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- ② Return of KERS
- ③ Tougher crash test rules

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of this year's racers

PLUS

Rating the F1 rookies

Will Maldonado and
Perez make the grade?



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Rally Monte Carlo: Outsider Bouffier wins big



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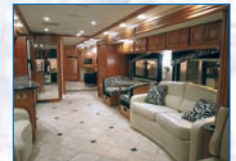
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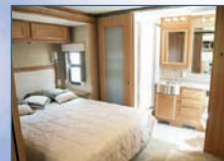
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"The best workout regimen I've got: my left hand controls the volume and the right hand the channel!"

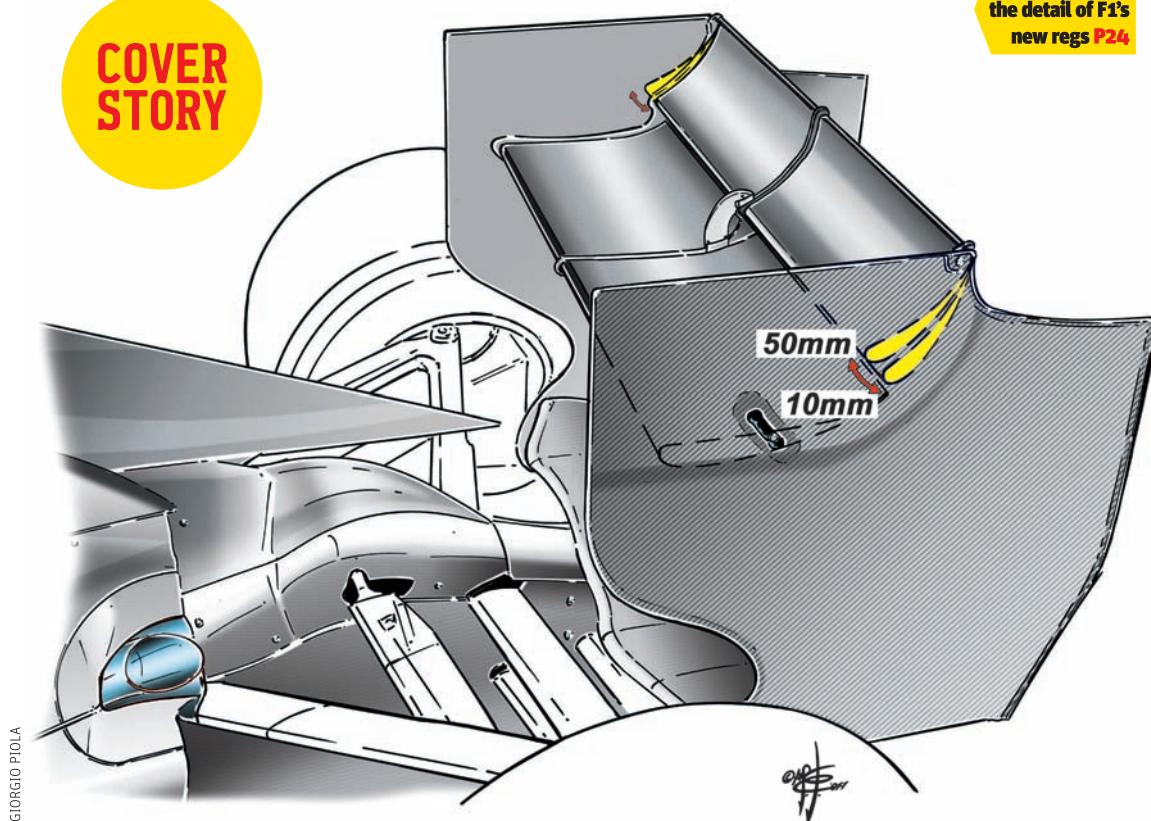
TONY STEWART IS OUR KIND OF NASCAR DRIVER

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Can a car change the weather?



Renault Mégane Coupé Cabriolet. An all-glass roof for that open-top joie de vivre - even when it's closed.

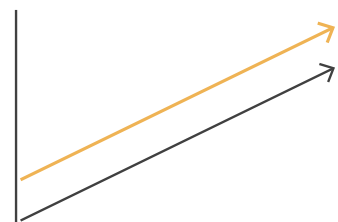
France has many Renault Mégane. By day, the French shade themselves from the sun beneath parasols and party often.

Britain has fewer Renault Mégane. The British hide from the rain under umbrellas and spend cold evenings indoors watching television.

Is this coincidence or correlation?
Is a car the reason why France is so full of joie de vivre?

We'd like to test this theory by giving you the chance to win a Renault Mégane Coupé Cabriolet for the summer and a trip to Menton, Côte d'Azur.

—
For your chance to be our guinea pig go to www.MeganeInFrenchRiviera.com



Mégane

Joie

DRIVE THE CHANGE



The official fuel consumption figures in mpg (l/100km) for the New Mégane Coupé Cabriolet Dynamique range are: Urban 25.9-46.3 (10.6-6.1), Extra Urban 44.8-64.2 (6.3-4.4), Combined 35.3-56.5 (8.0-5.0). The official CO₂ emissions range from 184 to 130g/km.

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POLE POSITION

'Too much' passing? I can cope with that...



SINCE 2005, FORMULA 1 has been blessed by a series of tense, thrilling world championships. But while the battles for the title have been captivating, for the most part the individual races have fallen flat.

There is the very real prospect that will change this year. As we discover in this issue, the changes to rules – the adjustable rear wing, the return of KERS – should make overtaking

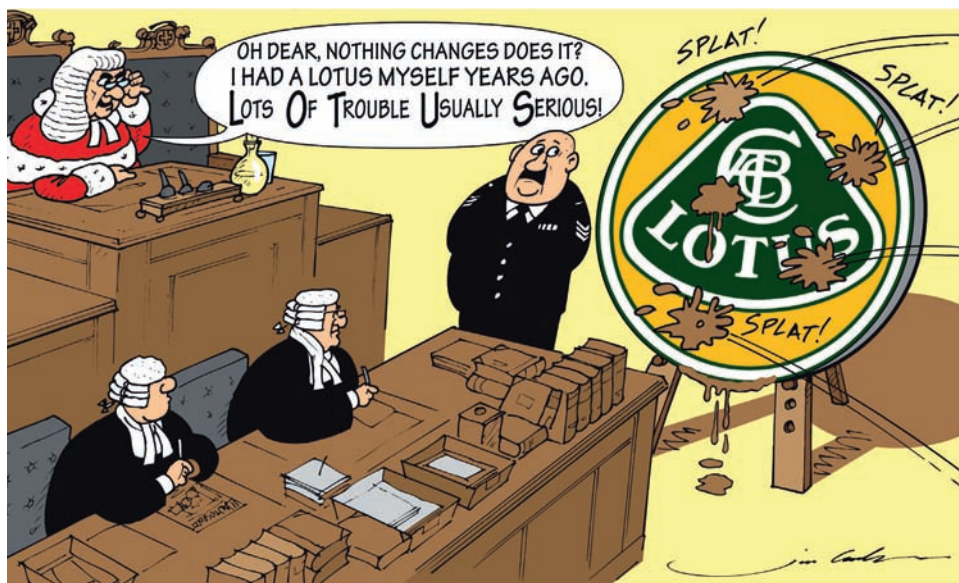
easier than it has been for a generation.

Already concerns have been raised that perhaps it will make passing too easy. I think we can cope with a season of constant place swapping and wheel-to-wheel dicing, even if it somehow becomes tiresome and predictable by the end of the season – which I very much doubt!

On Friday morning we'll get our first glimpse of a 2011 car, when Ferrari wins the race to take the wraps off its latest challenger. We have a pretty good idea of how it's going to look, but with F1 the devil is in the detail and we're all eagerly anticipating the first group test in Valencia next week, where we'll get to see eight of the new cars side by side – and maybe even swapping places!

Andrew van de Burgt, editor

BAMBER'S WEEK





IRC

Bryan's no snail!

Bryan Bouffier threads his Peugeot 207 S2000 along one of the classic Monte Carlo Rally mountain stages. When it snowed, later in the event, the Frenchman made an inspired tyre choice to leapfrog up the order and take an historic win. He won't have noticed it, but what on earth's that blue van up to?!

Picture: IRC



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What to expect from Ferrari's 2011 racer

As the Scuderia prepares to be the first to reveal its 2011 challenger, AUTOSPORT uncovers some of the elements that will feature on it. By EDD STRAW

Ferrari will become the first team to launch its 2011 Formula 1 car, when the F11 is unveiled at Maranello tomorrow morning (Friday).

AUTOSPORT can reveal some of the key design features that the team hopes will allow Fernando Alonso to win the world championship.

The squad came under attack in the Italian media after throwing away the drivers' title with a bad strategy call in last November's Abu Dhabi Grand Prix. But after an engineering reshuffle over the winter, team principal Stefano Domenicali is pulling no punches in declaring that Ferrari must win the title in 2011.

"Our goal is very clear," said Domenicali. "We are aiming to win both the titles: constructors' and drivers'. The target is to be better than last year, especially in terms of performance. The car must be competitive from the start and it must be reliable."

The 2011 car is expected to draw on several design cues that featured on the all-conquering Red Bull RB6. AUTOSPORT understands that these will include a switch to pull-rod rear suspension and a Red Bull-style nose. But Ferrari's approach to gearbox design will differ significantly from that of the reigning world champion team.



RED BULL-STYLE NOSE

Red Bull's distinctive "drooping" nose and complex multi-element front wing is set to become the standard in F1 this year. Red Bull's front wing elements and endplates are designed to maximise medium-speed downforce and also give a stable, driver-friendly level of downforce at high-speed.



KERS

Ferrari is one of two teams, along with McLaren, to have won a race using KERS in 2009. After being outlawed by a teams' agreement in 2010, the hybrid system returns this year and Ferrari is confident that it will hit the ground running with the system. "I'm convinced that the experience with the KERS in 2009 should allow us to avoid those start-up problems," said Stefano Domenicali.





GEARBOX

Gearbox packaging was all-important last year and integral to maximising the double diffuser. Despite single diffusers being mandated in 2011, gearbox packaging remains crucial to the design of the rear of the car. Ferrari is set to adopt a narrow, tall gearbox design, in contrast to Red Bull's shorter, slightly wider, design.



PULL-ROD REAR SUSPENSION

Ferrari is set to lead the mass adoption of Red Bull's pull-rod suspension, which pulls the suspension rockers. This has two major benefits: allowing a lowered centre of gravity, as well as cleaning up the airflow to the back of the car. Red Bull has run the configuration for the past two years.



McLAREN-STYLE SIDEPODS

The new Ferrari is expected to feature more curved sidepods and more air intakes to aid cooling. This will give the car a sleeker look compared with the F10. Last year, McLaren's heavily curved sidepod allowed the airflow to the rear of the car to be optimised. This will help claw back downforce lost to the double-diffuser ban.



TURN OVER
FOR DETAILS
OF THE REST
OF NEXT
WEEK'S
LAUNCHES



PAGE 24
IN-DEPTH
ANALYSIS OF
F1 2011'S
REGULATION
CHANGES



F1 2011: Key areas for this week's new cars

LAUNCH TIMETABLE

FERRARI

Friday Jan 29, 9am,
Maranello

SAUBER

Monday Jan 31, 10am,
Valencia

RENAULT

Monday Jan 31, 11am,
Valencia

RED BULL

Tuesday Feb 1, 7.30am,
Valencia

TORO ROSSO

Tuesday Feb 1, 8am,
Valencia

WILLIAMS

Tuesday Feb 1, 8am,
Valencia

MERCEDES

Tuesday Feb 1, 8.20am,
Valencia

LOTUS

Tuesday Feb 1, TBA,
Valencia

* all times GMT

Seven of F1's 12 teams will launch their new cars at Valencia early next week, with Red Bull and Mercedes set to grab the headlines. AUTOSPORT has the lowdown on what to look out for when the bulk of the F1 field breaks cover during 24 frenetic hours



Pressure is on for Red Bull to stay out front

THOMPSON/GETTY

RED BULL RB7 STAYING AHEAD

Red Bull is the team that the chasing pack are gunning for, and technical chief Adrian Newey knows that his team must earn its place at the head of the field for a second successive season. "Things can change very quickly," he said. "If other people do a better job than us then it will change." The ban on the double diffuser, the outlawing of the f-duct and a plethora of rule tweaks mean that Newey has had to design a car that is more than simply an evolution of the RB6. But the DNA of last year's championship-winning car will be interwoven with that of his latest creation.

WILLIAMS FW33 JOINING THE KERS REVOLUTION



Barrichello needs a good KERS set-up

DUNBAR/LAT

Williams was among the teams not to run KERS in 2009, and has set aside its unraced flywheel-based system in favour of running a battery-based one developed in association with in-house Williams Hybrid Technology. It has never

so much as tested with KERS before, so will have to dedicate track time at Valencia to proving the system and ensuring that there are no unexpected mechanical gremlins. Packaging of the KERS will also be key.

MERCEDES MGP W02 GIVING SCHUEY WHAT HE NEEDS



GILHAM/GETTY

Schuey in 2010: was it down to the car?

Team chief Ross Brawn reckons that the Michael Schumacher of old is still in there, nestling in the details of the data. The 2010 car didn't suit his technique, and the relatively stronger Pirelli front tyre will help him on turn-in – which

suits his style of driving. The new Merc is expected to have significantly revised aerodynamics that are hoped to provide the seven-time world champion and team-mate Nico Rosberg with a more consistent, confidence-inspiring car.

TORO ROSSO STR6

THE FIRST REAL STR

The ban on customer cars cut Toro Rosso off from the hand that fed it last year, although its 2010 car was an evolution of its own Red Bull RB5-based STR4. The team has heavily invested in design and manufacturing facilities under chief designer Ben Butler and this will be the first real Toro Rosso F1 car. Expect it to show fewer obvious signs of its RB DNA.



STR moves further away from RB roots

GETTY

LOTUS T128

ALL-NEW, ALL-CHANGE

The unwieldy, underdeveloped 2010 Lotus was a means to an end, namely a point around which the team could build up and establish itself in F1. The boxy and not-overly-efficient T127 will be but a memory with the unveiling of the new car, which is expected to be far more svelte and built around the Red Bull/Renault gearbox/engine combination. The switch to pullrod suspension will be the most obvious change.



Big things from tech chief Gascoyne?

FERRAROLIAT

SAUBER C30

A MORE USER-FRIENDLY CAR

When the 2010 Sauber was good, it was quick. When it was bad, it was struggling to stay ahead of the Toro Rosso. The reason for its inconsistency was the aerodynamic package's narrow operating window in terms of ride height and suspension stiffness. The problem was alleviated late last year, but still remained, and the key to Sauber's 2011 success will be to dial out the user-unfriendliness.

New Sauber needs to behave more often



FERRAROLIAT

RENAULT R31

OFF TO A GOOD START

Renault's biggest weakness in the years since it last won the championship has been the speed of its 'out-of-the-box' machine. A rapid pace of development is all well and good but, if the car is a midfielder at the start of the year, it's unlikely to win races by the end. Expect an aggressive aerodynamic approach, with more of the intricate CFD-driven detailing that characterised its late-2010 car.



Kubica needs a car that's 'born' quick

AUTOSPORT SAYS...

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F1 EDITOR

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Last year, one of AUTOSPORT's Formula 1 launch covers read simply 'Red Bull: The car F1 fears'. On Tuesday morning, that awe-inspiring machine's successor will quietly be rolled out into the Valencia pitlane. Little has changed in 12 months, and Adrian Newey's behemoth is once again top of the food chain. For the time being at least.

Red Bull has kept a low profile in pre-season testing over the past two years, skipping the first test and keeping its long runs to a minimum. With so many rule changes – and the return of KERS – to deal with, the team has opted to front up from the off. And the RB7 will be the car to which the greatest number of engineers will gravitate for a sneak peek. It will be the focal point of an elegant dance as Red Bull mechanics attempt to block its detail from prying eyes.

When you finish the previous season on top, as Red Bull resoundingly did, you are granted pre-season-favourite status. Although the tail end of last season created the illusion that the rest had got on terms, Sebastian Vettel and Mark Webber were generally the fastest show in town in the final quarter of the season. Ominous.

Remember that, while you're salivating over the latest creations from Mercedes, Renault and Ferrari. Red Bull carries the number 1 for a reason, and its unveiling will be accompanied with a tremble of fear from its rivals.

Red Bull: dominant throughout 2010



FERRAROLIAT

FOLLOW THE LAUNCHES

Keep up with all of next week's 2011 launches live on:

AUTOSPORT.COM

Then look out for 36 pages of in-depth analysis in next week's magazine



TEXAS LONE START

Work is well underway on the construction of the new circuit in Austin, Texas, that will host the revived United States Grand Prix next year. Ground was broken last December and organisers are confident that the facility and surrounding infrastructure will be ready in time.

Two Lotus teams to start season

Naming row could be settled by the end of March, meaning Lotus-Renault will take on Lotus-Renault in Bahrain

The battle over the use of the Lotus name in Formula 1 could be resolved by the Malaysian Grand Prix after the London High Court ordered a full trial to begin on March 21.

Group Lotus applied for a summary judgement to be granted over Team Lotus on Monday, claiming that the ending of what was originally a five-year licence to use the name should prevent Tony

Fernandes's outfit from employing it. The judge, Mr Justice Peter Smith, rejected the claim for a summary judgement, meaning there will be two Lotus-Renault teams on the grid when the F1 season starts in Bahrain on March 13 unless an out-of-court settlement is agreed.

The case lasted just under an hour, with the judge concerned that the dispute was going on too long and was in need of a quick

resolution. He announced his desire to settle the case before the start of the season and offered two possible dates for the trial to commence.

He granted the legal

"The decision was never in doubt. We start the season under the Team Lotus name"

Tony Fernandes

white." Fernandes had earlier described the case on his Twitter feed as "a desperate attempt [by Group Lotus] to use their one-way, unlawful termination of [the] license agreement" to prevent him from running under the Team Lotus banner. Lotus Cars issued a statement welcoming the decision and hoping for a speedy resolution.

Although the rejection of the summary judgement in no way validates the position of either side, the decision has to be considered positive for Fernandes's team. His Malaysia Racing operation acquired the rights to the Team Lotus name last September from David Hunt, who took over the team late in the 1994 F1 season. Lotus owner Proton questioned the legitimacy of Hunt's claim to be Team Lotus's custodian in a statement last September, claiming that "Group Lotus believes these rights to have no proper legal foundation".

It is hoped the trial will be concluded before the Malaysian on April 8, significantly earlier than the mid-summer resolution that was originally expected.

Four Lotus-Renaults will start the season



Liuzzi could partner di Resta



Force India: three into two won't go

VITANTONIO LIUZZI'S Force India future remains open despite the team being set to announce Paul di Resta as a race driver for this year as AUTOSPORT closed for press.

The Scot was due to be confirmed yesterday (Wednesday), but there were no plans to reveal Force India's second driver. Adrian Sutil is favourite for the seat, but Liuzzi has a contract for the 2011 season as part of a two-year

race deal originally signed when he joined the team as test driver in January 2008. It is understood that Sutil has no deal in place, but the team is keen to keep him.

Force India has been working on an agreement to terminate Liuzzi's contract by mutual consent. But with less than a week to go until the team starts its pre-season test programme at Valencia using an updated version of its 2010 car, it is running out of time. The

29-year-old, who scored 21 points compared with team-mate Sutil's 47 last year, is keen to remain in a race seat and, if he does leave Force India, his only option would be to switch to HRT – a move that would require significant financial backing.

The announcement of DTM champion di Resta's signing comes as no surprise, as the team has long planned to promote him to a race seat (see AUTOSPORT September 23).

Four teams to test 2010 cars

McLAREN, FORCE INDIA, Virgin and HRT will all run in next week's Valencia test using their 2010 machines.

McLaren will run its MP4-25 updated to interim-spec ahead of the Berlin launch of its 2011 car on February 4. The interim car will be adapted to run using the mandatory weight distribution range and with the aerodynamic characteristics closest to those of the new MP4-26.

Virgin has announced that its new car, the VR-02, will be launched on February 7 in London. Timo Glock and Jerome d'Ambrosio will drive at Valencia.

Force India had yet to finalise its Valencia test line-up as AUTOSPORT closed for press, although new signing Paul di Resta will appear. HRT has yet to confirm if will run a second driver alongside F1 returnee Narain Karthikeyan.

MP4-25 will get final run



DUNBAR/LAT



Williams won't give up his team

DUNBAR/LAT

Williams staying put

FRANK WILLIAMS will retain control of his team in the long-term through the mooted flotation of part of the outfit.

Williams currently owns 63 per cent of the team, with Patrick Head (27 per cent) and Toto Wolff (10 per cent) the other shareholders. Chairman Adam Parr revealed last Friday that Williams is evaluating an Initial Public Offering (IPO), insisting that this would allow Williams to retain control.

"It is quite common because a public ownership structure is more logical," said Parr. "We are constantly being approached by people. The bottom line is that most of them want control and Frank absolutely wishes to maintain control. We have considered options, but this is by far the strongest."

Both Wolff and Head will remain shareholders if the IPO goes ahead, with Williams continuing as majority owner.

THIS WEEK IN F1



RED BULL The Milton Keynes-based team has confirmed that its 2011 car will definitely be revealed at the first pre-season test at Valencia on February 1-3. The car will roll out on the morning of February 1.



McLAREN Test driver Gary Paffett will share running in next week's Valencia test with Lewis Hamilton and Jenson Button. McLaren will run a McLaren MP4-25-based interim car at the test.



FERRARI Team principal Stefano Domenicali is hopeful that Felipe Massa will approach 2011 with new confidence after a dismal 2010 season. "I can see he has a new frame of mind," said Domenicali.



MERCEDES Nico Rosberg will drive the new Mercedes MGP W02 on the first day of next week's Valencia test. The German is hopeful of winning races in his second season with the Brackley-based team.



RENAULT Former Team Lotus test driver Fairuz Fauzy has joined the Lotus Cars-backed Renault outfit as reserve driver for 2011. The Malaysian is also the first member of the team's new junior-driver programme.



WILLIAMS The 113-time grand prix winning outfit has its full 2011 budget in place, according to team chairman Adam Parr. "We are in good financial health," he said.



FORCE INDIA Williams refugee Nico Hulkenberg remains in contention to join the team as test driver for 2011. It is thought a deal would include driving during Friday practice.



SAUBER Kamui Kobayashi will shake down the new Sauber C30 at Valencia on Monday. The Swiss team is running on Monday afternoon to film for promotional purposes.



TORO ROSSO Daniel Ricciardo expects to have his first taste of the Toro Rosso STR6 in pre-season testing. The Australian will drive during the first free-practice session of race weekends during the season.



LOTUS Team manager Graham Watson has tasked his crew with producing the fastest pitstops in 2011. "I'd like us to be the best pitstop team," he said. "There's no excuses why we can't be."



HRT Pedro de la Rosa has ruled himself out of contention for a drive with the Hispania team. The Spaniard is focusing on landing a test role, but will continue to be Pirelli's development driver if nothing else comes up.



VIRGIN The team has signed a partnership with Quantel, a company specialising in digital production technology. Quantel logos will be carried on the race cars.

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Shared testing Dates In the South of Spain
Test Days from 500€ per Car per Day

Limited Car Pro Team Shared Test Dates February 2011

8th February 2011	GT2	3 Slots Available	
10th, 11th February 2011	Single Seaters	4 Slots Available	
12th, 13th February 2011	Radicals/Super Sports	3 Slots Available	
14th, 15th February 2011	Single Seaters	5 Slots Available	
16th, 17th February 2011	GT	4 Slots Available	

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MPH Mark Hughes

AUTOSPORT grand prix editor

Melbourne is beginning to doubt its commitment to Formula 1, and the worry is that this may not be an isolated case as the sport becomes ever more expensive to host

Melbourne mayor Robert Doyle last week eloquently summarised a looming problem for Formula 1's current business model. "In 1996, when the [Australian Grand Prix] was a combination of a four-day event and corporate sponsorship was far more generous than it is today, the race still needed to be underwritten [by tax payers] by about \$1.7 million," he said. "Last year it was \$50 million. Fast-forward to 2015, the year the franchise ends. Though the documented benefits for the city may include hundreds of millions of dollars of advertising value, tens of millions of dollars of local revenue, an event that will draw between 250,000 and 300,000 people over three days will come at a cost that will approach 70 million taxpayer dollars.

"It is the old argument: pay up front but get many times the value of the upfront payment in downstream economic benefits. For most events that formula is persuasive. But \$70 million? The

final possibility is that we decide that it has been 20 fantastic years, the benefits to the city and the state have been enormous, but the cycle has run its course."

Formula 1 has India, the US (Texas) and other races lined up to take up the slack, other places that reckon F1 can help boost their economies. The Middle-East has almost certainly not been saturated with F1 venues yet — how long before Qatar decides to add F1 to a portfolio that now includes the World Cup? But the fact that an established grand prix is contemplating walking away of its own accord, much as Indianapolis did a few years ago, is surely a worrying development.

Furthermore, when looking at the earlier adopters of the 'F1 as an economy boost' model, how long before the likes of Bahrain and Malaysia decide the process has squeezed all there is to squeeze, and now it's actually costing more to get the benefits than the benefits are actually worth? It can be likened to the increasing costs of an old oil well; at first the stuff positively spurts out of the ground because there's so much pent-up pressure being released. But as the well gets older, so you need to sink ever-more money into pumping the stuff out until eventually there's so little pressure, you need to dig so deep that the costs become greater than the rewards.

Or, to make another analogy, think of F1 as the drug, Bernie the supplier, the new economies the addicts. They sign up with an initial fee, which then quickly accelerates once they get hooked.

But at some stage they might want to clean up, go to counselling.

In Europe it's slightly different. This is the home of the drug, the place it was invented, and there's a more cynical take on its benefits. It would be political suicide for any major European government to use taxpayers' money to host races; the model of downstream economic benefits is not as widely believed and, even if the politicians could be convinced of it, the voters would likely be an impossible nut to crack. With these events funded by the privatised money of individual promoters, the price has to be cheaper.

There are doubtless a few deals to be done yet with government-funded events outside of Europe, but the well is beginning to dry. Couple this with the urgent need highlighted in last week's column for F1 to get involved in funding junior drivers, and it is more clear than it has ever been that the sport cannot afford to allow money to haemorrhage out to an external entity.

Allowing F1 to go entirely free-market (100-year licence from the FIA) was fine in the boom years but, just as in the real world, when the money gets tight the flaws of the absence of some intervention and central control become blindingly obvious. An interventionist governing body that fully understands these challenges would benefit the whole sport. It's going to be interesting in the coming months to see if that's what we've got as the current F1 commercial agreement nears its end. ❧



“The sport can’t afford to allow money to haemorrhage out”

NASCAR

Chevy plans new-look car

CHEVROLET is promising to “push the envelope” with the look of its 2013 NASCAR Sprint Cup car.

With the current specification of cars having been criticised due to a lack of differentiation between brands, General Motors director of racing Mark Kent said that Chevrolet had taken note of the new generation of Nationwide cars, where each manufacturer is visually distinct, as it prepared for a complete bodywork and chassis overhaul.

“I think what we all learned with the 2011 Nationwide car is that you can balance looks and performance,” he said. “As we go forward with the 2013 Cup car, we’re working to push that envelope even further.”

The race car is expected to resemble a road-going car that will be in production at that time. Meanwhile, broader changes to the regulations are being considered for future introduction by series organisers, including the mooted switch from carburetors to fuel injection.

IN BRIEF

DE SILVESTRO SIGNS

Simona de Silvestro will remain with HVM in IndyCar for the foreseeable future after signing a three-year deal with sponsor Entergy Nuclear. The Swiss managed two top-10 finishes in her rookie season.

RAISING THE BAR

IndyCar has tightened its qualifying margin from 107 to 105 per cent of pole position for the upcoming season. The tweak is unlikely to affect the 2010 field’s slowest driver Milka Duno, who is reportedly preparing to make the switch to ARCA stock cars.

INDYCAR ROOKIES TEST

James Hinchcliffe (below) completed a two-day IndyCar test with Newman/Haas at Sebring last week, although the Canadian is still yet to finalise a deal. Also on track was fellow rookie JR Hildebrand, who will race with Panther.



TILTON/GETTY

NASCAR

Repaved Daytona prepares for new style of racing

New high-speed and high-grip surface set to change flavour of racing at Daytona

L eading NASCAR figures predict a dramatic shift in the style of racing at this year’s Daytona 500 following the second test on the resurfaced Florida superspeedway last week.

Penske duo Brad Keselowski and Kurt Busch both nudged speeds of just over 198mph during the three-day test, where pack drafting on the faster, higher-grip tri-oval

was eschewed in favour of two-car tandem drafts. Although a full pack of cars is yet to run together, Nationwide champion Keselowski said he expected that approach to continue through to the race.

“The thought of a big pack — I think we might see the extinction of that here,” said Keselowski. “It’s a completely new breed of racing. From the drivers’ point of view it

is like a baton relay — if you have the two fastest drivers in the world and you put them in a baton relay and they can’t exchange, an average Joe that can exchange will beat them.”

Teams ran a slightly smaller restrictor plate than that used for the previous test in December, and NASCAR officials said that they expected speeds to get even higher



Repared Daytona could alter spectacle of the 500

once the full field took to the track with fully-tuned race engines. Drivers hit speeds of 201mph while tandem-drafting at Talladega last year, while the main pack reached 197mph.

NASCAR Sprint Cup Series Director John Darby said that the new approach would lead to changes in the way teams handled their race strategy.

"The one thing a two-car tandem does is it will shoot them past anybody," he said. "It's a neat tool. I doubt we'll see pairs of cars from green flag to chequered flag, but as the race winds down it will be time to find your partners and see who you're going to work with to get to the front."

