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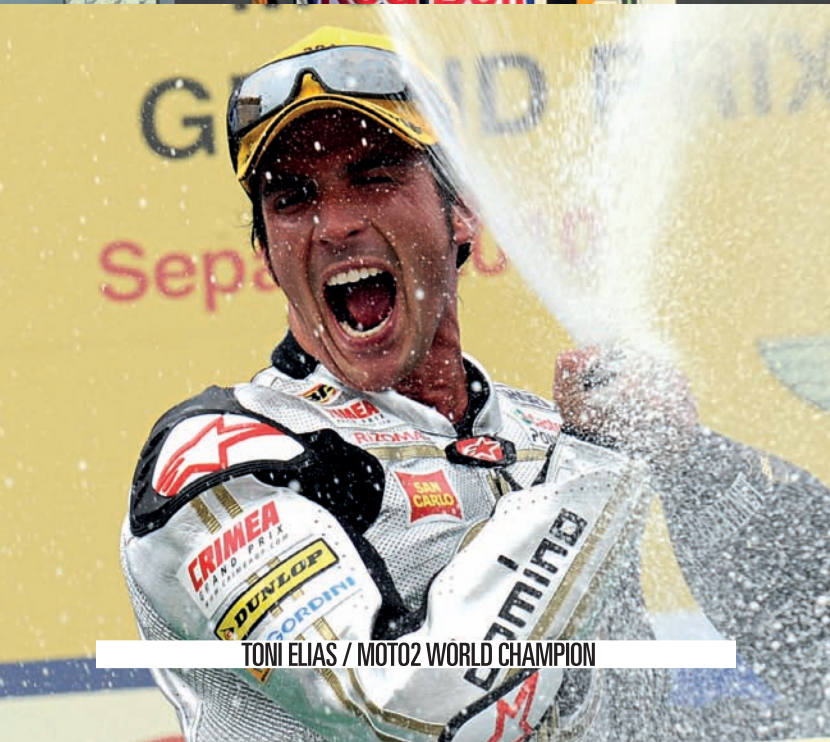




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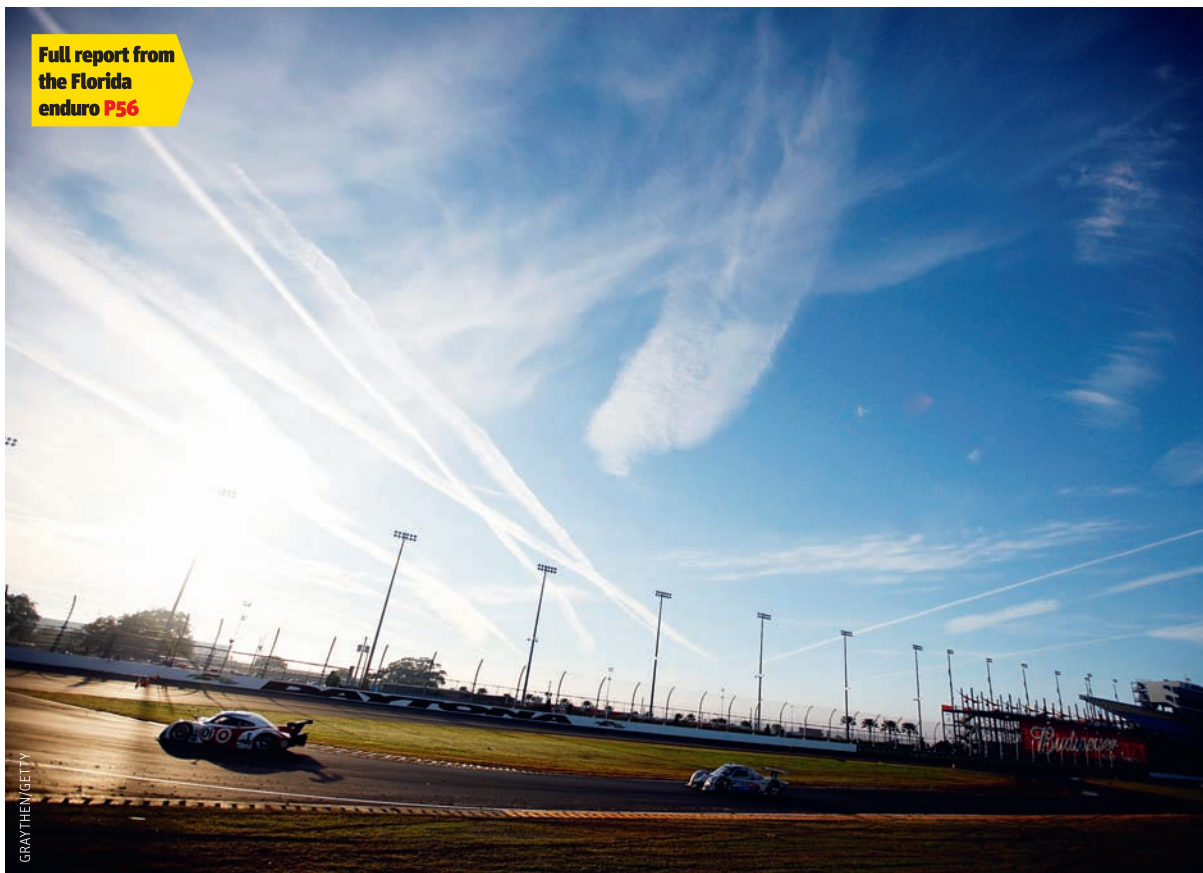


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# Dress rehearsal time in F1's theatre of dreams



**WE'VE GONE QUITE LITERALLY** launch-tastic this week, getting under the skin of eight of the cars that will make up the 2011 grid.

While it's far too early to draw any conclusions about how they will perform, a few things are clearly apparent. Firstly, Adrian Newey and Red Bull have done another fantastic job of finding a supremely tight solution to packaging

the rear of their new car, the RB7.

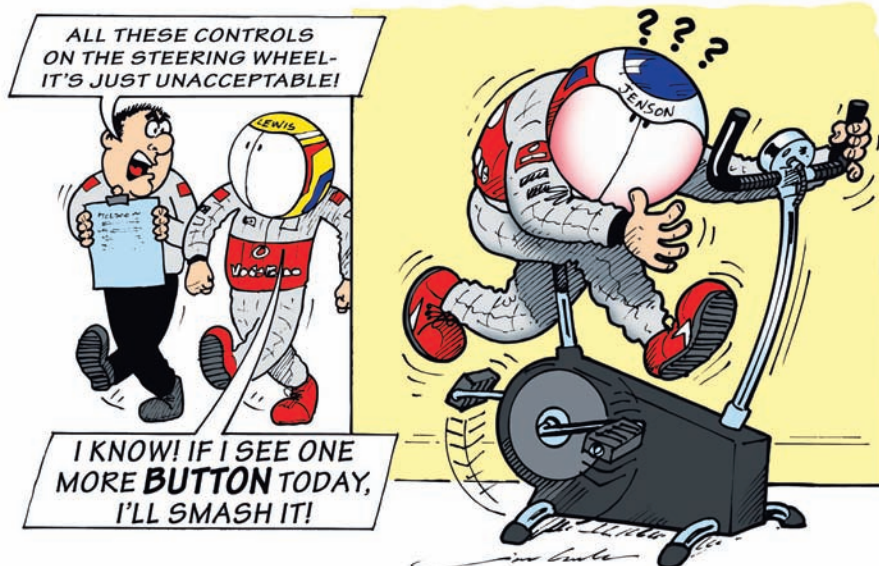
Secondly, the Lotus-sponsored Renault team has proved that even in an era of very tight regulations it's still possible to be innovative, with its unique exhaust system the most striking example of out-of-the-box thinking so far.

Thirdly, Ferrari is not prepared to settle for second best again. Luca di Montezemolo's words were unambiguous: only the title will do for the Scuderia this year. And, unlike most teams, Ferrari has eschewed copying the Red Bull pullrod rear suspension, believing it has found a better pushrod solution.

It's all tantalising stuff, but we're going to have to wait until qualifying in Bahrain to see who's actually got it right.

**Andrew van de Burgt, editor**

## BAMBER'S WEEK





GRAND-AM

## Jim'll have to fix it!

Jim Lowe stoops even lower by chucking his Starworks Motorsport Riley-Ford off the road during last weekend's Daytona 24 Hours. The car, which he shared with Ryan Dalziel, Colin Braun, Tomas Enge and Mike Forest, had qualified fourth but would eventually retire with an oil leak. Full race report, p56

Picture: Terry Renna/AP



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# Teams to trial new 'passing' wing at Jerez

Next week's test should feature the first organised 'mock race' to gauge effectiveness of new 'overtaking' device. EDD STRAW reports

## IN ACTION

This picture shows the Ferrari with its 50mm wing slot open



**F**ormula 1 teams are set to trial the new-for-2011 adjustable rear wing under race conditions during next week's Jerez test.

Cars have been running with the innovation during this week's Valencia test. It works when a slot gap is opened temporarily between the two elements of the rear wing, cutting drag and improving the chances of overtaking.

But this week's testing has only

been under practice and qualifying conditions, with the wing used without restriction. In a race, drivers will only be permitted to activate the system when within one second of the car ahead.

Discussions were ongoing as to the format of the test as AUTOSPORT closed for press, but it is believed that there will be specified short periods of running using the wing under race rules.

The experiment will give the first indications of how much easier overtaking will be with the new wing, although it is understood that there will be a full-scale test of the technology in the final pre-season test in Bahrain in March.

Renault technical director James Allison told AUTOSPORT: "I don't think that it will be too revealing of the ease with which overtaking will happen, but it will be an important test to make sure that the timing system works and that the communications between race control and the team work properly. I don't think that we will see the full impact of it until we get into a race."

Amid fears that the system could make overtaking too easy, the teams and the FIA will continue to work together to ensure that the innovation works as intended. The FIA's sporting regulations are deliberately vague about exactly how the system will be applied,

**"It'll be an important test but we won't see the full impact until the first race"**

**RENAULT TECH CHIEF JAMES ALLISON**

but the current plan is that it will be available only on a single designated straight at each race. This will be decided by the FIA in discussions with the teams ahead of each grand prix weekend.

There are also moves to limit the time that the wing can be opened. Should it prove too easy to overtake, drivers may be limited only to a small burst that is enough to give a slight advantage. This could vary from track to track.



Rear wings will be centre of attention

## F1 TESTING - VALENCIA (FEBRUARY 1)

POS	DRIVER (CAR)	TIME	*DENOTES 2010 CAR
1	Sebastian Vettel (Red Bull-Renault)	1m13.769s	
2	Nico Hulkenberg (Force India-Mercedes)*	1m13.938s	
3	Gary Paffett (McLaren-Mercedes)*	1m14.292s	
4	Paul di Resta (Force India-Mercedes)*	1m14.461s	
5	Fernando Alonso (Ferrari)	1m14.553s	
6	Kamui Kobayashi (Sauber-Ferrari)	1m15.621s	
7	Jerome D'Ambrosio (Virgin-Cosworth)*	1m16.003s	
8	Michael Schumacher (Mercedes)	1m16.450s	
9	Rubens Barrichello (Williams-Cosworth)	1m17.335s	
10	Vitaly Petrov (Renault)	1m17.424s	
11	Jaime Alguersuari (Toro Rosso-Cosworth)	1m17.774s	
12	Narain Karthikeyan (HRT-Cosworth)*	1m18.020s	
13	Nico Rosberg (Mercedes)	1m19.930s	



## HIGHLIGHTS FROM DAY ONE

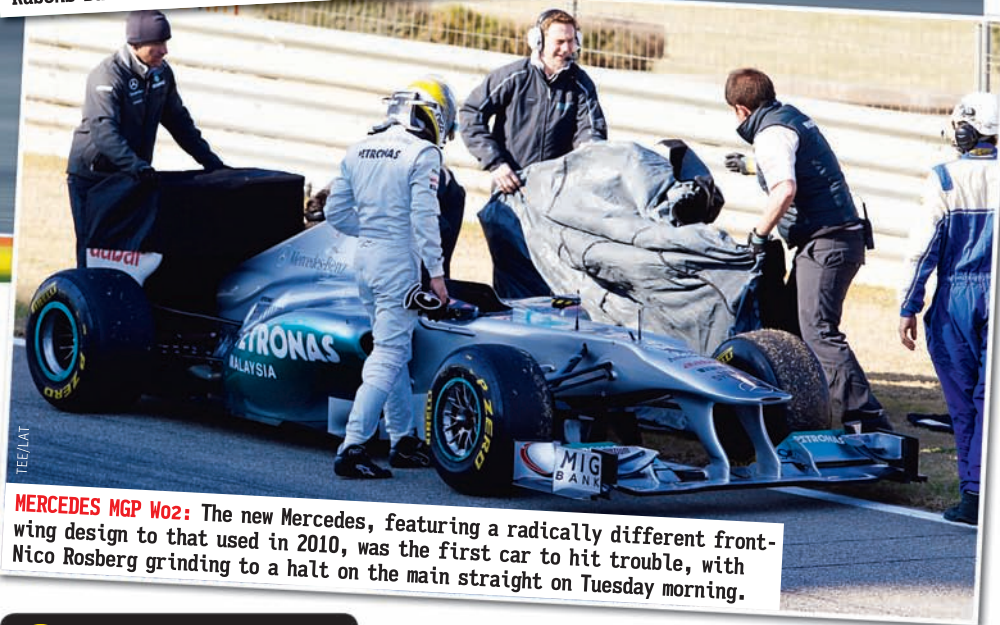


**FERRARI F150:** The latest Ferrari ran with a 2011-specification front wing for the first time on Tuesday morning, having sported a 2010 version at last week's launch. Fernando Alonso was the pacesetter during morning running.

DUNBAR/LAT



**WILLIAMS FW33:** Featuring the smallest-ever Williams gearbox, the packaging of the rear of the new Williams caught the attention when it was unveiled on Monday. Veteran Rubens Barrichello gave the car its first run at Valencia on Tuesday.



**MERCEDES MGP W02:** The new Mercedes, featuring a radically different front-wing design to that used in 2010, was the first car to hit trouble, with Nico Rosberg grinding to a halt on the main straight on Tuesday morning.

## LAUNCH SPECIAL

Red Bull RB7



Mercedes MGP W02



Williams FW33



Toro Rosso STR6



Lotus T128



Renault R31



Sauber C30



Ferrari F150



## NEWS PIT & PADDOCK

### AUTOSPORT SAYS...

**EDD STRAW**  
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**P**redictions are a fool's pastime. It's going to be a good month before we really know where everyone stands, but that mystery only makes launch season more gripping. So what did we learn from this week's flurry of new cars?

What really stands out is that Renault is very serious about 2011. Whatever your view on the rights and wrongs of Group Lotus getting involved and the fears that Lotus Cars is overreaching itself, the technical team under the direction of James Allison has pushed the boat out with the R31. Like the majority of the new cars we've seen so far, the seeming impossibility of fitting a gearbox, fuel tank, KERS and engine between the driver and rear wing stands out. But it's the exhausts that move forward from the engine and use the gases to work the floor harder that were the biggest talking point.

Since winning back-to-back championships in 2005/6, Renault has taken a beating. It struggled when Bridgestone became the only tyre supplier, grappled with its conscience after the Singapore crash scandal and endured years of speculation over its future. Throughout that time it has never lacked quality technical personnel, and this year the conditions are right to recapture the glories of 2003-06. Especially with Robert Kubica.

I'm not saying that Renault will win races this year; I'm just saying that, for the first time in half a decade, there's no reason why it shouldn't.

New Renault caused a stir



## PLAYBACK



**SEARCH FOR:** Sauber C30 moveable rear wing  
This short clip from Sauber's Valencia filming day gives the clearest illustration yet of how the adjustable rear wing looks in action.



## RED BULL RB7

# Keeping up appearances

The 2011 season is going to be a tough one for Red Bull. It set the standards for performance and development so high last year that maintaining the momentum will be difficult. By GARY ANDERSON



### COMPARISON

● Overall, it is difficult to know what steps Red Bull has taken. On performance the team was ahead of the rest last year with its RB6, but it is never easy to take another step up the ladder when you are already at the top. Try too hard, and you can fall very quickly.

### SIDEPOD

● The sidepod detail is again very similar to last year's car. It is heavily undercut at the front, which continues through the intersection with the floor. It is quite short going into the coke-bottle area, and the trailing edge sweeps down and blends with the inner bodywork and the upper-floor surface, minimising any blockage between the inside of the rear tyre and the bodywork covering the sides of the gearbox. Maximising the airflow through this area reduces overall drag, as less air is forced around the outside of the rear tyre. It also helps with the aerodynamic performance of the diffuser, as the airflow comes across the top surface of the diffuser and works to extract the airflow from the underneath of the car.

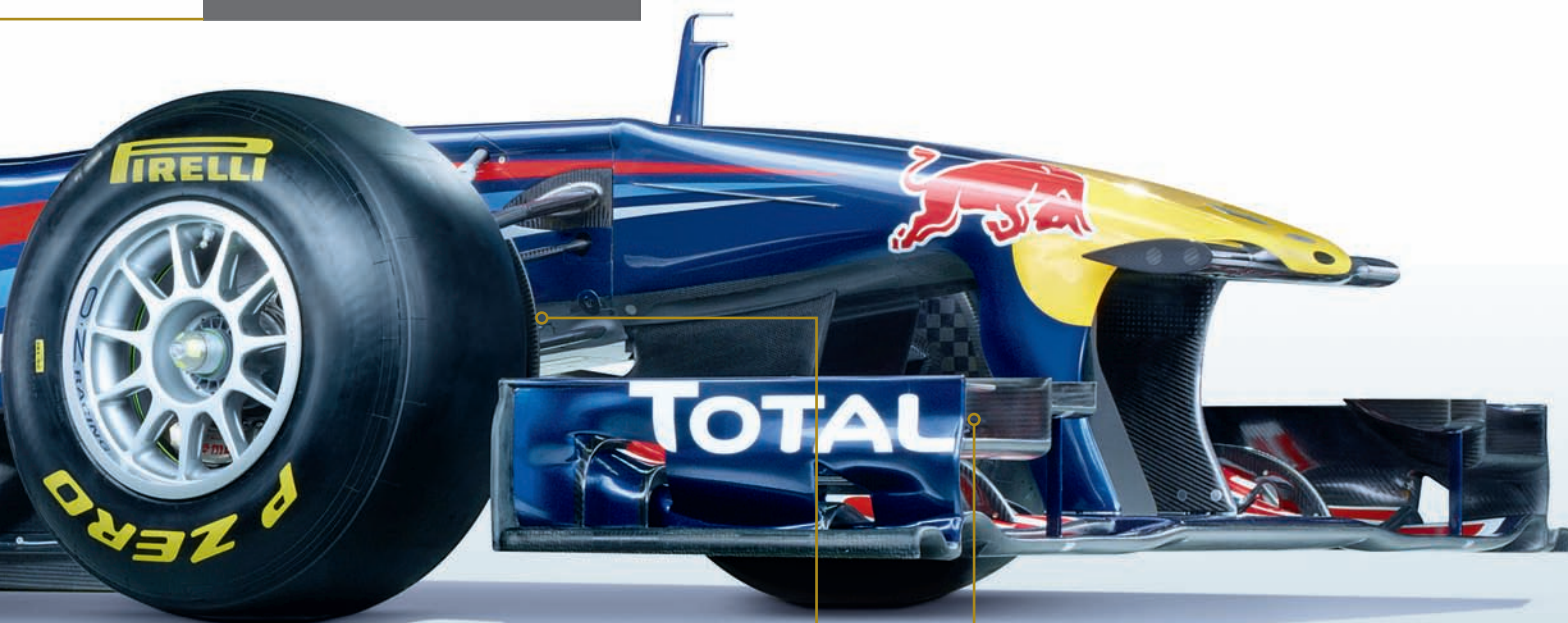


## ROLLOVER BAR

● Red Bull has followed a fairly standard concept in the rollover bar/airbox intake area. Compared with the Mercedes, the airbox intake is much rounder. When the car is at high speed, the engine is not capable of using the amount of air that is fed to the airbox intake, and that excess air volume spills around the airbox intake leading edge. Having a round intake allows the airflow to spill around the complete perimeter as opposed to just the sides – a small detail, but if carried out correctly it helps the rear-wing performance, and in these days of tiny improvements, everything needs to be looked at. Red Bull has retained the ugly engine fin, although it is reduced in length, as required in the regulations. This helps the rear stability of the car mid-corner.



Webber and Vettel: will everyone be behind them?



## FRONT SUSPENSION

● The front suspension is a double wishbone and pushrod, and it also has an independent steering trackrod. The rear leg of the top wishbone incorporates a fairly long section of aerodynamic fairing to help realign the airflow to the leading edge of the sidepods. The regulations control the maximum size of these components to prevent excessively large aerodynamic-section wishbones. The chassis at the front is similar in height and detail to the RB6, and the front brake ducts have the now-customary turning vanes to help with airflow around the front wheels.

## FRONT WING, ENDPLATE AND NOSE

● The front-wing assembly is very similar to last year in that it's a three-element wing with a twin-element upper forward wing. The intersection between the central, FIA-defined section and the outer Red Bull flap assembly is a little abrupt, but this is done to allow the team to run the outer section of the wing lower to the ground, which increases its efficiency because a higher percentage of it is working in ground effect. In other words, the gap between the ground and the wing works a bit like a venturi, and is not so critical to turbulent airflow. The front wing endplates are fairly similar to last year, with the inlet ducts running through to the under surface of the flaps to minimise the airflow separation where the flaps join the endplate.



## ADRIAN NEWEY ON...

### RED BULL FAMILY TREE



Red Bull RB5 is grandad of RB7



"It's an evolution of the RB5 principles [from 2009]. That's something we've always tried to do. If you've got a decent car in the first place and the regulations don't demand a change, then you keep evolving that car until it reaches the end of the road. The end of the road is either regulation change or moving onto a new concept as a result of development. As far as RB7 is concerned, we felt that RB5 and RB6 are a decent family line, and it made sense to keep developing that route rather than starting again."

### KERS

"KERS is a big unknown this year, in as much as Ferrari ran a system throughout 2009, as did McLaren, and Mercedes also has a good knowledge of that. In that sense, those three teams have far more knowledge of KERS. It will be a steep learning curve for us in terms of how you operate it and use it throughout the race weekend, but for the packaging we've done our best to accommodate what is quite a heavy and bulky system in a way that minimises any penalty."

### DOUBLE-DIFFUSER BAN



He's only got one diffuser to look at

"I don't think that moving away from the double diffuser changes the overall concept of the car. The RB6 was a second-generation version of RB5, which was originally developed as a single-diffuser car. It's a big reduction in downforce, so you just try to claw some back elsewhere."

### PIRELLI



How will Pirelli's suit Vettel charge?

"The new Pirelli tyres are an unknown for everybody. We had the two-day test in Abu Dhabi last November, but that was an early tyre and they will have been developed since then. Exactly what the characteristics are and how that affects the fundamentals of the car is unknown for everybody. It may suit some teams better than others, despite the weight-distribution restriction."

# Newey cautious on prospects

Red Bull tech wizard reckons stable rules could help F1's big boys. By EDD STRAW



Vettel gets into first Red Bull to carry #1

Red Bull will find it difficult to maintain its advantage at the front of the field in 2011 because of ever-more-restrictive regulations and the stability of the current rules package, according to chief technical officer Adrian Newey.

The team unveiled its latest creation, the RB7, at Valencia on Tuesday morning. The car caught the eye for the trademark Newey tight packaging, particularly around the rear, which is believed to feature a gearbox that is even more compact than last year's notably small unit.

Despite the raft of rules tweaks for this year, the biggest of which is the ban on the double diffuser, the core of the regulations has been stable since the start of 2009. Most of the changes have restricted areas in which teams can develop. Newey suspects that this will make Red Bull's title defence a big challenge, as it favours the biggest teams who are best-equipped to develop tiny, expensive improvements.

It's a process that Mercedes team boss Ross Brawn dubs 'Swiss watch-making', and Red Bull claims not to have the same resources

as F1's biggest operations, McLaren and Ferrari.

"Defending the championship is our immediate goal," Newey told AUTOSPORT. "The dangers are that the rules are stabilising. We had the big change in 2009 and then subsequent smaller changes, but the more you get into a stable set of regulations, the more it becomes an iterative process. Then the size and experience of the team counts more than innovation."

Despite his concerns, Newey still believes that there is enough leeway in the rules for innovative design to prevail, regardless of the long-term trend in the sport for rules to become ever-tighter.

"The rules now are more restrictive than the rules that we had in 2010," said Newey. "But there is always a danger [that someone can come up with the unexpected], and it's right and proper that there should be that danger. That's F1. Obviously we came up with the exhaust-blown diffuser last year, and the beauty of these things is that, almost by definition, you don't see them coming."

If, as Newey predicts, the field is closer this year, the disadvantage







Getting laps in at Valencia

**“We came up with the exhaust-blown diffuser last year. The beauty of these things is you don’t see them coming”**

**Adrian Newey**

in peak power that Renault claims has been frozen into its V8 powerplant could become a decisive performance differentiator. Despite ongoing lobbying, the Renault unit remains unchanged this year.

“The engine-freeze business still hasn’t been resolved,” said Newey. “You have three main performance differentiators – the chassis, driver and engine. Setting aside the driver for the moment, the more stable the chassis regulations are, the more the performance will converge and the more the differences in engines become apparent. We’re

very happy with the Renault partnership, but the way that the engines were frozen is a problem [Renault claims that it stopped developing its unit prior to the freeze earlier than its rivals, as it believes the rules demanded].”

Newey’s concerns do not prevent most onlookers from expecting Red Bull to be extremely difficult to beat in 2011. But with this team traditionally wary of showing its raw speed during testing, it will not be until the opening Bahrain Grand Prix that we see the potential of Newey’s latest masterpiece.



## Mark Hughes

...GIVES US HIS THOUGHTS ON THE LAUNCH

**T**he RB7 appears to be a logical progression of the stunning RB6, but with Adrian Newey behind its design, who knows what new ideas may be hidden beneath those slender lines?

When looking for clues, that unusual rear wing looks a good starting point, but there may well be less to that than meets the eye. Last year’s car could, while passing every measurement test made of it, run its nose lower to the ground than any other – to the huge benefit of its aerodynamics. This year the floor-flexibility tests have been made yet tougher, and it’s the hope of rival teams that this will finally stymie this aspect of Red Bull’s performance. But don’t bet on it.

The team now has a two-year head start on everyone else about understanding the aero characteristics of a car with pullrod rear suspension, and remember that the RB7 is in fact the third iteration of a theme begun with the RB5, and it’s a theme that in 2009 and ’10 gave us F1’s fastest car. On the other hand, the team has almost no experience of running a KERS package, in contrast to McLaren and Ferrari – as last season showed, iffy reliability in those early races can take an awful lot of recovering from.

There remains too the challenging driver dynamic between Sebastian Vettel and Mark Webber. Against the Alonso-centricity of Ferrari, that’s always going to be difficult. The easiest way to overcome it is by sheer performance – and that’s the Newey way.

**“Rivals hope tougher flexi-floor tests will stymie Red Bull. But don’t bet on it”**



Vettel behind his new weapon



Horner, Newey, Vettel:  
champions of F1 2010



# BOYS' WONDERS

Having won both world titles in 2010, Red Bull – once F1's party team – is ready to hang on to its world-beating reputation with the all-new RB7. *By EDD STRAW*

THOMPSON/GETTY

Since bursting into Formula 1 by salvaging the ashes of the disastrous Jaguar team ahead of the 2005 season, Red Bull has been the nouveau riche team of the paddock. The outfit filled its role very well in the early years, earning a reputation as F1's party team. And despite ruffling feathers with a very aggressive recruitment policy that left rivals muttering about poaching, the sport's grandees weren't too worried about Red Bull on track.

Then came the biggest overhaul of F1's regulations in almost a quarter of a century in 2009. Red Bull started winning races and, last year, both championships. Now, the likes of Ferrari and McLaren have had no choice but to take the energy-drink-on-wheels outfit seriously. Since coming into F1 with lofty ambitions Red Bull has now ticked every box except the one

marked 'sustained success'. That is what 2011 is all about. Was the team's success in 2009/10 a fluke, or the shape of things to come?

"We go into the season as champions and we've won more races in the past two years than any other team," says team principal Christian Horner. "That hasn't happened by accident. We have number one on the car and both championship trophies in our cabinet and our target is to keep them there. We don't underestimate the might or the heritage of our rivals; McLaren and Ferrari have been around for a long time. We are quietly confident, but not arrogant."

Red Bull's strengths are obvious. Design guru Adrian Newey has been bang on the money with car concept over the past two years – save for the double diffuser and the f-duct, both of which he regards as against the spirit of the regulations. This year's Red Bull RB7 offers few surprises, which is



**"RB7 is an evolution – there are a lot of lessons learned from the RB6 and strengths that have been built on..."**

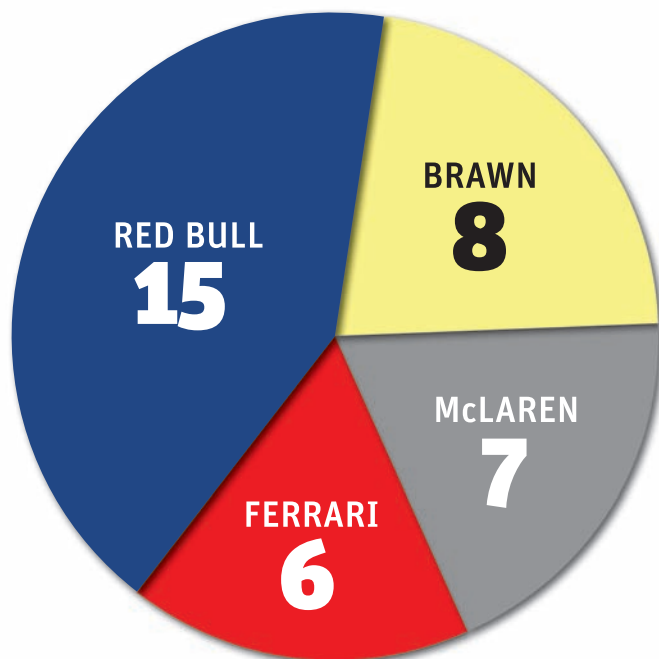
**Christian Horner**

no shock given that Red Bull has become a leader, not a follower, and has a good handle on the demands of modern F1 regulations. Despite some people's inevitable disappointment over Red Bull's unveiling of a 'conventional' car, that's a reflection of the team's position as market leader. You don't tear up a winning formula and start again.

