidy



## RACE RATING

★★★★★

Generally standard fare, but with the odd flash of drama to spice things up



The only one who was perfect today was Maldonado"

Daide Valsecchi

## REPORT GP2 Istanbul



Mark Glendenning reports

move at the last corner five laps before the finish.

With Valsecchi having gone past, Perez now had ART's Sam Bird to contend with, the Brit having been lurking close behind in fourth for most of the race. The pair's scrap got physical at one point, costing Bird part of his endplate, but Perez's tyre problems were becoming more pronounced and there was a sense of inevitability when Bird finally found a way past two laps from the end.

That should have been it as far as the top four was concerned, but there was to be more disappointment for Perez when a post-race inspection revealed that his car was underweight and he was excluded from the results. His Addax team-mate Giedo van der Garde

consequently inherited fourth, with the remaining points going to Rapax's Luiz Razia, DPR's Michael Herck, and Racing Engineering duo Christian Vietoris and Dani Clos. The latter found himself on the sprint race pole for the second round in succession.

As always there was drama further back, starting with Barcelona feature race winner Charles Pic and ART rookie Jules Bianchi eliminating themselves in a fairly pointless accident on the second lap. Other notable retirements included Super Nova's Marcus Ericsson, whose engine let go spectacularly, while brake problems accounted for both the Coloni cars of Vladimir Arabadzhiev and Alberto Valerio in quick succession.

Once Valsecchi had got past Perez, Bird moved in



Clos made simple work of his first-ever GP2 win on Sunday, holding off Vietoris

at the start and never relinquishing his lead. It should have been a one-two for Racing Engineering, but an engine failure on lap 10 ended Vietoris' chance at second place.

That gave Razia a clear run to an easy runner-up position, but third-place finisher van der Garde had to work a bit harder for his spot on the podium. He took third from DPR's Michael Herck at the start, but then spent the remaining laps trying to contend with Valsecchi,

who shadowed the Dutch driver all the way.

Herck held on to fifth, with Maldonado picking up the final point, but the star of the race was just behind. Having started from last, Perez made up 11 places on the first lap and continued to work his way through the field, capping things off with an inspired move on DAMS' Jerome d'Ambrosio right at the end. 🏆

## THE INSIDE LINE

### Why 'the ghost' is no longer a haunted figure



If you want to see the value of confidence, you need look no further than Davide Valsecchi. Or, if you can't find him (it's not for nothing that iSport has nicknamed him 'the

ghost'), then Dani Clos.

Both have started 2010 with vastly different approaches to what they'd done previously, and both are reaping the rewards. Clos's current second in the standings owes much to his

new-found self-belief – this is a guy who only scored points once last year. While Valsecchi has drawn strength from his Asia Series success. It's proof that those extra couple of tenths aren't always hidden in the data...

## RESULTS

GP2 Series, Istanbul Park (TR), May 28-30, round 3 of 10

GRID	
1 VALSECCHI 1:34.860	2 MALDONADO 1:34.875
3 TURVEY 1:35.135	4 PEREZ 1:35.194
5 BIRD 1:35.267	6 VD GARDE 1:35.348
7 CLOS 1:35.364	8 PIC 1:35.411
9 VALERIO 1:35.491	10 RAZIA 1:35.527
11 VIETORIS 1:35.664	12 BIANCHI 1:35.676
13 RICCI 1:35.750	14 HERCK 1:35.762
15 CHILTON 1:35.842	16 D'AMBROSIO 1:35.926
17 KRAL 1:35.955	18 ZAUGG 1:35.957
19 ERICSSON 1:35.973	20 CECOTTO 1:36.047
21 LEIMER 1:36.167	22 ARABADZIEV 1:36.564
23 TUNG 1:36.663	24 GONZALEZ 1:36.628*

RACE 1 – 32 LAPS, 106.06 MILES				
POS	NAME	TEAM	TIME	GRID
1	Pastor Maldonado (YV)	Rapax	52m33.219s	2
2	Davide Valsecchi (I)	iSport International	+19.531s	1
3	Sam Bird (GB)	ART Grand Prix	+23.327s	5
4	Giedo van der Garde (NL)	Barwa Addax	+26.129s	6
5	Luiz Razia (BR)	Rapax	+26.746s	10
6	Michael Herck (RO)	DPR	+30.444s	14
7	Christian Vietoris (D)	Racing Engineering	+36.719s	11
8	Dani Clos (E)	Racing Engineering	+41.469s	7
9	Max Chilton (GB)	Ocean Racing Technology	+48.582s	15
10	Jerome d'Ambrosio (B)	DAMS	+49.848s	16
11	Ho-Pin Tung (NL)	DAMS	+50.315s	23
12	Johnny Cecotto Jr (YV)	Trident Racing	+55.996s	20
13	Fabio Leimer (CH)	Ocean Racing Technology	+1m06.801s	21
14	Oliver Turvey (GB)	iSport International	+1m08.392s	3
15	Josef Kral (CZ)	Super Nova Racing	+1m22.464s	17
16	Rodolfo Gonzalez (YV)	Arden International	+1m23.789s	24
17	Alberto Valerio (I)	Scuderia Coloni	29 laps-brakes	9
EX	Sergio Perez (MEX)	Barwa Addax	+25.953s	4
R	Vladimir Arabadzhiev (BG)	Scuderia Coloni	27 laps-brakes	22
R	Adrian Zaugg (ZA)	Trident Racing	27 laps-engine	18
R	Giacomo Ricci (I)	DPR	25 laps-accident	13
R	Marcus Ericsson (S)	Super Nova Racing	11 laps-engine	19
R	Charles Pic (F)	Arden International	1 lap-accident	8
R	Jules Bianchi (F)	ART Grand Prix	1 lap-accident	12

RACE 2 – 23 LAPS, 76.159 MILES				
POS	DRIVER	TIME/REASON	GRID	
1	Clos	37m25.211s	1	
2	Razia	+8.870s	4	
3	van der Garde	+12.996s	5	
4	Valsecchi	+13.479s	7	
5	Herck	+14.503s	3	
6	Maldonado	+19.118s	8	
7	Perez	+20.080s	24	
8	d'Ambrosio	+20.488s	10	
9	Tung	+23.868s	11	
10	Bird	+29.560s	6	
11	Chilton	+31.666s	9	
12	Cecotto	+36.159s	12	
13	Bianchi	+40.549s	23	
14	Kral	+40.625s	15	
15	Leimer	+48.444s	13	
16	Gonzalez	+48.682s	16	
17	Ricci	+49.061s	20	
18	Turvey	-1 lap	14	
19	Valerio	-2 laps	17	
R	Zaugg	17 laps-engine	19	
R	Vietoris	9 laps-engine	2	
R	Ericsson	5 laps-accident	21	
R	Arabadzhiev	3 laps-accident	18	
NS	Pic	0 laps-illness	22	

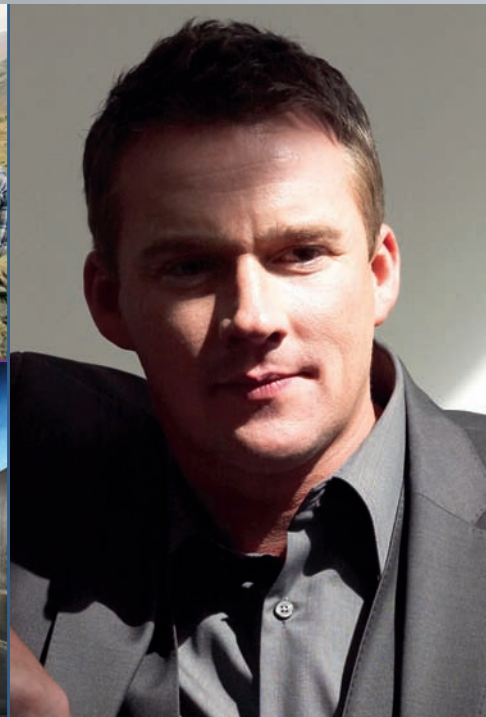
CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Maldonado	27
2	Clos	23
3	Razia	20
4	Perez	17
5	van der Garde	17
6	Valsecchi	13
7	Bird	11
8	Bianchi	11
9	Pic	10
10=	Leimer/Ricci	8
POS	TEAM	PTS
1	Rapax	47
2	Barwa Addax	34
3	Racing Engineering	25
4	ART Grand Prix	22
5	iSport International	19
6	DPR	13

KEY R=Retired; EX=Excluded; NS=Non-Starter. \*Grid penalty.  
**Race 1** Winner's average speed: 122.100mph. Fastest lap: Maldonado, 1m37.090s, 123.087mph.  
**Race 2** Winner's average speed: 121.031mph. Fastest lap: Turvey, 1m36.770s, 123.393mph.



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# Gutierrez heads the young Turks

Mexican starlet led all the way to an easy win at Istanbul Park

Two phenomena tend to characterise the first few rounds of a brand-new racing series. First, some teams and drivers will be quicker to get the cars figured out than others. And second, the rigours of racing will probably unearth a few technical glitches that didn't show up in testing. Both were evident in last weekend's second round of the GP3 Series in Turkey.

Esteban Gutierrez is rapidly establishing himself as the guy that everyone else in the 30-car field is going to have to do something about, the ART Grand Prix-run Mexican backing up the speed he demonstrated at Barcelona with a commanding win in the Istanbul feature race.

For the second round in a row, Nigel Melker produced an outstanding lap to take pole in his RSC Mücke machine, and for the second round in a row it came to

nothing — the Dutchman made an awful start and had been passed by most of the field before he even got to the first corner.

That made life easy for Gutierrez, who went into Turn 1 relatively unchallenged and never let anyone near him for the rest of the race. He eventually crossed the line 10.5s clear of nearest rival James Jakes, who had an equally uneventful run to second for Manor Motorsport. The Yorkshireman was one of several drivers to complain of mechanical glitches, but he still had enough pace to finish 6s clear of the Addax machine of third-placed Felipe Guimaraes.

The first driver who had to work for his result was Gutierrez's team-mate Alexander Rossi, who earned fourth place with the help of a nice move up the inside of Daniel Morad. His pace backed up the sense that ART has, as expected,

wasted little time in figuring out how to make the GP3 car sing, although the American was struggling to make sense of the 1.5s gap to Gutierrez in qualifying.

Dean Smith qualified strongly in third, only to lose places off the start. The Carlin driver recovered most of the lost ground before he developed a problem late in the race that spat him backwards through the field again. That left Morad, Nico Muller, Miki

Monras and Rio Haryanto to take the remaining points.

Sunday's sprint race was as processional as the feature, which was not great if you were spectating, but fantastic news if you were Haryanto and Manor Motorsport. The young Indonesian capitalised on his reversed-grid pole to take the lead and, while Monras was able to keep him in sight over the first two-thirds of the race, Haryanto found some extra speed over the closing laps and eventually extended his advantage to 2.2s over the MW Arden racer. Monras held on to second ahead of Rossi, who recovered from a bad start to work his way back, passing Muller's Jenzer Motorsport machine for third at Turn 1 midway through the race.

Muller, Morad and Guimaraes secured the remaining points, but the quickest guy on the track went home with nothing to show for it. Status GP-run Robert Wickens was leading the points before the weekend, but was plagued by a misfire that cost him dearly. His

problems were compounded when he cut a tyre while fighting with Jakes, forcing an unscheduled visit to the pits, but the Canadian returned to reel off a string of fastest laps. He finished 21st, but could take some consolation from the fact that he is third in the points.

There was less comfort for Manor's Adrian Quaife-Hobbs, who once again was quick in qualifying only to lose grid positions to a late spin, and then was restricted to just two racing laps due to mechanical problems. *Mark Glendenning*

## RESULTS

**Race 1** Esteban Gutierrez, 15 laps in 26m56.811s; 2 James Jakes, +10.513s; 3 Felipe Guimaraes; 4 Alexander Rossi; 5 Daniel Morad; 6 Nico Muller; 7 Miki Monras; 8 Rio Haryanto; 9 Doru Sechelariu; 10 Josef Newgarden. **Fastest lap** Gutierrez, 1m47.305s, 111.278mph. **Race 2** Haryanto, 15 laps in 27m08.058s; 2 Monras, +2.206s; 3 Rossi; 4 Muller; 5 Morad; 6 Guimaraes; 7 Gutierrez; 8 Jakes; 9 Sechelariu; 10 Dean Smith. **FL** Robert Wickens, 1m47.346s, 111.236mph. **Points** 1 Gutierrez, 22; 2 Rossi, 17; 3 Wickens, 11; 4 Pal Varhaug, 10; 5 Jakes, 8; 6 Monras, 8.



Gutierrez untroubled, and now leads the series

Haryanto led Monras to win





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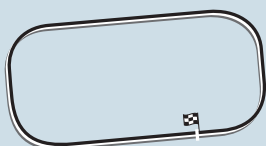
# INDIANAPOLIS 500

USA

May 30

INDYCAR SERIES

Round 6/17



## AT A GLANCE

- Winner **Dario Franchitti**
- Pole position **Helio Castroneves**
- Fastest lap **Dario Franchitti**



Franchitti, Ganassi milk the adulation

# I would walk 500 miles

Scotland's Dario Franchitti is toasted by the 'proclaimers' of Indy legends after scoring a dominant second win in the 500



Franchitti beat Wheldon to victory

**I**n the final analysis, this may prove to be the defining moment of Dario Franchitti's career. Yes, he's a two-time IndyCar champion, and his likeness had already been carved into the side of the Borg-Warner Trophy once before Sunday's Indianapolis 500, thanks to that rain-soaked victory in 2007, but his triumph last weekend was the most emphatic of his career.

Had the 37-year-old Scot's key rivals not self-destructed, had Team Penske not made uncharacteristic mistakes during pitstops, had the race not ended under caution following Mike

Conway's violent accident on the 199th lap, Franchitti would still have dominated in a manner no-one has witnessed at the old Speedway since the onset of the spec-chassis era.

And though afterwards Franchitti refused to draw parallels with his hero Jim Clark, the nature of the race was a fair comparison to the Lotus legend's victory 45 years ago.

Even when fuel-saving strategies came into play in the final stint, Franchitti held his nerve to lead home a British 1-2-4 in his Chip Ganassi Racing Dallara. Dan Wheldon finished runner-up for Panther Racing for the second consecutive year and Dale Coyne Racing's Alex Lloyd drove through

to third on the road – only to be bumped to fourth post-race when it was decided that he had passed Marco Andretti during that last caution (see panel, p46).

Indeed, that last phase of the race was the only one in which Franchitti ever really looked under threat as it came down to a battle of fuel figures – which prompted Wheldon to say that “he’d be tempted to see just how much fuel was drained” from Dario’s car afterwards. The answer was 1.6 gallons.

Wheldon looked like he might close down Franchitti had it not been for the race finishing under caution, despite his team screaming over the radio for him to marginalise his fuel intake.

But the Englishman was confident he’d had enough to push for a second 500 win of his own.

“I’d thought about this at the start of my last stint, and before the team started telling me to save fuel I’d been doing it anyway,” he said. “So while others dropped away, we maintained our pace. I’m sure we could have caught Dario, but it depended on how much fuel he had left as well.”

The fact that it was Wheldon, who had spent much of the race on the fringes of the top 10, and Tony Kanaan – who started stone last and stormed through the field to be in contention for victory with just six laps to go –

to challenge Franchitti, rather than the more fancied runners, said much about the disintegration of the challenges of the leading runners.

Helio Castroneves, Power, Briscoe and Franchitti’s Ganassi team-mate Scott Dixon all ran into problems of their own making at one point or another in the race.

Castroneves played a key role in that late phase too, leading until he ran dry of ethanol with nine laps to go and was forced to pit. The Brazilian had run out of sequence, after stalling his car while pitting from third place with 55 laps remaining.

Castroneves, bidding to win this race for a fourth time, had dominated



## RACE RATING

★★★★★

Franchitti dominated, but there was plenty of strategy, intrigue and crashes

## REPORT INDIANAPOLIS 500

Simon Strang  
reports

### KEY MOMENTS:

**Lap 1 Franchitti passes Power and Castroneves on opening lap**  
**Lap 37 Power leaves pits with fuel probe attached to car**

practice and taken pole. But right from the start of the race he realised his car was no match for Franchitti's, thanks to persistent understeer. "The track temperature was much hotter today, and I don't think it suited our set-up as much as it had earlier in the month," he said.

Having dropped to 16th after stalling, Castroneves opted to stay out during the penultimate caution, prompted by Sebastian Saavadra's accident at Turn 1. This pushed him back up to third, behind the Dreyer & Reinbold cars of Mike Conway and Justin Wilson, and ahead of Graham Rahal, who was recovering from an early stop-and-go for blocking.

These four had all taken a gamble on another yellow,

and as Castroneves admitted: "We needed it for about eight laps to make it work." It didn't come in time, and all would be forced to pit for a splash of fuel.

Ironically, Conway, who led impressively for 13 laps, was the reason for the final caution on the last lap of the race, when he ran over the back of Ryan Hunter-Reay as the pair battled for eighth position on the 199th lap. The Andretti Autosport driver appeared to move down on Conway in Turn 4, sending the D&R car skyward and into the debris fencing for a horrible accident in which the Dallara ripped itself apart. The monocoque, with Conway in it, came to rest upside down with its driver having suffered a broken left leg – a miracle that it was

nothing worse than that.

Castroneves eventually finished ninth, one place behind Power, who endured an intensely frustrating afternoon, having had to fight his way through the field twice. The championship leader was convinced his car was a match for Franchitti's, and the Australian passed the Scot for the lead prior to his second stop on lap 37.

"The car was so quick," he said. "I had the pace to run with Dario; I was actually lifting behind him in the early stages."

Power's race unravelled as

he left his bay with part of the fuel probe still attached to his car. The officials immediately penalised him for causing a debris caution, which dropped him to 24th. More pit woes ensued later when he missed his bay and had to be rolled back, having fought back up to second position by lap 146 – this dropped him back to 10th. Once again Power set about working back into contention, but on lap 162 a loose left wheelnut on another botched stop ended all hope once and for all.

Penske's other Australian challenger, Briscoe, was also

convinced he could have raced for the win and was biding his time in the leading pack for much of the first half of the race. Running longer than the other contenders by a lap in each of the first two stints, Briscoe was emerging as a dark horse: "I was in pretty good shape and we were thinking about how to get Dario in the pits." But a lap after his fourth stop, having briefly led during the pit cycle, he ran wide on the marbles on Turn 4 and clouted the wall hard. "It was a hard lick," he said.

Pitstop madness wasn't ►



Briscoe made contact with the Turn 4 wall



Conway flipped after Hunter-Reay tangle





Dixon lost a front wheel at pitstop

“If it was a 600 or 700-mile race we’d have been looking decent”  
Wishful thinking from Scott Dixon



Andretti was given third place by stewards

“I could have very well ended up where Kanaan did if I hadn’t lifted”  
Marco Andretti



Kanaan – leading Mutoh and Wheldon – starred

► confined to Penske. De Ferran’s Raphael Matos and Ganassi racer Dixon were running third and sixth when they pitted on lap 62 under caution to recover John Andretti’s accident, but both lost wheels during their service. Dixon’s race was permanently compromised and he never truly came back into contention.

While Ganassi lost the left-front, Matos shed his right-rear, which spun the Brazilian into the pit wall, damaging his nose. He returned to the track but crashed out on lap 72 while recovering from 24th, ending a promising run, which he admitted was down to overcompensating for his earlier problem.

All this chaos aided the climb through the field of the Andretti Autosport squad. The team had set the cars up with enough downforce to be formidable in traffic, and Kanaan in particular was spectacular.

The Brazilian started from the last (as opposed to

penultimate) spot on the grid after the team changed his chassis prior to the race. By lap 50 he was up to 12th, and by 114 the green-and-white machine was second! Kanaan knew he didn’t have the fastest car, and that his only shot at beating Franchitti was to gamble on fuel strategy – the pair were on the same cycle – but the Brazilian was burning more fuel than Franchitti, who was saving hard in the final laps. Kanaan was another who needed that final caution earlier than it came, and his splash-and-dash dropped him to 11th.

Andretti was delighted to be third, and admitted that the yellow at the end saved his bacon, for he’d taken the same gamble as Kanaan and was almost completely out of fuel. He’d exercised caution, however, and was pleased that it paid off: “I could have very well ended up where Kanaan did if I hadn’t lifted. It’s so hard to do that when you’re looking at the leader, and have to give it up, even

## THE INSIDE LINE

### Lloyd comes close to a major shock for Coyne

⤴ If you’d offered Alex Lloyd a fourth-place finish before the start of the Indy 500, he’d have bitten your arm off. By Sunday evening, he was left to rue the nearest of misses on a podium finish – and an all-British 1-2-3 – by the closest of margins on a yellow-flag call by IndyCar Series stewards.

Third-placed Marco Andretti, perilously close to not making the finish, was pattering around at 50mph as Lloyd, running full-pelt in his Dale Coyne Racing car, blew past him moments after Mike Conway had vaulted over Ryan Hunter-Reay and into the catchfencing.

“I think he ran out of fuel,” said Lloyd. “I didn’t notice exactly when the yellow came out.” Andretti countered: “We saw a horrific accident, and here comes people doing

150mph right by me. I just got passed under yellow.”

Regardless of the judgment call that went against him, this was a red-letter day for Lloyd and the tiny Coyne team. Even its star driver of last season, Justin Wilson, struggled on the ovals during 2009, but Lloyd was adamant that the result

wasn’t totally unexpected.

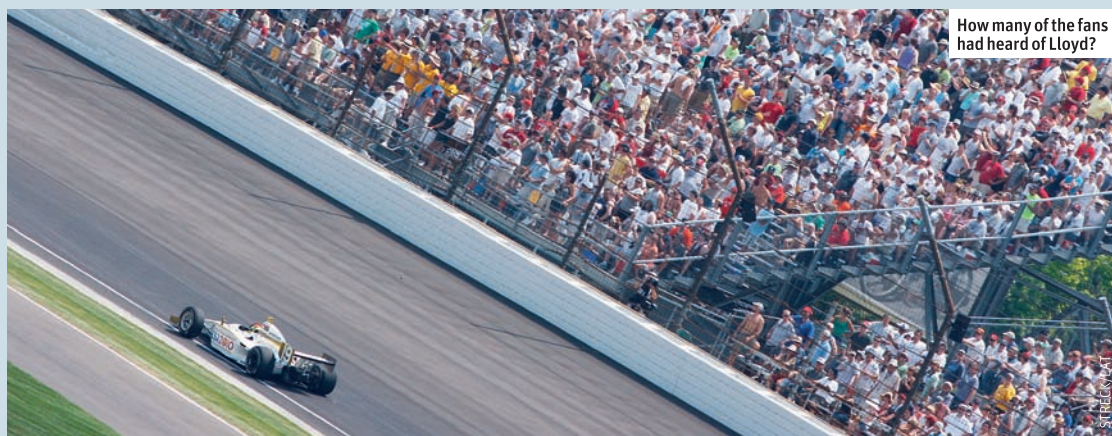
“We knew we could be in the top 10,” he said. “I think our pace could have fooled a few people because our speeds during the month weren’t towards the top of the timesheets. We methodically worked on race set-up. We had a really good car. It’s a very

special day for us, and probably the most fun I’ve ever had in a race car.”

Lloyd had conserved fuel all afternoon, which put him in prime position to charge to the finish: “We were running more downforce than a lot of the others, and I think that was a key today. It was so

hot – hotter than many people anticipated – and when it gets hot you need downforce.

“We stuck to our guns, and I think that was a great call today. I was picking people off one by one in the last 50 laps, and showed the little teams can mix it with the big guns in the biggest race of the year.”



How many of the fans had heard of Lloyd?



## BY THE NUMBERS

- Top rookie **Mario Romancini**
- Most laps led **Dario Franchitti: 155**
- Lead changes **13 among 8 drivers**
- Cautions **9**



As a team we made too many mistakes. We had a bloody good car”

Penske's Will Power

## REPORT INDIANAPOLIS 500

### KEY MOMENTS:

**Lap 145 Castroneves stalls in the pits when running third**  
**Lap 147 Briscoe crashes out at Turn 4**  
**Lap 199 Conway vaults over Hunter-Reay into debris fencing**

when you feel you have something for them.”

Behind fourth-placed Lloyd was Dixon. Danica Patrick made it two Andretti cars in the top six, and said she was surprised to have made it so high up the order after a disastrous month of May — she was booed again before the start of the race. “The great thing about this team is that they know how to race, and every stop the car improved,” she said. “If you’d said I’d be sixth by the end of the race I would have taken that.”

Wilson was seventh, having led for 10 laps after team-mate Conway pitted, and was delighted with his best oval finish.

Behind the two Penske machines of Castroneves and Power was Alex Tagliani. The Canadian was hugely disappointed to have finished only 10th, after a stellar month in which he secured a second-row slot. But the FAZZT man, who ran third early in the race, nearly crashed while trying to lap Sebastian Saavedra, and dropped to 12th. After that his car didn’t run in traffic and all the good work was gone.

Rahal finished 12th, while Tomas Scheckter ran third for a while mid-race, as a consequence of pitting just prior to a yellow, but eventually drifted back to 15th. Former Indy Lights

Franchitti leads Kanaan and Andretti



race winner Mario Romancini was top rookie home in 13th.

Franchitti’s second Indy win hadn’t come as easily as it looked. The car had been loose throughout, but he’d contained it rather than changing the set-up and diluting its awesome speed, and in the end he’d had to

hold his breath on fuel. Despite all this, Dario remained astonishingly humble in the aftermath of Victory Lane.

“They showed me a list of two-time winners,” he said. “Those guys are legends. I’m just a driver.

“Having gone away [to NASCAR] after we won in

’07, to be invited back was pretty cool. To have won a championship and an Indy 500 since I returned, I didn’t expect any of this.

I expected to be retired by the time I was 35. This is all a bonus and it’s pretty cool.”

On the evidence of Sunday, there’s much more to come yet. ☞

## RESULTS

IndyCar Series, Indianapolis (USA), May 30, round 6 of 17

GRID		
1 CASTRONEVES 227.970mph	2 POWER 227.578mph	3 FRANCHITTI 226.990mph
4 BRISCOE 226.554mph	5 TAGLIANI 226.390mph	6 DIXON 226.233mph
7 RAHAL 225.519mph	8 CARPENTER 224.507mph	9 MUTOH 223.487mph
10 BELL 225.097mph	11 WILSON 225.050mph	12 MATOS 225.028mph
13 MORAES 224.888mph	14 HAMILTON 224.852mph	15 CONWAY 224.583mph
16 H ANDRETTI 224.575mph	17 H-REAY 224.547mph	18 WHELDON 224.464mph
19 VISO 224.380mph	20 SCHECKTER 224.261mph	21 BEATRIZ 224.243mph
22 SILVESTRO 224.228mph	23 PATRICK 224.217mph	24 BAGUETTE 224.189mph
25 JUNQUEIRA 225.662mph	26 LLOYD 224.783mph	27 ROMANCINI 224.641mph
28 J ANDRETTI 224.518mph	29 FISHER 224.434mph	30 MEIRA 224.388mph
31 SATO 224.178mph	32 SAAVEDRA 223.634mph	33 KANAAN 224.072mph

200 LAPS, 500 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID
1	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	3h05m37.0131s	3
2	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	+0.1536s	18
3	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+20.9875s	16
4	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	+20.9876s	26
5	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+21.4922s	6
6	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+21.7560s	23
7	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+25.9761s	11
8	Will Power (AUS)	Team Penske	Dallara-Honda	+30.2474s	2
9	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+33.0137s	1
10	Alex Tagliani (CDN)	FAZZT Race Team	Dallara-Honda	+34.2482s	5
11	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+59.5957s	33
12	Graham Rahal (USA)	Rahal Letterman Racing	Dallara-Honda	+59.9739s	7
13	Mario Romancini (BR)	Conquest Racing	Dallara-Honda	+1m01.6744s	27
14	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	+1m01.6745s	22
15	Tomas Scheckter (ZA)	Dreyer & Reinbold Racing	Dallara-Honda	-1 lap	20
16	Townsend Bell (USA)	Ganassi/Schmidt Racing	Dallara-Honda	-1 lap	10
17	Ed Carpenter (USA)	Panther/Vision Racing	Dallara-Honda	-1 lap	8
18	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	198 laps-accident	17
19	Mike Conway (GB)	Dreyer & Reinbold Racing	Dallara-Honda	198 laps-accident	15
20	Takuma Sato (JJ)	KV Racing Technology	Dallara-Honda	-2 laps	31
21	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	-4 laps	21
22	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	-17 laps	24
23	Sebastian Saavedra (CO)	Bryan Herta Autosport	Dallara-Honda	159 laps-accident	32
24	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	147 laps-accident	4
25	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	139 laps-handling	19
26	Sarah Fisher (USA)	Sarah Fisher Racing	Dallara-Honda	125 laps-handling	29
27	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	105 laps-accident	30
28	Hideki Mutoh (JJ)	Newman/Haas/Lanigan Racing	Dallara-Honda	76 laps-handling	9
29	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	72 laps-accident	12
30	John Andretti (USA)	Andretti Autosport	Dallara-Honda	62 laps-accident	28
31	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	17 laps-accident	13
32	Bruno Junqueira (BR)	FAZZT Race Team	Dallara-Honda	7 laps-accident	25
33	Davey Hamilton (USA)	De Ferran Dragon Racing	Dallara-Honda	0 laps-accident	14

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	227
2	Franchitti	216
3	Dixon	203
4	Castroneves	199
5	Hunter-Reay	175
6	Wilson	167
7	Briscoe	155
8	Kanaan	151
9	Wheldon	142
10	M Andretti	134

Winner’s average speed: 161.623mph.  
 Fastest lap: Power, 39.9840s, 225.090mph.  
 Qualifying: decided by a run of four consecutive laps. Positions 1-24 locked in on Pole Day, May 22, with positions 25-33 settled on Bump Day, May 23.

**NEXT ROUND**  
 Texas Motor Speedway,  
 June 5





## RALLY OF PORTUGAL

Faro

ROUND 6/13

### WINNER

Sebastien Ogier  
3h51m16.1s

### RALLY RATING

★★★★★

Scintillating fight between two Sebastiens in two Citroens.

### DRIVER STANDINGS

Loeb	126pts
Ogier	88pts
Hirvonen	76pts

### MILESTONES

- \* Ogier's first win
- \* First time Loeb's ever been beaten by a rival C4 WRC.