DTM

Mortara deal close

REIGNING F3 Euro Series champion Edoardo Mortara is closing in on a DTM drive with Audi for 2011.

AUTOSPORT understands that the two-time Macau Grand Prix winner is among the leading candidates for a drive with the Ingolstadt squad for this season following its extensive young-driver tests that took place before Christmas.

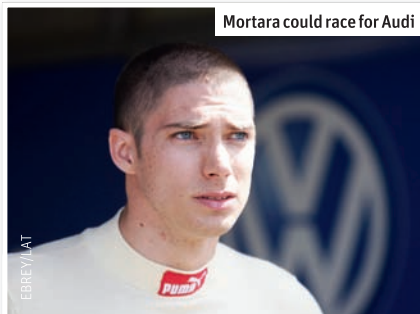
Audi is expected to reveal its DTM line-up early next month, but Mortara said he is yet to sign a deal.

"The test was positive, but I still have no news from them," the 24-year-old told AUTOSPORT. "I'm pretty optimistic for the future, but for the moment I'm still without a seat for this year."

Speculation continues to

surround the Mercedes line-up as well, but the marque's motorsport boss Norbert Haug has played down talk of Robert Doornbos signing a deal.

"Yes there is contact with Robert, but with many others as well," said Haug. "There is lots of speculation, but I can't say anything just yet. There are various contacts, but not every contact becomes a contract. We don't want a lot of changes, and it is far too early to talk about any decision."



Mortara could race for Audi



CHEVY REVEALS ITS NEW LOOK FOR THE WTCC

Chevrolet has unveiled the livery its factory Cruzes will carry during this year's World Touring Car Championship

AUTOSPORT SAYS...

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Last February I sat in Daytona's press box staring at a pitlane full of stock cars and an empty racetrack when I should have been watching its famed 500-mile stock car race. The only on-track action came from a small army of workers attempting to patch a massive pothole on its dilapidated surface, delaying the race for hours. That couldn't be allowed to happen again.

Now the track has been repaved, drivers report — unsurprisingly — that grip levels have rocketed. Tony Stewart even reckons the surface is so smooth that you could "hold a cup of coffee with the lid off and not spill a drop".

But what of the impact on the racing? Drivers say the overriding feeling from last week's test was akin to lapping a "narrow Talladega". In some ways that's good: it will promote three-wide pack racing. In some ways that's bad: Daytona's corner radius and transitions are far more punishing than Talladega, so multi-car shunts triggered at the exits of Turns 2 and 4 could be rife.

The key to victory at 'Dega in recent years has been to pair up with a drafting buddy to break free of the pack. And with speeds at 198.6mph in a two-car draft, there'll be some twitching at NASCAR towers as the 200 figure looms.

The chess match might be the same, but how many pieces will be left on the board as the 500's finish line approaches?

Talladega-style drafting works



LMP1

Signature switches

THE FRENCH Signature team is swapping from an Aston Martin to an ORECA chassis for its 2011 prototype campaign.

Team boss Philippe Sinault revealed that the team had made the decision not to continue with the Aston V12-engined Lola coupe it entered in the Le Mans Series and at the Le Mans 24 Hours in 2010.

It has yet to announce its plans for 2011, but he confirmed that they would be based around an ORECA chassis.

Sinault would not reveal the identity of the engine he plans to

use for what is expected to be an LMP1 campaign and whether his team would contest the Le Mans Series or the Intercontinental Le Mans Cup. He explained that an announcement could be made this week and that Franck Mailleux was likely to stay with the team.

The Lola-Aston has been placed with Belgian touring car and rally team Kronos Racing by its collector owner.

Vanina Ickx, daughter of multiple Le Mans winner Jacky, will drive the car should Kronos be granted a 2011 Le Mans entry.

REMEMBER WHEN...

JANUARY 25, 2008



... Romain Grosjean made his GP2 debut. It's just over three years since Grosjean first raced in GP2. His debut came with ART in the Asia Series at Dubai, where he won both the feature and the sprint race.

GT1

Westbrook in at Chev

British Porsche stalwart completes Corvette line-up after successful Sebring test



Corvette team welcomes Westbrook

British sportscar star Richard Westbrook has landed the final seat with Corvette Racing after a successful try-out with the team last week.

The 35-year-old tested one of the Pratt & Miller-run Chevrolet Corvette C6.Rs at Sebring. He was then announced on Friday as a third driver alongside Oliver Gavin and Jan Magnussen for the Sebring, Le Mans and Road Atlanta enduros.

Programme manager Doug Fehan explained that Westbrook, who lost his regular Porsche drive when the ProSpeed team abandoned plans to run two cars in 2011, had landed the seat due to his test performance.

"Richard did the job we expected on all fronts," he said. "He drove for between an hour and a half and two hours, and that was all he needed to show that he had the ability to adapt to the car and mesh with the team."

Fehan admitted that American Le Mans Series LMP champion David Brabham had been one of a "number of names" in contention for the seat.

He said that there was no chance of team stalwart Johnny O'Connell doing the enduros after swapping to Cadillac's SPEED World Challenge programme. O'Connell's replacement alongside Olivier Beretta is Tommy Milner, who moves across from the BMW team.

Q&A

RICHARD WESTBROOK
CORVETTE RACING



What does it mean to have a Chevrolet contract?

It's a great deal for me because I'll be doing the big three races at Sebring, Le Mans and Road Atlanta [Petit Le Mans] with a manufacturer. I'm in a car that has to be regarded as one of the favourites [for GT Endurance class honours] in those races, which is exactly where I need to be at this stage of my career.

Could this open other doors within General Motors?

I'm not looking too far down the road at this point, but if other opportunities present themselves, then great.

After your drives in the Ford last year, will you return to the FIA GT1 World Championship?

There are no clashes with the Corvette programme, so it would be the obvious thing for me to do. It is something I'm working on.



Stoneman: get well soon

FORMULA RENAULT 3.5

Stoneman sidelined by illness

REIGNING FORMULA 2 champion Dean Stoneman has been forced to abandon a planned Formula Renault 3.5 Series campaign after being diagnosed with testicular cancer.

The 20-year-old Briton had recently joined the ISR team to race alongside Red Bull-backed Daniel Ricciardo, but

withdrew after his condition was diagnosed last week. Sources close to Stoneman said that the disease had been detected early, and that doctors were optimistic that he will make a full recovery. The first course of his treatment was scheduled to finish earlier this week.

Despite the unlikelihood of Stoneman

returning to racing in the short-term, AUTOSPORT understands that Czech team ISR will delay moves to find a replacement driver on the off-chance that he recovers quicker than expected.

A comeback for the final races of the season is also a possibility, subject to medical advice.

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IN BRIEF

GP3 TO RACE IN MONACO

The GP3 Series will form part of the support package at all of the European grands prix this season, including Monaco. The series skipped the Principality during its inaugural season last year.

SIX CARS FOR SUNRED

SUNRED is planning another six-car assault on the World Touring Car Championship this year. The privateer SEAT squad is hoping to retain veterans Gabriele Tarquini and Tiago Monteiro to join Pepe Oriola, Aleksei Dudukalo, Fredy Barth and Michel Nykjaer. It will start the year with the old-spec TDI engine before phasing in the new 1.6-litre version.

DAVISON CONFIRMED AT FPR

Will Davison's long-expected switch from V8 Supercars' works Holden team HRT to Ford counterpart FPR has finally been confirmed. Davison's HRT seat has already been filled by James Courtney, the Australian series' reigning champion.

ROBINSON JOINS REBELLION

Former Williams F1 senior operations engineer James Robinson has joined Rebellion Racing for its twin assaults on the Intercontinental Le Mans Cup and the Le Mans Series. The 50-year-old will engineer the Rebellion Lola-Toyota LMP1 driven by Neel Jani and Nicolas Prost.

CHARLES ZWOLSMAN SR

Former sportscar racer and entrant Charles Zwolsman was found dead in his cell in the Netherlands last week. The Dutchman, whose Euro Racing team competed in the Sportscar World Championship in 1991-92, was in prison for drugs offences. Zwolsman is survived by sons Charles Jr and Ross, who also raced.

T-SPORT GETS A SIM

Darren Turner will help develop drivers for British Formula 3 team T-Sport through his new racing-simulator business. Reigning British F3 National Class champion Menasheh Idafar and team-mates Yann Cunha and Bart Hylkema will visit Turner's Base Performance Simulators as part of their pre-race preparations in 2011.

FORESTI DOMINATES

Lucas Foresti was untouchable in the Brazilian F3 Summer Series at Interlagos last weekend, winning all four races from pole and setting three fastest laps.

FOGG CLEARS TO WIN

Angus Fogg survived a massive pile-up to win last weekend's fourth round of the New Zealand V8 series at Timaru and regain the series lead. Fogg won the first two races but was one of 10 drivers to skate off on oil left by Craig Baird in race three.



LOTUS

F1 MEN GO ON A TRACK DAY

The new Lotus 125 'F1-inspired' track-day car hit the track for the first time last week. F1 veteran Jean Alesi and former Honda test driver James Rossiter (pictured) put the Cosworth-engined machine through

its paces at Vallelunga in Italy. Lotus announced that 1992 world champion Nigel Mansell, who spent the first four years of his F1 career with the marque, will serve as ambassador for the project.

ILMC

Priaulx up for title

Touring car star Andy Priaulx is targeting championship success in this year's Intercontinental Le Mans Cup after being confirmed as part of BMW's full-time line-up.

The 36-year-old Briton will contest all seven rounds of the series with two different teams. He will drive for the Rahal squad in the US rounds at Sebring and Road Atlanta, and Schnitzer in the other five rounds, including the Le Mans 24 Hours.

"The goal is the championship, there's no doubt about that," said Priaulx. "That has to be realistic, because the car was a lot more



Priaulx switches to this from the WTCC

competitive and won the final race last year [at Zhuhai].

"It's a realistic ambition, although we don't know how quick the new Ferrari 458 is going to be. Unfortunately there is no drivers' title, but it would still mean something to help BMW win the manufacturers' championship."

Priaulx will share a GT Endurance BMW M3 with former World

Touring Car Championship sparring partner Dirk Muller and Joey Hand in the US races. The full Schnitzer line-up has yet to be determined, but its core will be Priaulx, Augusto Farfus and Jorg Muller.

Priaulx is also expected to contest the Nurburgring 24 Hours in an M3, as well as a short programme of events in the VLN long-distance championship on the Nordschleife.

GP2

Grosjean back in GP2

EX-RENAULT Formula 1 driver Romain Grosjean will make a full-time return to GP2 this year to spearhead the DAMS team's line-up.

The Franco-Swiss, who made some appearances with the team last year, will be joined by GP3 graduate Pal Varhaug for both the Asia and main series.

Meanwhile, frontrunning team Racing Engineering is expected to confirm today (Thursday) that it will retain Dani Clos and Christian

Vietoris for 2011, although the German will only contest the main series. Formula Renault 3.5 Series driver Nathanael Berthon will replace Vietoris for Asia.

Arden has also confirmed its 2011 pairing, with Czech Josef Kral set to switch from Super Nova to race for the team alongside Formula 2 runner-up Jolyon Palmer.

Renault F1 reserve Fairuz Fauzy has rejoined Super Nova, for which he won a GP2 Asia race in 2008.



STALEY/GP2

Grosjean returns to DAMS for 2011



SEB'S NEW STEED GETS FIRST SHOW

Citroën officially unveiled its 2011 World Rally Championship challenger – the DS3 WRC – at its Versailles factory on Monday

WRC

Citroen: Kimi can do full season

Kimi Raikkonen has committed to 10 of the 13 WRC events this year, but Citroen wants him to do the full calendar

Citroen has left the door open for Kimi Raikkonen to contest the full World Rally Championship this year, after it was announced that he is set to miss three rallies in 2011.

The Finn will drive one of the brand new DS3 WRCs, run by the same team as last season alongside Petter Solberg's similar machine. He will skip the WRC rounds in Mexico, Argentina and Italy as it stands, but Citroen's senior team figures say that it is possible for

his programme to expand.

Benoit Nogier, Raikkonen's team manager said: "Kimi will have around 10 or 12 days of testing this year and we are still in discussion about the rallies. It's possible he will do more, but it's down to the money."

Raikkonen will drive the DS3 WRC for the first time on Saturday, as part of an outing in the factory test car alongside Solberg. Nogier added that he never doubted the chances of the Finn returning for a

second season in rallying after a winter of intense speculation about his future.

"It has been a dark time for Kimi," said Nogier, referring to the sudden death of Raikkonen's father just before Christmas. "But I never imagined he would stop, he always said his first choice was to continue in rallying and his focus over the winter was to fix the programme. He has done this and he is very motivated for the year."

Citroen team principal Olivier

Quesnel said he was delighted to have Raikkonen back, but he added that he was disappointed he wasn't doing every round.

"What can I do?" said Quesnel. "He has the money [for all 13 rounds], but I can't take it from his pocket."

Not everybody at Citroen was quite as pleased to see the return of the 2007 F1 world champion. His former team-mate Sebastien Ogier admitted he had found Raikkonen hard to get on with.

IRC

Wilks ready to win for Peugeot

GUY WILKS says he's ready to win in the IRC after starting his season with a podium finish in Monte Carlo.

Wilks finished the rally fourth on the Monte, but was elevated to third after Peugeot boss Olivier Quesnel told Stephane Sarrazin to check in to the final control late, handing third to the Brit who will contest the whole IRC season.

After driving the Peugeot on a predominantly dry asphalt rally, Wilks feels well prepared for the next IRC event, the asphalt Rally Islas Canarias.

"I think it's realistic to go to the Canaries thinking about the win," said

Wilks. "We were competitive there last year in a car that probably wasn't as competitive as the others. There is no reason why we can't win on Tarmac. I've felt comfortable in this car from the first time I drove it, but there is more to come from the set-up. And as for taking third place, what can I say? No driver wants to do it that way."

Wilks's first Peugeot outing drew praise from Quesnel, who added: "I am sure Guy will be in the fight for the championship. He has made some small mistakes on this event, but you expect that from a driver in a new car for the first time."



Wilks inherited third on the Monte Carlo Rally

WRC

Baltic states keen to run 2013 event

A FOUR-COUNTRY World Rally Championship event running through the Baltic states is being planned for Eastern Europe in 2013.

Officials including WRC Commission president Jarmo Mahonen and North One Sport CEO Simon Long last week met with rally organisers from Latvia, Lithuania, Estonia and Poland in Riga to discuss the plan. FIA president Jean Todt has talked extensively about his desire to see longer rallies with more of an endurance aspect and this collaboration of four countries in one rally would fit that bill.

The rally would be expected to spend a day



Rally Poland was very popular in 2009

in each country. Eastern Europe is a key market for the WRC, and Rally Poland is expected to return to the calendar in 2012 in preparation for the longer 2013 event.

Estonia's biggest rally star, five-time world rally winner Markko Martin, said he thought the plan could work.

"Each of those countries is too small to

run a WRC round alone, but collectively it could work well," he said.

"There is a lot of support in the countries for the sport – and the roads in the Baltic states are really, really nice. It would be a good event for the media and for the spectators."

Next year's calendar, expected to feature 13 rallies, will be presented to the WRC Commission early next month before being put before the World Motor Sport Council a month later.

Poland was a very well-supported event and the promoter is keen

to get back there. Long said: "Poland was a good event in 2009 and we're looking at it – along with many other rallies for 2012."

Next year's calendar, expected to feature 13 rallies, will be presented to the WRC Commission early next month before being put before the World Motor Sport Council a month later.

IN BRIEF

SOLBERG FOR CORSICA

Petter Solberg has been tipped to contest the Tour de Corse in May for his second IRC outing with Peugeot. The Norwegian retired from seventh place on last week's Monte Carlo, when the alternator failed on his 207. "I really enjoyed this event. It was a great car and team – and the IRC is really nice," he said.

MIKKELSEN: I'LL BE BACK

Andreas Mikkelsen has vowed to learn from his first-stage retirement on last week's Monte Carlo Rally. The Norwegian crashed his Skoda Fabia S2000 on the fifth corner of the event, his debut with the Skoda UK Motorsport. "I had never driven on those tyres before," said Mikkelsen. "I expected them to have retained more heat than they did, but I have learned from this."

DELECOUR WANTS MORE

After finishing fifth on last week's Monte Carlo Rally, Francois Delecour is hoping to make more outings this season. The French star wants to tackle the Tour de Corse in May in a Peugeot 207 S2000 and he is also hoping to put together a deal to drive a Citroen C4 WRC in an Italian national gravel event.

VETERANS COMMIT TO IRC

Freddy Loix and Toni Gardemeister are both expected to make regular

appearances in this year's IRC. Loix will drive a factory Skoda Fabia S2000 on six more rounds of the series, while Gardemeister is expected to contest eight rounds.

P-G GETS PROTON NOD

Per-Gunnar Andersson will drive for Proton for the remainder of the IRC season. The second car for the IRC is expected to be shared by A-PRC runners Alister McRae and Chris Atkinson and specialist drivers. Andersson will also tackle Rally Sweden in a Ford Fiesta RS WRC.

FIESTA TO SKIP ARCTIC

Ford's hopes of giving the Fiesta RS WRC its competitive debut on this week's Arctic Rally have been scratched after Jari-Matti Latvala crashed heavily in testing recently.

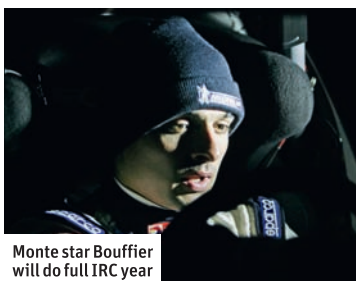
ELENA SWAPS SEATS

Seven-time world champion co-driver Daniel Elena successfully switched to the driver's seat on last week's Monte Carlo Rally. Elena (below) took his Citroen DS3 to 52nd place.



IRC

Bouffier confirmed for full IRC



Monte star Bouffier will do full IRC year

MONTE CARLO Rally winner Bryan Bouffier will contest the whole 2011 IRC season, according to Peugeot Sport director Olivier Quesnel.

The 32-year-old Frenchman won the event at just his second attempt and has now set his sights on the IRC title after learning that he will remain in the 207 S2000 for the rest of the year.

Unsure his deal was secure, Bouffier said: "If Olivier Quesnel has told you I will do all of the year, then I am happy. Very happy. It's incredible. This has been an amazing start to the season to win for Peugeot in Monte Carlo. Now I have to look to the rest of the year and see what I can do."

Quesnel added: "Bryan did a fantastic job. He would have been doing the rest of the year in IRC if he had won this event or not."

AUTOSPORT SAYS...

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Now that was a Monte Carlo Rally. Well, it was for an afternoon. Unfortunately, the surge of electricity that pulsed through the Valence service park when it started to snow on Thursday had lost some of its spark on the final night.

Snow in the Alps spices up a Monte in the same way that a dash of rain livens up a grand prix around the streets of the principality. And that was certainly the case as the crews made their way out of St Jean-en-Royans after the start of SS6.

But, once again, what made this Monte special was Eurosport's TV coverage.

Eurosport provided 12, yes 12, hours of live coverage and 20-plus hours in total from Wednesday until Friday night.

Watching the footage, I was reminded of the speech David Richards made on this event 10 years ago. DR was then the master of television and he talked about the future of the WRC being intrinsically linked to live. Ten years on, the WRC is bragging about one live stage per event (and that took some doing), while Eurosport has just finished running virtually the whole Monte live.

Granted, WRC doesn't have a dedicated channel for coverage, but after 10 years you'd have hoped the WRC would have developed into a product that commanded such airtime.

Fortunately for rally fans, Eurosport and IRC delivered DR's dream last week.

Eurosport cameras caught the full Monte



BIG NUMBER



With all this talk of 100 years of the Monte Carlo Rally, it was easy to forget last week's event, won by Bryan Bouffier, was actually only the 79th running

THE PANEL



Gary Anderson



Mark Hughes



Lucas di Grassi

2011

LEGISLATE AND INNOVATE: WHAT'S TAKING SHAPE IN F1?

A host of changes to the rules have attempted to restrict what the F1 boffins can do. Ex-designer Gary Anderson, driver Lucas di Grassi and GP editor Mark Hughes discuss the implications

Main illustration: lineale-design.de Technical illustrations: Giorgio Piola



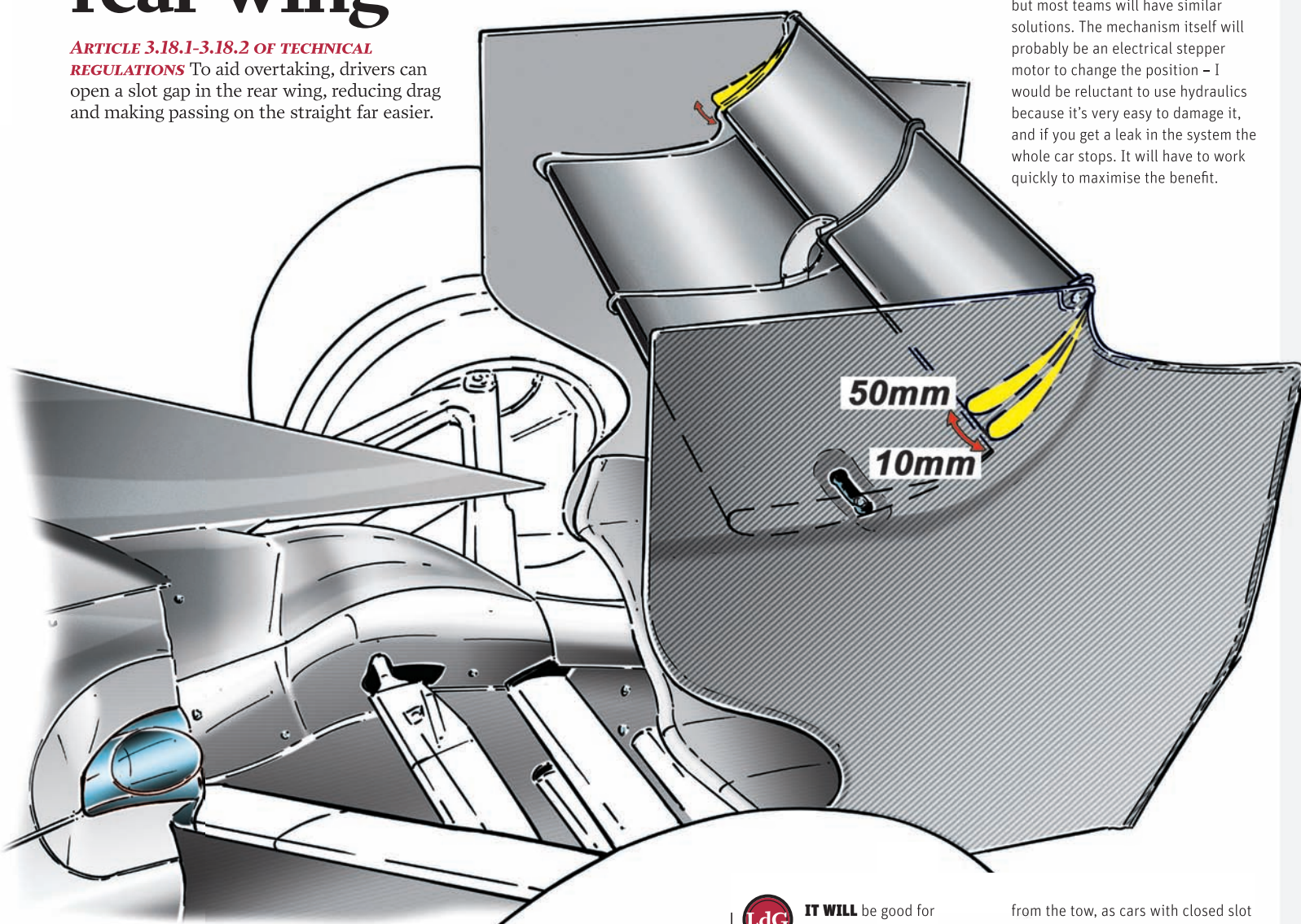


Adjustable rear wing

ARTICLE 3.18.1-3.18.2 OF TECHNICAL REGULATIONS To aid overtaking, drivers can open a slot gap in the rear wing, reducing drag and making passing on the straight far easier.

GA ANDERSON: THE REAR-WING slot gap between the two elements can be opened from 10-15mm to 50mm by the driver, provided that they are judged to be within one second of the car ahead by whichever timing loops

the FIA uses. This will give a huge reduction in drag, probably 10 times that of the f-duct, and could be worth 20km/h by the end of the straight, equivalent to a 100bhp advantage. It'll probably make overtaking very easy and can be used unrestricted in practice and qualifying. We won't see exactly how it performs until the tests, but most teams will have similar solutions. The mechanism itself will probably be an electrical stepper motor to change the position - I would be reluctant to use hydraulics because it's very easy to damage it, and if you get a leak in the system the whole car stops. It will have to work quickly to maximise the benefit.



MH LISTENING TO drivers and engineers, it would seem that the likely problem with this innovation is that it may be too effective. Trimming out the rear wing will give a drag reduction that makes the f-duct look feeble, and with the car ahead unable to defend (as the feature can only be used when 1s or less behind the car in front), overtaking is a virtual inevitability. Once ahead, of course, that car is going to need a significant performance advantage to get far enough clear not to be vulnerable to retaliation. With cars playing cat and mouse like this, it may be possible we'll see the field broken up into little groups of dices. The actual overtaking may not actually mean very much. This is very much new territory and the structuring of the rules regarding it is by no means set in stone.

LdG IT WILL be good for overtaking, obviously, but besides the aerodynamic performance there is another consequence. You can use the adjustable wing in qualifying, so the car will be set up to hit the limiter in seventh gear at the end of the fastest straight. That means when you come up behind a car in the race, you won't just bounce off the limiter and can gain a speed advantage with the wing open. So that will engineer in more benefit

from the tow, as cars with closed slot gaps won't be topping out without compromising their qualifying. Also, how you use the adjustable wing in qualifying will make some difference, even if it's only a few hundredths of a second on the straights, because of a slight difference in when you activate it. I'm against generating artificial overtaking, however. A pass should be like a goal in football, not a score in basketball, and should be a big reward for the driver.

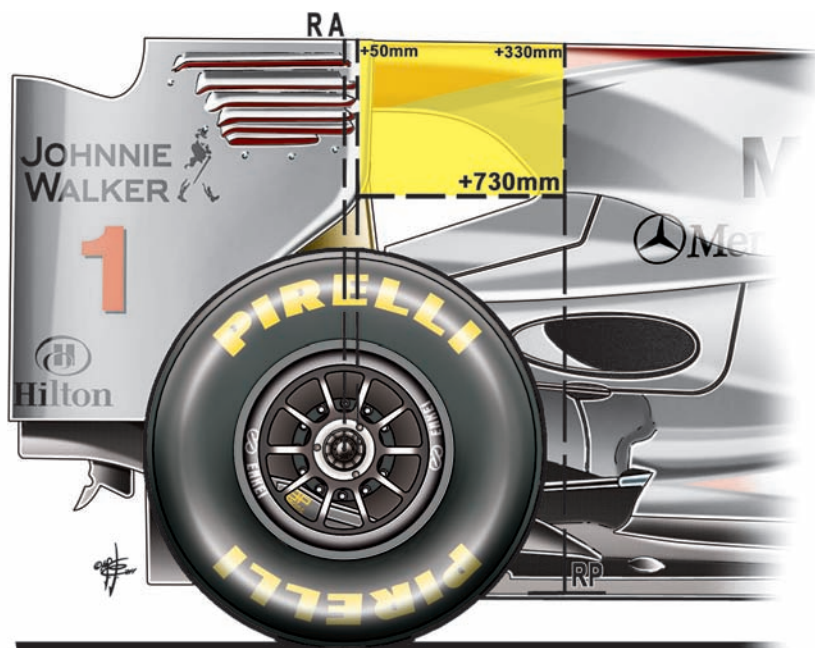
I'm against generating artificial overtaking. A pass should be like a goal in football, not a score in basketball, and should be a big reward



Shark fin shortened

ARTICLE 3.9.1 Last year, many teams connected their shark fin to the rear wing, in some cases to create a chamber for airflow to make the f-duct work. This year, that is not allowed.

GA **ANDERSON: THIS IS** related to the ban of the f-duct concept, as it prevents the shark fin being connected to the rear wing by creating an exclusion zone ahead of the wing. Some used an f-duct without this being connected anyway, and it will be interesting to see how many persevere with the shark fin. I'm convinced that the main benefit is in terms of extra advertising space, even though there is a marginal benefit in stabilising the airflow as it heads towards the rear wing.