"It's different for the revised regulations, but it is an evolution," says Horner. "I remember comments last year after the car was released that it wasn't very radical and didn't look very different. But it still turned up at the first race and qualified on pole by a good margin. There are a lot of lessons that have been learned from the RB6 and strengths that have been built on."

Crucially, Red Bull's biggest strength over the past couple of years hasn't been its base car. Good as RB5 and RB6 have been, it's been the development path that has



**TEAM WINS – 2009-2010**


really stunned. How often has Red Bull lost its way? How often have you heard a weekend being written off because a new wing or clever upgrade has gone awry? Newey understands the car implicitly, to the point where pieces can be hauled out of a van 10 minutes before qualifying, thrown onto the car and work. For all the sniping about breaking resource-restriction agreements, flexi-floors and active suspension (all accusations that have never stood up), Red Bull's development is what rival teams fear most. This is the Newey factor – the aerodynamic special mind with a midas touch.

"I've got a reasonable ability to visualise things but I can't see the invisible airflow!" admits Newey. "The cars are very much packages – McLaren could put on our front wing and it wouldn't work so it's dangerous looking at individual features."

And there is the reason why the rest should be afraid of Red Bull. The team understands how the car works as a package and understands how to improve it. There is no magic bullet of design to be copied. This, above all, is the secret to its success and there's no reason why it should have lost this

over the winter.

"This has been one of the success stories of the team," says Horner. "We've managed to develop well and outdevelop our rivals. It demonstrates that the understanding is there and that the correlation is good between our simulation tools, be it windtunnel or CFD, and the track. Probably 95 per cent of what has gone onto the car over the past two years has delivered."

"Adrian is like the conductor of an orchestra; with any good orchestra, you need the right instruments in the right positions. The aerodynamic team, the design office and the R&D group are all working in harmony. Adrian does a great job of leading by example and one of his strongest assets is to work with the younger guys, listen to their ideas. He has no engineering snobbery about him and is open to constructive ideas."

That's also a Newey creating clones in his own image. For those, rivals included, who think Red Bull is all about Newey and it would all end if he walked away, that's a very worrying thought. Don't expect the Red Bull success story to end any time soon – it has earned its right to walk among the top teams. ❧

**THE MEN BEHIND NEWEY**

**ADRIAN NEWEY MIGHT** be 'front of house' as far as the design of Red Bull's cars is concerned, but he is quick to credit those who work with him for their contribution to the team's success. Christian Horner invariably refers to "Adrian and his design team", reminding us that even F1's greatest designer is only one part of the vast team of people needed to thrive in F1. After winning last year's title, cited two members of his team as worthy of "special thanks".


**PETER PRODROMOU**
**Head of aerodynamics**

Prodromou joined Red Bull nine months after Newey, starting work there in November 2006. The aeronautical engineering graduate came into Formula 1 with McLaren in the early 1990s, initially specialising in CFD, and was appointed chief aerodynamicist in 2000. He established a close working relationship with Newey, then McLaren's technical director, and was an obvious target when Newey left McLaren for Red Bull.


**ROB MARSHALL**
**Chief designer**

Marshall was head of mechanical design at Renault when Red Bull's aggressive recruitment wagon rolled into town, leading him to him switching to the Milton Keynes outfit in 2006. A low-profile figure during his time at Enstone, he was nonetheless regarded as a key part of Renault's championship successes in 2005 and 2006 and is credited with coming up with the mass-damper concept. He is regarded as critical to satisfying Newey's tight packaging demands.





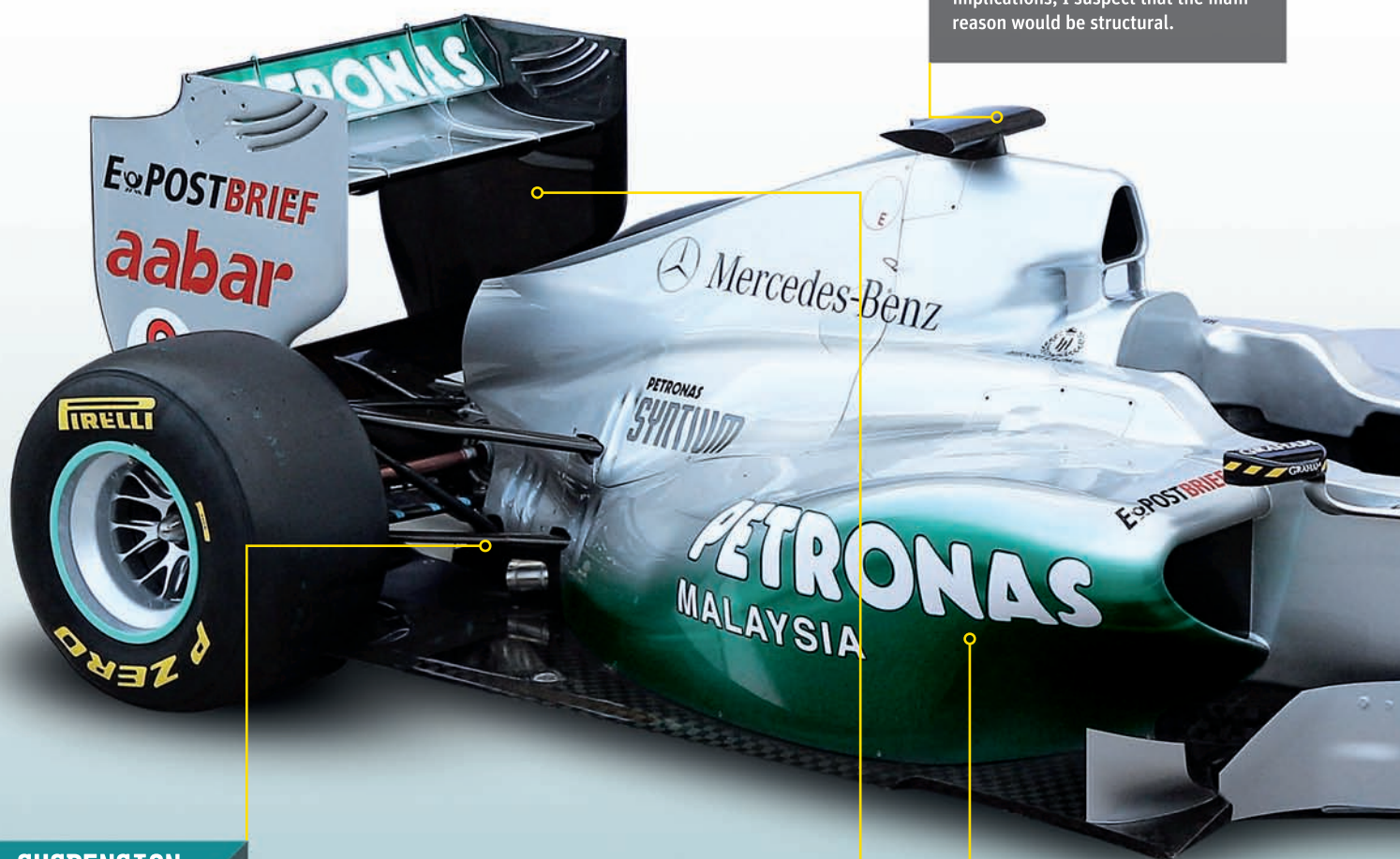
## MERCEDES MGP W02

# Germans aim to make their Merc

The 2010 season was tough one for Mercedes, so it really has to step up in 2011. Its new car is strikingly aggressive in its nose and front-wing-mount treatment, but is it enough to allow Nico Rosberg and Michael Schumacher to challenge at the front, asks GARY ANDERSON

### ROLLOVER BAR AREA

● Mercedes has gone to a more conventional air intake rollover bar package. Its 2011 concept is conventional with an undercut between the head rest and air intake to prevent the turbulent flow off the driver's helmet from effecting the engine performance. It is interesting that the camera is mounted further back than we are used to seeing, but while this might have slight airflow implications, I suspect that the main reason would be structural.



### REAR SUSPENSION

● Mercedes has adopted the pullrod system that worked well for Red Bull in 2010. There is much more to it than simply adopting it because it was good for Red Bull – it has to be integrated into your entire design concept. The system can offer positive benefits, with a lower centre of gravity over the inboard suspension-mounted components, and reduced aerodynamic blockage for the airflow to the rear wing.

### REAR WING

● The rear wing is a two-element component, which is the maximum allowed by the regulations, and it appears that the mechanism to adjust the rear flap from the minimum slot gap of 14mm to the maximum of 50mm is in the endplate underneath this small cover, which is held in position by four fasteners. The louvres in the endplates help equalise the pressure from the inside of the endplate to the outside. This, combined with the rear corner of the endplate being removed, is aimed at drag reduction.

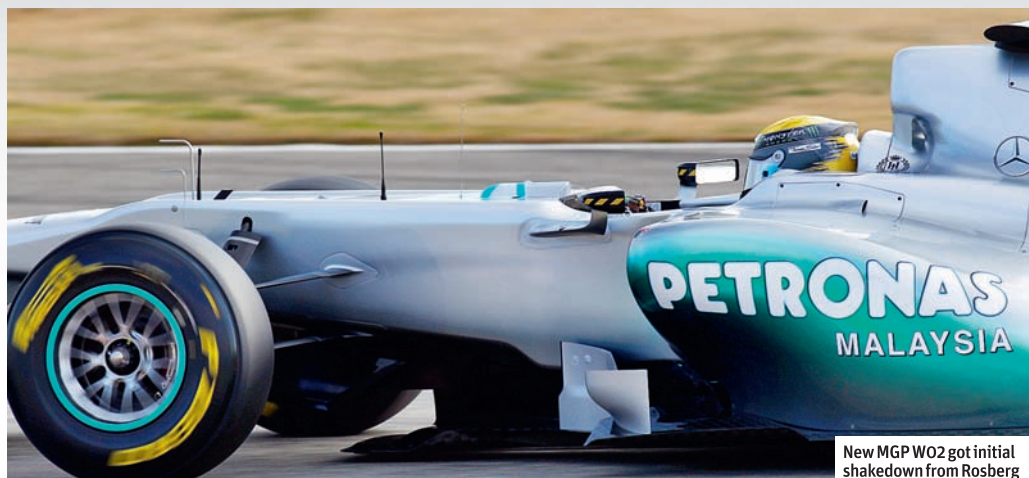
### SIDEPODS

● The sidepods retain the traditional leading edge and outer-corner undercut and have a very short and stumpy rear section. The exhaust exit is situated low, just on top of the diffuser.



## COMPARISON

● It is always difficult to develop a car when you have two drivers with very different driving styles. When Schumacher was at Ferrari the car was developed for him, and the second driver had to do as good a job as he could with it. For Mercedes this is going to be tough, because Rosberg is very quick and doing an excellent job. Do they follow his lead, or do they believe enough in Schumacher to go in his direction? It's a tough decision, and I'm glad I'm not making it.



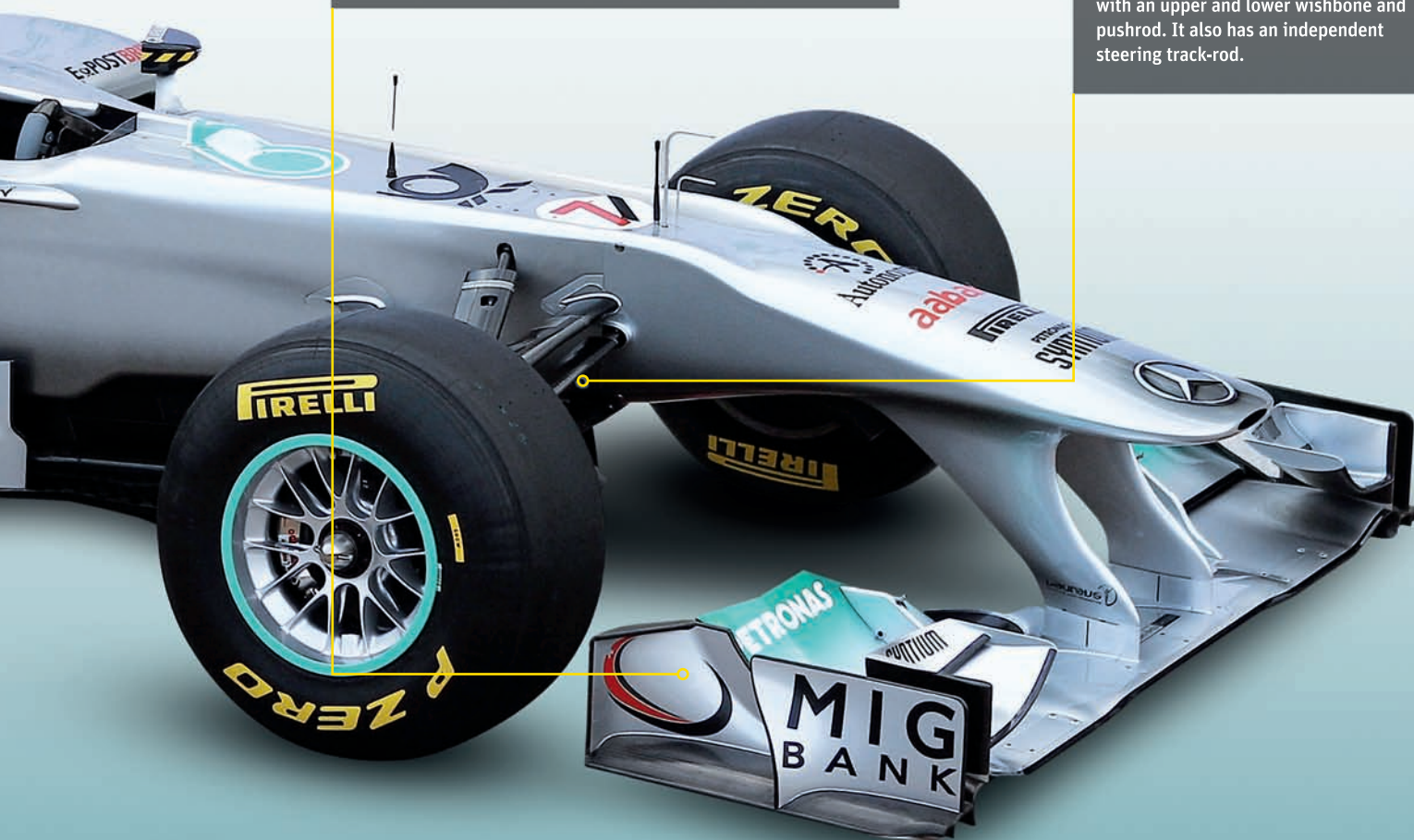
New MGP W02 got initial shakedown from Rosberg

## FRONT WING, ENDPLATE AND NOSE

● The Mercedes has a high nose section with a very slim nose and racy front-wing mounts, but it has still retained the two-element main section for the front wing. For me, this comes at too great a cost in terms of airflow separation and the amount of downforce that's lost when the airflow does separate from this component at low ride heights. The treatment underneath the chassis makes it into more of a U-section, very similar to the Red Bull, to allow better quality airflow as the flow off the front wing is diverted around the sides of the chassis.

## FRONT SUSPENSION

● The high chassis means that the front suspension is at a very acute angle from the chassis to the upright. Again, I am not a great believer in this, as it means that when the suspension moves, the track width has to increase. If you imagine this mid-corner when you hit a bump, you are asking the loaded tyre to move in its loaded direction, which is something it just does not want to do without breaking traction. That aside, the suspension is fairly conventional with an upper and lower wishbone and pushrod. It also has an independent steering track-rod.







# BRAWN'S RECIPE

Mercedes team boss Ross Brawn tells *ADAM COOPER* that all the elements are in place for a more successful second season

**L**ast year at Mercedes GP it was a classic case of having the perfect ingredients, but not getting the mix quite right. On paper, the combination of the title-winning team (as Brawn GP), new support from Mercedes and the reunion of the dream team of Michael Schumacher and Ross Brawn looked ideal.

The reality was quite different. Michael found life tougher than expected, and the car was nowhere near as good as its predecessor. While Nico Rosberg deservedly picked up some podiums, he did

so on days when the top three teams hit trouble.

Having slowed down on development of the W01 at an early stage, the team hopes that by taking one step back it will take two forward with the new car, which is exactly what happened in 2008-'09. Brawn admits a lot of things weren't right last year.

"I think when you are developing or designing a car you feel it come together, and quite frankly we didn't get that feel from the 2010 car," he admits. "You know when it's coming together if it's pushing the boundaries in various areas, and the 2010 car was always a fairly conservative effort. We knew that

from the start, and that's the sort of car we had for most of the year.

"It wasn't leading-edge in many areas, in terms of weight, centre of gravity, perhaps suspension innovation. There were a number of things that we were fairly conservative on, and probably hadn't pushed as hard to try to gain performance.

"We got a bit lost in the middle with the blown-exhaust technology and one or two other things, but then we gathered ourselves up by the end of the year. I think we understand the reasons why we weren't as strong as we should have been in 2010, and we aim to fix those for 2011. Reflecting on it,



Brawn-run Merc team enters second season



Schumacher/Brawn  
dream team lives on



Rosberg puts miles  
on the 2011 racer

it's not unexplainable why we were where we were.

"I think it was the legacy of the changes we made to the company, and quite honestly a legacy of not enough technical leadership at the time we were doing the 2010 car. I feel much more comfortable now with the team we have in place and the people we have in place."

It's not hard to work out what went wrong with the W01. Not only was the team busy fighting for the 2009 title during its gestation, Brackley had been drastically downsized as part of the pre-Mercedes survival strategy.

"And we were putting in place the future of the team," adds Brawn.

"There was an awful lot going on in 2009, and perhaps I took my eye off the ball and the 2010 car. But it's firmly back on now.

"We've added one or two key people. Mainly it's been internal promotions and internal developments. We do have a proper structure in place now, whereas 12 months ago it was a bit vague. It's been a strategic strengthening of the team in some key areas."

Although the staff has grown again since the Brawn year, Mercedes is still smaller than most of its main competitors. Brawn says the resource-restriction agreement will force other teams to shrink, and thus there's no point in

encounter the woes that afflicted Schumacher and Rosberg in 2010.

"We would have changed the car regardless of Bridgestone or Pirelli. I think getting the car better for both drivers may help Michael. There's no intent to change the car or do anything because we see a particular issue with Michael's style or need. I think whatever we do has got to benefit both drivers. We just need to improve the range of balance of the car between corner entry and mid-corner."

Schumacher's form remains the big question mark. If the tyre issue has been resolved, and given that the former champ has now had a year to get back into the groove,

**"We understand the reasons why we weren't as strong as we should have been in 2010, and we aim to fix those for 2011"** Ross Brawn

expanding. But what of the W02 – is Brawn confident that it is innovative enough?

"There's a difference between innovation and pushing the limit on weight and structures. Red Bull obviously had pullrod suspension, and we've followed that route. Particularly with the new aerodynamic regulations – that's attractive, because the diffuser is much more limited. It gets a lot of the weight down low.

"I can see from the detail and the weight and the designs that we've just done a better job in a lot of areas. We started early."

Much is riding on how the new Pirelli tyres behave, but it's not just a question of hoping that the drivers are more comfortable with the front tyres than they were last year. The team has addressed the issues directly, to ensure it doesn't

what does the team expect from the seven-time champion?

"I don't have any specific hopes for Michael, I just have hopes for the team and both drivers. I wouldn't separate Michael out from my hopes and ambitions for the team. We want both drivers to win races and one of them to win the championship. I don't care which one it is. I think if they are both doing well, that's great.

"If one's doing badly, then the normal situation that exists in any team will prevail. If a driver is not performing, you have to try to fix it. But I don't expect that.

"I think both drivers will be very strong this year. Michael has his ambitions and expectations, and Nico has his. By definition only one of them can achieve them, but as long as both put in good, strong performances, I'll be very happy."



W02 was revealed at  
Valencia this week



Brawn hopes to have  
better results to discuss





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# MPH Mark Hughes

AUTOSPORT grand prix editor

Here's the bad news for 11 of the F1 teams: Red Bull could have a shattering advantage over everyone that was disguised for the two seasons in which double diffusers were legal

**W**ith the launch of a big proportion of the 2011 cars this week, we might in theory be a step closer to understanding how the Formula 1 field is going to stack up. In reality, of course, we are just as much in the dark as before. Even analysing the times from the first tests tells us virtually nothing in this no-refuelling era, when variation in fuel loads alone can account for four seconds per lap. Now, more than ever, we – and the teams themselves – can know very little of the competitive order until everyone's in the same trim in qualifying for the first race.

At this stage our expectations

tend to be based on what has gone before, and historically that has usually been a reasonably good guide to what's coming. But not always. You only have to go back two years to the 2008/09 off-season to see that blown out of the water. With the general expectation of a continued Ferrari-versus-McLaren title fight, what we got instead was Brawn v Red Bull, and the former big two were nowhere.

On that occasion it was down to Brawn spotting a loophole that was invisible to McLaren and Ferrari and how that, in the political waters of the time within the struggle for control of the sport, suited external agendas. Had it been Ferrari or McLaren who'd seen the loophole, and no-one else, you felt fairly sure it would have been closed off. That confluence of circumstances – and a great car from the former Honda guys at Brackley – turned the season on its head. There are always loopholes and, although the double-diffuser one has now been closed off, is there something hidden behind one or more of those new shapes introduced this week that is going to prove the crucial differentiator? That's the tantalising thing about this part of the year.

But, going back to that 2009 season, recall that of the title contenders it was only the Brawn that began the year with a double diffuser. The Red Bull RB5 carried a plain old single diffuser until well into the season – and yet was arguably just as fast as the Brawn from the third race onwards. Its advantage over the other single-diffuser cars was initially enormous

– and that's something that is now largely forgotten.

A fast car is invariably fast because of how it works in unison. For example, Williams and Toyota began 2009 with double diffusers too, but were slower than the Brawn and Red Bull. But looking at that Red Bull, it was difficult not to connect its unique pull-rod rear end with its startling performance advantage over the other single-diffuser cars.

The question hanging in the air as we head into this season is very much related to the performance pattern of those first few races of 2009, namely: was Adrian Newey's pull-rod innovation at the root of a huge aero advantage, one that was then disguised by the advent of the double diffuser? Of course, the Red Bull gained its own double diffuser subsequently, but it's quite feasible, indeed even likely, that the double-diffuser configuration worked against the full exploitation of the pull-rod suspension's benefits. Now that everyone is back to single diffusers – the configuration most teams mistakenly thought they had at the beginning of '09 – will we see a full picture that was only glimpsed back then, that of a huge aero advantage for the pull-rod layout?

Ferrari clearly believes not. Others, notably both Lotus teams, have committed fully to the pull-rod layout. A look at the rear-suspension choices for each of the teams as they reveal their new cars will probably allow the first pieces of the 2011 jigsaw to be put in place. But only in hindsight will the significance of that be apparent. ❧



Red Bull battled Brawn in 2009

TEE/LAT

**“Was Newey's innovation at the root of a huge aero advantage?”**



## WILLIAMS FW33

# Revival of the fittest

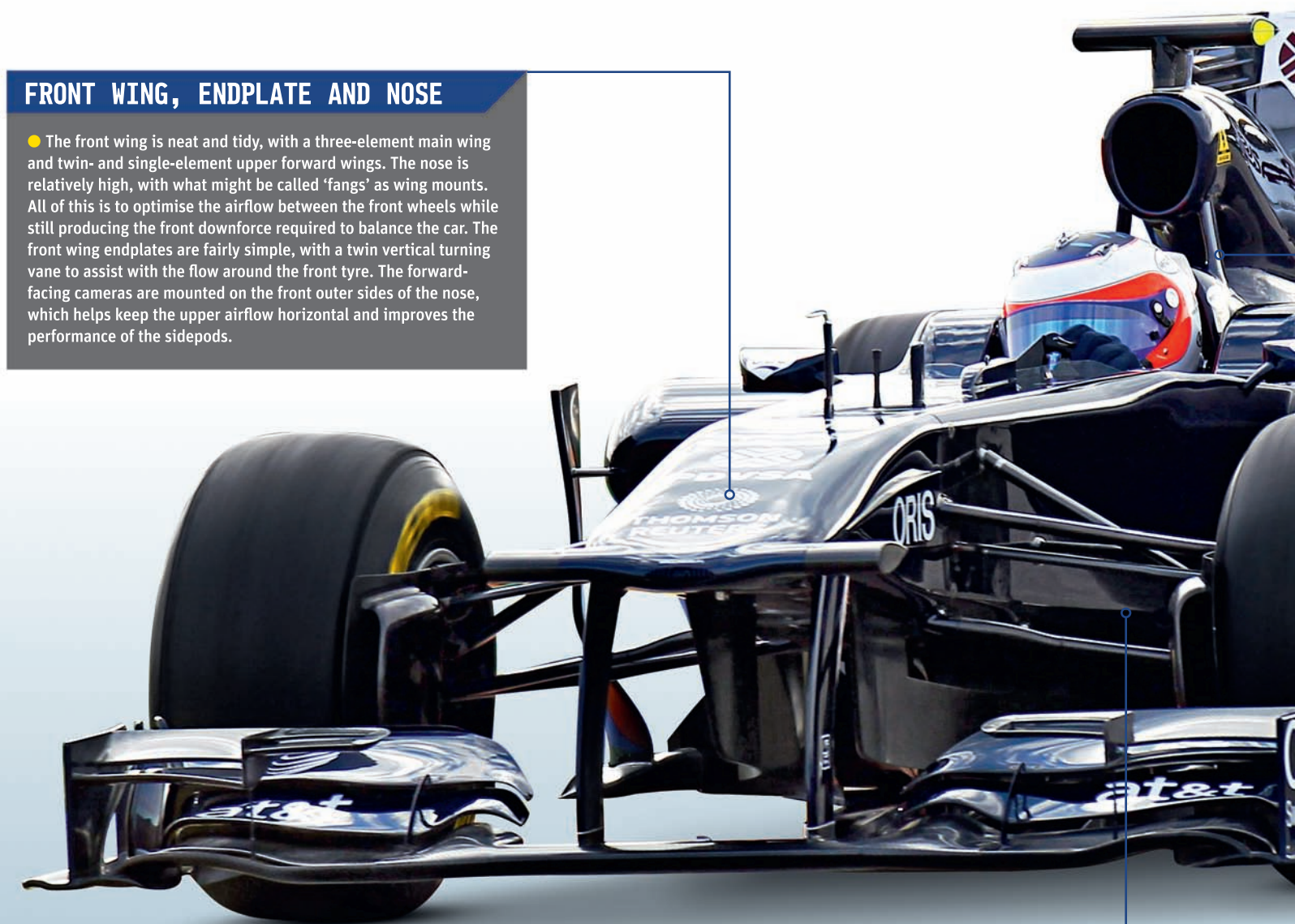
Williams has all the ingredients to perform at the front, but over the past few years it just hasn't got it together. GARY ANDERSON examines the FW33 to determine if this is the car that can return the team to the winner's circle

### FRONT WING, ENDPLATE AND NOSE

● The front wing is neat and tidy, with a three-element main wing and twin- and single-element upper forward wings. The nose is relatively high, with what might be called 'fangs' as wing mounts. All of this is to optimise the airflow between the front wheels while still producing the front downforce required to balance the car. The front wing endplates are fairly simple, with a twin vertical turning vane to assist with the flow around the front tyre. The forward-facing cameras are mounted on the front outer sides of the nose, which helps keep the upper airflow horizontal and improves the performance of the sidepods.

### FRONT SUSPENSION

● The Williams has twin wishbone and pushrod-operated damper units, which are at a relatively acute angle to the chassis. The brake ducts are bigger than last year's as the overall weight of the car has increased, making the requirement for better cooling very important.





## ROLLOVER BAR

● The undercut area between the airbox and the headrest is very well detailed. It has a smooth transition where it blends back into the engine cover surfaces; a detail that works to control the turbulent airflow coming around the driver's helmet, and helps get this flow to reattach to the sides of the engine cover to minimise the negative effect on the rear wing.

