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## **McLAREN BUILD LEWIS A WINNER – OR HE'S OFF**

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**INTERVIEW**  
New HRT signing  
Tonio Liuzzi



**REPORT**  
Sebring  
12 Hours







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**“This car could be a very good contender at Le Mans - I’ll have to be careful when I’m back in the Peugeot!”**

**SIMON PAGENAUD FINDS A CLOUD TO THE SILVER LINING OF HPD’S SECOND PLACE IN THE SEBRING 12 HOURS**

## 6344

Miles covered by Buddy Rice’s 2004 Dallara from Honda’s Motegi facility to Indianapolis, where the museum is hosting a display of 67 cars that have won the Indy 500.

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## POLE POSITION

# A freshen-up for the new grand prix season

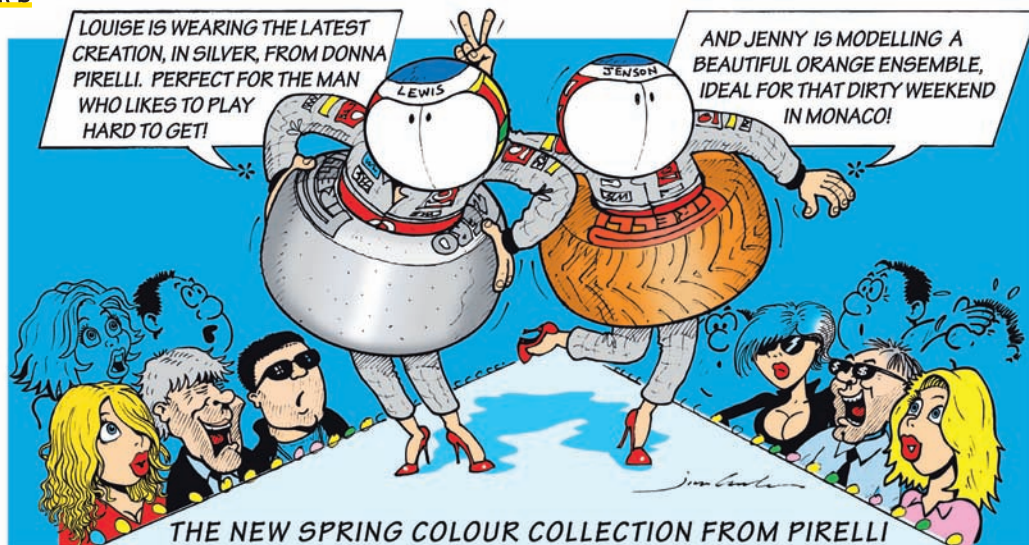


**THE EAGLE-EYED** among you will have noticed a few subtle changes to AUTOSPORT over the past few weeks. Ahead of the new Formula 1 season, we've undergone a small facelift as part of our on-going commitment to producing the best motorsport weekly in the world. But it's not just a new look to the F1 race previews, a reworking of the Sports Extra race reports and the addition of an extra international news page.

We've also reappraised the way we do all international race reports, replacing the notion of a blow-by-blow account with deeper analysis that concentrates on the key stories behind the results and their significance to the championships and their protagonists. And it won't stop there. A new element has been added to Mark Hughes's insightful grand prix reports, the first of which of course you can read next week. We hope you like it and that the race lives up to expectations and gives our grand prix editor plenty to get his teeth into.

**Andrew van de Burgt, editor**

## BAMBER'S WEEK







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**BATHURST**

## V8 Supercar spotted at Bathurst!

No, not a Holden Commodore or Ford Falcon, but a McLaren MP4-25. Thanks to mutual backer Vodafone, Jenson Button tried the mega Australian track in his F1 car and the Triple 8 Commodore of Craig Lowndes. The five-time Bathurst winner then got a run in the 2010 McLaren.

Picture: Pierse/Getty





# McLaren – improve or lose Hamilton

The British team is pinning its hopes on upgrades to the MP4-26 ahead of the Australian GP as it bids to hang on to Lewis Hamilton beyond 2012. By EDD STRAW

**M**cLaren must deliver the one-second-per-lap improvement that it has targeted for this weekend's Australian Grand Prix to help convince Lewis Hamilton to stay with the team.

The British squad's MP4-26 will feature a raft of upgrades in Melbourne, including a new floor and a simplified exhaust system. Its unique 'octopus' exhaust design had the potential to give a crucial downforce advantage, but insurmountable problems with overheating bodywork compromised both reliability and performance. Despite having to drop the concept, team principal Martin Whitmarsh has high hopes

that the changes will catapult the car from the midfield to close to pre-race favourites Red Bull and Ferrari.