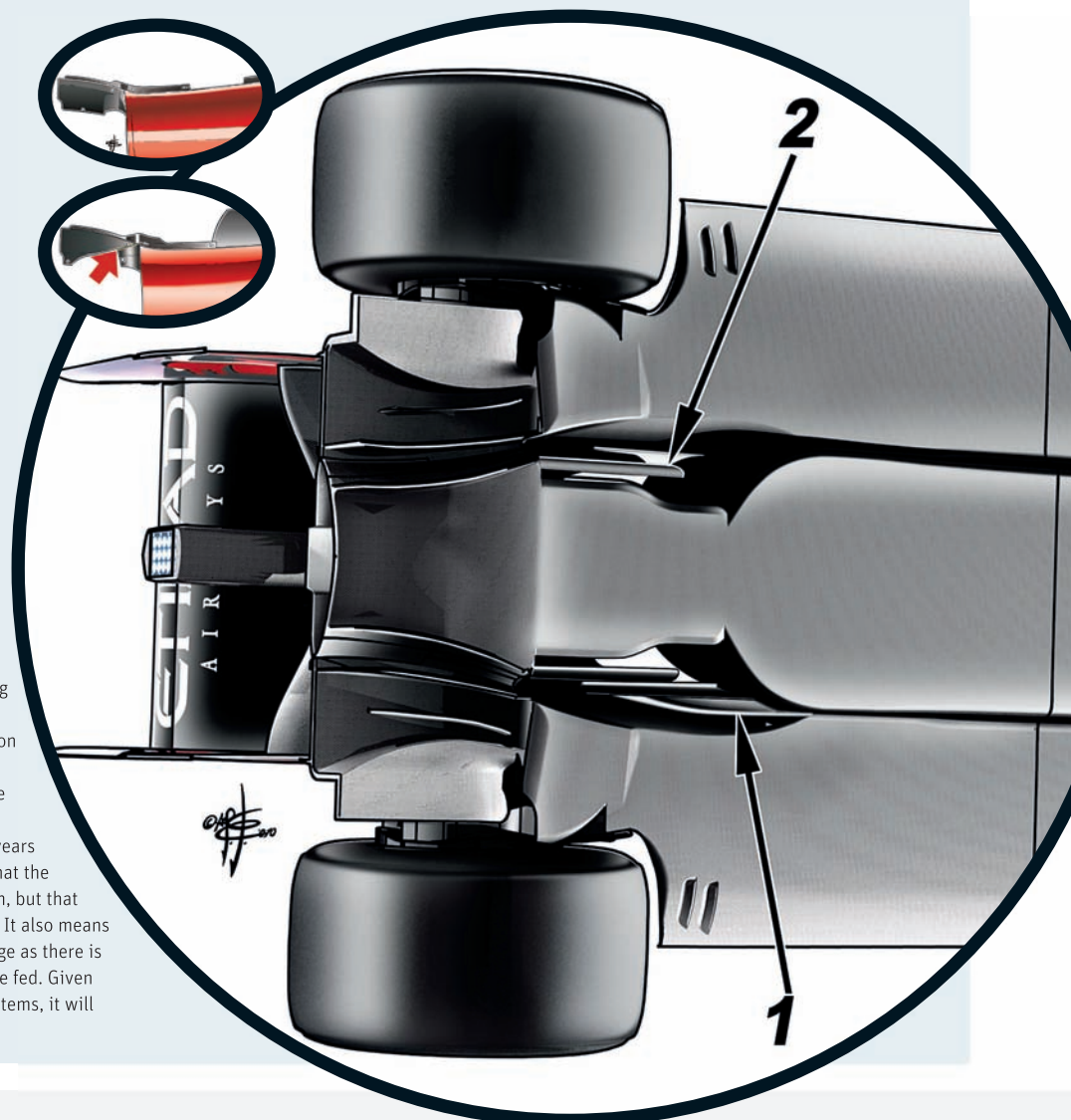
Double diffuser banned

ARTICLE 3.12.9-3.12.11 Return to single diffuser results in a significant loss of downforce.

LdG **THIS DOESN'T MAKE** much of a difference to the driver. Removing the double diffuser changes nothing as F1 will adapt to the aero rules. It won't make it any easier to follow and overtake.

GA **THE DOUBLE DIFFUSER** created a major downforce-producing device at the back of the car, but now you cannot place any holes in the underfloor. I imagine that there will be an enormous amount of development early in the season as different interpretations of the single diffuser appear. The double diffuser also made the car less sensitive to ride height because the inlets were coming from the raised outer section of the floor; the aero sensitivity of the single diffuser will be more of a problem. The exhaust-blown diffuser is still legal and people will still use it, although the simplification of the diffuser means that there is potentially less benefit. It's a big cut in downforce because the amount of downforce produced is proportional to the diffuser-exit surface area. Is that a good thing for racing? In my opinion, no, because the diffuser doesn't worry about turbulent airflow so there's little disadvantage when following a car.

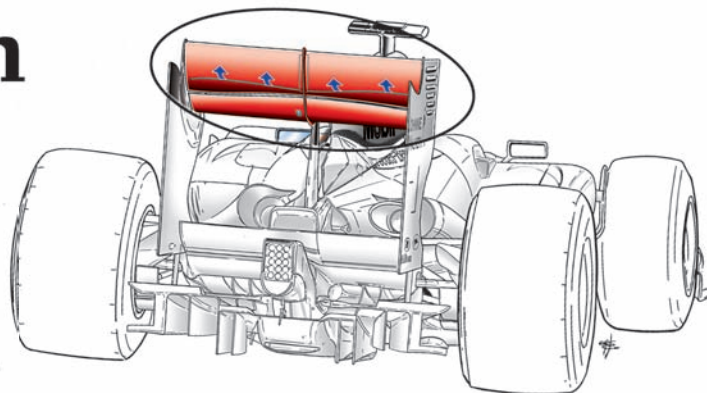
MH **THIS IS SUPPOSED** to be beneficial to the racing in that the wake coming off the cars will not be quite so unfriendly. But it will mean that a lower proportion of the downforce will be coming from the car's underside. While it has generally been assumed that underbody wake is friendlier than that of the overbody, there is conflicting evidence. Pat Symonds oversaw some simulations a few years ago that suggested the opposite and he's of the opinion that the mooted 2013 aero rules are headed in the wrong direction, but that the banning of the double diffuser should help the racing. It also means that the optimum gearbox length and tub shape will change as there is no longer a legally permitted huge diffuser-inlet tract to be fed. Given that the tub and gearbox are the two definitive long-lead items, it will mean that those getting it wrong will stay wrong.





F-duct ban

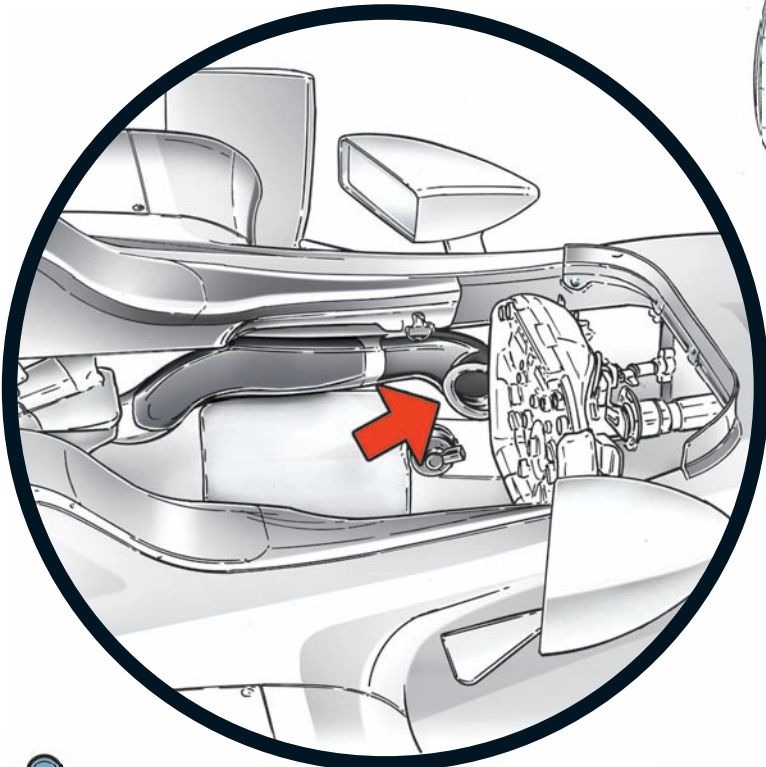
ARTICLE 3.15 Drivers are no longer allowed to do things to alter the aerodynamics using the car's body parts.



GA **THE RULE HAS** long existed that you are not allowed moveable aerodynamic devices. For me, the f-duct last year was a moveable aerodynamic device but, because it was activated by the driver moving his arm or leg to cover a hole and no-one was strong enough to stand up and declare it illegal, it was allowed. Now the rules states very clearly that "any car system, device or procedure which uses, or is suspected of using, driver movement as a means of altering the aerodynamic characteristics of the car is prohibited".

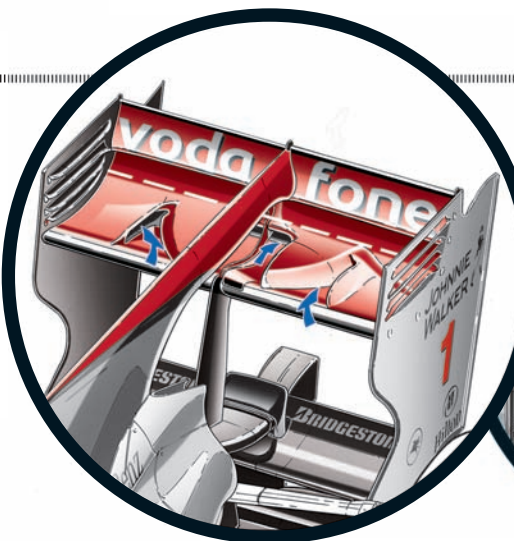
MH **THE DISAPPEARANCE OF** the magic f-duct means a little less scope for getting your seventh-gear ratio wrong when the wind direction and/or speed of race day changes. Several times in 2010 drivers were unable to pass – Vettel at Spa for example – because they hadn't geared long enough to be able to continue gaining speed at the end of the long straights.

IdG **THIS ISN'T A** big change for the driver. Whereas before you had to cover the f-duct hole, now you have to press the wing-adjust button. In general, it's a good thing not to have the driver changing the aero because if it becomes too much, it can take your attention off what's happening on the track.



Tidying of rear-wing rules

ARTICLE 3.10.2 Simplification of the rear-wing regulations to stop questionable interpretations of what a closed section is.



GA **THIS IS** to tidy up the bodywork and cut downforce. The rule for the beam wing allowed for one closed section, while the upper wing was a maximum of two closed sections. Teams cut inside the external profile and put an internal profile to create a slot, claiming this all represents a single outer surface. It's like a closed briefcase with an outer surface that is itself a closed section. But if you open that case you can go around the outside and inside surface and it still has a closed section. So they were opening up the wing to create a slot gap and the FIA have now put a minimum radius in to stop them considering part of the inside surface to be the outer surface. That's the same for the beam wing. This will cut back on the aerodynamic devices integrated here. I believe that AUTOSPORT contributed to people using this interpretation to create a three-element wing by pointing it out in the magazine.



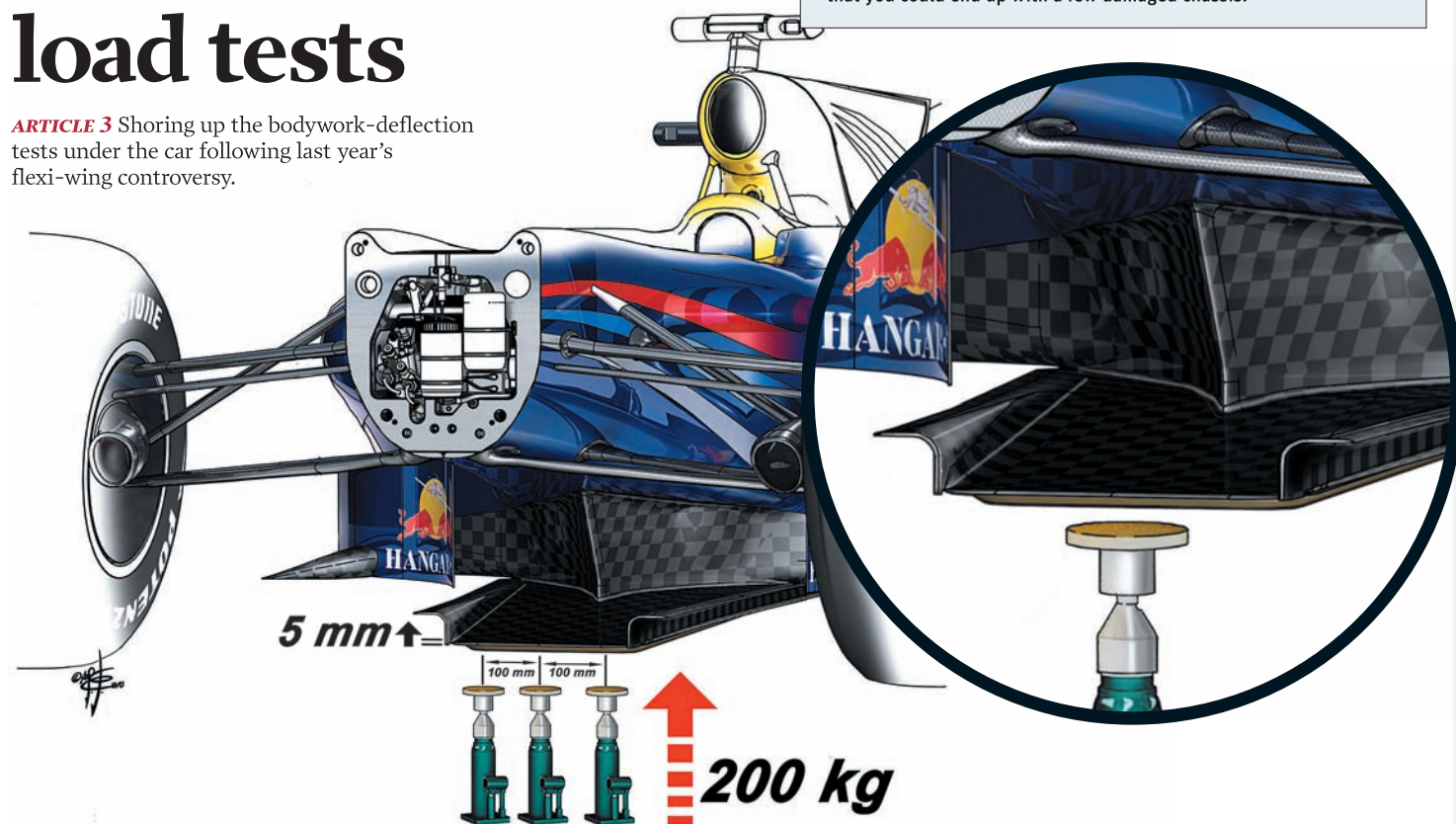
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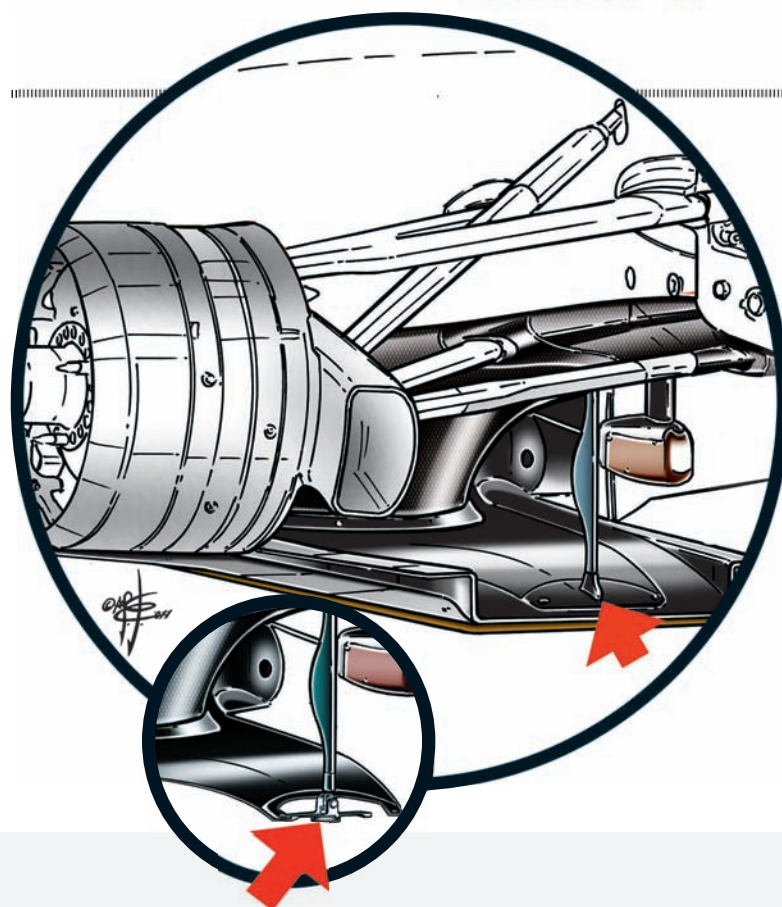


Flexible-floor load tests

ARTICLE 3 Shoring up the bodywork-deflection tests under the car following last year's flexi-wing controversy.



THE BEEFED-UP floor-deflection tests, introduced in the second half of last year, are incorporated into the rules. The floor needs to be a rigid component and the regulations have been tightened up to remove the flexibility. It's good from a playing-field point of view, but with less flexibility it means that you could end up with a few damaged chassis.



Plank fixing cannot be sprung

ARTICLE 3.16.5 This will prevent the plank flexing upwards at speed, allowing cars to run lower ride heights.



RELATED TO THE flexible-floor load tests, this rule change ensures that no spring or moveable fixing can be used to mount the vertical stay. Frankly, this wasn't legal last year and proper interpretation of the rules as they were last year would have deemed it illegal – I'd be surprised if anyone had such a device on the car.

Funded Drivers serious about competing in **USF2000 or **Star Mazda** for 2011**



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MAZDA SPEED
MOTORSPORTS DEVELOPMENT



Standardised weight distribution

ARTICLE 4.2 With the Pirelli tyres an unknown, teams agreed for one year only to have a standard weight-distribution range.

LdG **IT WAS A** good idea to give everyone an equal starting point for the new Pirelli tyres. I'm a big driver, and with ballast sometimes we are at a disadvantage compared to the small guys. But with the mandatory weight distribution, it won't make it worse for them, but it will make it better for the big guys who are close to the weight limit like Mark Webber.



53.3/54.5
min 291kg (Q)

MH **THIS SHOULD MEAN**
fewer cases of drivers struggling to adapt their driving styles around the peculiarities of the rubber than before.

45.5/46.7
min 342kg (Q)

GA **FOR 2011 ONLY**, teams will have a mandated weight distribution of 45.4-46.7 per cent forward to prevent anyone being fortunate enough to hit the perfect weight distribution to suit the unknown Pirelli tyres. This spread, in real terms, makes little difference so it should give a level playing field for the new Pirelli tyres. The Pirelli front tyre is going to be stronger than the Bridgestone, so that will move the weight distribution demands further forward. This will save massive expenditure of people making costly changes to the wheelbase.

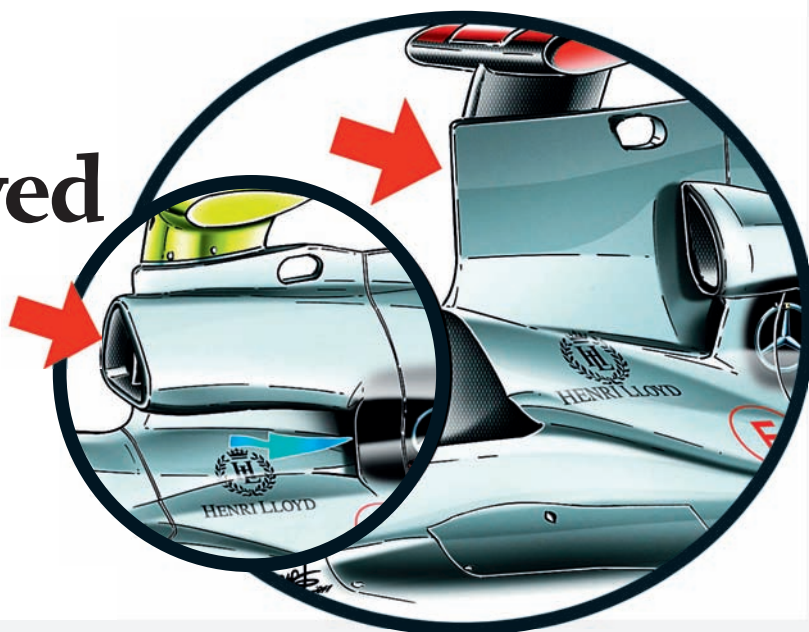
I'm a big driver, and with the ballast sometimes we are at a disadvantage compared to the small guys. This will make it better for big guys who are close to the limit like Mark Webber



Mercedes-style rollhoop outlawed

ARTICLE 15.2.4 The 'spike'-style rollhoop has been banned for safety reasons.

GA **THIS IS A** logical safety move. In the regulations, there is a cross-sectional area of the rollbar that is I think 50mm down, so that if you rub along the road and wear it away you have something left. The Mercedes rollhoop complied, but put the car upside down in the gravel trap and that 'spike' is a bit questionable safety-wise. The rollhoop is there for the driver's safety and you don't want to push it to the limit.





Wheel-spokes banned

ARTICLE 12.4.6 Last year, wheel-spinners were banned, but some teams integrated aerodynamic features into the wheel casting itself. Not in 2011.

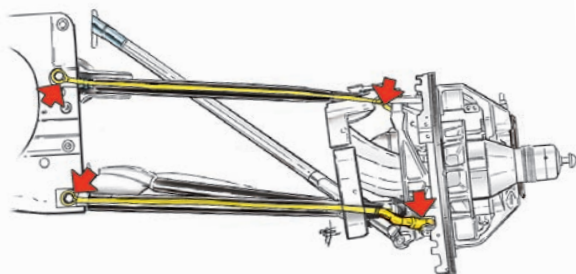


GA **THE WHEEL-SPINNERS WERE** outlawed for last season, but we saw Ferrari, for example, continue to use them by having aero details as part of the wheel itself. This is a costly process and, although the way you move the airflow through the wheels only has a small benefit, it does improve the airflow under the car.



Wheel tethers doubled

ARTICLE 10.3.6 Flying wheels remain a concern, so now there are a total of 16 wheel tethers on each car.



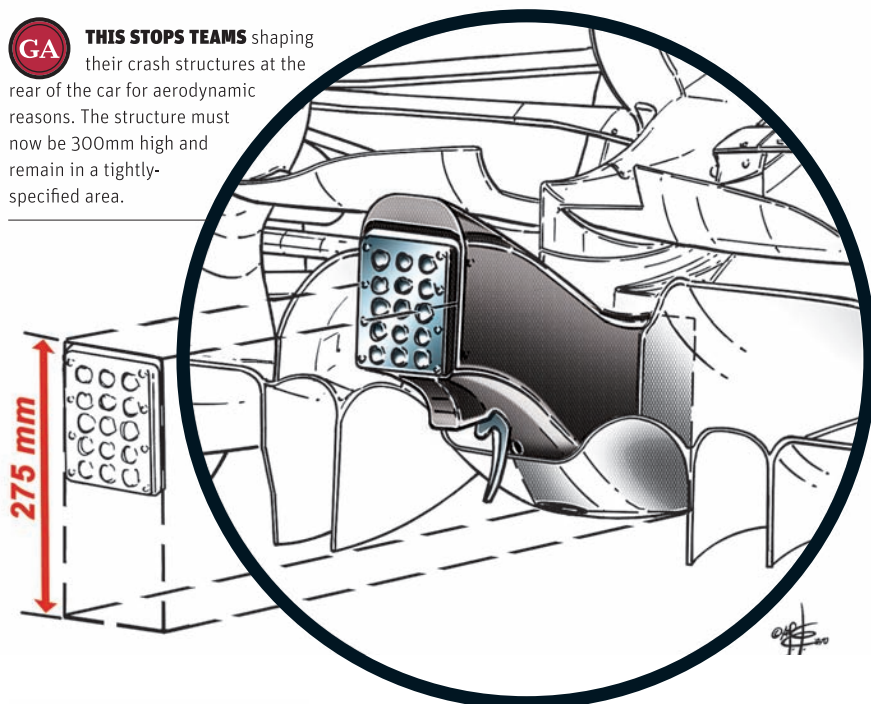
GA **PREVIOUSLY, THERE HAD** to be two wheel tethers on each corner, but we still saw wheel and upright assemblies coming off. This year they've doubled up on the tethers, reducing the chances of wheels flying off when tethers get cut or are overstressed. It's still not certain that it will eliminate this completely as it's almost impossible to emulate the forces during an impact. Whatever happens, this is a good move.



Rear crash-structure restrictions

ARTICLE 3 Simplification of the way the rear crash box is allowed to be shaped.

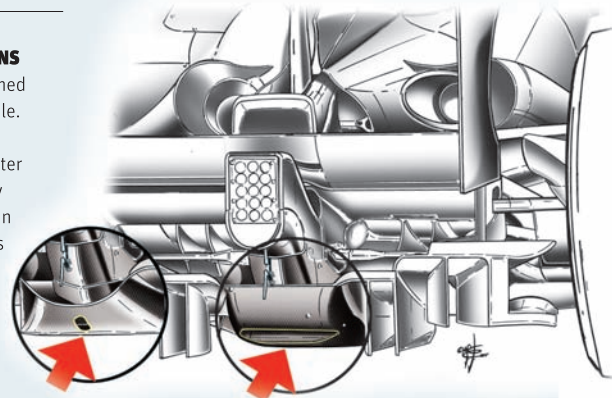
GA **THIS STOPS TEAMS** shaping their crash structures at the rear of the car for aerodynamic reasons. The structure must now be 300mm high and remain in a tightly-specified area.



Starter-hole clarification

ARTICLE 3.12.7 Last year, teams took liberties with the hole in the rear bodywork allowed to insert the engine starter. The rule has been tightened this year.

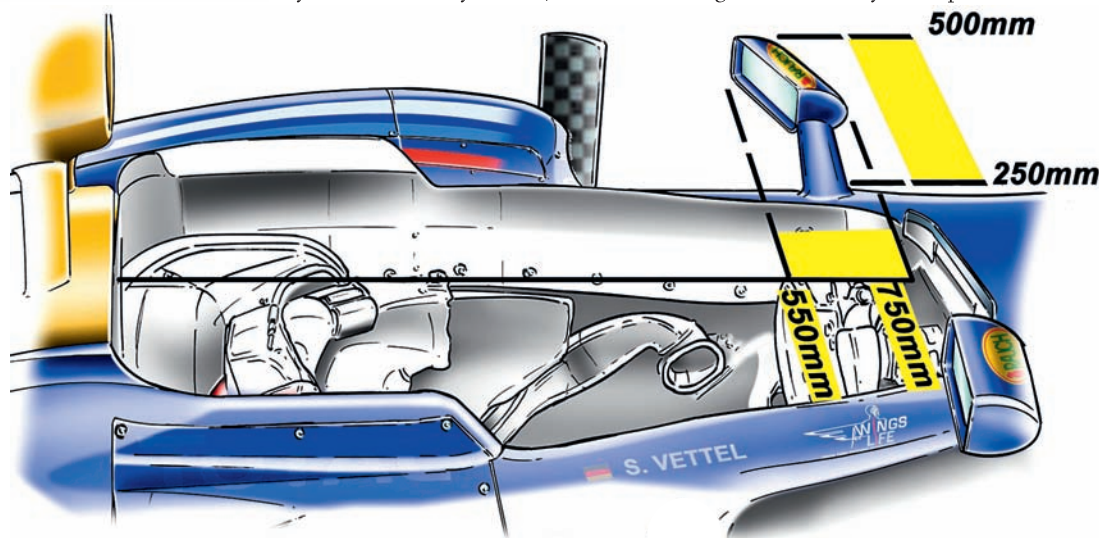
GA **THE REGULATIONS** **HAVE** also tightened up on the starter access hole. Some teams were making this round hole for the starter shaft into a slot, effectively creating a slotted diffuser in the lower central area. This would reduce diffuser sensitivity, which will be very important in 2011.





Inboard mirrors

ARTICLE 14.3.3 This ensures that mirrors must be located in a position where they are best used by drivers, rather than using them as aerodynamic parts.



It will stop teams placing mirrors for aero advantage rather than driver benefit

GA **THIS CHANGE EFFECTIVELY** incorporates the mandating of inboard mirrors, introduced by team agreement ahead of last year's Spanish GP. It's logical to have the mirrors here to maximise visibility, and will stop teams placing the mirrors for aerodynamic advantage rather than for driver benefit.

LdG **IT'S THE RIGHT** move that mirror position is no longer compromised for performance. You don't see a lot in them because they vibrate a lot at speed, but you can see a small blur that gives a perfect indication of the car behind you. You know if you're being attacked and on which side.

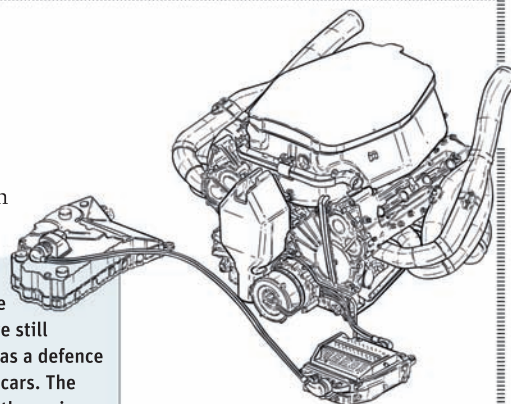


KERS is back

ARTICLE 5.2 Outlawed last year by team agreement, but remaining in the rules, kinetic energy recovery systems return in 2011. The vast majority of teams will run KERS.

GA **KERS IS BACK**, with the same 80bhp and 6.66sec application per lap allowed two years ago. It's hard to see what KERS will bring to the racing as everyone has it, although the effectiveness of the system will be a performance differentiator and perhaps give the edge to Ferrari, McLaren and Renault, which ran the system two years ago. Most teams will put it pretty much in the same place, just behind/under the driver and cutting into the fuel-tank area. I can't see why you'd put it anywhere else, even though it will compromise the fuel tank. It's astonishing how much money is spent on these – I know that one team was spending over £120,000 on a battery pack that was used for one race in 2009 as the efficiency of the battery drops off every time you use it. It's hugely costly and will not make a huge difference to overtaking because everyone has it. Even before, it was difficult to pass with it when the car ahead didn't have it.