David Evans  
reports

# THE NEW KING OF

Sebastien Ogier scored his first WRC win in Portugal - and became the first man to beat Loeb in a straight Citroen fight



Three weeks ago, Sebastien Ogier stood at the end of the final stage in Rally New Zealand looking distraught. He'd been three corners away from winning a round of the World Rally Championship; the cup had been in his hand, but he'd dropped it. But not this time. Last Sunday in Faro, Portugal he grabbed it with both hands and held on for dear life through one of the most exciting final days of a WRC round since... since the one on the North Island three weeks ago. Whether Ogier's first win marks the start of a new

order in Citroen, only time will tell. For now, let's just relish what was one of the most amazing drives the sport has seen. The 26-year-old smashed his WRC duck in the best possible fashion, running first on the road and under intense pressure from the sport's master, Sebastien Loeb. Loeb missed out on win number 58 by 7.9 seconds. Ogier made history by the same margin.

**LEG ONE (81.16 miles) SUNNY**  
- AMBIENT TEMPERATURE RANGE ON STAGES  
13-24 CELSIUS

Sebastien Ogier was not a driver lacking in motivation last Friday. In New Zealand

he'd almost scored the biggest win of his life. But now he had to start from scratch. He had one aim - to turn a Kiwi second into a Portuguese dream.

After playing himself in on Friday's opener, Ogier reeled off an unbeaten run of five fastest times. He moved past Dani Sordo and into the lead on SS4, and was 26.6secs ahead at the end of the day.

Typically, instead of reflecting on the opening morning, much of the talk at lunchtime service centred on the afternoon and a possible approach to the last few metres of the day's final stage. Who would slow

down? How much would they slow down by? Ogier was ready for this one and batted it to the boundary in the same self-assured style as Jonathan Trott dealing with a wayward Bangladeshi bouncer.

"I work for Citroen," he said. "For the moment I work for the team, not for myself. My part of the job is to drive and this afternoon I will do that."

Ogier had run fourth on the road through the morning, with only Petter Solberg and Sordo better placed to make decisions for Saturday. Sordo was second, 1.8sec down at lunchtime, with top Ford runner Mikko

Hirvonen third and a fraction under 20sec off the lead. Solberg was right behind the Finn.

Off-form last time out in New Zealand, Hirvonen was happy to be closer to the pace in Portugal. "It's better," he said. "I'm enjoying driving, which is a start. But there are still too many seconds between me and them [the Citroens]. I need to put that right."

Solberg had turned in a classically committed performance at a packed Algarve stadium on Thursday night and, in his efforts, clipped the right-front wheel. He thought he'd got away with



# FRANCE

**REPORT**  
WRC PORTUGAL



Ogier withstood pressure from Loeb for first WRC win

it, until he got to the first significant left-hander on Friday and discovered his C4 wasn't overly keen on following his instructions. The Norwegian drove well to contain the time loss, but did pick up a slow puncture when he ran wide on SS3.

Loeb was fourth and wearing his Friday face after another day sweeping roads at the front of the field.

"What can I do?" he asked. "Nothing," he said, answering his own question. "Whatever I do, they can do better," he added, nodding in the direction of the Finns' Fords. "I'm doing my best."

As the afternoon progressed, Citroen's plan

revealed itself as Ogier and Sordo dominated the top two times on the three repeated stages. The two C4s would be pushing as hard as possible, paving the way for them to sweep the streets for Loeb on Saturday.

"Last night, Olivier [Quesnel, team principal] told me just to push and push to see what I could do," said Ogier. "Like normal, though, Sebastien [Loeb] is there and looking dangerous for tomorrow. But, for me, five scratch times and the lead is good."

Ahead of the day's final stage, Sordo was just 8.5sec behind Ogier. With the service park still buzzing

with rumour and counter-rumour on the rivalry between the two C4 drivers, the Spaniard must have been desperate to put one over the Frenchman. Unfortunately for Sordo, his plan went slightly awry near the end of SS7, when his Citroen refused to slow down for a hairpin.

"I was braking," he said, "but the engine was just pushing on and on. It wouldn't slow down. I had to reverse, but I was lucky — it could have been worse. It's not so bad for me, but it looked a lot better before that happened!"

Third was the best-case scenario for Loeb — and

that was where he would start on Saturday, 44secs down on Ogier. Asked who he thought was in the best position ahead of day two, he replied: "Solberg: fifth and 49 seconds behind. Or maybe Ogier. That's a good lead he's got."

Hirvonen was right on Loeb's tail and busily inspecting his Pirelli covers when he arrived back in Faro. "Basically, they're shagged," he said. "I tried to save them, but it was hard for the tyres this afternoon."

It was telling that in service Ogier had offered little more than a passing glance at his boots. There was more than a couple of miles left in them...

Solberg was reasonably happy with his lot saying, "It sounds stupid, but playing these games is what it's all about for Saturday. We have to do it. Let's hope it works now."

Among the frontrunners, the driver who had struggled the most with his hard-compound covers was Jari-Matti Latvala. "Rooted," was the dry observational adjective applied to J-ML's tyres by one of the Ford team. The Finn was in no position to disagree. Sixth on the road was a good place to be, but the minute between him and Ogier looked a sizeable barrier to scoring back-to-back WRC wins.

**POSITIONS AFTER DAY ONE**

1 OGIER/INGRASSIA	1h20m34.4s
2 SORDO/MARTI	+26.6s
3 LOEB/ELENA	+44.8s
4 HIRVONEN/LEHTINEN	+46.9s
5 SOLBERG/MILLS	+49.9s
6 LATVALA/ANTTILA	+1m02.8s

**LEG TWO (83.95 miles) SUNNY**  
- AMBIENT TEMPERATURE RANGE ON STAGES  
14-28 CELSIUS

The anticipated attack from Loeb came immediately on Saturday. Fastest on the first two stages, the Frenchman disposed of Sordo and had taken 19.5sec out of the leader in the first 31 miles of competition. But on the final stage of the morning, a big effort from Ogier contained the time loss to just four tenths of a second.

Ogier's relief was understandable when he arrived back in service.

"It's been a great morning," he beamed with unusual candour. "It has been very close for me and Seb. I have pushed hard, but I wouldn't say we have had the moment today. It's been okay."

The accepted theory is that running first on the road is always worse first time through the stages. The second loop can be bad as the privateer cars take a different line to the WRCs, often dragging the loose gravel back onto the most direct path. But if the leader can stand firm first thing, psychologically at least, it's a big boost. Saturday morning was a monster boost for Ogier. Loeb felt he could have taken more time on the morning's third stage, but a deeper dip through the watersplash near the start of SS10 caught him off guard.

"The exit of the watersplash was steeper than we expected," said Loeb. "The car took off. We were sideways and there was water across the screen, I couldn't see anything at all. I lost a little bit of confidence."

Clearly, confidence was not a problem in the Junior C4 WRC. Ogier started his afternoon in the best way possible, six seconds faster than Loeb. The six-time champion felt he had conserved his tyres a little too much — and admitted to some confusion over the split times which had been sent to his car. The upshot was a demotion to third place back behind Sordo.

Stepping down to the bottom step of the provisional podium would be very much a temporary measure for Loeb, however. The front-right Pirelli on Sordo's Citroen delaminated near the end of the stage, leaving him on a deeply defensive strategy tyre-wise for the next two tests. He ended the day fourth, behind Solberg. The Norwegian also struggled to make his Pirellis last as the temperature climbed into the high 20s on the abrasive roads. Solberg would start the final day half a minute off second-placed Loeb and 13.5secs ahead of Sordo. ►



◀ A stunning afternoon of driving by Ogier kept him just out of reach of the master. Arriving at the end of the day's penultimate test, Loeb's eyes searched the board for his rival's time. When he saw it, he said: "If we carry on like this, we will never catch him! He's very fast. He looks like he can look after his tyres better than me."

Loeb had managed to take back what he'd lost in the previous stage and then nicked another two seconds in the final Saturday test.

"It's going to be tough tomorrow," sighed Loeb. "He [Ogier] has driven very well today."

Ogier was delighted with an afternoon where he had cumulatively only dropped 1.8secs to Loeb.

"The gap is still quite good," said the leader. "Really, the afternoon has been nice for me. Now we will see tomorrow..."

But what would we see tomorrow? A straight fight?

Quesnel provided the answer, sort of. "They can drive their own rally. But it is forbidden for them to go off the road."

The numbers were simple: 55 miles and 21.1secs between them. Asked for his opinion Loeb, for the first time in a long time, looked genuinely



Latvala was brought back down to earth following Kiwi win

unsure. Ogier just looked determined. He'd been close in Jordan, even closer in New Zealand – was his moment coming?

One thing was for certain, there'd be no Ford moment in Portugal. Hirvonen spent much of the day saving his tyres, only to find that, at

the key moment, the Citroens had something in reserve and the Finn's conservatism failed to pay the dividends he'd hoped for. He wasn't a million miles off the podium fight, but his demeanour on Saturday night reflected the fact that there were four

Citroens ahead of him. And there was little solace to be taken from the fact that his nearest challenger was Henning Solberg's Stobart Ford almost two minutes behind. Second fastest on the day's first stage, Latvala had pinged the second BP Focus off a tree in the next one. The left-rear of the car took the impact and would go no further on day two.

Matthew Wilson's hopes of challenging his Stobart team-mate for sixth were dented by persistent brake problems through Saturday on what was otherwise another clean and quick drive from the Brit.

wasn't going to be enough. Yes it was. Maybe it would. Maybe it wouldn't. There were nervous looks all round. The team was split: the master versus the pretender, and there was a feeling this one hadn't been decided in the big red bus the night before.

Ogier was adamant he had something in reserve.

"I know I'm slower," he said, "but this is how it is first on the road. I don't know if or how I can hold off Loeb."

Loeb had piled on the coals and pulled out all the stops in the C4.

"I tried really hard," he said, taking his balaclava off and wiping his brow. "We'll try again in the next one."

Loeb knew it was all or nothing in Loule. Having taken practically nothing out of Ogier on Saturday afternoon's re-run stages, he had to make the road-sweeping Citroen Junior driver pay one last time on Sunday's first loop.

Four seconds in 14 miles wasn't exactly what Loeb had in mind. "It was difficult to get any time out of him," he sighed, arriving back in service still 10secs

## STAGE TIMES

### SS1 ESTADIO ALGARVE (1.26 MILES)

Fastest: Hirvonen 2m09.3s  
Leader: Hirvonen

### SS2 SANTA CLARA 1 (14.11 MILES)

Fastest: Sordo 14m09.3s  
Leader: Sordo

### SS3 OURIQUE 1 (12.55 MILES)

Fastest: Ogier 13m02.5s  
Leader: Sordo

### SS4 SILVES 1 (13.27 MILES)

Fastest: Ogier 12m06.3s  
Leader: Ogier

### SS5 SANTA CLARA 2 (14.11 MILES)

Fastest: Ogier 13m54.9s  
Leader: Ogier

### SS6 OURIQUE 2 (12.55 MILES)

Fastest: Ogier 13m03.8s  
Leader: Ogier

### SS7 SILVES 2 (13.27 MILES)

Fastest: Ogier 12m05.5s  
Leader: Ogier

### SS8 ALMODOVAR 1 (16.28 MILES)

Fastest: Loeb 16m40.4s  
Leader: Ogier

### SS9 VASCAO 1 (15.67 MILES)

Fastest: Loeb 16m31.2s  
Leader: Ogier

### SS10 S. BRAS DE ALPORTEL 1 (10.01 MILES)

Fastest: P. Solberg 11m43.3s  
Leader: Ogier

### SS11 ALMODOVAR 2 (16.28 MILES)

Fastest: Ogier 16m38.7s  
Leader: Ogier

### SS12 VASCAO 2 (15.67 MILES)

Fastest: Loeb 16m29.2s  
Leader: Ogier

### SS13 S. BRAS DE ALPORTEL 2 (10.01 MILES)

Fastest: Loeb 11m39.9s  
Leader: Ogier

### SS14 FELIZES 1 (13.22 MILES)

Fastest: Loeb 13m35.6s  
Leader: Ogier

### SS15 LOULE 1 (13.98 MILES)

Fastest: Loeb 15m22.7s  
Leader: Ogier

### SS16 FELIZES 2 (13.22 MILES)

Fastest: Loeb 13m37.1s  
Leader: Ogier

### SS17 LOULE 2 (13.98 MILES)

Fastest: Loeb 15m27.3s  
Leader: Ogier

### SS18 ESTADIO ALGARVE 2 (1.26 MILES)

Fastest: Villagra 2m09.9s  
Leader: Ogier

### POSITIONS AFTER DAY TWO

1 OGIER/INGRASSIA	2h50m48.1s
2 LOEB/ELENA	+21.1s
3 SOLBERG/MILLS	+52.2s
4 SORDO/MARTI	+1m05.7s
5 HIRVONEN/LEHTINEN	+1m13.9s
6 SOLBERG/MINOR	+3m02.8s

### LEG THREE (55.68 miles)

SUNNY - AMBIENT TEMPERATURE RANGE ON STAGES 14-27 CELSIUS

There was much sucking of teeth and procrastinating going on in Citroen's service area just after seven on Sunday morning. Loeb had taken six seconds out of Ogier on the day's opener. It





Watersplash drama did nothing to help Loeb's confidence



Solberg looked good for third before steering problem struck

in arrears. "I'm not confident of anything now. I'm not holding back. It is a risk, but risk is this sport."

With three stages to go, Ogier was still looking the coolest of customers. "Second would still be a very good result," he said with a half-smile. "I'll push, but I won't be crazy."

Loeb took six-tenths out of the leader second time through Felizes, but feared the game was up. "My tyres," he said at the finish, "I think I destroyed them. I went flat everywhere."

Listening to the pair, you'd have thought Loeb was the driver approaching a first WRC win, such was Ogier's composure.

An hour or so later – and with the final stage of any significance done – Loeb remained P2, with 7.7secs splitting the two C4s.

"I think we have a new rival," said Loeb. "We lost too much on the first day. It's over now."

It was, almost. Having come close before, Ogier was taking nothing for granted. But head-to-head

with Loeb in the superspecial, Ogier completed the story by beating the champion.

Sordo was a distant third, with Solberg losing fourth after clobbering a barrier in the last stage. Hirvonen was the chief beneficiary. Wilson was sixth.

But the party was out in front – and it was looking like being a big one. Sebastien the pretender had taken on and beaten the master. Another 57 of these, and he'll be rewriting history. 🏆

## RESULTS

Rally of New Zealand, May 8-20, round 5 of 13

### 21 SPECIAL STAGES, 246.3 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME	POS	DRIVER	PTS
1	7	Sebastien Ogier/Julien Ingrassia	Citroen C4 WRC	3h51m16.1s	1	Sebastien Loeb	126
2	1	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	+7.9s	2	Sebastien Ogier	88
3	2	Dani Sordo/Marc Marti	Citroen C4 WRC	+1m17.6s	3	Mikko Hirvonen	76
4	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC09	+1m32.0s	4	Jari-Matti Latvala	72
5	11	Petter Solberg/Phil Mills	Citroen C4 WRC	+1m35.7s	5	Petter Solberg	63
6	5	Matthew Wilson/Scott Martin	Ford Focus RS WRC08	+7m10.1s	6	Dani Sordo	49
7	12	Mads Ostberg/Jonas Andersson	Subaru Impreza WRC 2008	+7m28.3s	7	Matthew Wilson	38
8	9	Federico Villagra/Jorge Perez Companc	Ford Focus RS WRC08	+10m36.1s	8	Federico Villagra	26
9	14	Khalid Al Qassimi/Michael Orr	Ford Focus RS WRC09	+10m55.8s	9	Henning Solberg	24
10	8	Kimi Raikkonen/Kaj Lindstrom	Citroen C4 WRC	+11m34.3s	10	Kimi Raikkonen	15
RETIREMENTS/NON-STARTERS					MANUFACTURERS' POINTS		
R	43	Ken Block/Alex Gelsomino	Ford Focus RS WRC08	SS7-acc dam	1	Citroen Total WRT	189
R	4	Jari-Matti Latvala/Mikka Anttila	Ford Focus RS WRC09	SS8-acc dam	2	BP Ford WRT	163
R	6	Henning Solberg/Iilka Minor	Ford Focus RS WRC08	SS15-mech	3	Citroen Junior Team	106

**CLASS WINNERS** A8 Ogier/Ingrassia; N4 Ketomaa/Stenberg. Starters/finishers 75/51; Leader: SS1 M Hirvonen; SS2-3 Sordo; SS4-18 Ogier

**RALLY SUMMARY** This year's Rally of Portugal ran to a similar route to last season, starting and finishing from the Algarve Stadium on the outskirts of Faro.

## S-WRC

### Ketomaa keeps up the pressure

Jari Ketomaa backed up his New Zealand Super 2000 win with victory in Portugal, moving him into contention for the inaugural S-WRC title.

By Sunday evening in Faro, the Finn was comfortable at the head of the field, but that hadn't been the case through Friday. Celebrating his return to Ford power after an acrimonious split with the Rene Georges Skoda outfit, Nasser Al-Attiyah set four fastest times to lead Ketomaa's similar car by six seconds.

A power-steering fault on the second run through Silves cost the Qatar driver the lead. Al-Attiyah was determined to make up the time on Saturday; his Fiesta wasn't so keen and fell silent with an electrical fault on the second stage.

Ketomaa was left defending a big lead for the second half of the rally. "It wasn't easy," he said.

Double winner Ketomaa has joined title race



"I still had to keep pushing. I made a mistake on Saturday, spinning at a junction, but the second win is good for me."

Title-wise, Ketomaa would have preferred P-G Andersson to maintain second in his Skoda Fabia. But the Swede slipped up in SS11, allowing series leader Xevi Pons to extend his advantage after a sensible drive in his Fiesta.

Michal Kosciuszko returned to the series after his Jordan Rally crash. Having destroyed his Ford in the Middle East, the Pole hired a Skoda and guided it to third.

Local hero Bernardo Sousa was fourth in his Fiesta, while Andersson returned under Superally to collect fifth.

### S-WRC – Round 5 of 10

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Jari Ketomaa/Mika Stenberg	Ford Fiesta S2000	4h07m.36.1s
2	Xavier Pons/Alex Haro	Ford Fiesta S2000	+3m32.2s
3	Michal Kosciuszko/ M Szczepaniak	Ford Fiesta S2000	+5m27.4s

## J-WRC

### Abbring fights back

The Junior World Rally Championship looked like the class nobody wanted to win in Portugal. Kevin Abbring eventually stepped forward to pick up his second success at this level, moving him into a joint series lead.

Renault driver Abbring had been at the sharp end, only to suffer a puncture on SS3 after hitting a suspiciously placed rock. By then Thierry Neuville was in his stride to win five of Friday's six stages, before binning his Citroen.

Renault driver Abbring overcame SS3 puncture



Step up Aaron Burkart to manage a comfortable advantage through Saturday morning, before retiring his Suzuki with a damaged radiator. Despite having been four minutes down at one point, Abbring was now back in front. There was no way he was going to let this chance slip, particularly as he had a four-minute lead over Karl Kruuda's Suzuki. The top two – the only Juniors to complete the route without relying on Superally – made the finish without any late dramas.

### J-WRC – Round 2 of 6

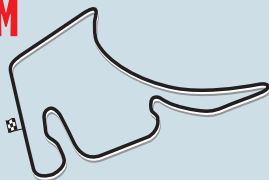
POS	DRIVER/NAVIGATOR	CAR	TIME
1	Kevin Abbring/John Kennard	Renault Clio R3	4h27m34.4s
2	Karl Kruuda/Martin Jarveoja	Suzuki Swift S16000	+5m54.7s
3	Aaron Burkart/Andre Kachel	Suzuki Swift S16000	+11m19.5s



## HOCKENHEIM

Germany

May 28-30  
BRITISH F3  
Round 4/10



- Race 1 Jean-Eric Vergne
- Race 2 Gabriel Dias
- Race 3 Jean-Eric Vergne
- Pole positions Vergne x 2
- FLs Vergne, Dias, Vergne



Jaafar (left): second to Vergne (right)

# Vergne's masterclass

**Hot Frenchman crushes the opposition, who can't even seem to stay within the white lines**

**J**ust two weeks ago, Oli Webb laid his British F3 International Series title credentials on the table at Magny-Cours in France with a double win, painfully humiliating Jean-Eric Vergne on home soil in the process. Vergne struck back in style at Hockenheim last weekend to leave no one in any doubt as to who is the favourite for this season's crown.

The Parisian dominated the first and third races of the weekend with the two biggest winning margins of the 12 races so far this year, and backed that up with a fifth place in the 20-minute reversed-grid race.

Webb, on the other hand, had a nightmare. Although he took second place in the

reversed-grid race, a drive-through penalty and several off-track moments in the others restricted him to a measly 12 points. After leading the championship as the crews headed to Germany, the 19-year-old Fortec Motorsport driver is now 34 adrift.

Brazilian Gabriel Dias scored his first overall F3 win from the reversed grid, but the weekend belonged to Vergne.

Several drivers fell foul of rules regarding track limits at Turn 1 during practice and qualifying. A tempting piece of Tarmac on the far side of the low kerb was worth an estimated 0.4 seconds per lap, but drivers were warned that using it would earn them a drive-through penalty. Vergne knew this would be one of the key areas.

## QUALIFYING

### F3's 'wide boys' annoy officials

⌚ 'Not respecting the track limits' is becoming the buzz phrase in British F3. Carlin's Jean-Eric Vergne was warned at the previous round at Magny-Cours for his use of the extremes of Tarmac, but the majority of the rest of the field at Hockenheim joined him in the hot water.

The offending area was the exit of Turn 1, where cars swept wide beyond the low kerb to gain extra momentum. Vergne was error-free this time and set three laps fast enough to gain pole, meaning he secured prime slot for races one and three (despite missing the last five minutes of the session when his VW engine contracted a misfire).

An incredible 37 times were struck from the books, and only after officials had been through the paperwork did they award Gabriel Dias the other front-row slot, many hours after the session ended.



Returnee Boyd strays wrong side of the line



"I worked hard on the rest of the lap, taking an advantage from the other corners," explained the 20-year-old. That approach, allied to his smooth style behind the wheel, which preserved the rubber, allowed him to regularly lap up to half a second faster than anyone else. His job in race one was made easier when front-row starter Dias suffered a clutch problem, but it is unlikely that the Carlin Dallara-Volkswagen, which stroked clear, would

have been under threat. An aggressive first lap in race two lifted him to fifth, but he was unable to unseat Jay Bridger and progress any further.

Vergne's race-three victory was supreme. He saved a fresher set of Cooper tyres for the 40-minute race and pulled away at more than a second a lap. "I drove all the laps like qualifying," he said afterwards. "The car was awesome. It had grip all the way through and it

was so easy to push."

Webb's weekend fell apart on the opening laps of races one and three. In the opener, he speared off the circuit from third at the Mobil Kurve entering the stadium and tumbled to 16th place. From there, he clawed his way back to eighth and was drawn on pole for the reserved-grid second race. This he led for eight laps before Dias charged through. Although second position was a vital fillip, the shorter event only

Dias had no Sims to spoil win this time





## RACE RATING

★★★★★

Dominant Vergne was superb to watch, and there was plenty of overtaking in his wake



Why don't they build a bloody brick wall on the outside of Turn 1? That would stop the fu\*\*ers"

Double R boss Anthony Hieatt laments the days before health-&-safety stupidity ruined racing

## REPORT BRIT F3 HOCKENHEIM

Matt James  
reports



It was easy for top-quality Vergne

pays half points.

When Webb was stranded on the outside line at the start in the final contest, he slid down to 10th place and a drive-through penalty later in the race dropped him out of contention all together. "We've had four trophies from the last six races so I'm trying to keep positive," he said. "It's not going to be like this everywhere."

Dias was the other race winner in Germany. An overheating clutch dropped the Hitech Racing man to the back, and preceded a scorch through the pack. He grabbed seventh, which gave him the front row for the reversed-grid race. Dias opted to use fresher rubber in that event rather than save it for the third race and that paid off. He lunged up the inside of Webb after eight laps to secure Hitech's

first win of the season.

"It was the right thing to do, because I had a chance to win and I didn't want to let it go," said Dias. His rubber was past its best in race three, but fifth place capped a solid weekend for him and the team.

Although Vergne led the line impressively for Carlin, his team-mates Adriano Buzaid and Malaysian Jazeman Jaafar were the other big winners at Hockenheim.

The Brazilian could have had a clean sweep of podiums, but it started to go wrong with a drive-through in the opener that dropped him to fifth. Third in the second race was followed by fourth in the final, but Buzaid felt aggrieved after an on-track battle with Will Buller. "He moved right, left and right in front of me to stop me

getting ahead. It was more than just zig-zagging," fumed Buzaid.

That early battle for second had the side-effect of letting Jaafar close in and he forcefully made his way through to third ahead of Buzaid after 10 laps. Jaafar had run to a penalty-free (this time!) second in the opener, and sealed eighth in race two to underline an upturn in his pace.

After Buller had fended off Buzaid in race three, it

set him up for a category-best second place, despite suffering from a late-race misfire. He'd been penalised in race one for a Turn 1 *faux pas* but battled back for 10th, which he complemented with a solid seventh place in race two.

Of the other major players, James Calado held on to third in the points but had a torrid time. Despite taking a fourth and two sixths, he was miffed at a lack of straight-line speed. ☒

Buzaid, leading Bridger, was fast



## RESULTS

British F3 International Series, Hockenheim (D), May 28-30, round 4 of 10

GRID	DRIVER	TIME
1	VERGNE	1:33.830
2	DIAS	1:34.283
3	BUZAI	1:34.377
4	WEBB	1:34.575
5	JAFAAR	1:34.742
6	NAKAJIMA	1:34.883
7	MCKENZIE	1:34.990
8	BULLER	1:35.011
9	S-COOK	1:35.017
10	CALADO	1:35.115
11	HUERTAS	1:35.180
12	BRUNDE	1:35.328
13	FORESTI	1:35.383
14	NASR	1:35.699
15	SNIEGIREV	1:35.705
16	BRIDGER	1:35.744
17	IDAFAR	1:35.763
18	COLE	1:35.771
19	FONG	1:35.822
20	BOYD	1:36.025
21	LLOYD	1:36.143

### RACE 1 - 16 LAPS, 45.474 MILES

POS	DRIVER	TEAM	CAR	TIME	GRID
1	Jean-Eric Vergne (F)	Carlin	DVW F308	25m28.768s	1
2	Jazeman Jaafar (MAL)	Carlin	DVW F308	+19.192s	5
3	Daniel McKenzie (GB)	Fortec Motorsport	DMB F308	+21.292s	7
4	James Calado (GB)	Carlin	DVW F308	+22.092s	10
5	Adriano Buzaid (BR)	Carlin	DVW F308	+29.286s	3
6	Jay Bridger (GB)	Litespeed F3	DMB F308	+30.552s	16
7	Gabriel Dias (BR)	Hitech Racing	DVW F310	+31.061s	2
8	Oli Webb (GB)	Fortec Motorsport	DMB F308	+38.149s	4
9	(N) James Cole (GB)	T-Sport	DMH F307	+39.625s	18
10	Will Buller (GB)	Hitech Racing	DVW F310	+41.433s	8
11	Carlos Huertas (CO)	Double R Racing	DMB F308	+44.198s	11
12	Rupert Svendsen-Cook (GB)	Carlin	DVW F308	+49.621s	9
13	Lucas Foresti (BR)	Carlin	DVW F308	+50.204s	13
14	Adderly Fong (PRC)	Sino Vision Racing	DMB F308	+51.397s	19
15	Alex Brundle (GB)	T-Sport	DVW F310	+52.613s	12
16	Daisuke Nakajima (J)	Double R Racing	DMB F308	+1m03.725s	6
17	Wayne Boyd (GB)	Sino Vision Racing	DMB F308	+1m06.755s	20
18	(N) Menasheh Idafar (BRN)	T-Sport	DMH F307	+1m10.840s	17
19	Max Snegirev (RUS)	Fortec Motorsport	DMB F308	+1m14.528s	15
20	Hywel Lloyd (GB)	CF Racing/Manor	DMB F308	+1m39.012s	21
R	Felipe Nasr (BR)	Double R Racing	DMB F308	8 laps-damage	14

### RACE 2 - 13 LAPS, 36.948 MILES

POS	DRIVER	TIME	GRID
1	Dias	20m54.072s	2
2	Webb	+1.165s	1
3	Buzaid	+1.980s	4
4	Bridger	+3.249s	3
5	Vergne	+4.174s	8
6	Calado	+5.679s	5
7	Buller	+6.660s	10
8	Jaafar	+10.741s	7
9	Svendsen-Cook	+17.679s	12
10	Huertas	+24.060s	11
11	McKenzie	+25.512s	6
12	Foresti	+26.181s	13
13	Nasr	+26.930s	21
14	Brundle	+27.282s	15
15	(N) Cole	+27.777s	9
16	(N) Idafar	+28.528s	18
17	Boyd	+32.814s	17
18	Lloyd	+35.774s	20
R	Fong	10 laps-in gravel	14
R	Snegirev	2 laps-driveshaft	19
R	Nakajima	0 laps-puncture	16

GRID	DRIVER	TIME
1	VERGNE	1:33.779
2	DIAS	1:34.199
3	BUZAI	1:34.263
4	BULLER	1:34.407
5	WEBB	1:34.517
6	NAKAJIMA	1:34.579
7	JAFAAR	1:34.650
8	S-COOK	1:34.740
9	HUERTAS	1:34.844
10	MCKENZIE	1:34.939
11	FORESTI	1:34.970
12	CALADO	1:35.115
13	BRUNDE	1:35.303
14	NASR	1:35.421
15	BOYD	1:35.444
16	SNIEGIREV	1:35.506
17	BRIDGER	1:35.513
18	COLE	1:35.543
19	IDAFAR	1:35.546
20	FONG	1:35.708
21	LLOYD	1:35.858

### RACE 3 - 25 LAPS, 71.054 MILES

POS	DRIVER	TIME	GRID
1	Vergne	39m58.368s	1
2	Buller	+21.598s	4
3	Jaafar	+22.195s	7
4	Buzaid	+23.149s	3
5	Dias	+24.367s	2
6	Calado	+24.850s	12
7	Nakajima	+25.871s	6
8	Svendsen-Cook	+39.739s	8
9	Foresti	+46.845s	11
10	Brundle	+56.514s	13
11	Webb	+56.914s	5
12	Bridger	+57.610s	17
13	Boyd	+58.441s	15
14	Huertas	+1m10.457s	9
15	Lloyd	+1m20.186s	21
16	McKenzie	+1m29.817s	10
17	(N) Idafar	+1m33.889s	19
18	Snegirev	-2 laps	16
R	(N) Cole	22 laps-spin	18
R	Nasr	10 laps-damage	14
R	Fong	4 laps-in gravel	20

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

### CHAMPIONSHIP

POS	DRIVER	PTS
1	Vergne	161
2	Webb	127
3	Calado	88
4	Dias	83

5	Buzaid	78
6	Jaafar	61
7	Nakajima	53
8	Buller	48
9	Svendsen-Cook	46
10	Huertas	41

### CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Cole	163
2	Idafar	155
3	Razia	23

KEY R=Retired

Race1 Winner's average: 107.08mph. Fastest lap: Vergne, 1m34.568s, 108.19mph.