## REAR SUSPENSION

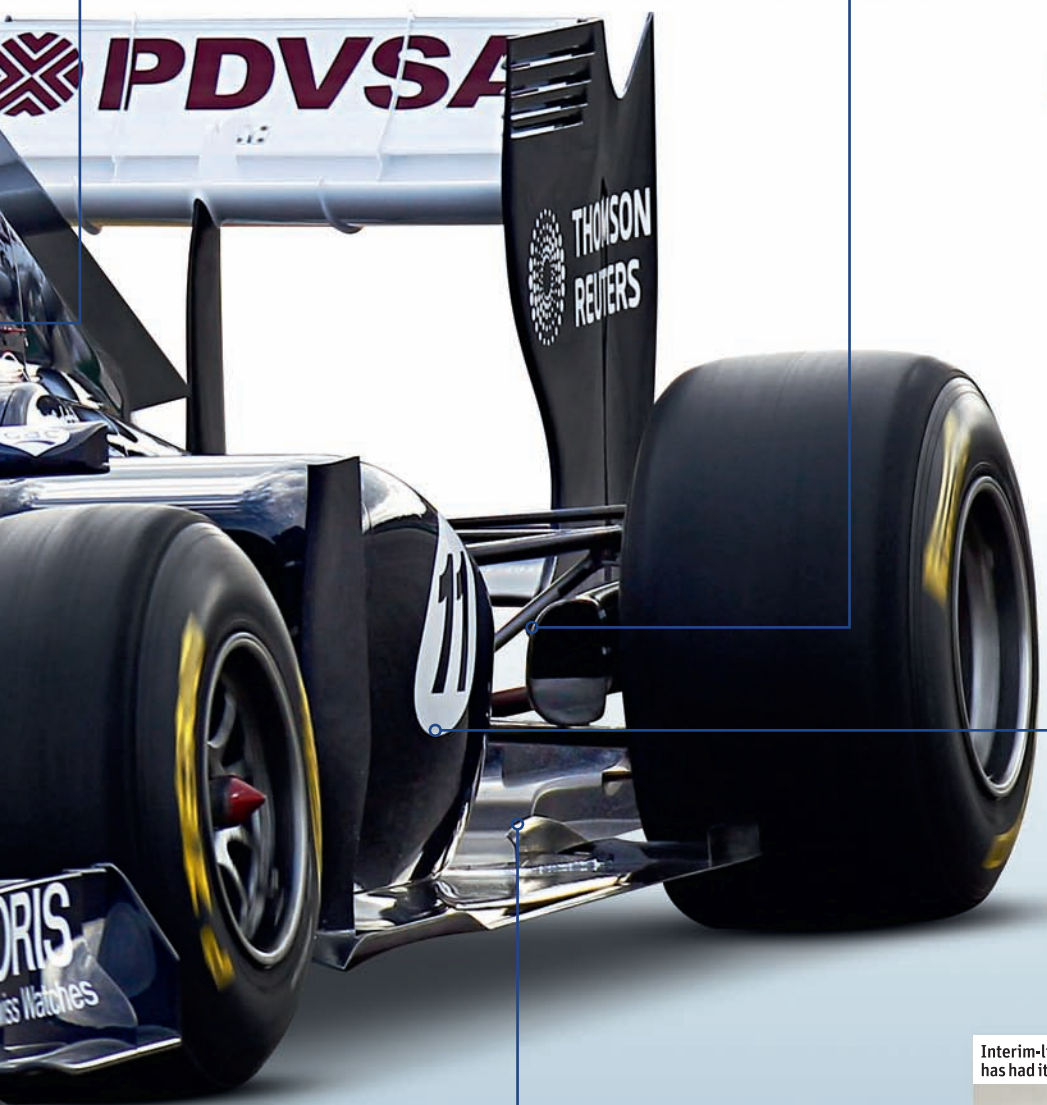
● The Williams features pullrod-operated spring and damper units fully enclosed within the bodywork, which makes it difficult to comment on the design detail. But as a package, it fits neatly with the new diffuser regulations. The gearbox is very compact, and it looks like the differential is quite low – this reduces the centre of gravity of the rear of the car, and creates less aerodynamic blockage to the rear beam wing. The only compromise is the driveshaft angle and the reliability of the driveshaft joints.

## SIDEPODS

● The sidepods follow the current trend, with a heavily undercut leading edge. The undercut continues around the side of the car, and joins up with the top surface that drops down dramatically into the coke-bottle area. This detail gets the low pressure coke-bottle area of the car to assist with the scavenging of air underneath the front of the chassis, and in turn help with front wing performance.

## COMPARISON

● With a year of engine supply under its belt, Cosworth will be in a better position to maximise its engine performance over a full race distance. That, combined with this new car package and a motivated team and driver, will move Williams forward.



## DIFFUSER

● Williams has six vertical splitters to divide the diffuser into different compartments. This reduces the risk of an area that has problems with airflow separation negatively affecting the complete diffuser surface.

Interim-liveried FW33 has had its initial runs





Nico Rosberg: P2, Singapore '08

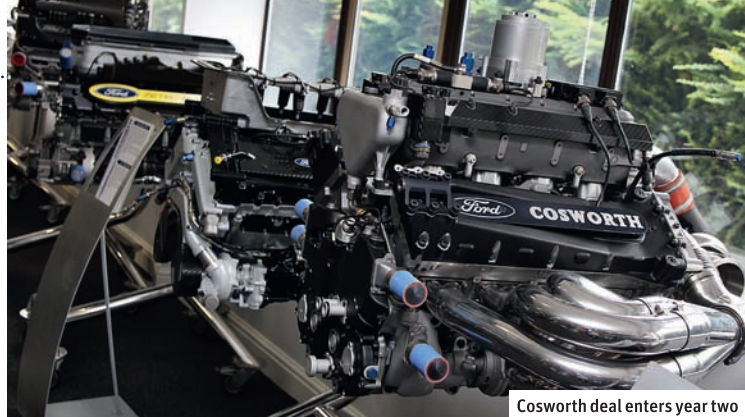


## 1 UPWARD TREND

The past three campaigns have ended with Williams finishing eighth, seventh and sixth. While disappointing, this at least suggests that the team is working its way back

towards the front. That said, it's a big leap from the midfield to winning races, so even maintaining that progression with fifth in the championship would constitute a success – although the team is aiming higher.

Williams technical director Sam Michael: "We have to progress. We have finished eighth, seventh and sixth and have got to finish in the top four this year. We are fighting for higher and trying to win, but we have to look at where we have come from. It's hard to pick how the competitive order will lie, but if I had to bet on it, I'd say that Red Bull and McLaren will be strongest but beyond that it's hard to say. The tighter the rules get, the closer the field gets so the margins get smaller."



Cosworth deal enters year two

## 2 STABLE PLATFORM

Last year, it was a case of all change at Williams. The biggest variation was the switch from Toyota to Cosworth engines, and much of pre-season testing was dedicated to proving an engine that had not been in F1 since '06 and working on areas that most teams took for granted. This year, there are no such diversions.

Michael: "Going into the second

year with Cosworth makes a big difference to car packaging and means that you can refine things a lot more. You don't have to spend a lot of time and resources on new designs. Also, with double diffusers banned as far back as December '09 allowed us to trigger our aero programme early. That defined the mechanical side of the rear end. The earlier you can do that, the better, especially if you have limited resources."

# SCRATCHING THAT SEVEN-YEAR ITCH

A total of 108 races have passed since Juan Pablo Montoya claimed Williams's most recent win in the 2004 Brazilian Grand Prix. Although it might be asking too much for the team to win again in 2011, here are seven reasons why the famous team can be confident of taking a step forward this year. By EDD STRAW



Gear ratios improved since 2010

## 4 COSWORTH STEP FORWARD

Despite the engine freeze, there are things that can be done to extract a little more performance out of the engine package and Cosworth will have taken on board everything learned last year to squeeze the last few per cent out of its 2.4-litre V8 unit. But is it a potentially race-winning engine?

Michael: "You will know that

when it's done it! They have done a good job on the engine and worked away on what they are allowed to over the winter on things like fuel and oil development. It's a strong engine. Some characteristics are inherent, but others are changeable. We will now have a much better-defined set of gear ratios [which should cast last year's poor starts to memory] because you are only allowed to homologate 30 ratios."

## 5 RESOURCE RESTRICTION

As the resource-restriction agreement forces teams to tighten their belts, proportionally Williams should be in a stronger position compared with F1's giant teams. Although the company has cut staff from around 520 to 470, there are no doubts that it has the resources to compete.

Michael: "We did have to let people go, but I think a lot of the teams did as well to come down to reasonable levels in line with the RRA. We have the resources – we have still got two windtunnels and a CFD capacity as big as anyone else's. We've never had small CFD, because everything has to go through that before you put it in a tunnel."



Williams still has big windtunnel capacity





DUNBAR/AT

### 3 THE RUBENS FACTOR

With over 300 grands prix under his belt, Rubens Barrichello is the most experienced F1 driver in history. He brings with him a wealth of data gleaned through 18 campaigns, which will prove invaluable as Williams works to get to grips with the changes for 2011 in strictly limited pre-season running. Last year, the Brazilian played a key role in allowing the team to

produce cars that worked well on-track as well as in the windtunnel.

**Michael:** "There are new regulations, not to mention the new Pirelli tyres, so there are bound to be a lot of tweaks needed to make the car faster. To have someone of Rubens's experience in the car while you go through that process is invaluable. He is very strong on feedback and we didn't want to have two inexperienced drivers in the car."

Barrichello 'invaluable' to team

FW33 was unveiled in interim livery



Barrichello drove FW33 first

### 6 GOOD THINGS COME IN SMALL PACKAGES

Rear-end packaging, specifically the diffuser and gearbox, is a key F1 design challenge in 2011. Williams has produced a very small gearbox that should allow it to optimise the downforce and mechanical spec. **Michael:** "The gearbox is significantly different. It's the

smallest Williams has ever made, but the internals are similar because they are more or less set by the rule book. It can be seen as quite extreme, but its physical geometry allows you to get the aero right on the car with minimal mechanical risk. We're running pullrod rear suspension – an easy decision to make after the double diffuser has gone."

### 7 KERS GAMBLE

Williams is set to be the only team to introduce a KERS system that has no track record this year, as even Red Bull's hybrid technology has some input from Renault. Although this can be seen as risky, provided the package works as expected it will ensure that Williams isn't at a major disadvantage compared with the teams around it, all of which will run the system.

**Michael:** "In terms of packaging, all of ours is in the survival cell underneath the driver/fuel tank. We didn't want anything in the sidepods because that would reduce the size of the undercut and that's very powerful aerodynamically. It's a better system and Valencia is the first time that we have been in the field with it. I'm sure that there will be

various operational considerations but we have done as much as we can on the dynos at Williams. Some of the teams are just unboxing a proven package, but ultimately as long as ours works, there will be no disadvantage."

Williams shunned KERS in 2009



COATES/LAT



## TORO ROSSO STR6

# Toro needs to grow horns

It started as a Red Bull 'B' team, but now Toro Rosso is set up to design and build its own car – its destiny is in its own hands. No doubt it will continue to show Red Bull's influence, as that has been its schooling, but now Toro Rosso has to stand up and be counted in its own right. GARY ANDERSON assesses the STR6

### FRONT WING AND NOSE

- The three-element main wing features quite a change of cord length through the flap sections, because the flaps themselves twist. This is primarily to produce the front downforce required, but it also minimises the disturbance to the airflow passing between the front wheels to the underfloor. The front-wing endplates consist of multiple vertical turning vanes to help turn this airflow around the outside of the front tyre. As a package, this and the height of the nose are not too different from 2010.



### FRONT SUSPENSION

- The Toro Rosso has a conventional top and bottom wishbone, with a pushrod-operated inboard support system. The steering trackrod is a small cross-section independent link, and the wishbones are profiled to assist with controlling the wake coming off the trailing edge of the front wing and help realign it to improve the performance of the underfloor.

### COMPARISON

- It has taken a redesign to enable Toro Rosso to comply with all the regulation changes and to cater for using a KERS package. I am sure there are some other development changes, but they are difficult to see from the outside. Toro Rosso is a small team, but it needs to be careful as the three new teams from last year are not going to be standing still.



## ROLLOVER BAR

- The undercut above the driver's helmet reduces the turbulence created in the airbox-intake area, giving the engine more-consistent airflow. The two vertical supports are part of the rollover-bar requirement – this section is tested, and must support a load of something in the region of 13 tonnes.



Buemi has to stay ahead of Alguersuari



## SIDPODS

- The sidepods are fairly bulbous-looking, with large-blend radii and a very heavily-undercut leading edge. This sweeps through where it connects to the floor, allowing the airflow to be pulled through by the low pressure in the coke-bottle area. These large radii allow the airflow that is on the top of the sidepods to blend with the flow on the sides, creating less vortex generation as the flow heads through inside the rear tyre to the underside of the rear wing.

## REAR WING

- The rear wing fitted on the car for the launch does not cater for the adjustable flap system, and is probably a 2010 unit. A short slot gap can be seen in the centre section of the flap, turning this section into a three-element wing. This is allowed, as the middle 150mm is a free area to allow for centre-post wing mounts.



## LOTUS T128

# Green, lean and mean?

After last year's rush, Lotus has everything in place this time around, so we can finally judge where the team is going. It has the 2010-championship winning Renault engine and Red Bull transmission package, but does this pedigree carry over to the quality of the rest of the car? GARY ANDERSON weighs it up

### REAR SUSPENSION

● With the transmission package from last year's Red Bull, Lotus will obviously have a pullrod system, and the rear suspension geometry will very likely be influenced by – if not identical to – what Red Bull ran last year. This transmission package will probably incorporate the complete hydraulic system. On one hand this is a good thing, but on the other it took Red Bull many revisions of its internal systems to make the hydraulic system reliable. Is Lotus up to that?

### SIDEPODS

● The sidepod profile and detail is much-improved over Lotus's boxy 2010 version. The airflow over the leading edge of the new sidepod and the area that can create lift has been detailed a lot better, so in general this is a positive development.

### FRONT WING, ENDPLATE AND NOSE

● As with many other 2011 cars, the Lotus has a high nose and a three-element front wing. But the wing elements themselves are a little confusing. The main plane of the wing is quite a long cord, which means that when the inevitable airflow separation takes place, it will affect a bigger percentage of the front grip. This will make the car look better in the windtunnel as far as pitch sensitivity is concerned, but it is only created by having less overall downforce – which is not an ideal situation. The transition between the mandatory FIA-defined profile and the outer section of the wing looks a bit clunky too. The airflow off this section needs to be as tidy as possible to avoid creating turbulence, and I suspect that this area may negatively affect the performance of the underfloor.





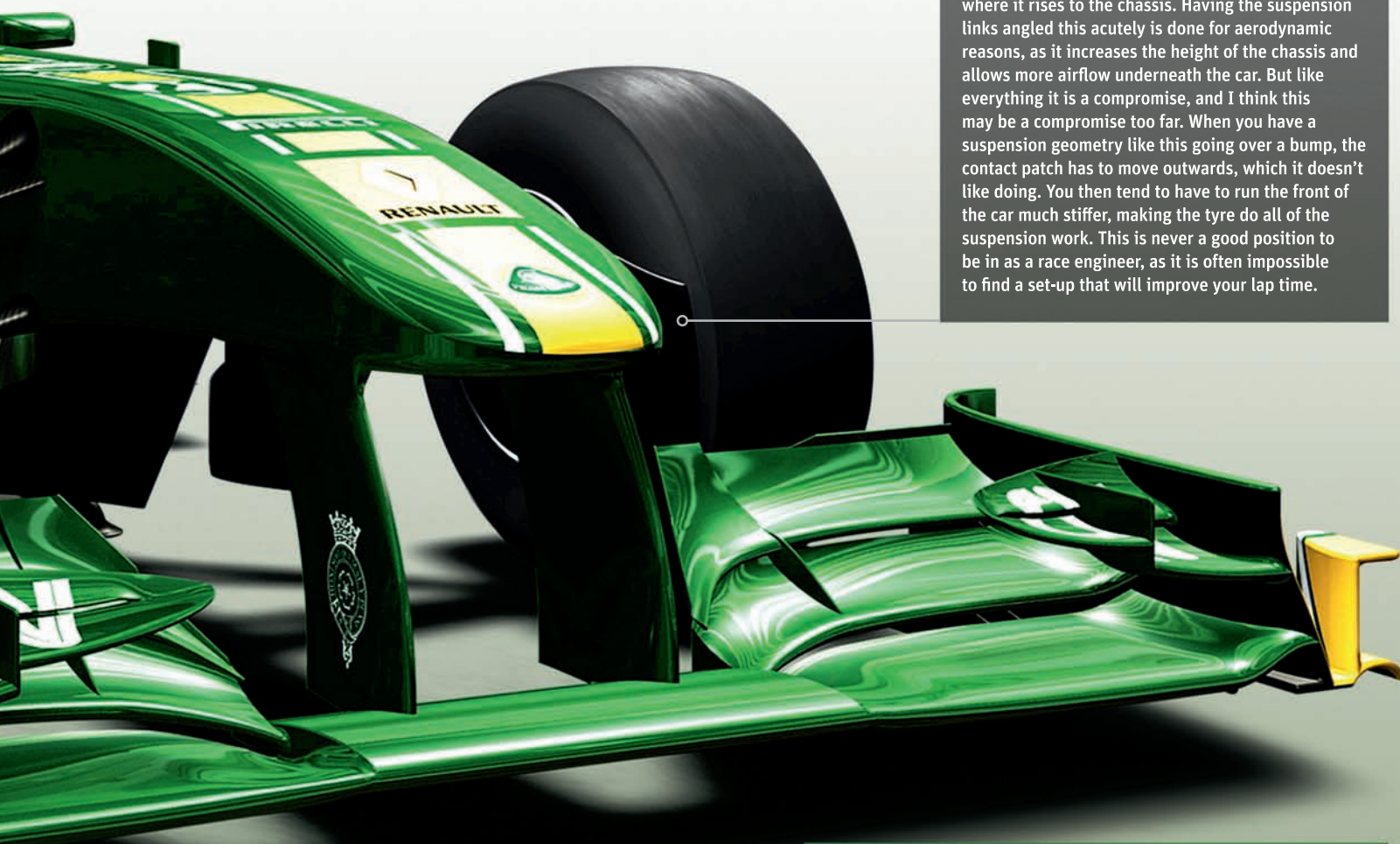
## ROLLOVER-BAR AREA

● The rollover-bar area is a bit confusing, as I was led to believe that the teams and the FIA had changed the regulations to outlaw the use of a fin as a rollover bar (as Mercedes did last year). This was because of the risk of a car landing upside down in a gravel trap and the 'fin' burying itself. The Lotus appears to incorporate that style of design, so we will have to wait and see if there has been a gentlemen's agreement or a defined regulation change.



## FRONT SUSPENSION

● The pushrod is operated from the upright with extremely acute angles on the wishbone assembly where it rises to the chassis. Having the suspension links angled this acutely is done for aerodynamic reasons, as it increases the height of the chassis and allows more airflow underneath the car. But like everything it is a compromise, and I think this may be a compromise too far. When you have a suspension geometry like this going over a bump, the contact patch has to move outwards, which it doesn't like doing. You then tend to have to run the front of the car much stiffer, making the tyre do all of the suspension work. This is never a good position to be in as a race engineer, as it is often impossible to find a set-up that will improve your lap time.



## COMPARISON

● The Lotus looks like a step forward from last year. Having the Renault engine and the Red Bull transmission package should be a big help, but I'm not sure it is a big enough step forward aerodynamically to allow the team to join the midfield on a consistent basis.



## BIG LEAP FORWARD?

# The Lotus position

AUTOSPORT caught up with Team Lotus chief technical officer Mike Gascoyne and drivers Heikki Kovalainen and Jarno Trulli ahead of the Norfolk team's second season in Formula 1. By EDD STRAW

### THE PANEL



**HEIKKI KOVALAINEN**  
Driver



**JARNO TRULLI**  
Driver



**MIKE GASCOYNE**  
Technical chief

**AUTOSPORT:** This time last year, you knew you were facing a year at the back. How do things compare now?

**Jarno Trulli:** It's very different. Last year, everything was being done outside the factory [the car was built by various different companies], but now we have a real F1 factory building the car.

**Heikki Kovalainen:** It's like night and day. This is a proper race team now. I saw the potential immediately when I joined and it has all gone to plan.

**Mike Gascoyne:** Last year's car was a last-minute thing, a means to an end. Tenth place was all that we could hope for and the idea was to be reliable, get 10th place in the bag and then get on with designing a much better car for this year. There is no carry-over and this is the basis for our cars for the next few years.

**AUTOSPORT:** So what are your expectations for this year?

**HK:** We aim to be consistently in the midfield and fighting for points.

**MG:** We've targeted seventh or eighth in the championship, so we want to beat one or two of the established teams. We want to join the group of small privateers with Sauber, Toro Rosso and Force India. But for us it's not where we start — it's where we finish. If we could start among that group, we want to end the season racing against Williams and Renault.

**JT:** The package we have, with the Renault engine, Red Bull gearbox and hydraulics, is a great step forward. And the chassis is much lighter and stronger. Look at the aero — it's a proper F1 car so we aim to be fighting for points.

**MG:** We have a very modern, contemporary F1 car. It's cutting-edge, which is maybe a bigger risk for us than it is for others. We've done what all of the major teams will be doing and taken all the risks that we think are acceptable.

**AUTOSPORT:** To get into that pack, you need to gain 1.5 to 2.0 seconds relative to last year. Is it realistic to expect such a big jump forward?

**JT:** Look at the car. You can't even compare it with last year's. We can fight in the midfield rather than being two seconds off. We're not here to fight with Hispania and Virgin. We don't know where we are at the moment, but I go into the season with a lot of confidence.

**HK:** Tony Fernandes [the team principal] always says that we should aim for that 10 per cent extra! We can do it. It's realistic to join the midfield group.

**MG:** If you compare us to Force India, Sauber and Toro Rosso, resource-wise we are very much on a par. The bottom line is that last year's car — the chassis, rollhoop, nose-box and crash structures — were designed before the car saw a windtunnel. We had to go for best-guess and that limited what we did downstream. We have much more data this time. Also, the rule changes help. When we came in, we were shooting at an established set of aero regs, and if others have been doing it for two years you can't be on their level. Banning double diffusers levels the playing field. In every area, this car is so much better optimised than last year's.

**AUTOSPORT:** All of the midfield teams have KERS, but Team Lotus doesn't. How big a disadvantage is that?

**HK:** I'd like to have KERS in the car, because with the weight distribution regulated and the higher weight limit, we would ideally have it for a racing situation especially. But I'm not too concerned about it. We just need to put more effort into the aerodynamic performance.

**MG:** Theoretically, the power is worth, say, three-tenths. But if the centre of gravity is higher and the brake bias isn't right [because of running KERS], you could lose a few tenths. The big concern is the

start, where you can lose three or four places on the run to the first corner [without KERS].

**JT:** I'm not worried about that for a flying lap. But I remember in 2009, when I didn't have KERS at Toyota, it was a disadvantage at the start and for overtaking. But if we have a quick car, we can fight the KERS cars.

**AUTOSPORT:** Is the driver line-up right or were you tempted to bring in a young, hungry rookie?

**MG:** We brought two race-winning drivers onboard, knowing it was going to be a struggle at the back in the first year. We signed them looking long-term. To move up and compete at the top level you need experienced drivers at the top of their game.

**JT:** It's not the money that pushes me to stay here — it's the passion for racing. I'm fired up to get back into the midfield, and getting the best out of a car makes me feel good. The car is like a new baby and really motivates you. It's the same feeling as the first day at school! Even last year, every time I got in the car I was hoping that I could score a point.

**HK:** As long as I feel that the team is on the right track, it's easy to motivate myself and keep pushing. Last year I got more out of myself and the team than I had been able to previously. I want to continue that trend, and consistently perform at the maximum level.

**AUTOSPORT:** If you're able to run in the midfield, do you have the operational depth to fight with those other teams?

**MG:** Yes. In the second half of last year we made massive gains. We put a lot of effort into training for pitstops and we're confident we're now a good F1 outfit. You are only a new team once and that was us last year. Now we are just a Formula 1 team and we have to compete. ■



**P34**  
THE 'OTHER' LOTUS!







## RENAULT R31

# Renault ready with risky racer

Renault has marked the start of its tie-up with Group Lotus by producing a car that would bring a smile to Colin Chapman's face. As GARY ANDERSON explains, it's risky and innovative and right up there with the best we've seen so far

### REAR WING

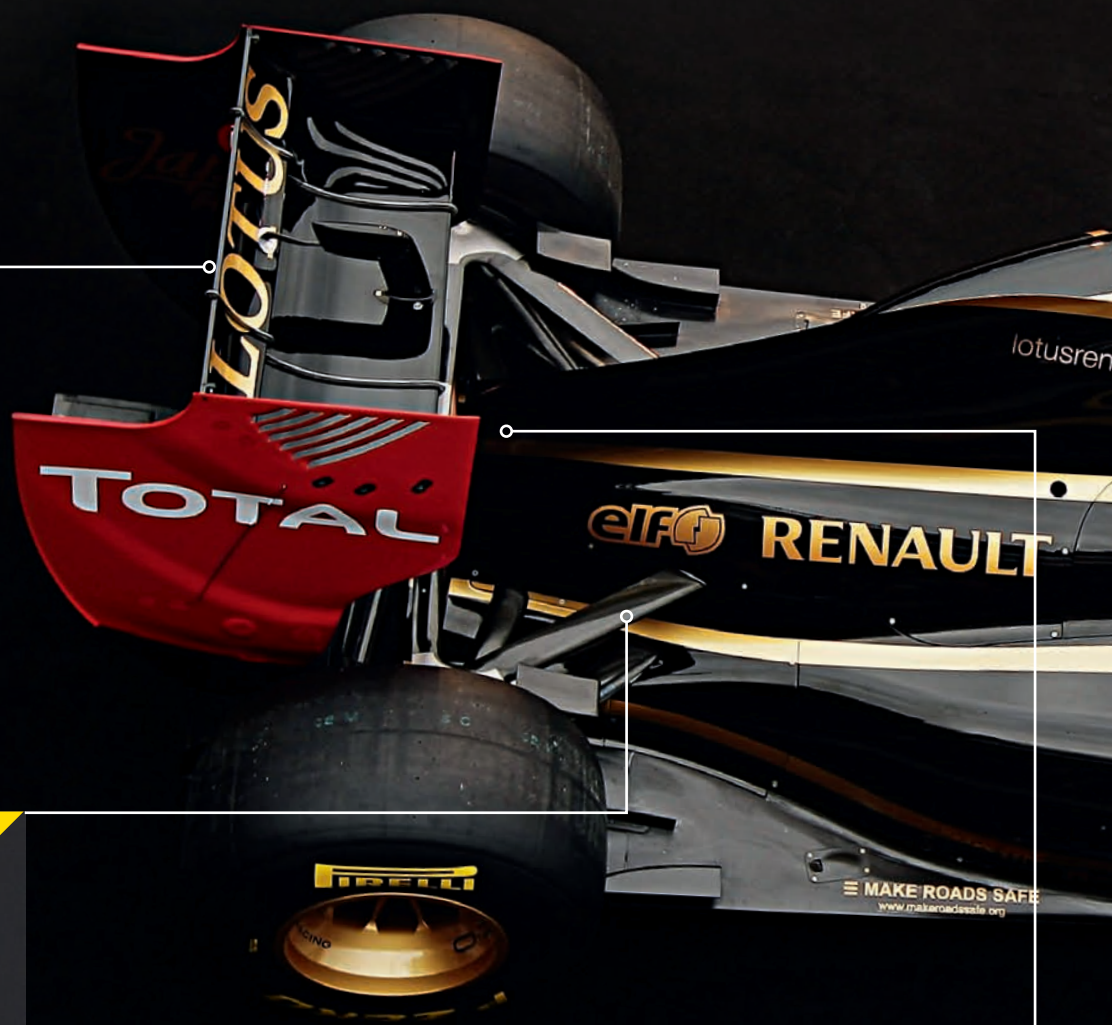
● The rear-wing endplates have the traditional louvers and trimmed off rear upper corner. Both of these reduce drag, helping the efficiency of the rear wing assembly. The rear wing itself is, by regulation, a two-element component and I would imagine the top-mounted vertical fin houses the mechanism that adjusts the rear-flap slot gap.

### REAR SUSPENSION

● Ferrari and Sauber have gone down the conventional route of pushrod rear suspension and I am sure a few other teams will follow them, but I still believe that pullrod is the way to go, and so does Renault. It lowers the centre of gravity of the complete inboard suspension package and it also eliminates the aerodynamic blockage created by these components. With the regulations so tightly controlled you are looking for every little detail to give you that small advantage.

### DIFFUSER AND GEARBOX

● It's difficult to comment on the transmission other than to say it will be compact to allow it to be very tightly enclosed in bodywork. The diffuser itself is the maximum exit area allowed by the regulations. The large gurney flap that goes around the trailing edge helps with the airflow extraction. There are three splitters each side – the centre two are down to the reference plane that, other than the 10mm plank that's underneath the car is the lowest surface of the under floor. The outer twin splitters are to the step plane, which is 50mm up from the reference plane. These splitters help to divide the diffuser surface in different compartments, controlling and expanding the airflow in each area to optimise the negative pressure over the complete surface.





## SIDEPODS

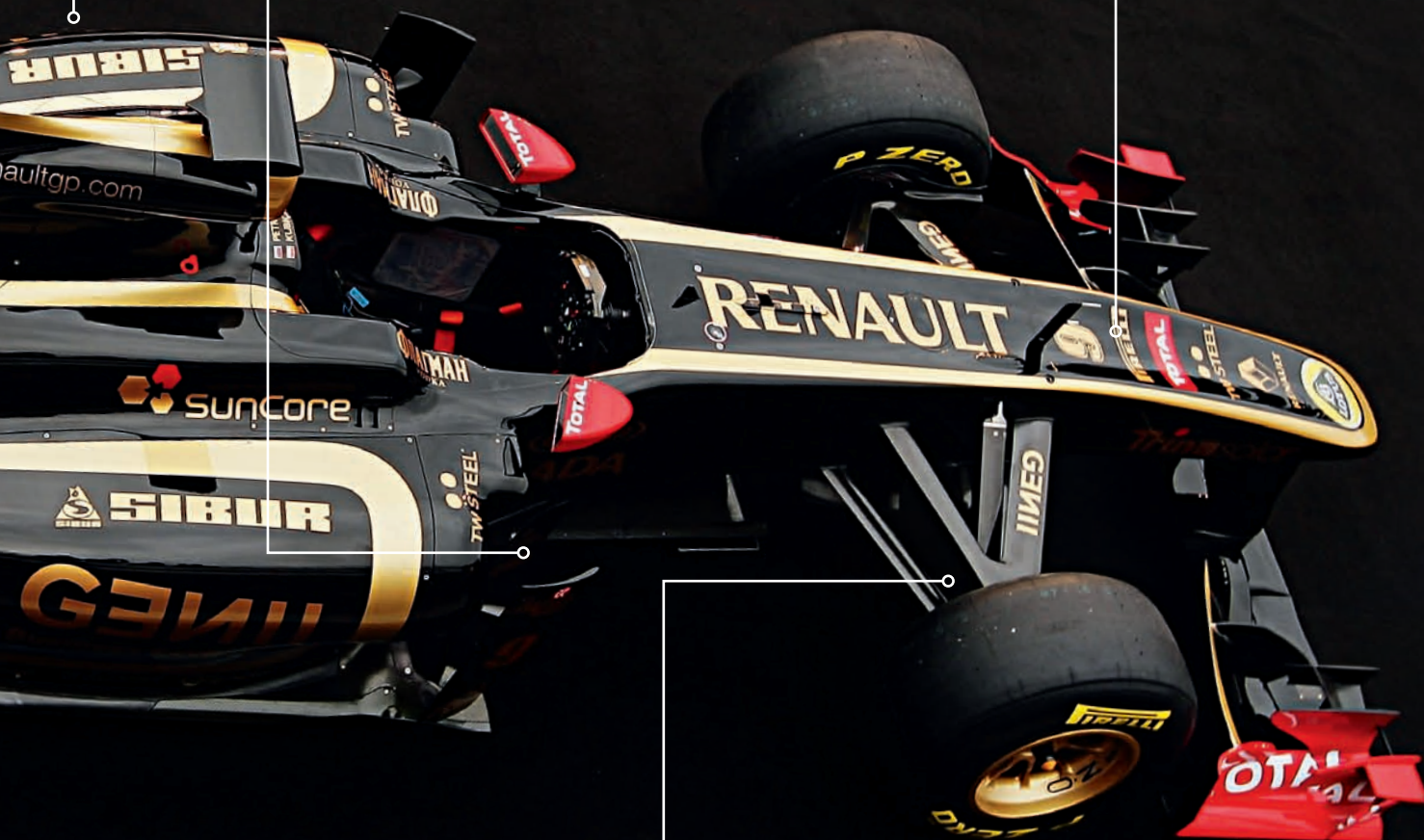
- The sidepods have the traditional leading-edge undercut and the rear coke bottle section is dramatically swept both inwards and downwards. This is to maximise the air flow that goes inside the rear wheel, which helps reduce the overall drag of the car by not displacing as much airflow around the outside of the tyre. It also helps the efficiency of the diffuser and lower beam wing.