MH **IN A PERFECT** illustration of game theory, the serious teams are still effectively obliged to use it as a defence tool against the other KERS cars. The only reason KERS improved the racing in 2009 was that, even among the quick cars, some teams had it and others did not, meaning the cars were competitive and uncompetitive at differing parts of the track. You still have the tactical element of where and when to use it, given that you can induce your rival into using his allocation up before the end of the lap. A combination of KERS and adjustable rear wing potentially makes for some horrific closing-speed differentials, not to mention a bit of cockpit overload for the drivers. The increase in minimum weight effectively only allows for the weight of the KERS and the heavier drivers will still struggle to vary weight distribution.



LdG **BECAUSE MOST WILL** have KERS, it's hard to see it increasing overtaking that much. But because of the fixed weight distribution and the increase in minimum weight, it's a bigger advantage than it was before. We won't see cars without KERS winning this year. With KERS and the wing, there will be a lot for the drivers to do, but the best drivers in the world will be able to adapt.

KERS and adjustable rear wing potentially make for some horrific closing-speed differentials

SPORTING CHANGES FOR 2011

Tyres

PIRELLI SUCCEEDS

BRIDGESTONE as the control tyre supplier, returning to Formula 1 after two decades away. Tyre dimensions remain unchanged, as does the rule whereby two of the four available compounds will be selected as a prime option for each weekend.

Penalties

STEWARDS HAVE BEEN granted additional specific penalties that can be applied to drivers for race misdemeanours. This allows them to apply anything from a time penalty to disqualification or even suspension from the next race.

Gearboxes

A GEARBOX MUST now last each driver five races, an increase of one from last year's regulation. Teams will be allowed to make one "joker" change on each car without suffering a five-place grid penalty for changing it out of sequence.

Team curfew

TEAM PERSONNEL ASSOCIATED

with the operation of the cars will not be allowed within the circuit for six-hour periods leading up to the start of running on Friday and Saturday, starting 10 hours before track running begins.

107% rule

ANY DRIVER FALLING outside of 107 per cent of the fastest time in Q1 will be deemed not to have qualified. Stewards can allow any non-qualifying driver to start if they consider circumstances have prevented them from showing their true speed.

Last-lap safety cars

FOLLOWING MICHAEL

SCHUMACHER'S penalty at last year's Monaco Grand Prix, the badly-worded regulation governing races finishing under a safety car has been replaced. Now, if the safety car is out at the start of the last lap, it will pit at the end of the lap and drivers must finish without overtaking.

MEET THE CONQUIS

Star rookies Maldonado and Perez are carrying the

CV

PASTOR MALDONADO

AGE 25

2010 GP2 champion (six wins)

2009 6th in GP2 (two wins), one win in Euro 3000

2008 5th in GP2 (one win), one win in Euro 3000

2007 11th in GP2 (one win), one win in Euro 3000

2006 3rd in Formula Renault 3.5 (three wins)

2005 Part seasons in FR3.5 and Italian F3000 (one win)

2004 Italian Formula Renault champion (eight wins), 8th FRenault Eurocup (two wins)

2003 Italian FRenault winter champion, 7th in Italian FRenault.



Venezuelan Cecotto scored a point in '83

If anyone still doubts the GP2 Series' status as the leading breeding ground for Formula 1 drivers, you need only look at Pastor Maldonado and Sergio Perez. For the second year in succession, the top two in the GP2 standings graduate to the highest level with good teams, in the forms of Williams and Sauber respectively. Along with Force India's Paul di Resta, they will be at the forefront of the rookie battle.

While European racing has never embraced the 'rookie of the year' concept with the gusto of our friends across The Pond, in any given season the most-impressive newcomer will leave a genuine impression. And the mark is strong enough to ensure that

VIEW FROM GP2

IF YOU WERE purely going by the numbers, then Pastor Maldonado's 2010 season in GP2 makes impressive reading. It wasn't enough for the Venezuelan to rack up six feature-race wins in a year – something that no other GP2 driver has ever managed. Maldonado went one step further and nailed all six in one long, rival-crushing streak.

But numbers never paint the full picture, and in this case they certainly don't explain why, once he had the title more-or-less sealed, his performances slumped. Nor do they provide an answer to his dramatic crumble at ART a year earlier, when he was destroyed by rookie team-mate Nico Hulkenberg. So which side of Maldonado is the stronger: the one that's fast but psychologically fragile, or the one with the fortitude to rebound from a disaster like 2009 and come back so strongly last year? Williams will have its

answer soon enough.

Sergio Perez is even more enigmatic. The Mexican was one of the stronger links in a slightly erratic Arden squad during his rookie year in 2009. The news that he would switch to Barwa Addax for '10 placed him among the pre-season championship favourites – he had the pace, and Addax, having won a string of races the previous season with Romain Grosjean and Vitaly Petrov, had the car.

Perez did knock out five wins in 2010, but three of them were in reversed-grid races, and it was hard to keep track of how many points were cheaply squandered in the meantime. Some were due to team errors, but others were the fault of the driver.

The overriding sense about Perez's GP2 career is one of unrealised potential. Sauber's first mission is to tap into that goldmine. Mark Glendenning

Enigmatic duo celebrate success at Hungaroring



STALEY/GP2

STALEY/GP2

FORMULA 1 *TADORES*

hopes of Venezuela and Mexico. *By EDD STRAW*

Nico Hulkenberg, who wasn't the top-scoring newcomer last year, but certainly grabbed the attention with arguably the lap of the season in qualifying at Interlagos, will be back in an F1 drive soon enough.

So how do Maldonado — who replaces Hulkenberg — and Perez stack up as F1 prospects? To prevent it becoming the elephant in the room, let's first deal with the matter of money. Both are pay drivers in the literal sense, insofar as they bring money to the team that was required to clinch the seat. But there are pay drivers and there are *pay drivers*, and neither team has simply sold out to the highest bidder. Maldonado is well-backed in his native Venezuela (and has the support of president Hugo Chavez) and Perez has the backing of Telmex, which has funded his career lock, stock and barrel from the age of 14. This means lots of much-needed cash for Williams and Sauber, but the backing has merely facilitated their deserved progression into F1 rather than opened a door that, otherwise, would have remained shut.

But what can we expect from them? Both have already had their first taste of driving for their respective teams during last November's Abu Dhabi testing, and Maldonado also had three

days building experience with HRT.

"My aim was always F1," says Perez. "I had to leave my family and make a lot of sacrifices, because as a Mexican you must leave your country. When I first came to Europe to race in German Formula BMW, I was living in a village of 100 people in a small restaurant. The culture was very different and I didn't speak German. Those were two tough years, but it helped to build character at a very young age."

Perez started grabbing the attention in 2008 when, as the reigning British Formula 3 National Class champion, he became a race winner in the top class with T-Sport, using unfashionable Mugen Honda engines. That was a springboard to GP2 and despite missing out on the title last year, it acted as his passport to F1.

"It was a good season," says the Mexican. "But we had so many problems and lost the title by 16 points, losing 30 points to failures. We should have won the championship, but it was still a season that put me in F1."

As for Maldonado, he showed the best and worst of his abilities during 2010, effectively sealing the title early on with a run of six straight feature-race wins, but then enduring an error-strewn end to the season. He ▶

CV

SERGIO PEREZ

AGE 21

2010 2nd in GP2 (five wins)

2009 12th in GP2; 7th in

GP2 Asia (two wins)

2008 4th in British F3 (four wins)

2007 British F3 National Class champion

2006 6th in German Formula BMW, A1GP

2005 14th in German Formula BMW

2004 11th in Skip Barber National, 7th in Midwest Barber Dodge

Maldonado got the better of Perez in 2010



FERRARI/GP2



"They were tough years, but helped to build character at a young age"
Sergio Perez

MAKING THE GRADE

FIFTY DRIVERS HAVE made their F1 debuts over the past 10 seasons. Of those, 27 scored points in their first season, but only two of them won races in their maiden campaign. The roll-call of names shows just how difficult it is to establish yourself in F1, with just 24 of those drivers on the grid at the start of the season after their debuts (although it should be noted that some, including Alonso and Massa, landed test roles with bigger teams that led to great things). Check out the success rate below, with drivers who were on the grid for the first race of the year after their debut designated 'in' and those who weren't 'out'.

CLASS OF 2010

Vitaly Petrov **in**
Nico Hulkenberg **out**
Lucas di Grassi **out**
Bruno Senna **out**
Karun Chandhok **out**



CLASS OF 2005

Tonio Liuzzi **in**
Tiago Monteiro **in**
Christijan Albers **in**
Narain Karthikeyan **out**
Robert Doornbos **out**
Patrick Friesacher **out**



CLASS OF 2009

Kamui Kobayashi **in**
Jaime Alguersuari **in**
Romain Grosjean **out**
Sebastien Buemi **in**



CLASS OF 2004

Christian Klien **in**
Timo Glock **out**
Gianmaria Bruni **out**
Giorgio Pantano **out**



CLASS OF 2008

Sebastien Bourdais **in**
Nelson Piquet **in**

CLASS OF 2007

Lewis Hamilton **in**
Kazuki Nakajima **in**
Markus Winkelhock **out**
Sebastian Vettel **in**
Adrian Sutil **in**
Heikki Kovalainen **in**



CLASS OF 2003

Zsolt Baumgartner **in**
Cristiano da Matta **in**
Justin Wilson **out**
Nicolas Kieser **out**
Antonio Pizzonia **out**
Ralph Firman **out**



CLASS OF 2002

Mark Webber **in**
Felipe Massa **out**
Allan McNish **out**
Anthony Davidson **out**
Takuma Sato **out**



CLASS OF 2006

Robert Kubica **in**
Nico Rosberg **in**
Franck Montagny **out**
Scott Speed **in**
Yuji Ide **out**
Sakon Yamamoto **out**



CLASS OF 2001

Juan Pablo Montoya **in**
Fernando Alonso **out**
Kimi Raikkonen **in**
Tomas Enge **out**
Enrique Bernoldi **out**
Alex Yoong **in**



DUNBAR/LAT

Maldonado takes over 'Hulkenberg's' seat



DUNBAR/LAT

Perez is settling in nicely with the Sauber team



◀ comes into F1 with a deserved reputation as a Monaco specialist and has the most experienced grand prix driver of all, Rubens Barrichello, as team-mate to learn from.

"I just need to learn," says Maldonado. "Rubens is very experienced. We have to wait until testing starts to develop the car, but I've won at every level in the past and the objective is to win again."

Despite hostility within the team to dropping the unfunded Hulkenberg, the feedback from Williams was positive after Maldonado's Abu Dhabi runout. Aside from his patchy – but still functional – English, the team had nothing but good things to say about him. Since succeeding Hulkenberg as GP2 champion he hasn't yet shown the German's level of ability, but he is undoubtedly capable of handling F1.

Aside from their rivalry last year, what unites Maldonado and Perez is the hopes of their nations. Maldonado's profile in Venezuela has exploded of late and, like Ayrton Senna with Brazil two decades ago, he carries the hopes of a nation that is seeking international credibility.

"The people here are very supportive," says Maldonado. "Our country likes motorsport and Venezuela has big TV ratings. We are a virgin country, and to see a Venezuelan in F1 with a legendary team like Williams is important. We are young and increasing the development of the country in all sports."

The pressure on Maldonado from Caracas will be enormous. The country

has been stirred up by him regularly being wheeled out wearing the national flag and indulging in a bit of rabble rousing. On the one hand, that means funding to get him into F1, but it also means that patience from the public, which any driver deserves when they come into grand prix racing in these days of limited testing, may not be forthcoming.

For Perez it's a little different. The motor-racing tradition is stronger in Mexico, but there is still huge interest in his progress. As the first Escuderia Telmex driver to make it to F1, Perez will be expected to deliver. In a way he's in the perfect team. While Maldonado will inevitably struggle to match Barrichello, the Swiss team is famed for its nurturing of young talent. Kimi Raikkonen, Felipe Massa and Kamui Kobayashi all benefited from Peter Sauber's patronage, and the team is building his test programme around the need to learn in the knowledge that, with Telmex's support, he's almost certain to be there in 2012 as well.

"We are looking longer-term for him, so lap times were not the most important thing," explains Sauber technical director James Key of Perez's

"We're a virgin country. To see a Venezuelan in a legendary team, Williams, is important"
Pastor Maldonado

RACING FOR THE PRIDE OF A NATION

THE LAST VENEZUELAN to race in Formula 1 was Johnny Cecotto. His top-line career was relatively short – the former bike-racing star spent 18 months with Theodore and Toleman before his foray ended with a leg-breaking crash during qualifying at Brands Hatch in 1984.

Despite Venezuela never having been a motorsport heartland, Cecotto recalls huge amounts of homegrown support, although his cause was helped by his formidable reputation from bikes.

"The reaction was great,"

he remembers. "After the popularity I got from bikes, it just kept on with the Formula cars, first with F2, then F1."

The main difference between then and now, he says, is access to backing. The PDVSA support that got Pastor Maldonado to F1 is the same backing he chased during his own career. But according to Cecotto, who is currently trying to find a budget for son Johnny Jr to continue in GP2, tapping into that funding is dependent upon whose numbers are in your phone. Maldonado's

path has been eased by his family's contacts within Venezuelan president Hugo Chavez's government.

"At that stage [when I was racing] it was very difficult to get this kind of support," Cecotto says. "Now, it seems to be much easier, but it also depends on what kind of contacts you have. For example, I am hoping in the future to get support from PDVSA for Johnny Jr, but so far we haven't been able to get any. So let's hope that it is coming soon."

Mark Glendenning



Cecotto raced for Toleman in 1984

first test last November. "It was all about getting settled into the car and ensuring that he had all of the bases covered heading into the winter. His feedback was, by the end of the first day, similar to the race drivers and his lap times were consistent. It was a good starting point."

But F1 is a harsh judge. Both Perez and Maldonado face intense scrutiny in the coming season, and run the risk of drowning in the torrent of unrealistic expectations. Both have the ability and the backing to have long F1 careers, even though the jury is out on their overall potential, but the benefit to F1 of having Venezuela and Mexico represented on the grid is huge in these days of limited sponsorship.

And next time you shake your head at a rookie blunder, remember that the days of Lewis Hamilton completing 10,000km with McLaren before his debut have passed. Newcomers have to learn in public more than ever before and should be judged accordingly. It will not be until the second half of the season that we can realistically expect to begin to see signs of the ultimate potential of these old GP2 rivals. ❧



IT STARTED WITH THE STING

One hundred years since the Marmon Wasp won the first running, the Indy 500 is world famous. This is the start of our five-part history...

By **PAUL FEARNLEY**

The facilities, histories and mysteries, traditions, conditions and sensations that made for its greatness were put in place – despite a world war and a global depression – brick by brick. Britain's Brooklands, two years older and more steeply banked, was the faster, but Indianapolis Motor Speedway's annual 500-miler was the world's most famous, lucrative and innovative race.

The 'old Pressley farm' – four abutting 80-acre tracts five miles west of the city – was by 1941 a motorsport Mecca, a land of milk and money. It had adapted to survive, extending a welcoming hand across the sea in the good times, and withdrawing into the shell provided by a national economy that knew only one way – thrust or

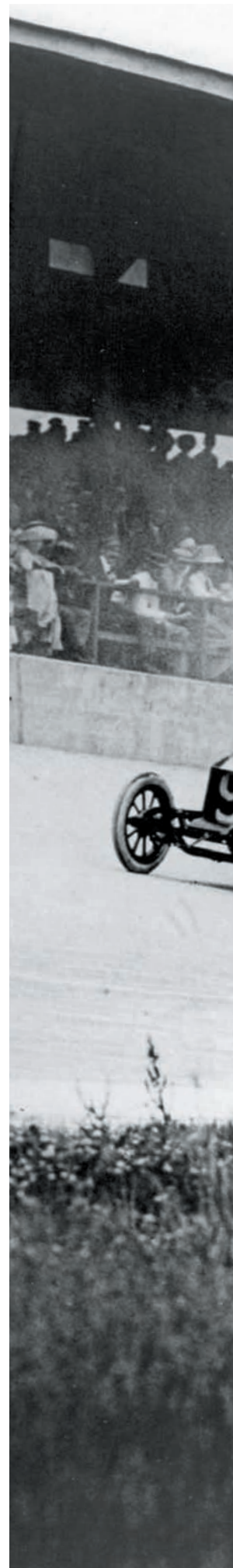
bust – in the bad. Meanwhile, a rippling media – print, film and radio – had ingrained the race in America's collective psyche, to the point of mania. And to think, they called its originator 'Crazy'.

Carl Fisher was a self-made man with a pioneering spirit, as evinced by his linking of east with west, north with south, via the epic Lincoln and Dixie highways, and by his transformation of Floridian swampland into glitzy Miami Beach. An Indianan born in Greensburg in 1874, by the early 1890s he was running a bicycle repair shop in Indianapolis, albeit after a spell of train-hopping selling newspapers and shining shoes. An ace mixer-fixer – and for a brief time a barnstorming racer – he became a persuasive, publicity-minded advocate of the burgeoning turn-of-the-century

car industry. In 1906 he boldly pronounced that Indianapolis needed a purpose-built facility for the scientific testing and development of its wares if it wished to remain an automotive hub. Narrow, rutted, muddied dirt roads wouldn't do for this man's impending 120mph future.

Fisher's associates were an interesting mix: Arthur Newby, president of the National Motor Vehicle Company, was an unmarried philanthropist rarely in the best health; inventor/investor Jim Allison was the calculatin' yin to business partner Fisher's wham yang; and the aptly named Frank Wheeler loved a deal but preferred a gamble. A fifth man – a local banker nicknamed 'Stoat' – was forced to withdraw by his family.

The land cost \$72,000 (from a budget of \$220,000) in December ►





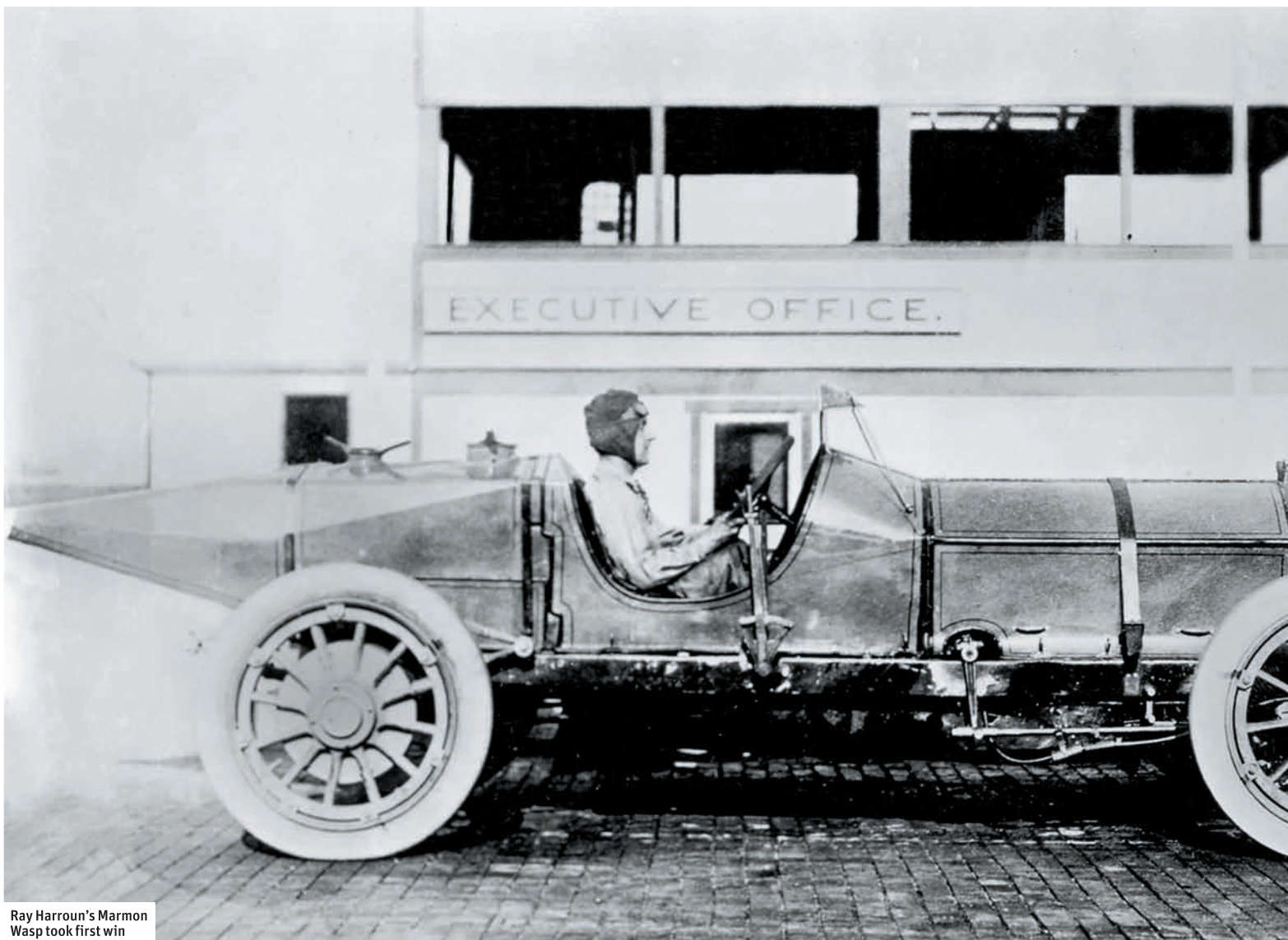
ALL PICS: INDIANAPOLIS MOTOR SPEEDWAY

1911: the first running
of the US's greatest race

L-r: Henry Ford, AC Newby, Harry Wheeler, Carl Fisher, James Allison



1922: field prepares for the off at the Brickyard



Ray Harroun's Marmon Wasp took first win



ALL PICTS INDIANAPOLIS MOTOR SPEEDWAY

◀ 1908 and plans for a five-mile track were revealed. Fisher, as was his way, wanted to squeeze a quart into a pint pot, but his desire for a three-mile rectangular outer track with a two-mile infield section would have left no room for grandstands around its perimeter, whereas a 2.5-mile oval would. PT Andrews, a civil engineer from New York, drew plans that included two bridges over the creek in the south-western corner, and King Brothers of Montezuma began the grading of the 'oval' in March 1909. (They prepared a 2.5-mile infield course too, but it would never be used.)

The Independence Day deadline proved too tight, and the opening meeting – for motorbikes – postponed until August. In the meantime, Fisher raised public awareness with a balloon race in June.

Indy Fact
Lewis Strang was the first to enter the 1911 500, so he got pole!

Three days after the tarred, bruised and bloodied bikers had left, the cars arrived to discover a track that was fast, loose and dangerous. Austrian-born Louis Schwitzer's Stoddard-Dayton won the inaugural race – a two-lapper for stock chassis on August 19 – but the remainder of the three-day event was marred by the deaths of three competitors and two spectators. Fisher needed to act quickly to save his investment.

Concreting the track was ruled out because of its susceptibility to winter damage, so 3.5 million paving bricks, mostly Culver Blocks weighing 9.5lb each, were ordered. They were designed to fit flush, but for this unusual application gaps were left and packed with mortar. This not only strengthened the surface, it also saved 300,000 bricks. The job was completed in only 63 days and Lewis Strang braved a December chill to lap at 91.81mph in a 120hp Fiat. 'The Brickyard' was born.

Emboldened, the organisers held three race meetings for cars – on Memorial Day (May), the Fourth of July and Labor Day (September) – in 1910, but the crowd dwindled each time. So it was decided that there should be a single race in 1911: a big one, with a huge purse. It would be held on Memorial Day, when local farmers had a natural two-week break, and run for 500 miles (200 laps): 24 hours was deemed too long, 1000 miles too far.

Ray Harroun of Spartansburg, Pennsylvania considered himself to be more of an engineer than a racing driver, yet wins – including eight at Indianapolis – regularly came his way thanks to a calculated approach that caused him to be nicknamed the 'Little Professor'. Despite having retired at the end of a successful 1910, he was persuaded to return for an Indy one-off in the controversial car that he had

helped to design and build for Nordyke & Marmon of Indianapolis. The single-seat, six-cylinder 'Wasp' – originally christened 'The Yellow Jacket' – was an out-and-out racer whereas most of its opposition was stock. Harroun, however, had no plan to blitz it. Having discovered that by lapping at 75mph instead of 80 he could travel twice as far between tyre stops, he stuck doggedly to this strategy, ably supported by his relief driver, Cyrus Patschke. Although Ralph Mulford's Lozier was clearly running faster, it was reported to have had 14 new tyres fitted in contrast to the Marmon's three, all of them right-rears. There were no official protests, but Sunday-school teacher Mulford felt that he had won – and would do so to his dying day – but each time the result was reviewed and revised, Harroun came out on top. To put an end to the debate Fisher ordered the timing sheets to be destroyed. Indy had its first '500' winner. Period.

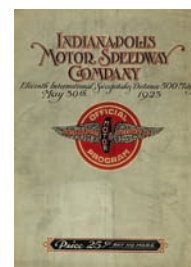
The event, attended by an estimated

“There were no official protests, but Sunday-school teacher Ralph Mulford felt that he had won – and would do to his dying day”

80,000, was a success, and to maintain this momentum Fisher announced that the prize fund would be doubled for 1912, with \$20,000 for the winner. The biggest beneficiary should have been Ralph dePalma, who led all but four laps. Unfortunately, two of those were the last two of the race (see panel, p45). Instead, just-turned-23 Joe Dawson, loaned by Marmon to National, and relief-driven by Don Herr, became the youngest winner until Troy Ruttman in '52.

Word had spread, and a reduction in maximum engine capacity – from 600 cu in to 450 – persuaded European teams to visit Indy in 1913. Peugeot, grand prix racing's pacesetter, sent two of its twin-cam cars, and Jules Goux, refreshed by swigs and swills from half-bottles of champagne during some of his pitstops, won by more than 13 minutes, a record that still stands.

It was the turn of Delage and Rene Thomas in 1914, when French cars filled the top four places. A GP Mercedes reworked by Packard and driven by dePalma won in 1915, while Peugeot prevailed (over just 300 miles) in 1916. The latter's driver was Dario Resta, an Italian-born Englishman based in the US. Fisher's desire for global reach had been achieved – but America had ►



◀ been upstaged in the process.

The boot was on the other foot post-war. As a shattered Europe rebuilt after four years of war, America took the lead. Although a Peugeot driven by Howdy Wilcox, the first man to lap at more than 100mph in qualifying, won upon the 500's resumption in 1919, the car had been prepared by the Indianapolis Speedway Team Company, forerunner to the world-renowned Allison Engineering.

Europe had proposed a 3-litre GP formula prior to the outbreak of war, but it was Indianapolis that adopted it first in 1920. Gaston Chevrolet, youngest of the three brothers, won aboard a Monroe, a Chevy in all but name.

The transatlantic ties strengthened: in 1923 Indy followed Europe's lead and switched to a 2-litre formula; in 1925 it formed part of the inaugural world championship for manufacturers; and in 1926 both sides ran to a 1.5-litre formula. But the individualistic 500 that we know today – those quirks that allowed it to prosper come what may – was also taking shape. Although the actual number varied during this era (21 in 1916, 42 in 1933 – the fewest and most starters in history), it had been declared as early as 1912 that 33 cars, arrived at by allowing for 400 feet

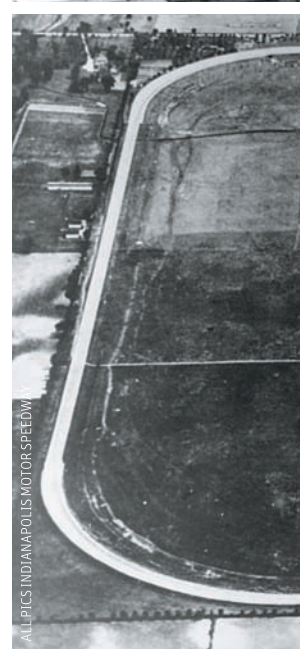
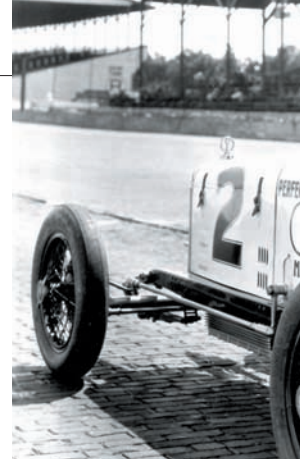
between each, was the optimum field. The first two grids were decided by the order of receipt of entry, the next two by ballot; by 1915 it was decided by speed; by 1916 only first-day qualifiers were eligible for pole; and by 1920 qualifying involved four consecutive timed laps. A prize fund for lap-leaders was set up that year too, and three-car rows were introduced in 1921.

A 'Chevrolet', this time called a Frontenac and driven by unofficial Land Speed Record-holder Tommy Milton, who was blind in his right eye, won in 1921. Of even greater merit was Duesenberg's victory for the US in July's French GP at Le Mans, the first such race since the armistice. The successful driver was Jimmy Murphy, an orphaned son of Irish immigrants. Born in San Francisco and running a garage in Los Angeles, he was a disciple of American motor racing's greatest technical genius: Harry Arminius Miller. Murphy bought his GP Duesie, installed a Miller engine and in '22 became the first man to win Indy from pole. A purely Miller car prevailed the following year – Milton the first to win twice – and a new era began. While Indianapolis was losing its battle with Detroit to be the centre of the car industry, its racing offshoot headed west. LA-based Miller would win six

Indys with its cars, and seven more as an engine supplier. Offenhauser – the American 'Cosworth' – continued this dynasty, its legendary four-pot winning on 28 occasions, as late as 1976 with McLaren. Not until '81 was an Indy grid bereft of a Miller-derived product.