Race2 Winner's average: 106.06mph. Fastest lap: Dias, 1m34.695s, 108.05mph.

Race3 Winner's average: 106.65mph. Fastest lap: Vergne, 1m35.185s, 107.49mph.



David Jones (left), British GT, was the big mover in the Challenge at Knockhill claiming one fastest lap and two race wins. Matt Griffin suffered from a DNF and dropped from first to third behind joint leaders Jean-Eric Vergne and Jody Firth

## Sunoco Rolex 24 at Daytona Challenge - latest average points update

1	Jean-Eric Vergne	Carlin/F3	87.50	6	Ross Kaiser	360 Racing/Radical	77.50
2	Jody Firth	Team WFR/Speed	87.50	7	Philip Keen	Moore Racing/Radical	77.50
3	Matt Griffin	Mtech/GT	83.75	8	James Calado	Carlin Motorsport/F3	71.25
4	Oliver Webb	Fortec Motorsport/F3	80.00	9	Duncan Cameron	Mtech/GT	68.75
5	Sam Hancock	JOTA Motorsport/Speed	80.00	10	Leyton Clarke	Norma UK/Speed	57.50



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INDY LIGHTS INDIANAPOLIS (USA) MAY 28, ROUND 4/13

# It's party time in Wade's world

**Kiwi makes most of one-off drive to take the honours at Indy**

**W**ade Cunningham made it back-to-back Firestone Freedom 100 wins on a one-off return to the Indy Lights Series, following a mighty scrap with Charlie Kimball.

The 25-year-old Kiwi led from the outside of the front row. He then survived an early caution brought on by an incident that eliminated his Sam Schmidt team-mate Pippa Mann, who had become the first woman to secure pole at Indianapolis earlier in the weekend.

Cunningham spent the ensuing 32 laps under green fending off significant challenges from both Kimball and third-placed James Hinchcliffe, though he reckoned afterwards he'd had enough in reserve to maintain control.

At the start Cunningham

got the drop on Mann, who was swallowed up by Kimball, Martin Plowman and Jeff Simmons. As they streamed into Turn 1 second time round, Simmons dived down the inside of Plowman and spun. His car careered up the track, taking Mann with him. Both hit the wall hard but escaped injury and were later released from the medical centre.

When the race got going again Kimball honed in on Cunningham and took the lead on lap 10 by cutting down from the outside into Turn 3, which cut off Cunningham's front air pressure. "After that I wasn't looking for the right opportunity, I was racing hard for them all," he said.

Cunningham was back in front within a lap, but not without some serious



Cunningham leads away from Plowman at the start

wheel-to-wheel antics. That helped Hinchcliffe into the fight and also gave Cunningham's team-mate and points leader Jean-Karl Vernay – who lost six laps in the pits with a brake issue – an opportunity to cause some mischief as he passed everyone bar the leader.

Cunningham got away briefly, leaving Kimball and Hinchcliffe engaged in a fight for second. The former was trying to overcome a badly-handling car by running low, while his rival

had a set-up that favoured running high. Both were also trying to see off the attentions of Vernay.

In the final 10 laps Kimball caught Cunningham again and led for a second time. The pair ran side-by-side for two whole laps, but in the end Kimball couldn't make the move stick. The gap at the flag was just 0.4368sec.

Hinchcliffe finished third, having dropped back into Dan Clarke's hands. Plowman was fifth ahead of

Indy rookie Philip Major and Stefan Wilson. Sebastian Saavedra, who also raced in the 500, was ninth.

● Simon Strang

## RESULTS

**1 Wade Cunningham**, 40 laps in 39m55.4552s; 2 Charlie Kimball, +0.4368s; 3 James Hinchcliffe, 4 Dan Clarke; 5 Martin Plowman; 6 Philip Major, 7 Stefan Wilson, 8 Brandon Wagner, 9 Sebastian Saavedra, 10 Adrian Campos Jr.  
**Points** 1 Jean-Karl Vernay, 157; 2 Kimball, 152; 3 Hinchcliffe, 134; 4 Plowman, 120; 5 Saavedra, 107.

NASCAR SPRINT CUP CHARLOTTE (USA), MAY 30, ROUND 13/36

# Good Charlotte for Busch

**Penske driver halts Ganassi winning streak**

**A** few laps from the end of the longest race of the season, it seemed that Chip Ganassi would not only become the first team owner to win the Daytona 500 and Indianapolis 500 in the same year, but also the

first to take victories at Indy and Charlotte on the same day. He flew over to watch his NASCAR team and came close to doing the double, but just missed out on achieving another milestone.

With 24 of the scheduled

400 laps left to run Marcos Ambrose spun and brought out the caution flags. Ganassi driver Jamie McMurray had been leading Penske's Kurt Busch by two seconds, but the yellow broke his momentum.

To make things worse, Penske then performed a quicker two-tyre stop on the No 2 Dodge, allowing Busch to jump ahead of McMurray's No 1 Earnhardt Ganassi Chevy. McMurray fought back in the final sprint but didn't have enough laps to put his superior pace to good use.

"I thought about the Ganassi car behind me – he wasn't getting by," said

Busch, who dedicated his second win of the season to team boss Roger Penske. A week earlier, driving a different chassis, he had visited Victory Lane in the Sprint All-Star race, making him only the seventh driver in NASCAR history to sweep events at Charlotte in the month of May.

McMurray was less than a second behind Busch at the flag and well ahead of third-placed Kyle Busch [Joe Gibbs Racing/Toyota]. Busch Jr had bounced back from a pitroad incident with Penske's Brad Keselowski, plus a speeding penalty. But post-race he had to contend with a furious Jeff Burton [Richard Childress Racing/Chevy], who blamed him for cutting his left-rear tyre on the last restart.

Jimmie Johnson [Hendrick Motorsports/Chevy] led the race briefly

but then hit the wall twice, the second time hard enough to send his car to the garage. Denny Hamlin [Joe Gibbs Racing/Toyota] also struggled after damaging his car while trying to avoid contact with Johnson.

Kevin Harvick [Richard Childress Racing/Chevy] recovered from an unscheduled green-flag stop to finish 11th, but maintained his points lead.

● Diego Mejia

**RESULTS 1 Kurt Busch (Dodge)**, 400 laps in 4h08m20s; 2 Jamie McMurray, 0.737s; 3 Kyle Busch; 4 Mark Martin; 5 David Reutimann; 6 Jeff Gordon; 7 Clint Bowyer; 8 Paul Menard; 9 Ryan Newman; 10 Matt Kenseth **Points** 1 Kevin Harvick, 1898; 2 Kyle Busch, 1869; 3 Kenseth, 1781; 4 Gordon, 1760; 5 Hamlin, 1732; 6 Kurt Busch, 1726; 7 Jimmie Johnson, 1694; 8 Jeff Burton, 1657; 9 Greg Biffle, 1648; 10 Martin, 1635.



Busch brothers Kurt (2) and Kyle battled hard



**AUTOSPORT**

# 1000KM SILVERSTONE

10/11/12 SEPTEMBER 2010

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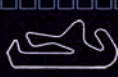
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10-11 APRIL



**SPA-FRANCORCHAMPS**  
7-8-9 MAY



**ALGARVE**  
16-17 JULY



**HUNGARORING**  
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## INTERNATIONAL RACES & RESULTS

**BRC**  
Jim Clark Rally 3/6

## QUICK RESULTS

→ **Winners** Evans/Patterson  
→ **Most stage wins** Breen/Evans  
→ **Series leader** Greer/Roberts

## RACE RATING

★★★★★

Four different leaders, night stages and another win for Gwyndaf Evans

## REPORTS

### WORLD OF SPORT

## IN BRIEF



### NASCAR NATIONWIDE

Kyle Busch (above) survived three restarts to win the Nationwide race at Charlotte, holding off Brad Keselowski.

### GERMAN FORMULA 3

Nico Monien won the opening race at Hockenheim in his URD Dallara-Mercedes from Kevin Magnussen and Tom Dillmann. One day later, polesitter Dillmann, driving an HS Dallara-VW, led all the way. The Frenchman was followed by Stef Dusseldorp and Daniel Abt.

### GT MASTERS

A win and a second place at Hockenheim allowed German/Dutch Reiter Lamborghini pairing Albert von Thurn und Taxis and Peter Kox to take over the lead in the drivers' standings. Porsche siblings Tim and Jorg Bergmeister had won the first race.

### ADAC FORMULA MASTERS

Richie Stanaway won all three races at Hockenheim. In the first two races, Stanaway was followed home by his Macon team-mates Mario Farnbacher and William Vermont. In the third race, Vermont claimed second from Farnbacher.

### STAR MAZDA

Conor Daly took his third win on the trot at O'Reilly Raceway Park. Mikael Grenier and Joao Horto completed the podium.

### SUDAM FORMULA 3

Bruno Andrade had a perfect weekend at the Caruaru circuit in the north of Brazil, setting both pole positions, winning all three races and claiming three fastest laps.

### AUSTRALIAN FORMULA 3

British driver Ben Barker picked up a hat-trick of wins at Mallala last weekend. Tom Tweedie and Mitch Evans completed the podium in race one, and Evans added two second places.

**BRC JIM CLARK RALLY (GB), MAY 28-29, RD 3/6**

# Evans finally cracks the Clark

**B**us analogies are nothing new for Gwyndaf Evans, but he won't mind this one: after waiting so long for one British Rally Championship win, two have come along at once for the former school-bus driver, who powered his way into the reckoning for a second BRC title with a battling drive to win the Jim Clark International Rally.

The first asphalt outing of the season was a classic. Knowing his Subaru would lose out on the super-quick moorland stages, Keith Cronin got the hammer down in twisty Abbey stage to pull out an initial lead.

Cronin pushed harder than ever to try to maintain that advantage as darkness fell on Friday night, and was chopping his way through corners when the inevitable puncture came. He recovered to third the

following day.

Cronin had been coming under intense pressure from Craig Breen after the Fiesta S2000 driver turned in a string of fastest times to build an advantage of close to one minute after the Eccles test on Saturday morning. Then the engine on the Irishman's Ford fell sick and he was out.

Breen's misfortune was manna from heaven for Alastair Fisher, who moved to the front and desperately hoped the misfortune that prevented him from finishing the first two BRC rounds would stay away third time up. But, four stages from the end and with his nose just in front of Evans's Mitsubishi, Fisher's Lancer hit a misfire and refused to rev above 4000rpm.

Evans swept through into the lead and stayed there



Welsh wizard took honours in Scotland

until the end.

That makes it sound as though Evans lucked in to this win. He didn't. He and Chris Patterson earned it the hard way, having dropped a minute on Friday night with a puncture.

"I had a massive moment near the finish," said Evans. "For the first time in my life I have to thank a telegraph pole — it kept me on the road at 100mph! That shook me, but we kept our heads down and won."

Fisher was second, Cronin third and Jonny Greer's

fourth was enough to keep him at the top of the BRC points table.

● David Evans

## RESULTS

**1 Gwyndaf Evans/Chris Patterson (Mitsubishi Lancer Evo X)**, 1h54m33.5s; 2 Alastair Fisher/Rory Kennedy (Mitsubishi Lancer Evo IX), +31.1s; 3 Keith Cronin/Barry McNulty (Subaru Impreza); 4 Jonny Greer/Dai Roberts (Mitsubishi Lancer Evo IX); 5 Jason Pritchard/Robbie Durant (Subaru); 6 Adam Gould/Dave Robson (Subaru). **Points** 1 Greer, 47; 2 Evans, 40; 3 Pritchard, 39, 4= Gould and Daniel Sigurdarson, 38; 6 Cronin, 36.

**TC2000 ALTA GRACIA (RA), MAY 30, RD 4/12**

# Ponce de Leon waltzes to win for Ford

**T**hree-time TC2000 champion Gabriel Ponce de Leon became the season's fourth different winner with a fine drive at Alta Gracia in his Ford.

Ponce de Leon had won the morning's qualifying race from Nestor Girolami and Santiago Ventana (both in works Honda Civics) and

Ford team-mate Norberto Fontana, who had climbed from 11th to fourth.

Ponce de Leon made another fine start in the final by leading the 32-car field into the first, banked right-hander. But behind him, Juan Cruz Alvarez's Peugeot 307 had stalled on row three, and Mariano

Werner and Francisco Troncoso (both in Toyotas), Martin Basso's Focus, Jose Maria Lopez's Civic and Juan Manuel Silva's Megane crashed into the Peugeot. Seven laps under safety-car conditions followed, although Fontana had already managed to wrest third from Ventana.

Then came one lap under race conditions before the safety car made another appearance due to one of the cars spinning off on the first right-hander.

Following the second restart, Ponce de Leon came under pressure from Girolami, but the Ford driver managed to cover all the spaces and hold onto the lead.

Girolami would eventually retire with steering problems, meaning

that Leonel Pernia moved up to claim second. Fresh from his World Touring Car debut the previous weekend at Monza, Pernia had leapfrogged fellow works Honda drivers Mariano Altuna and Ventana, and then made it past Fontana into what became second place. Fontana's podium position means he replaces Lopez at the top of the points table.

● Tony Watson

## RESULTS

**1 Gabriel Ponce de Leon (Ford Focus)**, 26 laps in 51m23.708s; 2 Leonel Pernia (Honda Civic), +3.056s; 3 Norberto Fontana (Ford); 4 Mariano Altuna (Honda); 5 Santiago Ventana (Honda); 6 Christian Ledesma (Chevrolet Vectra). **Points** 1 Fontana, 46; 2 Altuna, 41; 3= Jose Maria Lopez & Matias Rossi, 36; 5 Ponce de Leon, 34; 6 Pernia, 33.

Ponce de Leon became fourth winner in four races



AIF/MARCELO RANEA



# CAN OGIER

## JOIN THE GIANTS?

He's French, he's called Sebastien, and he's just won his first world rally for Citroen. But there's more to this rising star than being a mini-Loeb. *By DAVID EVANS*

A little over two years ago, two Frenchmen called Sebastien lined up to drive Citroens on Rally Mexico. For one of them, it was the 101st time he had started a round of the World Rally Championship. For the other, it was his first time. The two Sebastiens didn't do badly: Loeb won the event, and Ogier finished eighth overall and won the Junior World Rally Championship.

And so began the ceaseless comparisons between the two.

Ogier's initial impact on the sport was much greater than that of Loeb. Aged 24, he was making his WRC debut a year ahead of his sport-shaping countryman. Both started out in Citroens and both were backed by the French motorsport federation, the FFSA. But while Loeb put his Saxo off the road on the 1999 Catalunya Rally, Ogier turned in a faultless performance to dominate the Juniors on Rally Mexico nine years later.

Ogier enjoyed a heck of a first season, winning the Junior title and ending 2008 with his first outing in a C4 WRC on Rally GB. Despite being a stranger to the staggering performance of a World Rally Car, an unfazed Ogier led the event from stage two to five.

After such an outrageous start to what was acknowledged as one of the trickiest British WRC rounds in years (Loeb had been caught out by the wintry conditions and crashed on the recce), it's largely forgotten that Ogier ended the event 26th after rolling off the road in Resolfen first thing on Saturday morning.

A few bent panels in Wales mattered not a jot to the management of the Versailles team. The heir apparent had been found. Seb the second was on the scene. And he was rewarded with a full programme in a Citroen Junior Team C4 in 2009.

Last year wasn't all plain sailing for Ogier, however. He binned his Citroen with alarming regularity in the early to mid-season, and an increasingly high-handed and haughty relationship with the media earned him a dressing down from the same people who had been busily building him up.

Then came the breakthrough. A podium and second overall on last year's Acropolis. Since then, he has only failed to finish twice – both times with mechanical issues.

His performances have been getting better and better, and culminated with Rally New Zealand last month – when

he was just three corners from breaking his WRC duck.

"It was a terrible feeling at the end," says Ogier. "I had come so close, but it didn't happen. After time, I was able to put this into context and see that it was a good performance for my first time in New Zealand."

Then last Sunday in Faro, Portugal, Ogier buried that disappointment in the best possible fashion. By taking on and beating Loeb to score his first WRC victory. There had been those who thought it might take Ogier an event or two to get over Auckland. Forget it. Self doubt is not something he deals in.

Such confidence comes naturally to one so gifted. Some reckon Ogier has more natural talent than the Sebastien with 56 more wins than him. Ogier smiles at such suggestions.

"It's impossible to compare me with Loeb," he says. "He started 10 years ago

Ogier took 2009 Monte Carlo win in IRC one-off



Citroen junior came close to Rally NZ win



and I'm starting now. It's true we do have some points in common and I hope we continue to do so as this means I will have a great career in front of me. But we are different people. He is Sebastien Loeb and I am Sebastien Ogier. He has been the best driver ever and had a fantastic career. It will be very difficult for me to do as well as him. All I can do is my best."

And his best is going to be exceptional – of that there can be no doubt. It's not often that there's applause in a post-event WRC press conference. But there was in Portugal on Sunday. And Loeb was among the first to join in. Ogier's pace is in the stage times, the split times and the results which are coming. But the key to his pace is below the surface... Well

actually, it's on the surface. He's super-neat, just like Loeb.

"Did you see his tyres yesterday?" questions Loeb, in quiet admiration. I had seen them. The rest of the covers at the in control were cooked, but the Pirellis under the C4s of Loeb and Ogier still had some distance in them. "We were the only ones who could still push," adds the older of the two Sebs, before smiling: "Maybe the team has a new star!"

Ogier's standing is already at an exceptional level within the Citroen ranks. To such an extent that, when talking about current drivers, one of the senior members of the team had to be reminded that, as well as two Frenchmen, they still had a Spaniard in one of their cars – let alone a

Formula 1 world champion.

Citroen is a very French team and, having come through the ranks with the chevron on his sleeve, Ogier is their boy. Having contested 128 of his 130 starts in a Citroen, Loeb is Citroen in the World Rally Championship. Ogier, on the other hand, is his own man through and through. ☼



DPPI

Ground not pictured:  
Ogier is new high flier







1



2



3



4



9

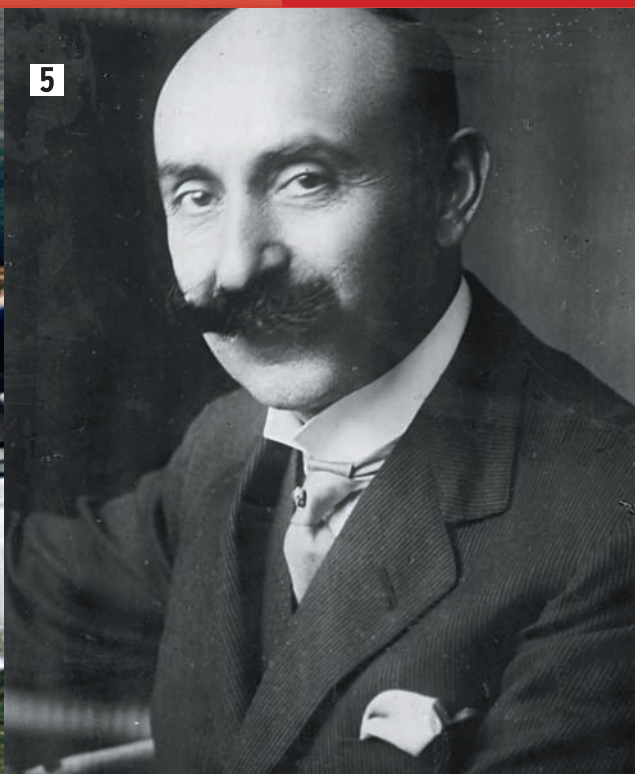
#### PICTURES

1. Portello factory housed Alfa Romeo  
2. Victory in 1975 World Championship of Makes included Spa 1000km win  
3. Tarquini took 2003

Euro Touring Car title  
4. Nino Vaccarella won 1971 Targa Florio  
5. Nicola Romeo saved ALFA and added name  
6. Nicola Larini in 155 V6 TI DTM racer

7. Racer Enzo Ferrari ran Alfa Romeo's team  
8. De Cesaris took pole in Long Beach in 1982  
9. 1950 French GP: Fangio (6) won race; Farina (2) took the title





# ALFA BRAVO!

Alfa Romeo's centenary is cause for celebration for red-blooded car enthusiasts – and motorsport fans. *PAUL FEARNEY* raises a glass (or two) of vino rosso







**I**t begins with a badge, ends on an exhaust note. Between lie a lyrical name (Al-fa Ro-me-o registers on the iambic rhythmic pentameter), some soulful engineering, stirring deeds and – most importantly – an unmistakable, unshakeable style.

German car badges – three-pointed star, four rings, one whirling propeller – are cold and symmetrical. With its schematic Crusader's Cross and coronated serpent, Alfa Romeo's enamel statement is a miniature Tintoretto, bold and theatrical: demons, heroes, biblical fervour. There is a story behind it – two, in fact – but explanations, though illuminating, are unnecessary; to see it is to be moved by it. Alfa is an open book, its vivid logo top left, page one, chapter one.

Yet, like all compelling stories, ugliness lies therein. The opening chapter, more of a foreword really, promises little: woeful French taxis assembled under licence and at a loss; jarring upper-case acronyms clumsily hiding mouthfuls of names: Società Anonima Italiana Darracq (SAID), followed on June 24 1910 – hence this

celebration – by Società Anonima Lombarda Fabbrica Automobili (ALFA).

More ugliness follows: arms manufacture, Benito Mussolini, financial and political meltdowns. But there is a lasting artistry too, from Bertone, Castagna, Pininfarina, Touring and Zagato to the architecture of those trademark twin cams and hemi heads. Equally matched, Alfa form and Romeo function.

And there is the extra dimension: noise. The straight-eight lion's growl, reassuring straight-six purr and terrier bark of in-line four are Alfa's motifs. But 100 years allow for spiralling: twinned but mirrored six-cylinder engines, bassy V8s, countertenor V12s, an otherworldly V16, a zinging V10 (first of the breed), plus supercharger whine, induction roar and turbo chirrup. Powerful arias all.

The librettisti?

Ugo Stella, the Milanese nobleman who salvages the willing spirit from the Darracq wreckage. Steadfast Giuseppe Merosi, who sufficiently understands that spirit to nurture it and graciously step aside when it outgrows him. Nicola Romeo, the bald, moustachioed Neapolitan engineering entrepreneur

**'Hatchet-faced, chain-smoking Varzi, brilliant in deed either side of a morphine addiction'**



Enzo Ferrari races on 1923 Circuito del Savio

PICS: ALFA ROMEO AUTOMOBILISMO STORICO, CENTRO DOCUMENTAZIONE (ARESE, MILANO)

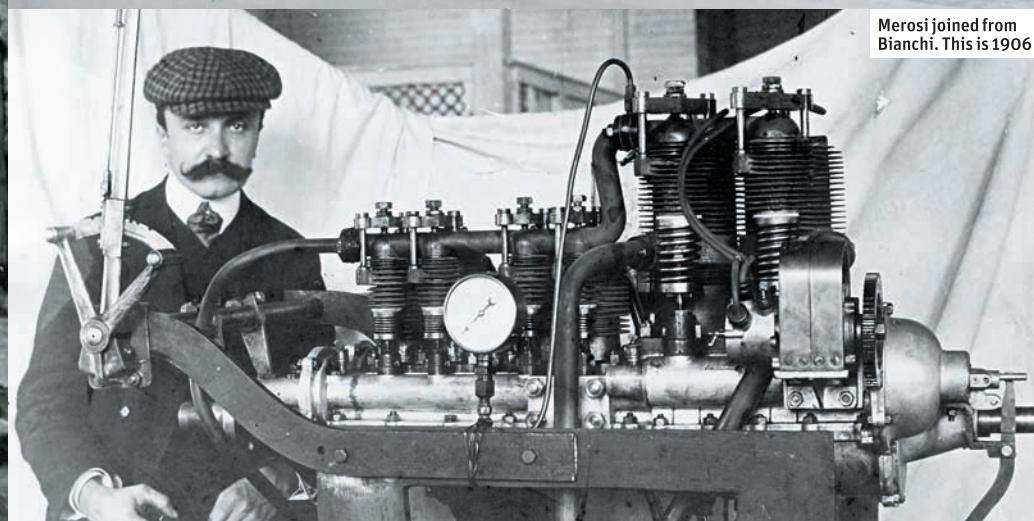




Achille Varzi won 1930 Targa Florio in Alfa P2



Antonio Ascari heads for easy Spa win in '25



Merosi joined from Bianchi. This is 1906

who showcases the spirit in motorsport, and makes mellifluous the name. Enzo Ferrari, wannabe driver, undoubted mover, shaker, dealer, fixer, negotiator. Vittorio Jano, Merosi's mercurial successor, the spirited design genius who puts Alfa on the world map, invents the GT, and whose Tipo B, the first great GP single-seater, is "as fleet-footed as a ballerina", according to Rudi Caracciola. Then there's Gioacchino Colombo, creator of Juan Fangio's favourite car, the 158; Orazio Satta, the moderniser designer who saves the company from post-war oblivion by going mainstream without going with the flow or forgetting the marque's sporting roots; and bombastic tech chief Carlo Chiti, always tubby, occasionally scruffy, who stage-manages Alfa's F1 restoration.

And the conduttori?

Part-time opera singer Giuseppe Campari, large of girth and life, mourned roundly in death. Antonio Ascari, begetter of Alberto, quick and businesslike until ensnared by a paling fence. Hatchet-faced, chain-smoking Archille Varzi, brilliant in deed either side of a morphine addiction. Tazio Nuvolari, the fire to Varzi's ice, a man

who lives and breathes motor racing; the fumes eventually kill him. Guy Moll, who breezes in, creates a storm and is spirited away by a sirocco gust at Pescara; he is just 24. Resistance fighter Jean-Pierre Wimille, for a time the world's fastest. And the 'Three Fs': pugnacious Luigi Fagioli, aka the 'Abruzzi Robber', though he is neither from the Abruzzo nor a robber; imperious Giuseppe Farina, straight of arm, twisty of tactic, blazing of pace and temper; and the incomparable Fangio. Then come Ignazio Giunti and Nanni Galli; three-wheelin' Andrea de Adamich, Spartaco Dini and Toine Hezemans; freewheelin' 'Little Art' Merzario and Patrick Depailler, the little boy fast; and the modern-day master saloonies: Nicola Larini, Gabriele Tarquini and Fabrizio Giovanardi.

Alfa's story is dotted with iconic cars, famous names and notable successes, including the first world title for GP racing. (It's probably not the one you're thinking of.) Far more important, however, is the dashing spirit that joins them. That, plus several slices of luck – hence the quadrifoglio clover on the bonnet, scuttle, flank or tail – is what has

allowed a company never overtly commercial in the buzzbox idiom or overly ambitious in the supercar sense to survive, while not always prospering. Alfa Romeo, praise be, is still with us because it has followed its own path and kept that hateful hyphen from between badge and engineering. A grammatical stake through the heart, that would have been too blood-red.

The silence spoke volumes, as did the subsequent cheers, disappointment overcome by euphoria – for this performance had soared beyond nationalistic boundaries. A definite 'I-was-there'. Above the crowd, from across the PA, came a scratchy *Marcia Reale*. Nuvolari, smiling broadly throughout his tinny national anthem, had packed the record in his suitcase. For luck. Always. A good job, too. So confident were the organisers of a German victory on home soil, none had thought to supply a copy.

*Italian über alles.*

Actually, Nuvolari's sensational victory at the Nurburgring in 1935 marked the end of Alfa's (already tarnishing) golden era. ►



◀ This had begun in 1924 when Jano was headhunted after 12 years at Fiat, much of them in its competition department, apogee of current GP technology. Merosi's Alfas had been largely staid and rugged. Tweaked, sportier versions had brought motorsport success, notably Ugo Sivocci's '23 Targa Florio victory, but Alfa's efforts to match its Turin rival at the highest level had resulted in Merosi's underpowered, overweight and unwieldy six-cylinder P1. When Sivocci was killed in it at Monza in September '23, it became clear that its designer had overstepped his limit too.

Jano's arrival caused a volte-face: svelte road cars descending from thoroughbred racers. Like Merosi, he was thorough to the point of over-caution, but he worked at fast-forward and brimmed with cutting-edge ideas. His supercharged two-litre, straight-eight P2 unsurprisingly bore a strong similarity to Fiat's racer, and was ready, at least to Ascari's way of thinking, in just eight months. Alfa's number one drove the untested car to victory in June's Circuit of Cremona at an average

of 98mph. Jano knew, however, that the real test was yet to come.

August 1924's GP of Europe at Lyon was the high point of '20s European racing: favourite Fiat, '23 winner Sunbeam (now supercharged), Delage's ground-breaking V12 and Bugatti's rakish Type 35 faced the Alfas. Yet Ascari would have won but for a late-race cracked block. Team-mate Campari won instead.

P2 was powerful enough at 145bhp, usefully tractable, usually reliable and handled well; its light weight, twin overhead cams and hemi head set a tone that reverberates at Alfa today. It won at Monza too, and in 1925 claimed the inaugural world championship for manufacturers with victories in Belgium and Italy. Probably it would have won in France too, had not Alfa withdrawn in the wake of Ascari's fatal crash.

Alfa appended a laurel wreath to its badge, and withdrew from racing. It could see no compelling reason – more importantly neither could its bank – to invest in a car for the new 1.5-litre GP formula. Instead, it ploughed its proven technology into a new batch of road cars far removed from the hefty

offerings of yore.