## EXHAUSTS

- The interesting thing to note about the exhausts is where they exit the car. It's thought that Renault has diverted the exits into the front of the sidepods in a bold bid to make use of the waste airflow coming out of the pipes for increased downforce around the floor and undercut sidepod areas.

## FRONT WING AND NOSE

- There's not such a dramatic nose or forward chassis section height as we have seen on some of the other cars. The compromise with moving this higher to get adequate air flow under the chassis is that it can compromise the driver's eye line when trying to place the car into a corner, and it also raises the centre of gravity. The three main-element front wing and multiple vertical-finned endplates are well integrated and, to say the least, fairly complicated. Renault had a good handle on this area in 2010 so I'm sure that trend will continue.



## FRONT SUSPENSION

- The front suspension is fairly conventional with an upper and lower wishbone and pushrod-operated inboard support system. Renault has retained the lower track rod position in line with the forward leg of the lower wishbone. This is better at controlling the wake coming off the trailing edge of the front wing and realigning it to help the leading edge of the under floor. The centre of gravity of the steering rack is also lower.

## COMPARISON

- Renault's starting point for testing last year required a lot of development and it managed to do that and be very competitive as the year went on. If it can continue with the same development rate as last year and add it to this impressive launch package it could be in for a very good season.





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Kubica and Petrov unveil the R31



## Mark Hughes

...GIVES US HIS THOUGHTS ON THE LAUNCH

**A**fter three seasons of treading water, last year Renault appeared to get back on track. There was still a deficit to the front, but the development of the car and its occasional terrorising of the bigger teams were a timely reminder that this was still much the same outfit that had secured consecutive world titles just a few years ago. But impressive though the development of last year's car was, the basic machine at the core of the team's season was fairly ordinary. It was conceived in the team's old windtunnel whereas the new R31 comes from a facility that was massively upgraded in November of '09. Tech boss James Allison reckons the quality of data from this tunnel is hugely better than that in which the R30 was created.

Aesthetically it's certainly a huge improvement. It isn't just the 'JPS' (shh,

**"Aesthetically, the R31 is a huge improvement"**

did I write that out loud?) livery that makes it look so svelte. Committing fully to the Red Bull-like pullrod rear suspension has enabled a shape with a dramatically swept-down rear end and that is surely potential aerodynamic gold dust. If the car goes as well as it looks, Robert Kubica will put it in places that bring back memories of the team's golden years. However, while the technical direction has looked increasingly sure-footed, and Eric Boullier is quietly effective as team principal, there remain doubts about the financial aspects. Group Lotus is effectively buying into the team, but that entity has itself been loss-making.

# Renault aims at top-three finish with brave new car

**RENAULT'S TARGET IS** to re-establish itself as one of Formula 1's top three teams after unveiling its innovative R31, which features a unique exhaust system that emerges from the front of the sidepods.

The Lotus-backed team has not been among F1's top three points-scoring teams since Fernando Alonso led it to the second of its back-to-back titles in 2006, and it has won only twice in the past 71 races. But technical director James Allison believes that it is realistic to go for "third or upwards" with team principal Eric Boullier optimistic

the car can winning races.

"A successful season would be to have more podiums and a couple of wins," Boullier told AUTOSPORT. "That would be a major step forward. It's too early to know which target exactly we must set, but we know that our car is much better on paper than last year's, so we can expect to be more competitive."

"James has definitely taken some brave technical directions that are not common. We will improve our development rate compared with last year."

The innovative exhaust layout,

which is believed to use the airflow leaving the pipes to feed into the floor/undercut sidepods to increase downforce is a way to apply the blown diffuser concept to maximum effect now that single diffusers are mandated. As AUTOSPORT closed for press, Renault had not competed enough running to be sure of the efficacy of the system, although the team is believed to be cautiously optimistic. Robert Kubica told AUTOSPORT that he thought the system was "quite clever, but we have to see if it works" and there are suggestions of concerns about whether the exhaust gases could be inhaled by the driver.

The level of detail on the R31 is proof that the team has been able to put greater resources into its launch car than in recent seasons. Allison is confident that the team has its best starting point in some years.

"We consciously set out to put the amount of time into this car that it merited," Allison told AUTOSPORT. "We started thinking about it in 2009 and started actively doing stuff in January 2010 and had a programme with stuff happening all through last year. It certainly hasn't been short-changed on effort so, with luck, we will be rewarded for what we have done."



Boullier is optimistic his team can win races

## LOTUS CARS IN F1



**LOTUS CARS'** backing of the Renault team for 2011 is not the first time the firm has been an F1 'sponsor'. Lotus Cars branding adorned the 1991 Lotus-Judd 102B of Mika Hakkinen, seen here in the United States GP at Phoenix



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ROBERT KUBICA

# Opinion Pole

Robert Kubica heads into 2011 hoping that the new Renault R31 will finally give him the chance to emerge as a regular race winner. EDD STRAW caught up with him in Valencia to get his thoughts on his career, the coming season and the one that got away

CV

**NAME**

Robert Kubica

**DATE OF BIRTH**

December 7 1984

**BIRTH PLACE**

Krakow, Poland

**2010**

F1 (Renault, 8th)

**2009**

F1 (BMW Sauber, 14th)

**2008**

F1 (BMW Sauber,

4th, 1 win)

**2007**

F1 (BMW Sauber, 6th)

**2006**

F1 (BMW Sauber, 16th)

**2005**

Formula Renault 3.5

(champion, 4 wins);

2nd in Macau F3 GP

**2004**

F3 Euro Series (7th)

**2003**

F3 Euro Series

(12th, 1 win)

**2002**

Italian FRenault 2.0

(2nd, 4 wins)

**2001**

Italian FRenault 2.0

(13th)

**You are regarded as one of the best drivers, if not the best, in F1, yet you have won only once in 76 races. How frustrating is that?**

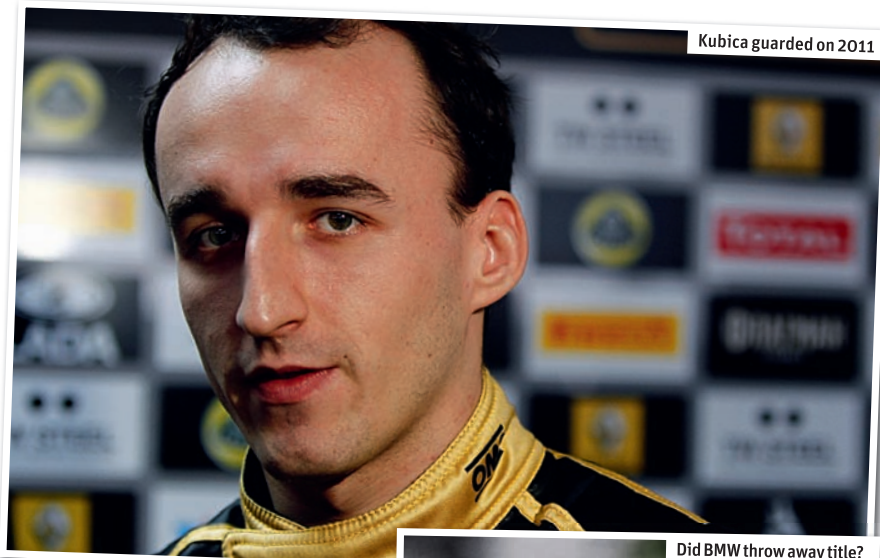
You can be frustrated, but I'm fortunate to have been in the position even to win one race. I could have been in a better position, but I could also be stuck at home or in cars that weren't even able to do what I have done. Everybody in the paddock — Fernando Alonso, Lewis Hamilton, Michael Schumacher — would like to win more races. I'm not frustrated, but if one day I can win races and the championship I must ensure that I'm ready to do it.

**For the next two years, at least, your chances of doing that depend on Renault. Are you confident that the team can make that step?**

I've only been with this team for 12 months and the team itself is only a year old, because the old Renault that was winning championships doesn't exist anymore. The technical side is similar, but the management and owners have changed. It's not easy to fight against Ferrari or Red Bull. We made a lot of progress last year, but the last step is the most difficult. It's like driving; if you are a second off, finding half a second is easy. It's the last tenth or two that is really difficult. We have to see how the car works.

**You are regarded as being in F1 purely to drive rather than to enjoy the other benefits it brings. Is that enjoyment still there?**

It's a different kind of enjoyment. In the first year, you get excited at every little thing because it's all new. I don't get the same excitement driving in testing this week as I did in my first real test. But I'm enjoying the work we are doing to improve and seeing the progress. Results are the most enjoyable thing, but without that there are still things that give you satisfaction. What is important is that your work isn't for nothing, that you make progress.



Kubica guarded on 2011

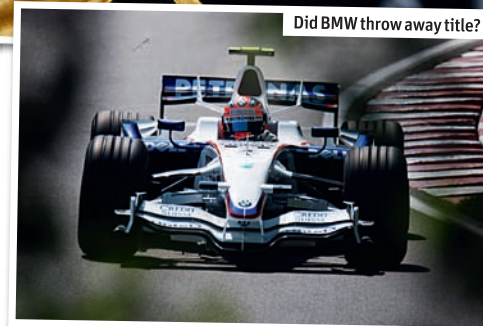
**And you see that progress at Renault?**

Yes. Last year we had some good races at the beginning of the season. From where we started, that was very good. In the second half of the season, expectations raised very quickly and people suggested we were going to win races or be on the podium. We were not ready.

**So is there anything stopping Renault achieving its target of winning races this year?**

Yes — all of those other teams! There are five or six targeting wins and, when you target wins, it means you are in a position to target the title. It's tough, but we're definitely starting from a better level. But even though the rules have changed, Red Bull still comes into the season from a higher level after last year. I'm not going to target winning races,

**“2008 was disappointing. People here give the maximum and at least try”**



Did BMW throw away title?

even though I would like to. The target is to close the gap. Five years ago I'd tell you 'I hope we win' but in the last few years, for positive or negative reasons, F1 has always surprised me.

**It's well-known that you feel BMW should have pushed harder to win the championship in 2008 after your win in the Canadian Grand Prix. If the Renault can win races, is the mindset there to push for the title?**

Definitely, yes. That's the difference. I consider 2008 to be one of the greatest years of my career, but at the same time one of the most disappointing. People here give the maximum and at least try. In the end, if you try your best, give the maximum and don't achieve it, then you are still fine with yourself. If you know that you haven't even tried, you feel bad. ☹



## SAUBER C30

# C30 gets it taped?

Sauber's 2011 contender is the first car overseen by James Key, who became the team's technical director in the middle of last season. Key's old boss GARY ANDERSON reckons he made a real difference in the second half of the 2010 campaign, and that on face value the team's new challenger is a well-detailed-and-defined package

### REAR WING

● Nothing too dramatic in this area. It has a conventional two-piece wing, which is what the regulations call for, and I would imagine that during pre-season testing we will see many variations on this assembly to maximise the use of the driver-operated, drag-reducing 50mm slot gap.

### REAR SUSPENSION

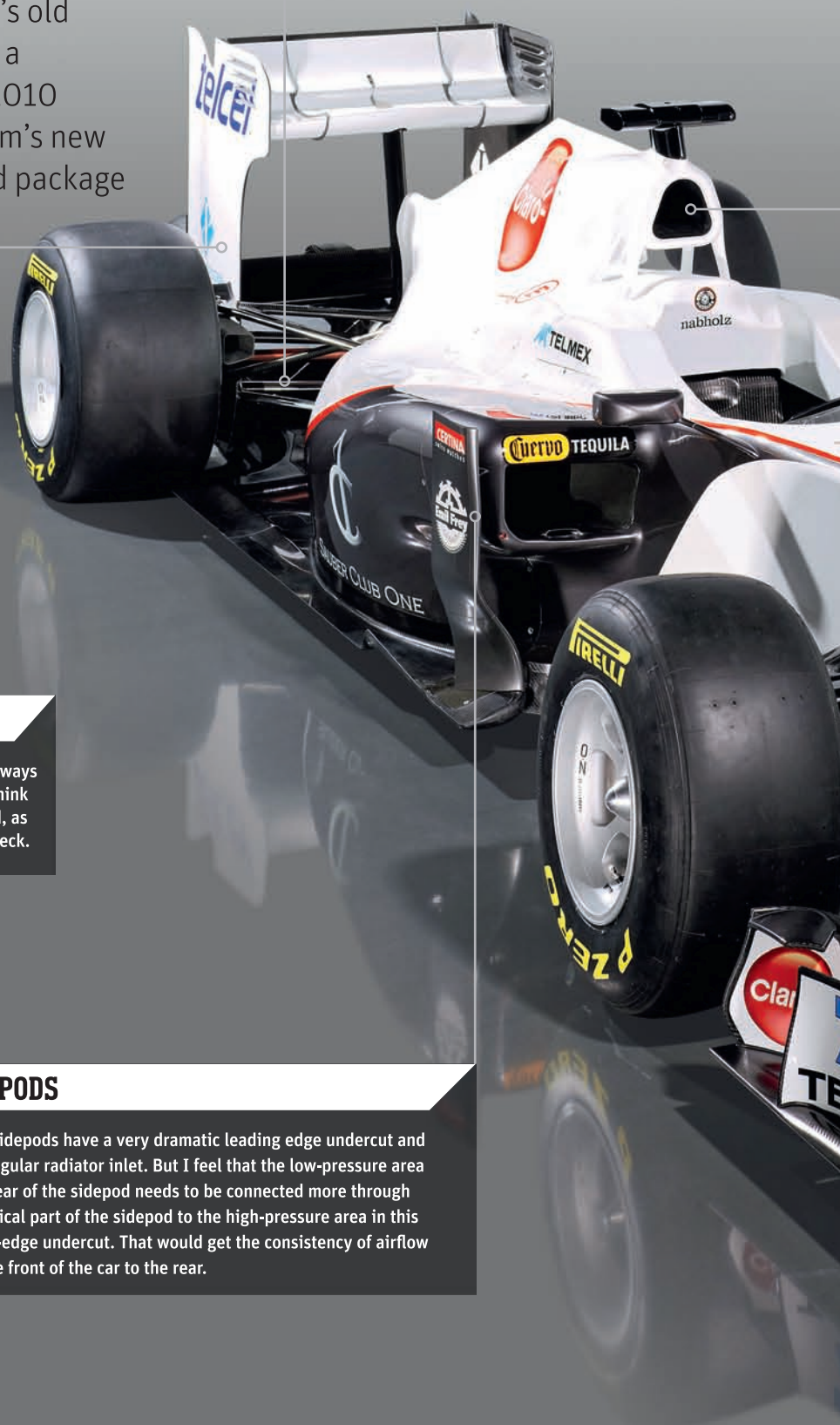
● This is conventional in that it is pushrod-operated top and bottom wishbone. But we can see the rocker assembly, and what is probably the third spring is very well forward on top of the gearbox. That minimises the airflow blockage that this creates to the rear-wing assembly.

### COMPARISON

● I think the Sauber is a neat and tidy aggressive package. It is always difficult to judge a car from just looking at the outer detail, but I think what it has created here is a good step forward from last year. And, as we know, give Kamui Kobayashi the chance and he will wring its neck.

### SIDEPODS

● The sidepods have a very dramatic leading edge undercut and a rectangular radiator inlet. But I feel that the low-pressure area at the rear of the sidepod needs to be connected more through the vertical part of the sidepod to the high-pressure area in this leading-edge undercut. That would get the consistency of airflow from the front of the car to the rear.





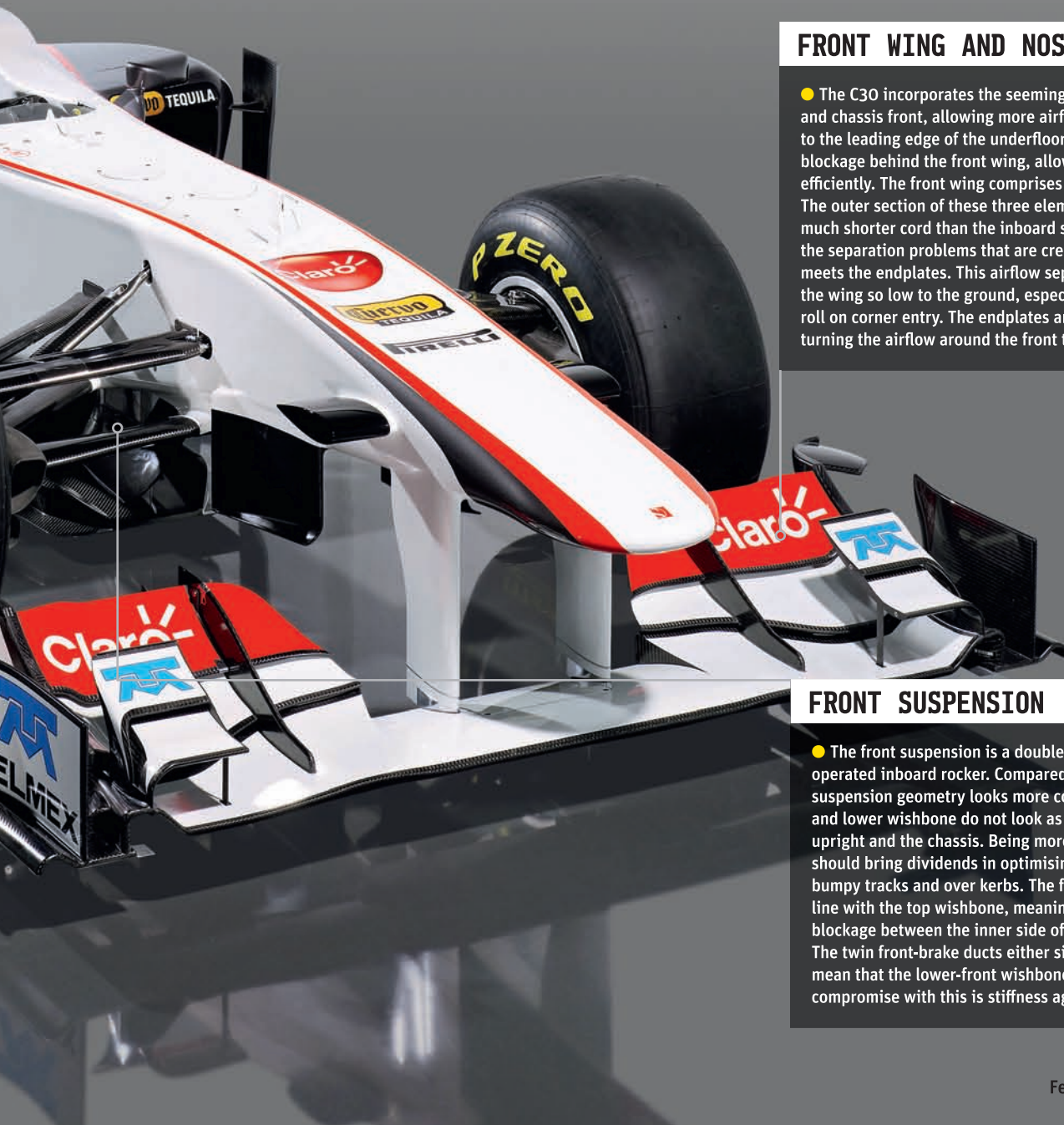
## ROLLOVER BAR

● The rollover bar and airbox-intake area follows the trends set by McLaren in previous seasons. It is very heavily undercut, with four vertical legs supporting the rollover structure. There are two reasons for this: it helps separate the airflow coming off the top of the driver's helmet, which minimises the influence that any turbulence would have on the airflow into the engine air intake. Secondly, sizing the air intake is always difficult: if it's too small, then at low speed and high engine rpm with full throttle the engine will struggle to get the airflow it requires to maximise its torque; if it's too big, the turbulence created by the airflow spillage around the sides of the air intake at high speed will affect the efficiency of the rear wing. What Sauber has done here manages this problem as best possible.



## FRONT WING AND NOSE

● The C30 incorporates the seemingly-customary high nose and chassis front, allowing more airflow between the wheels to the leading edge of the underfloor. It also reduces the blockage behind the front wing, allowing the wing to work more efficiently. The front wing comprises a three-element main wing. The outer section of these three elements, the main plane has a much shorter chord than the inboard section. This is to manage the separation problems that are created where the front wing meets the endplates. This airflow separation is inevitable with the wing so low to the ground, especially under braking and roll on corner entry. The endplates are fairly conventional, turning the airflow around the front tyre.



## FRONT SUSPENSION

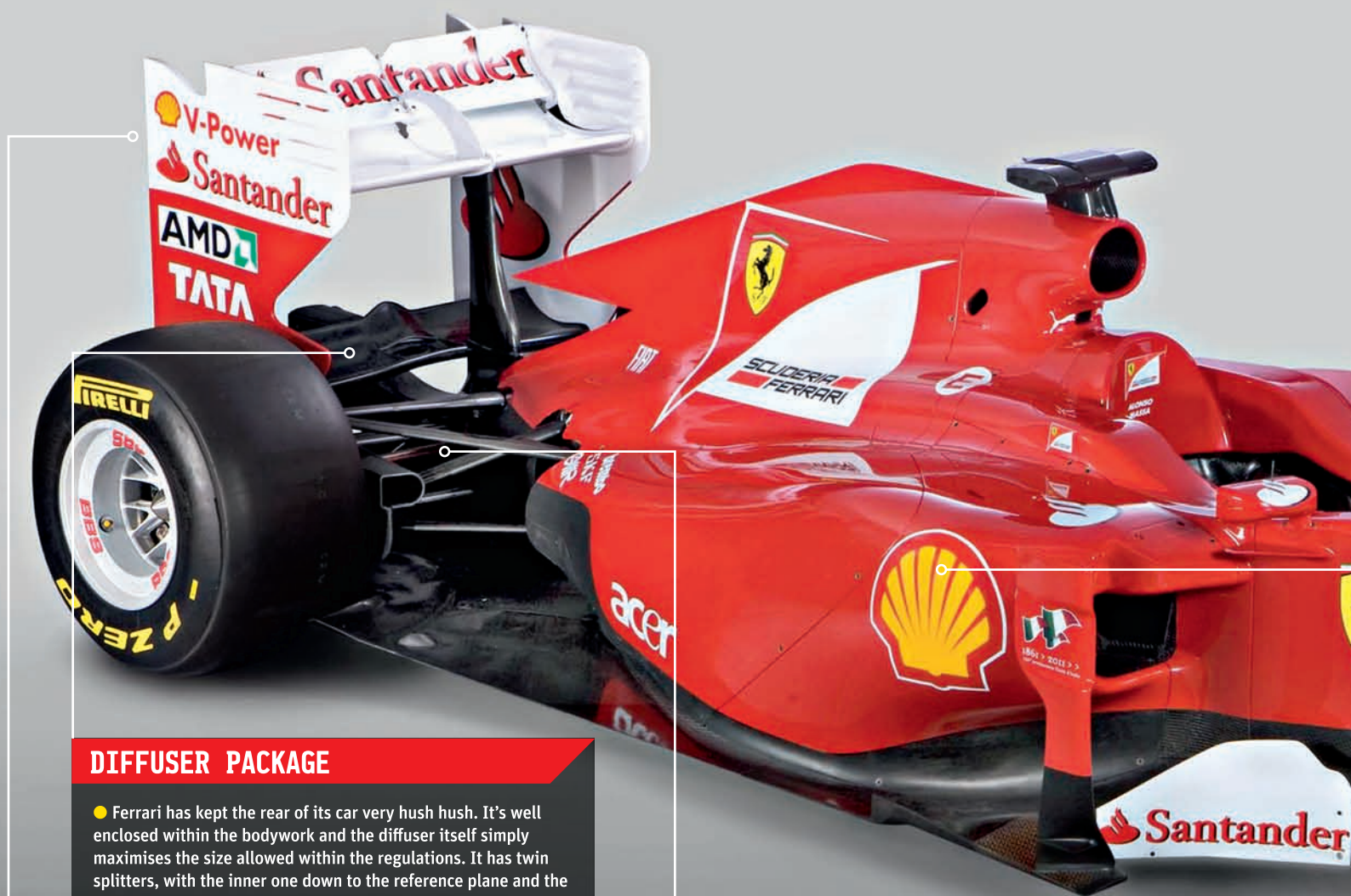
● The front suspension is a double wishbone with a pushrod-operated inboard rocker. Compared to the Ferrari, the front-suspension geometry looks more conventional in that the upper and lower wishbone do not look as acutely angled between the upright and the chassis. Being more conventional in this area should bring dividends in optimising the tyre-contact patch on bumpy tracks and over kerbs. The front-steering trackrod is in line with the top wishbone, meaning that there is minimum blockage between the inner side of the wheels and the chassis. The twin front-brake ducts either side of the lower wishbone mean that the lower-front wishbone is very high, and the only compromise with this is stiffness against weight.



## FERRARI F150

# Maranello's must-win motor

The Ferrari F150 was the first of the 2011 cars to be revealed and, according to GARY ANDERSON, it must win – otherwise the Italian population will hang Ferrari out to dry



### DIFFUSER PACKAGE

● Ferrari has kept the rear of its car very hush hush. It's well enclosed within the bodywork and the diffuser itself simply maximises the size allowed within the regulations. It has twin splitters, with the inner one down to the reference plane and the outer one down to the step plane. It will be interesting to see if the interpretations of the diffuser regulation throughout the grid are as basic as Ferrari's.

### REAR WING

● With the new regulations allowing the drivers to open the slot gap between the two elements of the rear wing to 50mm to aid overtaking, Ferrari's is a conventional component. The cord length of the rear flap is reasonably short, which means that the cord length of the main plane is still quite long. This means that when the slot gap is open, the drag reduction will not be as great as it would be if the rear flap had a longer cord with a shorter-cord main plane. There will be many development versions during the year as teams work on this concept.

### REAR SUSPENSION

● Ferrari surprised everyone by going for a pushrod-operated rear suspension package as opposed to the anticipated pullrod version. It has moved the complete inboard suspension components forward about 15cm. This will reduce the aerodynamic blockage created by the more conventional location used last year, but will do nothing for lowering the centre of gravity. The loads on the linkage system will have increased because of the acute angles involved.



## IN COMPARISON

● Compared with the 2010 car, which was quick at some tracks up against the Red Bull (which was competitive everywhere), I don't see a major step forward. It's a nice, neat, tidy package and its success will depend on the developments, which will come thick and fast.

## SIDEPODS

● The leading edge of the sidepod features the now-customary undercut, but it's really just the leading edge corner and it does not go along the length of the sidepod where it joins the floor. This is because of the packaging of the radiator with the large-capacity fuel tank and the KERS system which, because of its weight, has its battery pack and the majority of its components mounted underneath the fuel tank. This is a packaging detail, but aerodynamically continuing this undercut through to the 'coke bottle' at the rear of the sidepods helps the performance of the floor. So with this compromise, a small amount of aero performance has been sacrificed.