In the 1920s these new specialists ushered in a golden age of beautiful, technologically advanced and astoundingly fast single-seaters. Mercedes introduced supercharging to Indianapolis in 1923 and the Americans grasped the technology and improved it. Speeds soared. Duesenberg's Pete de Paolo, with help from relief driver Norman Batten, registered the first 100mph winning average. Improved fuel blends boosted lap speeds to 120mph within two years. And a raft of young, thrusting drivers from all walks of life – captained by short-lived, baby-faced genius Frank Lockhart, the winning rookie sensation of 1926 – continued to force this pace. The cash-rich 500 had created a genuine meritocracy.

But not everybody was happy with this situation. Fisher abhorred the change of emphasis from manufacturers to drivers and stepped down from the presidency in 1923. Allison, who had bought out Wheeler in 1917, took over, but he too had lost interest by '27 (and would be dead of ▶

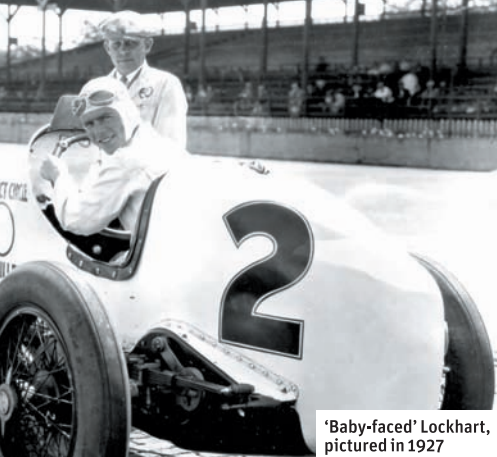


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'Baby-faced' Lockhart, pictured in 1927



1930: still all fields...



Italian-American who won once; lost loads Not Andretti, but Ralph DePalma...

RALPH DEPALMA was the Mario Andretti of his day. Born in Italy in 1882, he was recognised as America's best driver – even though he didn't become a US citizen until 1920 – but only won Indy once, despite leading on several occasions. His total of 612 laps led remained a record until Al Unser Sr (644) broke it in 1987. DePalma opened his account in 1911, with four laps out front in a Simplex that he brought home sixth. He led for 196 laps in 1912, but it was the drama of the four that he didn't lead that put the 500 on the map. He was 11 minutes ahead of the field when his 1908 GP Mercedes began to belch smoke. A con-rod had broken and the car ground to a halt with two laps to go. DePalma and Rupert Jeffkins, his Australian mechanic, began to push while the National of Joe Dawson unwound its five-lap deficit. By the time the exhausted pair crossed the

line for what DePalma mistakenly believed was the finish, Dawson had completed two extra laps to be sure of victory.

Another DePalma GP Mercedes, a 1914 version, suffered a snapped con-rod in the dying stages of the '15 race too, but this time he coaxed it to victory having led 132 laps.

In 1919, having led 93 laps, he had to settle for sixth after a collapsed front-wheel bearing on his Packard required him to make a 15-minute stop at mid-distance.

In 1920, on pole in a GP Ballot, he suffered a rear puncture on the pace lap. He recovered to lead 79



DePalma led but lost in '21

laps, but magneto failure with 14 to go forced him to finish on four cylinders only, a problem that dropped him to fifth.

He put his Ballot on pole in 1921 too, and this time led 108 laps (of 112 completed) before a wrecked engine bearing cost him his five-minute lead.

Despite these disappointments, DePalma remained a model sportsman – just like Andretti.



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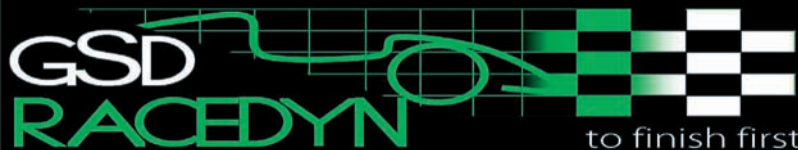
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Examples in 2010 included: Lola Mk5A Formula Junior – James Murray For over two years we have struggled with power oversteer and poor traction, which meant that our Lola was unpleasant to drive – and was not the front runner we thought it should be. GSD RaceDyn conducted a full computer based engineering analysis in early 2010, supplying a detailed 7 page report and recommendations, for £985. We implemented all GSD's recommendations and GSD attended a test day at Cadwell Park in April. Traction and handling balance were vastly improved. The car lapped 3.7 secs faster than we had previously achieved. Business pressures limited our 2010 programme, but the car has been a consistent frontrunner in both FJHRA and Lurani Trophy events.

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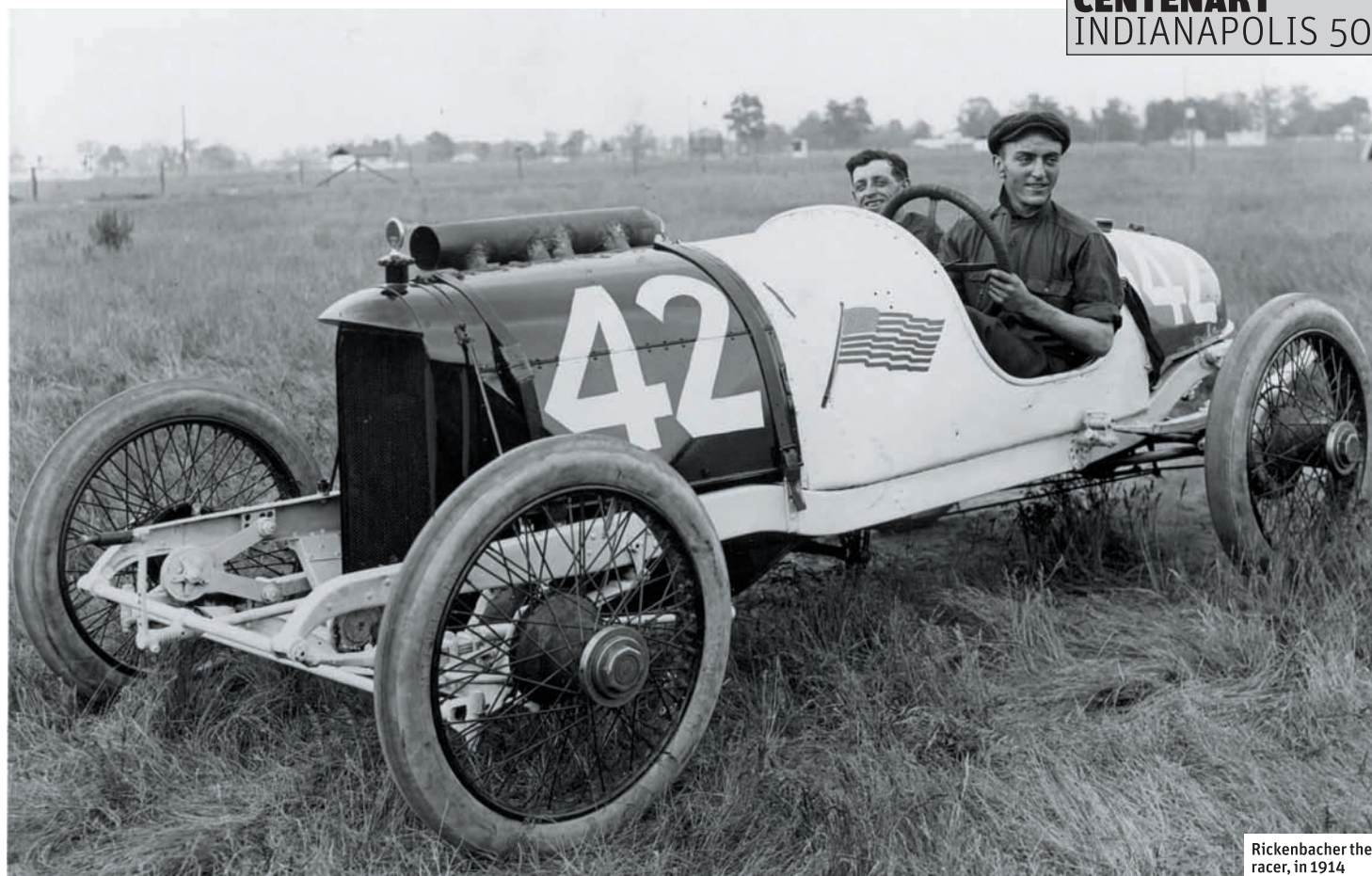
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Rickenbacher the racer, in 1914

◀ pneumonia by August '28); Newby was sickly; the diabetic Wheeler had committed suicide in '21; and Fisher was financially straitened. Indy needed a new guiding force.

Edward Rickenbacher of Columbus, Ohio had led the first nine laps of the 1916 race for Maxwell. Two years later Captain Rickenbacher (sic) returned home a war hero: America's top fighter ace. His enduring fame enabled him to act as the catalyst for the floating of the bonds necessary for a buyout and, in August 1927, Indianapolis Motor Speedway Company became a Corporation.

Rickenbacher wanted the 500 to return to its manufacturer roots. His answer to this was a freer set of regulations based on a sliding scale of weight versus engine capacity. Drivers and their reintroduced riding mechanics may have disparagingly called it the 'Junk Formula', but it saved the day. Though conceived before the Wall Street Crash of 1929, its reduced costs allowed entries to bulge while attendances swelled despite the Great Depression's tightening grip. Manufacturers in the main were not enticed back – Ford was badly embarrassed in 1935 – but the specialists continued to innovate and the race survived. Just.

A drivers' strike was triggered in 1933 by the last-minute medical elimination of (no relation) Howdy Wilcox II, a one-eyed diabetic. Rickenbacher threatened to cancel and padlock the

“A drivers' strike was triggered in 1933 by the last-minute medical elimination of Howdy Wilcox II, a one-eyed diabetic”

gates forever, but only when Louis Meyer, the winner in '28, smoothed that into an impassioned call to action did the race go ahead. Meyer, an affable New Yorker with French ancestry and based in LA, would in '36 become the first three-time victor, the first to receive the pace car as part of his prize, the first to receive the Borg-Warner Trophy and the first to drink milk in Victory Lane. In fact it was buttermilk, but the dairy industry knew a marketing opportunity when it saw one. With its increasing reliance on money attracted from beyond the automotive sphere, Indianapolis was the litmus test of racing's financial future.

Rickenbacher's other great legacy was his safety campaign. The race's death toll was unacceptably high even for the 1930s. Cars vaulted the retaining wall with alarming frequency, and in '31 a loose wheel mowed down 11-year-old Wilbur Brink as he stood in his front garden. Crash helmets were made compulsory in '35, and six green/yellow signalling lights were sited around the circuit. A new outer wall, in front of the old one and at 90 degrees



to the angle of the banked track (rather than the ground below) was in position by '36, and the inside was removed and replaced by a wide grass apron. Also that year, rookie drivers were forced to undertake tests to prove that they were up to the task. The track itself was in poor repair and its gradual resurfacing was begun in '38. First the turns and short chutes, then the backstretch, were asphalted, and by '40 only 650 yards of bricks on the pit straight were visible.

Speeds rose once more as a resurgent economy allowed for the return of cutting-edge single-seaters in 1938, Indy again aligning with the latest GP regulations. Pocket rocket Wilbur Shaw of Shelbyville, Indiana, an Errol Flynn lookalike and last of the Junk winners, scored back-to-back victories in '39 and '40 in a 3-litre supercharged Maserati 8CTF that had been shipped over as Europe descended into war. This combo was heading for a third straight jackpot when a rear wheel collapsed. Shaw's greatest contribution to Indianapolis's story was yet to come, however.

The track's gates were padlocked as the shadow of conflict fell across America, and a new Rickenbacher would have to be found if the 500 were to survive this, its greatest threat. Shaw would be that man. ☒



Part 2: Indy's rebirth,
in our Feb 24 issue

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HIRVONEN'S 12TH NIGHT

The Finn takes his favourite Ford Focus for one last blast with *DAVID EVANS*



Focus spent 12 years in WRC...



... and Mikko Hirvonen won 12 times

Mikko Hirvonen was trailer-bound aboard a Ford Focus RS WRC for the last time. But probably doing it backwards for the first time. And backwards at a fair old lick. We'd been busy saying goodbye to his 'old' car and it had been an interesting afternoon.

Like the best of them, the plan was a simple one, involving Mikko, his Rally GB Ford, a wide-open space, a couple of sets of Pirellis and plenty of fuel. He wanted to sign off with some skids ►



◀ and AUTOSPORT went along for the ride. And we're saying goodbye in style. This is Hirvonen's favourite Focus, but it could easily have been the most forgettable. It's provided the dream and the nightmare.

On August 2, 2009, the Finn wouldn't have wanted to be anywhere in the world other than the driving seat of this Ford. Stepping out of the car on top of the Rally Finland podium, he'd realised a childhood dream and was,

"This is definitely the car I would choose to own. This is the one I talked to Malcolm about buying"
Mikko Hirvonen

right then, right there, the biggest story in Jyväskylä.

Fast forward to mid-morning, 362 days later and the story is a very different one. The corner in Urria that Mikko had monstered on his way to that famous 2009 win tripped him up big time last year. The smell of vintage champagne that had clung to the interior of SAO9 VHR from last year was gone in an instant. Or at least in the time it took for Mikko to slam the bank and roll – and roll and roll – up the road in the biggest accident of his career.

"This is the hero and zero car," says Hirvonen with a thin smile.

"But I'd still love to own it. You soon forget a car when you've had an accident in it, but this is the car I won Finland in and it's that rather than the crash that I remember. The crash was just a crash... This is definitely the car

right then, right there, the biggest story in Jyväskylä.

Fast forward to mid-morning, 362 days later and the story is a very different one. The corner in Urria that Mikko had monstered on his



Hirvonen shows how you win 12 WRC events

I would choose to own. This is the one I talked to [Ford WRC supremo] Malcolm [Wilson] about buying."

He doesn't go into the details of the potential deal, but he makes a good case for staff discount.

It's the results that make these cars special. Hirvonen admits the cars tend to blur into one as the seasons pass.

"There's no real difference between the cars," he says. "They're prepared in the same way, the seats and pedals are in the same place – you can't tell when you're driving a different chassis. Another reason that I would like this car is because I'm the only person ever to have driven it on a rally."

Sensing a bit of emotion coming, Mikko suggests we go for a drive.

For the final time, he flicks the car into 'stage' mode – the electronic equivalent of shoving a giant stick through the bars of a caged lion and giving it a big prod. Even from the passenger seat, the already stressed Focus takes on an even greater sense of urgency. It's ready for action one more time under Hirvonen's masterful control.

The stage isn't quite classic Focus territory, but it's perfect for today. We're at the far end of Carlisle airport on a mile-long slither of gravel with the infield for run-off. We won't need it. For now.

Hirvonen's immediately into his groove. Winding on a turn of lock, he sets the car into 'launch' mode, drops



Hirvonen waves goodbye to his favourite Ford Focus

the handbrake and fires us straight at the fence lining the stage (the one with the A69 right behind it!). As quickly as we're going right, we're going left. And, with more conventional handbrake action, we're sliding and sliding and he's slicing his way up through the gearbox.

Even after all this time, after all the spins and the 12 wins, he's still smiling, he's still loving it. This car's infectious. And still a little bit insane.

But it's effortless for Hirvonen. He knows this car inside, out and backwards, which is just as well given his latest move. He's just pulled third and we're hard on the gas on the short straight on our stage. I'm expecting a dash of fourth before a flick of fingers, stamp of brakes and squirm of rubber on gravel as we bin the speed for the open-hairpin-left.

But no. Mikko has something far more entertaining in mind.

He does, indeed, grab fourth, but instead of throwing the car to the left, he swerves right with a handful of handbrake. We're still in fourth – I think – but we're going backwards, very quickly, for a nanosecond before the revolution continues and the car's nose is once again leading the way.

As if by magic, we're at the apex of the corner and the 360 has shed enough speed to make the corner, with the photographer's fill of tyre smoke.

It takes a moment to register what's actually just happened. Hirvonen's giggling and ready to take me up on my bet that he can't do it again.

He can. And every time, the 360 ends with mind-boggling precision at the turn-in point for the corner.

"When you feel comfortable in a car, you can make it do exactly what you want," offers Hirvonen as an attempt to explain why we've just been doing 60mph backwards with a complete inability for either of us to see where we were going.

"I've been in this car for five years,"

he continues. "Really from the start of the car's life. I'm not saying I'm Mr Ford or anything, but it does feel as though this car is a little bit, well, my car. It feels right in here. It feels like home. It *felt* like home.

"When we were driving to the final control in Wales last year, I said to [co-driver] Jarmo [Lehtinen], 'This is the end. This is the last time we'll drive this car.' It felt weird and it does today. But we're looking forward not backwards and the Fiesta, the new car, is really exciting."

How long before he'll be doing this in a Fiesta, I wonder?

"It might be a while," smiles Hirvonen, who excused himself for overcooking a corner by keeping the slide going and turning it into some of the most astonishing donuts ever. The car barely moved an inch forwards or backwards, but revolved upwards of five times in as many seconds. And he's doing it one handed.

"That's the good thing about the Focus," he says.

Not that you can do one-handed donuts, but that the car's pretty easy to drive.

"It's easy to drive. Okay, *easy*, hmm, maybe not easy, but it's easy for a driver to get it to the limit. And then when I was on the limit with this car, I found it easier to stay there – this is different to the Skoda WRC I drove. That was hard to get to stay on the limit. When I was driving the Subaru for the season, I don't think I was at the level where I was able to get the car in the zone and keep it there. When I left that car and came to the Focus, everything was easier. That was one of the best things about the car, that and the strength and reliability of the car."

Hirvonen's pretty much said his goodbyes now. And it's been a privilege to sit alongside as he did so, Finnish style. But now for the ultimate honour.

"It's you turn now," he smiles. "Just as soon as we've lengthened the belts." ❧

David Evans Wannabe WRC ace



Evans tries to tame the beast



BELTS LENGTHENED, I'm in. If I'm a bit lardy compared with Mikko, he's a bit of a short-arse next to me. But I'm not about to waste precious Focus moments moving the seat back.

Just as those were Mikko's final moments with his car, this is the last time I'm ever likely to drive a two-litre World Rally Car. We're into career-defining moments here, for me – not the car.

Having been privileged enough to have driven a Focus RS WRC twice before, I have a rough idea of what to do to get us going. Having dawdled and regretted it both times previously, I'm determined to ride the Ford this time. The good news is that Ford's team principal Malcolm Wilson has

quite well. With all the aforementioned infield for run off, I push on and start to slide the car around, using the throttle like a switch. I'm winning. Then I make an utter hash of the open hairpin at the top of the stage. And spin. And stall. And do it all again. And again. And...

Mikko, bless him, is trying to explain the theory of where I'm going wrong. I'm not listening. I've lost the power of hearing. And gained the ability to be, er, Mikko Hirvonen. The one corner I have got right (at least in my mind) is the square right at the bottom after the straight (yes, yes, the same one Mikko managed perfectly at the end of his 360). My approach is more basic: bang, bang from fourth to second,

left foot squarely on the brake pedal, let the car break and slide one way, then the other, then turn in and nail it.

Awesome. Briefly.

Unfortunately,

10 minutes into my massive attack, I'm sweating so profusely I've steamed up the side window and screen sufficiently that we had a better idea where we were when going backwards with Hirvonen driving.

I think it's time to stop. I *know* it's time to stop. It's getting silly. Things can only get worse and more expensive from here. But I'd kept my promise: I'd given it a go. I'd poked the lion with a big stick. And been savaged one final time by the two-litre beast.

"I'm in Holby-City-watcher-has-a-crack-at-brain-surgery territory" David Evans

taken leave of Cumbria and gone to Chile on the Dakar – a whole continent away, leaving me plenty of time to make my escape should I bin it.

I get on it.

Hirvonen hooks me up with stage mode and we're away. I do have a very good idea of the science of driving World Rally Cars; I kind of get it. You can see where this is going, can't you: I'm in devoted-Holby-City-watcher-has-a-crack-at-brain-surgery territory here.

And to start with, it went

Stick the Focus in 'stage' mode and it goes berserk





BRYAN BLESSED

Freak weather and inspired tyre choice meant French champion Bryan Bouffier was the Monte's chosen one



RALLY
MONTÉ CARLO
Valence/Monaco

DRIVER STANDINGS

Bouffier	25pts
Loix	18pts
Sarrazin	16pts

MILESTONES

- *The 100th anniversary of the Monte Carlo Rally
- *Bryan Bouffier's maiden IRC victory

David Evans
reports



IRC ROUND 1/13

WINNER

Bryan Bouffier 3h32m55.6s

RALLY RATING

★★★★★

Pretty dull in the sunshine, awesome when the snow came down

Not much has changed. For Turcat-Mery read Peugeot 207 S2000 and replace Henri Rougier with Bryan Bouffier. One hundred years on from the inaugural Monte Carlo Rally and the result has a familiar ring to it: a Frenchman wins in a French car. Compared with the 1911 event, last week's was considerably more competitive. And there was more snow – and certainly more live television. As a centenary

celebration, the Automobile Club de Monaco couldn't have wished for a better event. One hundred years on and the magic of Monte's still there.

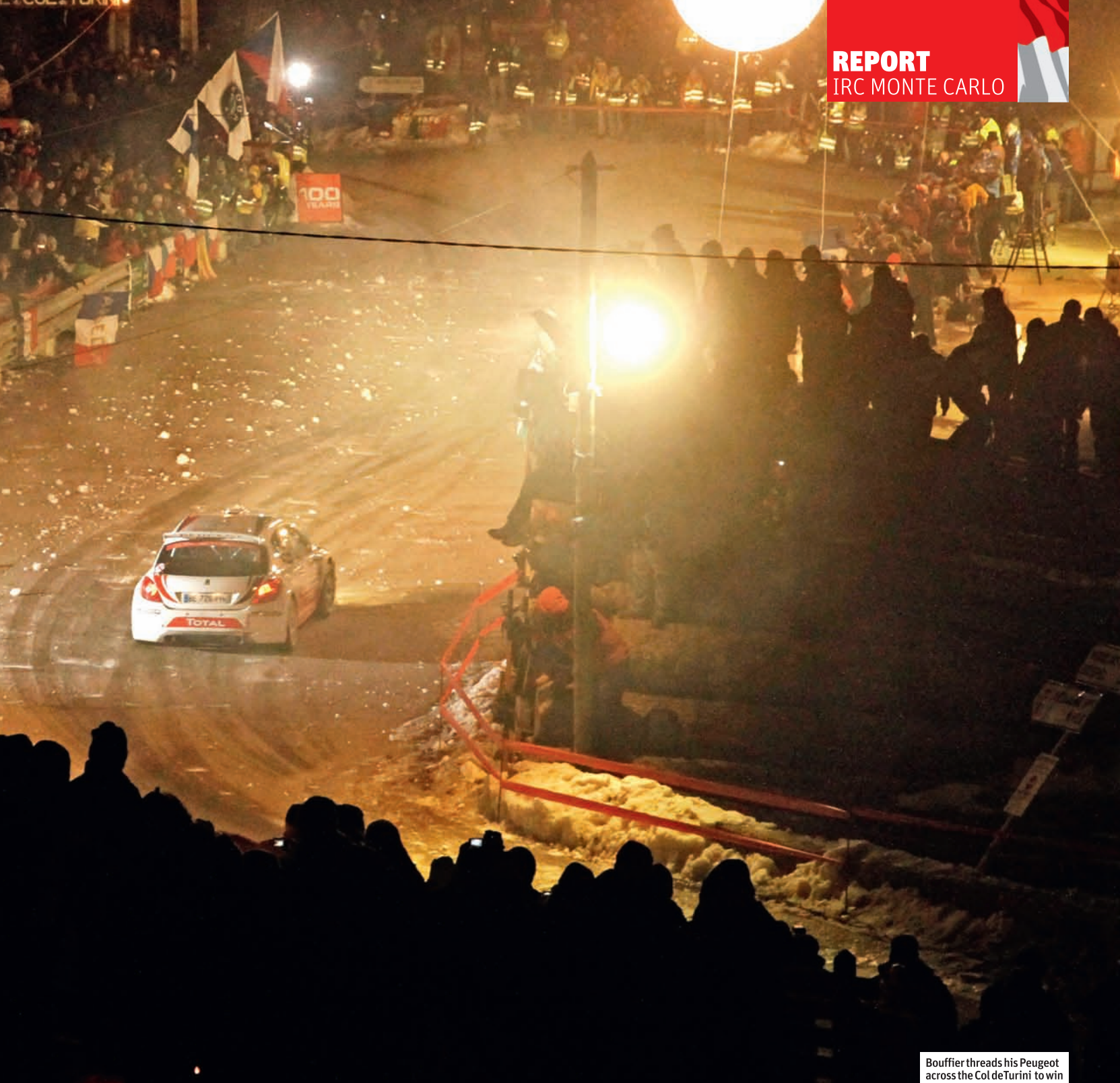
LEG ONE (79.76 miles) **DRY**
AND CLEAR - AMBIENT TEMPERATURE RANGE
ON STAGES - 4-9C

For one stage, the opening stage, everything looked right in the mountains. A Frenchman in a French car was leading on the bone-dry roads of the Monte Carlo Rally. But Stéphane Sarrazin's advantage

wouldn't last. Peugeot's decision to send him into Burzet on soft Michelins, for fear of any lingering verglas, cost him dearly on the opening loop.

Sarrazin had taken three tenths of a second out of reigning IRC champion Juho Hanninen on the first stage, but the 207 was slaughtered on the next one. Sarrazin's covers overheated, wobbled and wilted. How far had he managed before the tyres had overheated.

"One kilometre," came the terse reply. "Maybe a bit



Bouffier threads his Peugeot across the Col de Turini to win

more, but it was not good. It was dry all of the time and we didn't expect this."

He wasn't the only one who didn't expect this. Skoda's Hanninen admitted he was quite surprised to be leading. "Against the Peugeots and Sarrazin and people like this, I am surprised. This is Tarmac, you know..."

And, after two stages, it wasn't even close. Hanninen had pulled a whopping 35-second advantage over everybody. Second quickest in SS2 was Petter Solberg,

who was recovering from smacking a wall on the opener. In his four days of testing, Solberg hadn't come across dry roads or soft rubber. It took him a while to dial himself into an unfamiliar car on unfamiliar settings. But he'd get there.

Another driver who was in unfamiliar territory was Andreas Mikkelsen. He'd done a couple of days of pre-Monte running, but again all of it in the wet or snow. Mikkelsen's first Monte and his first outing with the Skoda UK

Motorsport team didn't last long. It was, in fact, a disaster. A handful of flat corners led him into a right-hander just outside Le Moulinon. He'd been racing for less than a minute when he turned in, slid and whacked a wall. The impact damaged the left-rear, which he changed further up the road. The Norwegian got out of the stage, but was going no further.

It was a similar story for Per-Gunnar Andersson's Proton, which was halted with a damaged front-left

wheel. He'd suffered a puncture after hitting a rock early in SS2 and retired when a connecting arm broke under braking. Andersson's only comfort was that he'd loosened up with 11th quickest time on the opener. His team-mate Chris Atkinson hadn't managed that, after an electrical glitch beset the other Proton.

There were no such troubles for Hanninen, who won the first run at St Bonnet le Froid in the afternoon, but then

throttled back on the second, feeling there was too much gravel on the road following the passage of the entire field. With 45 seconds in the bag, this was not a time for Hanninen to risk all.

Fastest time on the day's fourth and final stage had cemented second for Freddy Loix (Skoda), with Petter Solberg, 11sec down in third. Not entirely happy with third on his IRC debut, Solberg was pleased to be first Peugeot on Wednesday night. He ►



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Sunday Sept 11th	Milton Keynes
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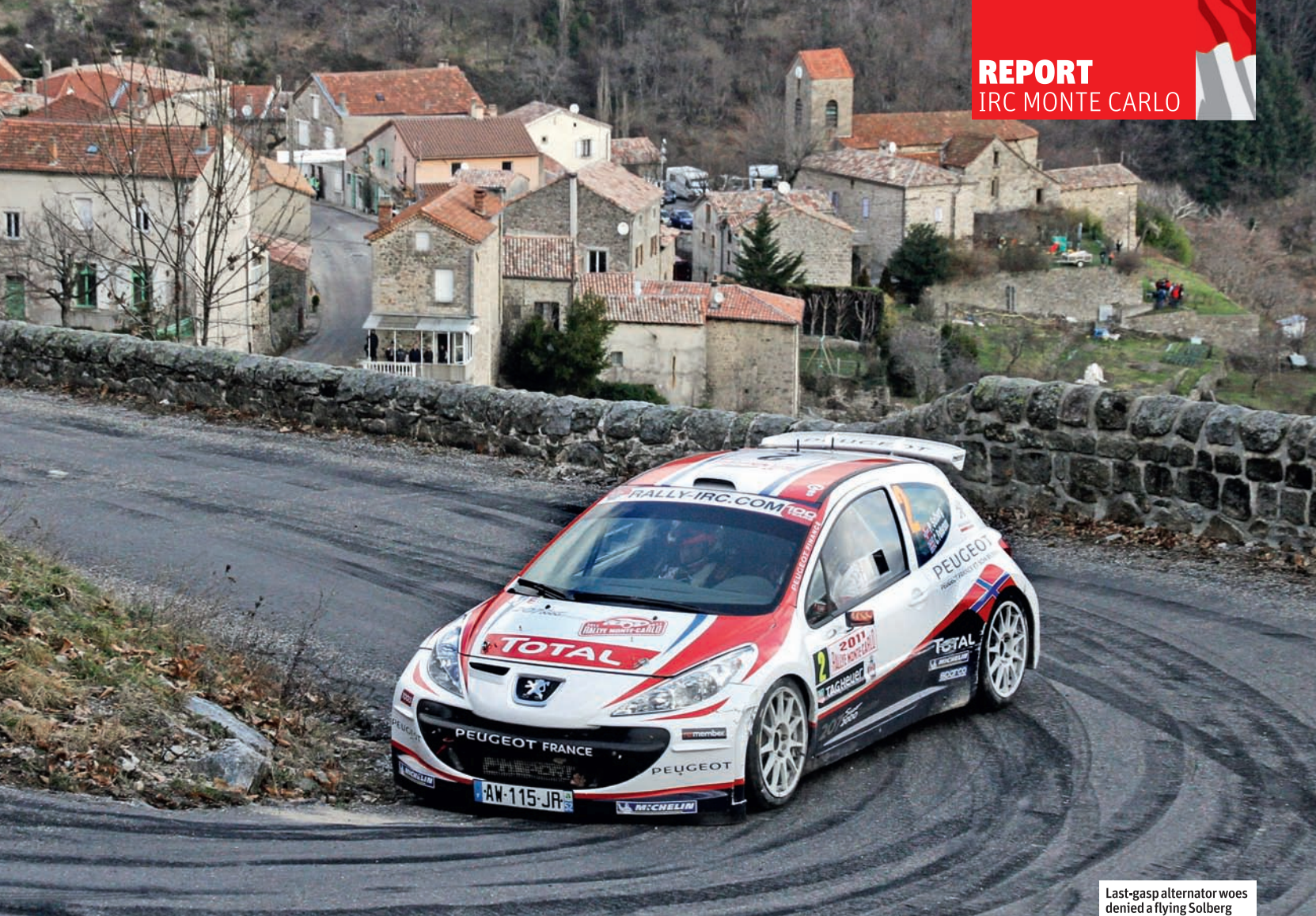


AUTOSPORT

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Last-gasp alternator woes denied a flying Solberg



Hanninen dominated – until the snow arrived

◀ was two-tenths of a second ahead of Sarrazin with Britain's Guy Wilks fifth on his debut in a 207. Jan Kopecky was struggling to match Hanninen's pace, despite the Czech driver usually being more at home on asphalt. He was sixth, almost 90 seconds off his team-mate. Bryan Bouffier and Francois Delecour rounded out the top eight.