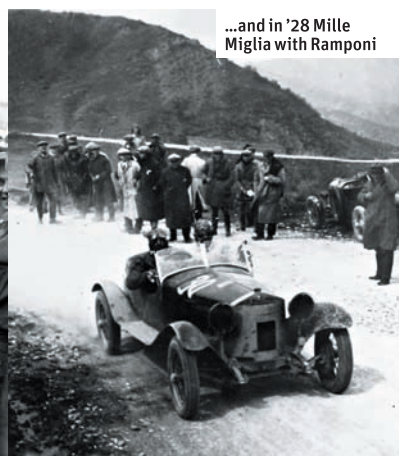
Merosi, who had trained to be a building surveyor, had joined in 1909 after a short spell at Fiat and a longer stint with Bianchi. He was hamstrung initially by the need to rework Darracq's leftovers and by ALFA's parlous finances. These were stabilised in 1915 when a twitchy, wobbly Banca Italiana di Sconto – it collapsed in 1921 – convinced Romeo, whose fortune stemmed from mining machinery and railway electrification, to add ALFA to his rapidly expanding portfolio. But by then, of course, company and country had a new focus.

Portello, ALFA's factory on the northwest outskirts of Milan, was what piqued Romeo. Of particular interest was its aero-engine side. But cars again became the priority when hostilities ended. Romeo dreamt of mass production but knew Alfa Romeo – note the new name – was in no position to achieve this. He decided instead to burnish its reputation through motorsport, and to take it from there.

ALFA had made its competition debut in the 1911 Targa Florio: both 24HP Corsa prototypes impressed with gutsy



Stocky Campari won 1924 GP at Lyon in P2...



...and in '28 Mille Miglia with Ramponi



Nuvolari took 1750S to 1930 Mille Miglia win



Vittorio Jano was Alfa's design genius



performances in hideous conditions before retiring. This, and subsequent hillclimb successes, convinced the company to build an out-and-out GP car. Merosi's offering was technically ambitious – twin-cam, twin-spark – but overweight and underpowered. And it was completed too late to compete in the 1914 French GP.

Although Romeo asked Merosi to dust down his GP car, hidden in a pharmaceuticals factory during the war, it was a much-modified 40-60HP pre-war road car, driven by Campari, that got the ball rolling, winning the 1920 Circuit of Mugello. The subsequent six-cylinder RL model – finished too late for the 3-litre GP formula! – provided a step forward, the ill-fated P1 two back.

It was Jano's skill and dynamism that persuaded Romeo to go all-out for GP glory. The boss got that bit. What he didn't get was his designer's osmotic ability to improve the road-car breed and to tempt the buying public with a generous sprinkling of GP sparkle. Jano's brilliant 6C 1500 was unveiled in 1925; Romeo averred for two years before putting it into production. The

man who had saved the company was now holding it back. Portello was rent. The banks waded in, and in 1928 Romeo severed all links with the company. This left Jano a free hand, at least until the ripples of the 1929 Wall Street Crash reached Italy. And even these were ignored for a short but glorious time.

Days before Romeo's departure, Campari's supercharged 6C 1500 won the Mille Miglia. A 1000-mile race round Italy... this was big news. He won it in 1929 too, aboard a 6C 1750. Alfa's endurance and reliability were proved beyond doubt; the venerable P2, meanwhile, was proving its outright performance.

The governing body had thrown up its hands at the end of 1927, divested itself of an unpopular formula, and basically opened its doors to allcomers. Driving an updated P2, in '30 Varzi ended Bugatti's five-year domination of the Targa Florio, but not before his riding mechanic had set the car alight while refuelling on the move.

How Alfa won was as important as what it won. Varzi's Targa victory came on the heels of his Mille Miglia defeat

to team-mate Nuvolari, who allegedly loomed in the dark, headlights extinguished, to catch his rival unawares. PR gold.

Nuvolari had tested for Alfa in 1925, crashing a P2 during a find-a-driver test at Monza. He got his second chance in '29. By the end of '30, having played fast and loose with team orders to win the TT at Ards, he had 'forced' Varzi to move, first to Maserati, thence to Bugatti. Game on.

Bugatti's platform-engineered Type 35s had kept international racing alive, and they were superseded in 1931 by a twin-cam version, the Type 51. Jano matched it, his 8C 2300 the epitome of power, speed, grace and elegance. In long-chassis form, its sequence of four Le Mans 24 Hours wins was begun by aristo-Brits Earl Howe and 'Tim' Birkin. In short-chassis form, it won an epic Targa Florio, the decision to leave its front mudguards affixed a masterstroke, Nuvolari defeating a blinded Varzi in what was little more than a Sicilian 'Safari Rally'. And with front and rear mudguards removed, it was an instant GP car: Nuvolari, with reluctant help from ▶

**'The 8C 2300 was the epitome of power, speed, grace and elegance. Its sequence of four Le Mans wins was begun by aristo-Brits Howe and Birkin'**



Alfa took Brits Howe and Birkin to '31 Le Mans win



◀ Campari, won the Italian GP.

Jano refused to rest, however, even though straitened Alfa Romeo was by now being bailed by the government. Tipo A, his first monoposto, mostly belied the wild reputation of twin-engined racing cars – Campari won the 1931 Coppa Acerbo in one – but he considered it a technical dead end. His masterful Tipo B, a fitting vehicle for motor racing's first superteam, proved him right.

This 2.65-litre, twin-supercharged car was capable of 150mph-plus, its driver low and central thanks to the placing of the differential ahead of his seat, angled propshafts splitting 215bhp to the rear wheels. This innovation also centralised mass and reduced the inside wheel's tendency to lift under acceleration.

It ran rings around the opposition. In 1932 Nuvolari won in France and Italy, while German interloper, the Prost-like Caracciola, prevailed at home. Nuvolari also won the Coppa Ciano and Coppa Acerbo, Caracciola the Monza GP: Italy's three most important non-championship races.

As it had in 1925, Alfa now pulled the plug. It was an odd decision. Yes, Mussolini's *Insituto Ricostruzione Industriale* had tightened its grip on the company as the recession deepened, but the hard work had been done, the big money spent – now surely was the time to make hay.

Nuvolari certainly wasn't happy. Narrowly beaten by Narzi's Bugatti Type 51 in Monaco and Tripoli in 1933, he switched to Maserati's 8CM monoposto, and his subsequent spate of wins forced Alfa's hand: it loaned its mothballed Tipo Bs to Scuderia Ferrari. That was in mid-August. By September's end, six victories had been achieved. What might have been?

Since its formation in late-1929, Enzo's private team had acted as Alfa's semi-works outfit, allowing the mother company to bask lazily in victory while avoiding the chill wind of defeats. Enzo had been central to an all-bar-one clean sweep of the top 20 in the 1933 Mille Miglia, but in 1934, as Alfa's official representative, GP racing would prove a tougher taskmaster.

Tipo B had been rebored to produce 2905cc and 265bhp. This, though, was no match for the Mercedes-Benz and Auto Union built to comply to the new 750kg Formula. Indeed, from now until the outbreak of war, despite Jano's design team's best efforts and the green-eyed exhortations of Mussolini, the German technocrats would remain a step ahead. Often two. Occasionally three.

Scuderia Ferrari, aka Alfa, won in Monaco thanks to newcomer Moll and was able to fend off the Germans at the Avusrennen – Moll again – and French

## 'Mussolini's Insituto Ricostruzione Industriale had tightened its grip as recession deepened'



Dieppe 1935: Rene Dreyfus (34) led Louis Chiron (32) to Alfa one-two

GP, scene of a memorable 1-2-3 led by Louis Chiron. But a new pattern swiftly developed: if the Germans turned up, they won.

This continued, bar the German GP, in 1935, despite Tipo B now being 3.2 litres and featuring independent front suspension. In response, Jano designed Tipo C: 3.8 litres, independent front and rear, more streamlined. Nuvolari's led briefly and set fastest lap on its debut at Monza before retiring with a failed piston.

A four-litre V12 was readied for 1936 and it allowed Nuvolari to sometimes beat the Germans on the twistier circuits. By '37, however, the performance gap was too wide even for him. Jano's latest creation, a low-chassis 4.5-litre V12, finally arrived at August's Coppa Acerbo, and proved so disappointing that the usually irrepressible Nuvolari handed it over to a team-mate early in the race. At the subsequent Swiss GP, Nuvolari drove briefly for Auto Union, a switch that verged on international incident. Less was made of Jano's dismissal after Pescara, but his departure was arguably more fundamental.

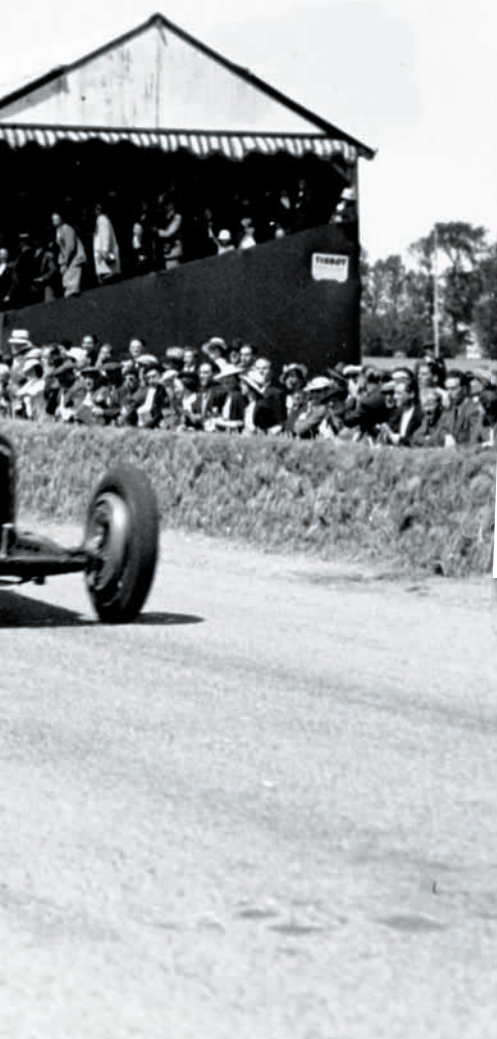
Nuvolari, Alfa to the marrow, was

persuaded to stay on for 1938. A new Alfa Corse team had been formed at Portello, and a change of GP formula – three litres supercharged; 4.5 normally aspirated – offered it hope. Not for long. In practice for May's Pau GP, Nuvolari's 308C, a stopgap design by Colombo, caught fire. Nuvolari leapt out, landed in hospital and vowed never to race an Alfa again. He never did. He actually announced his retirement – because he couldn't bear to admit, even to himself, that he would be joining Auto Union.

Alfa was in a red funk – twin-crank V16 had followed V12 had followed straight-eight – and by 1939 Mussolini's Italy had had enough: Alfa would concentrate on voiturettes, the F2 of the day, and sportscars from now on.

It had what seemed the perfect 'F2' tool, the 158 'Alfetta' Colombo had designed while on loan to Scuderia Ferrari. With its 190bhp straight-eight, and weighing just 620kg, it was fast enough in Farina's hands to give the GP cars a fright during the rain-hit early laps of the 1939 Swiss GP. It was not without its teething problems – spark-plug troubles and engine-bearing failures hampered it in '38 – but





usually it was the car to beat, and that is precisely what Mercedes-Benz did.

Despite just eight months' notice, M-B built two 1.5-litre W165s, and Italian jaws dropped when a transporter disgorged them at the 1939 Tripoli GP. They finished first and second, beating six Alfettas, and never raced again, their absence more of a bat up Alfa's nightdress than their presence. No amount of Mille Miglia wins – 10 by 1938; seven in a row – Targa Florio or Spa 24 Hours victories could hide the Italian hurt.

War was put on hold, and Alfettas were racing as late as May 1940, scoring a 1-2-3 in Tripoli. Even when Italy did enter the fray in June, Alfa continued its racing R&D until 1943, under new tech boss Wilfredo Ricart. The Spaniard has perhaps unfairly become a figure of fun. He was a figure of hate for Enzo, with his thick-soled shoes to cushion his brain. (Did he really say that?) His flat-12, rear-engined 512 single-seater pointed to racing's future, but it was a handful, apparently, and never raced. Ricart's contract expired in 1945. It was not renewed.



Wartime racers: Clemente Biondetti's Alfa at Tripoli Grand Prix in 1940. He was second in Alfa 1-2-3

When the war ended, much of Portello was in ruins and Alfa's future was unsure. What it had was a surfeit of manpower – military contracts had made it a large-scale employer – and the Alfettas, squirrelled away in a cheese factory. Much-needed cheaper and smaller mainstream cars were years away. In the meantime, racing could provide a focus, boost morale and re-establish a reputation.

Once their scattered bits were tracked down and reunited, the Alfettas made their post-war debut at St Cloud, between Paris and Versailles, in June 1946. Both cars retired with gearbox problems, but thereafter updated models – two-stage supercharging; hydraulic dampers – went on an unbeaten run that would last until May '51.

By mid-1948 the Alfetta, its head gasket-less cylinder head able to cope with substantial increases of boost, was developing 310bhp, and Wimille used it to win the French, Italian and Monza GPs. (He had also won the Swiss and Belgian races of '47.) Had he not been killed in a Simca-Gordini in '49, he would have started '50 as favourite to win the inaugural world F1 championship. Instead, Farina and Fagioli returned to the Alfa fold, and Argentinian sensation Fangio joined them.

The company had taken a sabbatical in 1949, partly to redevelop its Alfettas, mainly to concentrate on its make-or-break 1900cc road car. It had lost drivers too, Varzi at Berne in '48, only the second crash of his career, and Felice Trossi to cancer in '49. Its new line-up, however, won 11 races. Fangio prevailed six times, Farina five – three apiece in the world championship – but gearbox failure in Fangio's own car, and an engine failure in the Alfetta

he subsequently took over from Piero Taruffi, handed the Italian GP and title to Farina.

This time, objective achieved, Alfa could not walk away. Ferrari's 375, as its capacity edged ever closer to the unsupercharged maximum of 4.5 litres, had become too great a threat. The offshoot had to be pruned.

By the end of 1951, the Alfetta, so svelte on debut, was bloated and bulging, tanks to sate its 1.5mpg thirst crammed into every cranny. This amazing design was at its 400bhp/190mph snapping point. Plus, the Ferrari carried less fuel, required fewer pitstops, handled better and was just as fast. Reg Parnell's privateer 'Thinwall Special' version beat the Alfettas in the biblical downpour that reduced Silverstone's International Trophy in May to six laps, but it was the victory for Ferrari's Froilan Gonzalez at July's British GP at the same circuit that ended an era.

Yet Alfa clung on. Ferrari won in ►



Giuseppe Farina was first F1 champ in 1950



Tarquini's 1994 BTCC win moved goalposts

**'Tarquini's Super Touring 155TS won the 1994 BTCC, beating nine other manufacturers'**



Germany and Italy, and Ferrari's Alberto Ascari, though two points behind Fangio with one round remaining, seemed a shoo-in for the world title. Bizarrely, Ferrari chose this moment to experiment with rim sizes. The resultant glut of thrown Pirelli treads let Fangio through to victory in Spain and to the world championship.

Now Alfa walked away.

There would be pockets of performance: Fangio finished second in the 1953 Mille Miglia, despite his 6C 3000CM steering via its right wheel only; a 'slingshot' flat-12 F1 with optional four-wheel drive was mooted, then canned; and the perky Giulietta, launched in '54, proved a useful rally weapon, a TI iteration winning the '58 Rally of 1000 Lakes, no less. But only after the unveiling of the Giulia in '62, and the completion of the new Arese factory in '63, did Alfa again feel able to flex its motorsport muscle. It did

so via Autodelta, run by Chiti. His ultimate Alfa goal was F1. It took him 15 years to achieve it.

His first steps were the beautiful TZ and TZ2 1.6-litre GTs, which scored a host of class wins.

The next step was the Tipo 33 sports-prototype. For Alfa's first rear-engined car since the 512, Chiti broke with company tradition by fitting a two-litre, 90-degree V8. It disappointed in 1967, but in '68, now in gorgeous coupe form, it won its class at Daytona, the Targa Florio (second, third, fifth and sixth overall), Nurburgring and Le Mans (fourth, fifth and sixth overall).

A three-litre was developed for 1969 and slotted into a new box-section steel chassis, but this 33/3 wouldn't hit paydirt until '71, winning outright at Brands Hatch, Watkins Glen — despite the presence on both occasions of the mighty five-litre Porsche 917s — and

the Targa Florio.

Whipped by Ferrari's 312PB in 1972, Alfa spent most of '73 developing a 3-litre flat-12 for its Telaio Tubolare, an aluminium tubular chassis. The 33TT12s made a good start to '74 — a 1-2-3 at Monza — but thereafter the Matras proved too strong. In '75, however, entered by Willi Kauhsen's independent team, they won seven of eight races contested and registered Alfa's fourth world title. An Autodelta-run car also won the non-championship Targa Florio. This was Alfa's 10th success in the Sicilian classic; only Porsche, with 11, has more.

A fifth world title came Alfa's way two years later, when aluminium-monocoque 33SCs won all eight races they started, admittedly against modest opposition. F1 beckoned.

Alfa had supplied its V8 as an F1 option to McLaren in 1970 and March in '71, but met with little





success, even with Ronnie Peterson at the wheel. The deal it did with Bernie Ecclestone's Brabham for '76 was a far more serious attempt.

The flat-12 was bulky and thirsty compared to the Cosworth DFV, but it was powerful, and after a difficult debut season showed well at the start of 1977. The programme was then hit hard by the death in March of team leader Carlos Pace in a plane crash, but thereafter John Watson was a regular at the sharp end in qualifying, and would have won the French GP at Dijon given another cup of fuel.

The arrival at Brabham in 1978 of Niki Lauda provided a major boost, the Austrian winning in Sweden and Italy, albeit in controversial circumstances, setting four fastest laps and scoring 44 points to be fourth in the overall points standings; Brabham was third in the constructors' championship. There were, however, stumbling blocks.

The jutting flat-12's width hampered the generation of underbody downforce, hence designer Gordon Murray's ruse of using a fan to extract air from beneath the car, sucking it to the ground. Alfa was already a long way advanced with the development of its own F1 car when it decided to build a 60-degree V12.

Brabham used this engine in 1979 to little effect, bar Lauda's win in the non-championship race at Imola, and reverted to Cosworth power. Alfa used it too, Bruno Giacomelli giving the 179 its debut at Monza after two mid-season outings in the flat-12 177 test hack.

Depailler, still fragile from his hang-gliding accident, joined for 1980, boldly predicting that Alfa would win a race that season. It so nearly came true – Giacomelli was leading the United States GP when a burnt ignition coil

cut the engine – but sadly Patrick wasn't there to see it, a testing accident at Hockenheim having claimed his life.

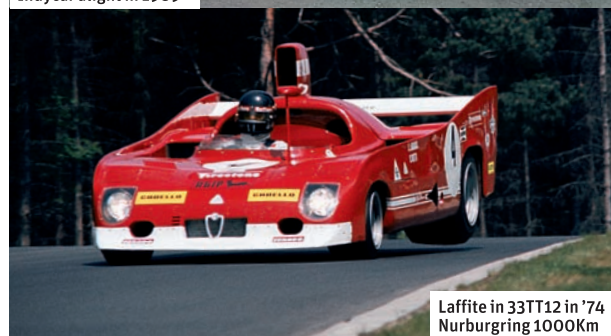
The F1 programme had other moments: but for a half-spin and baulky reverse gear, Giacomelli might have won in Las Vegas in 1981 instead of finishing third; Andrea de Cesaris started from pole and led until he crashed at Long Beach in '82, and might have won Monaco had he not run out of fuel on the last lap; he led, too, at Spa in '83, and was second when his turbo V8 let go; he *did* finish second in Germany and South Africa that year; and Riccardo Patrese finished a lapped third at Monza in '84. But, despite the efforts of Chiti, Mario Andretti and designer Gerard Ducarouge, Depailler's predicted victory never materialised.

As Ford and Fiat fought bitterly over Alfa's ailing road-car operation (Fiat won in 1986), Alfa's F1 involvement was terminated. Its twin-spark Formula 3 engine remained competitive until the end of the decade, and it would dabble ineffectively in Indycar engine supply from '89 to '91, but otherwise it has mainly been tin-tops ever since.

Giulia GTAs had paved the way, claiming a host of European Touring Car titles between 1966 and '72; Jochen Rindt won the first Trans-Am race in one, too, at Sebring in '66. The Trofeo Alfasud one-make series unearthed Gerhard Berger. GTV6s took the ETC manufacturers' title four seasons in succession from '82. Andy Rouse used a GTV6 to claim the 1983 British Touring Car Championship. Larini won the 1993 DTM in the hi-tech, 4WD 155 V6 TI, a rare victory over Mercedes-Benz, and Tarquini's Super Touring 155TS won the 1994 BTCC, beating nine



Alfa engines didn't set Indycar alight in 1989



Laffite in 33TT12 in '74 Nurburgring 1000Km

other manufacturers.

When the European Touring Car Championship was revived in 2000, it was fitting that Giovanardi took the spoils for Alfa. He secured a hat-trick in '02, and Tarquini then made it four in a row, the last two titles won at the wheel of the modern take on the GTA.

It's highly unlikely that Alfa Romeo will ever again be an F1 force, but that doesn't matter. The company is comfortable in its shoes now, making always engaging and often beautiful cars that don't cost a fortune, but which possess something priceless: a badge of good breeding. And a spirited exhaust note that has resonated since 1910 yet hints at the fun still to come. ☐



Lamented Pace raced Brabham-Alfa in 1977



Andretti's last full F1 season with Alfa in '81



Alfa bowed out of F1 with terrible year in '85



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# INTRODUCING Kevin Magnussen

Danish teenager is winning races in F3, just as his father did 16 years ago

"My dad is my idol. He's the guy I want to be like, but not in every respect. He's a brilliant driver, but made a lot of mistakes"



Magnussen on his way to Euro Series Valencia win

**K**evin Magnussen was already impressing the right people before he turned up and won during a one-off weekend in the F3 Euro Series at Valencia two weeks ago. While that success brought the son of ex-grand prix driver Jan Magnussen into the limelight, the 17-year-old has been part of the McLaren junior-driver programme since last winter.

After making his first steps in car racing in Formula Ford, then moving onto Formula Renault for 2009, he's plying his trade full-time in German F3 this year, and took a win in the opening round at Oschersleben.

"I've always loved racing – I grew up in a racing family," he says. "But in the

beginning of my career we were not that serious about it, so everything has been a bit of a surprise. We didn't spend a lot of money, but after I won the Danish Formula Ford Championship a guy who used to sponsor my dad wanted to support me."

#### LIVING UP TO THE NAME

The plan for 2010 had been a second season of Formula Renault, after a difficult first year in the category, during which Magnussen admits that he was too wild. But with the category introducing a new chassis and restricting mileage, he decided to stay with the Motopark Academy team as it switched to German F3.

His achievements at this level have naturally led to comparisons with his dad, due to Magnussen Sr's dominant British F3 campaign of 1994.

"My dad's results don't mean that I need to do the same," he says. "It's the outcome of my career that needs to be better – I need

to achieve more than he did. If I win in F3 with just one more point than second, that's more than enough."

In fact, Magnussen tries to take advantage of his dad's failure to turn promise into Formula 1 stardom.

"My dad is my idol," he says. "He's the guy I want to be like, but not in every respect. He's a brilliant racing driver, but he made a lot of mistakes with his career, and those are things I can look at to make sure I don't do the same."

#### MAGNUSSEN AND McLAREN, PART TWO

Another area in which the younger Magnussen will try to outdo his dad is in capitalising on interest from McLaren. The team that gave Jan his F1 debut in the 1995 Pacific Grand Prix now has his son on its books.

"It's probably one of the good things of my name," says the youngster. "They didn't pick me just because of my name, but maybe that's why they thought they'd take a look at me. They know everything about racing, and they advise me on a lot of things. It's just been another surprise in my career." ❧



**CV**  
**Born** October 5, 1992  
**From** Roskilde, Denmark  
**2010** Race wins in German F3 and F3 Euro Series  
**2009** Second in Formula Renault NEC; seventh in Formula Renault Eurocup  
**2008** Danish Formula Ford champion; some races in German Formula Masters  
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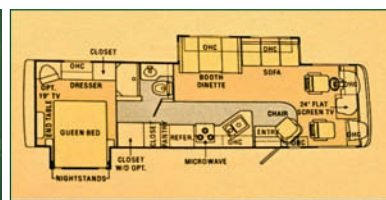
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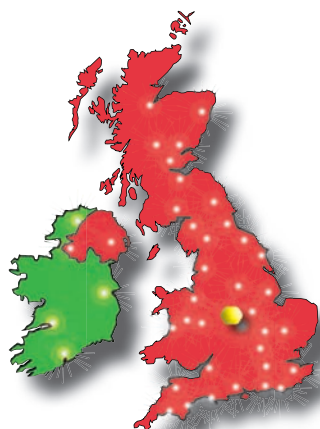
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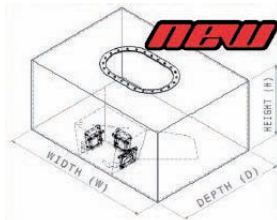
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**Donington and Wheatcroft find new racing partner, p86**



EBREV/LAT



Westbrook to race GT3



Trackspeed Porsche will be Westbrook's steed

EBREV/LAT

## Westbrook and Kox join British GT for Spa enduro

International GT aces among boosts as series heads to Belgian event



**INTERNATIONAL GT** stars Richard Westbrook and Peter Kox will race in the British GT enduro at Spa this weekend.

Reigning FIA GT2 champion Westbrook will make his series debut, sharing a Trackspeed Porsche 997 GT3 Cup S with team boss David Ashburn.

The 34-year-old, who won the Formula 1-supporting Porsche Supercup title in 2006 and 2007, said: "It's just a one-off. The team has had some issues going from Michelins [in FIA GT3] to Avons [in British GT], and vice versa, and I said I'd help out.

"I hope I can help the team get to the bottom of the car. It is really just a test as far as I am concerned."

GT1 World Championship racer and former BTCC driver Kox will share a Reiter Engineering Lamborghini Gallardo with Marc Hayek. It will be the first Lambo in the series since 2008.

### OTHER ADDITIONS

As British GT tries to recover from the poor grids of 2009, several other cars will be out for the first time this season for the special 150-minute Belgian event.

Trackspeed will run a second Porsche for experienced GT racer Oliver Bryant and Oliver Morley, while Team RPM's Ford GT will appear in the hands of former champion Alex Mortimer and Philip Walker.

Trackspeed team manager Rick Martino said: "It's with the intention of using it as a warm-up for the Spa 24 Hours, but we are also looking at other rounds with the second car."

### OLD CAR BOOST

Older GT3 cars have also been given a helping hand in time for Spa, which could attract more runners to the series.

British GT rules were tweaked at the start of the season to allow national

homologated cars and upgrades, as opposed to simply running to FIA GT3 rules. The move was designed to allow the Mosler into British GT, but teams are now exploiting it to improve older cars.

Chad Racing, which campaigns a 2008-specification Ferrari 430 alongside its pair of newer 430 Scuderias, has increased the engine size of its older car from 4.3 to 4.7 litres, thanks to an update initially homologated in Brazil.

Team manager Piers Masarati said: "We thought the car would be reasonably competitive this year, with two good drivers [Jose Balbiani and Juan Garritz], but things have moved on drastically since last season. We needed to make the car more competitive.

"In Brazil the car was allowed an engine upgrade so we asked permission to do it. [Series coordinator] Benjamin Franassovici has worked really hard, and we got the green light. The MSA has let us do it because of the precedent with the Mosler. Without this upgrade Jose and Juan would have walked away."

Masarati believes such upgrades could help attract owners of older GT3 cars to British GT: "There are quite a few cars out there and this is a relatively cheap upgrade. It makes the car viable."

The 430 is not the only car to get a potential boost from national homologation rules. The Dodge Viper will also be allowed minor improvements due to upgrades allowed in France.

Chad Ferrari gets bigger engine



EBREV/LAT

### AUTOSPORT SAYS...

**KEVIN TURNER**  
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**HAVING THE LIKES** of Richard Westbrook and Peter Kox on the grid is clearly a major boost for British GT, and it'll give Ferrari ace Allan Simonsen something to think about at last. But it's the homologation rules that will have a bigger impact on the long-term future of the series.

Series promoter SRO promised to equalise the older and newer machinery this year to attract more cars. That hasn't yet happened, but if national homologation can help make the likes of the Ferrari 430 and Dodge Viper more competitive that can only be a good thing.

There are cars out there, but allowing the newer - and more expensive - machinery to run away with things is only going to put people off. And it is supposed to be an equalised category...

● It's great to see Donington Park's future secured (see page 86) and competition return to Crystal Palace (p88). After months of negative circuit stories, especially at Croft and Donington, it'd be nice to think things are changing and that we can look forward with a positive outlook.

### Extra contact details

**Ben Anderson**, editorial assistant  
ben.anderson@haymarket.com

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Donington Park

# Donington finds new leaseholder

Adroit Group steps in to help the revival of  
Donington Park in time for September races



**THE FUTURE** of Donington Park has been secured with the Worcestershire-based Adroit Group being confirmed as the new leaseholder at the Leicester circuit.

Following the collapse of Donington Ventures Limited, circuit owner Kevin Wheatcroft had been searching for a new group to take up the lease, and he believes Adroit can revive the circuit's fortunes.

"We feel that we have found the right people to move Donington forward into a new and exciting future," said Wheatcroft, who agreed last month to underwrite the work required to fix the damage caused by the Grand Prix bid (see AUTOSPORT, May 6).

Adroit Group MD David Broome believes his company can restore Donington to its former status. "We

intend to bring the site back up to a world class standard," he said. "There is no magic wand, but through a calm, cautious approach we know that we have the experience, expertise and commitment to bring the glory days back to Donington."

As well as making the necessary track and facility upgrades it has also been confirmed that the Dunlop Bridge will be reintroduced to the circuit. Having been

dismantled under the circuit's previous stewardship, the famed bridge will be resurrected, though new regulations mean it can no longer straddle the track in its original dimensions.

Plans are already underway for the circuit's re-opening, with an MSA inspection set for August before the Masters Historic Festival takes place on September 3-5.

Porsche Carrera Cup

## Brookspeed eyes Carrera Cup

**BRITISH GT** Championship-winning team boss Martin Braybrook plans to take his Brookspeed squad into the Porsche Carrera Cup next season.

Braybrook ran John Barnes and James Gornall to the 2008 British GT title in a Dodge Viper but considers the Carrera Cup to be a more viable proposition for his team in the current economic climate.