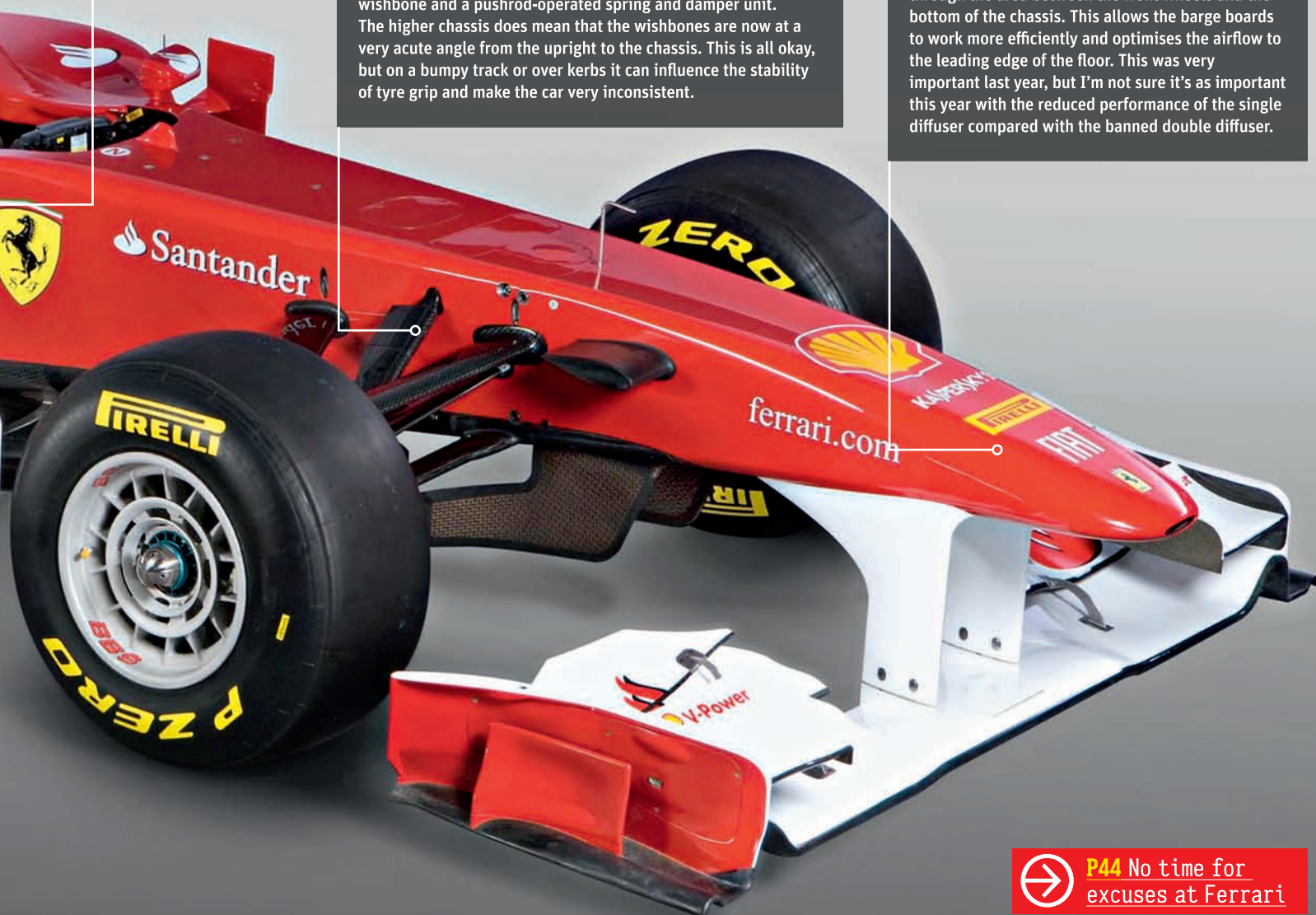
## FRONT SUSPENSION

● This is a conventional design, with a top and bottom wishbone and a pushrod-operated spring and damper unit. The higher chassis does mean that the wishbones are now at a very acute angle from the upright to the chassis. This is all okay, but on a bumpy track or over kerbs it can influence the stability of tyre grip and make the car very inconsistent.

## NOSE/FRONT WING

● The front wing on the launch car is the same one Ferrari finished the 2010 season with, but that is unlikely to appear on track at all in the tests. The area requiring the most work will be the integration between the wing elements and the endplates as these need to work together as one rather than as separate components. Ferrari has adopted a higher nose this year, which will give greater airflow through the area between the front wheels and the bottom of the chassis. This allows the barge boards to work more efficiently and optimises the airflow to the leading edge of the floor. This was very important last year, but I'm not sure it's as important this year with the reduced performance of the single diffuser compared with the banned double diffuser.

Alonso and Massa pull the covers of the F150



**P44** No time for  
excuses at Ferrari



# FERRARI ROYALTY RAMPS UP THE PRESSURE

The lessons from last year have been learned. And now the Scuderia's top brass are expecting a title – from Alonso, of course. *By MARK GLENDENNING*





**A**s you'd expect of a man increasingly linked to a move into politics, Luca di Montezemolo knows how to make a point.

With the covers freshly pulled from the new F150, Ferrari chief designer Nick Tombazis was midway through answering a question from the media about the packaging around the rear of the car when di Montezemolo, whose own press conference had ended half an hour earlier, re-entered the room and grabbed a microphone.

"Excuse me!" he announced. "Luca di Montezemolo, from Ferrari magazine. Do you think your car will be the best one this year? This is the target that your president set you. Why are you so confident that this will happen?"

The interruption triggered a few chuckles, as was intended, but it was equally efficient at sending a message. All Formula 1 teams start a new season hoping for good results, but this time Ferrari is demanding it.

#### REBOUNDED FROM 2010

Ferrari starts the new season still smarting from the wounds of last year, when a valiant push over the second half of the campaign was derailed by a bad call from the pitwall at the Abu Dhabi finale that ultimately allowed Sebastian Vettel to slip away with a championship that had hitherto seemed destined for Fernando Alonso.

Team principal Stefano Domenicali has since admitted that in the immediate aftermath of Abu Dhabi he'd considered resigning. While he might have stopped short of falling on his sword on that occasion, he is fully aware of the



Alonso takes the F150 for a spin at Fiorano

expectations this time around.

"The F150 was created with a very simple aim," he says. "And it is so simple, I don't want to say it. We just have to achieve it."

The winter break has brought about a softening in the team's assessment of Yas Marina, with blame for 2010's failures now being attributed to a string of cheaply-squandered points in the opening races (see panel, p51). Preventing a repeat is an obvious priority.

"Last year we paid the price for not having gained points at the start of the season," Domenicali says. "We have to start well. Of course you have opportunities to recover, but the more points you can get [early], the better."

Although Domenicali remains at his post, there have been other changes behind the scenes. Chris Dyer was removed from his role as head of race-track engineering in

the aftermath of Abu Dhabi, but will remain with the team in a still-undefined factory position. His place at the track will be filled by deputy technical director Pat Fry, who joined from McLaren last year. The team also recruited ex-McLaren and Red Bull man Neil Martin, who will head the new Operations Research department.

#### TWO HAPPY DRIVERS

One of the keys to a strong start will be getting the most out of the drivers. Felipe Massa is acutely aware that he cannot afford another season like 2010, and di Montezemolo says that getting the most out of the Brazilian is critical to the team's hopes of winning the constructors' title.

"We have reorganised the individual teams of both drivers, and this has been done at the same level, hoping that Massa can ▶



Alonso is the apple of di Montezemolo's eye

#### FERRARI'S TUNNEL VISION IN TOYOTA'S 'BLOW DE COLOGNE'

**AS THE FERRARI** F150 was revealed to the world in the shadow of the team's Maranello wind-tunnel, it seemed slightly incongruous that one of the minor subplots of the day was the news that the team has also been using Toyota's facility.

Under the terms of the resource-restriction agreement, teams can opt for larger budgets if they outsource some of the work, and Ferrari technical director Aldo Costa explained that the Scuderia had decided that doubling up on wind-tunnel time offered better returns than other alternatives such as CFD.

"There are some FOTA restrictions in terms of expense, which is the cost for the framework, the number of people in the team, the number of hours spent in the wind-tunnel, and the power of the server for CFD," he said. "The last two



The Ferrari wind-tunnel in Maranello

are connected. We decided to focus a little bit more on the work of the wind-tunnel, and one was not enough – we needed one and a little bit more."

Team principal Stefano Domenicali said that work in Toyota's state-of-the-art tunnel in Cologne was scheduled to conclude at the end of this week.





Alonso gets in his sighter laps in F150

◀ perform well at the beginning and bring us those points that we missed for the constructors' championship," he says.

According to Massa, team orders is not an issue.

"I do have a guarantee," says the Brazilian. "If one day a team told me that I don't have any guarantee of being able to win a grand prix, I wouldn't go to that team."

For his part, Massa believes that the key to his return to form will be the Pirelli tyres.

"From 2009 to 2010, Bridgestone

completely changed the front tyres, and with my driving style it was hard to get them warmed up," he adds. "So far with the Pirellis, I feel more confident."

Two-time champion Alonso is also happier, claiming he expects to feel more comfortable with both the car and the people around him.

"There is no doubt that when I arrived in 2010, I drove a car that was different to the ones I had driven in the past," he says. "In 2011 the car will feel more like a continuity, and there are some

directions we took in terms of my driving style. So I expect that this year's car will feel more comfortable and predictable to me.

"And I know the team now, so that will help. I didn't know the names of my mechanics in Bahrain last year."

#### AGGRESSIVE DEVELOPMENT PROGRAMME

While Alonso has been busily memorising the name of his rear jack man, the technical side of the organisation has been charged with achieving what Tombazis admits will be a challenging pace of development.

"We have very clear targets that our president gave us," says Tombazis. "And we have some very ambitious development objectives in terms of aerodynamics, car systems, engine and other things."

Technical director Aldo Costa elaborated that the urgency surrounding the need for a strong start would be reflected in the car that rolls out in the season-opening Bahrain Grand Prix.

"The first race package will be managed very aggressively," he says. "We will leave the aerodynamic team as much time as possible to work on that, because it's important to have the correct configuration for

Bahrain. There is a lot of effort behind this, believe me."

The team has already pushed the boundaries in some areas of the launch car, which was described as being 'structurally and mechanically' the car that Ferrari will race with, leaving room for significant changes to its aero profile. The changes will start with the front wing – a 2010 version was used for the unveiling. One area of the car that Costa is most proud of is its push-rod suspension; a feature, ironically, that many predicted Ferrari would abandon.

"We have found a way – which is not visible on the car right now – to reduce the volume of the push-rod suspension in an extreme way," he says. "It is far more compact than the previous one, and we think we have reached a similar level of packaging to the others [using pull-rod suspension]."

#### KERS ADVANTAGE

A final area where Ferrari hopes to steal a march on Red Bull and Mercedes in particular is KERS. Ferrari, like McLaren, has experience with the system from when it ran it 2009, while Red Bull and Brawn (now Mercedes) fought for the title that year without it. ▶



Massa is free to race Alonso – if he can match his pace



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Ross Kaiser, the winner of the 2011 Sunoco Rolex 24 At Daytona Challenge, had a more than eventful Rolex 24 experience. The #77 Office Depot Doran Racing team ran on the lead lap for the first 3 hours. Unfortunately the team had to withdraw early Sunday morning due to race accidents causing terminal damage to their Ford Dallara Daytona Prototype.



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1st	GT	67	+36 laps	Bertheau / Gaughan / I
2nd	GT	48	+37 laps	Miller / Sugden / Selle
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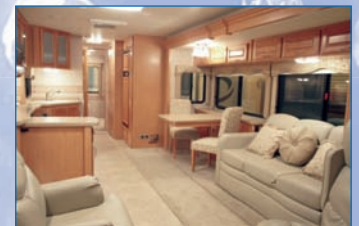
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Can this duo bring a constructors' title?

◀ Luca Marmorini, head of Ferrari's engine department, reckons that the work involved in getting an energy-recovery system to work in an F1 environment should not be underestimated.

"KERS is quite a complex system, not only in technical terms, but also things like logistic management and heat-coil management," he says. "All of this is very complicated, and talking about the details, you cannot develop it on a desk. I believe that at the start of the season, Ferrari and McLaren will have an advantage over the others."

The sum total of all of this is a package that, from di Montezemolo's point of view at least, leaves no room for excuses at the end of the season. Having laughed off speculation that he was preparing an attempt to woo world champion Sebastian Vettel to Maranello, the 63-year-old takes one last opportunity to issue a reminder of his priorities.

"The real problem [this year] is not who will be the strongest competitor in terms of drivers, it is about who has the best car," he says. "If we have the best car, then we are not afraid of any driver." ❧



## Mark Hughes

GRAND PRIX EDITOR

**T**he F150 seems to be confirmation that Ferrari has decided to continue playing to its strengths. Having enhanced its technical/strategic core, it's simply going to try again with a tighter version of the same approach rather than trying to out-Newey Adrian Newey. While this may leave its fate partly in the hands of Red Bull, it may also make it confoundingly difficult to combat over a long, hard season. Last year Ferrari was beaten to the championship by the tiniest of margins considering its average performance deficit to Red Bull was a chunky 0.3s or so.

Ferrari has stopped shy of going for the Red Bull pull-rod rear suspension but has packaged its push-rod system extremely tightly. This, it hopes, will give it a big proportion of the aero advantages of the pull-rod but without the extreme difficulty of changing set-up during a race weekend. Last year Red Bull was effectively unable to make changes to rear-suspension settings during a race weekend and just had to balance the car around what it had committed to. This would be a very un-Ferrari way of going racing and the retention of a push-rod correlates with that, with in-the-field adaptability preferred to the no-compromise cutting edge of design.

Felipe Massa is making it clear he is not accepting a number-two role. But expect the team to again be Alonso-centric in its approach and expect Alonso's form to make that an easy position to adopt. A combination of a fine-honed fighting unit, shored up by greater depth where needed, and a galvanising force like Alonso to get behind sounds a formidable combination.

**"In-the-field adaptability is preferred to no-compromise cutting edge of design"**

## POINTS WASTAGE

Where it all went wrong for Alonso in the first half of 2010



### AUSTRALIA

Alonso is spun around at the start. Team doesn't tell Massa 'Fernando is faster'.



### MALAYSIA

Engine failure forces a DNF for Alonso, after Ferrari makes weather gaffe in qualifying.



### CHINA

Alonso throws it all away by jumping the start. He recovers well to fourth.



### MONACO

Alonso is pacesetter in practice, but starts from the back after big accident.



### BRITAIN

Drive-through penalty for illegal Kubica pass ruins any chance of a good result.



# F1 tech secrets revealed

Five F1 technical chiefs give their impressions of what impact the key 2011 rule changes will have on racing



**JAMES KEY**  
Sauber



**ROSS BRAUN**  
Mercedes

**“It’s the normal process of extracting the most out of all the changes”**

**“I don’t think having KERS will make a lot of difference to overtaking”**

**How big a challenge is it to build a car to the 2011 regulations compared with last year’s?**

It’s nothing out of the ordinary. KERS is re-introduced, so that’s something we have to accommodate that we didn’t last year, but otherwise it’s the normal process of extracting the most out of all of the changes. It will be interesting to see the spread of ideas across different cars. Probably the most difficult challenge is predicting tyre behaviour.



It’s nothing massive, to be honest. KERS is not a change of regs, and the tyres are not really either. It’s about getting aero performance back with the bodywork changes.

**Will the new adjustable rear wing make the racing more exciting?**



It’s difficult to predict. It will be very entertaining if it does. The jury is out, but it’s an item that you can use in practice and qualifying so it’s important for performance, as well.

I think the thing to remember with the adjustable rear wing is that we have a lot of scope in how we use it. It’s up to the teams and the FIA how we configure that. It’s a very adaptable system in that we can allow a lot of usage or reduce the usage if it becomes too prevalent. I think it can potentially make the racing more exciting, we just have to be careful not to make it too artificial.

**Will KERS boost overtaking?**

It’s tricky because if everyone has it and everyone presses the button at the same time, then it will be fairly neutral. We will see how strategies pan out. The important thing is to gain the performance benefit without compromising the rest of the car. For overtaking, it could be handy at the start and used strategically in a clever way.

I think most top teams having KERS won’t make a lot of difference to overtaking. It’s an interesting technical challenge, and adds another element to F1, and I think it’s quite a relevant technology. We’re seeing more and more cars with hybrid energy recovery systems. It’s great to have something that’s particularly relevant on our race cars.

**Is there a concern that certain teams will luck in to a car that suits the new Pirelli tyres despite the standard weight distribution?**

We still don’t really know what the final product will be. Pirelli has worked hard to improve the tyre, but there is a chance it will suit some cars better than others.



There’s a definite chance that some teams will hit the sweet spot early, and others will require some time to get the tyres to work properly. Where that will start to reveal itself is in those marginal races in which tyre temperature is difficult to maintain, or tyre temperature or wear is extremely high. We could see some teams coping much better than others.

**How will downforce levels at the start of the season compare with those at the end of 2010?**

It’s difficult to say. We’re still in the process of defining our Bahrain car and I’m not sure where we will end up. We will only know when we have finished that process. But it’s not going to be orders of magnitude lower and my guess is that lap times will be pretty similar to what they were last year.

I think downforce levels are going to be a bit less than last year. The rule changes have negated all the winter development, plus a bit more. However I think by the end of the year the downforce levels will be getting up to around the same level again.

**What is the likelihood of seeing unexpected design innovations, like the f-duct and the double diffuser, creeping in this season?**

There could be. I don’t think that they will be as powerful as we’ve been used to. The diffuser, for example, is very tightly controlled. But there are little things that can be done and it’s interesting to see how people have interpreted the rules. It’s possible to do something with the grey areas and it’s just a question of whether they are worth the effort.

There is always a possibility. I think we’re going to see some interesting things with exhausts. This year there will be another development of the concept that started in 2010 and which will be further elaborated in 2011.







**MIKE GASCOYNE**  
Lotus

**“We must use the rear wing wisely – from a sporting point of view”**

The aero changes are not too difficult to adapt to. The change to the single diffuser is simple to do, although being competitive is more difficult! We stopped development of the 2010 Lotus early and had plenty of windtunnel time to deal with the rule changes. I always enjoy big aerodynamic changes because you have the chance to make your mark.

I have reservations about the adjustable rear wing, not in itself, but I am concerned that we ensure that we use it wisely from a sporting point of view and do not overuse it.



KERS is very tricky because it's a big and expensive thing for a small team to implement and we haven't been able to do that for the start of the season. I can't see it boosting overtaking too much. Everyone will use simulations to work out the best way to use it and everyone presses the button at the same time, meaning you don't see a difference.

If you didn't have the weight distribution limits, you'd see people doing a lot more with that. With the strong front tyre, you would ideally want to move the weight forward to look after the rear tyres; you might even have seen people taking KERS out of the car. That's not a problem with the rules as they are, but the tyres will have changed since the Abu Dhabi test.

I don't think people will have much less downforce this year compared with the end of 2010 despite the double-diffuser ban. You're probably not going to see more downforce than last year and some will maybe have a little less, but the good teams will be expecting the same level, if not in Bahrain then certainly by the time of the Barcelona updates.

Who knows? Certainly, if we had something I wouldn't say! It's good for F1 that there are still these ideas around, like double diffusers and f-ducts. Personally, I never understood why f-ducts were deemed legal, but it at least shows that there is still scope for innovation in the sport and I'm sure it'll be the same this year.



**SAM MICHAEL**  
Williams

**“We'll get the same downforce as 2010 as the season goes on”**

The double-diffuser ban changes the fundamental architecture of the car. When people say they've done aggressive cars, that's what they are talking about: optimising around the double diffuser. As the cars become more similar so the performance differentiators in the chassis become more difficult to find and it comes down more to drivers and tyres.

I don't think the advantage gained by the adjustable rear wing is going to increase overtaking dramatically because there's not a big enough drag reduction. It will give you a little extra, but it won't make it easy because you only get it from a second behind. It has the potential to make it easy, but it will be used so that it gives you just enough to pass in a marginal case.

In 2009 drivers used it in small bursts in several places, but if they were looking to overtake, they would save it up. You're going to need your whole 6.6 seconds in one burst to have a chance. I'm not sure it will make much difference to overtaking. Maybe if you have two big straights you can dummy someone and make the car ahead use his KERS.

I don't think there will be a problem as the range is quite tight. It will be all about the teams and drivers understanding the tyres. You have first-order parts of suspension geometry like camber change and rollcentre that will have an influence and will vary between teams, but even those parameters aren't so different anymore.

I think it will be pretty similar. Whether it will be all there at Bahrain I'm not sure, but you're going to get the same levels as 2010 as the season goes on. That's how F1 works.



I don't think you'll see anything clever on the diffuser itself because there were some loopholes that have been closed off. The f-duct itself isn't banned, just the way that they were done with the driver operating it and using slots in the wing profiles, but you can still do other things. You'll see some bits and pieces, I'm sure.



**JAMES ALLISON**  
Renault

**“The weight distribution ensures everyone is on a par with tyre sweet spot”**

The return of KERS requires a substantial amount of engineering to integrate it and the adjustable rear wing is tough. Also, the single diffuser is a bigger change alone than anything we had for 2010. But the biggest challenge is that the trend to develop as late as you dare and then commit to manufacture ratchets up every year.

We talked about this idea for a long time and came to a majority decision that was extremely well-intentioned to make the sport more interesting. We did it mindful that we don't want contrived racing and motorway-style overtakes. There is room for tuning the rules to make sure that it's what we want it to be – and with a bit of time it will be.

It's another variable because even if everyone has KERS, they aren't necessarily going to be using it in the same place every lap. As we saw in 2009, KERS is not a magic overtaking button, but if you add it to the rear wing, those things together add up to a major performance differential that wasn't there in 2010.

Yes, possibly. I'm not sure it's luck if your car is easy on its tyres – it's thanks to a good design. The weight distribution rule ensures everyone is on a par with regards to tyre sweet spot.



**I'm not going to comment on that one at all!**



There's always scope for innovation. Any technical director would be fed up if he put a car on the track and he couldn't point to several genuinely innovative things.



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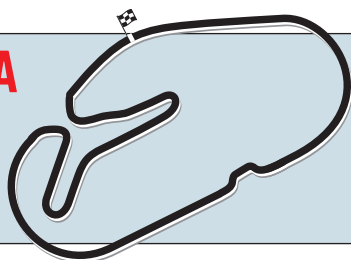
# DAYTONA

USA

January 27-30

Grand-Am

Round 1/11



## AT A GLANCE - OVERALL

- Winners Pruett/Rojas/Rahal/Hand
- Pole position Jorg Bergmeister
- Fastest lap Jorg Bergmeister



L-r: Rojas, Rahal, Hand and Pruett jubilant after win

# Ganassi's boys do the 'Chip Slam'

US motorsport's 'team that can do no wrong' added yet another blue-riband race win to its tally - and this time its cars finished one-two in a Daytona thriller

## QUALIFYING

### Lizards take pole with hot-blooded Bergmeister

➤ The odds would have been pretty long on the Flying Lizards taking pole position in the run-up to the 24 Hours. This was, after all, the team's debut in the Daytona Prototype class and a bit of fun before it begins the defence of its American Le Mans Series class title.

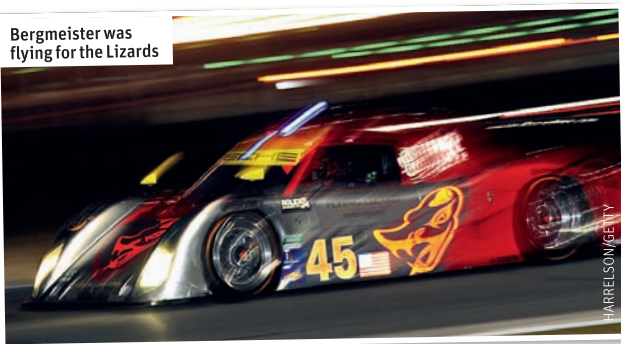
Jorg Bergmeister certainly wouldn't have

put any money on himself to top the times. The lanky German was as shocked as anyone to take the pole aboard the Lizards Porsche-engined Riley MkXI/XX.

"I was only aiming for a top five," said the 2006 DP title winner. "I did a lap and was going to come in. The team told me to stay out, so I went for it."

Bergmeister's 1m40.099s lap put him three hundredths of a second ahead of 2010 pole winner Max Angelelli in the SunTrust Dallara. The Italian's only disappointment was making "a rookie mistake" that prevented him from dipping into the 1m39s.

Bergmeister was flying for the Lizards



**T**eams that start pulling a gearbox apart 60 minutes into a 24-hour race generally aren't of the ilk that go on to win them. That can't be said of Chip Ganassi Racing. Remarkably, its winning Riley, driven by Scott Pruett, Memo Rojas, Joey Hand and Graham Rahal, was in front when the chequered flag fell at the end of a closely-fought Daytona thriller, 23 hours after it was given a new gear cluster.

Perhaps even more remarkable was the fact that the gear change was purely a performance tweak. A change in wind direction on race day meant the two Ganassi Riley-BMW MkXI/XXs were bouncing off the

rev-limiter in top gear at the end of the front straight. And a team that was bidding for what has become known as the 'Chip Slam' - victory in the Daytona 500 and Brickyard 400 NASCAR blue-ribands, the Indy 500 and the 24 Hours in a 12-month period - wasn't about to live with that.

"We'd run that ratio in the test and through practice," said Pruett, who was celebrating a fourth outright Daytona victory. "We got caught out, but it made sense to make the change, because we could."

The opportunity was provided by the second of 23 safety-car caution periods (including a long neutralisation for fog lasting nearly three hours



## OVERALL RACE RATING

★★★★★

A two-second margin of victory, and 52 changes of lead between 12 cars. Enough said



We kept our car immaculate, stayed off the kerbs and didn't beat it up. That meant we could push late on when we needed to" Race winner Scott Pruett explains strategy

## REPORT DAYTONA 24 HOURS



Gary Watkins reports

### KEY MOMENTS

**Hour 1** Ganassi team changes gear cluster on #01 car to give it a longer top gear

**Hour 19** #02 Ganassi car mysteriously loses performance

**Hour 24** Final safety car turns race into a one-lap sprint. #01 holds on

on Sunday morning) that interrupted the Grand-Am Rolex series opener on the 3.56-mile Daytona International Speedway. The team swapped clusters in double-quick time, leaving Pruett only one lap down. That deficit disappeared inside the hour, during another of those safety cars. From then on, the #01 Ganassi Riley was in the fight for victory, definitely one of the favourites, though never a dead-cert.

This was another amazing Daytona, with multiple cars on the lead lap right to the end. This time, four Daytona Prototypes were battling for victory into the final hour.

Pruett and his team-mates in the #01 car appeared to have finally established themselves in the lead during the 21st hour, ahead of the sister Ganassi Riley, the Daytona-only entry for visiting superstars Juan Pablo Montoya, Dario Franchitti, Scott Dixon and Jamie McMurray. Then disaster struck. Hand glanced a discarded wheel leaving the pits, and with it came a 30-second stop-go penalty.

That left the BMW factory American Le Mans Series driver 50s behind.

"I was a bit ticked off and at ramming speed," said the 31-year-old. "I knew I could get a lot of it back and then Scott would seal the deal." Hand brought the deficit down to approximately 20s by the time he handed over to Pruett for the run to the finish. Yet another set of yellows allowed the #01 car to get back on terms with the leaders with just over an hour to go.

Crucially, Ganassi opted

to bring in Pruett for a top-up at this stage. That meant when it came to the final round of pitstops, he needed less fuel and was able to leapfrog both the second-placed Action Express Riley-Porsche driven by Joao Barbosa and team-mate Dixon.

Pruett emerged with an 11-sec lead, an advantage he extended to 17s. The race appeared to be over, but there was a final twist in the tail: yet another safety car.

The yellows flew with seven minutes to go, turning the race into a one-lap dash to the flag. Pruett had three cars between him and Dixon in the crocodile, which allowed him the breathing space to take the chequered flag by an almost-comfortable 2.4s.

The second Ganassi Riley might have won this one had it not mysteriously lost performance as the race drew to a close.

"Something happened around 11 in the morning," said Franchitti. "The car lost its edge and we're not sure what it was."

The #02 entry was a match for the winning car for at least two thirds of the race. In one memorable stint early in the night, Montoya came back onto the lead lap courtesy of the yellows and then drove through the field to take the lead for the first time.

It, too, had to regain a lap lost to the same gearbox remedy as the #01 car (undertaken in the sixth hour during a suitable yellow period). At that stage, it had already come back from a lap down after suffering a pair of punctures in the early running, but



Green flag waves – for first of 24 times



TRG Porsche was supreme in GT class

worse was to come early on Sunday morning. "I was lengthening my belts ready to come into the pits, and as soon as I went under the the line, I ran over a big piece of carbon that ripped out the bottom of the car," explained Montoya. "It was lucky that we got a safety car because of that debris."

The two laps lost were quickly regained, and

Montoya and co were able to return to the top of the leaderboard. Their late-race handling issues meant Dixon was unable to do anything about Pruett, but he was able to hold off the best of the Action Express Rileys powered by the Lozano Porsche V8, both before and after the last-gasp yellow.

The car Barbosa shared

with Christian Fittipaldi, Max Papis, Terry Borcheller and JC France had a trouble-free run and only once dropped off the lead lap. It was more competitive in the race than in qualifying, but ultimately lacked the final tenth or two to truly take the fight to Ganassi. Broken rear bodywork in the final hours that robbed the car of downforce didn't help the Action Express cause.

The final safety-car almost produced a fairytale return to top-line sportscar racing for Martin Brundle in the United Autosports Riley-Ford he shared with Mark Blundell, Zak Brown and Mark Patterson. Running fourth and with "nothing to lose," he went ▶

### THE INSIDE LINE

## No dilly-dally for TRG and Lally

➤ The TRG squad has a habit of pulling off Daytona surprises. Back in 2003, as The Racers Group, it famously won the Florida enduro with a GT car; this time the shock was that its winning Porsche 911 GT3 Cup completed 17 hours of the race without a clutch.

That wasn't the impossibility that it seems, reckoned TRG boss Kevin Buckler, but he did give the drivers of the car – Andy Lally, Wolf Henzler, Spencer Pumpelly, Brendan

Gaughan and Steven Bertheau – some firm orders: "I told them if they stop anywhere else other than the pitbox, we're done."

The best of the TRG Porsche flotilla was in the hunt for GT honours almost from the outset, despite starting from the back after Lally's pole-winning time was scratched out for a technical infringement. The car moved to the front of the pack early on Sunday morning, only for Henzler to lose three laps with brake issues.

That allowed the best of the tubeframe Mazda RX-8s into the top spot. The Dempsey Racing entry driven by Patrick Dempsey, Joe Foster, Charles Espenlaub and Tom Long remained at the front until the last-named spun in the 19th hour and lost four laps when the car wouldn't restart courtesy of an electrical glitch.

Second-place behind TRG went to the Paul Miller Porsche, whose drivers numbered Britons Rob Bell and Tim Sugden.



**“I was nodding off behind the wheel”**  
**Marc Goossens struggles in a 167-minute yellow**

#### AT A GLANCE - GT

- Winners **Lally/Henzler/Gaughan/Pumpelly/Bertheau**
- Pole position **Dominik Farnbacher**
- Fastest lap **Richard Lietz**



Pruett kisses his fourth Daytona 24 winner



Just like Britcar: fog hit Florida's 24-hour enduro

GRAYTHEN/GETTY

◀ for it at the restart and briefly, very briefly, made it up to second.

“I saw a Ganassi car flick past my window and I knew I’d nailed Barbosa as well” he said, “but the track was dirty out there on the outside and the tyres were gone. I turned in and the car went completely sideways.”