POSITIONS AFTER LEG ONE

1 HANNINEN/MARKKULA	1h11m33.4s
2 LOIX/MICLOTTE	+44.5s
3 SOLBERG/PATTERSON	+55.3s
4 SARRAZIN/RENUCCI	+55.5s
5 WILKS/PUGH	+1m18.7s
6 KOPECKY/STARY	+1m26.3s



Freddy Loix took strong second for Skoda team

LEG TWO (58.63 miles)

SUNNY THEN SNOW - AMBIENT TEMPERATURE RANGE ON STAGES - 8-10C

The morning looked relatively straightforward. Solberg was more familiar with the car on asphalt, but still wasn't running his 207 as stiff as he would if he'd been right at the races. And Hanninen was still looking comfortable.

The '03 world champion moved past Loix and into second on Thursday's second test. Loix was not best pleased, he said: "I was determined to drive well, sensibly, calmly. Then I spun 6k in."

Hanninen was still 51sec up, but concern was starting to show on his face.

"Petter is coming, you think? Maybe he is the threat now. He is getting better with this car. The snow was also coming on the way out of the last stage. I think it's time to flip the coin and decide what tyres for the afternoon."

As the event began to look towards the road south to Monaco, Solberg too was in the mood for gambling

in his adopted hometown. "We need to gamble," he said. "We were fastest over these two stages this morning, but we only gained five seconds on Hanninen – that's not enough."

And then, all hell broke loose. For an hour or so, Valence was in a state of complete havoc. Paranoia was everywhere as everybody sought the perfect knowledge of what was going on in the rerun stages. It was snowing, but how hard? And how much was settling?

Hanninen took a defensive approach, electing to follow Solberg's lead to ensure he went into the stages in the same position as the biggest threat to his lead. Nobody, but nobody, could predict what was going to happen in the mountains in the next couple of hours.

The snow was settling – and there was lots of it.

Running seventh after his rear differential failure on Wednesday morning, Bouffier was determined ▶



Team orders spoiled Sarrazin's podium...



Forty-eight-year-old Delecour was mighty



...in favour of Peugeot UK regular Guy Wilks



Ex-Formula 1 pedaller Alex Caffi finished 11th

STAGE TIMES

SS1 LE MOULINON-ANTRAIGUES (22.91 MILES)

Fastest: S Sarrazin 23m35.6s
Leader: Sarrazin

SS2 BURZET-ST MARTIAL (25.51 MILES)

Fastest: J Hanninen 22m39.6s
Leader: Hanninen

SS3 ST BONNET-LE-FROID 1 (15.67 MILES)

Fastest: Hanninen 12m40.0s
Leader: Hanninen

SS4 ST BONNET-LE-FROID 2 (15.67 MILES)

Fastest: F Loix 12m37.2s
Leader: Hanninen

SS5 ST JEAN-EN-ROYANS - FONT D'URLE 1 (14.32 MILES)

Fastest: Hanninen 11m51.0s
Leader: Hanninen

SS6 CIMETIERE DE VASSIEUX - COL DE GAUDISSERT 1 (14.99 MILES)

Fastest: B Bouffier 12m50.0s
Leader: Hanninen

SS7 ST JEAN-EN-ROYANS - FONT D'URLE 2 (14.32 MILES)

Fastest: Bouffier 14m57.8s
Leader: Bouffier

SS8 CIMETIERE DE VASSIEUX - COL DE GAUDISSERT 2 (14.99 MILES)

Fastest: F Delecour 21m16.7s
Leader: Bouffier

SS9 MONTBAUN SUR L'OUVEZE - EYGALAYES (18.57 MILES)

Fastest: Sarrazin 17m45.3s
Leader: Bouffier

SS10 MOULINET - LA BOLLENE - VESUBIE 1 (14.54 MILES)

Fastest: N Vouilloz 16m24.8s
Leader: Bouffier

SS11 LANTOSQUE - LUCERAM 1 (11.68 MILES)

Fastest: G Basso 13m28.2s
Leader: Bouffier

SS12 MOULINET - LA BOLLENE-VESUBIE 2 (14.54 MILES)

Fastest: Sarrazin 16m08.8s
Leader: Bouffier

SS13 LANTOSQUE - LUCERAM 2 (11.68 MILES)

Fastest: Sarrazin 13m08.9s
Leader: Bouffier

◀ to bounce back – and galvanised himself with quickest time in SS6 to close on Wilks's sixth place. His fastest time on the next stage was much more dramatic as he rocketed up the field into first place.

Bouffier was almost lost for words when he saw his time at the end of the stage.

"Good choice of tyres..." he ventured, superfluously.

His studless snow tyres had worked well, but his secret weapon was in the boot – a pair of studded snow tyres, which he bolted on for the day's final stage, which had even more snow.

Bouffier's Peugeot had departed Valence in the morning a minute and a half down on the lead, when he returned at the end of the day he was 28sec in the lead. Hanninen's decision to copy Solberg's choice of inters hit hard. Having dropped his 1m30s lead, the Finn found himself sixth, 2m35s behind.

"This rally has shown its evil face again," said Skoda Motorsport team manager Pavel Horteck. "Our information was of light snow at the end of the

stage. This is not the case."

Hanninen was remarkably calm. "There was nothing I could do, so I just drove as safely as I could. I think I have matured a little bit – two years ago I would have been off the road."

Having composed himself, Bouffier added: "The team wanted us to go on different options to have everything covered, but I insisted on studs in the boot. On the last stage, I put the studs on the front and the back of the car was everywhere. We had a big spin and I thought my rally was over! But it's not. It's definitely not..."

The other beneficiary of the Monte's evil face was a former event hero Delecour. Asked why he was taking studs, the Frenchman said: "Because it's snowing."

His off-stage clarity was matched by commitment on them: he was fastest on the day's final test to keep the dream alive.

"Incredible," he smiled at final service. "This is why I love the Monte. Incredible."

The importance of the tyre choice was underlined by Jean-Sebastien Vigion,



Top three crews celebrate on harbour-side podium

who was ninth at lunchtime, but dropped 14 minutes trying to make his slicks stick on 20 miles of snow.

Loix, Wilks and Sarrazin all took snow tyres and ended the day third, fourth and fifth respectively.

POSITIONS AFTER LEG TWO

1	BOUFFIER/PANSERI	2h14m38.8s
2	DELECOUR/SAVIGNONI	+28.0s
3	LOIX/MICLOTTE	+1m05.5s
4	WILKS/PUGH	+1m20.5s
5	SARRAZIN/RENUCCI	+1m41.1s
6	HANNINEN/MARKKULA	+2m35.7s

LEG THREE (71.04 miles)

DRY - AMBIENT TEMPERATURE RANGE ON

STAGES - 3-11C

The final day of this year's Monte belonged to Sarrazin. He was fastest on three of five stages to elbow his way onto the bottom step of the podium – despite suffering a gearbox problem on SS11 that left his 207 stuck in fourth for much of it. Third was a worthy result for such an effort. Unfortunately for French fans, it came at the expense of Delecour. The 48-year-old couldn't keep up and slipped from P2 to P5, with Wilks nosing his 207 ahead of the '94 winner. Fourth was a solid start for the Englishman and he was

handed third at the finish, thanks to Peugeot team orders (Sarrazin is not contesting the whole season). All eyes, however, were on the 207 at the front driven by Bouffier. He became the third different Frenchman to win this event in four years.

Loix took second. The Belgian had given it a go in the opening stage, taking 14sec out of Bouffier, but it was clear he wasn't going to threaten the leader without taking big risks.

So, the man stuck down in P7 after the first leg won. As I said, it was a classic. ☒

1991: DELECOUR'S DREAM DEBUT



Delecour starred on Monte debut

WHERE DID the last 20 years go? In 1991, a young Francois Delecour turned the rally world on its head and had Carlos Sainz beaten on his first serious attempt at the Monte. Until he dropped it on the final stage.

Nine years after his last attempt at the rally he loves the most, Delecour was back. It was like he'd never left. The explanations of everything were just as detailed and precise as ever. And, if your attention waivered for a moment, the hand was on your arm, instructing you to come back to planet Francois.

Being at the end of Col de Gaudissart on Thursday night was an absolute treat. Typically, Delecour arrived at the stop line but refused to talk, take off his helmet or do anything until his time had gone up and he'd computed the figures. With more cars still to come, Delecour didn't know if his fastest time would stand. But the scene was a familiar one: sleeves slightly rolled up, balacava off with a wipe of the forehead and the smile. That coy but confident smile.

"It's good, I think..." he started out.

A repeat of his 1994 win – the dream we all dreamed – was just too much. But, for one Monte only, it was great to have one of the rally's legends back.

RESULTS

Rally Monte Carlo, January 19-21 round 1 of 13

13 SPECIAL STAGES, 208.82 MILES					CHAMPIONSHIP TABLE		
POS	NO	DRIVER/NAVIGATOR	CAR	TIME	POS	DRIVER	PTS
1	4	Bryan Bouffier/Xavier Panseri	Peugeot 207 S2000	3h32m55.6s	1	Bryan Bouffier	25
2	5	Freddy Loix/Frederic Miclotte	Skoda Fabia S2000	+32.5s	2	Freddy Loix	18
3	10	Guy Wilks/Phil Pugh	Peugeot 207 S2000	+1m19.7s	3	Guy Wilks	15
4	8	Stephane Sarrazin/Jacques-Julien Renucci	Peugeot 207 S2000	+1m21.9s	4	Stephane Sarrazin	12
5	6	Francois Delecour/Dominique Savignoni	Peugeot 207 S2000	+1m22.4s	5	Francois Delecour	10
6	1	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	+1m29.3s	6	Juho Hanninen	8
7	7	Nicolas Vouilloz/Benjamin Veillas	Skoda Fabia S2000	+4m47.8s	7	Nicolas Vouilloz	6
8	3	Jan Kopecky/Petr Stary	Skoda Fabia S2000	+7m45.9s	8	Jan Kopecky	4
9	16	Giandomenico Basso/Mitia Dotta	Peugeot 207 S2000	+8m46.0s	9	Giandomenico Basso	2
10	11	Toni Gardemeister/Tomi Tuominen	Skoda Fabia S2000	+9m09.3s	10	Toni Gardemeister	1
OTHERS					MANUFACTURERS' POINTS		
R	2	Petter Solberg/Chris Patterson	Peugeot 207 S2000	SS13-elec	1	Peugeot	40
R	9	Andreas Mikkelsen/Ola Floene	Skoda Fabia S2000	SS1-suspen	2	Skoda	26

RALLY LEADERS SS1 Sarrazin; SS2-6 Hanninen; SS7-13 Bouffier

BRUNDLE'S HARDEST RACE

Jaguar's 1988 Daytona 24 Hours win was a triumph against the odds. *GARY WATKINS* looks back



Winning XJR-9 driven hard all the way

ALL PICS: LAT



Brundle (left) with Boesel and Nielsen

It starts with a mad dash across New York's Central Park with a nose section perched atop a horse-drawn carriage, and ends with half the team falling asleep at the meal table during a celebratory dinner.

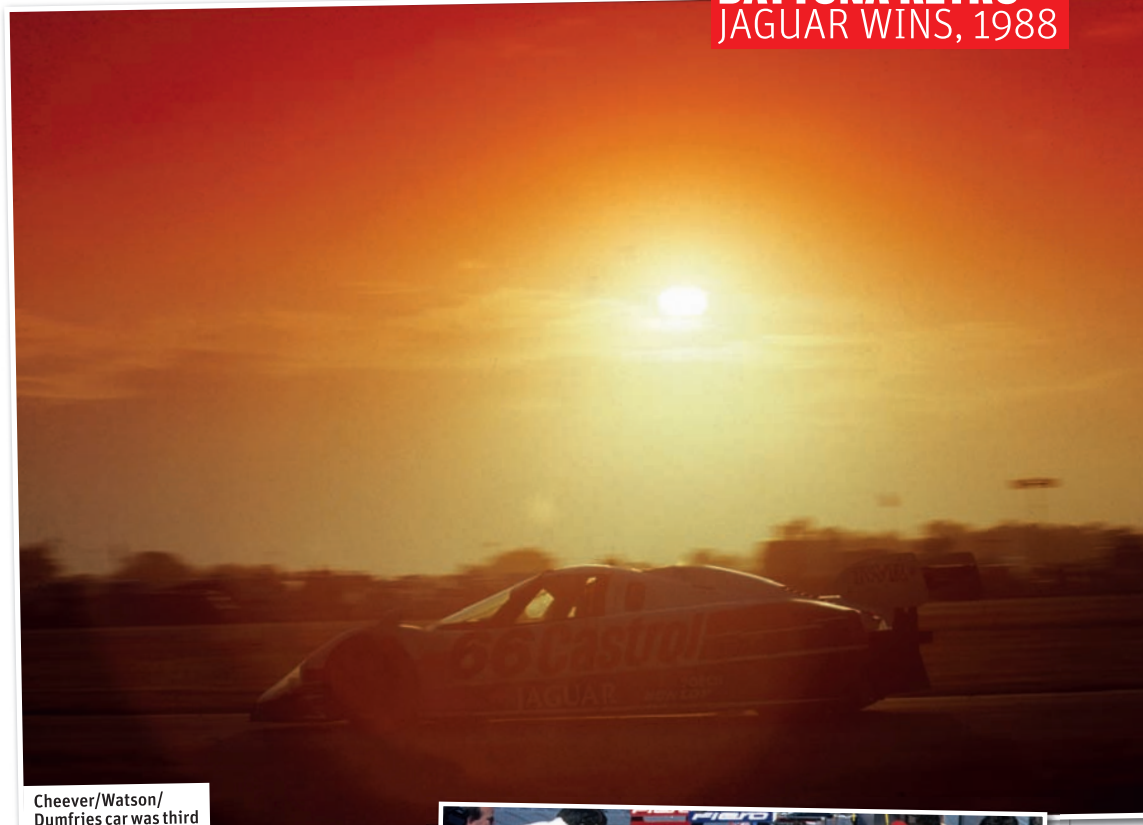
The story of the TWR Jaguar team's first-time-out triumph in the 1988 Daytona 24 Hours is a crazy tale of success in the face of adversity. TWR Inc, the late Tom Walkinshaw's American operation, didn't even exist four months before the race and the new Jag XJR-9 was never expected to beat the hordes of Porsches.

Jaguar's twice-round-the-clock win at Le Mans just under six months later is the victory that dominates the history books. Yet it is the marque's first 24-hour win with one of its V12-engined prototypes that is indelibly etched in the minds of many of TWR's grandees. That includes team stalwarts Martin Brundle and John Nielsen, who anchored the Daytona triumph, not to mention long-serving TWR Inc boss Tony Dowe.

Brundle, back this week at the Florida enduro with the Anglo-American United Autosports team, 23 years on from his first 24-hour victory, describes Daytona '88 as "the hardest race of my career, without a doubt". Dowe calls the four months that culminated with Daytona as the "toughest 16 weeks of my life".

Dowe, who'd been recruited from Carl Haas's organisation by Walkinshaw, "had absolutely nothing" when he started work for the hard-nosed Scot on October 1 1987, after TWR had been chosen to take over from Bob Tullius's Group 44 squad as Jaguar's

"I dived onto the apron, went past the gaggle and drove back up to the top. It was pure lunacy"
Martin Brundle



Cheever/Watson/
Dumfries car was third

GOING BACK WITH A VENGEANCE



Brundle will drive
this Riley this week

MARTIN BRUNDLE reckoned he needed "about two minutes" to make up his mind to return to Daytona when the offer came from United Autosports boss Zak Brown. But then he's been telling this writer for years that he'll do "something serious".

"I bet you got sick of hearing me talking about doing something proper again, but I really was too busy," explains the 51-year-old, who had much more on his plate than his broadcasting career. "I was chairman of the board at the British Racing Drivers' Club, looking after David

Coulthard, and then I had the dealerships."

A bit of what Brundle calls "deck clearing" means that he can now "scratch an itch" and race seriously again.

"This is not like the odds and sods I've done in the past couple of years," he says of the one-make Lamborghini and Volkswagen events he's undertaken. "I regard this as a professional drive and we want to have a good result. We're not going to beat the likes of Ganassi, but a top five has to be our aim."

More 'proper racing' is on the cards for Brundle



and, yes, he does have the ambition to go back to Le Mans. It won't happen this year, because the French enduro clashes with the Canadian Grand Prix, but he insists that sooner or later he'll be on the grid at the Circuit de la Sarthe, sharing a car with single-seater-racing son Alex.



Fraught debut for
TWR Inc in IMSA

representative in IMSA's GTP class.

"We had to find a facility, buy equipment, recruit staff and get the cars over," recalls Dowe. "And then we had to find the time to go testing."

The first Castrol-liveried XJR-9 was flown into the US for the launch of the programme in mid-October. The only problem was it arrived without its nose.

"Somehow the nose had been left on the runway when the car was loaded on the plane in England," explains Dowe. "I managed to get it flown over to New York and bribed a union guy to drive it to our downtown hotel strapped to the top of his old stationwagon."

"We tried to manoeuvre it through the revolving doors and stash it in the business centre overnight. The launch the next day was in Central Park and the easiest way I could find to get it there on time was to rent one of those carriages tourists ride on."

Dowe managed to find time for his test programme, an extensive one at that, but it wasn't without its problems. That explains why the team took its IMSA-spec XJR-9 to ►

UNITED THEY EXPAND



United earned its spurs with Audi R8

SOMETIME FORMULA 3

racer Zak Brown started United Autosports after selling a 70 per cent stake in the sponsorship company that brought Johnny Walker to Formula 1 and Subway to NASCAR. But if you think that he'd opted to become a team owner because he had more time on his hands, you'd be wrong.

"I'm actually as busy as ever," says the 39-year-old American, who started Just Marketing International in 1995 after leaving Britain to continue his racing career in the US. "It's more that I've found myself with some cash to spend on extra-curricular activities, so I decided to waste it on motor racing."

A desire to once again race in Europe is part of Brown's

motivation for setting up United Autosports: "I could have bought a ride, but I'm a grade A control freak."

It's also about creating "a fully professional race team, which it won't be if it's built around me driving". Brown says his aim is "to build a big sportscar team that races globally".

That means the team will expand beyond the GT3 class, which has been its focus since it was set up for last season. It fielded a pair of Audi R8s in the FIA GT3 European Championship in 2010 and will do so again in '11 alongside a two-car assault on the British GT Championship. It had planned to take the Audi to Daytona, but teamed up with Michael Shank Racing to run

a Ford-powered Riley Daytona Prototype after failing to get clearance to run the German car in Grand-Am GT specification.

"Our business plan calls for me to put in seed money and fund any shortfalls in the first two seasons, but after that it will be sponsorship driven," says Brown, who is talking about moving the team into Grand-Am, the Intercontinental Le Mans Cup and the FIA GT1 World Championship "or a combination of those" in 2012.

To do that, Brown knows he has to "build an image and credibility". Which explains the presence of Martin Brundle and Mark Blundell in the United squad at Daytona this weekend.

"Tom opened the door, stuck his big head in, grabbed my helmet and yelled 'win or bust' in my face"

John Nielsen

BFG Porsche was leading until late



Nielsen with team boss Walkinshaw



Jags had to fight off army of Porsches



Pushing hard to make up lost time

◀ Talladega between the Daytona test and the race to try to replicate the forces it would encounter on the banking in Florida. New parts, remembers Dowe, were still arriving from the UK after the team had decamped to Daytona for race week.

The three-car Jag squad was by no stretch among the favourites going into the IMSA series opener. Don't forget that at this stage of the TWR programme a Jag had finished no better than fifth at Le Mans, and at Daytona it was ranged against a flotilla of eight Porsche 962s, a design that already had nine victories in big 24-hour races to its name.

The IMSA XJR-9 wasn't quite a



Jones/Sullivan/Lammers car (second in pic) failed

Nielsen shared drive with Brundle



the next guy in, told him what the car was doing and stood back," he explains. "It was only when the car had left the pits that I realised that I'd just put Jan [Lammers] in the car."

"I found Tom and started to scream at him. I told him that we'd got it that far and could make to the end. He let me have my rant and then told me it was his team and he'd do what he liked.

"As I spun around and walked off, I collapsed in a heap. Tom was right."

Nielsen, who completed the race, also remembers getting a piece of Walkinshaw's mind during a pitstop in the closing stages.

"He opened the door, stuck his big head inside, grabbed my helmet and yelled 'win or bust' into my face," remembers the Dane. "We'd driven that race like a sprint and even raised the revs up to our qualifying limit during the final hours."

The winning Jaguar took to the front in the penultimate hour. Nielsen had been chasing Bob Wollek and then Mauro Baldi in the BF Goodrich-sponsored Busby car. Baldi lost it in the infield, bizarrely when the pace car was out, and the resulting repairs allowed Brundle, Nielsen, Boesel and Lammers to claim a first 24-hour victory for a TWR-Jaguar prototype.

Brundle describes the race as a "bit of an ordeal", though it didn't end with the chequered flag.

"Sir John Egan [boss of Jaguar] was there and insisted that we went out to dinner to celebrate," he recalls. "I was completely out of it until I had a couple of mouthfuls of what must be the best steak ever. After that I could join in the party." ❧

match for the Porsche on pace at Daytona, even if Jan Lammers did qualify on the front row. Worse still, it didn't look like it was reliable either.

The entry Brundle and Nielsen shared with Raul Boesel lost time early on when an electrical glitch fried the fuel pump (the Lammers car had gone out with engine failure, while the final Jag would drop a valve at dawn on Sunday and end up a distant third).

The five-minute stop "dropped us a long way back", remembers Brundle. A relentless fightback brought the Jaguar onto the lead lap on Sunday morning.

"We drove it flat-out all the way," he says. "I remember coming up to a gaggle of cars tripping over themselves

on the banking and thinking there was no way I was going to get out of the throttle. So I dived down onto the apron, went past them all and drove back up to the top. It was pure lunacy."

It was all the more crazy because only Brundle and Nielsen were left to share the driving.

"Boesel had flaked out during the night and it was now me and 'Super John' flip-flopping in and out of the car," explains Brundle. "It was so hot and super-humid. Daytona is a physically demanding race, but that year was really hard." So much so that he was more or less out on his feet as the end of the race approached.

"I jumped out of the car, strapped

PROTOTYPE CAST

The 11 teams fielding the 17 Daytona Prototypes in this weekend's 24 Hours all reckon they have a shot at victory. *GARY WATKINS* takes a look at their chances

CHIP GANASSI RACING – RILEY-BMW MKXI/XX



Ganassi Riley-BMW is Grand-Am car to beat

#01 Scott Pruett (USA)/Memo Rojas (MEX)/Graham Rahal (USA)/Joey Hand (USA) #02 Dario Franchitti (GB)/Juan Pablo Montoya (CO)/Scott Dixon (NZ)/Jamie McMurray (USA)

Ganassi may have missed out on Daytona victory for the second year in a row last January, but the team went on to dominate in Grand-Am, winning nine of the 12 races on the way to another title for Pruett and Rojas. Key to that domination was the superiority of its Dinan-tuned BMW V8, an advantage that has been retained into the new season on the

evidence of Daytona testing. It topped the times until the super-fast final session when its cars didn't take to the track. Grand-Am has moved to try to peg back the BMW, knocking 100rpm off its rev-limit, but Ganassi's rivals feel that's not enough. "I can hear Chip laughing from behind his desk from here," quipped one.

WHAT THEY SAY

"What Ganassi does and how it does it makes it look like we have an engine advantage – I don't think it matters if you've got a BMW or a Ford. It's tough not to bet on Ganassi." **Scott Pruett**

ACTION EXPRESS RACING – RILEY-PORSCHE MKXI/XX

#5 David Donohue (USA)/Darren Law (USA)/Burt Frisselle (USA)/Buddy Rice (USA) #9 Joao Barbosa (P)/Terry Borcheller (USA)/Christian Fittipaldi (BR)/Max Papis (I)/JC France (USA)

Action Express defends its Daytona crown with a pair of Rileys powered by the Lozano-built Porsche Cayenne V8, having effectively consumed the Brumos team out of which it was born. Last year there was one Action Express car and one Brumos car run out of its North Carolina workshops. The crew is largely the same as in 2010, though the team has bolstered its technical line-up after losing

its way last season post-Daytona. It struggled early on at the pre-race test but, says David Donohue, "found some things on the final day that should make us competitive." Whether that can put it within striking distance of Ganassi remains to be seen because the Cayenne V8 isn't a match for the BMW, the Ford or, according to Donohue, "probably not even the Chevy" on power.

WHAT THEY SAY

"Everyone is shooting after Ganassi; it has a real toe-hold on the series at the moment. But I consider us to be a bit of a sleeper." **David Donohue**



Action Express bids for second straight victory

MICHAEL SHANK RACING – RILEY-FORD MKXI/XX & DALLARA-FORD DP01

Shank will run three cars to boost its victory hopes



#6 Justin Wilson (GB)/AJ Allmendinger (USA)/Michael McDowell (USA) #23 Martin Brundle (GB)/Mark Blundell (GB)/Zak Brown (USA)/Mark Patterson (USA) #60 Oswaldo Negri Jr (BR)/Marc Goossens (B)/Michael Valiante (CDN)/John Pew (USA)

Bad luck has stalked MSR in the 24 Hours and prevented it from going one better than its second-place finish from 2006. A giant three-car entry could give the Ohio team its best chance yet of scoring that elusive first Daytona victory. This year it is fielding a pair of Rileys (one run under the United Autosports banner) and the Dallara that it used last season after one of its chassis was burned out mid-season at Watkins Glen. Team boss Shank believes he has three cars that can challenge for victory, but the paddock pundits fancy the Wilson/Allmendinger/McDowell Dallara for honours.

WHAT THEY SAY

"The Dallara was really fast at the test, but its set-up window is much narrower than the Riley. If we get it right for the race, I believe we can do some damage." **Justin Wilson**

SUNTRUST RACING – DALLARA-CHEVROLET DP01

**#10 Max Angelelli (I)/Ricky Taylor (USA)/
Ryan Briscoe (AUS)/Wayne Taylor (USA)**

The big change at the Wayne Taylor Racing-run SunTrust squad for 2011 is a switch from Ford to Chevrolet engines. That should come as no surprise given Taylor's links with its General Motors parent – he first won Daytona with Oldsmobile in 1996 and was one of the owners of the team that flew the Cadillac flag at Le Mans in 2001-02. It is a factory deal that gives the Dallara-equipped team great financial and technical clout, but it is definitely one for the long term. The Earnhardt-Childress Racing-tuned Chevy V8 was not a match for the BMW or the Ford at the official Daytona test earlier this month, and the extra 100 revs given to the engine since then is unlikely to address that. Taylor Sr is listed to drive the SunTrust Dallara but insists he's only on hand as a reserve.

WHAT THEY SAY

"We're definitely in the mix, we have good durability and good performance, but the BMW engine is on another planet." **Max Angelelli**

SunTrust squad is now Chevrolet-powered



STARWORKS MOTORSPORT – RILEY-FORD MKXI/XX



Starworks Riley flew in Dalziel's hands in testing

**#7 Jan Heylen (B)/Jared Beyer (USA)/Scott Mayer (USA)/Doug Peterson (USA)/RJ Valentine (USA)
#8 Ryan Dalziel (GB)/Mike Forest (CDN)/Tomas Enge (CZ)/Colin Braun (USA)/Jim Lowe (USA)**

The team started by former SAMAX boss Peter Baron appears to be a contender on the evidence of the test after Dalziel topped the times. That

performance came despite a switch from the benchmark BMW engine to the Ford V8, a decision influenced by the technical input Starworks gets from Ford.