"Raising sponsorship to run a GT car is very difficult at the moment, and the goal now is to enter the Carrera Cup in 2011," said Braybrook. "It appears to be

a particularly professional series and I think that it would be great for Brookspeed to be a part of that."

Braybrook considers such a move to be a logical step, given that he is racing a Boxster in this year's BRSCC Porsche Championship. "It would be a natural progression," he said. "I'm looking to hire a driver who I believe could be a championship contender. We're speaking to a few people but it's still very early days."

In the meantime Braybrook plans to see out the current season aboard his Boxster, with a view to fielding two cars for himself and David Clark - whom he ran in British GT in 2002 - next year.



Braybrook races a Boxster; now he wants Carrera Cup

Motor Sports Association

## MSA launches video website

**THE MSA** has launched a free video website dedicated to national racing.

GoMotorsport.tv allows all UK clubs and major championships to maintain customisable home pages, onto which they can upload footage.

MSA chief executive Colin Hilton said: "It's similar to having a YouTube channel. The difference lies in the collective power of bringing the clubs together under one banner.

"The quality will vary, but that will be part of the attraction."

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Porsche Carrera Cup France

## Hamilton to follow grandfather with sportscar outing at Le Mans

**THE GRANDSON** of 1953 Le Mans winner Duncan Hamilton will make his debut at the legendary French circuit later this month.

Briton Archie Hamilton, 19, will contest the Porsche Carrera Cup France's Le Mans round, having secured a deal to race for the Redline team at

the 24 Hours support race. Hamilton, who currently lies 13th in the Carrera Cup GB championship, is relishing the chance to compete on the site of his grandfather's greatest triumph.

"I knew 2010 and the Porsche Carrera Cup was going to be a way to Le Mans but I hadn't dreamed I'd get

to race at the circuit so soon," he said. "I'll do my best, especially in my grandfather's honour."

Hamilton Sr contested a total of nine Le Mans 24 Hours, taking his victory at the 1953 event alongside Tony Rolt in a Jaguar C-type.



Hamilton/Rolt Jag won Le Mans in 1953

Formula Renault UK

## Tincknell on top in Snetterton test

**HARRY TINCKNELL** made a return to form to top the times in last week's Formula Renault UK test at Snetterton, as the series gears up for this weekend's fourth round at Oulton Park.

CRS Racing ace Tincknell edged out Manor Competition driver Lewis Williamson, who was on an all-out bid to claim the top time when he went off and caused the final red flag of the test.

"It seems typical that we had no problems in [pre-season] testing, but when the racing started

we had a few reliability issues," said Tincknell. "These were ironed out at Snetterton and now we can look forward to Oulton."

Points leader Tamas Pal Kiss was fourth fastest, with

main rival Will Stevens down in 13th after not getting an effective run on new tyres.

SNETTERTON TESTING TIMES		
POS	DRIVER (TEAM)	TIME
1	Harry Tincknell (CRS)	1m03.650s
2	Lewis Williamson (Manor)	1m03.723s
3	Tom Blomqvist (Fortec)	1m03.784s
4	Tamas Pal Kiss (Atech)	1m03.839s
5	Victor Correa (CRS)	1m03.907s
6	David McDonald (Fortec)	1m03.995s



Tincknell led the way at Snett

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



**J**im Russell, patron saint of racing schools, celebrated his 90th birthday last Friday, thus (especially with the big AUTOSPORT Three Hours event coming up on his home patch at Snetterton this weekend) it is appropriate to reflect on the Norfolk man's incalculable contribution to motorsport.

The fourth of five brothers in a six-sibling family, it was inevitable that Jim's life would be super-competitive. His entrepreneurial spirit and business acumen as a lad were the roots of his core businesses, as both motor trader and founder of the world's first racing school in May 1957.

World War Two and its austere aftermath robbed Russell of what should have been a golden decade of his own driving career, but the Downham Market man made up for lost time afterwards, winning a hat-trick of National Formula 3 titles from '55-'57, driving Cooper 500s.

Despite the Suez crisis blip, which threatened the sport in '57, Jim continued to build his CV. Racing Syd Greene's Gilby Engineering Maserati 250F to fifth place in the Glover Trophy F1 feature at Goodwood was a leg-up. But launching the racing school at Snetterton, on weekends between races, would bear greater fruits.

His driving career blossomed in F2, when he won a titanic race with Jack Brabham at Avus in '58, but was ended by a fiery accident at Le

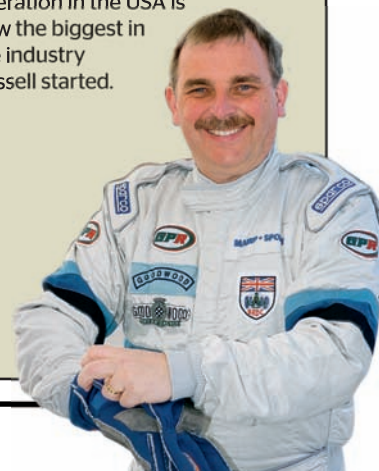
Mans the following year, when flying in a Cooper Monaco. He recovered from serious burns and broken bones — to win again, in Formula Junior, then promptly retire and marry his nurse, Jenny Firman. Her brother Ralph (later of Van Diemen fame) played crucial roles in Russell's eponymous school, its Russell-Alexis cars, logistical involvement in the film Grand Prix and racing team.

Skilfully nurtured, the Jim Russell Racing Drivers Schools, also based at Mallory Park, Donington and Silverstone — and overseas — over time became extraordinarily successful. Russell's reputation for finding talent (and rewarding it with scholarships) still sees him hallowed from South America to Japan.

While the cream of JRRDS alumni became household names, and thousands regular racers, the vast majority of graduates have simply indulged their passion, grateful for opportunities to experience the joy of driving racing cars.

Certainly nobody else has touched the lives of as many aspiring racers as Jim Russell, whose name still hangs over the door of the school at the dramatic Mont Tremblant circuit in Canada — topographically as far removed from flat Snetterton as it possible to get — although Skip Barber's operation in the USA is now the biggest in the industry Russell started.

**“Nobody else has touched the lives of as many aspiring racing drivers as Jim Russell”**



Formula Academy

## Formula Academy debut setback

**FORMULA ACADEMY** boss Ken Bowes was forced to cancel the series' inaugural round at Snetterton last weekend following a problem with the cars' fire extinguishers.

The ex-BRDC Single Seater racers are leased from Everyman Racing, which uses them for driving experiences that do not require the certification of fire extinguishers. The non-certified extinguishers meant the races at Snett had to be abandoned.

Series boss Ken Bowes said: "I was only told on Wednesday night that they weren't certified. We didn't have

time to resolve the situation before testing began and it was clear that we therefore wouldn't be able to get the cars through scrutineering."

Despite the setback, Bowes is confident the series — which will now begin at Silverstone on June 26-27 — can still be a success. "We have eight drivers signed up and they are keen to carry on," he said.

"I expect there to be 10 to 12 drivers on the grid, with 14 being the limit."

Formula Academy was replaced by a non-championship BRSCC Porsche race at Snetterton, won by David Clark.





Masters Interseries

# Can-Am racer hurt in Brands shunt

John Grant is hospitalised after suspected car failure causes his McLaren to crash at Paddock Hill Bend

**McLAREN CAN-AM** racer John Grant suffered a number of injuries, including breakages to both legs, in a high-speed accident during Brands Hatch's Masters meeting last Monday.

Grant was holding second in the first Interseries Revival race on the

grand prix track when a suspected brake failure pitched him off the road at Paddock Hill Bend (above). There appeared to be no retardation, which suggests that not all the wheels were in contact with the track.

Frank Bradley, who was just behind, confirmed that the car had suffered a

mechanical breakage at the rear.

The M8C hit the barriers hard, the front folded up and there was a small fire, which was quickly extinguished.

The meeting was halted for around an hour as rescuers fought to free Grant, whose legs were trapped. He was then flown to Kings College

Hospital, 90 minutes after the accident.

As AUTOSPORT closed for press the former MSA chairman's injuries were not believed to be life-threatening but are thought to include breaks to both femurs, broken ribs, abdominal bruising, facial lacerations, and burns to his chin and at least one arm.

Crystal Palace

## Racing cars return to the Palace

**MOTORSPORT RETURNED** to Crystal Palace for the first time in a decade last weekend.

Motorsport at the Palace, an event organised by the Sevenoaks and District Motor Club, attracted 200 competitors to the ex-race circuit in London.

Among the cars that tackled the course, which incorporated elements of the old circuit, was the HWM of ex-AUTOSPORT editor Simon Taylor.

Duncan Cowper was fastest on Sunday aboard a 1300cc Dax Rush, with a time of 35.18s. Monday's victory fell to the Ensign LF3 of Fyrth Crosse, who recorded 35.55s.



Crosse's Ensign topped Monday times



Taylor competed with his Stovebolt Special

Rallycross

## US Rallycross grows in status

**THE NEW** American Rallycross initiative will have championship status in its first year due to high levels of competitor interest.

Rally America's JB Niday launched the idea of Rallycross in America earlier this season and this year's three events will now form a championship.

"Our plan was to fly under the radar for a year or so," said Niday, who visited the European Rallycross Championship event at Lydden last weekend. "But the amount of interest the events have created in Europe means we've had to think again and make them into a championship."

New Jersey Motorsports Park will host all three meetings, which will take place on August 27-29, October 1-3 and November 5-7. American rally legends Travis Pastrana and Ken Block are among those already confirmed, as is



Niday has been pleased with reaction

Tanner Foust, who has already appeared in the ERC this year.

Niday hopes European competitors will join them in future. "The first event falls before the end of the ERC so that will make it difficult, but at the moment we have had quite a lot of interest from European drivers - and I have talked with a lot more this weekend," he said.

"It would be good to see them, but I don't mind if we run an exclusively American series in the first year. I don't really want our guys to get their butts kicked so hard that they just go away and give up."



## IN BRIEF

**REIGNING FORD** Fiesta ST champion David Ellesley will race for the works Juno Century Motorsport team in the British Formula Ford races at Zandvoort this weekend. Ellesley, who started the season in a works Spirit, replaces Jake Green, who injured his wrist in an accident at Knockhill last month (above).



**EX-RENAULT** Clio Cup racer Daniel Lloyd warmed up for his BTCC run-out by taking in last week's Formula Renault UK test at Snetterton. The teenager was 17th fastest with Team Firstair.

**DOUBLE UK** Formula Vee champion Sam Oliveira enjoyed his first race in a Storm chassis at Castle Combe last Monday. The champion in 2006 and '09 in Dave Jordan's Sheane Jenvee took third and set fastest lap.



**FORMULA VEE** racer Daniel Pitchford (left) was knocked unconscious when his Leatone rode over the rear wheels of Declan McDonnell's GAC and Paul Smith's AHS Dominator on the first lap of last Monday's round at Castle Combe.

**FORMER CASTLE COMBE** Saloon champion Tony Dolley raced the ex-Dunlop Sport Maxx SEAT Leon guest car for the first time in Monday's round, while awaiting pistons to rebuild the engine in his Peugeot 206 GTI, which will be for sale.

**REIGNING SPORT MAXX** Cup champion Simon Shaw was forced to postpone his comeback to the series at Oulton Park last weekend after suffering problems with his EJM BMW 330D during testing. "We had a dodgy turbo and changed it, but I think we wound it up too much and blew the engine," he said.

**FORMER PORSCHE** 924 Champion Gary Duckman joined the Dunlop Sport Maxx grid at Oulton Park, with the ex-Simon Shaw title-winning SEAT Leon. After taking sixth in the first race, he was a podium finisher in his other races, with third and second.

**EX-EUROCAR** star and current Britcar frontrunner Kevin Clarke was an additional runner to the regular CSL Cup field at Oulton Park. He qualified his M3 (right) on pole and went on to win both races.



New series kicks off in Rio

### Formula Fiat Future

## New series offers Ferrari prize

**THE WINNER** of a new Brazilian single-seater series created by Felipe Massa will win a place in the Ferrari Driver Academy as well as a season in Italian Formula Abarth in 2011.

Formula Fiat Future kicked off in Rio last weekend, with a grid of 10 Signature-built 150bhp machines on track. The cars are centrally-run, which allows budgets to be limited to around £105,000, with entry restricted only to those graduating from karting. Following the Formula BMW model, 15-year-olds are allowed to compete.

The championship is operated by Massa's father Luiz Antonio and his younger brother Eduardo along with promoter Carlos Romagnoli. Fiat is backing the series, as are Santander, Shell, Pirelli and Magneti Marelli.

The first of six double-headers produced wins for Francisco Alfaya and Roberto Curia Jr.

### Le Mans

## Le Mans winner to resurrect 917 Long Tails at La Sarthe...

**TWO-TIME** Le Mans winner Gerard Larrousse will demonstrate one of the famous Porsche 917 Long Tails at the French endurance classic this month.

Larrousse, who won the race twice with Matra, drove a 917LH at Le Mans in 1971 with Vic Elford. He will now demonstrate a sister car, chassis 045, which was raced by Jo Siffert and Derek Bell in Gulf colours in the same event.

Porsche subsequently gave the car to Le Mans organiser the ACO, and it even appeared in the track's museum sporting the Larrousse/Elford Martini

livery. It has now been restored and Larrousse will display the car on Tuesday June 8.

The Pedro Rodriguez/Jackie Oliver sister car qualified on pole for the 1971 event at an average speed of 155mph.



Larrousse to demo famous Porsche

**...as Attwood prepares for his Le Mans return**  
Another Le Mans winner tested a Porsche 917 at Silverstone last week, ahead of his race at the Le Mans Classic this year. Richard Attwood drove this short tail on the Arena circuit



JEFF BLOXHAM

### Masters

## Diffey takes wins in two new cars

**HISTORIC RACER** Simon Diffey took class wins in his first outings with two cars at Brands Hatch last weekend.

In the Star of the 70s event on the Indy circuit on Saturday, Diffey topped his split in a European Group One-spec BMW 2002. Diffey and long-time engineer Bo Hare recently restored the car, complete with 190bhp ex-Schnitzer engine, rebuilt by Chris Conoley of Mass Racing.

Diffey presses on in his BMW 2002 at Brands



HAWKINS

Later in the weekend, on the Grand Prix track, Diffey took his Brabham BT24 to early Formula 1 car class honours in the first Grand Prix Masters event.



DOM FARLEY

### High-powered racers thrill in Liverpool

An estimated 25,000 people hit Liverpool docklands last week for the Liverpool Pageant of Power. The free event was a taster for July's Cholmondeley Pageant and this 2003 Le Mans Bentley starred

### Lotus Festival

## Lotus F1 cars flock to Snett

**HEIKKI KOVALAINEN**, Jarno Trulli and Fairuz Fauzy will each demonstrate an historic Team Lotus F1 car at the Classic Team Lotus Festival at Snetterton on June 20.

As well as boasting an example of every Lotus grand prix car - 35 in total - from the squad's 37-year history, the event will also include an appearance from the Mike Gascoyne-designed T127.

Classic Team Lotus managing director Clive Chapman said: "The Festival has mushroomed into something quite spectacular. Cars are coming from all over the world."

F1 star Kovalainen added: "Clive gave me a tour around the Classic Team Lotus workshops and it's impossible to go around there and not be very touched by the history. It will be a great privilege to see all the cars and the fans who have supported our predecessors since day one at the Festival."

The Snetterton event will also include races for the Lotus Cup Europe and Elise Trophy Production BMWs.





**BRANDS HATCH GP MASTERS** May 30-31  
Piper takes Interseries double in McLaren M8F

# Piper's Revival tainted by M8 horror smash



**ALTHOUGH**

**RICHARD** Piper

won both legs of the Interseries Revival at Brands Hatch, his joy, like all of Monday's race winners, was somewhat muted while all awaited news of the well-being of John Grant, whose horrible accident (see Sports Extra News) brought the first race to a premature conclusion.

Polesitter Piper (McLaren M8F) was never headed, but behind him it was all change with Leo Voyazides, Grant and Frank Bradley trading places until a pattern emerged and Voyazides' DFV-engined Lola slipped back slightly once headed by the monster Can-Am cars.

With Piper now clear, the battling Grant and Bradley headed towards Paddock on lap 14 when Grant suffered some kind of mechanical failure and crashed heavily. The race

was immediately halted to allow rescuers to attend the stricken Grant.

The result was declared with Piper clear of Bradley, Voyazides third and Gary Pearson (in Carlos Monterverde's Lola T292) fourth. Sandy Watson was fifth and best of the two-litre runners. Shaun Lynn's Cologne Capri was best of the Tin Tops.

While the top three mirrored their earlier order in the later race, Bradley nearly snatched top spot in a thrilling finish. It was a remarkable effort since Bradley lost quite a bit of ground by throwing his car into a half-spin during lappery to avoid a slower car that nearly took out race leader Piper.

Kevin Wilkins was best two-litre car this time, with Richard Austin's South African-spec Ford Capri Perana quickest 'tin top' but not eligible for



Piper's M8F leads Interseries Revival

Touring 70s honours, which fell to John Young's BMW CSL. Lynn had led the race but ran out of fuel!

Bill Coombs won both Grand Prix Masters races to make it three wins from four outings in the Peter Orlando-owned Tyrrell 009. While Monday's win (from pole) was predictable, Sunday's certainly wasn't, because following a timing glitch in qualifying he started from row five.

Sixth after one lap, he had the Maurice Philippe-designed car up to third after two laps, was second on lap three and led on lap five. Erstwhile leader Roger Wills never gave up the chase, but Coombs wasn't for catching. John Grant

took a distant third.

Manfredo Rossi di Montelera was the Tyrrell's nearest chaser on Monday, but Coombs had them stretched out around the Kent countryside just as he wished. This now three-time winning car never achieved such a result when current in 1979.

The first 32 laps of Sunday's Gentleman's Drivers race were pure magic, with the Lotus Elans of Sean Walker and Simon Hadfield trading the lead on seven occasions. Hadfield was first to pit, handing over to car-owner Michael Schryver.

A few laps later Walker handed over his steed to Ian Flux, who proved a bit

quicker than his rival and went clear.

Hadfield went one better on Monday, the Shephed-based preparation expert taking over the AC Cobra started so efficiently by car owner Leo Voyazides in the over three litres Gentleman Drivers race. Voyazides was relieved at reaching his handover, since he was taking part in his third consecutive race that afternoon.

The Malcolm Johnson/Nigel Reuben TVR Griffith fared best of the rest in a race in which either spinning or running out of fuel played a notable part among the frontrunners in the closing stages.

Richard Evans and Oliver Bryant shared top honours in World Sportscar Masters, Evans astounding onlookers (and polesitter Bryant) when he drove around the outside of him at Paddock on lap one.

"It was the first corner or never," he quipped, two litres of BMW power having conquered five litres of Chevrolet V8. Hopes of a repeat on Monday disappeared when he spun at the scene of his Sunday stunner, a broken gearlever having left him in neutral as he descended the hill at breakneck pace.

Bryant needed no



Coombs made it three wins from four in Tyrrell

## INTERSERIES REVIVAL INC. PROTO 70s & TOURING 70s (12 LAPS)

**1** Richard Piper (McLaren M8F); **2** Frank Bradley (March 707) +5.298s; **3** Leo Voyazides (Lola T280); **4** Gary Pearson (Lola T292); **5** Sandy Watson (Chevron B19); **6** Michel Campagne (McLaren M8F). **Class winners** Voyazides; Watson; Robert Parker (Osella PA5); Shaun Lynn (Ford Cologne Capri); Mike Wrigley (Ford Escort); Mike Bell (Ford Escort RS1600). **Fastest lap** Piper 1m27.667s (94.48mph).

**RACE TWO (14 LAPS)** **1** Piper; **2** Bradley +0.237s; **3** Voyazides; **4** Campagne; **5** Kevin Wilkins (Chevron B19); **6** Tom Walker (Lola T160 Spyder). **CW** Voyazides; Wilkins; Parker; John Young (BMW CSL); Chris Scragg (Jaguar XJ12C); Wrigley; Bell. **FL** Bradley 1m26.724s (95.51mph).

## GRAND PRIX MASTERS (18 LAPS)

**1** Bill Coombs (Tyrrell 009); **2** Roger Wills (Williams FW05) +2.661s; **3** John Grant (Shadow DN9A); **4** Nico Bindels (Lola 87B); **5** Manfredo Rossi di Montelera (Brabham

BT42); **6** Richard Meins (McLaren M23). **CW** Wills; di Montelera; John Delane (Tyrrell 002); Simon Diffey (Brabham BT24). **FL** Coombs 1m25.074s (97.36mph). **RACE TWO (14 LAPS)**

**1** Coombs; **2** di Montelera +11.836s; **3** Bindels; **4** Wills; **5** Richard Barber (Fittipaldi F5A); **6** Meins. **CW** di Montelera; Wills; Delane. **FL** Coombs 1m24.621s (97.88mph).

## GENTLEMAN DRIVERS A (65 LAPS)

**1** Sean Walker/Ian Flux (Lotus Elan 26R); **2** Michael Schryver/Simon Hadfield (Lotus Elan 26R) +28.677s; **3** Alan Tice/Chris Conoley (Marcos 1800GT); **4** Stephen Bond/Keith Fell (Lotus Elan 26R); **5** Keith Ahlers/James Bellinger (Morgan SLR); **6** David Smithies/Julian Bronson (Austin Healey 3000). **CW** Ahlers/Bellinger. **FL** Walker/Flux 1m48.297s (76.48mph).

## GENTLEMAN DRIVERS B (65 LAPS)

**1** Voyazides/Hadfield (AC Cobra); **2** Malcolm Johnson/Nigel Reuben (TVR Griffith) +30.488s; **3** Carlos Monteverde/Gary Pearson (Jaguar E-type); **4** Paul Ingram/Chris Chiles Sr (AC

Cobra); **5** Wills/Joe Twyman (Bizzararini 5300GT); **6** Danny Wright/Philip Walker (Lotus XI Le Mans). **CW** Wright/Walker; Jacques Naveau/David Axisa (Lotus XI); Campagne/Allard Kalf (Chevrolet Corvette Grand Sport). **FL** David Hart/Rob Hall (Bizzarini 5300GT) 1m46.492s (77.78mph).

## WORLD SPORTSCAR MASTERS (20 LAPS)

**1** Richard Evans (Abarth Osella PA01); **2** Oliver Bryant (Lola T70 Mk3B) +9.640s; **3** Jon Minshaw (Lola T70 Mk3B); **4** Steve Tandy (Lola T70 Mk3B(c)); **5** Chris Beighton (Lola T70 Mk3B); **6** Richard Meins (Lola T70 Mk3B). **CW** Bryant; Andrew Middleton (Taydec Mk 3); Paul Howells (Porsche RSR). **FL** Evans 1m31.377s (90.64mph).

## RACE TWO (16 LAPS)

**1** Bryant; **2** Tandy +24.917s; **3** Meins; **4** Wills (McLaren M1C); **5** Voyazides; **6** Jon Finnemore (Lola T70 Mk3B). **CW** Bob Houghton (Lola T210); Tim Cousins (Chevron B23); Peter Halford (Chevrolet Corvette). **FL** Bryant 1m32.656s (89.39mph).

## SPORTS RACING MASTERS (33 LAPS)

**1** Hadfield (Lola T70 Mk2 Spyder); **2** Georg Kjallgren/James Littlejohn (Daren Mk2) +4.594s; **3** Wills/Twyman (McLaren M1C); **4** Sandy Watson/Martin O'Connell (Chevron B8); **5** Alec Hammond/Graham Scarborough (Chevron B8); **6** Steve Hodges (Chevron B8). **CW** Kjallgren/Littlejohn; Dion Kremer (Elva Mk 8); Hans Hugenholtz (Ford GT40); Chris Clarkson/Ted Williams (Lotus 23B); Chris Jolly/Steve Farthing (Cooper T61M). **FL** Kjallgren/Littlejohn 1m35.288s (86.92mph).

## PRE-1966 MINI INCL. PRE-'66 TOURING (25 LAPS)

**1** Patrick Watts (Ford Mustang); **2** Voyazides (Ford Falcon) +6.488s; **3** John Young (Ford Mustang); **4** Bronson/Wills (Mercury Comet Cyclone); **5** Martin Melling/Jason Minshaw (Ford Falcon); **6** Chris Chiles Sr & Jr (Ford Mustang). **CW** Nick & Glyn Swift (Morris Cooper S); Henry Mann (Lotus Cortina); Gabriel & Dion Kremer (Alfa Romeo Giulia T1 Super); Chris Scragg/John Bussell (Jaguar 3.8 Mk2). **FL** Voyazides 1m49.049s (75.95mph).





GARY HAWKINS

**BRANDS INDY MASTERS TOP HAT** May 29  
Wills/Schryver win after Hack and Whizzo star



GARY HAWKINS

Whizzo (26) and Hack put on a fine Mini show

prompting to blitz clear of the squabbling Steve Tandy and Richard Meins, who eventually ensured that it was an all-Lola T70 podium.

While Sports Racing Masters belonged to Simon Hadfield (Lola T70 Mk 2 Spyder), the drive of the race (and the weekend) came from James Littlejohn, who urged a quite indecent pace from Georg Kjallgren's Daren. Frustrated that he couldn't get the two-litre machine past Roger Wills' 5.5-litre McLaren M1C, Littlejohn had onlookers gasping when he drove around the outside of Wills at Druids on the last lap to snatch a well-deserved second.

On a weekend packed with nostalgia, the other race winner was sometime British Touring Car racer turned rally driver – turned circuit racer again, Patrick Watts. The Ford Mustang driver led home a Dearborn marque top 10 clean sweep, although the car in fourth masqueraded under a Mercury Comet Cyclone badge.

Just as it ever was, behind the mighty V8s, the next car was a tiny Mini Cooper S – pedalled by father/son pairing Nick and Glyn Swift.

■ By Dud Candler

## Magnificent Minis in the Brands Hatch rain



**AFTER A SLOW** start at Snetterton in April, the Masters' new Mini Cooper S historic series put on a great show at Brands Hatch last weekend. Instigator of the series, Ron Maydon, invited Barrie Williams to join him and the veteran did not disappoint.

'Whizzo' rapid door handle to door handle with Andy Hack's newly

built machine in the opening stages of the two-driver race before Hack left the exuberant Williams to his own devices. Williams stayed out as long as possible, and Maydon held the lead when the car rejoined.

Hack's challenge ended when the fan belt went awry before co-driver and international sportscar star Darren Turner had even

got a chance at the wheel. That left Will Schryver (in the car started by Roger Wills) and established Mini ace Nick Swift (who had taken over from Glyn Swift) to chase Maydon.

On the last lap Maydon slowed at Paddock with a wheel bearing breaking up, handing the win to Schryver from the rapidly closing Swift, whose previously slim chances had been substantially aided by a safety car period.

For the Pre-1966 Touring Cars, Hack allowed Turner to go first. For four laps there was the splendid sight of the Mini snapping at the heels of the Mustang of former BTCC racer Patrick Watts, with Leo Voyazides (Falcon) in third. Then the fan belt came off again, forcing the Mini out.

Watts pulled away from

Voyazides, the latter pitting just as the safety car was summoned. The Greek driver lost a lap in the process, and although he clawed his way back to fifth, he was powerless to stop Watts taking a comfortable win.

Mike Wrigley (Austin A35) was first in both Oldies but Goldies races, despite a spin in the second that might have handed victory to Rae Davis had the A35 driver not also spun away the lead. Third in part one was Le Mans winner Jackie Oliver in the Alan Mann Racing Ford 107E, which its pilot described as "a less than perfect Prefect...yet".

Shaun Lynn dominated the Cloth Cap and Jaguar XK Challenge event in his AC Cobra, but if the rain had arrived earlier, rally driver Andrew Haddon in his new Jaguar E-type could have produced a different outcome.

Highlight of the Stars of the 70s was the drive of John Bussell (in Ian McCallum's Aston DB5) who took over with a deficit of over 30 seconds but came through to second. A couple more laps and the Aston would surely have deprived the Allen Tice/Chris Conoley BMW 2002 of victory.

■ By Ian Titchmarsh



GARY HAWKINS

Lynn's Cobra took Cloth Cap honours

**PRE-1966 MINIS (39 LAPS)** 1 Roger Wills/Will Schryver; 2 Glyn Swift/Nick Swift (+0103s; 3 Barrie Williams/Ron Maydon (Austin Cooper S); 4 Andy Harrison; 5 Nick Padmore/Austin Kinsella; 6 Mike Dowsett (Hillman Rallye Imp). **Class winner** Dowsett.

**Fastest lap** Nick Swift 1m04.043s (67.37mph).

**PRE-1966 TOURING CARS (40 LAPS)** Patrick Watts (Ford Mustang); 2 Harry Wyndham (Ford Falcon Futura Rallye Sprint) 25.700s; 3 Mike Wrigley (Ford Mustang); 4 Lionel Abbott/Westley Harding (Ford Falcon Futura Rallye Sprint); 5 Leo Voyazides (Ford Falcon Futura Rallye Sprint); 6 Mike Youles/Paul Tarry (Morris Cooper S). **CW** Youles/Tarry; Paul Pochiol (Ford Lotus Cortina Mk1); Jon Sandilands (Hillman Imp). **FL** Watts 1m00.888s (70.86mph).

**OLDIES BUT GOLDIES (21 LAPS)** 1 Mike Wrigley (Austin A35); 2 Mark Daniell (Austin

A40) +36.46s; 3 Jackie Oliver (Ford Prefect 107E); 4 William Lynch (Austin A35); 5 Chris Jolly (Aston Martin DB2); 6 Peter Burton (Jaguar 34 Mk1). **CW** Jolly; Shaun Bromley (MGA); Oliver. **FL** Wrigley 1m09.174s (62.37mph). **RACE TWO (9 LAPS)** 1 Wrigley; 2 Rae Davis (Austin A35) +5.228s; 3 Jolly; 4 Matthew Moore (Austin A40); 5 Nigel Webb (Jaguar 34 Mk1); 6 Paul Taft (Austin A35). **CW** Webb; Nick Naismith (Austin A105 Westminster); Henry Mann (Ford Prefect 107E). **FL** Taft 1m02.963s (68.53mph).