"The target is to deliver more than a second in performance with the modifications," said Whitmarsh. "We have taken a risk to significantly change the car going to Australia."

Hamilton wants more world titles. Will McLaren deliver?



Should that risk pay off, it will be a major boost to the team's hopes of keeping Hamilton beyond 2012, when his current deal expires. AUTOSPORT understands that the Woking squad is keen to extend his deal before the end of this year, but the 2008 world champion remains hot property in F1. And, having recently signed a management deal with Simon Fuller's XIX Entertainment, he could choose to move in 2013. Red Bull would be keen on Hamilton for both his speed and worldwide marketing potential, while Ferrari could also be interested, especially with long-time target Robert Kubica's F1 future uncertain.

## HAMILTON'S TITLE HUNT

Speaking to the British national press last week, Hamilton warned that he is determined to rack up multiple world titles in his career. His comments are sure to pile further pressure on McLaren.

"I want to be one of the most successful F1 drivers of this generation so I do want to win more world championships," he said. "And I think you have to continue winning and prove yourself time after time for people to really know that you are the best. I have only been here for four years so I've got a lot more to do."

He also described McLaren as "a great place to work". But despite a long association with the team, which stretches back to Hamilton approaching Ron Dennis at the AUTOSPORT Awards in 1995 and his subsequent signing as a junior driver three years later, it is not guaranteed that he will stay.

## BUCKING THE TREND

McLaren is addressing its recent struggles to set the pace early in the season, with the promotion of Paddy Lowe to technical director as part of a restructure of its car-development operations.





AUTOSPORT understands that aspects of the much-vaunted matrix management system, imported from the aerospace industry by Whitmarsh, have been modified to create a more linear process of car development from one year to the next (see AUTOSPORT March 17). The team also struggled at times last season to make upgrade packages work as quickly as hoped, leading to an increased focus on improving both virtual and dynamic simulation tools. This trend of concepts not working as hoped has continued with its radical exhaust design.

"I've been to first races [of the year] with the quickest car and one of the slowest," Whitmarsh said. "Sometimes risks pay off with performance and reliability, other times they don't. This year, there are technical risks in the engineering programme, some of which caused us unreliability and weren't delivering the performance that they should have done. We have reacted to that and we will see how we are in Australia."

 **P16 MELBOURNE PREVIEW**

## McLAREN'S BAD STARTS

McLaren has had a habit of starting slowly in recent times, only to move forward in the championship as the season goes progresses



### 2009

The MP4-24 started the season woefully uncompetitive, with Heikki Kovalainen and Lewis Hamilton qualifying outside the top 13 in Melbourne. It wasn't until the German GP in July that the team got its act together.

### 2005

The MP4-20 ultimately proved to be the fastest car, but it lagged behind Renault early in the season. After four races, Kimi Raikkonen was 29 points behind eventual champion Fernando Alonso.



### 2004

The MP4-19 that started the year was poor, leading to the introduction of an overhauled b-spec machine for the second half of the year. Up until then, McLaren scored a feeble 17 points, but picked up 52 thereafter.



### 2000

Speed was not a problem for the MP4-15, which locked out the front row for the first two races. Three DNFs and a disqualification for an illegal rear wing left it with zero points heading into round three.

### 1999

Reliability woes and the odd mistake meant Mika Hakkinen and David Coulthard registered just three points finishes in the first four races. Hakkinen went on to edge Eddie Irvine for the title at the final round.

McLaren must improve to hang on to Hamilton

## AUTOSPORT SAYS...

**EDD STRAW**  
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**S**ometime during the next 18 months, Lewis Hamilton must make some very serious decisions about his future. Despite being part of the McLaren furniture, it's not out of the question that he could decide to move elsewhere when his current contract expires at the end of next year. After all, he came close to going his own way in the winter of 2004/5 when he wanted to step up to GP2 a year earlier than McLaren (correctly) believed was appropriate.

Obviously, things have changed since then and the most logical decision would be to stay with what remains one of the great grand prix teams. After all, plenty of drivers have suffered career downturns when they have left top teams of their own volition. But never underestimate the appeal of pastures new after what will have been six seasons at Woking.

McLaren's tendency over the past decade not to start the season as strongly as you'd expect — given its size and resources, it should be setting the pace — will give him cause for concern. To not look at other options would be a mistake.

It's impossible to say what is going on in his mind, and chances are he will remain in the silver corner. But with no shortage of potential suitors in the paddock,

it's not a forgone conclusion that he will be a McLaren man for life.