The Michael Shank Racing-run entry was in the mix until the small hours on Sunday morning, when

a series of problems – including the need for three new nose sections after a series of incidents – dropped the car three laps down. Brundle and Blundell, who shared the driving in the final hours, were back on the lead lap by the 19th hour and remained in the hunt to the end, finishing less than 4sec down on the winners in fourth. “I should be happy, because we were competitive, weren’t

we?” said Brundle, who was afflicted by a mystery vibration in the closing stages. “We’re two retired pros and two amateurs against cars with three or four hotshoes.”

Daytona 2011 was packed with hard-luck stories or, as Pruett put it in US parlance, “woulda, coulda, shouldas”.

The SunTrust Racing Dallara finished fifth in the hands of Max Angelelli, Ricky Taylor and Ryan

Briscoe. Nothing unusual in that, given that the Chevy-powered machine qualified on the front row. What was out of the ordinary was the way it fought back from two major delays.

Twice the car was pushed ‘behind the wall’ for repairs. The first delay cost six laps, five of which it had gained back when it stopped again. This time it resumed seven laps down, and knocked off all but one of them.

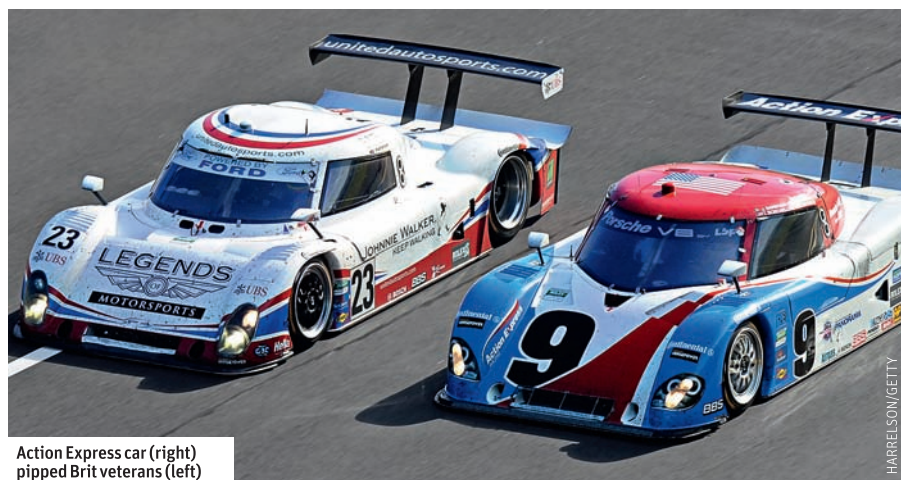
The galling thing for SunTrust was that both delays resulted from contact with Montoya. Taylor looked to have repassed the Ganassi car after a restart in the sixth hour when the NASCAR star lunged down the inside into the East Horseshoe and sideswiped the Dallara.

The impact knocked the steering askew, resulting in the first stop to realign the front wheels. The team didn’t realise the steering rack had moved in the impact, which eventually meant the need to change the right-front corner.

Team boss Wayne Taylor, who opted not to drive after practising his car, wasn’t best pleased. “Montoya thinks he’s still driving his stock car,” said the two-time winner of the Daytona 24 Hours. “It’s all a bit disappointing, because I think we had the fastest car.”

Actually, the SunTrust Dallara, which Angelelli, Taylor and Briscoe drove to the limit nearly all the way, was the second-fastest DP last weekend – there was one car that was faster than rest, and by some margin.

The pole-winning Flying Lizard Riley flew in the hands of Jorg Bergmeister and Patrick Long. It was the fastest thing on the banking courtesy of its free-revving Porsche flat-six, and the nimblest thing in the place through the infield. A dream DP debut for the Lizards, the benchmark team in the ALMS GT category, disappeared when team owner Seth Neiman had two incidents in one stint after taking over from



Action Express car (right) pipped Brit veterans (left)

HARRELSON/GETTY



## GT RACE RATING

★★★★★

High rate of attrition ensured it couldn't match up to the battle in the prototypes

“I shouldn't have had that Krispy Kreme. Marky got some and I fancied a sugar kick” Brundle's back...

REPORT  
DAYTONA 24 HOURS

“Montoya thinks he's still driving his stock car” An unhappy Wayne Taylor

'Superstar' Ganassi car took a close second

GRANT/HEW/GETTY

Johannes van Overbeek. First he was hit up the rear at a restart, which required an unscheduled stop, and then he had to take to the grass at the infield Kink to avoid a multi-car GT clash. The incident damaged the nose, the repairs dropping the car 19 laps off the lead.

The Lizards Riley got back

to 15 laps down before more problems intervened, and a broken oil union brought the run to an end with two and a half hours to go.

The Krohn Racing team produced the consistent run and top six to which the Daytona crowd has become accustomed. Its Ford-powered Lola wasn't on the

ultimate pace, but Ricardo Zonta, Nic Jonsson, Nicolas Minassian and Tracy Krohn just about managed to keep the car in spitting distance of the frontrunners until three hours to go.

The Shank Dallara-Ford finished seventh in the hands of Justin Wilson, AJ Allmendinger and Michael

McDowell. Wilson admitted the car wasn't the “fastest thing out there”, but he and his team-mates remained in the hunt into hour 22. A relatively minor issue with a steering arm, which was winding on more front toe-in, had to be rectified under the green flag, with the loss of two laps.

Two Dallaras might have taken the fight to the Rileys of various configurations, but the US constructor came out on top yet again. Ganassi inevitably took the headlines for the 'Chip Slam', but Riley's record is no less impressive. This was its 10th Daytona 24 Hours victory in just 16 years. 🏆

## RESULTS

Grand-Am, Daytona 24 Hours (USA), January 27-30, round 1 of 11

## GRID

1 BERGMEISTER 1:40.099	2 ANGELELLI 1:40.133
3 PRUETT 1:40.245	4 DALZIEL 1:40.250
5 DIXON 1:40.302	6 GARCIA 1:40.396
7 BR FRISSELLE 1:40.468	8 A'DINGER 1:40.469
9 BRUNDLE 1:40.784	10 GURNEY 1:40.828
11 NEGRI 1:40.847	12 BARBOSA 1:41.128
13 LAW 1:41.240	14 HEYLEN 1:41.288
15 ZONTA 1:41.695	16 P'LICCHIO no time
17 H-REAY no time	18 TUCKER no time
19 FARNBACHER 1:48.781	20 J TAYLOR 1:48.821
21 STANTON 1:49.011	22 TANDY 1:49.134

50 cars qualified

## 720 LAPS, 2563.20 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Scott Pruett (USA)/Memo Rojas (MEX)/Joey Hand (USA)/Graham Rahal (USA)	Chip Ganassi	Riley-BMW MkXI/XX	DP	24h00m57.957s	3
2	Scott Dixon (NZ)/Dario Franchitti (GB)/Jamie McMurray (USA)/Juan Pablo Montoya (CO)	Chip Ganassi	Riley-BMW MkXI/XX	DP	+2.426s	5
3	J Barbosa (P)/T Borcheller (USA)/C Fittipaldi (BR)/M Papis (I)/JC France (USA)	Action Express	Riley-Porsche MkXI	DP	+3.050s	12
4	Martin Brundle (GB)/Mark Blundell (GB)/Zak Brown (USA)/Mark Patterson (USA)	Shank/United	Riley-Ford MkXI/XX	DP	+3.752s	9
5	Max Angelelli (I)/Ricky Taylor (USA)/Ryan Briscoe (AUS)	SunTrust (Taylor)	Dallara-Chevrolet DP01	DP	-1 lap	2
6	Ricardo Zonta (BR)/Nic Jonsson (S)/Tracy Krohn (USA)/Nicolas Minassian (F)	Krohn	Lola-Ford B08/70	DP	-1 lap	15
7	AJ Allmendinger (USA)/Michael McDowell (USA)/Justin Wilson (GB)	Michael Shank	Dallara-Ford DP01	DP	-2 laps	8
8	Scott Tucker (USA)/Christophe Bouchut (F)/Luis Diaz (MEX)/Mark Wilkins (CDN)	Level 5	Riley-BMW MkXX	DP	-3 laps	18
9	Darren Law (USA)/David Donohue (USA)/Burt Frisselle (USA)/Buddy Rice (USA)	Action Express	Riley-Porsche MkXI	DP	-4 laps	13
10	Oswaldo Negri (BR)/Marc Goossens (B)/John Pew (USA)/Michael Valiante (CDN)	Michael Shank	Riley-Ford MkXI/XX	DP	-15 laps	11
11	Ryan Hunter-Reay (USA)/Raphael Matos (BR)/Richard Westbrook (GB)	Level 5	Riley-BMW MkXX	DP	-18 laps	17
12	A Lally (USA)/W Henzler (D)/S Pumpelly (USA)/B Gaughan (USA)/S Bertheau (USA)	TRG	Porsche 911 GT3 Cup	GT	-36 laps	49
13	Bryce Miller (USA)/Rob Bell (GB)/Bryan Sellers (USA)/Tim Sugden (GB)	Paul Miller	Porsche 911 GT3 Cup	GT	-37 laps	30
14	Charles Espenlaub (USA)/Patrick Dempsey (USA)/Joe Foster (USA)/Tom Long (USA)	Dempsey Racing	Mazda RX-8	GT	-40 laps	32
15	Alex Gurney (USA)/Jon Fogarty (USA)/Jimmie Johnson (USA)	GAINSCO/Stallings	Riley-Chevrolet MkXI/XX	DP	-42 laps	10
16	Craig Stanton (USA)/Marco Holzer (D)/Richard Lietz (A)/John Potter (USA)	Magnus Racing	Porsche 911 GT3 Cup	GT	-46 laps	21
17	Andrew Davis (USA)/Hurley Haywood (USA)/Leh Keen (USA)/Marc Lieb (D)	Brumos Racing	Porsche 911 GT3 Cup	GT	-48 laps	27
18	Sylvain Tremblay (USA)/Jonathan Bomarito (USA)/John Edwards (USA)/Adam Christodoulou (GB)	SpeedSource	Mazda RX-8	GT	-51 laps	33
21	Jorg Bergmeister (D)/Patrick Long (USA)/Seth Neiman (USA)/Johannes van Overbeek (USA)	Flying Lizard	Riley-Porsche MkXI/XX	DP	654 laps-oil union/fire	1
23	Antonio Garcia (E)/Paul Edwards (USA)/Sascha Maassen (D)	Spirit of Daytona	Coyote-Chevrolet CC/08	DP	-71 laps	6
26	Robin Liddell (GB)/Ronnie Bremer (DK)/Jan Magnussen (DK)	Stevenson	Chevrolet Camaro GT.R	GT	-92 laps	25
27	Dominik Farnbacher (D)/Lucas Luhr (D)/Tim George Jr (USA)/Ben Keating (USA)	TRG	Porsche 911 GT3 Cup	GT	612 laps-differential	19
28	Jordan Taylor (USA)/Johnny O'Connell (USA)/Bill Lester (USA)/Matthew Marsh (GB)	Autohaus	Chevrolet Camaro GT.R	GT	-114 laps	20
30	J Bleekemolen (NL)/P Pillet (F)/B Curtis (USA)/T Pappas (USA)/J Sofronas (USA)	TRG/Black Swan	Porsche 911 GT3 Cup	GT	578 laps-susp/acc dam	28
31	Enzo Potolicchio (VY)/EJ Viso (VY)/Romain Iannetta (F)/Alex Popov (VY)	Starworks	Riley-Ford MkXI	DP	-144 laps	16
32	Boris Said (USA)/Bill Auberlen (USA)/Matt P'лумb (USA)/Paul dalla Lana (USA)	Turner	BMW M3	GT	-156 laps	26
33	Ryan Dalziel (GB)/Colin Braun (USA)/Tomas Enge (CZ)/Mike Forest (USA)/Jim Lowe (USA)	Starworks	Riley-Ford MkXI/XX	DP	552 laps-oil leak	4
39	Oliver Gavin (GB)/Eric Curran (USA)/Bruce LeDoux (USA)/Gunter Schaldach (USA)	Banner Racing	Chevrolet Camaro GT.R	GT	398 laps-transmission	37
40	N Tandy (GB)/N Armindo (F)/M Ragginger (A)/J Baldwin (USA)/C Burtin (CRA)	Burtin Racing	Porsche 911 GT3 Cup	GT	378 laps-susp/acc dam	22
42	Brian Frisselle (USA)/Matt Bell (USA)/Ross Kaiser (GB)/Henri Richard (F)	Doran Racing	Doran/Dallara-Ford JE4	DP	312 laps-chassis/acc dam	7
44	Jan Heylen (B)/Jared Beyer (USA)/Scott Mayer (USA)/Doug Peterson (USA)/RJ Valentine (USA)	Starworks	Riley-Ford MkXI/XX	DP	215 laps-acc damage	14
45	J Segal (USA)/E Assentato (USA)/A Lazzaro (USA)/N Ham (USA)/N Longhi (USA)	SpeedSource	Mazda RX-8	GT	202 laps-acc damage	34

Winners' average: 106.857mph. Fastest lap: Bergmeister, 1m40.417s, 127.628mph; GT Lietz, 1m49.335s, 117.218mph. Driver listed on grid set qualifying time and started the race. Starters: 48





LMP1

## AUDI R18 GETS TO WORK

The Audi R18 TDI undertook its first endurance running during a multi-day test at Sebring last week. All nine Audi Le Mans 24 Hours drivers were present over the four days and sampled the new LMP1 coupe,

as well as the so-called R15 'plus-plus' the factory Joest team will race in the Sebring 12 Hours in March. The run was sandwiched between a pair of tests at the Homestead 'roval' near Miami.

WORLD GT1

# GT1 series in holding pattern

Ratel optimistic despite being forced to postpone final entry date. By GARY WATKINS

**T**he FIA GT1 World Championship will go into a second season, despite an extension of the closing date for entries, series boss Stephane Ratel has vowed.

The original deadline, set for midnight last Monday, was put back until February 10 at a meeting of the teams in Frankfurt on the day of the closing date. Ratel explained that some teams "needed more time to pull their deals together".

Ratel said: "We had a late finish to last season with a race [in Argentina] in December and an early start to this year at Abu Dhabi. With the Christmas break, people had 20 days to finalise their programmes. Clearly, they

needed a bit more time to get answers from drivers, sponsors and manufacturers."

A total of 11 teams have given Ratel written undertakings that they will sign up later this month to run two cars each in this year's 10-date world championship. That would mean he would be able to meet the minimum grid requirement of 20 cars enshrined in contracts with race promoters.

Ratel confirmed that the Hegersport Maserati, Matech Ford and Phoenix Chevrolet squads would not be returning to the series. He said that there was one new team and two existing entrants ready to enter two teams for two cars to fill the void.

One of them is the British Sumo Power Nissan squad, which is planning to take over the GT-Rs run by the Swiss Racing Team in 2011.

Team manager Nigel Stepney said: "The cars will be prepared under the same roof, but there will be separate structures running them under different team names at the races."

"The arrangement would be very similar to that between Vitaphone and Hegersport, but it would not be a case of having a B-team, rather two A-teams."

The Vitaphone Maserati squad, last year's world champion, is understood not to be planning a satellite team again. Instead, it appears that the Belgian Selleslagh



Racing Team, an ex-FIA GT race winner, will field a pair of MC12s.

Ratel said it was likely that the Chevrolet Corvette C6.R would be represented, but declined to reveal if enough cars are available.

GRAND-AM

## Audi, Merc eye Grand-Am

**MERCEDES AND** Audi are evaluating joining Porsche in the Grand-Am GT class.

Grand-Am technical boss Dave Spitzer has revealed that Mercedes and Audi were "looking closely" at the class and are "part of on-going discussions". He stressed that no final decisions had been made by either of the German manufacturers.

Audi has admitted its interest, but insists that it would not be willing to develop another car in addition to its GT3-spec R8 LMS.

AMG technical director Gerhard Unger, whose company has developed the SLS GT3 that has won a VLN Nurburgring Nordschleife race, was present at last weekend's Daytona 24 Hours, but was not available for comment.





**SPORTSCARS**

# Bleekemolen joins prototype Rebellion



Rebellion is lining up strong crew

**DUTCH SPORTSCAR** all-rounder Jeroen Bleekemolen is returning to the prototype ranks in the big races with Rebellion Racing this year.

The 29-year-old, who won the GTC class in the 2010 American Le Mans Series, will drive one of the Anglo-Swiss team's Toyota-engined Lola coupes at the Le Mans 24 Hours in June and the Sebring 12 Hours next month. Bleekemolen, who last raced a prototype in 2008, said: "I've been looking to get back into prototypes for a couple of years and this is a very interesting project to get involved with."

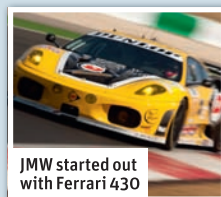
British racer Guy Smith will remain with Rebellion for Le Mans. He will again share with team regulars Andrea Belicchi and Jean-Christophe Boullion.

**LE MANS SERIES**

# JMW reverts to Ferrari for 2011

**LE MANS** Series GT2 class frontrunner JMW Motorsport is swapping back to Ferrari for its 2011 campaign.

Team owner Jim McWhirter has opted to buy a new Ferrari 458 for an attack on the renamed GT Endurance class after just one season running an Aston Martin Vantage GT2.



JMW started out with Ferrari 430

The move marks a return to Ferrari for JMW, which was established in 2009 with the 430 GT with which the core of the team won two LMS titles as Virgo Motorsport.

JMW team manager Tim Sugden said: "For various sponsorship and commercial decisions it has been decided that it is better to run a Ferrari in 2011."

No partner has been announced for team stalwart Rob Bell, who was last year partnered by on-loan Aston factory driver Darren Turner.

**ILMC**

# ORECA keeps its 908

**THE FRENCH** ORECA squad has opted to stick with last year's proven Peugeot 908 HDi for its 2011 Intercontinental Le Mans Cup campaign.

Team boss Hugues de Chaunac claimed that ORECA could have swapped to Peugeot's latest 90X coupe before the Le Mans 24 Hours, but had opted for a conservative approach. That

means it will rely on the 908 HDi with which it won last year's Le Mans Series for the full seven-event ILMC season.

"We talked with Peugeot about running the new 90X, but the delivery time got later and later," he said. "We would not have been able to get the car until April [after the ILMC opener at Sebring next month]. That's why we have decided

ORECA: if it ain't broke...



to go with a car that we know is 100 per cent reliable."

The ORECA 908, which will be raced by Frenchmen Nicolas Lapierre and Loic Duval, is due to start testing in 2011 specification in the third week of this month.

Racing hardly gets any better



# AUTOSPORT SAYS...

**GARY WATKINS**

**INTERNATIONAL EDITOR-AT-LARGE**



I get asked it all the time. Is the FIA GT1 World Championship going to make it beyond season one? I don't have to think about my answer because it's short and sweet, and consists of the word 'yes'. And I won't elaborate, even when pushed.

My response isn't anything to do with some insider information I haven't been letting on in these pages. It's purely based on the past record of series boss Stephane Ratel, the architect of the world championship and, for that matter, modern GT racing.

I spent the better part of two years casting doubt on Ratel's plans for a world series, only for him to pull it off in spectacular style. Not only did he bring out more cars than promised, but the much-maligned Balance of Performance produced some of the best racing I've witnessed in my 20-year career as a motorsport journalist.

There are some major obstacles to overcome if Ratel is to succeed long-term with his mould-breaking plan, not just in the days and weeks ahead but over the next six to eight months. He has clearly had to buy some time by extending the entry deadline, but I'm not interpreting that as a last-gasp attempt to keep the series alive.

If Stephane says the 2011 FIA GT1 World Championship is going to happen, then it almost certainly is. The form book says so.

# IN BRIEF

## VERNAY TESTS

Indy Lights champion JK Vernay was scheduled to test with IndyCar squad Conquest Racing at Sebring on Monday. The 24-year-old Frenchman (above) will receive a contribution from IndyCar towards his race budget as part of his prize for taking the feeder series title.



## ALESHIN PROMOTED

Formula Renault 3.5 Series champion Mikhail Aleshin will step up to GP2 this season with Carlin. The Russian took part in the F1 young-driver test with Renault last year.

## VW ENGINE FOR AUSTIN IN BTCC

Rob Austin Racing will adopt rear-wheel drive and use the VW/Audi Group 2.0-litre engine in its Audi A4s in the British Touring Car Championship. The motors will be prepared by Ric Wood Motorsport.

## SINGLE RACE FOR ETCC

The European Touring Car Cup will return to a single event in 2011. The FIA has confirmed that the event will be run

in July at Salzburgring, the site of the second of the three events that were held in 2010.

## SIX LMP1s FOR LE MANS SERIES

Just six LMP1 prototypes are listed as full-season entries for this year's Le Mans Series. A total of 36 cars are entered, across the five classes, for the five-event series.

## BRUNDLE RETURNS TO F2

The 2011 Formula 2 grid is continuing to take shape. Alex Brundle will return following a year in British F3, while Frenchman Benjamin Lariche will be back for a second season and German Thiemo Storz will make his debut.

## NASCAR OVERHAULS POINTS SYSTEM

NASCAR has confirmed a series of changes for the upcoming season, including a new points system, with 43 points going to the winner, 42 to second, and so on down to last. Qualifying order will be determined by practice speed, and the Chase will now be contested by the top 10 drivers after 26 races, as well as the two drivers with the most wins between 11th and 20th in the standings.

# REMEMBER WHEN...



1998 SEASON

...a satellite factory team ran in the FIA GT Championship? Persson Motorsport fielded a pair of Mercedes CLK-GTRs in 1998 with what was a thinly-veiled AMG B-team. There will likely be World GT1 satellites in 2011.



Dallara IndyCar will have varied aero



INDYCAR

# IndyCar: no help for the slow

No performance balancing in 2012; onus on teams to do 'a great job', says rules boss

**INDYCAR 2012** project manager Tony Cotman has ruled out performance balancing in the series' new formula.

The series is set to have chassis and engine competition for the first time since 2005, with three engine manufacturers signed up and predictions of at least four aero kits being made available.

Cotman has been tasked with putting

the 2012 rules together, and he believes that any chassis/engine package with a big advantage will be able to reap the rewards.

"If there's a sizeable advantage for a combination, then great job," he said. "It's up to the rest to catch up. You should not be penalised for doing a good job. Now there are choices to be made, so someone will make the wrong choice at some point."

Cotman also admitted that IndyCar's aim to allow innovation in its new formula opens the door to legality rows.

"That will always come up," he said. "But this new policy requires a very open format. Balancing multiple manufacturers is a difficult thing."

The first 2012 prototypes are scheduled to start on-track testing in July, with a

dedicated test team put together by IndyCar to prevent anyone from gaining an advantage. But current drivers are likely to be called upon so that the development team has a wide range of feedback.

Cotman added that teams will be able to mix parts from various aero kits, but they will have to stick with what they choose once their configurations are homologated.

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**SUPER GT**

# Nakajima in GT seat

**E**x-Williams Formula 1 driver Kazuki Nakajima will drive for the TOM'S Toyota team in this year's Super GT Championship.

Nakajima, who was dropped by Williams at the end of 2009, will race a Lexus SC430 alongside Andre Lotterer. The move is part of what has been an eventful off-season in the top-tier Japanese GT series that has left some of the higher-profile European racers without drives.

Former champions Ralph Firman

and Richard Lyons are both on the sidelines. Reigning Japanese F3 champion Yuji Kunimoto has been linked with Firman's seat at Aguri Suzuki's ARTA team, while Lexus has dropped both Lyons and Swede Bjorn Wirdheim.

Wirdheim is understood to be close to a deal with Nissan team Kondo Racing, which has a place available following the departure of Joao Paulo de Oliveira to MOLA.

MOLA, the reigning GT300



Nakajima will return to racing

champion team, will become the fourth to run Nissan GT-Rs, joining NISMO, Team Impul and Kondo.

## IN BRIEF

### GONZALEZ WITH TRIDENT

GP2 regular Rodolfo Gonzalez will race for Trident Racing this year. The Venezuelan contested one race with the team in 2009, before a full season with Arden last year.

### SUPER NOVA GETS CECOTTO

Johnny Cecotto Jr will complete Super Nova Racing's line-up for the upcoming GP2 Asia Series, although no deal has yet been done for the main series. Cecotto spent his rookie year with Trident in 2010, achieving a fourth place in Monaco.

### LEAL JOINS RAPAX

Colombian Formula Renault 3.5 racer Julian Leal will drive for reigning GP2 champion team Rapax in the GP2 Asia Series. The seat currently remains vacant for the main series, with Superleague king Davide Rigon believed to be among the drivers scrambling to secure a deal.

### HOUSTON WANTS INDYCAR

Texan city Houston is attempting to return to the IndyCar calendar. Officials have met with series CEO Randy Bernard to discuss a revival of the race, which was one of several to be dropped following the IndyCar/Champ Car merger in 2008.



All are hoping for Richards recovery

**V8 SUPERCARS**

## Richards back in the saddle

V8 SUPERCAR driver Jason Richards returned to the cockpit last weekend for the first time since being diagnosed with cancer.

The 34-year-old New Zealander, who recently underwent surgery to have a large tumour removed from his stomach, drove eight laps in a Brad Jones Racing Holden during pre-season testing at Eastern

Creek. He completed his first cycle of chemotherapy three days prior to the test, and is scheduled to begin his next round in three weeks' time.

"The fitness wasn't there," Richards said. "I was pretty rusty, but it felt great to be back in the car."

No date has been set for a full-time return to racing.



INDYCAR's Mazda Road to Indy driver development ladder is proud to have recently announced **\$2,500,000** in scholarships to advance entry-level open-wheel drivers and teams to the top of the IZOD IndyCar® Series and the Indianapolis 500®. The ladder includes the **IZOD IndyCar Series**, **Firestone Indy Lights**, **Star Mazda Championship** presented by Goodyear and **USF2000 National Championship** presented by Cooper Tires.

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NASCAR

## WALTRIP PAYS TRIBUTE

Michael Waltrip will run this special livery in this month's Daytona 500 to commemorate the 10th anniversary of his first win at the track, as well as honour the memory of his friend and former boss

Dale Earnhardt, who was killed on the final lap in the same race. Waltrip was driving the #15 for Earnhardt's team when he won the 2001 500, his first Cup victory in 462 attempts.

NASCAR

# Petty plans swoop for Danica

Moves within NASCAR team to add third Sprint Cup car for IndyCar poster girl in 2012

**D**anica Patrick has been targeted by Richard Petty Motorsports to join the Sprint Cup team in a possible third car from 2012.

The IndyCar race winner has been largely subdued in her occasional stock-car appearances in the second-tier Nationwide Series, but RPM partner Andrew Murstein believes that Patrick's commercial value would make her a valuable addition alongside team regulars AJ Allmendinger and Marcos Ambrose.

"I think she'd be a real interesting fit for us," he said. "She's somebody who could change the sport. I don't think she'll get that chance if she

goes to some of these four-car teams, but she would get that chance with us."

Dale Earnhardt Jr, who co-owns the JR Motorsports team that ran Patrick in Nationwide last year, said that the interest from Cup teams was to be expected.

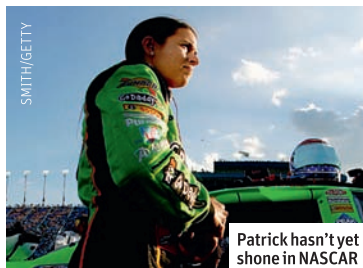
"I think that anybody who had the opportunity would have to seriously consider it," he said. "She's learning quite a lot and she's getting competitive in the Nationwide Series in a short period of time. I think she surprised a lot of people in her ability to adapt to these cars. [Hiring Patrick] was a major deal

of us as a company, and I'm not ashamed to admit it. I think anybody in the Cup series would have to consider it as well."

Despite the interest in Patrick, RPM executive Robbie Loomis warned that the addition of a third car was not an immediate priority.

"We have two drivers who I think are capable of winning this year, and it's up to us to give them the equipment they need and to make the right calls," he said. "Once we do that and are successful with those two guys, then maybe we can look at growth and possibly adding a third car down the road."

RPM has spent the off-season rebuilding after a consortium led by team founder Richard Petty bought out majority stakeholder George Gillett. Petty has regained day-to-day control of the team.



Patrick hasn't yet shone in NASCAR



Can Turvey make a splash?

GP2 ASIA

## Turvey dives into Ocean

**BRITISH GP2 RACER** Oliver Turvey has secured a late deal to contest the Asia Series with Ocean Racing Technology.

The 23-year-old had been scrambling to find a budget for 2011 after his backing from the Racing Steps Foundation ended last season. He was a race-winner in the Asia Series with iSport last year, and is confident that he will be able to repeat that success with Ocean.

"I feel prepared," he said. "I think we have everything we need to be competitive."

Turvey will be joined by Andrea Caldarelli, who was third in last season's Italian Formula 3 Championship. Ocean's line-up for the GP2 main series is still being finalised.

● New squad Team Air Asia confirmed that it will test Luiz Razia and Davide Valsecchi as this issue of AUTOSPORT closed for press.

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WRC

## FIESTAS TAKING SHAPE FOR SWEDEN

The Ford World Rally Team launched its 2011 season electronically on Monday. While the drivers talked to the media, the engineers were busy building the nine Fiesta RS WRCs that start next week's Rally Sweden...

FORD

WRC

# Solberg bouyed by Citroen test

Former world champion declares himself delighted by new DS3 WRC after one-day test ahead of Rally Sweden

**F**ormer world champion Petter Solberg completed 170 miles of testing in Sweden last weekend in an attempt to familiarise himself with the Citroen DS3 WRC he will drive on next week's season opener.

Solberg drove the Citroen for the first time on Saturday and admitted

he was delighted with the car he'll use this year. The Norwegian wouldn't be drawn into predicting a second title, however.

"I've had one day to test," he said. "I wanted three, four or five days, but I couldn't get the budget together in time. I'm just glad to

be here and competing — and the car is fantastic. It feels like a car for me. It feels like a car I can attack in."

Solberg drove Citroen's test car in Sweden, using the car that had

been driven earlier in the week by factory drivers Sebastien Loeb and Sebastien Ogier. He is hoping to give his own brand-new DS3 a shakedown on the eve of the event.