WHAT THEY SAY

"People are taking us seriously after the test. We've got a good driver line-up and I have no concerns about reliability." **Ryan Dalziel**

FLYING LIZARD MOTORSPORT – RILEY-PORSCHE MKXI/XX

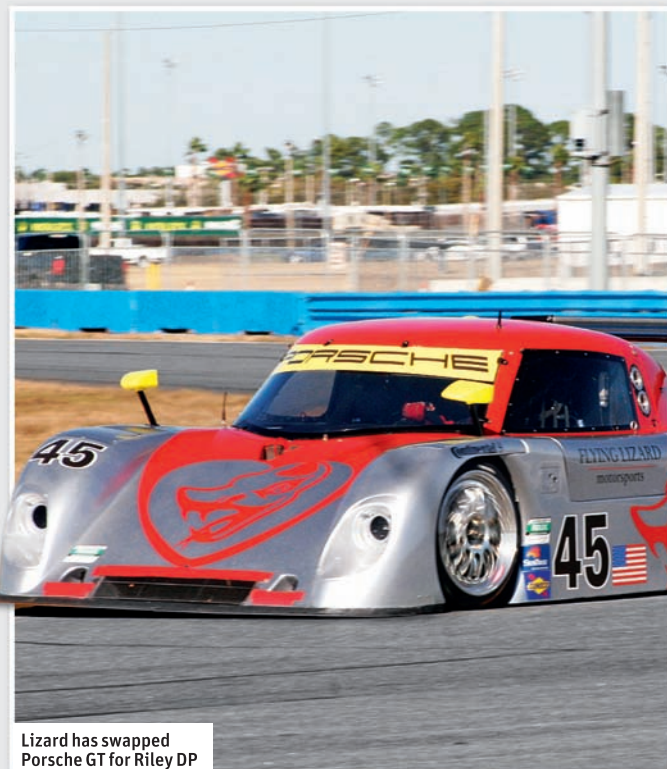
#45 Jorg Bergmeister (D)/Pat Long (USA)/Johannes van Overbeek (USA)/Seth Neiman (USA)

same chassis that won the 24 Hours with that engine in '09.

WHAT THEY SAY

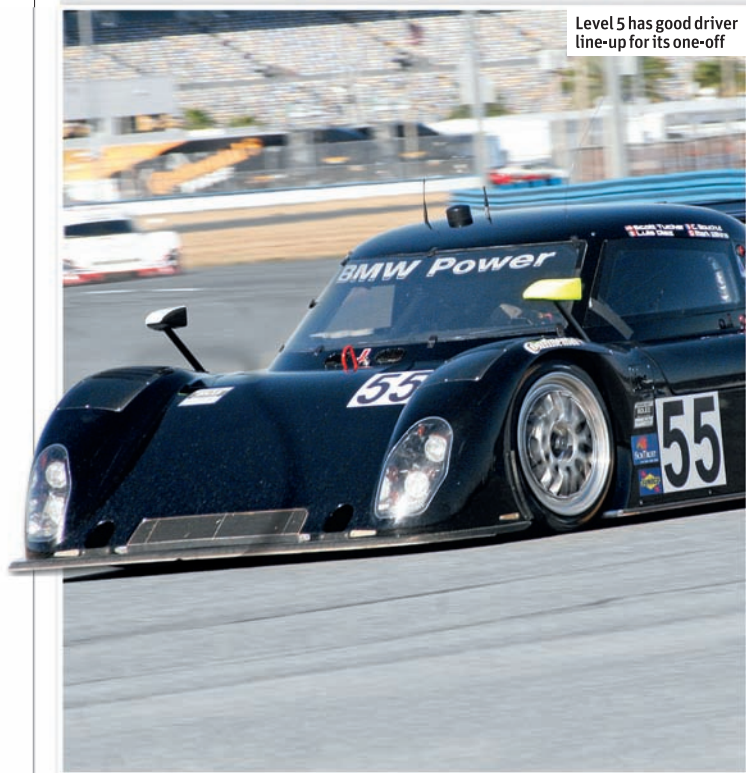
The multiple ALMS-winning Lizard squad moves away from a Porsche 911 for the first time for a one-off Daytona outing. The engine is a Porsche flat-six, of course, and the Riley is the

"We found it harder than expected at the test; there was a bigger gap than we expected. We won't be on pole, but I'd like to think we are within striking distance." **Pat Long**



Lizard has swapped Porsche GT for Riley DP

LEVEL 5 MOTORSPORTS – RILEY-BMW MKXX



Level 5 has good driver line-up for its one-off

#55 Christophe Bouchut (F)/Luis Diaz (MEX)/Mark Wilkins (CDN)/Scott Tucker (USA) #95 Ryan Hunter-Reay (USA)/Richard Westbrook (GB)/Raphael Matos (BR)/Scott Tucker (USA)

Level 5 returns to Grand-Am for a one-off at Daytona with its pair of Riley-BMWs and is looking to improve on its third-place finish from last year before it heads back

to the American Le Mans Series. The driver line-up it has assembled proves this well-funded team's intent and a strong performance at the official test day suggest it can mix it with the regulars.

WHAT THEY SAY

"The team is well prepared even if we have been out of Daytona Prototypes since last March."
Christophe Bouchut

KROHN RACING – LOLA-FORD B08/70

#76 Nic Jonsson (S)/Ricardo Zonta (BR)/Nicolas Minassian (F)/Tracy Krohn (USA)

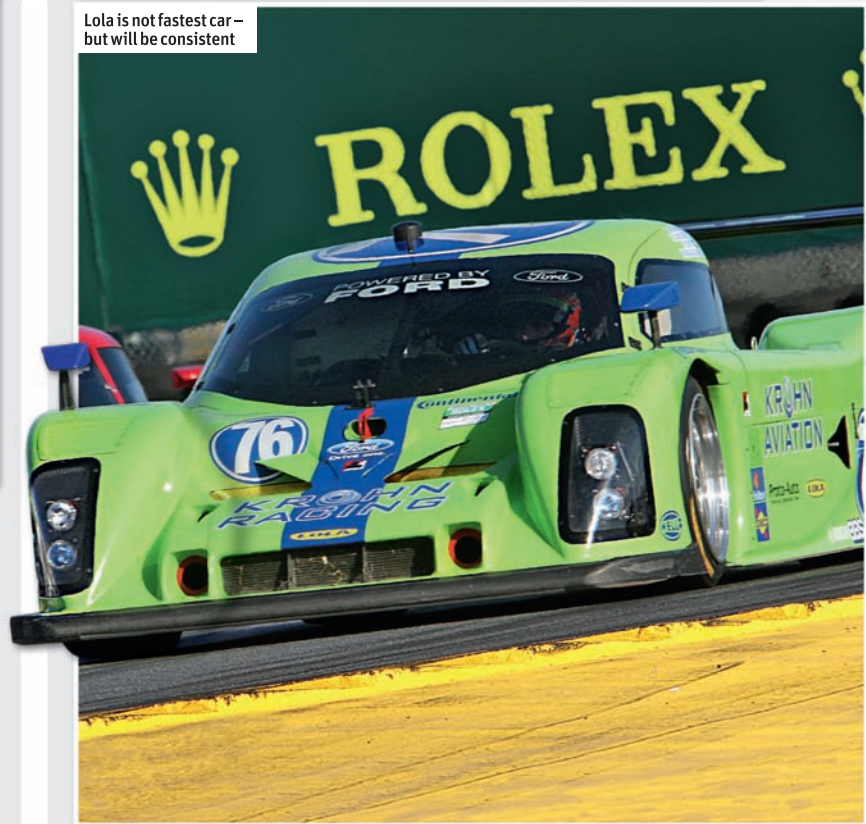
Krohn returns to Daytona for what is rumoured to be its final Grand-Am appearance before it heads off to pastures new. The Lola has never been among the fastest cars over one lap, but its consistency and

durability, combined with strong team work, have resulted in fourth-place finishes for Krohn at Daytona in two of the past three years.

WHAT THEY SAY

"We have a chance even though we don't have the fastest car, but a top three would be a good result for us."
Ricardo Zonta

Lola is not fastest car – but will be consistent



TIMETABLE

Thursday January 27

Free practice 1000-1130

Free practice 1330-1430

Qualifying – DP 1545-1600

Qualifying – GT 1615-1630

Free practice 1830-2030

Friday January 28

Free practice 0900-0945

Free practice 1100-1200

Saturday January 29

49th Daytona 24 Hours 1530

All times local, -5 hours GMT

UK TELEVISION TIMES

Eurosport 2, Live race coverage

Saturday January 29

2130-2300, 2315-0100

Sunday January 30

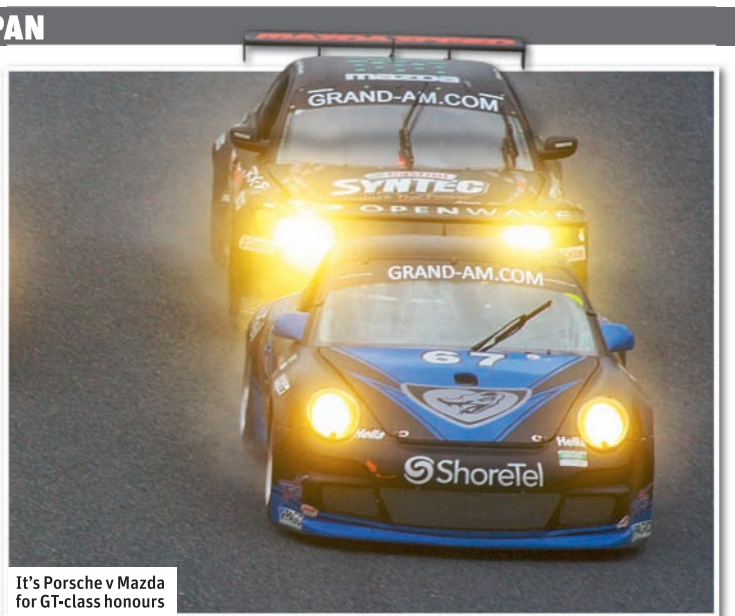
1945-2045

GT SCRAP: GERMANY v JAPAN

NOT ALL OF Porsche's innumerable GT class wins at Daytona have resulted from a performance advantage. But on the evidence of the official test, the latest version of its 911 GT3 Cup is more than a match for the rotary-engined Mazda RX-8 that screamed to victory in last year's 24 Hours.

Porsche's latest Grand-Am contender, effectively last year's new Supercup racer, filled out nine of the top 10 positions in the test and is described by factory driver Marc Lieb "as a big step forward on its predecessor". The German, who is racing the famous Brumos team's entry with 'unretired' sportscar legend Hurley Haywood, Leh Keen and Andrew Davis, isn't convinced that Porsche has leapfrogged the Mazda.

"I'm convinced the Mazdas were sand-bagging quite a lot in the test," he says. "We are going to have to wait for the race to see their true performance."



It's Porsche v Mazda for GT-class honours

GAINSCO/BOB STALLINGS RACING – RILEY-CHEVROLET MKXI/XX

**#99 Alex Gurney (USA)/
Jon Fogarty (USA)/
Jimmie Johnson (USA)**

The double DP title-winning team has never truly repeated its championship form at Daytona: second place in 2008 is easily its best result. It wasn't near the top of the timesheets in testing earlier this month, but the team is promising that it will be much nearer the pace come the race.

WHAT THEY SAY

"We walked away from the test a little frustrated about our pace, but we never set the priority of doing a quick lap. It's going to be a tough race to crack, but I still believe we have a shot." **Jon Fogarty**



NASCAR star Johnson joins title-winning team

SPIRIT OF DAYTONA RACING – COYOTE-CHEVROLET CC/08



Coyote-Chevrolet is still improving

#90 Antonio Garcia (E)/Paul Edwards (USA)/Sascha Maassen (D)

This ambitious local team has made the logical move over to the ECR Chevrolet V8 given that its technical partner is the Pratt & Miller organisation of Corvette Racing fame. The move from the Lozano Porsche Cayenne V8 has also brought a Coyote chassis that

was 20kg overweight last season down to the DP limit.

WHAT THEY SAY

"The team is moving forward all the time – we have a really strong driver line-up and with the new engine we are way more competitive. We were regularly in the top five during the Daytona test, and I believe there's more to come." **Antonio Garcia**

DORAN RACING – DALLARA-FORD DP01

**#77 Matt Bell (USA)/Brian Frisselle (USA)/Ross Kaiser (GB)/
Henri Richard (F)**

This Grand-Am minnow doesn't have the resources of the series grandees, but team boss Kevin Doran knows all about winning at Daytona. He was crew chief with the Holbert Porsche team back in the 1980s and won in his own right with a Ferrari 333SP

in 1998. A trouble-filled Daytona test (it missed most of the first day after a brake disc exploded on the opening lap) wasn't ideal preparation for a 24-hour race.

WHAT THEY SAY

"We're an underdog, but in a 24-hour race you never know because there are so many variables. You can never rule out a team like Doran." **Ross Kaiser**

Doran team has plenty of Daytona experience



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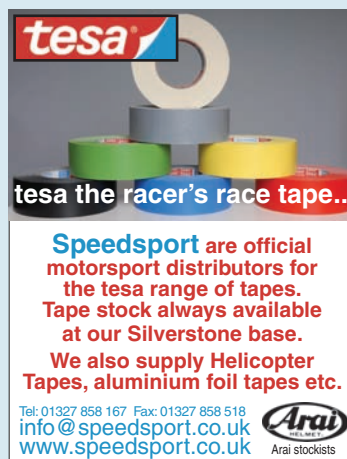
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Responsibilities:

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- Plan and execute wind tunnel tests
- Post-test analysis and reporting

Desired Additional Requirements:

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- Professional motorsports track experience

Software Engineer

Responsibilities:

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- Integration of software tools

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- Knowledge of HTML and JavaScript

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Responsibilities:

- Responsible for analysis and correlation of Simulation results
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- Report simulation, rig and laboratory results

Desired Requirements:

- Matlab or other programming experience
- Professional motorsports experience

Tire Analysis Engineer

Responsibilities:

- Responsible for analysis of laboratory and track tire measurements and reporting results to Engineering and Race Team personnel
- Tire data regression
- Specify and/or write simulation and tire analysis code

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- Tire analysis and/or design experience
- C# and/or VB.NET experience
- Professional motorsports track experience

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Responsibilities:

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New Ray racer and Van Diemen ace for FFord, p78



Two Evoras will hit British GT this season

Factory Lotuses to British GT

New squad with Lotus backing plans British GT4 attack with two Evoras

» **LOTUS CARS** will return to the British GT Championship this season, supporting two GT4-spec Evoras run by new squad CM Consolidated.

CMC is a motorsport group, created by Paul Jackson (father of Porsche Carrera Cup racer Ollie), former British GT racer Andy Britnell, and Michael Quaife from the well-known family-run R T Quaife Engineering business.

Ex-BTCC racer/team owner Gary Ayles will manage the squad, which will be factory assisted. As well as a full British GT programme, some European outings, including the Nurburgring and

Spa 24-hour races, are planned.

A CMC statement said the team "will enjoy partner status with Lotus Motorsport" and confirmed the link-up should be seen as a "long-term relationship with a route through to GT2".

Ayles drove for current Lotus director of motorsport Claudio Berro in the Italian Peugeot touring car squad in the 1990s. He has been concentrating on his cleaning company in recent years, but is happy to be returning to the sport with Lotus.

"Claudio and I kept in touch and now we've got together to do this," said Ayles. "It's good to be back in motorsport."

"It's a brand new team with lots of

experience. There is support from Lotus – we get what we need from the factory."

Berro said: "This is a special deal for professional teams running good drivers. We are giving a licence to use the name Lotus Sport, like we did in Italy last year with Gianni Giudici's team. I know Gary from my days with Peugeot and he has a good background."

Ayles believes the Evora can be competitive in a class that has been dominated by Ginetta in the UK. "I think the car is good enough to win the GT4 championship," he said.

"This is the starting point and we're looking for a long association with Lotus."

Ollie Jackson is already confirmed for the squad, with the team currently in discussion with a number of other semi-professional and gentleman racers.

Piranha Motorsport ran a Lotus 2-Eleven in British GT last year, but the last Lotus-backed team appeared, briefly, in 2007 with the Lotus Sport Cadena Exige. The last full programme was in 2006, when the same squad took the GT3 teams' title.

The 350bhp Cosworth-engined Evora made its race debut at the Nurburgring last August and a single entry finished 43rd in the Britcar 24 Hours at Silverstone in October.

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner
@haymarket.com



LOTUS, MERCEDES and Audi. All three marques are either returning to or making their first appearances in British GT this year. There'll also be plenty of Ferraris, of course, the odd Porsche, and new teams are set to run Aston Martins and an Ascari.

There might even be a GT3 Chevrolet Corvette, something the series – incredibly, given the car's pace in FIA GT3 – hasn't yet boasted.

British GT manager Benjamin Franassovici, whose popularity and work in the paddock has been one of the factors behind the revival, believes there could be over 20 cars on the grid, a figure few fans could have dreamed of just two years ago.

Of all those named however, only Lotus is aiming at the GT4 class. Despite massive grids in Europe, the category has struggled to thrive here.

In part, that's thanks to the pace of the Ginetta G50, which dominated the inaugural British GT4 season in 2008. Since then, the car has been beaten regularly in Europe – and by the KTM in Britain – but it's taken time for potential competitors to get past the perception that it's not worth turning up if you don't have a G50.

The Evora showed good pace on its European GT4 debut, so the hope is that it will be competitive. Indeed, the danger with ongoing equalisation is that the pendulum sometimes swings too far the other way – just look at the competitiveness of the Porsche 911 in GT3 since 2006: dominant to start with, slow for several years, then quick enough for a single car to win British GT last year.

Franassovici believes Aston Martin will return to British GT4 this year. If a few Ginettas come out as well – and no car dominates – the class could finally start becoming a worthy support act to the exotica of GT3.

Extra contact details

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ben.anderson@haymarket.com

Lotus was a common sight in Brit GT in '06



STALEY/LAT

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DARREN BURKE



British Formula Ford

Karting star for Ford

Parry joins works Van Diemen squad, while Ray unveils new title challenger

UK JUNIOR karting ace Matt Parry has joined the works Van Diemen team for British Formula Ford, while Ray has launched a new car as both constructors aim to end Mygale's domination of the category. French constructor Mygale has carried the past six drivers' champions to victory, but Van Diemen won the Festival at Brands Hatch last year and Ray's Scott Malvern narrowly missed out on the title. Van Diemen has high hopes for

17-year-old Parry, the reigning Super 1 National Junior Rotax Max champion. Marque boss Lindsay Allen said: "Matt's done five days with us and he's improving all the time. He's straight out of karting so he has a lot to learn, but I think he'll be winning races. "The idea is that this is a learning year and he can go for the title in 2012, but if he has a really good season he might want to move on sooner." Allen is "very close" to confirming the

two seats alongside Parry, who will also contest the Ford Eurocup and the Festival. Meanwhile, Ray has unveiled its latest challenger, the GR11. The car has a raft of improvements over the previous model, including a lighter and stiffer chassis, narrower rollhoop to allow for a slimmer and lower tail, and larger rear brakes. Gavin Ray, who confirmed the car has an adaptor that will allow any four-cylinder engine to be fitted, said: "There are bits and pieces we've been

wanting to do for a couple of years and the new car has parts that will be there in 2012 [when new rules are introduced]. "We're going all out to win the British championship this year and I'm confident it can do the business." Ray stalwart Cliff Dempsey has already snapped up Team USA finalist Neil Alberico to drive one of three GR11s he hopes to run in the series, and AUTOSPORT understands at least one other team is also considering the new car.

Ginetta GT Supercup

Rob Austin to offer BTCC prize

NEW BTCC team Rob Austin Racing plans to enter two Ginetta G55s in the Ginetta GT Supercup this season. The squad, which has scored various successes with G50s and G20s, returns to the series - formerly known as the G50 Cup - after a year away. It is also offering any driver that wins the GT Supercup with the team a full BTCC tyre budget for 2012 - if the squad wins the tender to run the Ginetta prize winner in the BTCC. Team boss and ex-British F3 race winner Austin, who also hopes to race

an Arrows A4 in the Historic F1 championship, said: "This offer will be perfect for a driver who can clinch the championship. While Ginetta's prize is fantastic, getting the £30,000 tyre budget will be the icing on the cake. "Discussions are under way with potential championship contenders, but we haven't signed anything yet. We really want to win the title."



Rob Austin Racing wants more Ginetta success

Porsche Carrera Cup

Tordoff joins Parker Porsche team

RENAULT CLIO Cup ace Sam Tordoff will step up into the Porsche Carrera Cup GB this season. Tordoff, who contested the final round of the BTCC last year, will line up with Team Parker Racing, which won the 2009 title with Tim Bridgman. Team boss Stuart Parker said: "It's very good news for us. The experienced guys will be difficult to beat, but Sam listens to what you say and tries to make it happen." Tordoff, 21, who finished third in the 2010 Clio Cup, added: "It's a huge step up and the heel-and-toe takes a



Tordoff steps up to Porsches for this season

bit of getting used to, but at the end of a day's testing at Donington my best time was only 0.3s off Euan Hankey's qualifying time from 2010." Parker is still in talks with 2010 drivers Stephen Jelley and Hankey, while Glynn Geddie is expected to graduate to international racing.

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Formula Renault

Stevens and Fortec back together for assault on Renault Eurocup

FORMULA RENAULT UK race winner Will Stevens has switched to the Eurocup for his third season in the category.

Stevens, 19, will lead the attack of Fortec Motorsport, the team with which he drove in his maiden FR UK campaign in 2009, and which is returning to the Eurocup after a one-year sabbatical.

"I know Fortec and they know me," said Stevens, who won two races in the UK series with Manor Competition last

year. "I know they want to win the championship as much as I do to re-establish the team in Europe."

Puerto Rican Team USA Scholarship driver Felix Serralles, who made his FRenault debut in last year's Winter Cup in the older-spec 'BARC' class, will join Stevens in Fortec's Eurocup line-up.

Fortec has one seat available in its three-car Eurocup squad and its four-car UK team. Australian Mitchell Gilbert, who contested the Winter Cup,

will stay on for a full season in the UK, while FRenault BARC race winner Joseph Reilly will not remain with the team for his graduation.

Winter Cup champion Alex Lynn and RSF-backed Oliver Rowland are already confirmed.



Stevens drove for Fortec in 2009

FF1600

New series for pre-1990 FF1600s

PRE-1990 Formula Fords will get a new series of races this season.

Peter Hackett, co-ordinator of the British Automobile Racing Club's Classic FF1600 championship for pre-1982 machines, is behind the idea. He plans to run three races in 2011.

"There's a whole group of cars not being catered for," he said. "There's an interest and a need for it."

"We thought we'd look at doing races with the back-up of the Classic FF1600s, which can have a second race."

Hackett confirmed the pre-1990 races will run after main Classic FF1600 rounds to prevent championship competitors needing to risk their cars first.

"We're not trying to take cars away from the

BRSCC," added Hackett, who confirmed the new series will not clash with North West FF1600, which already includes classes for pre-1990 machines.

"I'm trying to drag cars out of garages."

FF1600s of the 1980s will get new series



Toyota Racing Series

Evans beats Lynn and Pye again

YOUNG KIWI Mitch Evans extended his lead in the Toyota Racing Series with two wins from three races at the Timaru round last weekend.

Evans, 16, qualified half a second quicker than Formula Renault UK Winter Cup champion Alex Lynn and led the Briton home in the first encounter, with British Formula Ford champion Scott Pye third.

Lynn lost out to Nick Cassidy early on in race two and had to settle for

third, with Pye fourth. Evans again won comfortably.

In the final race, in which the top six on the grid were reversed, Lynn was involved in a clash and punctured a tyre. He pitted and then set fastest lap, while Jamie McNee won from GP3 and ex-FPA racer Ivan Lukasevich.

Josh Hill was handicapped by qualifying problems and scored a best finish of eighth. "This is good training - these are difficult to drive," he said.

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Wella helped Wentz graduate in 1974

The ever-rising costs of competing in Formula Renault UK and Formula 3 never appear to preclude wannabe career drivers (many from overseas) from snapping up the plum seats. But there is still a gulf between the junior leagues and the slicks-and-wings categories through which future stars will have to be filtered at some stage. If they don't stall first.

With professionalism driving budgets beyond the grasp of too many talented Britons - everybody talks of simulators being a key part of driver development, but the cost of test mileage remains greater than for racing - Formula Ford is the most accessible option for kart racers aspiring to transcend to cars.

With dozens of karters spending well into six figures to compete on the international scene, FF Duratec shouldn't frighten their backers, but actually making the change seems to find resistance. Perhaps because successful karters can make money (through salaried drives, testing and tuition), whereas it appears to be a one-way street in cars?

It wasn't like that when I joined AUTOSPORT in 1977, for FF1600 enabled hundreds of owners to take on the young stars in a host of top-line championships. Those who could afford to could race twice per weekend (thrice over Bank Holidays), running cars off a trailer or out of an old van or converted coach. And there was meaningful

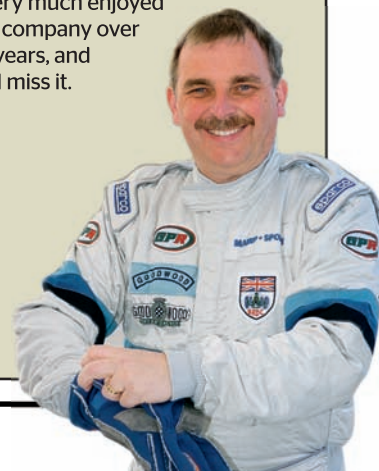
prize money to defray costs.

I look back with delight at the 1970s, when far-sighted backers helped champions to graduate. When a shocked Ted Wentz was catapulted into Formula Atlantic in 1974 as BARC Wella FF1600 champion, it was no less than the American deserved.

Things were (or at least seemed) so much simpler then, but the whole structure of motorsport has changed beyond recognition over 35 years, and not entirely for the better. Household-name backers on major championships - for the cost of a few TV advertisements - would be a start. And innovative, focused marketing campaigns could kick-start Formula Ford at a time when its relevance and cost-effectiveness is at a 20-year high.

● Paying last respects to a young person is an horrendous task, particularly for the family involved. The phenomenal turnout for Craig Dawson's funeral, in Paulerspury last Tuesday, did much to buoy his parents, Andy and Vicki, and brother Giles. Many of the mourners subsequently repaired to the BRDC clubhouse at Silverstone, where a wonderful sunset over Luffield Corner completed a classy send-off. They say you only need a few good friends in life, yet Craig was blessed in having dozens. I very much enjoyed his company over 15 years, and will miss it.

“Formula Ford is the most accessible option for kart racers aspiring to transcend to cars”





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IN BRIEF

DOUBLE TASMAN Revival champion Ken Smith recorded the only Formula 5000/F1 race victory of the New Zealand Festival of Motor Racing as rain wiped out Sunday's running at Hampton Downs last weekend. Smith's Lola T430 (left) started from pole and won from the T400s of Mark Dwyer and Michael Lyons.



VERSATILE SALOON racing outfit Malcolm Cleland Motorsport Engineering will branch out into single-seaters this season by joining Formula Renault BARC under the Team Zest banner. Malcolm Cleland's concern has acquired a pair of Tatuus chassis through Ian Goff, who was part of BTCC behemoth Triple 8's single-car FR BARC campaign in 2010.

THE 750MC has confirmed Chris Norman as its next competitions secretary. Norman (right), who has experience with the MSA, BRDC, Rockingham, Dubai and Goodwood, will take over from Robin Knight in March.



MALLORY PARK will be completely re-surfaced before the start of the new season as part of a £500,000 upgrade to the Leicestershire venue. Re-laying of the circuit and paddock, new service road, fencing and PA system, plus work on the run-off areas at Gerard's and on the Stebbe Straight, should be completed for the track's first meeting of 2011 - a motorcycle race on March 6.

REIGNING SAXMAX champion Ant Whorton-Eales will graduate into the senior car-racing ranks this season in the MSVR-run Mini Challenge. The teenager will race in the Club class for title-winning squad Exelr8 Motorsport, which ran Mini ace Luke Caudle to the overall title in 2009 and the top R56 class last season.



BRITISH FORMULA Ford racer Jake Cook (left) has become the inaugural RSF MSA Young Driver of the Year. The 17-year-old,

who was judged the most impressive of five finalists enrolled on the MSA's first Advanced Apprenticeship in Sporting Excellence, collected his £1000 prize at last weekend's annual Night of Champions event in London.

THE PRODUCTION and GT classes will run together in the British Endurance Championship this season. Series boss James Tucker said: "It'll save track time, which we can sell on."



Legendary 905 is to make comeback

Group C/GTP

Peugeot 905 returns to racing

Famed Group C car to hit the tracks again in 2011 in the hands of Richard Mille

A PEUGEOT 905 will race in the Group C/GTP Racing series for the first time this season.

Historic racer Richard Mille, whose watch company sponsors the Le Mans Classic, has purchased an example of the successful 3.5-litre Group C design, which triumphed at the Le Mans 24 Hours in 1992 and '93. The car, which has been restored by Yvan Mahe at Equipe Europe, is due to contest selected Group C/GTP events.

Mahe, whose company also looks

after Mille's Lola T70 Mk3B, said:

"The plan is to do two or three races. For sure we will do Paul Ricard and Spa is 80 or 90 per cent. We are also trying to do Silverstone."

Mahe explained that the 905, chassis EV14, would race in 1992 'Evo 1 bis' trim with a Le Mans-spec engine.

"That means about 595bhp at 11,900rpm, which means that an engine should last two seasons," he said. "The car is easier to run than you might think, but of course there

is an issue with spares."

The restoration was completed last year and the car given a shakedown at Paul Ricard. Mahe believes it was the first time the car had turned a wheel since the end of the 905 programme in 1993.

Mahe said that he hoped to have two 905s racing in the full season in 2012.

Group C/GTP series boss Bob Berridge said: "The fact that we are going to have a Mercedes-Benz C291 racing against a Peugeot 905 shows how far the series has come."

MR2/Castle Combe

Toyota champion eyes Radical races for 2011

TOYOTA MR2 champion Zac Chapman will switch to racing a Radical in 2011.