**COMBINED (40 LAPS)** 1 Wrigley; 2 Lynch/Davis +19.841s; 3 Jolly; 4 Moore. **CW** Jolly; Bromley; Oliver/Mann.

**CLOTH CAP/XK CHALLENGE (42 LAPS)** 1 Shaun Lynn (AC Cobra); 2 Andrew Haddon (Jaguar E-type Roadster SI) +9.153s; 3 Roberto Giordanelli (Lotus Elan 26R); 4 Chris Scragg/Mike Wilkinson (Jaguar E-type Roadster SI);

5 John Young/Philip Perryman (Chevrolet Corvette Stingray); 6 Harry Wyndham (Jaguar E-type FHC SI). **CW** Karl Wetherell (Triumph TR4); Giordanelli; Richard Frankel/Andrew Frankel (Alfa Romeo Giulietta Sprint); Jim Tester (Jaguar XK120 Roadster); John Burton (Jaguar XK120 FHC); Andrew Wenman (Jaguar XK120 Roadster). **FL** Lynn 56.667s (76.14mph).

**STARS OF THE 70s (42 LAPS)** 1 Allen Tice/Chris Conoley (BMW 2002); 2 Ian McCallum/John Bussell (Aston Martin DB5) +7.482s; 3 Mike Youles/Paul Tarry (Austin Cooper S); 4 Mark Bates (Porsche 911 ST); 5 James Wenyon (Porsche Carrera RS); 6 Tom Pochiol (Ford Capri V6). **CW** Pochiol; Simon Diffey (BMW 2002); Youles/Tarry; Bates. **FL** Bussell 58.445s (73.83mph).



# Recovery charge brings Coller victory

**TOM COLLER** overcame a dreadful start to grab a last-gasp win in the fifth round of the Locost Championship on a drizzly Anglesey afternoon.

Coller struggled for grip as he left row two, eventually emerging in eighth at the end of lap one. Points leader Scott Mittell, Alastair Garrett and David Black made the early running, the top three pulling clear of the fast-starting James McAllister. Mittell looked a likely winner after converting strong qualifying form into impressive race pace, particularly after Black spun out of second at Rocket on lap five.

Coller passed Simon Wood on the same lap, and

reached half-distance in third position. He was still a long way behind the leaders, but he had set up his car well for the conditions and explored different lines to find grip. He set the fastest lap as he negotiated Garratt, and slashed Mittell's 2.5-second lead on the last two laps before dragging his car ahead on the back straight on the final lap. Mittell tried to fight back, but Coller held on for a well-deserved win. Nobody was within a second of his best lap. Third went to Garratt in his first race of 2010, while Black recovered to fourth.

Black was the early leader of race two, but twice in successive laps he ran over the grass at Church. On the second



Coller starred on his way to two podiums

occasion Garratt was able to pounce, and he pulled out a strong lead as the rest of the field strung out. Black was runner-up for the fourth time in 2010, and with Coller third and Mittell fourth, the points fight closes up as the series returns to Brands Hatch in a fortnight.

Chris Warburton was the quickest driver in the opening Saxmax race, but Lichfield's Anthony Whorton-Eales clung on to take his fourth successive victory. From the outside of the front row, Yorkshire lad Shane Stoney seized the initiative only to half-spin his advantage away at Rocket on the opening lap. Whorton-Eales clambered through, but by the end of an all-action first circuit Warburton had snatched the lead at Rocket.

Whorton-Eales calculated his comeback, and re-assumed the lead at Rocket on lap four. Warburton remained in contention, but Aaron Trigwell spun out of the podium positions at the Corkscrew, leaving Stoney

to complete the top three.

Warburton, Whorton-Eales and Scott Moakes tried to take Rocket three abreast at the beginning of the second race, but William Plant almost got ahead of them all with an incredibly late dive. It yielded only second position, with Whorton-Eales emerging in a lead that he was not to lose. Plant ran second, and after Moakes made a pit visit Myles Collins assumed his position to construct a Westbourne Motorsport 1-2-3. It didn't last, however, because Warburton got ahead of Collins for third, and then Plant retired from second.

Citroens remain numerically dominant in Stock Hatch, but reigning champ Jeff Humphries (Peugeot 106) broke the Saxo winning streak. Having jumped clear of polesitter Wayne Harris at the start, Humphries headed the Saxo of Joe Ferguson throughout the opening points-paying encounter, which all 32 starters finished.

A wonderful three-way fight for Sunday's honours was decided by contact at the penultimate turn. Championship leader Josh Cook had wriggled his way ahead of Ferguson and Humphries, but was nudged into the barriers by Ferguson at the Corkscrew.



Watts (7) passed Tootell but lost out on countback

STEVE JONES

**LOCOST (10 LAPS)** 1 Tom Coller; 2 Scott Mittell +0.60s; 3 Alastair Garratt; 4 David Black; 5 Richard Jenkins; 6 James McAllister. **Fastest lap** Coller 1m31.51s (60.98mph). **RACE TWO (14 LAPS)** 1 Garratt; 2 Black +4.59s; 3 Coller; 4 Mittell; 5 Simon Wood; 6 Lynfel Owen. **FL** Black 1m23.24s (67.04mph). **SAXMAX (10 LAPS)** 1 Anthony Whorton-Eales; 2 Chris Warburton +0.63s; 3 Shane Stoney; 4 Scott Moakes; 5 Aaron Trigwell; 6 Myles Collins. **FL** Warburton 1m27.45s (63.81mph). **RACE TWO (10 LAPS)** 1 Whorton-Eales; 2 Warburton +8.51s; 3 Collins; 4 Trigwell; 5 Shaun Clay; 6 Jordan Willson. **FL** Whorton-Eales 1m25.39s (65.35mph). **STOCK HATCH (11 LAPS)** 1 Jeff Humphries (Peugeot 106); 2 Joe Ferguson (Citroen Saxo) +0.90s; 3 Wayne Harris (Citroen

Saxo); 4 Josh Cook (Citroen Saxo); 5 Robbie Boon (Citroen Saxo); 6 Trevor Buckley (Citroen Saxo). **Class winner** Adam Lichtig (Ford Fiesta). **FL** Cook 1m22.58s (67.57mph). **HEAT (10 LAPS)** 1 Patrick Fletcher (Citroen Saxo); 2 Matt Digby (Citroen Saxo) +0.50s; 3 Joel Shipton (Citroen Saxo); 4 Amy Barker (Citroen Saxo); 5 Lichtig; 6 Jonathan Woolley (Citroen Saxo). **CW** Lichtig. **FL** Fletcher 1m27.16s (64.02mph). **RACE TWO (14 LAPS)** 1 Humphries; 2 Cook +3.33s; 3 Ferguson; 4 Andrew Tibbs (Citroen Saxo); 5 James Marshall (Citroen Saxo); 6 Harris. **CW** Lichtig. **FL** Cook 1m22.73s (67.45mph). **HEAT (14 LAPS)** 1 Digby; 2 Jon Maybin (Citroen C2) +2.13s; 3 Shipton; 4 Andrew Tsang (Peugeot 106); 5 Woolley; 6 Lichtig. **CW** Lichtig. **FL** Digby 1m22.93s (67.29mph).

**FORMULA 4 (9 LAPS)** 1 Bryn Tootell (Van Diemen RF06/09); 2 Robbie Watts (Van Diemen Raw 09) +0.75s; 3 Jonathan Weston-Taylor (Mygale US2000); 4 Malcolm Scott (Van Diemen RF00); 5 Andrew Minnett (Van Diemen RF99); 6 Oliver Strrell (Van Diemen RF97). **CW** Paul Presgraves (Van Diemen RF98); Paul Young (Revelation); Steven Griffin (Van Diemen FX). **FL** Watts 1m15.42s (73.99mph). **RACE TWO (17 LAPS)** 1 Watts; 2 Weston-Taylor +2.47s; 3 Minnett; 4 Presgraves; 5 James Simons (Mygale SJ99); 6 Griffin. **CW** Presgraves; Griffin; Young. **FL** Watts 1m06.98s (83.31mph). **KIT CARS AND SRGT (10 LAPS)** 1 Clinton Dorrell (Cobra GD427); 2 Cheng Lim (Ram SC Cobra) +9.01s; 3 Rob Johnston (Cyana MX500R); 4 Andy Hiley (Taydec Mk2);

5 Matthew Lewis (MNR Vortex); 6 Ian Kempson (MK Indy). **CW** Johnston; Hiley; Kempson; Andrew Todd (Crosle 9S); John Suckling (Taydec Mk2). **FL** Dorrell 1m23.46s (66.86mph). **RACE TWO (15 LAPS)** 1 Lim; 2 Hiley +0.25s; 3 Todd; 4 Dorrell; 5 Lewis; 6 Johnston. **CW** Hiley; Todd; Johnston; Suckling. **FL** Lim 1m14.90s (74.50mph). **MR2 (11 LAPS)** 1 Zac Chapman; 2 George Robinson +0.82s; 3 James Cross; 4 John Wilson; 5 Guy Hefford; 6 Paul Hinson. **CW** Jonathan Grimes. **FL** Robinson 1m21.70s (68.30mph). **RACE TWO (14 LAPS)** 1 Robinson; 2 Chapman +9.31s; 3 Hinson; 4 Hefford; 5 Cross; 6 Alex Lennon. **CW** Grimes. **FL** Robinson 1m21.73s (68.27mph). **MR2 SUPER GT (10 LAPS)** 1 Anthony Day; 2 Simon Aris +13.86s;

3 Patrick Mortell; 4 Paul Hinson; 5 John Wilson; 6 Simon Topp. **CW** Hinson. **FL** Day 1m25.20s (65.49mph) record. **RACE TWO (11 LAPS)** 1 Day; 2 Aris +17.45s; 3 Mortell; 4 Steve Lumley; 5 Alex Lennon; 6 Topp. **CW** Lumley; Rowland Woolley. **FL** Aris 1m20.95s (68.93mph) record. **BIKESPORTS (8 LAPS)** 1 Richard Stables (Radical PR6); 2 James Breakell (Radical PR6) +41.8s; 3 Steve Cave (JKS SRC10); 4 Oliver Cox (Radical SR4); 5 Peter Brown (Radical Clubsport); 6 Peter Coombs (Coombs Sports 8C). **CW** Brown; Coombs. **FL** Stables 1m07.23s (83.00mph). **RACE TWO (26 LAPS)** 1 Stables; 2 Mark Abbott (Radical PR6) +20.08s; 3 Breakell; 4 Brown; 5 Coombs; no other finishers. **CW** Brown; Coombs. **FL** Stables 1m06.99s (83.30mph).





STEVE JONES

His assailant was penalised and dropped to third, giving Humphries another win and second to Cook.

Robbie Watts was frustrated by a stoppage in the first Formula 4 race. David Woodsworth-Dale spun into a precarious position to bring the halt, negating the move that Watts had just pulled on fellow Van Diemen racer Bryn Tootell, who got the win on countback.

Sunday's race was red-flagged after contact between Oliver Sirrell and championship leader Malcolm Scott at the second corner. Last year's champion Jonny Weston-Taylor led the restart for the first nine laps, until Watts finally sliced through at the foot of the Corkscrew to win.

Once the raucous 'fake snakes' of Clinton Dorrell and Cheng Lim could transmit their power to the damp track effectively, the Cobras came to the fore of the combined Kits/SRG T

grid. Roger Donnan's Duratec-motivated Crossle 9S matched their lap times, but he had to come through from the back after a first lap off and eventually quit after a long spin on the wet grass exiting Church. Rob Johnston (Cyana) was the best of the Kit Cars.

Andy Hiley's Taydec Mk2 topped the Kit Car contingent on Sunday, and he did an excellent job of shadowing Lim's Cobra throughout. Dorrell dropped almost to the back when he had problems getting off the line, but he stormed to third before dropping back behind the Andrew Todd Crossle.

The two MR2 Championship races will not go down as classics. Each race followed a similar pattern, with Zac Chapman just heading George Robinson in the first, before they swapped roles in race two. It was 19-year-old Chapman's first defeat in six races this season.

■ By Ian Sowman



Peugeot of Humphries leads all the Saxos

STEVE JONES

**GURSTON DOWN HILLCLIMB** May 30  
Moran and Merrick win as Groves crashes



EDDIE WALDER

## Merrick makes his mark after a decade

Merrick scored first BHC victory at Gurston

**AFTER SOME** 11 years of trying Chris Merrick scored his first British Hillclimb Championship run-off win at Gurston Down last weekend. It was close, though: defending champ Scott Moran posted an identical time, giving both a 10-point maximum.

With Merrick second in the earlier run-off and co-driver Tom New scoring third in each round, it was a fine weekend for the Gould-Judd duo. "We are both very happy boys, and if it wasn't for Scott we would be at the top, but there is nobody I would rather share this with than Scott," said Merrick.

An equally pleased Moran said: "I didn't want any heroics and was a second slower than my usual times all day but the first run-off was only my third dry run after Saturday's near wash-out".

Apart from Merrick's breakthrough, the big news was the crash by three-time champion Martin

Groves in his last practice run early on Sunday. The car was in a very sorry state with a suspension pushrod knocking a hole in the gearbox maincase, and suspension damage all round. The car is doubtful for next week's 'Big One' at Shelsley Walsh.

If the car cannot be fixed for Doune, where Scott Moran will not be present because of the impending birth of his first child, Groves says that he will consider withdrawing for the season. He pointed to some evidence of a mechanical failure before the shunt but will await results of a strip down at Gould's Newbury HQ.

New's and Merrick's success and Groves's misfortune somewhat

overshadowed a special performance by a new name. Andrew Forsyth had only driven his father's now almost pensionable 1988 Pilbeam-Cosworth DFL at two Gurston club meetings and was in his first ever championship event. To the surprise of many, he qualified for the run-off twice, against the modern hard-charging carbonfibre 1600s of Will Hall, Eynon Price and Steve Owen. He then finished in the final points-scoring position twice. "My runs were a bit scrappy but I think I have some more in the tank and to get into the 27s would be nice," he said.

Hall and Price each had tribulations that prevented their usual 1600cc scoring.

■ By Eddie Walder



Forsyth starred on series debut

EDDIE WALDER

**ROUND 5** 1 Scott Moran (3.5 Gould-NME GR6IX) 26.52s BTD, 2 Chris Merrick (3.5 Gould-Judd GR55) 26.99s, 3 Tom New (3.5 Gould-Judd GR55) 27.31s, 4 Trevor Willis (2.8 OMS-Powertec) 27.02s, 5 Roger Moran (3.5 Gould-NME GR6IX) 27.16s, 6 Deryk Young (4.0 Gould-Judd GR51) 27.45s, 7 Rob Turnbull (Gould-Cosworth HB GR55) 27.64s, 8 Oliver Tomlin (4.0 Pilbeam-Judd EV MP97) 27.93s, 9 Ash Mason (4.0 Pilbeam-Judd KV MP97) 28.20s, 10 Andrew Forsyth (3.5 Pilbeam-Cosworth MP58) 28.33s, 11 Will Hall (1.6 Force Suzuki PC) 28.50s, 12 Steve Owen (1.6 OMS

Suzuki CF08) 29.17s.

**ROUND 6** 1= Merrick & S Moran 26.70s, 3 New 26.82s, 4 Young 26.99s, 5 Willis 27.04s, 6 R Moran 27.12s, 7 Tomlin 27.43s, 8 Mason 27.44s, 9 Turnbull 27.58, 10 Forsyth 28.10s, 11 Hall 28.54s, Eynon Price (1.6 Force Suzuki PC) DNS. **Class winners** Paul Webster (1.8 Mazda MX5) 42.87s, Roy Barker (2.3t Mitsubishi Evo 5) Caterham-Suzuki) 32.29s, Allan Warburton (1.8 Caterham-Vauxhall) 33.94s record, James White (1.4 Austin Mini) 37.54s, Andrew Russell (1.1 Ginetta G15) 38.28s, Terry Luff (2.0 Westfield SE) 34.80s, Geoff Twemlow (2.1t

Subaru Impreza) 33.49s, Bob Mortimer (2.7 Porsche 911) 34.40s, Geoff Hunt (1.6 Lotus 22) 34.07s, Simon Marsh (1.7 Mallock Mk18BW) 32.81s, Keith Diggle (2.0 WEV HCS) 31.29s, Nic Mann (1.7t Mannic-Beattie) 28.82s, James Fugett (0.6 Force DS) 34.12s, Adam Steel (1.0 Martlet-Suzuki ASI) 29.24s, Hall 28.72s, John Chalmers (2.0 Ralt-BDG F302-001) 29.39s, S Moran 26.82s.

**POINTS** 1 S Moran, 59, 2 Willis, 43, 3 R Moran, 41, 4 Merrick, 36, 5 Groves, 35, 6 New, 31, 7 Young, 25, 8 Turnbull, 12, 9= Paul Ranson (3.5 Gould-NME GR55) and Price, 9.





RICHARD STYLES

# Needham triumphs at sodden Snetterton

ON A WEEKEND bedevilled by miserable weather, reigning BRSCC F3 champion Chris Needham extended his unbeaten run this year to four races, while closest rival Alex Craven battled mishap and misfortune to salvage a pair of third places.

Having already spun on the warm-up lap of race one, polesitter Craven lost the lead to Needham as they swept into Riches for the first time. Despite briefly regaining the initiative on lap three, he fell back again after excursions at the Esses and Russell, before snatching third on the final lap.

Craven's frustrations

continued in the sequel, when 10 seconds were added to his race time for failing to start from the back after a tardy getaway on the warm-up lap. Having lost the lead at the lights, he then handed second to Mark Terry with a spin at the Esses. Although the top three concertinaed together late on, a faultless Needham held sway.

With Mike Roberts' MG Lola (veteran of Le Mans and ALMS) eschewing the wet conditions, the Jades of Tony Sinclair and Jim Hutchinson stole the limelight in the Open Sportscar double-header. In both races Hutchinson led away only for Sinclair

to surge from the back onto his tail. Despite encountering stubborn resistance, Sinclair finally made it stick to claim a brace of wins.

Paul Dudley savoured double-top in the combined Tin Tops/Tiger races, but needed two bites of the cherry in the opener. Having overhauled the similar Tiger of long-time leader Stewart Fenton as they started their seventh lap, Dudley undid his good work with a moment at the Esses, before a dramatic last-lap move finally sealed the deal. While Dudley was never headed in race two, Fenton recovered from a first-lap spin to take second place.

Arthur McMahon emerged victorious from Fiat battle



RICHARD STYLES

Boxsters squared up against 924s in a trio of races for the Porsche field. David Clark's Boxster splashed clear of the rest first time out, leading throughout. Meanwhile, Richard Sykes squeezed

past polesitter Sean Cooper for second. With the luckless Cooper retiring mid-race, a superb drive by Jayson Flegg in his 924 was rewarded with third.

Red flags proved decisive in race two, which Clark led

## BRSCC FORMULA 3 (10 LAPS)

**1** Chris Needham (Dallara F302); 2 Mark Terry (Dallara F302) +51.83s; 3 Alex Craven (F304); 4 Mark Harrison (Dallara F301); 5 Dave Karaskas (Dallara F393); 6 Nicholas Robinson (Dallara F398). **Class winners** Karaskas; Paul Stringer (Reynard 913). **Fastest lap** Terry 1m22.307s (85.37mph).

**RACE TWO (22 LAPS)** **1** Needham; 2 Terry +0.91s; 3 Craven; 4 Harrison; 5 Alf Skeels (Dallara F301); 6 Jon Gray (Dallara F302). **CW** Karaskas; Stringer. **FL** Craven 1m05.110s (107.92mph).

## OPEN SPORTSCAR SERIES

**(15 LAPS)** **1** Tony Sinclair (Jade 3); 2 Jim Hutchinson (Jade 3 Nissan); +61.38s; 3 Eamon Matheson (ES SM); 4 Graham Cole (Jade Trakstar); 5 Simon Tilling (Radical SR3); 6 Simon

Tate (Nemesi 99T). **CW** Tilling; Ake Bornebusch (Radical Pro 6); Graham Miller (Global GT1). **FL** Sinclair 1m15.538s (93.02mph).

**RACE TWO (16 LAPS)** **1** Sinclair; 2 Hutchinson +10.609s; 3 Cole; 4 Matheson; 5 Tilling; 6 David Krayem. **CW** Tilling; Bornebusch; Miller. **FL** Sinclair 1m12.725s (96.62mph).

## TIN TOPS AND TIGER RACING

**SERIES (9 LAPS)** **1** Paul Dudley (Tiger RS6); 2 Stewart Fenton (Tiger CAT) +2.091s; 3 Mick Grant (Tiger R6); 4 John Macleod (Tiger R6); 5 Gary Chappell (Toyota Celica); 6 David Cox (Peugeot 205 GT1). **CW** Grant; Chappell; Cox; Gary Davison (Tiger R6); Ken Angell (Jaguar X300); Russell Turner (Ford Escort); David Charlton (VW Beetle). **FL** Dudley 1m32.298s (76.13mph). **RACE TWO (10 LAPS)** **1** Dudley;

2 Fenton +0.766s; 3 Tom Griffiths (Tiger R6); 4 Chappell; 5 Andrew Mitchell (Peugeot 205 GT1); 6 Gary Lapinskas (Tiger R6). **CW** Chappell; Gary Lapinskas (Tiger R6); Michael Pearce (Tiger Avon); Ken Angell (Jaguar X300); Russell Turner (Ford Escort). **FL** Fenton 1m29.259s (78.72mph).

**PORSCHE (12 LAPS)** **1** David Clark (Boxster); 2 Richard Sykes (Boxster) +27.785s; 3 Jayson Flegg (924); 4 Dave Hughes (Boxster); 5 Martin Braybrook (Boxster); 6 Alastair Kirkham (924). **CW** Flegg. **FL** Clark 1m34.773s (74.14mph).

**RACE TWO (14 LAPS)** **1** Sean Cooper (Boxster); 2 Clark +0.708s; 3 Nick Hull (Boxster); 4 Sykes; 5 Braybrook; 6 Andrew Hannington (924). **CW** Hannington. **FL** Clark 1m21.428s (86.29mph). **RACE THREE (15 LAPS)** **1** Clark;

2 Sykes +1.763s; 3 Hull; 4 Braybrook; 5 Hannington; 6 Mark Marshall. **CW** Hannington. **FL** Clark 1m21.814s (85.89mph).

**FIAT RACING CHALLENGE (12 LAPS)** **1** Arthur McMahon (Punto); 2 Roger McMahon (Punto) +8.094s; 3 Paul Copeland (Punto); 4 Barry McMahon (Punto); 5 Simon Edwards (Uno); 6 Nigel Ralphson (Uno). **CW** Edwards. **FL** McMahon 1m34.521s (74.34mph).

**RACE TWO (14 LAPS)** **1** Copeland; 2 B McMahon +70.41s; 3 A McMahon; 4 Mark Snelling (Uno); 5 Roger Esp (Uno); 6 Ralphson. **FL** A McMahon 1m27.038s (80.73mph).

**MR2 CHALLENGE (8 LAPS)** **1** Arron Pullan; 2 Adam Lockwood +0.491s; 2 Alex Gassman; 4 Mark Scott; 5 Simon Lockey; 6 Chris Shackle. **FL** Scott

1m28.553s (79.35mph). **RACE TWO (10 LAPS)** **1** Pullan; 2 Lockwood +0.105s; 3 Gassman; 4 Scott; 5 Shackle; 6 Lockey. **FL** Lockwood 1m28.735s (79.19mph).

**TVR CHALLENGE & INTERMARQUE (16 LAPS)** **1** Steve Hall (Audi TT); 2 Keith White (BMW Z4) +0.637s; 3 Mick Robertson (VW Corrado); 4 Richard Smith (Vauxhall Tigra); 5 Hugh Marshall (TVR Tuscan); 6 Graham Walden (TVR Tuscan). **CW** Marshall; Walden; John Chasey (Caterham). **FL** White 1m14.062s (94.88mph).

**RACE TWO (16 LAPS)** **1** Hall; 2 Chris Brockhurst (Peugeot 206 GT1) +0.242s; 3 Dean Cook (TVR Tuscan); 4 Marshall; 5 White; 6 Robertson. **CW** Cook; Keith Vaughan Williams (TVR Tuscan); Chasey. **FL** Cook 1m13.065s (96.17mph).

## NIPPON CHALLENGE (11 LAPS)

**1** Vaughan Fletcher (Subaru Impreza); 2 Steve Burke (Nissan 350Z) +25.563s; 3 Paul Hughes (Honda Integra); 4 Ian Froggatt (Subaru Impreza); 5 Spencer Turner (Subaru Impreza); 6 Stewart Hutchinson (Honda Integra). **CW** P Hughes; Hutchinson; Darren Hughes (Subaru Impreza). **FL** Fletcher 1m19.799s (88.06mph).

**RACE TWO (4 LAPS)** **1** Fletcher; 2 Hutchinson +4.411s; 3 D Hughes; 4 Richard Johnson (Honda Civic); 5 Burke; 6 Lee Bennett-Neal (Honda Integra). **CW** Hutchinson; D Hughes; Bennett-Neal. **FL** Johnson 1m31.717s (76.61mph).



for nine laps before oil triggered a stoppage. A rejuvenated Cooper held sway over Clark in the re-run, while Nick Hall relieved Sykes of third on the final lap.

In the non-championship finale Clark and Sykes defied a reversed grid and a 20-second delay to notch up a comfortable one-two.

Despite a modest field there were some terrific scraps in the Fiat Challenge, most notably among the Puntos of the Irish quartet of Paul Copeland and the McMahon brothers. In the opener, Arthur McMahon surged from third to the lead early on, taming the greasy conditions to emerge victorious. Behind him, Roger McMahon's spirited chase came undone after a dizzying spin at the Bomb Hole.

Race two proved even more eventful for Roger when he got out of shape into the Esses on lap one, and was tapped into a barrel roll as he tried to recover. When the action restarted, Arthur held sway for three laps before a charging Copeland swept past and proceeded to lead the field home.

It was tight at the top of both Toyota MR2 thrashes, with Arron Pullen holding his nerve to scoop a double success despite intense pressure from Adrian Lockwood, Alex Gassman and Mark Scott.

The battle for honours was also close in TVR/Intermarque. In the first round Keith White briefly reversed Steve Hall's long-held lead, only for Hall to regain it on the final tour. Having stormed from the back to lead race two, Hall held off Chris Brockhurst's dogged attentions to win.

Vaughan Fletcher secured first blood in the Nippon Challenge aboard his Subaru Impreza when early leader Ian Froggatt's similar machine spun off at Sear. Steve Burke pipped Paul Hughes in the scrap for second, before Fletcher made it a double in the rain-interrupted race two.

■ **By Oliver Timson**

**KIRKISTOWN 500MRCI** May 29  
 McMullan secures healthy championship lead

# McMullan's masterstroke



McMullan (centre) was FF1600 winner on birthday weekend

► **JONATHAN McMULLAN** had plenty to celebrate last weekend. Friday was his 18th birthday, while following the main FF1600 race on Saturday he commanded a 20-point lead in the Northern Ireland Championship. But it could all have ended so differently. Mike Edgar started from pole in his RF90 with John Ferguson's Ray alongside, but a poor start from the former allowed the RF92s of McMullan and Adrian Pollock through from the second row in the first few yards to set the scene for the scrap that followed.

It was never going to be easy on a track still slippery from morning rain, but somehow the quartet managed to stay together for almost 19 laps before the inevitable occurred!

Trouble can ensue when drivers attempt to go two abreast through the very

fast left-hander at Debtors Dip. On this occasion it did, with Edgar and Ferguson coming together and parting in opposite directions to allow McMullan through.

Pollock took second place, having dropped back when the leaders began lapping traffic, while Edgar and Ferguson glared at each other in the damp grass.

In sharp contrast, the Pre-1990 race was a processional affair, with the Reynards of Nigel Smyth and John Stewart heading Ryan Templeton's

Crossle 32F at the flag.

Ray Moore scored yet another Kirkistown Formula Vee victory, ahead of Trevor Delaney and Brian Kelly, though it ended early when Gavin Barr's Sheane leapt onto Philip Devlin's similar car at Colonial. Neither driver was hurt but the red flags flew and a result was declared.

Roadsports provided Stephen Donnelly with his usual two victories, the first from Graham Moore's Radical and the second ahead of Arnie Black's



Donnelly (47) doubled up in Roadsports

Crossle 42S. In the well-supported one-litre bike-engined class Mark Crawford took the race one honours, with Colin Reid doing the business in the second contest.

Anton Savage emerged on top in Formula Sheane with Kevin Sheane and Keith Hogg in pursuit. The concurrent Libre race fell to Stanley Watson's Formula Ireland Van Diemen.

Two entertaining combined Saloons/GT/Porsche races yielded victories for Porsche pilot Robin Titterington and Ronayne O'Mahoney in the sole Supercar to appear. Saloon honours went to Greer Wray (Vauxhall Vectra) and Stephen Traub (Honda Integra).

David Miller won the Pre-55 Handicap race in his Jaguar XK140, ahead of Leslie Murray's Bugatti and on-the-road winner Andy Johnson (Alfa Monza).