"We're trying to find a few hours to test my car," said the 2005 Swedish Rally winner. "I just want to try a couple of things. Because I need more time in the car, I'm not going to go mad trying to win this rally [Sweden]. I want to win, of course, and it's easy to say I will win, but it's another thing to do it. I'm a private driver, and it's tough against the factory teams."

Solberg said he was looking for a similar upturn in fortunes as last season when he went from ninth

in Sweden to second in Mexico.

"Mexico was good last year," he said. "That's what we're looking at this time. I will be able to do something in Mexico, with more experience of the car."

Solberg was joined at the test by his team-mate Kimi Raikkonen.

"It was good to have Kimi in the car," said Solberg. "He's very passionate about the sport, he wants to succeed, you can see that. He asked a lot of questions and I have big respect for that. He's a very good guy and I'm looking forward to having some fun with him this season."

Raikkonen tested the DS3 for the first time the day after Solberg.



Raikkonen and Solberg are Citroen team-mates

WRC

## New WRC cars could outpace old

**THE NEW GENERATION** of World Rally Cars are expected to be faster than their predecessors on certain stages, according to the sport's technical chiefs.

Despite the cars running 1.6-litre instead of two-litre turbocharged engines and only developing half the torque levels of last year's cars, both Citroen and Ford have admitted the 2011-specification machines will be quicker in twisty stages.

Citroen's Xavier Mestelan-Pinon said:

"In first-, second- and third-gear corners, the DS3 is faster than the C4 on gravel. In rallies like Cyprus, if we went back the new car would be faster; where it's slippery the car is faster because it has less power."

Ford's technical director Christian Loriaux said: "We haven't compared the Focus with the Fiesta, because it's like comparing apples and pears, but the Fiesta would be quicker in the twisty stuff because it's more agile."



Citroen DS3 quicker than C4 in 'twisties'

NICOLAS ZWICKEL



WRC

# Citroen wary of strong VW WRC entry

## CITROEN TECHNICAL

director Xavier Mestelan-Pinon has admitted he fears the arrival of Volkswagen in the WRC more than the threat from current rivals Ford and Mini.

With VW's mooted WRC participation announcement still looming, Mestelan-Pinon says the German firm's major Dakar effort is an indication of how they would compete at rallying's highest level.

Asked if Volkswagen would be a bigger rival than Ford and Mini, he replied: "Sure, it [VW] could be a factory team. VW is like Citroen, they try to win the race."

Citroen has already come into conflict with



VW is expected to join WRC imminently

Mini and Ford over the interpretation of regulations for the new wave of World Rally Cars, due to the radically smaller scale on which the French firm is building cars.

Mestelan-Pinon added: "I hope VW come, it could help me. VW is the manufacturer,

they think like me. It's a fight for me against Ford and Mini. If my job was to earn money, if my bonus at the end of the year was because of the money the team earns, I would say what they say. Malcolm [Wilson, Ford team director] and David Lapworth [Prodrive technical director], they

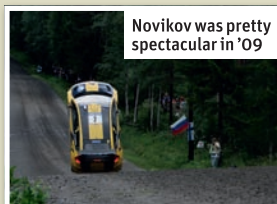
want to earn money – it's the reality. It's difficult. I don't criticise anything, it's like that."

Citroen's team principal Olivier Quesnel has hinted that the firm's long-term future remains in the WRC. He said: "I think Citroen will be in rallying for the next 10 years."

## IN BRIEF

### NOVIKOV IN MINI LINK

Russian rally star Evgeny Novikov is believed to be on the verge of a return to the sport with Mini. The 20-year-old (right) sat out last season after backing for his Citroen Junior Team seat dried up.



Novikov was pretty spectacular in '09

### FEARS FOR '12 RALLY GB

The immediate future of Rally GB was discussed at this week's meeting of the WRC Commission. The 2012 calendar was under review, with a very real possibility that Rally GB would not be included due to it not having a firm base beyond this season.

### HANSON ON TOP STATESIDE

Travis Hanson won the opening round of Rally America, the SnoDrift Rally in Michigan last weekend at the wheel of his privately run, four-year-old Subaru Impreza. Subaru Rally Team USA driver David Higgins retired from the event, while his team-mate Dave Mirra took the runner-up spot.

### DUVAL TO DIAL 911

Former world rally winner Francois Duval will drive a Porsche 911 on the legends section of the Boucles de Spa Rally in his native Belgium on February 18-19. Former European Rally Champion and fellow Belgian Patrick Snijers will also drive a 911.

### 19 INTO 10 WON'T GO

Adam Gould, Molly Taylor, Kevin Abbring, Egon Kaur and Andreas Mikkelsen will all be among the 19 drivers hoping to land one of the 10 spaces on the FIA Institute Academy at the selection event in Austria. The three-day event ends with the announcement of the 10 who will be tutored and mentored by Robert Reid and Alex Wurz.

### DESBOROUGH BACK TO WRC

Jon Desborough will host ESPN's coverage of the WRC in Britain. The presenter is no stranger to rallying, having anchored Channel 4's WRC programmes in 2002 and 2003.

### PROTONS IN TOP GEAR

A pair of Proton Satria Neo S2000s were used in Sunday's *Top Gear* programme. The British-built cars formed the final part of challenge that pitted the UK presenters against their Australian counterparts. The Stig drove the UK Satria and beat the Aussies around a stage at Cornbury Park, a former Rally GB venue.

WRC

# Wilson safe for first half of WRC '11



Wilson is set for a sixth WRC season

**MATTHEW WILSON'S** participation in the first six months of this year's World Rally Championship has been confirmed.

It had been feared the 24-year-old Englishman had only been confirmed for the season-opening Rally Sweden, but Malcolm Wilson told AUTOSPORT that his son would be competing further into the season in Stobart colours.

Wilson Sr said: "He [Matthew] will certainly do the first six months and in Stobart colours. Both Matthew and Mads [Ostberg] will be driving in the M-Sport Stobart team and that team will be entering cars on all 13 rounds of the championship."

Wilson also confirmed that his M-Sport firm would be supplying 10 Fiesta RS WRCs for the first European gravel WRC round of the season, the Rally of Portugal at the end of March.

## AUTOSPORT SAYS...

**DAVID EVANS**  
RALLIES EDITOR

david.evans  
@haymarket.com



**D**oes Caroline Spelman strike you as a rally fan? Hmm, I'm not sure either. This worries me. Our Secretary of State for Environment, Food and Rural Affairs holds the future of English forest rallying in the palm of her hand. Over the next 12 weeks, the government is considering the future of the Forestry Commission in England.

Some of the world's finest roads in the world's finest woods, including Dalby, Kielder and Grizedale, are potentially heading into private hands. If that happens, who knows what might happen. If you don't know the address of your local MP, find out, then go and see him and leave him in no doubt as to the importance of the smell of mud on the exhaust, the sound of stones clattering the underside of a car and the sight of a Mk2 Escort dancing between the trees. Our trees.

If you can't find your local MP (not much of a navigator are you?) then go to [www.forestry.gov.uk](http://www.forestry.gov.uk) and complete the response survey. Feel free to wax lyrical about the near £1m contribution made to the Forestry Commission by the 41 stage rallies that use the roads. If that fails, step it up a level and don't let them forget motorsport contributes £4.5 billion to the UK economy annually.

Our trees need us. Or our days standing behind them might be limited.

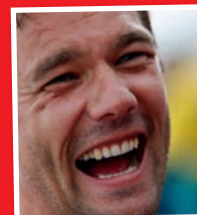


Forest rallying must not be allowed to die

## QUOTE OF THE WEEK



I think he makes a better actor than driver"



Sebastien Loeb after watching his co-driver Daniel Elena stop and wave to the crowd on the top of Col de Turini during the Monegasque's run to 52nd place on the Monte Carlo rally



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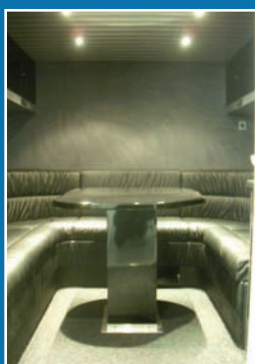


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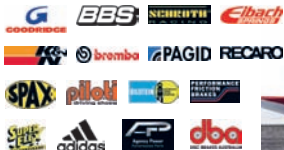
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Closing date: Friday 18th February 2011.



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Closing date 11th February 2011



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## Stress Engineer

**Ref: LRGP\_DES24**

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The ideal candidate will have:

- An Engineering Degree or similar
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- Experience in the following types of software
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**Ref: LRGP\_REL5**

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On occasions you will also be required to cover for the Event Lifer and the Fault List Author which includes attending limited track events.

The ideal candidate will have a strong background in race car design or operations, be computer literate and have experience in database administration or use.

Candidates for both of the above positions will need to be self motivated, capable of working with minimal supervision to tight deadlines and be confident in communicating in a team environment and at all seniority levels.

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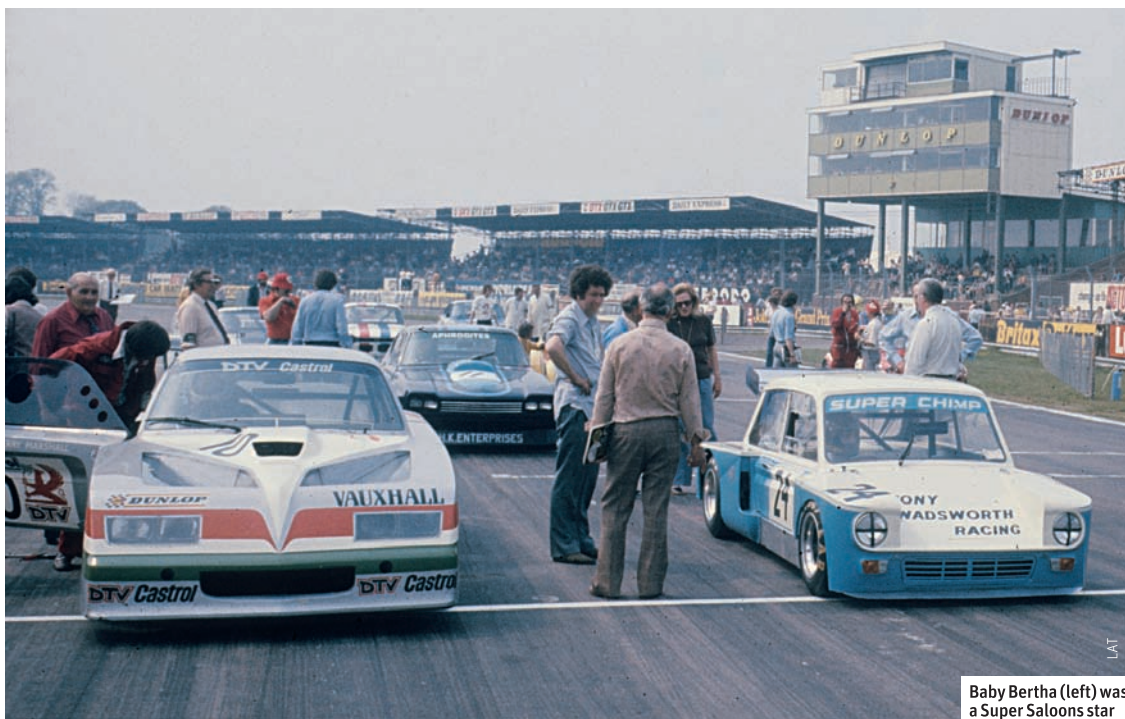
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# SportsExtra

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**Formula Ford ace Ellinas joins Atech for Renault push, p82**



Baby Bertha (left) was a Super Saloons star

## AUTOSPORT SAYS...

**KEVIN TURNER**  
NATIONAL EDITOR

kevin.turner@haymarket.com



**PEOPLE WHO** saw them first time around tell me the Super Saloons and Modsports cars were some of the most spectacular ever seen in club motorsport.

Gerry Marshall's Baby Bertha is probably the most famous, but any machine that clothes Formula 1, F5000 or F2 underpinnings with a saloon silhouette on steroids has to be worth a look.

Because the cars vary so wildly the likelihood of a close race at Mallory may be small, but if the Classic Sports Car Club succeeds in getting some of these iconic machines back on track it has to be judged a success. Just seeing the cars driven hard will make it worthwhile, even if there aren't Formula Ford-levels of wheel-to-wheel racing.

A category that ran concurrently with Super Saloons back in the 1970s, but has long since been revived is Sports 2000. And, like the tin-top monsters, the category still has many fans.

I found that out a couple of weeks ago, after I wrote about various sportscar categories in this column. Somehow I neglected to mention Sports 2000, which made my inbox a tad more full than normal after the issue appeared.

It's true that Sports 2000, particularly the Duratec flavour, has been one of the most successful multi-marque series over the past couple of years. But it has occasionally struggled to provide the closeness of racing to match its quality grids.

With Pinto champion David Houghton moving up to Duratec (see page 83), and runaway 2010 champ Neil Burroughs separated from his rapid Gunn, there's a chance we could see a more open title fight this year.

## Extra contact details

**Ben Anderson**, editorial assistant  
ben.anderson@haymarket.com

## Super Saloons to race again

**Mallory Park event to attract Modsports and Super Saloons back to racing**

» **MODSPORTS AND SUPER** Saloons will return to racing in the UK this season thanks to the Classic Sports Car Club.

An event for Modified Sports ('Modsports'), Modified, Special and Super Saloons, Thundersaloons and ex-Donington GT contenders will be held at Mallory Park on Bank Holiday Monday, August 29.

Historic racer Joe Ward has already entered Baby Bertha, the V8-engined Vauxhall Firenza in which Gerry Marshall was almost invincible in the 1970s. Also currently in the entry are Jon Lee, in Tony Hazlewood's DAF V8, and Dave Taylor's ex-Mick Hill F5000 Trojan-based VW Beetle-Chevrolet.

CSCC competition director Hugo Holder believes the event could bring out as many as 18 cars.

"Many people grew up watching Special Saloons: Marshall in his Vauxhalls, Hill and Doug Niven in the Beetle, Peter Baldwin in a variety of outlandish Minis, various Skodas and highly modified Lotus Elans," he said.

"Modified cars were the backbone of UK club racing, even making it onto BBC TV. Those cars have disappeared from the club scene but many are still in garages waiting for an opportunity to be used."

Entries for the invitation-only event will be limited to period cars (pre-1983 Modsports and pre-1993 Saloons).

While the ultimate Special Saloons, the hybrid 'Superloons' of the '70s, used F1, F5000 and F2 running gear – or simply two-litre Chevron and Lola sports-racers re clothed as Skodas – the rules allowed free expression. They essentially demanded the location of the

base model's engine and transmission should remain, and stipulated a small wheelbase tolerance.

As the cost of running these cars redirected owners to F5000 or Group 8 single-seaters (where prize money could defray similar running costs) they faded, to be replaced by steel-bodied Modsaloons that were seen to be more cost-effective and encouraged the use of modern shells.

Modsports grew out of the popular Marque Sports events of the 1950s and '60s. Regulations were more restrictive, limiting cars to original chassis construction and engine blocks, with limited aerodynamic appendages. A large variety of cars took part at its height in the '70s, from Hillman Imp-engined Davrian, Ginetta G15 and Clan Crusader models, through Triumph Spitfires, Ginetta G4s, Lotus Elans, Austin-Healey 3000s, Jaguar E-types and Porsche 911s.

The Donington GT series encapsulated all of the above in what was the last high-profile bastion of the modified saloon and sportscar builder's era.

Holder confirmed the CSCC hopes to run more races if the pilot event is a success, and there could be another outing at Castle Combe in October.

"You've got to have a go and see what the reaction is," he said. "We are looking at running more in the future. It's a chance to see much-missed cars."

DAF and Beetle V8s are entered for Mallory race



## CONTENTS

**p87 RETRO**  
AMON REUNITED



# Atech signs Ellinas for Formula Renault attack

Formula Ford ace joins race-winning Renault squad for 2011 season



Ellinas starred in Formula Ford



Atech won races with Kiss in 2010

**CYPRLOT FORMULA** Ford star Tio Ellinas has joined Atech Reid for his graduation to Formula Renault UK this season.

Ellinas, who won three races in British Formula Ford last year, shone in recent tests with most of the leading FRUK teams. The 19-year-old has now plumped for the team formerly known as Atech GP and Hitech Junior.

The latest renaming has been prompted

by a part-takeover of the team by former Reid Motorsport Superleague team owner Anthony Reid, who joins founder David Hayle as joint principal. The team has relocated to Cardiff.

Atech Reid has snapped up renowned FRenault engineer Mark Godwin, who worked with Danny Watts and Duncan Tappy with Fortec Motorsport when they won the 2002 and '07 titles respectively.

Godwin has made the move after

canning plans to enter FRUK with his own team, MGR Motorsport, which made a strong debut when it claimed podium finishes in the Winter Cup with BARC graduate Luke Wright. He has sold his car to Antel Motorsport (see page 85).

MGR has now refocused its attention on competing in the BARC series, with Godwin running the squad in addition to his Atech Reid duties.

"I've agreed a technical partnership to

engineer with Atech," said Godwin.

"That was off the back of a decision not to do Renault UK with MGR, coupled with the fact that Luke couldn't raise the money. We are in discussions with Luke about doing Renault BARC this year."

Godwin is hoping to run a three-car team in FRenault BARC. MGR is also weighing up a programme in the revamped InterSteps series, which is using old Formula BMW chassis.

## Radical Nevada Cup

### Brundles to share Radical

**FORMER GRAND** Prix driver Martin Brundle will team up with son Alex to race in the Radical Nevada Cup at the Ascari Race Resort on February 26.

The pair will share a works-run SR8 RX for two 45-minute races at the Spanish circuit, as Brundle Jr prepares to return to Formula 2 after a tough 2010 campaign in British F3.

Alex has already sampled sports-prototype racing, having finished second in a one-off SPEED series outing

at Silverstone last September – sharing a Jota Sport-run Ligier with Simon Dolan.

Brundle Sr, who wishes to return to the Le Mans 24 Hours, said: "It's just for fun really and to keep Alex's shoulders and neck working before he tests the F2 car [again]."



Brundles will race an SR8

## Phoenix Park

### Backing needed for Phoenix Park

**THE PHOENIX PARK** meeting is again in jeopardy as organisers fight to find financial backing.

The Dublin-based event has been cancelled twice in the past three years – in 2008 and last season, when it only attracted 28 entries.

There had been rumours that the 2011 event had also been cancelled, but clerk of the course and race committee chairman Ann Stevens has stated it is still in Motorsport Ireland's calendar.

Nevertheless, she did confirm backing needs to be found. "We need to attract sponsorship to make the event work," said Stevens.

"Following last year's cancellation, I had a couple of calls from people asking how much was needed, so I've gone back to them to see if they are interested in sponsoring this year's races. I haven't given up at all."

Stevens confirmed the future of the event was not in jeopardy, even if this year's running cannot go ahead.

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Castle Combe Formula Ford

## Castle Combe considers Duratec Formula Ford series for 2012

**DURATEC-ENGINEED** Formula Fords could get their first club series next year at Castle Combe.

Despite becoming part of the British Formula Ford Championship in 2006 and being proposed as a potential club-level powerplant (see AUTOSPORT, November 6 2008), the 1600cc Duratec engine has not been accepted into any other UK Formula Ford series.

Now Combe's recently appointed competitions secretary Haydn Earl, and

former racer Roger Orgee, are arranging discussions with the FF1600 community to consider introducing a Duratec series in 2012.

Earl, who used to run the Wiltshire Motorsport College team in Combe FF1600, said: "One of the problems we always had was where to go next [after Combe FF1600]. We couldn't afford British Formula Ford.

"From a cost perspective there are some real benefits with Duratecs.

"We're canvassing opinion to look at the possibility of running a series, preferably standalone."

Most post-2000 chassis can be converted to Duratec-spec relatively easily. A Scholar-engineered Spectrum is already being prepared for evaluation.

Duratec FFords could be seen more at Combe



EBREV/LAT

Sports 2000

## Pinto champ Houghton steps up

**REIGNING SPORTS**

2000 Pinto champion David Houghton will step up to the Duratec category this season.

Houghton won five times in eight races in his Van Diemen RFSC02 to take the Pinto title last year. He has put the car up for sale and will now graduate to Duratecs.

Alfa Romeo and S2000 preparation specialist Chris Snowdon Racing ran Houghton to his title and the partnership will stay together this season. CSR is currently building up a Duratec-spec Van Diemen for him to race.

"Pinto has been competitive for the past two years, but once you've won you either have to stick around and defend it or move up," said Houghton, whose car will be the first Duratec Van Diemen with a sequential gearbox.

"We know the Van

Diemen works because of the development and aero tests we've done [with the Pinto car]."

AUTOSPORT understands Duratec frontrunner Robert Oldershaw will race the Gunn TS11 in which Neil Burroughs dominated Duratecs in 2010.

Houghton was 2010 Pinto champ



WALKER

Historics

## Turner to race historic tin-top

**ASTON MARTIN** factory racer Darren Turner and the unrelated James Turner, a former Aston commercial manager, are planning to race together in historic this season.

The pair has bought a 1958 Ford Zodiac Mk2 for some fun in historic touring car events.

"I've become pretty much addicted

to historic racing since I raced Andy Hack's Mini [Cooper S] and Ludovic Caron's AC Cobra at Goodwood and love the social side," said Darren.

"We've talked about sharing a car for a while and snapped up the Zodiac, which was due to be auctioned at the AUTOSPORT show. I'm excited but haven't seen it yet."

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Moss brought '55 British GP trophy

Two superb awards dinners rounded off the 2010 seasonal celebrations for me last week. While totally different in concept and execution, Wednesday's Motor Racing Legends function at the spectacular Royal Automobile Club in London's Pall Mall and Saturday's 750 Motor Club 'do' at the rather less architecturally meritorious Holiday Inn hotel in Stratford-upon-Avon were both very special.

Central London logistics aside - the out-of-towners' parking nightmare further hindered by the remodelling of Pall Mall's historic thoroughfare into a two-way street, for the 2012 Olympics apparently - the annual Legends event was made by the wonderful surprise that Sir Stirling Moss bestowed upon Duncan Wiltshire's august organisation.

As if it was not enough that the racing knight - who has long lived barely a mile away, near Hyde Park Corner - had lent his name to one of MRL's race series for sensational sports cars of the 1950s (and competed in his OSCA), the gracious loan of the magnificent silver trophy that Stirling received for his maiden world championship grand prix victory at Aintree in 1955, driving a Mercedes-Benz W196, for its annual winner was an extraordinary gesture indeed.

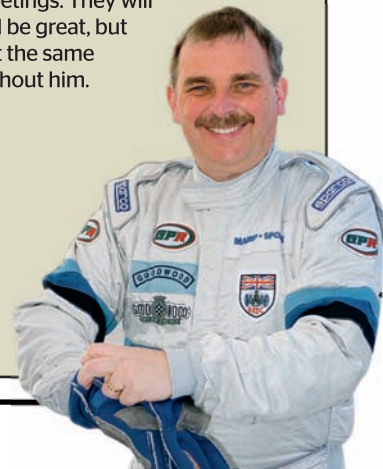
Alas, in glitzy 'Oscar' nights' tradition, inaugural recipients Alan and Jason Minshaw could not be with the hushed throng in the glorious Mountbatten Room - they

were racing in South Africa - thus they missed out on the pathos of a unique occasion. Alan's oldest son, Jon, thus collected the priceless trophy on their behalf. "I'm a bit nervous about having to take it home on the train in the morning," he admitted afterwards.

Three days later, an enormous number of fine awards (many, like the Colin Chapman Trophy, steeped in club tradition) were dispensed to the great and good of the 750MC, weekend warriors all, among a turnout of more than 330 members and guests. After one of the hardest-fought seasons on record, special cheers rang out for Roger Rowe and Malcolm Scott, who had to battle throughout Mallory Park finales to seal their first 750 Formula and F4 titles respectively.

But the most rousing reception of the night, and a spontaneous standing ovation, was reserved for outgoing competitions secretary Robin Knight. Having steered the 'low cost' club's racing programmes for more than 20 years - essentially since the death of Dave Bradley, who had served for another score of seasons - with the tireless support of wife Kathleen and a close-knit team of volunteers, he hands it over to Chris Norman in rude health. Robin's retirement is well-earned, but countless friends hope he will still attend occasional meetings. They will still be great, but not the same without him.

The loan of Stirling's 1955 British Grand Prix trophy was an extraordinary gesture"





## AAA Saloons

# Combe to rescue 4WD saloon series

**THE FLEDGLING** AAA Saloons category will link up with Castle Combe to ensure it survives into a second season.

The series, for all types of 4WD saloon, was formed after the quickest Class A cars fell out of favour in the Combe Saloon championship.

AAA Saloons enjoyed a solid first season in 2010, often attracting grids of more than 10 cars, but series founder Laurie Kilby said he could not continue to underwrite costs for his competitors.

Kilby and Castle Combe competitions secretary Haydn Earl have discussed forming a new three-race open

saloon series, which would provide a new home for cars from AAA Saloons, as well as modified 2WD cars.

"I don't want to fold it because we had such a good first year with some amazing cars and some amazing races," said Kilby. "If we can get three really good grids maybe we can branch out."

With Castle Combe having recently declared a ban on 4WD cars from its saloon series (see AUTOSPORT, January 20), Earl said: "It makes sense to look at the potential of a three-race series for open saloons. There's stuff out there that sometimes struggles to find a home."



AAA Saloons will live on at Combe

OLIVER READ

## Darrian wins as rally cars make Brands comeback

Rallying returned to Brands Hatch for the first time in two decades last weekend, with the TRS Brands Hatch rally stages event. The Darrian of John Indri/Dave Engwell came out on top of the 80-car entry



GARY HAWKINS



ALEX MITCHELL

Esterer took three wins in repaired McRae

## Tasman Revival

# McRae man beats Lyons

Jay Esterer bounces back from crash to win all three Formula 5000/F1 encounters in his McRae GM1 at Hampton Downs

**EIGHT DAYS** after damaging his McRae GM1 against the pitwall at New Zealand's Hampton Downs circuit, Canadian Jay Esterer completed a hat-trick of victories in Sunday's Formula 5000/F1 feature finale back at the North Waikato venue.

Fellow competitors helped the visitor repair his car and, having dialled it in through the two preliminary races, Esterer pipped Briton Michael Lyons (Lola T400) before a large audience in a Tasman GP climax to the second NZ Festival of Motor Racing.

Having overtaken defending double F5000 Tasman Cup Revival champion Ken Smith (Lola T430) twice in the early laps, Esterer had to fend off Briton Mark Dwyer (Lola T400, who like Smith hit trouble later)

and the hard-charging Lyons.

Lyons said: "Starting from P5 was not ideal, but I got round Jay at Turns 1, 2 and 4, and had a damn good go at 5. I don't think I've ever passed a car so many times and not won the race."

Esterer survived the pressure to win by 0.267 seconds, while Peter Dunn (March 73A-5) was the most consistent British racer, with third, sixth and fourth finishes. Dwyer bagged second in Saturday's opener, while Ron Maydon delighted tribute star Chris Amon with fifth in the big race in the unique F1 Amon.

**P87** Chris Amon's car reunion

## Ginetta

# No Ginetta races for Tockwith

**LEADING GINETTA** team Tockwith Motorsport will not contest any of the British marque's single-make categories this season.

Simon Moore's squad ran son Nigel to the inaugural Ginetta G50 Cup title in 2008 and daughter Sarah to the Junior championship in '09.

AUTOSPORT understands Tockwith is considering entering the revamped InterSteps single-seater category.

Reigning Formula Palmer Audi champion Nigel Moore will continue to have his driving career managed by Ginetta boss Lawrence Tomlinson, despite no longer being employed at the Yorkshire car builder.

Tomlinson said: "I've still got a contract to manage Nigel, but he doesn't work at the factory anymore."

Simon Moore was unavailable as AUTOSPORT closed for press.



Tockwith is leaving Ginetta series

EBREVILAT



## IN BRIEF

**BRITISH TOURING** Car racers and former Mini Challenge champions Martin Depper and Arthur Forster tested an R56 model at Brands Hatch last weekend (left). They plan to return to the series this year.



**THE MINI** Challenge will be officially recognised by Mini parent company BMW for the first time this season. All engines in the top JCW R56 class will be returned to the BMW engine plant at Hams Hall for dyno runs, checking and sealing. The Challenge has also entered a technical partnership with Owen Developments, which will deal with turbos on the R56 cars.

**THE PREDATOR** Ferrari 430 Scuderia of Adam Wilcox and Phil Burton will again contest the British GT Championship this season. The car, previously prepared by Rowan Racing, will now be run by Gerry Wainwright Motorsport.

**A SECOND NEW** team is set to enter the Formula Renault BARC Championship this year. Daytona Motorsport, headed by Richard Brunning, has already signed karter Ivan Taranov for its single seat.

**GINETTA JUNIOR** champion Tom Ingram, Australian Formula 3 champion Ben Barker, sportscar racer James Abbott and successful karter Jordan King have been chosen to join the BRDC's Rising Stars scheme this season.

**EX-BTCC RACER** Jim Pocklington will contest the Euro Saloons series this year in a BMW E46 M3.

**THE SUPERFINAL** race has been cut from the British Rallycross Championship. The Superfinal (below) has been a part of BRC events since the MSA British title was reintroduced in 2003, but has been dropped now that SuperModified class competitors will get their own MSA title.



**RENAULT CLIO** Cup frontrunners Mike Robinson and James Dixon will both remain with TCR for the 2011 season. Lee Brookes's squad will run a G40 for Robinson's switch to the Ginetta Challenge, while Dixon will return to Clios after finishing sixth as a rookie in 2010.

**EDUARDO RODRIGUES CORREIA** has been announced as the Blendini Scholarship winner. The Portuguese driver will now contest the Ma5da MX5 championship with Blendini Motorsport.

## Formula Renault

## Antel steps up to FRUK with RSF reject Wells

**FORMULA RENAULT** BARC team Antel Motorsport will graduate to the premier UK series this season with a single car for Racing Steps Foundation reject Dan Wells.

The team has already taken delivery of its ex-Mark Godwin Racing Barazi-Epsilon chassis and will begin testing with Wells at Silverstone next week.