The 20-year-old has bought the ex-Radical Enduro-winning SR8 of Richard Ince. He plans to test in the early part of the year, and take in some Sports and GT races at his local circuit,

Castle Combe, later in 2011.

"My ultimate goal is to race at Le Mans and this is the closest I can get at the moment," said Chapman, who hopes to move into the Radical Masters in 2012, under the Zac Racing banner.

Having won the MR2 title at his second attempt,

with eight wins in his Mk2, Chapman will keep that car and run it in occasional races this season, but will not defend his title.

His team will also run it on track days, and may hire it to other drivers to race in the 750 Motor Club championship.



STEVE JONES

Formula Vee

Saxmax racer Trigwell to make single-seater step

Trigwell will drive ex-Hands GAC this season



WALKER

SAXMAX RACE winner Aaron Trigwell will move into single-seaters in 2011, after acquiring a former title-winning Formula Vee car.

The 17-year-old from Braintree is planning a full season in the 750 Motor Club-organised category in the ex-Daniel Hands GAC, which took the title in 2008.

"I want to stretch myself against

a quality grid in which it really is down to the driver to shine above the others," said Trigwell, who finished fourth in Saxmax in 2009 and 2010. "For 2011 my aim is to be consistently on the podium, and learn as much as possible."

Trigwell will run the car, which last appeared in the hands of Ben Constanduros at Donington Park last November, with his father.

Unbeaten Burke is Macon the radar



Darren Burke finally got a chance to shine in 2010. Now he wants to move up. By KEVIN TURNER

MICK WALKER

Winning every race in a championship is one of the toughest challenges in motorsport. To achieve it in your first full season of racing, and against an ex-Grand Prix driver, really does sound like a dream, but that's exactly what Darren Burke achieved in 2010.

The 24-year-old has been one of Britain's underfunded talents for several years now, but he finally got the chance to complete a whole season and made the most of it. Driving a Macon MR8 for Peter Alexander, Burke dominated the Historic FF1600 championship, beating ex-F1 racer Ian Ashley and historic ace Benn Simms.

He's now hoping to return to contemporary motorsport, with the Porsche Carrera Cup GB his primary target. "It was nice to be out there more regularly and show I've got the talent to do something more," says Burke. "We'll have a step in the right direction and if we can't get the Carrera Cup this year we'll do it in 2012."

"We're getting there with the budget, but if things don't pick up we'll be short for this year. It's now a case of making sure we race something that's a step up from what I did last year, whether that's Ginetta G50s, Renault Clio, or British GT."

NO BIKES FOR BURKE

Whatever he ends up in, Burke has certainly earned the right to perform on a bigger stage. After being directed away from motocross by his mother, Burke found his way into karts. "My dad suggested karts so I went for a few test days for fun," he recalls. "Then I won my first race so we decided to do it properly."

Burke progressed through the ranks in the Champions of the Future and Super 1 series, and contested senior Formula ICA in 2002 and Formula A in 2003. It was only natural that a chance in a racing car should follow.

"A friend's dad – Kevin Palmer – had raced an FF1600 Ray but wasn't using it," Burke says. "I ended up testing it. We were quick straight out of the box."

A first race – at Combe – followed, Burke making his way through from the back after starting as reserve. By the end of the two-race meeting he had scored a top 10. It led to constructor Bert Ray offering him a new car for the Kent-engined part of the Brands Hatch Formula Ford Festival. At his local track, Burke took a promising third, behind Joey Foster and Morgan Dempsey.

Despite the success, Burke still lacked the budget for a full programme, and had to make do with sporadic outings in FF1600 and Caterhams.

"I didn't have the money to do British Formula Ford or Formula Renault UK, but I'm really pleased I did Kent because it's a great platform for developing your skills and driving other cars," he says.

Burke has managed to impress some good teams over the years. In 2007 he tested for top British Formula Ford squad Jamun Racing at Brands. Team manager James Mundy was immediately convinced of Burke's abilities.

"He just did the one test and was on the pace straight away," says Mundy. "He was good enough, without a doubt, it was just a matter of budget."

HISTORIC CHANCE

Instead, Burke had to wait until FF1600 preparer, and fellow Brands driving instructor, Alexander offered him a Historic FF1600 drive in the Macon. "I tested the car at Brands and I've never got out of a car with such a big grin on my face," remembers Burke.

Predictably, he was on the pace immediately. On his debut on the Brands GP circuit in 2008, he narrowly lost out to reigning British Formula Ford champion Callum MacLeod. "It was really good to have Callum there as a benchmark," reckons Burke.

"We planned to do the full season

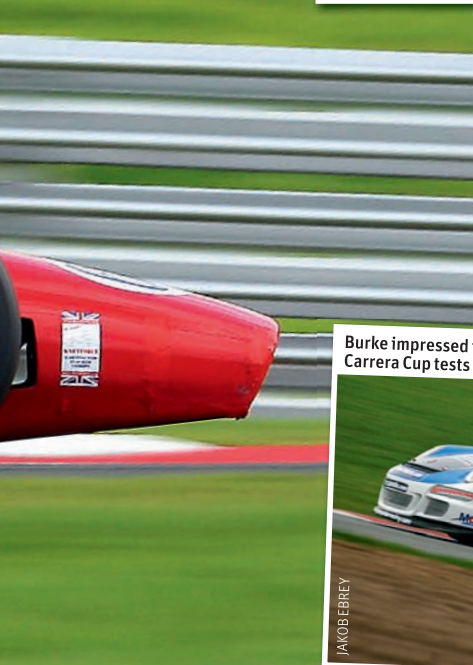


Burke wants to step up from FF1600 in '11



There was no stopping Burke in Historic FF1600

MICK WALKER



Burke impressed in Carrera Cup tests



JAKOBEBREY

in 2009, but engine problems meant we missed most of the year."

Burke finally reappeared at the Oulton Park Gold Cup and won. It set him up perfectly for 2010. Nobody else has won a round of the HSCC FF1600 championship since July 2009!

"You've got to take your hat off to Pete for building the best cars on the grid," says Burke of his run of success. "We also had a strong engine, and then there's the nut behind the wheel."

"My key attributes are learning circuits very quickly and I can get up to speed [in a race] very quickly. It takes other people longer to get going."

"I concentrate on all the little things – tyre and brake temperature on a warm-up lap – and on being consistent."

It's true that the level of competition wasn't as high as in the series he's aiming at, but there have been some hints that he has the potential to be a success when he steps up.

At Castle Combe and Oulton Park he had ex-champion Nelson Rowe (a former karting rival of Jenson Button, Anthony Davidson and Gary Paffett) to deal with. After great battles, Burke won both. "Going up against Nelson was one of the big parts of the year for me," he confirms. "People always said he was the guy to beat."

MODERN MOVES

It wasn't all good news, though. A Brands outing in the inaugural Trofeo Abarth 500 GB was disappointing. "Everything went pear-shaped," rues Burke. "The test day was cancelled, then we did a track day and the car broke. Just before race one a hose came off, we started late, and then there wasn't enough coolant and the engine boiled."

Race two provided a steady run to seventh, but it wasn't what he wanted. Nevertheless, it taught Burke a lesson: "If you do something, you've got to do it properly, not on a shoestring. I thought it was a win-win situation, but people from the outside look at the driver [when things go wrong]."

Fortunately, Burke's 2010 still ended on a high. Tests at Silverstone and Brands with frontrunning Carrera Cup squad Team Parker helped set the TOCA category as Burke's target.

Team boss Stuart Parker says: "He took to the car like a duck to water. He was very impressive; it'd be a pleasure to run him. Unfortunately, in this game, money speaks louder than anything."

That rather sums up Burke's career so far. Hopefully, with the momentum of 2010 behind him, he might still get the chance to see where his talent can take him on a bigger stage. **W**

STUDY IN SURVIVAL BURKE STARS AT FESTIVAL



One-off Duratec FFord outing netted fourth

LAT

Perhaps the best example of Darren Burke's ability to jump into a car and perform is the Brands Hatch Formula Ford Festival in 2006.

On his first weekend in a Duratec-engined machine, and in appalling conditions, Burke brought his works Ray home fourth in the final.

"At the beginning of the year I wanted to move from Kent to Duratec and I spent all year scrounging money from friends and family – I had charity boxes in local pubs," he says.

"It was tough and I had a lot to learn. I really enjoyed it and to finish fourth was great. I had

no insurance, so if I bent it I had to mend it, but if you back off too much you can make mistakes. It didn't stop me pushing as hard as I could."

He certainly survived the chaotic event better than the regular frontrunners. That year's champion Nathan Freke crashed at Graham Hill Bend, Peter Dempsey took James Nash off, then put himself out by spinning at Paddock Hill, right in front of Burke. Even Nick Tandy, who would eventually cross the line first, had at least four spins. Tandy's penalty for passing under the safety car meant Burke finished as top Ray runner.

YOUR SAY

What you think of the motorsport news of the past week



Green paint still has its place in F1

Computers haven't taken over yet

I must address Edd Straw's article on Virgin F1 (January 13) in which he concurs with the team's mantra that CFD is everything.

As a computer professional since the late '60s, I can assure all engineering students who are about to spend time with university windtunnels that the computer does *not* have the answer to everything in aerodynamics. As marvellous as computers are, don't throw away your pitot tube, anemometer and fluorescent paint just yet. You'll be retired before they become useless.

RC Pickup MBCS CITP, Blackburn

EDITORIAL CONTACT mail@autosport.com

It may be as well that team orders are now permitted in F1 as the new flexible wing regulations give an opportunity for some spectacular team tactics in both qualifying and racing.

The focus has been on overtaking, but those clever strategists who have read their history books will no doubt have noticed that in the 'good old days' team-mates used to tow each other around the track in order to obtain a fast qualifying lap in each other's slipstream.

David McLaughlin
Abinger Hammer, Surrey

I agree with your star letter (January 13) with regards to circuit design. In my opinion this has always been at the heart of overtaking.

Apart from the circuits, one of the worst anti-overtaking rules must be the mandatory 'jump out of the way' by a slower car when the blue flag appears. The leaders overtaking backmarkers used to add another dimension to the race.

Still, it could be worse and have IndyCar's no-blocking rule!
Paul Stewart
Timperley, Cheshire

It's great news that Formula 1 is to be broadcast in high-definition this year – for those with the relevant technology to receive it.

Me? It would be nice just to know that I could get an uninterrupted digital signal from the Beeb for 90 minutes, without having to have my analogue portable on standby.

WI Ball
Twickenham

Like your correspondent in last week's magazine, I too was disappointed that a lot of the girls at the Racing Car Show in Birmingham were wearing Lycra.

In my day the girls were stark naked! Don't believe me? Then check out a copy of AUTOSPORT circa 1971, January 7 issue if memory serves.

Jim Bamber,
cartoonist and voyeur
Somewhere in Surrey

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. DRIVERS SET TO GET FRONT-TYRES BOOST
2. TEAMS WON'T ALLOW WING RULE TO FAIL F1
3. MARLBORO SET TO EXTEND FERRARI DEAL
4. MAYOR: MELBOURNE SHOULD GIVE UP F1
5. HAMILTON TO GIVE NEW McLAREN DEBUT RUN

AUTOSPORT.COM PLUS

TOP STORY ONLINE

HIGH DEFINITION: F1'S BRAVE NEW WORLD

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com. Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● The Kentagon Cup element of the Champion of Brands FF1600 races this year will be for pre-1987 machines, not pre-1986 as written in the January 13 issue.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

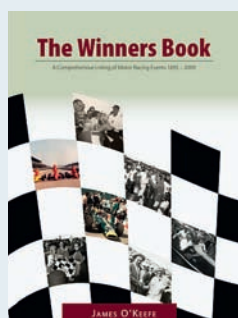
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ferrariopus.com

The monstrous Official Ferrari Opus weighs 37kg and runs to 852 pages (hence the price!), with each measuring half a metre square. The largest and most luxurious book ever produced about the iconic brand is available in three limited editions, including the special Enzo edition (400 copies) that comes with a specially commissioned stand by world-famous interior designers Candy & Candy.

The forklift truck needed to move it around is not included...



THE WINNERS BOOK

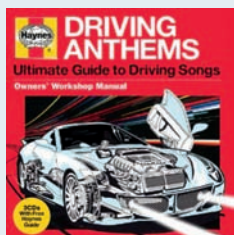
\$65 (978 1 935240 02 0)

J O'Keefe (racemaker.com)

Need lots of nice glossy pics in your motorsport books, then don't buy this one. If you like millions of facts and figures, then do.

This incredible collection of event winners – from all the major and many minor series – will become well-thumbed in this office.

Volume two must have Formula 3 in it, though...



DRIVING ANTHEMS CD

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Sixty big anthems for that windows-down, elbow-on-the-door driving experience make up this Haynes triple-CD compilation.

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RECARO BABYZEN BUGGY

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recaro.com or babyzen.com

Recaro, the purveyor of fine bucket seats for road and race cars, has created this incredible, award-winning BabyZen stroller that folds up almost small enough to stash in the ashtray.

It features unique – and patented – one-hand foldability and is fully compatible with other Recaro products.

HOT ON THE WEB THIS WEEK

YOUTUBE: KARTER WINS, CELEBRATES AND CRASHES



SEARCH FOR: Daniel Morad Karting accident (1:10)

Canadian racer Daniel Morad does his best Vittorio-Brambilla-at-the-Osterreichring-in-1975 impression by celebrating a bit too much when crossing the line to win a Rotax kart race in Italy last year...

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

DAYTONA 24 HOURS

Daytona, Florida, USA
Grand-Am Sports Car Series
Rd 1/11
January 29-30
www.grand-am.com

The Grand-Am season-opener is the first sportscar classic of 2011. It's hard to look past Chip Ganassi Racing's line-up of superstars for a favourite, but the twice-around-the-clock format is no respecter of reputations, and there's plenty of other candidates out there capable of pulling off a shock like last year's win for Action Express Racing. Full preview, p56.



Ganassi squad is brimful with talent

They'll be dancing on ice again in France



ANDROS TROPHY

Rd 6/7
Clermont Superbesse, France
January 29
www.tropheeandros.com

ACCESS ALL AREAS

Our guide on how to keep the motorsport flame burning through the cold winter months

DEMON TWEKS STORE

THE TOWN of Wrexham in North Wales is mainly on the map for two reasons. One, it boasts the world's oldest international sporting stadium that remains in use: the Racecourse football ground. Two, just around the corner from that is motorsport specialist Demon Tweeks' mighty superstore.

Among its factory-floor-sized 10,000 sq ft megashop is just about every bit of racewear, wheels, tyres, DVDs, leisurewear, helmets, karting kit, racing seats and performance tuning you could possibly desire.

The store complements its mail-order service at www.demon-tweeks.co.uk, and is open from 0830-1730, Monday to Saturday.

What you can't get online is the personal touch of sales staff on hand to offer assistance and advice, especially when it comes to getting fitted into your shiny new gear. All are enthusiasts themselves and, if they can't solve any technical issues on the spot, they'll know someone who can.

As well as motorsports, Demon Tweeks is also synonymous with

Demon Tweeks' Wrexham store is a one-stop megashop



performance road tuning. It stocks race-bred products for the road, and offers a service on site to have the parts professionally fitted while you wait at its 10-ramp fitting centre. It boasts a digital-imaging four-wheel

tracking system, machines capable of fitting up to 24 tyres and a tyre-shaving service too.

Events are also hosted at the store, from autotests through to manufacturer-supported open days.

Television

THURSDAY JANUARY 27

0900-1210, 1650-2000 **Motors TV**

Asian Festival of Speed

1300-1400 **Sky Sports 3**

Australasian Safari

Australia's answer to the Dakar Rally.

1545-1650 **Motors TV**

AUTOSPORT International

Highlights from the 2011 motorsport curtain-raiser at the Birmingham NEC.

1900-2000 **Sky Sports 4**

Racemax

2000-2100 **Motors TV**

Andros Trophy: Saint Die des Vosges

2330-0030 **ESPN**

European Rallycross: Sosnova

FRIDAY JANUARY 28

0000-0100, 1700-1800 **Sky Sports 4**

Racemax

0315-0600 **Motors TV**

Asian Festival of Speed

1415-1515 **Motors TV**

Andros Trophy: Saint Die des Vosges

1825-1855 **Motors TV**

Australian Minis: Phillip Island

1925-2030 **Motors TV**

AUTOSPORT International

SATURDAY JANUARY 29

0115-0215, 1720-1825 **Motors TV**

Andros Trophy: Saint Die des Vosges

0355-0420 **Five**

Motorsport Mundial

0340-0410, 0900-0930, 1855-1925

Motors TV

Australian Minis: Phillip Island

0700-0725 **Channel 4**

GT Academy

1000-1100 **Bloomberg**

Race of Champions

1400-1500 **Sky Sports 4**

Racemax

1415-1720 **Motors TV**

Asian Festival of Speed

2000-2100, 2205-2305 **Motors TV**

F3: Macau GP

Relive Italian Edoardo Mortara's historic second victory around the streets of the former Portuguese colony.

2100-2205 **Motors TV**

AUTOSPORT International

2130-2300 **Eurosport 2 LIVE**

Grand-Am: Daytona 24 Hours

Catch the start of the international motorsport season with the first major American car race of the year.

2315-0100 **Eurosport 2 LIVE**

Grand-Am: Daytona 24 Hours

Coverage of the Grand-Am sportscar season opener continues.

SUNDAY JANUARY 30

0500-0600 **ESPN**

European Rallycross: Sosnova

1210-1310 **Motors TV**

Andros Trophy: Saint Die des Vosges

1515-1720 **Motors TV**

F3: Macau GP

1750-1855 **Motors TV**

AUTOSPORT International

1945-2045 **Eurosport 2 LIVE**

Grand-Am: Daytona 24 Hours

Tune back in for the closing stages and the finish of the twice-round-the-clock American sportscar classic.

Online

AUTOSPORT.COM

Coming up on the web this week

F1 2011 LAUNCHFEST

It's still January and Formula 1

2011 is beginning already.

We'll be in Italy this week to

bring you the launch of Ferrari's

new car, and then at Valencia

with the breaking news and first

images from all eight launches.

Our popular live text commentary

service is back from the first day

of the first test on Tuesday, and

we'll take you through every

lap of the pre-season.



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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best
and worst of this year's TV coverage



Eurosport viewers spun live
with Bouffier on snowy stage

SOME THINGS are just so good that it's impossible to ruin them. Paint a gaudy livery on a Ford GT40 and it's still a piece of automotive art; draw a moustache on the Mona Lisa and it's still a da Vinci masterpiece; give Gisele Bundchen Ann Widdecombe's wardrobe and she'd still be smoking hot.

Which brings me to Eurosport's coverage of the Monte Carlo Rally. The Monte is a classic – great stages, great history, great support. And, free of the shackles of the WRC, it was at its best for its centennial year.

And with Eurosport owning the IRC, its

commitment to covering the event was almost absolute (what happened to SS9?). Helped by a snow-inspired Hollywood-esque twist mid-plot (like *Inception*, but better) a thrilling event was given the exposure it deserved.

The onboard and helicopter shots were naturally mega, the skill and precision of the drivers awe-inspiring, the men with mics perfectly positioned at the end of the stages to grab a quote from the drivers before they'd even had a chance to evaluate their time.

So far, so spot on. But then there was the commentary team... In the co-driver's seat, Andrew

Coley did a sterling job of offering an expert opinion on cars and drivers, being a vital counterbalance to what can only be described as the madness of Carlton Kirby.

As each stage passed he seemed to morph ever further into Alan Partridge. The hearty laughs at nothing in particular, the rabid pouring-out of words as his mouth overtook his brain, tying his tongue and wrapping him in contradictions before the sentence faded into an

indiscernible noise.

The inspired use of 'simulcam' – a computer-enhanced overlay of two cars on a single stretch of stage – seemed too much for his mind to cope with. "I'm not sure what we got out of that," he said as it patently demonstrated how a hugely-committed Petter Solberg gained 0.5s on Guy Wilks.

But so good was the rest of the coverage that it really didn't matter. And praise doesn't really come much higher than that.

Revved Up

"Eurosport's commitment to covering the Monte Carlo Rally gave a thrilling event the TV coverage it deserved"

THE WEEK IN PICTURES

The lensmen pounding the beat from Daytona to the French Alps



NOW THAT'S WHAT I CALL BUMP-DRAFTING

Brian Vickers (right) gets back into the NASCAR swing at Daytona after his recent illness. Jimmie Johnson gets the benefit here



CROSS-DISCIPLINE SHOWMANSHIP FROM TRAV

Travis Pastrana launched his new NASCAR venture in his own inimitable style in Los Angeles



WE ARE THE CHAMPIONS, MY FRIEND

The MSA honours the class of 2010 with all its series winners



ANDRETTI'S UP IN THE AIR AGAIN

No, not his 2003 IndyCar flip, but Mario flew to visit US Air Force troops based in the UK in this KC-125 Stratotanker

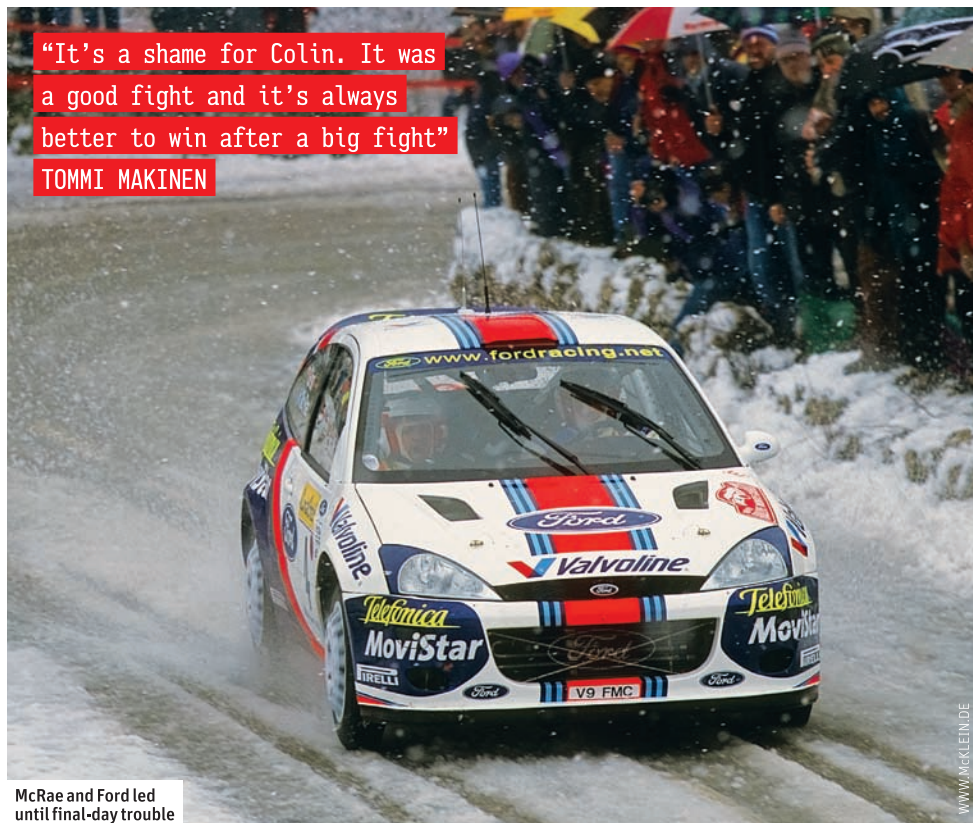


MAKING A LASTING FIRST IMPRESSION

Andreas Mikkelsen's Skoda UK debut lasted for 700 yards before he hit a wall on the Monte Carlo Rally. Oops...

FROM THE ARCHIVE

Colin McRae, Monte Carlo Rally 2001



McRae and Ford led until final-day trouble

IT HAD been 32 years since a British driver – Vic Elford – won the Monte Carlo Rally, but the chances were better than ever for that particular statistic to be rewritten in 2001. Richard Burns and Colin McRae were both chasing their first win on the then World Rally Championship season-opener.

Burns had harried 2000 winner Tommi Mäkinen throughout the opening day 12 months earlier, before his Subaru refused to fire up out of Parc Ferme at the start of day two. His performance then had given him confidence in the ever-changing conditions of 2001.

It wasn't to be for Burns. His Impreza WRC2000 went sick on the run back to Monaco at the end of day one and he was out. He was in good company. As was the case a year earlier, none of the factory Peugeot 206 WRCs would start on Saturday morning after Marcus Grönholm had engine trouble and Didier Auriol and Gilles Panizzi crashed – the former, a triple Monte winner, when he was half a minute ahead of everybody.

McRae, however, was in business. He was leading at the end of day one. And at the end of day two. Going into the final day, the Ford Focus RS WRC driver held a 3.5-second advantage over Monte master Mäkinen.

The good news for Ford was that they had strength in numbers, with McRae's team-mates and former Monte winners Carlos Sainz and François Delecour packing out the top five with Fords, an impressive achievement given that this was Ford's first event with Pirelli tyres after nine years on Michelins.

The first stage on Sunday morning ensured Elford's record would stand for at least another year. On the run out of Sospel and towards the Col de Turini, McRae spun the Ford and dropped precious seconds to Mäkinen. Then his Focus was hit by a throttle problem. Mäkinen's Mitsubishi passed him in the stage and went on to win.

McRae got the car running again, but it was all over and the car stopped again after the stage. McRae struggled for the right words to convey his frustration, while Mäkinen was grateful for his first series win since his 2000 Monte success.

"It was a shame for Colin," he said. "It was a good fight and it's always better to win after a big fight. But we had a good weekend, the car worked perfectly."

It was Mäkinen's third straight win and the following year he would make it four. To this day, the Finn remains the only driver ever to accomplish such a feat. ☐

THIS WEEK IN...



JANUARY 28 1999

'WILLIAMS HITS BACK' we declared on our cover as the Grove outfit launched its '99 F1 racer at Barcelona.

Team boss Frank Williams declared the 1998 season (the first time in 10 years the squad had failed to win a race) as a "humiliation".

He hoped the smaller, sleeker FW21 would allow new boys Ralf Schumacher and Alex Zanardi to win, despite retaining down-on-power Supertec (nee Renault) customer engines.

"We have to stay competitive," said Williams. "If you are not, you may as well be dead in the water."

Meanwhile, Honda's F1 test mule outpaced the latest Benetton, BAR and Stewart at a Jerez test.

Jos Verstappen lapped the Spanish track over a second quicker than BAR duo Ricardo Zonta and Jacques Villeneuve, and declared the Honda "the best car he'd ever driven".



**NEXT
ISSUE**



Eight 2011 machines revealed in one issue

F1 LIFT-OFF!

Don't miss analysis of all the challengers *On sale Feb 3*

PLUS

Full Daytona 24 Hours report as Ganassi's superstars aim to win again and Brundle returns

ROBERTO MORENO

■ Japanese GP, Suzuka ■ October 21, 1990 ■ Benetton-Ford B190 ■ Last-minute drive leads to runner-up spot



Benetton stand-in Moreno took second at Suzuka

THE CHOICE for me is very easy. It was the 1990 Japanese GP at Suzuka, where my old friend Nelson Piquet and I finished first and second for Benetton. But the really interesting thing was how I got the drive in the first place.

I started the season with EuroBrun and it was really tough. The team didn't have any money and the car was never developed. There were so many cars in F1 back then that there was pre-qualifying and we hardly ever made it through that, let alone getting into the race.

The situation was really bad and I was desperate to find a better option. I can still remember flying to England for a meeting with Herbie Blash at Brabham because it was the only seat available for '91. Herbie was very difficult to get hold of and he kept putting me off. Eventually I just flew to England and said, 'I'm at Heathrow, I came to see you.' He said, 'Oh Roberto, you shouldn't have come. I can't see you today. But since you're here, come at four o'clock and I'll give you five minutes.'

But before that I called all my friends, including John Barnard

"John Barnard said, 'Nannini's had a helicopter crash. We need to run two cars in Japan and you were the only one who called before the accident. Do you want to drive?'"

at Benetton. And John said, 'Roberto, come and see us after the meeting, because I need you.' So I went there, and John looked at me and said, 'Roberto, this afternoon, Alessandro Nannini lost his arm in a helicopter crash. Everybody is calling to get the drive and we need

to run two cars in Japan. You are the only one who called before the accident. Do you want to drive?'

That's how I got that Benetton drive. He put the phone in front of me and said, 'Call your team and see if they will let you drive for us.' I called EuroBrun in Switzerland,

and that same afternoon they had decided not to do the last two GPs. So I was free to race for Benetton.

Obviously that race is most famous for the crash between Senna and Prost at the first corner, and it certainly helped us that day! I'd qualified eighth, and I lined up directly behind Nelson on the grid. We picked up places together, first when Berger spun out of the lead and again when Mansell retired. After that it was pretty easy really, although I found it quite tough physically near the end as I'd hardly done any laps all season!

It was great being on the podium next to one of my oldest friends and the result was a huge boost to the team after Sandro's accident. **✎ Roberto Moreno was talking to Andrew van de Burgt**

IN PROFILE



ON THE ADVICE of karting friend Nelson Piquet, Roberto Moreno moved to the UK in 1980 to race in Formula Ford. A move to British F3 followed, and he made his F1 debut in '82, standing in at Lotus for a sick Nigel Mansell in the Dutch GP. After F2 and CART stints he returned to F1 at the end of '87, scoring a point for AGS in Australia. He dropped down to F3000 in '88 and won the title. He was back in F1 in '89 with Coloni and drives followed with Benetton, Jordan, Andrea Moda and Forti. After his final F1 stint he returned to Champ Car, winning twice. Despite not racing since '08 he's not officially retired!

**NEXT
WEEK
Marc
DUEZ**





International Motor Racing ➤ Travel & Tickets

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Formula One

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