■ **By Richard Young**

**N.I. OPEN FF1600 (19 LAPS)** 1 Jonathan McMullan (Van Diemen RF92); 2 Adrian Pollock (Van Diemen RF92) +5.258s; 3 James Hagan (Reynard FF84); 4 John Stewart (Reynard FF84); 5 Nigel Smyth (Reynard FF83); 6 Brendan Duggan (Van Diemen RF84). **Class winner** Hagan. **Fastest lap** Pollock 1m04.678s (84.156mph). **PRE-1990 FF1600 (15 LAPS)** 1 Nigel Smyth (Reynard FF84); 2 John Stewart (Reynard FF84) +1.022s; 3 Ryan Templeton (Crossle 32F); 4 James Hagan (Reynard FF84); 5 Henry Campbell (Reynard FF83); 6 Brendan Duggan (Van Diemen RF84). **CW** Templeton; Neville Anderson (Mondiale M88S). **FL** Stewart 1m03.714s (85.429mph). **FORMULA VEE 'T' (10 LAPS)** 1 Dan Polley (Sheane FV01); 2 Roy Halton (Sheane FV07) +2.032s; 3 Gerard Callaghan (Sheane

FV93); 4 David O'Brien (Sheane FV99); 5 Mick Sammon (Sheane FV01); 6 Damien Murphy (Sheane FV01). **FL** Adam Macauley (Sheane FV01) 1m08.669s (79.288mph). **RACE 'A' (10 LAPS)** 1 Ray Moore (Leystone JH004); 2 Trevor Delaney (Sheane FV99) +1.118s; 3 Brian Kelly (Sheane FV97); 4 David O'Brien (Sheane FV99); 5 Roy Halton (Sheane FV07); 6 Damien Murphy (Sheane FV01). **FL** Delaney 1m08.080 (79.950mph). **ROADSPORTS (13 LAPS)** 1 Stephen Donnelly (2.0 Locost Honda); 2 Graham Moore (1.3 Radical Clubsport) +1.369s; 3 Arnie Black (2.0 Crossle 42S); 4 Ian Trevor (2.0 Westfield GM); 5 John Benson (2.0 Sylva Fury); 6 Mark Crawford (0.9 Stryker Honda). **CW** Donnelly; Moore; Crawford. **FL** Donnelly 59.892s (90.881mph). **RACE TWO (13 LAPS)** 1 Donnelly; 2 Black

+16.737s; 3 Benson; 4 Trevor; 5 Colin Reid (0.9 Stryker Honda); 6 Ryan Magennis (0.9 Locost Honda). **CW** Black; Reid. **FL** Donnelly. 1m00.234s (90.365mph). **FORMULE LIBRE/FORMULA SHEANE (17 LAPS)** 1 Stanley Watson 2.0 (Van Diemen F1r1); 2 Jim Larkham (1.5 Radical PRO6) +18.640s; 3 Anton Savage (1.8 Sheane Rover); 4 Kevin Sheane (1.8 Sheane Rover); 5 Keith Hogg (1.8 Sheane Rover); 6 Brian Hearty (1.8 Sheane Rover). **CW** Savage. **FL** Watson 58.247s (93.447mph). **SALOONS/GT/PORSCHE (13 LAPS)** 1 Robin Titterington (3.6 Porsche GT3); 2 Ronayne O'Mahoney (2.0 Dunlop Supercar) +6.295s; 3 Philip Jones (3.6 Porsche 996); 4 Philip Shields (3.4 Ferrari 360); 5 Wesley McCreary (1.8 Lotus Elise); 6 Pat O'Sullivan (3.6 Porsche GT3). **CW** O'Mahoney; Shields; Stephen

Traub (2.0 Honda Integra). **FL** Titterington 1m02.758s (86.730mph). **RACE TWO (15 LAPS)** 1 O'Mahoney; 2 Titterington +17.849s; 3 Bob Cameron (3.6 Porsche GT2); 4 Greer Wray (3.2 Vauxhall Vectra (14 Laps); 5 Traub; 6 David Whelan (3.8 Porsche 993). **CW** Titterington; Wray; Shields. **FL** O'Mahoney 1m06.512s (81.835mph). **PRE-55 HISTORICS (10 LAPS)** 1 Andy Johnson (2.6 Alfa Monza); 2 David Miller (3.4 Jaguar XK140); 3 Leslie Murray (2.3 Bugatti T35); 4 Kieran White (1.1 TRS); 5 Edmund Cassidy (3.4 Jaguar XK150); 6 Detlef Heyer (3.0 Mercedes-Benz 300SL). **HANDICAP RESULT** 1 Miller; 2 Johnson; 3 Murray. **FL** Johnson 1m19.965s (68.068mph).



**OULTON PARK BARC G&B** May 29 & 31  
Wins for Clarke, Clarke and Clarke!

# Johnston hits form as crash chaos strikes

**AFTER A POOR** Spa meeting, reigning Radical UK champion Derek Johnston was back on form at Oulton Park last weekend, coming away with a victory and second. Chaos at Old Hall kicked off race one. Manhal Allos ran wide and collected Shaun Balfe as he rejoined the track. Guest driver Paul O'Neill, Ross Kaiser and Johnston had all got by, but five laps followed behind the safety car.

From the green flag, Kaiser made his presence felt and took the lead before handing to Terrence Woodward. But solo driver Johnston emerged from the stops with a six-second lead, which he gradually extended to a 23s at the flag. Woodward stopped at Island after his SR8 cut out, leaving BTCC racer O'Neill a clear second from

top SR3 man Tom Ashton.

O'Neill led race two from the start until the pitstops, with Woodward and Johnston in formation behind. Johnston again emerged with the lead, but was unable to shake off O'Neill and Kaiser.

With five laps to go they were three abreast at Lodge, before Kaiser made the decisive move into Cascades. Johnston held off O'Neill as Kaiser edged clear to win.

Wayne Cowling eased past Sammie Fritchley to lead the first 2CV race from half-distance, before handing the car to Simon Clarke to dominate the sequel. Anthony Robinson followed Clarke at a distance, after Fritchley spun at Old Hall.

Apart from the first three laps, the whole of the first Sport Maxx Cup race ran behind the safety car, after



Currie's 370Z won third Sport Maxx race



Radical ace Johnston took a win and a second

OLIVER READ

Kevin George's Vauxhall went off on the approach Druids, leaving the barriers needing repairs. The Astra VXR of Stuart Clarke and Adrian Churchill therefore took first and second, with Jethro Bovingdon's Nissan 370Z third.

Churchill took a lights-to-flag victory in race two, with Clarke a close second at the flag. Bovingdon had been heading for third again with four laps remaining, leaving Gary Duckman's SEAT Leon to complete the podium.

Nissan 370Z driver Craig Currie made the best of a front-row start in race three to build a comfortable early lead. Duckman managed to escape too as

the battle for third intensified. Churchill eventually made it through after Alex Ashby's Astra went wide at Old Hall, by which time Currie and Duckman were long gone.

The first Mini Challenge race turned into a one-lap sprint after Craig Freeman went off at Cascades and the safety car came out. Guesting Sport Maxx ace Stuart Clarke held the lead from Luke Caudle and Chris Knox, and all three held station to the end.

Knox made a blistering start in race two from Clarke and Caudle, but a multi-car first-lap shunt brought out the safety car again. After five laps under caution there was another one-lap sprint. Knox

fought off a determined effort from Clarke to win, with Caudle right behind.

Caudle had the best of the start in the third race, but his advantage vanished once Clarke took second. Clarke grabbed the lead at one-third distance, and went on to take his third win of the weekend.

A guesting Kevin Clarke won both CSL Cup races. Dan Stringfellow was a close second in race one, but was an early casualty in the second with no gears.

Darren Luke continued his Radical Club Cup domination with another double. He ousted Nigel Place to lead the first race from Cascades on lap three. After Place spun Chris Hillaby was left clear in second, with Mark Abbott holding off James Abbott for third. It was lights-to-flag in race two for Luke, while Mark Abbott headed a six-car train for second.

Once Alistair Chalmers's Caterham CSR had found a way past son Rob's R400 in the CNC Heads Sports Saloons, he was never headed. Robert Spencer's Locosaki was second, while the Caterham of Peter Davies just held off Cam Forbes's Westfield for third.

■ By Peter Scherer

**RADICAL UK CUP (22 LAPS)** 1 Derek Johnston (SR8); 2 Paul O'Neill (SR8) +23.931s; 3 Tom Ashton (SR3); 4 Ross Allen (SR3); 5 Alex Kapadia/Colin Millar (SR3 RS); 6 Phil Abbott/James Abbott (SR3). **Class winner** Ashton. **Fastest lap** O'Neill 1m19.516s (100.77mph). **RACE TWO (29 LAPS)** 1 Terrence Woodward/Ross Kaiser (SR8); 2 Johnston +2.483s; 3 O'Neill; 4 Roger Bromiley/Shawn Balfe (SR8); 5 Manhal Allos (SR8); 6 Allen. **CW Allen**. **FL Kaiser** 1m20.110s (100.03mph). **2CV (11 LAPS)** 1 Wayne Cowling; 2 Sammie Fritchley +0.872s; 3 Anthony Robinson; 4 Nick Paton; 5 Matthew Hollis; 6 Mike Storey. **FL Cowling** 2m23.911s (55.68mph). **RACE TWO (12 LAPS)** 1 Simon Clarke; 2 Robinson +25.930s; 3 Fritchley; 4 Hollis; 5 Paton; 6 Michael Fox. **FL Clarke** 2m08.774s (62.22mph). **SPORT MAXX CUP (4 LAPS)** 1 Stuart Clarke

(Vauxhall Astra VXR); 2 Adrian Churchill (Vauxhall Astra VXR) +0.686s; 3 Jethro Bovingdon (Nissan 370Z); 4 Craig Currie (Nissan 370Z); 5 Ryan Bensley (Vauxhall Astra VXR); 6 Gary Duckman (SEAT Leon). **CW Jordan Witt** (BMW 120D). **FL Churchill** 1m37.185s (82.45mph). **RACE TWO (13 LAPS)** 1 Churchill; 2 Stuart Clarke +0.657s; 3 Duckman; 4 Alex Ashby (Vauxhall Astra VXR); 5 Dan Malone (SEAT Leon Cupra); 6 Currie. **CW Witt**. **FL Churchill** 1m37.456s (82.22mph). **RACE THREE (12 LAPS)** 1 Currie; 2 Duckman +4.128s; 3 Churchill; 4 Stuart Clarke; 5 Bensley; 6 Bovingdon. **CW Andrew Magy** (Mini Cooper S). **FL Currie** 1m37.411s (82.26mph). **MINI CHALLENGE (11 LAPS)** 1 Stuart Clarke; 2 Luke Caudle +1.724s; 3 Chris Knox; 4 Carl Bradley; 5 Gavin Bristow; 6 Dean Raymond. **CW Raymond**; David Ogden. **FL Clarke**

1m37.040s (82.58mph). **RACE TWO (7 LAPS)** 1 Knox; 2 Clarke +0.216s; 3 Caudle; 4 Bristow; 5 Chris Smith; 6 Chris James. **CW James**; Sam Osborne. **FL Caudle** 1m39.968s (80.16mph). **RACE THREE (13 LAPS)** 1 Clarke; 2 Caudle +1.824s; 3 Knox; 4 Jason Richardson; 5 Bristow; 6 Lee Allen. **CW Allen**; Kevin O'Connor. **FL Clarke** 1m37.774s (81.96mph). **CSL CUP (14 LAPS)** 1 Kevin Clarke; 2 Dan Stringfellow +0.484s; 3 Nick Foster; 4 Mark Steward; 5 Stephen Gill; 6 Richard Mallinson. **CW Stringfellow**. **FL Clarke** 1m29.696s (89.34mph). **RACE TWO (14 LAPS)** 1 K Clarke; 2 Andrew Walsh +1.240s; 3 Foster; 4 Steward; 5 Mallinson; 6 Adam Hayes. **CW Walsh**. **FL Clarke** 1m28.961s (90.07mph). **RADICAL CLUB CUP (14 LAPS)** 1 Darren Luke (PR6); 2 Chris Hillaby (SR3 RS) +3.256s; 3 Mark Abbott (PR6); 4 James Abbott (PR6); 5 Nigel Place (SR6); 6 Rachel Davies (SR3).

**CW Hillaby**; David Frankland (PR6); Graham Ridgeway (Clubsport). **FL Richard Stables** (PR6) 1m24.163s (95.21mph). **RACE TWO (11 LAPS)** 1 Luke; 2 M Abbott +9.800s; 3 Steve Burgess (SR3); 4 Colin Millar (SR3 RS); 5 J Abbott; 6 Stables. **CW Burgess**; Chris Blades (SR3); Jon Morris (Clubsport). **FL Luke** 1m24.621s (94.69mph). **CNC HEADS NORTH WEST SPORTS SALOONS (15 LAPS)** 1 Alistair Chalmers (Caterham CSR); 2 Robert Spencer (Locosaki) +4.043s; 3 Peter Davies (Caterham R400); 4 Cam Forbes (Westfield SeiW); 5 Ric Wood (Audi V8 STAR); 6 Chris Maries (MK Indybusa). **CW Wood**; Spencer; John Garnett (Porsche 911 GT3); Dennis Crompton (BMW M3 E30); Paul Ingram (Ford Fiesta). **FL Wood** 1m29.724s (89.31mph).



**ROCKINGHAM BRSCC** May 29  
Jedi wins to Smith and Cook; Sheard double



Smith starred in both Jedi encounters

NICK WALKER

## Lucky 13 for Smith as Formula Jedi stars

**THIRTEEN MIGHT** be unlucky for some, but starting 13th didn't stop Jack Smith leaving Rockingham with the Formula Jedi championship lead, after two scintillating performances gave him a win and a second.

Richard Gittings took an early lead in race one after poleman Stuart Abbott was slow away from the line. Abbott looked the quicker of the two after a brief safety-car period, and eventually took the lead at Chapman on lap eight. Gittings tried to fight back, but spun at Tarzan, eventually finishing sixth.

By this time Smith was already hot on their heels, having passed an

astonishing eight cars on the first lap.

Smith was closing on Abbott at over a second per lap, and as they started their penultimate lap was close enough for a pass that he completed into the Brook chicane. Smith rounded out the race to win by just over 1.5s from Abbott, as Robert Sayell took a lonely third.

Dan Cook made amends for his retirement in the first encounter by taking the spoils in race two. Another poor start by Abbott helped Gittings to lead again into Turn 1, but he retook the lead at Tarzan a lap later. Cook followed him through to take second at Brook, before assuming the lead



Pickup pack splashed around the Rock oval

WALKER

at Yentwood at half-distance thanks in part to the intervention of some backmarkers.

Smith carved his way through the field again, wrestling second from Abbott at Yentwood a lap later. From then on, Cook controlled the race, stretching his lead to win by 4.5 seconds from Smith, Abbott and Gittings.

A small but competitive Pickup contingent thrilled the crowds with their antics on the super-fast oval course. Despite charging through the two

reversed-grid heats, Nic Grindrod could not transfer that form into a Grand Final victory, as Simon Carr dominated the blue-riband event.

Both heats gave much the same story as Grindrod narrowly fended off oval points leader Paul White. White's Duratec-engined machine was plenty fast enough to take the lead, but the lower line needed to pass was not as quick as the dryer, high line. This allowed Grindrod to hang on to win by 0.9s and 0.2s respectively.

Carr joined the fray in heat two, working his way through the field from sixth. He momentarily took the lead at Turn 2 on the final lap, only to be outdragged by Grindrod at Turn 3 and White at Turn 4.

Things changed for the final. As the sun finally shone through, Grindrod pulled into the pits on the formation lap to change onto slick tyres. His gamble was not to pay off, as he finished sixth, having never lapped faster than the leaders.

This left Carr to dominate the race, gradually edging way from Michael Smith in the final third. Having led 33 of the 35 laps, Carr took the flag 2.9s ahead of Antony Hawkins, who just edged past Smith with the chequered flag in sight.

The Ma5da MX5 Cup competitors could never challenge the dominance of Paul Sheard. Despite starting from pole in the two encounters, Mike Gorton could only ever lead for a couple of laps before Sheard stormed through into the lead.

Gorton was a lonely second in both races, while Matt Robinson was a star performer, taking third in the first race before challenging for the lead in the second thrash. Ultimately his challenge faded to fourth, but his pace was evident.

Formula 3 machinery of the 500cc era completed the racecard. Nigel Ashman (Kieft) and George Shackleton (Cooper) shared a win apiece after poleman Richard Ellingworth couldn't make either start. Nigel Challis and James Gray shared the final podium position.

■ By Josh Barnett



Ashman's Kieft beat Cooper hordes

NICK WALKER

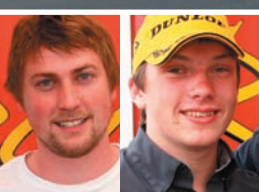
**FORMULA JEDI (12 LAPS)** 1 Jack Smith; 2 Stuart Abbott +1.688s; 3 Robert Sayell; 4 Paul Butcher; 5 Andrew Dunn; 6 Richard Gittings. **Fastest lap** Smith 1m37.267s (71.80mph). **RACE TWO (13 LAPS)** 1 Dan Cook; 2 Smith +4.469s; 3 Abbott; 4 Gittings; 5 Dunn; 6 Dax Ward. **FL** Cook 1m37.685s (71.49mph). **PICKUP TRUCKS GRAND FINAL (35 LAPS)** 1 Simon Carr; 2 Antony Hawkins +2.932s; 3 Michael Smith; 4 Steve Dance; 5 Dave Longhurst; 6 Nic Grindrod. **FL** Smith 47.141s (112.94mph). **HEAT ONE (20 LAPS)** 1 Grindrod; 2 Phil White +0.920s; 3 M Smith;

4 Hawkins; 5 Carr; 6 Dance. **FL** White 47.063s (113.12mph). **HEAT TWO (20 LAPS)** 1 Grindrod; 2 White +0.231s; 3 Carr; 4 Hawkins; 5 M Smith; 6 Longhurst. **FL** Hawkins 46.477s (114.55mph). **MASDA MX5 CUP (11 LAPS)** 1 Paul Sheard; 2 Mike Gorton +5.962s; 3 Matt Robinson; 4 Joachim Ritter; 5 Kevin Middleton; 6 Alyn Robson. **Class winner** Robson. **FL** Sheard 1m54.434s (61.03mph). **RACE TWO (10 LAPS)** 1 Sheard; 2 Gorton +4.610s; 3 Jonathan Blake; 4 Robinson; 5 Ritter; 6 Jonathan Greensmith. **CW** Greensmith.

**FL** Sheard 1m55.378s (60.53mph). **FORMULA 3 500cc (7 LAPS)** 1 Nigel Ashman (Kieft CK52); 2 George Shackleton (Cooper Mk6) +1.327s; 3 Nigel Challis (Cooper Mk8); 4 James Gray (Cooper Mk1); 5 Martin Sheppard (Cooper Mk12); 6 Darrell Woods (Cooper Mk8). **CW** Challis; Richard Bishop-Miller (Cooper Mk2 Kenya). **FL** Shackleton 2m16.508s (51.16mph). **RACE TWO (7 LAPS)** 1 Shackleton; 2 Ashman +21.364s; 3 Gray; 4 Sheppard; 5 Woods; 6 Challis. **CW** Sheppard; Bishop-Miller. **FL** Shackleton 2m16.170s (51.28mph).



# Flat out!



Race 2 winner, Kaiser/Woodward – Radical UK Cup

**DON'T MISS IT! NEXT MEETING  
PEMBREY 26-27 JUNE!**



Race 3 winner, Craig Currie – SportMaxx



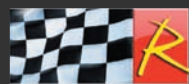
No one gave an inch and as a result the Radicals, Minis and Dunlop SportMaxx racers endured a "few" scrapes whilst providing the spectators with undoubtedly the closest and most exciting racing this year in the G&B package. Well done all racers and congratulations race winners.



Design by Paradisi design and communication Ltd • Photos by Oliver Read

**Sunoco Drivers of the Day:** Radical UK Cup – Tom Ashton & Radical Club Cup – James Abbott

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SPORT MAXX**

Hail to the Kaiser Chief! Well done Ross for turning things around in Race 2 at Oulton Park and pushing up to 86.25 points in the Sunoco Rolex 24 At Daytona Challenge, 3rd overall.



Photo by Jakob Ebrey

**Driver standings – average per race**

1	Jean-Eric Vergne	Carlin/F3	98.13
2	Jody Firth	Team WFR/Speed	91.67
3	Ross Kaiser	360 Racing/Radical	86.25
4	Matt Griffin	Mtech/GT	83.75
5	Oliver Webb	Fortec Motorsport/F3	71.88
6	Duncan Cameron	Mtech/GT	68.75
7	Simon Dolan	JOTA Motorsport/Speed	58.33
8	David Jones	Precis Spark/GT	55.00
9	Sam Hancock	JOTA Motorsport/Speed	53.33
10	James Calado	Carlin Motorsport/F3	51.88

Weather a tad cool, but racing was as blistering as ever with the Radical UK Cup guys at Oulton Park last weekend. Taut jockeying for position and the chance to drive in the Rolex 24 At Daytona. Ross Kaiser achieved two Challenge poles and fastest laps, and won Race 2. Well done, too, to Derek Johnston, reigning Sunoco Daytona Challenge champ, with a win and a second place. No points for him, but the tension's building for the other registered racers.



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**CASTLE COMBE CCRC** May 31  
Fisher victorious in FF1600; Sutton wins again

Inch starred in Combe  
Mighty Mini contest



STEVE JONES

## Inch perfect for poignant Combe win

**LOUISE INCH'S** brilliant Mighty Mini victory over Peter Bonas was in the genes and deservedly earned driver-of-the-day plaudits at last Monday's British Icons meeting.

Her second win, which her father Paul watched from close quarters, was particularly poignant since her grandfather Chris died of a heart attack at Castle Combe in 1980 while qualifying his 1275GT. He would have been proud.

Driving in a fearless style reminiscent of former National Mini Seven champion Tina Cooper, Louise came very close to securing a double. Having regained the lead on the penultimate lap, she was edged out by Adrian Tuckley, with her father shadowing her home. "I'm

over the moon, and dad got a trophy," she beamed.

Scott Kendall led the opening Super Mighty Mini stanza throughout, repelling Chris Morgan, Elliott Stafford and Gary Patterson. Patterson snatched the initiative in the later bout, but – following Morgan's and Stafford's retirements – errors by Patterson and Kendall at Tower left them swallowed. Bob Bennetts found himself ahead, but Neven Kirkpatrick mugged him on the final lap for a surprise win. Pat Ford, halted by clutch failure in race one, was equally chuffed with third.

Felix Fisher's masterful Combe FF1600 victory over champion Ben Norton made it three winners from three rounds, and so engrossed Marcus Allen

that he missed his lines.

The departures of Andrew Jones and Steven Jensen at Quarry triggered a safety-car interlude, but Nathan Ward deposed Robert Hall from fourth. Kyle Tilley turned the tables over Iain Houston to extend his Pre-'90 lead.

Andrew Shanley's ex-Louis Davidson Radical Prosport knows its own way round, thus when Simon Tilling – whose SR3 RS had been clobbered by Martin Phillipson's roadgoing version in qualifying – made an even worse start than usual, another Special GT victory was his.

Veteran Norman Lackford held second initially and, once Tilling had zapped past and Mark Funnell's fearsome Lotus Exige's brakes had faded, he

fought off Darcy Smith and Andy Tidy in an all-Radical scrap for third until a moment promoted Smith. Welshman David Jones (Caterham 7) sped from the back, ousting Keith Dunn for his first Class C win.

Mark Wyatt won a Saloon round of attrition in which early leaders Tony Hutchings's Audi TT and Tim Hanlon's polesitting SEAT Ibiza broke, as did Nick Charles's Peugeot 106 as it reeled the Vauxhall in.

Wyatt thus claimed top honours from Will di Claudio and novice Adam Prebble, with Daryl Radford's newly built VW Bora homing in. Russell Akers's maiden Class D win marked a double for Interceptor Racing, which also prepares Wyatt's car.

Restarted after a first-lap incident at Quarry that eliminated Declan McDonnell, Paul Smith and high roller Daniel Pitchford, the 750 Motor Club Formula Vee round was a three-horse race. Buoyed by his Brands

Hatch victory, poleman Ashley Sutton coolly made it two from two.

Thrice he repassed double champion Sam Oliveira over Avon Rise, then made it stick when Oliveira – wrestling with deranged suspension – went mowing. Angry, Sam lost second to points leader Martin Farmer on the final run through Camp. Ben Anderson was a subdued fourth.

Mark Speller and Steve Williams were always in charge of the opening Lotus Elise counter, and Craig Denman was gifted third when Mark Funnell was excluded for running underweight. From row four, Speller led race two within a lap, and kept the baying pack behind. Jon Wolfe, a retirement first time out, salvaged his weekend with second place.

Back at Combe after three seasons, Keith Ahlers rumbled to a 50th Morgan Challenge success, 27 years after his circuit debut.

■ **By Marcus Pye**

### **MIGHTY MINIS (13 LAPS)**

1 Louise Inch; 2 Peter Bonas +0.380s; 3 Matt Pinny; 4 Paul Inch; 5 Adrian Tuckley; 6 Peter Tervet. **Fastest lap** Tuckley 1m31.035s (73.15mph) **record**.

### **RACE TWO (10 LAPS)**

1 Tuckley; 2 L. Inch +0.251s; 3 P. Inch; 4 Mark Burnett; 5 Pinny; 6 Tervet. **FL** Pinny 1m31.378s (72.88mph).

### **SUPER MIGHTY MINIS (15 LAPS)**

1 Scott Kendall; 2 Elliott Stafford +0.434s; 3 Gary Patterson; 4 Chris Morgan; 5 Bob Bennetts; 6 Neven Kirkpatrick. **FL** Pat Ford 1m25.334s (78.04mph) **record**.

### **RACE TWO (14 LAPS)**

1 Kirkpatrick; 2 Bennetts +0.161s; 3 Ford; 4 David Young; 5 Neil Slark; 6 Kendall. **FL** Ford 1m25.486s (77.90mph).

### **CASTLE COMBE FF1600**

### **(12 LAPS)**

1 Felix Fisher (Van Diemen RF00); 2 Ben Norton (Spectrum 011B) +0.531s; 3 Marcus Allen (Swift SC92); 4 Nathan Ward (Swift SC95); 5 Robert Hall (Swift SC10); 6 Tom Barrow (Mygale SJ00).

**Class winners** Allen, Kyle Tilley (Van Diemen RF87). **FL** Norton 1m11.393s (93.28mph).

### **CASTLE COMBE SPORTS & GT (15 LAPS)**

1 Andrew Shanley (Radical Prosport); 2 Simon Tilling (Radical SR3 RS) +5.299s; 3 Darcy Smith (Radical SR4); 4 Norman Lackford (Radical Prosport); 5 Andy Tidy (Radical Prosport); 6 Josh Smith (Radical Clubsport). **CW** Mark Funnell (Lotus Exige); Dave Jones (Caterham 7). **FL** Tilling 1m04.623s (103.05mph).

### **CASTLE COMBE SALOONS**

### **(12 LAPS)**

1 Mark Wyatt (Vauxhall Astra); 2 Will di Claudio (Peugeot 106 GTI) +5.228s; 3 Adam Prebble (Rover 220 Turbo); 4 Daryl Radford (VW Bora); 5 Nick Mizen (MG ZR); 6 Anne King (MG ZR). **CW** di Claudio; Russell Akers (Vauxhall Corsa). **FL** Tim Hanlon (SEAT Ibiza Coupe) 1m16.096s (87.52mph).

### **FORMULA VEE (10 LAPS)**

1 Ashley Sutton (Storm 07); 2 Martin Farmer (GAC) +2.648s; 3 Sam Oliveira (Storm DCOI); 4 Ben Anderson (GAC); 5 Peter Belsey (Spyder Mk2); 6 Paul Taylor (GAC). **CW** Peter Studer (Sheane 2000). **FL** Oliveira 1m14.675s (89.18mph) **record**.

### **LOTUS-ON-TRACK ELISE TROPHY (16 LAPS)**

1 Mark

Speller; 2 Steve Williams +0.278s; 3 Craig Denman; 4 Luigi Mazza; 5 Sean Nash; 6 Martin Roberts. **FL** Denman 1m16.755s (86.76mph).

### **RACE TWO (16 LAPS)**

1 Speller; 2 Jon Wolfe +0.374s; 3 Denman; 4 Mazza; 5 Adam Bewsey; 6 Williams. **FL** Denman 1m16.738s (86.78mph).

### **AERO RACING MORGAN CHALLENGE (20 LAPS)**

1 Keith Ahlers (+8); 2 Andrew Thompson (Roadster 1/wt) +31.100s; 3 Chris Acklam (+8); 4 Tony Lees (+8); 5 Robin Pearce (+8); 6 Phil Hollins (+8).

**CW** Thompson; Jonathan Edwards (+8); Tony Rivers (Roadster 1/wt); Tom Shrimpton (4/4). **FL** Ahlers 1m15.039s (88.75mph).



STEVE JONES

Fisher beat champion  
Norton to FF1600 spoils



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**Thème 2010 : Corvette**  
Invité d'honneur : Doug FEHAN

[www.classicbw.org](http://www.classicbw.org)

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**LYDDEN EUROPEAN RALLYCROSS** May 30-31  
Reigning champion Isachsen beats all comers



## Isachsen wins as Doran trades paint

Isachsen (1) was the class of the field at Lydden

**THE BRITISH** round of the European Rallycross Championship delivered thrills, spills and drama, with the crowd brought to the peak of expectation for a British win, only for its hopes to be dashed by a third-heat crash for Liam Doran.

The home favourite fought back but the event win was scooped up by current champion Sverre Isachsen, who had earlier duelled with Doran for pole during the qualifying heats.

With one fastest time each, the battle for pole rested on the result of the third qualifying heat and, with Doran appearing the faster of the pair on Monday, the 12,000-strong crowd came to the fence to see their man do business.

However, within seconds

of his race starting, Doran's hopes lay in tatters, his Citroën coming together with Ludvig Hunsbedt's Ford Focus in the first corner dash and then swiping a bale of course-marking tyres. Hunsbedt was thrown out of the re-run for his part in the incident, not that it appeased Doran, who suffered the effects of the 4g impact for the remainder of the day. "It was a big crash; the biggest I've had," said Doran.

Pole thus dropped into Isachsen's lap, the champion putting in a couple of laps to check track conditions before retiring to the paddock.

While Isachsen's men cleaned and checked their charge, Kenneth Hansen Motorsport enlisted all hands in a huge effort

to return Doran's car to the track for the A final.

The last place in the A final grid was taken by Belgian rally star François Duval, who won the B final. The former WRC ace was flamboyant and spectacular but also wayward. His Pauwels Motorsport team had to repair the left side of the car after the third heat, in which he crashed while leading.

The A final assembled, with Isachsen on pole and Doran bringing his Citroën to the grid in second place ahead of team boss Hansen, Stig Olov Walfridsson and American Tanner Foust.

There was no joy for Foust in the final, the propshaft in his Fiesta failing as he warmed the car's tyres. "I was so gentle with that thing all weekend but I guess it was just one

start too many," he said.

Doran and Walfridsson aimed straight at the Joker Lap section from the outside edge of the grid, leaving Hansen and Duval to chase Isachsen through Chessons Drift on lap one. Isachsen immediately got his head down and, when Hansen took the Joker Lap with two tours remaining, the outcome became inevitable. The Swedish veteran emerged from the detour ahead of Doran but trailing Isachsen, who completed the extra section on the last lap and still made it to the chequered flag almost two seconds up on Duval and Walfridsson, who completed the top five.

If Isachsen's joy needed any enhancement it was provided by the fact that round one and two winner Michael Jernberg finished a lowly ninth.

Kevin Procter had his best ERC outing to date as comfortably the best of the

remaining British drivers. He ended the weekend classified seventh. Pat Doran was in the mix in the B final but slowed on the last lap when his Fiesta suffered gear problems.