Ex-FF1600 racer Wells competed in the 2010 Formula Renault Winter Cup with RSF support, before being dropped by the scheme in favour of McLaren

protege Oliver Rowland. The pair will now line up alongside each other on the 2011 FRUK grid.

"It is going to be quite a challenge, as both myself and Antel are rookies in the series, but I am confident that we will learn quickly and put together a challenge," Wells told AUTOSPORT.

"I was obviously disappointed to not have impressed the RSF sufficiently during my time with them, but none of this would have been possible without coming to RSF's attention in the first

place, so I have much to thank them for.

"I first tested with Antel in August 2010 and it was immediately clear to me that they have the technical skills, the motivation and the dedication to win races. We need to learn and grow as efficiently as possible in order to mount a challenge to the established teams, which we are confident of doing."

Despite Antel being unproven at this level, team manager Ross Curnow is confident his squad can help Wells spring a few surprises in the partnership's rookie season.

"Dan did a couple of days in a BARC car and got on really well considering his experience," said Curnow. "Even in the winter series his lap times were in the top four or five quickest. Hopefully we can build on that."

"He's got no pressure on him – having not done karting or grown up with the other lads, no one knows what he's all about. It's a good year to get in there with him and give it a go."



Antel will expand into FRUK from the BARC series

## RGB

## New rules and cars for RGB contest

**THE REGULATIONS** for the 750 Motor Club's Road-Going Bike-engined (RGB) sportscar championship have been revised for 2011.

An engine capacity limit of 1000cc, down from 1200cc, will be introduced.

The move is part of a rationalisation, aimed at enabling competitors to use any four-stroke production engine up to the 2008 model year, in a two-class structure that separates front and rear-engined cars.

Chassis constructors BDN, Contour and Spire are all building cars this winter. Fisher Fury racer Colin Chapman is among those making the switch to rear-engined chassis with one of several BDN S3s on the stocks.

Spire shook down its new low-drag GT-3 design, built on an inboard pushrod-suspended chassis, at Brands Hatch last month. The new car's aero package is due to be refined in a wind-tunnel prior to its race debut.

## HSCC

## Fishers in historic challenge

**CASTLE COMBE** acers Josh and Felix Fisher are switching to HSCC historic racing this season with cars owned by their mentor John Pugsley.

Former Combe FF1600 title winner Josh – who raced Pugsley's Chapman Mantis-Vauxhall in the circuit's resident Special GT series last year – will contest Martini Trophy events in a Huron.

Younger brother Felix will graduate from the Combe FF1600 and Classic FF2000 arenas to pilot a Formula Atlantic Lyncar in Derek Bell Trophy and selected European Formula 2 rounds.

Pugsley will return to his tin-top roots, running an ex-Ronnie Fielding 1500cc Ford Anglia in HRSR Historic Touring Car races.

Josh (1) and Felix Fisher will go historic racing in '11



## GT Trophy

## New format for 2011 GT Trophy races



GT Trophy will get new format in '11

**THE GT TROPHY** Endurance Series will introduce a new format this year.

The five-race series will include three events running to the new system. Each of the three meetings – at Snetterton 300, Oulton Park and Donington Park – will consist of a race split into two sessions lasting an hour each, with a break of at least one hour.

Each one-hour session will have a compulsory pitstop and no

tyre-changing or refuelling will be allowed in the break. The top three in each class from the first half will get a pitstop penalty in the second, and the final order will be based on the combined result of each half.

Series boss Marc Haynes said: "It's always good to do something that's fresh and innovative."

There will also be a three-hour Brands Hatch GP event in August.





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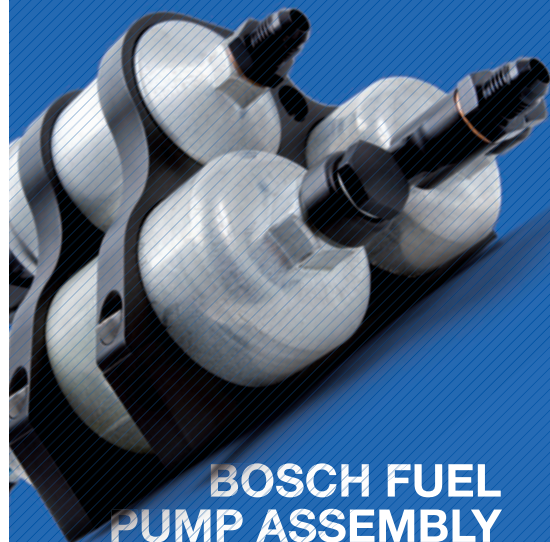
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# Amon returns to his roots

**Kiwi legend Chris Amon got the chance for a reunion with some of his cars. TONY HAYCOCK was there**

**W**hile the northern hemisphere shivers, motorsport in New Zealand is in full swing. The last weekend in January is the highlight for historic race fans, with the running of the NZ Festival of Motor Racing Celebrating Chris Amon at the new Hampton Downs circuit, situated between Auckland and Hamilton.

Before the event the local hero and Le Mans 24 Hours winner was reunited with some of his former mounts. Reliving times past is not always a good thing – Amon's motorsport career famously had as many lows as it did highs – and the equipment present represents all eras in the spectrum: a Maserati 250F, Ferrari Dino 246T, and the Amon AF1-01.

It is perhaps fitting that it is the 1968 Ferrari, built for the Tasman Series (which Amon won in 1969), that he warms to most. "When I first got in I couldn't remember it being such a tight fit," says Amon of the car he used to win the 1968 NZ GP. "It didn't have any seatbelts [in '68] and, of course, when you put belts in it, it takes up some room. I squeezed myself into it, and it took two people to help get me out!

"It's a wonderful little car, and great to see again. Of course it's so much better finished now than when I ran it."

The next car holds more difficult memories. The 1974 Amon, Chris's own attempt at an F1 car, wasn't exactly a success. So what were his impressions of being back in the machine that was never fully developed in period?

"It's interesting... in my day a good DFV probably had 430-440hp," says Amon. "I think this one has got around 500. It certainly gets up and goes! It's been great to see it again."

With input from Red Bull aero guru Adrian Newey to sort a handling imbalance (owner Ron Maydon's team

**"It's a wonderful little car and great to see it again"**

**Amon loves Ferrari run**

was looking at the rear end, while Newey suggested a small modification to the front), the Amon AF1 is starting to demonstrate the performance it never was able to deliver in 1974.

"It feels faster to me," reckons Amon, "but the Dino still has the special memories."

The final car Chris drives is the Maserati of Peter Giddings, very similar to the ex-Owen Racing example that brought Amon to prominence. His feelings toward this car are very clear: "The central throttle took a couple of laps to get used to, but after that I was fine. It is the nicest car of the lot to handle. It taught me how to drive." ❧



Maserati helped Amon learn his craft



Amon revelled in Tasman Ferrari



Amon F1 car: better now than in 1970s



## YOUR SAY

What you think of the motorsport news of the past week



What about young drivers who fail to step up from FFord?

### Lessons to be learned for youngsters

I agree with Marcus Pye (January 27) that Formula Ford should be the next challenge for a successful karter. I also think it's the stage at which motorsport should introduce football-style academies where academic success must parallel success on the track.

Motorsport has a responsibility to look after its own. Chewing up and spitting out drivers can lead to young men and women walking away from the sport altogether, when a sideways move into engineering, design or the media should also be an option.

**Claire Griffin** Sudbury, Suffolk

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**Having observed** the sad end of the Lotus F1 team in the '90s, it was bad enough swallowing Tony Fernandes' hijacking of the name last year, worse still to see that name being dragged into a courtroom in a pathetic spat between two parties who have no moral right to claim a glorious history as their own.

It's like someone lodging a claim to be owner of the moon. It's not yours, gentlemen. Please get your own name.

**David Herron**  
Washington,  
Tyne and Wear

**I hear that** footie is taking a leaf out of Formula 1's book. In the FA Cup semi-final, Arsenal (formerly Liverpool) will be playing Arsenal. Should Arsenal win, they will meet Arsenal (formerly Manchester United) in the final.

**Dr Paul Sheldon**  
Shipley, West Yorkshire

**I certainly** hope that this season the drivers will get rid of the ridiculous 'designer stubble' that some of them have grown. Mark Webber looked positively ill, and Jenson Button's 'bum fluff' just looks silly.

I'd have thought these drivers who are at the top of the pile would have enough self confidence that they wouldn't have to follow naff alleged fashion.

**Michael Mace**  
By email

**So Ferrari's** technical department thinks there are too many buttons for drivers to contend with on the steering wheel.

Yes, there will be a lot more for the drivers to focus on this year. Mistakes will inevitably happen, especially with the rookies.

But this will make the show more entertaining and should lead to more overtaking. Ferrari should have made its point before the rules were introduced, not just before the first test of the year.

**Luciane Sabiston**  
Oxfordshire

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. MERCEDES REVEALS FIRST LOOK AT THE NEW W02
2. FERRARI UNVEILS THE F150 AT MARANELLO
3. SAUBER PULLS COVERS OFF NEW C30
4. FERRARI: PUSH-ROD LAYOUT IS RIGHT MOVE
5. RENAULT UNVEILS ITS 2011 CHALLENGER

**AUTOSPORT.COM PLUS**

### TOP STORY ONLINE

**GARY ANDERSON'S LAUNCH SEASON BLOG**

To read this exclusive feature and many others like it, log on to [autosport.com/plus](http://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](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

**CORRECTIONS AND CLARIFICATIONS**

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



# THE LATEST GEAR

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

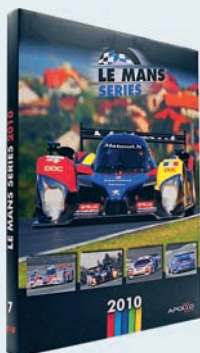


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German model maker Schuco's retro Porsche Motorsport transporter, in 1:18-scale, measures a whopping 60cm in length and is riddled with incredible detail. The steering and suspension of the truck work (although at this price we can't imagine it will get 'played with' in any sort of traditional sense), and all the doors – including the tail-lift – will open.



## LE MANS SERIES ANNUAL

£45 (978 2 9521044 7 0)

[autosport.com/shop](http://autosport.com/shop)

The 260-page official yearbook of the 2010 Le Mans Series records the entire endurance-series season with detailed, hour-by-hour reports – in both French and English – from each of the five championship rounds, plus team details and plenty of photos.

Great for sportscar fans.



## STEWART SCULPTURE

£39.99 (available in May)

[autosport.com/shop](http://autosport.com/shop)

Legendary AUTOSPORT cartoonist Jim Bamber has added Jackie Stewart's 1969 world title-winning Matra MS80 to his Heroes Collection. The amusing sculpture is the first in the Classic F1 Driver range.

A share of royalties from the sale of each sculpture goes to the Grand Prix Mechanics Charitable Trust.



## CARIBBEAN CAPERS

\$199.95 (978 0 9647769 5 1)

[JE Flynn \(racemaker.com\)](http://JE.Flynn(racemaker.com))

This unique, full-colour hardback treat charts, in amazing detail, the three Cuban Grand Prix sportscar and FJunior races of 1957, '58 and '60.

The street-circuit event in the capital city of Havana attracted many top names and marques, and their tropical adventures are recorded superbly here.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: HAIRIEST OVERTAKING MOVE EVER**



**SEARCH FOR:** Car jump over another one while racing at Courses de Bazous St Ferdinand 2010 (0:47)

An intrepid French banger racer solves Formula 1's overtaking issue in one fell swoop with this extraordinarily bold passing move on a rival.



# WHAT'S ON...

There's hardly any on-track action this weekend – but there's loads on TV and online

## Xmas Quiz Answers

Thanks to the hordes of 'quizzers' who took on last year's monster. Here are the winners – and the answers...

### WINNER (FERRARI EXPERIENCE): PETER HOWARTH, BEDFORDSHIRE

### RUNNERS-UP (DUKE DVDs):

- 1 David Thomas, Torquay
- 2 Matt Dean, Maidstone
- 3 Hedley Thomas, Finchampstead
- 4 Thomas Taylor, Yeovil
- 5 Glen Smith, Skegness

### A. GREAT BRITS

1. Ben Barker, Ben Clucas, Joey Foster, Charlie Hollings, James Winslow
2. Reg Parnell, 1951
3. Alex Lloyd (champion); Martin Plowman or Pippa Mann (race-winner)
4. Peter Hardman, Toronto 1996
5. John Taylor, 1973
6. 8th – John Watson, Brands Hatch 1980
7. Mike O'Brien, Snetterton 1987
8. Jeff Ward, Indy 500 1997

9. 7: John Surtees, Peter Gethin, Tony Dean, Jackie Stewart, Jackie Oliver, Jim Crawford, John Fitzpatrick
10. Martinsville 2008, 22nd

### B. ONE-OFF WONDERS

1. Donington, 2003
2. Damien Magee
3. Jaguar (Linden 1954); Nash (Charlotte 1951)
4. Nurburgring, 1995
5. Siegfried Brunn, Brands Hatch 1983
6. Press on Regardless, 1972
7. Waggott, 1970
8. Carlos Monteverde
9. Russell Brookes
10. Juan Manuel Fangio and Jean Behra

### C. WINNERS' GALLERY

1. Conor Daly
2. Memo Rojas
3. Giacomo Ricci
4. Jari Ketomaa
5. Joao Paulo de Oliveira
6. Frederic Makowiecki
7. Armino Araujo
8. Todd Bodine

9. Norbert Michelisz
10. Rene Rast

### D. CIRCUIT BREAKER

1. Okayama
2. Algarve
3. Marrakech
4. Surfers Paradise
5. Road Atlanta
6. Adria
7. Navarra
8. St Petersburg
9. Croft
10. Assen

### E. WHO, WHAT AND WHERE

1. Jacques Villeneuve, Toyota Camry, Montreal Nationwide, August
2. Fabrizio Giovanardi, Vauxhall Vectra, Thruxton BTCC, April
3. Darryl O'Young, Audi A4 DTM, Shanghai DTM, November
4. David Brabham/Alex Davison, Ford Falcon, Bathurst 1000, October
5. Jan Magnussen, Chevrolet Impala, Sears Point Sprint Cup, June
6. Toni Gardemeister, Abarth Grande Punto IRC, Monte Carlo Rally, January
7. Esteban Gutierrez, Sauber C29,

- Yas Marina F1 test, November
8. Juha Kankkunen, Ford Focus WRC, Rally Finland, July
9. Roger Yasukawa, Dallara-Honda IRL, Motegi, September
10. Max Snegirev, Dallara-Mercedes F3, Snetterton, August

### F. CLUB CLASSICS

1. Adrian Newey, Ginetta G50, Snetterton, August
2. Darren Turner, Aston Martin DBRS9, Silverstone, August
3. Tom Kristensen, Austin A95, Goodwood, September
4. Mike Gascoyne, Lotus 49C, Snetterton, June
5. Mark Blundell, VW Scirocco R, Brands Hatch, September
6. Michael Bentwood, Austin Metro, Snetterton, October
7. Martin Donnelly, Lotus 79, Snetterton, June
8. Willie Green, Ferrari 330 GTO, Silverstone, July
9. Paul Radisich, Ford Lotus Cortina, Silverstone, July
10. Rob Huff, Radical SR8, Donington, September



**ACCESS  
ALL  
AREAS**

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

## DONINGTON COLLECTION

WHEN THE late Tom Wheatcroft began funding the rebuilding of Donington Park in the early 1970s (the first time around), he also brought with him his personal collection of racing cars.

Over the years, that historic stable has grown from a single Ferrari 125 to five halls and over 130 exhibits at the Donington Park Museum, which now boasts that it's 'the largest showcase of grand prix racing cars in the world'.

For seven quid (£2.50 if you're under 16; nothing if you're under six years old),

you can get up close and personal with the largest line-up of McLaren and Williams F1 cars in the world (outside their respective factories), the only complete cluster of Vanwalls, and the world's largest array of drivers' race helmets.

British racing legend Sir Stirling Moss helped steer Vanwall to the 1958 F1 constructors' title during the pomp of his driving career. Last year, Moss picked out the 1961 Monaco Grand Prix as the 'race of his life' for AUTOSPORT. The Rob Walker Lotus 18 in which he beat the



Donington's collection is simply sensational

SP PHOTOGRAPHICS

factory Ferraris of Phil Hill and Richie Ginther to win that race is also on display at the museum. The collection also houses Lewis Hamilton's McLaren MP4-22 (from 2007), Nigel Mansell's 1992 title-winning Williams FW14B, and has also recently acquired the only McLaren M2B in the world.

Special discounts for

families, OAPs, students and corporate tours are available seven days a week, almost all year round (the museum only closes for five days for Christmas), so there's plenty of opportunity for you and your friends/colleagues to indulge in a bit of F1 nostalgia.

Visit [www.donington-park.co.uk/pages/motorsport-museum.html](http://www.donington-park.co.uk/pages/motorsport-museum.html) for full details.



## Television

### THURSDAY FEBRUARY 3

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

Asian Festival of Speed

Touring car action from Sepang and Formula BMW at Guangdong.

1005-1105,1830-1930 **ESPN Classic**

World Rally Classics

1900-2000 **Sky Sports 4**

Racemax

2000-2100 **Motors TV**

Andros Trophy: Clermont Superbesse

The final round of this winter's premier ice-racing series.

### FRIDAY FEBRUARY 4

0315-0600 **Motors TV**

Asian Festival of Speed

0900-1005,1415-1515 **Motors TV**

Andros Trophy: Clermont Superbesse

1225-1325,1830-1930 **ESPN Classic**

World Rally Classics

1500-1600,1800-1900 **Sky Sports 3**

Racemax

1545-1650 **Motors TV**

AUTOSPORT International

1825-1855 **Motors TV**

Australian Minis: Gold Coast

Front-wheel-drive tin-top racing on the Surfers Paradise street circuit.

2340-0010 **Motors TV**

Australian Minis: Phillip Island

### SATURDAY FEBRUARY 5

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

Andros Trophy: Clermont Superbesse

0355-0420 **Five**

Motorsport Mundial

0435-0505 **Motors TV**

Australian Minis: Gold Coast

0900-1000 **Bloomberg**

Race of Champions

1415-1720 **Motors TV**

Asian Festival of Speed

2100-2205 **Motors TV**

V8 Supercars review

Relive James Courtney's dramatic

V8 Supercar title success.

2145-2245 **ESPN**

WRC: Rallyworld

### SUNDAY FEBRUARY 6

0110-0410,0900-1210,2305-0215

**Motors TV**

Asian Festival of Speed

0600-0700 **Sky Sports 3**

Racemax

0900-1000 **Bloomberg**

Race of Champions

1210-1310 **Motors TV**

Andros Trophy: Clermont Superbesse

1310-1415 **Motors TV**

V8 Supercars review

1415-1515 **Motors TV**

AUTOSPORT International

1830-1930 **ESPN**

WRC: Road car to rally car

1925-2000 **Motors TV**

Australian Minis: Gold Coast

## Online

## AUTOSPORT.COM

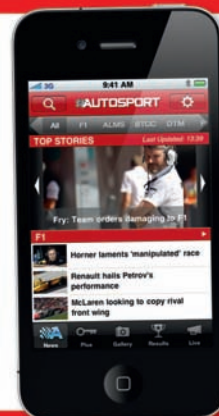
Coming up on the web this week

### F1 TEST COMMENTARY

Our live-text commentary service continues as the first Formula 1 test of the year at Valencia (right) comes to a close, and we'll also be bringing you all the breaking news and reaction as the F1 pre-season gathers pace. Plus we have tech correspondent Gary Anderson's blog as he examines the details on each car. This week is also the first edition of AUTOSPORT.com's IndyCar column from US correspondent Jeff Olson.



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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



This was an hour before Eurosport got interested

LIKE JEYKLL and Hyde or Kerry Katona, there are two distinct faces of Eurosport. The first provides quality sporting coverage like the Rally Monte Carlo, which *Revved Up* waxed lyrical over last week, the other is responsible for the sort of abysmal treatment that was afforded to last weekend's Daytona 24 Hours.

It began badly, cutting to the race an hour after it had started. Apparently one channel of cross-country skiing wasn't enough, so we had to miss potentially the most action-packed part of the race in favour of some biathlon or whatever.

While I've debated the merits of Martin Haven and Mark Cole many times, there was nothing they could be held accountable for given the shortfall in resources available. The coverage was taken straight from the Speed channel in the States, as the incongruous logo poking out from behind the Eurosport one testified. And from their pod in Paris there was no way for Martin or Mark to get in touch with what was actually happening – they assumed (understandably) that the O1 Ganassi Riley was in trouble as its gear cluster was changed in the opening hour; in fact

it was the move that won the race.

The on-screen graphics were no use either. They gave car number, driver, position and last-lap speed, but there was no mention of laps completed or what the gap to the car in front or behind was, making it virtually impossible to follow the story of the race without access to timing screens.

But the *coup de farce* was the scheduling of the final stint of live coverage. The tyre allocation and fuel mileage meant most

teams were running to stints of around 55 minutes. The final round of stops would potentially decide the outcome of the race. So when did Eurosport decide to return to the live action? With an hour to go? Don't be daft! With 45 minutes to go, of course, as the lead Ganassi car was cruising to victory.

The race deserved better, we deserved better, hell Mark and Martin deserved better. Come on Eurosport: we know you can do it! *Revved Up*

"The Daytona coverage cut to the race an hour after it started. One channel of cross-country skiing wasn't enough"



# THE WEEK IN PICTURES

The lensmen pounding the beat, from Warwickshire to Florida

**AUTOSPORT**  
EXCLUSIVE



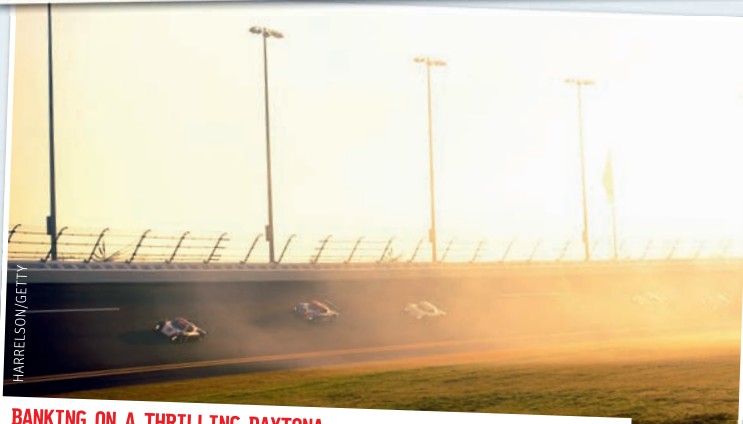
## MEEKE TESTS LATEST VERSION OF MINI

The first picture of the Mini Countryman in Super 2000 spec - with S2000 bodywork - at Prodrive's Monlley test track



## TACTICAL DISCUSSION AT FIORANO

Massa at Ferrari launch: "So I slow, and let Fernando pass me like this"



## BANKING ON A THRILLING DAYTONA

Last weekend's 24 Hours was gruelling, and it was a gripper



## WILL SAUBER'S BOYS HIT THE TARGET?

Sergio Perez and Kamui Kobayashi, and 'junior' Esteban Gutierrez, at a Swiss training camp



## WALLBASHING MOMENT MAKES COYOTE UGLY

But this being a 24-hour race, the Spirit of Daytona team got Garcia, Edwards and Maassen to the finish



# FROM THE ARCHIVE

Victory at the second attempt for Riley & Scott, Daytona 24 Hours, 1996



"We were up against it because the Ferrari was clearly faster. It damn well should've been: it had 100bhp more than we did"  
**WAYNE TAYLOR**

R&S MkIII was lucky to make it to the finish

**THESE DAYS** the smart money at the Daytona 24 Hours is always on a Riley. The winning design of the past seven years is the numerically dominant Daytona Prototype and is also the weapon of choice for the all-conquering Ganassi team, which gave the US constructor its 10th victory in the big enduro last weekend. Yet back in 1996, the company then known as Riley & Scott was the new kid on the block and an outside bet against the Ferrari 333SPs.

The R&S MkIII hadn't enjoyed an auspicious race debut at Daytona 12 months earlier – in what Bill Riley, one of the founders of the company, calls the "24 minutes of Daytona" – in the hands of Dyson Racing. A year on, there were four MkIII World Sports Cars on the Daytona entry, one of them entered by the works team with Oldsmobile support under the Doyle Racing banner.

The new venture had been put together by driver Wayne Taylor, whose team these days takes on Riley with the Dallara chassis. The team had come out of the blocks with a bang, in more ways than one.

"We'd been fast at the January test, but on the last day the V8 exploded on the banking," he remembers.

"We were up against it, because we were a start-up team and the 333SP was clearly faster. It damn well should've been: it had 100bhp more than we did."

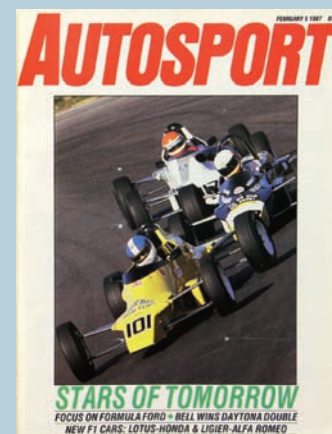
The Ferraris might have had a performance edge, but they ran into problems. That allowed Taylor and team-mates Scott Sharp and Jim Pace to move into the lead as the race moved past the halfway stage.

The works R&S drivers found themselves with a 12-lap lead, but all was not what it seemed. Second gear was playing up – it had to be held in position to start with and then disappeared altogether – and the fuel pump was on the blink. What's more, Max Papis, driving the pole-sitting Momo Ferrari, was on a charge that would make his name in North America.

"The car was a complete disaster at the end," says Taylor. "We had no second gear and we were switching between the main pump and the reserve. I had no idea if we were going to survive the final 90 minutes."

The Riley did survive the 24 Hours, something the MkIII and now the DP MkXI and XX have made a habit of since. ☒

## THIS WEEK IN...



**FEBRUARY 5, 1987**

**OUR COVER** showed future British F3000 champion Paul Warwick, brother of F1 racer Derek, getting stuck into the action during the 1986 Formula Ford Festival at Brands Hatch.

The issue contained a full review of the previous year's FF1600 scene, in which Paul justified his family's racing reputation by dominating the Dunlop/AUTOSPORT Star of Tomorrow championship in his Derek Warwick Racing Van Diemen RF86.

Paul won eight times from 12 starts, including a run of six straight victories between June and October, to leave nearest rivals Andrew Guye-Johnson and Paul Spooner gasping in his wake. Warwick also laid claim to the BARC Junior title in the same season.

British racing ace Derek Bell teamed up with American trio Chip Robinson, Al Unser Jr and Al Holbert to win the Daytona 24 Hours (below), as Porsche 962s filled the top six places.



**NEXT ISSUE**



Lewis and Jenson's 2011 weapon revealed

## NEW MCLAREN

Is it the car to put the Woking boys on top? *On sale Feb 10*

**PLUS**

Force India and Virgin launches; Mansell back at Lotus; WRC season preview



# MARC DUEZ

■ Donington Rallysprint ■ October 27, 1984 ■ Various Austin Rovers ■ Beating top names in knockout event



Duez tackles the rally stage in the big Rover Vitesse

**THE DONINGTON** Rallysprint in 1984 was the best win for me. Tony Pond was supposed to be taking part, but at the last moment he wasn't able to, so they called and asked me if I could — and of course I said it would be an honour to be there. The entry included Keke Rosberg, Nigel Mansell, John Watson, Michelle Mouton, Per Eklund, Jimmy McRae — it was all of my heroes, and then me.

I consider myself a driver, not a specialised rally driver or racing driver. I have had success in rallying and in racing at the Spa 24 Hours among others. I think I'm a good driver, but I'm not the best. But on this one day I was the best! It was my day.

The competition consisted of a rally stage with a Rover Vitesse, then we did a slalom with a little Metro and a race with the Montego. I finished second in the rally, was okay in the slalom and with a good race I knew I could win overall.

I remember being followed during the finale by Nigel Mansell in the Montego and thinking that just the week before he'd

**"It was not the best PR outcome for the Rallysprint organisers. Nobody knew who I was! Their mistake was to invite me at the last minute"**

competed in his final F1 race for Lotus in the Portuguese GP at Estoril. One of my heroes — and he couldn't beat me.

John Watson was not impressed by my style of driving, and it was a fantastic race. He pushed me off the track, but I came back and won,

which made me the winner overall. For me it was the best thing I'd ever done in my life!

As a driver it was perfect, because it was just pure competition between guys in equal cars. I had three days of partying after the finish.

## IN PROFILE



**VERSATILE BELGIAN** Marc Duez's career encompasses rallying and racing, and he has been successful in both, with victories in the legendary 24-hour races at Spa and the Nurburgring, plus several drives at Le Mans. His rally highlight came on the world championship Tour de Corse in 1991 when he took fourth in a Toyota Celica. He still competes occasionally, but is now closely aligned with the Belgian Federation, the RACB, coaching and advising drivers, including IndyCar's Bertrand Baguette, IRC young gun Thierry Neuville and, until recently, Virgin F1 newboy Jerome d'Ambrosio.

I recently moved house and put all my racing memories and souvenirs in one room. Until I put them all together I didn't know I had so many cups, trophies, overalls and over 100 team jackets since 1975. Some of these line the ceiling now, but I have one wall with all the trophies on, and the Rallysprint one is the one that stands ahead of the rest, and nobody understands why I feel this is the most important one to me.

It was a fantastic event for the spectators and for me. From a PR point of view it was not the best outcome for the Rallysprint organisers. Nobody knew who I was! Their mistake was to invite me at the last minute. ✖ Marc Duez was talking to Andy Hallbery

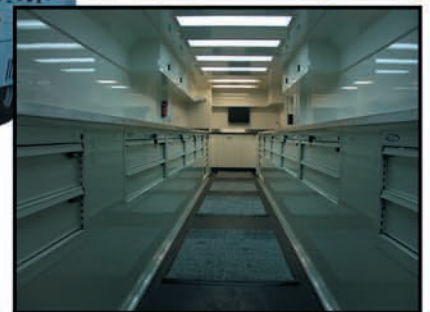
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