In lieu of an English win the fans adopted Irishman Derek Tohill, who beat off the Viking hordes to win Division Two in only his fourth start in a rear-drive car. Tohill's win was hard-earned: he led from pole but lost the lead to class champion Knut Ove Borseth in the Joker Lap section. A perfect pass at North Bend put the Irishman ahead again on the last lap.

Division One-A was won by Czech Zdenek Cermak, who took an overdue first victory in his Skoda.

Julian Godfrey was eighth after his best run in the class to date, while there were points for 14th for Brit Andy Knowles in only his second ERC start.

■ By Tim Whittington



Doran suffered third-heat crash

**DIVISION ONE 1** Sverre Isachsen (Ford Focus ST ERC) 3m54.383s; 2 Kenneth Hansen (Citroën C4 ERC) +17s; 3 Liam Doran (Citroën C4 ERC); 4 François Duval (Ford Focus ST ERC); 5 Stig Olov Walfridsson (Renault Clio III ERC); 6 Tanner Foust (Ford Fiesta ST ERC). **POINTS 1** Isachsen, 54; 2 Michael Jernberg (Skoda Fabia II ERC), 48; 3 Hansen & Doran, 43  
**DIVISION ONE-A 1** Zdenek Cermak (Skoda Fabia) 4m17.597s; 2 Eduard Leganov (VW Polo IV) +0.8s; 3 Ildar Rakmatullin (Renault Clio II); 4 Jaroslav Kalny (Peugeot

206); 5 Timur Timerzyanov (Renault Clio II); 6 Andreas Bakkerud (Peugeot 206). **POINTS 1** Timerzyanov, 49; 2 Rakmatullin and Cermak, 45  
**DIVISION TWO 1** Derek Tohill (Ford Fiesta VII rwd) 4m19.417s; 2 Knut Ove Borseth (Ford Fiesta VII) +0.31s; 3 Roman Castoral (Opel Astra G rwd); 4 Ole Kristian Nottveit (Mazda RX8); 5 Lars Olvind Enerberg (Ford Fiesta ST rwd); 6 Patrick Mertens (VW Polo IV rwd).



# Attempting to make the grade

The new AAA Saloon Cup gives four-wheel-drive monsters a home. BEN ANDERSON tried it



**M**otor racing and four-wheel drive have never made for comfortable bedfellows. The Type 53 Bugatti (one of the earliest 4WD road racers) hillclimbed with some success, but became notorious for poor handling and torque steer. Ferguson Research built a front-engined 4WD Formula 1 car (the P99), which Stirling Moss used to win the 1961 Oulton Park Gold Cup but, when legendary British constructor Lotus tried repeatedly to bring the concept back to F1 later in the decade, it didn't enjoy much success. Matra, McLaren and Cosworth (which built a car that never raced) all tried their luck too but, as aerodynamics began to take off properly (while doing the opposite to the cars), 4WD became an antiquated way of seeking extra traction.

In rallying, the idea of not using a drivetrain that allows all four wheels to receive torque from the engine simultaneously seems unthinkable. The superior balance, driveability and traction this set-up allows is no doubt invaluable when you're haring down a narrow gravel road, trying to keep your Audi Quattro out of the trees...

In road racing, it's rallying's saloon-car cousins that have most successfully embraced 4WD. The trend setter in

this regard was Nissan's third-generation Skyline GT-R, which used 4WD to clean up in Japanese touring cars in the late '80s and early '90s.

Given the Skyline is probably the most famously successful 4WD saloon racer, it comes as quite a surprise to organisers that none have yet appeared in the new Ajec All-Wheel-Drive Academy Saloon Cup. The idea of Ajec tuning-shop owner, former nightclub magnate and ex-Castle Combe Saloons ace Laurie Kilby, the series is open to any saloon – so long as it's 4WD...

"There were four [4WD] cars in Class A of Combe Saloons, but the speed differential to the Fiestas and Peugeot 106s in Class D grew too great," says Kilby. "They were like mobile chicanes, and the rules were too restrictive so the [Mitsubishi] Evos were blowing up a lot.

"Combe was thinking of banning our cars, and while I was on holiday in France I woke up in the middle of the night with the AAA Saloons idea, wrote it all down, and it just exploded from there."

Given the number of 4WD cars floating around in various race series, it's a surprise the idea hadn't come about before – perhaps it was just a matter of getting everyone together.



Anderson and Liquorish talk 4WD racing

In the four months between his September brainstorm and January's AUTOSPORT

International, Kilby's seed of inspiration had grown into a full-blown series. AAA Saloons is split into two classes: Class A caters for any spec of 4WD saloon and offers almost complete technical freedom to its competitors; Class B is for roadgoing production-spec vehicles – limited to 400bhp, 1200kg, and Toyo R888 (for the dry) and R1R (wet) tyres.

With help from Kilby's journalist friend Simon Cooke (who's responsible for organising and executing the idea), AAA Saloons has made a solid start.

**"I woke up one night on holiday with the idea, wrote it all down, and it just exploded from there"**

AAA Saloons founder Laurie Kilby





Ajtec's Mitsubishi Evo guest car runs in Class B



AAA Saloons provides home for 4wd tin-tops

## Having a go AUTOSPORT tries 4WD

**AAA SALOONS** aims to "bring the series into the public eye as much as modern technology allows" and has therefore pushed to have the entire inaugural season televised on Motors TV (with other slots on Sky Sports also planned), and run a guest car at each race.

AUTOSPORT took its turn at the wheel of Ajtec's Class B guest Evo 8 (30,000 miles on the clock) for round two at Silverstone. After getting acquainted at a March track day, I head straight into a wet qualifying session.

A combination of dry tyres and a series of driver errors conspires to put me eighth on the grid, 3.8 seconds adrift of Class B polesitter Steven Liquorish. After scolding myself, and discussing the finer points of 4WD with Auto GP and Superleague Formula ace Duncan Tappy (who has driven a Subaru in Time Attack), I am determined to make amends in race one.

A call by Ajtec head mechanic and racer Guy Higgs to switch to wets before the start proves inspired. After a cautious start I get quicker and quicker, snatching second overall and Class B victory from Liquorish's



Taking on Wise Class A Escort in second event

misting JRM Evo X on the last lap.

That result earns me the 'driver of the race' award and puts me on the front row for race two. I manage to lead outright for the first lap and a half, after passing Malcolm Wise's race-one-winning Escort Cosworth round the outside at Copse, before the Class A cars come flying through.

I also fall behind Liquorish in the scrum, but he can't drive away from me, so I spend time following and working out where I can make my move. Just after half-distance I go for it, but spin as I try to drive round the outside of my rival at Copse, dropping me back to third in class.

It attracted 13 cars to its opening round at Castle Combe in April, while 12 made it out for the second of five double-header meetings, at Silverstone last month.

The grids have so far split roughly equally between the two classes and been dominated by a variety of Mitsubishi Evos. The ex-Combe Saloon crowd of Kilby (Evo 8.5), Gary Prebble (Evo RS7 Sprint), and the mad 900bhp Bogey Evo of Simon Norris have led the way in Class A's 'turbo nutters' club – joined by D/MN Saloon ace Nick Williamson's Ford Escort Cosworth (which won the opening round) and the similar car of fellow D/MN racer Malcolm Wise, who made a successful series debut at Silverstone.

Class B is almost the sole property of the Evo set and is headed by the JRM Evo X of ex-Mini racer Steven Liquorish, as well as a clutch of drivers new to racing (including the Audi S2 of novice racer Angus Gorringer). A Class

B Subaru Impreza appeared at the first round, and another is expected in Class A at future races, but still no Skylines...

"We can't understand why there are no Skylines," says Cooke. "We thought that would be a given. We were perhaps a bit optimistic to expect 20 cars for our first race, but if everyone who wanted to come out had made it to Silverstone we would have had 17 cars, so we're doing quite well.

"In an ideal world we'd run two races, one for Class A and one for Class B, but I think that's a tad optimistic. The idea with the 'Academy' is that guys can move from track days and do a learning year in Class B before moving up. The Class B Evos only need an engine change for Class A."

The track-day market has proven a fruitful furrow for many of the most successful club racing series – Caterhams, the Lotus Elise Trophy and Mazda MX5s being three cases in point. It is the careful nurturing of this

link between road, circuit and racing that will safeguard the long-term health of the series. If AAA Saloons can also attract a few more of British saloon racing's exotica (Jan van Nierop's Audi 80 anyone?), then the future of 4WD club racing in the UK could look very rosy indeed. ☐

Bogey Evo of Norris shows what can be done in Class A





# FINAL DRIVE

LETTERS GEAR ON-TRACK ON-SCREEN PICS TECH ARCHIVE

## YOUR SAY

What you think of the motorsport news of the past week



### Red Bull running out of energy?

What is Red Bull management's problem? They publicly vilify Mark Webber, who did absolutely nothing wrong in the Turkish Grand Prix, and embrace (literally) Sebastian Vettel, who was the sole cause of the accident between the two, through recklessness, stupidity or incompetence. Are they more interested in selling cans of their energy drink in Germany than in any vestige of fair play? I know that there will be fewer cans sold at my local shop after this. I was never a McLaren fan, but I now hope that the team wins both the drivers' and constructors' titles this year.

**Andy Blair** By email

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**While the** Red Bull tangle in Turkey got the media's attention, a far more compelling situation is unfolding at McLaren, with Jenson Button appearing to either misunderstand or defy team orders.

I feel robbed of a proper finish, with Jenson Button backing right off after the Lewis Hamilton tussle (presumably after a telling-off over the radio), and am sure I'm not the only one who wants to see racing to the finish.

**Alan Hookey**  
By email

**I was** amazed by the letter from Andy Hollis (May 27), suggesting that Rubens Barrichello should be punished for throwing his steering wheel out in Monaco. He had just survived an almighty crash and ended up in the middle of the track. Surely the first thing you want to do is get out of the car safely – there's no time for re-attaching a steering wheel. At any other track such a crash leaves you in the gravel and nobody complains about the wheel being thrown out then.

**Richard Hennessy**  
By email

**To add** to Kevin Turner's point (May 27, p83), while all marshals wear fireproof overalls, they are not 100 per cent covered. The aim of a fire marshal is to use powder to knock down flames and foam to prevent the fire restarting – which should only take seconds. Going into flames and removing a potentially injured driver takes longer and could make things worse. Our guidelines try to ensure the right people and equipment put the fire out, enabling rescue teams to get the driver out.

**Peter Minchinton**  
By email

**In reference** to Humble Pye (May 27), I am a track marshal in Scotland and agree that the average age of a marshal is quite high. We are trying though, and over the past two years Scotland's marshal-recruitment officer – my other half Helen – has recruited over 100 new marshals. The SMRC even gave her an award last year in recognition of her work.

It's proof that it can be done, but only if there is someone who is dedicated to the cause.

**David Guild**  
Edinburgh

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. US GRAND PRIX RETURNS TO F1 IN 2012
2. FERRARI KEEN TO LINK WITH AMERICAN TEAM
3. RENEWED AMERICAN BID TO BREAK INTO F1
4. VETTEL'S CAR HIT BY ROLL-BAR FAILURE
5. BUTTON KEEPS McLAREN AHEAD IN PRACTICE

### WIN!



#### ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

#### CORRECTIONS AND CLARIFICATIONS

- The Cooper T51 was not the first rear-engined car to win a World Championship GP (May 13, p52). The T43 was. Also, the Maurice Trintignant 'T51' pictured was actually a T45.
- The North-West Sports & Saloons Championship is run by the BARC, not the BRSCC, as reported in Humble Pye (April 22, p91).
- The French GT racer who passed away recently was Yvan Lebon, not Yvan Leban (May 27, p28). Apologies.

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](mailto:autosport.editorial@haynet.com)



# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

## FASTIME COPILOTE RALLY WATCH

£99

[fastimecopilote.com](http://fastimecopilote.com)

As a number of World Rally Championship stars have found out over the years, tenths of a second are crucial.

That's why every world champion co-driver since 2002 has worn the Fastime Copilote watch, a timepiece designed by co-drivers for co-drivers.

You can pre-programme every stage start time and watch the counter keep a running total of your cumulative stage times, with the ability to review every individual stage (along with the time of day the stage started and finished). The timers can be programmed to count down time left in the service area and the large fluorescent screen also doubles as a light.

Alternatively, you could just use it to tell the time. It may not win any beauty contests, but the Copilote watch is a cutting-edge piece of title-winning gadgetry that you can use every day.

Now go to the 'news' section of [www.fastimecopilote.com](http://www.fastimecopilote.com) for the chance to win a watch signed by six-time world champion co-driver Daniel Elena.



## INDY REVOLUTION DVD

£12.99 (52 minutes)

[dukevideo.com](http://dukevideo.com)

With Indy 500 fever gripping US racing fans the world over, why not delve back through Brickyard history with this story of the rear-engined revolution led by Colin Chapman and Jim Clark in the mid 1960s.

Great footage, narrated by the 'voice of Indy' Sid Collins, makes this historic film highly collectable.



## BOOT-BAG LUGGAGE

From £69.95

[boot-bag.com](http://boot-bag.com)

Inspired by a need to cart loads of luggage home from a campsite at Le Mans in 2005, armed with just a Lotus Elise and a Mazda MX-5, the Boot Bag team has extended its range.

The waterproof luggage sits on a non-slip mat and uses no scratchy hooks or clips. Visit the website for the complete range.



## RICHARD BURNS PRINT

£58.75 (By Fran Richley)

[action-art.co.uk](http://action-art.co.uk)

Fran Richley's latest, limited-edition work, depicting Richard Burns and Robert Reid heading for P2 in Catalunya '02 in the works Peugeot 206 WRC, was commissioned by the Richard Burns Foundation, which will get a percentage of profits.

For info on sizes and prices check the website.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: RALLY PORTUGAL '85, WITH WALTER ROHRL**



**SEARCH FOR:** Walter Rohrl onboard montage ~1985 (2:59)

Fantastically dangerous, mid-1980s Group B footage with Walter Rohrl in the Audi Sport Quattro. Hundreds of suicidal Portuguese fans line the roads to see the master at work. Wonder why it all got banned...



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## OULTON PARK

**BTCC**

**June 5-6**

**Admission £12 Saturday, £29 Sunday, £29 weekend ticket (available online)**

**Tel: 01829 760301**

The BTCC's annual trip to Cheshire is always one of the best-attended rounds on the calendar. Good

weather (usually) and a challenging track add up to an excellent day out for fans. Joint points leaders Jason Plato and Matt Neal will hope that fresh restrictions imposed on the Arena team's potent LPG engine will prevent more Ford Focus domination. The usual supporting cast includes Formula Renault UK, Renault Clio Cup, Porsche Carrera Cup, Ginetta Juniors and Ginetta G50 Cup.

BTCC at Oulton always delivers a good crowd



## SNETTERTON

**HSCC**

**June 5-6**

**Admission £12**

**Tel: 01953 887303**

The HSCC's Guards Trophy series (in divisions for pre-1968 and pre-'66 GTs and sportscars) takes centre stage in Norfolk this weekend, and a field of 40 cars is expected for the category's flagship AUTOSPORT 3 Hours enduro. Historic Road Sports, 70s Road Sports, the Derek Bell Trophy (for F5000 and F2 cars), Historic FF1600, FF2000, FJunior, Classic F3, Historic Touring Cars and Classic Racing Cars help make up a 17-race bill that no enthusiast should miss.

## SILVERSTONE

**MGCC**

**June 4-6**

**Admission £15**

**Tel: 0844 3728 200**

The annual MG Live event is the meeting to go to if you are a fan of

the (now Chinese-owned) British marque. This year's extravaganza will celebrate a 60-year association with Silverstone and features 16 races across two days on the GP circuit.

## BRANDS HATCH

**BARC**

**June 5-6**

**Admission £12**

**Tel: 01474 872331**

## CADWELL PARK

**BRSCC**

**June 5-6**

**Admission £12**

**Tel: 01507 343248**

## LYDDEN

**SEMSEC**

**June 5**

**Admission £12**

**Tel: 01304 830557**

## SHELSLEY WALSH

**British Hillclimb Ch'ship**

**June 6**

**Admission £15**

**Tel: 01886 812211**

After the Indy 500 comes more oval action in Texas

## INDYCAR SERIES

**Rd 7/17**

**Texas Motor Speedway, USA**

**June 5**

**www.indycar.com**



## MASTERS OF FORMULA 3

**Zandvoort, Netherlands**

**June 6**

**www.circuit-zandvoort.nl**



## FORMULA RENAULT 3.5 SERIES

**Rd 4/9**

**Brno, Czech Republic**

**June 5-6**

**www.renault-sport.com**

## NASCAR SPRINT CUP

**Rd 14/36**

**Pocono, Pennsylvania, USA**

**June 6**

**www.nascar.com**

## GRAND-AM

**Rd 6/12**

**Watkins Glen, New York, USA**

**June 5**

**www.grand-am.com**

## INTERCONTINENTAL RALLY CHALLENGE

**Rd 5/12**

**Rally of Sardinia**

**June 4-6**

**www.ircseries.com**

## DTM

**Rd 3/10**

**EuroSpeedway Lausitz, Germany**

**June 6**

**www.dtm.com**

## SCANDINAVIAN TOURING CARS

**Rd 2/4**

**Gothenburg, Sweden**

**June 5**



## Television

### THURSDAY JUNE 3

1430-1530 [Sky Sports 3](#)  
DTM: Valencia  
1800-1905 [Motors TV](#)  
British F3: Magny-Cours

### FRIDAY JUNE 4

1000-1100 [Motors TV](#)  
750 Motor Club: Brands Hatch  
1905-1940 [Motors TV](#)  
Legends: Cadwell Park

### SATURDAY JUNE 5

0730-0845, 1100-1200 [Eurosport LIVE](#)  
IRC: Sardinia  
0900-1000, 1400-1500 [Dave](#)  
World Rally 2010  
1000-1100 [Motors TV](#)  
Superstars: Portimao  
1055-1155 [ITV4](#)  
Motorsport UK  
1200-1300 [Eurosport LIVE](#)  
Formula Renault 3.5: Brno  
1800-1845 [Eurosport 2](#)  
Formula Renault 3.5: Brno  
1800-1905 [Motors TV](#)  
British F3: Magny-Cours  
1905-1940 [Motors TV](#)  
Trofeo Abarth: Cadwell Park  
2045-2150 [Motors TV](#)  
ERC: Lydden

### SUNDAY JUNE 6

0130-0400 [Sky Sports 1 LIVE](#)  
IndyCar: Texas  
The Firestone 550K from Fort Worth.  
0700-0730 [Channel 4](#)  
The Grid  
0730-0755 [Channel 4](#)

British F3: Magny-Cours  
0730-0845, 1045-1145 [Eurosport LIVE](#)  
IRC: Sardinia  
1000-1200 [Sky Sports 3](#)  
IndyCar: Texas  
1145-1300 [Eurosport](#)  
Formula Renault 3.5: Brno  
1200-1830 [ITV4 LIVE](#)  
BTCC: Oulton Park  
Six and a half hours of touring car and support-race coverage.  
1800-2000 [Sky Sports 4](#)  
IndyCar: Texas  
1800-2200 [Open Access 3 LIVE](#)  
NASCAR: Pocono  
2045-2150 [Motors TV](#)  
British F3: Hockenheim  
2100-2200 [BBC4](#)  
Hammond meets Moss  
Top Gear presenter meets British motor racing legend.  
2330-0130 [Sky Sports 2](#)  
IndyCar: Texas

### MONDAY JUNE 7

0745-0845 [Eurosport](#)  
Le Mans Series  
1000-1200, 1600-1800 [Sky Sports 4](#)  
IndyCar: Texas  
1830-1900 [Eurosport &](#)  
2345-0015 [Eurosport 2](#)  
Le Mans 24 Minutes  
First edition of a daily show building up to this year's Le Mans 24 Hours.  
1800-1905, 2220-2325 [Motors TV](#)  
British F3: Hockenheim  
1900-2000, 2200-2300 [Sky Sports 2](#)  
NASCAR: Pocono highlights

## Online

### AUTOSPORT.COM

Coming up on the web this week

#### TURKISH GP ANALYSIS

AUTOSPORT.com this week brings you Gary Anderson's Turkish GP analysis, including how McLaren was able to match the pace of Red Bull. This weekend's action includes Sebastian Ogier's IRC outing in Sardinia, and MotoGP from Valentino Rossi's back yard at Mugello. We also have IndyCar at Texas, NASCAR at Pocono, the F3 Masters from Zandvoort, BTCC at Oulton Park, DTM at Lausitz and Formula Renault 3.5 at Brno.

Find out how McLaren kept up with Red Bull



Ranking the world's best drivers in the sport

#### THIS WEEK'S BIG MOVERS

Lewis Hamilton's Turkish GP win lifts him three places to fourth, while Dario Franchitti's Indy 500 victory moves him up to seventh. Sebastian Vettel's non-finish in Turkey leaves him narrowly ahead of Red Bull team-mate Mark Webber in the battle for top spot.



## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

Step aside Paxman: EJ is on the case



THERE ARE many things better about the BBC's Formula 1 coverage compared to how ITV handled it: free practice, the Forum post-race show, Lee McKenzie in place of Louise Goodman, and no adverts (although I do miss the opportunity they created for my own private pitstop).

But my personal favourite is the classic races that air as part of the pre-weekend build-up. With the Turkish GP having little to fall back on – it's a pity that Lewis Hamilton's stunning GP2 drive in 2006 couldn't get an honorary mention – there was a very random selection last week.

What the classic GPs demonstrate so clearly is how much coverage of the sport has improved – we now have cameras at every corner, unlike Dijon in 1982, where Rosberg's first win was shown from four static positions!

Also, the quality of direction has improved enormously. The multi angles of the start we were treated to in Turkey were amazing. Given that not much else happened for the next 40 laps, I would have quite happily watched them go through all the permutations for at least another five minutes.

In contrast, the man in charge of portraying the action at the 1981 San

Marino GP had the race knowledge and reaction speed of a sedated sloth. How he managed to miss every single piece of action was a masterclass in incompetence.

But it wasn't all worse then, as the coverage of the 1985 European GP at Brands Hatch showed. Whereas now all the media are forced into those post-race scrums, back then Ayrton Senna wandered over to the TV compound on his own to watch his qualifying lap. There he was standing

next to Murray Walker talking through one of his legendary efforts, but we heard nothing of it!

Later they had one-to-one access to Alain Prost as he arrived at the track, and he was basically asked if he'd had a nice breakfast. Eddie Jordan, who seems to have now decided he's the Paxman of the paddock, wouldn't have let him off so easily. If only his questions weren't so convoluted, over-long and incomprehensible, he'd be brilliant.

*Revved Up*

"If only Jordan's questions weren't so convoluted, over-long and incomprehensible, he'd be brilliant"



# THE WEEK IN PICTURES

The lensmen pounding the beat, from Indy to Liverpool

## TROPHY-TASTIC

Ganassi's unique Daytona and Indy 500 haul gets the once over from its IRL line-up



## WHERE'S RAFA?

With Champions League off the radar, Liverpool can content itself with James Walker in a Superleague car instead



## HEEEERE'S JOHNNY

Jack Nicholson is not the first star to wave the start flag at Indy, but he's probably unique in sticking around for restarts

## Engineering debrief – Stagger

### SLIGHTLY SKEWED

IndyCar tyres are asymmetrical when they race on ovals to help turn left



**STAGGER IS** the difference between the diameter of the left and right side of an oval racing car's tyres. At Indianapolis, for example, the right-side of an IndyCar tyre is approximately 10mm bigger than the left side. Since there is no differential in oval configuration (the rear end is connected by a spool), the left-rear turns at the same rate as the right rear across the axle. The car has to be set up to accommodate the stagger, which includes altering the ride height and crossweights to balance it. Stagger helps the car turn in to the corner, because it naturally wants to turn left without any input from the driver.  
*Simon Strang*

Got an engineering question you'd like answered? Send it to [mark.glendenning@haymarket.com](mailto:mark.glendenning@haymarket.com)



# FROM THE ARCHIVE

Paul Tracy, 2002 Indianapolis 500



"Officials deemed Tracy had made his move a split second after the yellow, so Castroneves claimed his second Indy 500 win"

Tracy heading for great controversy

**PAUL TRACY** failed to qualify on his return to the Indianapolis 500, ending hopes of success for the reunion between the Canadian and race engineer Barry Green at Jimmy Vasser's KV Racing Technology team.

For the first time in eight years, the two men were back together at the Brickyard, chasing a victory they felt the Indy 500 owed them after a controversial conclusion to the 2002 event.

That year's 500 featured 19 lead changes among five drivers, but it was in the dying laps that the real drama unfolded.

With two to go, Helio Castroneves led in his Penske-run Dallara-Chevrolet. But Castroneves was in trouble – he was very nearly out of fuel. The Brazilian was running on little more than methanol fumes and Tracy, driving for Green's eponymous squad, was primed to pass him. Helio desperately needed a caution period to take him to Victory Lane, but when Tracy got a run on him and took the lead at Turn 3 his hopes were dashed. Or so it seemed...

In fact, the caution period Castroneves was praying for arrived. Laurent Redon and Buddy

Lazier made contact and hit the wall, bringing out a full-course yellow. Under IRL rules, whoever led when the caution was called would be declared the winner. Officials deemed Tracy had made his move a split second after the yellow had fallen, so Castroneves claimed his second straight Indy 500 win.

Tracy's team immediately launched a protest, insisting the Canadian had got his nose ahead of Castroneves's car before the on-board dash had lit up yellow. But, despite this version of events being supported by the two drivers immediately behind the lead duel, the IRL quickly quashed the appeal. Helio's victory stood.

Castroneves was adamant the win was rightly his. "The reason Tracy passed me was because the yellow light came on and I let off the accelerator," he explained after the race.

Eight years on, the debate about that 2002 result still rages and the wounds for Tracy still fester. Barry Green still firmly believes the victory belonged to his driver: "I think everyone involved in the argument, deep down, knows who really won that race."

## THIS WEEK IN...



**JUNE 3 1966**

**OUR COVER** depicts a mass of Ford Mustangs on the grid before the start of the saloon car support race to March's Sebring 12 Hours. Future F1 world champion Jochen Rindt won the race in an Alfa Romeo GTA.

Graham Hill, the 1962 F1 title winner, used Ford power to claim a second consecutive victory for a British driver in the Indy 500 – in a John Mecom Lola. Lotus alleged Jim Clark (who finished second) was actually ahead of Hill when the chequered flag fell after 200 laps, but did not contest the official results.

Jackie Stewart led Clark and team-mate Hill in the closing stages, but lost the chance to become the first Indy rookie winner since 1927 when the oil pressure in his Lola's Ford motor vanished.



**NEXT WEEK**



Empty stands; deserting sponsors...

## F1 STRUGGLE

Has the bubble burst? *On sale June 10*

**PLUS**

BTCC back on the road at Oulton; Highcroft takes on the Le Mans big guns



# FRANK BIELA

■ Road Atlanta ALMS ■ October 18, 2003 ■ Audi R8 ■ Title victory despite two crashes



Biela harries the Joest Audi to the ALMS title

**HOW OLD** am I now? Forty-five, so there's a lot to say about my racing over the years, but the one that was really special to me was the final round of the American Le Mans Series at Road Atlanta in 2003. I was sharing an Audi R8 with Marco Werner, and it was pretty sure that we'd win the championship – we had to finish in the first five or something to do it. But then the disasters started...

I was coming down into the Esses, lapping a Carsport Dodge Viper GT car on the outside. I turned in, and either I touched him or he touched me. It was on the rear of my car, and it sent me into the wall really hard. My first thought was, 'Fuck, there goes the championship.' It was a really hard impact, and the car was pretty much destroyed. But somehow I made it back to the pits.

We did 20 minutes of repairs, and they changed the whole back-end of the car, as we could quite quickly in those days, and the front suspension, too. And when it

**"It was unbelievable to lose the title twice and then win it back again. It was the strangest race of my life"**

was finally running again, the car was still very good. The way it was built meant you could get out of critical situations, and the Joest crew was always so well prepared for every eventuality. We were back in the championship again.

Then all we had to do was

complete 70 per cent of the race distance, and on the very lap we needed to do it, Marco ended up in the gravel bed! At that moment, everyone thought, 'Shit. Now it's *really* over.' But he was in a dangerous position, so the marshals pushed him out of it,

and he got back on the track and finished the lap we needed. It was unbelievable to lose the title twice and then win it back again. It was the strangest race of my life!

When I put it in the wall, I'm sure Marco was shouting in the pits, 'You fucking idiot!' Normally, if he went off, I would say the same, but not on that day. I knew that it can happen at any time. I didn't say anything at all.

In those days, racing for Audi, it was a must to win every championship we contested, so it was a big relief to do it. **✖** Frank Biela was talking to Charles Bradley

## IN PROFILE



**ORIGINALLY A** member of the Ford Youngster Team programme alongside Bernd Schneider and Manuel Reuter in 1987, before going on to win races in German F3, Frank Biela became synonymous with Audi in sportscars and touring cars from 1990. A five-time Le Mans 24 Hours winner with the marque, he has also won titles in the ALMS, DTM, British and French Touring Car series, and the FIA Touring Car World Cup. He is a former National Racing Driver of the Year AUTOSPORT Award winner, and still races sporadically today.

**NEXT WEEK**  
**Andy ROUSE**







## Porsche Carrera Cup GB

**Rounds 7 and 8, Oulton Park, June 5-6**

After a brief break in the schedule, the Porsche Carrera Cup GB resumes this weekend for rounds seven and eight at the glorious parkland circuit of Oulton Park in Cheshire.

Tim Harvey has taken an early grip on the title race with five wins from six races, but Michael Caine is chasing hard and victory in round five at Brands has set Caine up for a major challenge on Harvey at Oulton Park.

However, this is by no means a two-horse race and a gaggle of rapid young drivers are chasing the two most experienced drivers in the championship. Teenager Glynn Geddie and Carrera Cup Scholarship racer Euan Hankey are currently battling for third, while Tom Bradshaw starred at Brands with an overall podium and will fly at his home track of Oulton Park.

In the pro-am1 category, Ollie Jackson has taken the early advantage but faces tough opposition from Tony Gilham and the increasingly impressive Jonas Gelzinis, who faces another tough learning challenge on his first sight of Oulton Park.

Meanwhile, in pro-am2, the top four drivers are very close on points as Mark Hazell heads Steve Parish, Glenn McMenamin and George Brewster while Cheshire teenager George Richardson is chasing hard after a fine second place finish at Brands.

For more information on the Porsche Carrera Cup GB visit  
[www.porsche.com](http://www.porsche.com)

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