Hamilton starts his fifth year at McLaren

## BIG NUMBER



The number of times that McLaren has won the first race of a season since its last constructors' championship win in 1998. David Coulthard and Lewis Hamilton did the honours in 2003 and 2008



# Brabham: Webber must win at home

Australian legend Jack Brabham calls on Red Bull ace to win Melbourne GP to boost his title chances



**A**ustralian motorsport legend Jack Brabham has called on Mark Webber to win his home grand prix this weekend to prove that he is able to win the world championship.

Webber has a dismal record on home soil in Formula 1, while Brabham won his home GP three times when it was not a world championship qualifier. The 84-year-old suspects that Webber “possibly to a point” allows the intense pressure of racing on home soil to damage his performance. The pressure will be more intense than ever this year, with Webber needing to regain the upper-hand over world champion team-mate Sebastian Vettel early on if he is to re-establish himself as the team’s best shot for the title. Brabham also believes that Webber must be at his best to be able to defeat his much younger team-mate.

“He needs to win the first race and keep going,” Brabham told AUTOSPORT when asked what

Webber needs to do to prove that he can be a champion. “I think if he can get a bit more success, he will move from strength to strength. Unfortunately, Vettel has age on his side and all Mark can do is persevere.”

#### POOR RECORD

Webber has averaged only 0.9 points per race at Albert Park, his worst return at any circuit on the current calendar other than Korea, where he crashed out of the inaugural race last year.

His fifth place on debut in 2002 driving the uncompetitive Minardi stands as his best result, matched by a repeat for Williams in 2005 (see sidebar). He is determined to improve on that record this weekend.

“I hope I can improve my luck there as it hasn’t been incredible since my first GP in 2002,” said Webber. “I hope to get my best result and there’s every indication we can do that. This is the best winter we’ve had.”

In Australia last year, Webber

qualified well, ending up second on the grid behind Vettel. But after opting to stay out a lap longer than most of the field before pitting for slicks, he dropped down the order. He clashed with Lewis Hamilton twice in the race, initially going off while trying to pass the McLaren, before crashing into the back of him late-on after braking too late for Turn 14.



Webber is centre of attention at home

#### PSYCHOLOGICAL WEAKNESS

Webber’s worst performances during 2010 arguably came when he put himself under the most pressure. In addition to Australia, he crashed out of second place in Korea trying to

keep up with race-leader Vettel, and he then struggled all weekend in Abu Dhabi for the title decider.

Team insiders believe that it’s no coincidence that Webber’s worst weekends relate to such pressure points. If he were able to end his home grand prix hoodoo with a win, it would be a sign that the experience of last year’s title fight has better prepared him to handle such situations and boost his prospects for the coming season.

David Brabham, youngest son of Jack and the last Australian before Webber to race in his home grand prix, believes that despite getting better all the time, the Red Bull driver must still improve his performances when under intense pressure.

“My pressure was trying to get into the top 20, but I do remember the amazing support I got as the local GP driver,” Brabham told AUTOSPORT. “I was never in a position to win, so I never had the pressure that





Mark is under.

"In some ways Mark is very strong mentally and in other areas there is still work to do. Every year he seems to get stronger, but there are still some cracks in the armour."

Webber has a reputation for toughness and several times last year he proved that he was capable of delivering when he felt circumstances were against him, such as at Silverstone where he won in the wake of 'his' front wing being given to Vettel. Despite being able to use such adversity to his benefit, the different kind of pressure that he puts on himself to deliver in front of over 100,000 home fans or to close out a world title appears to weigh more heavily on him.

Webber has yet to harness the support for a top result in nine Australian Grands Prix.

 **P40 MELBOURNE ROCKS**

## WEBBER'S OZ WOES

**STARTS 9 POINTS 8**  
**BEST QUALIFYING 2ND**  
**BEST FINISH 5TH**  
**LAPS LED 3 FINISHES 5**  
**RETIREMENTS 4**

### 2002 MINARDI

Earned an honorary trip to the podium for finishing fifth on his F1 debut after an error-free drive in an uncompetitive Minardi.



### 2003 JAGUAR

Running sixth on lap 16, albeit after a number of cars that started ahead had pitted, Webber retired with a halfshaft failure.



### 2004 JAGUAR

Qualified an impressive sixth, but completed only 29 laps before stopping with a gearbox problem while running in the midfield.



### 2005 WILLIAMS

Rain-hit qualifying helped him to third on the grid, which he converted into a solid fifth place to match his career-best home finish.



### 2006 WILLIAMS

After starting seventh, Webber led his home race for two laps thanks to running a long first stint. He then suffered gearbox failure.



### 2007 RED BULL

Again showed well in qualifying, starting seventh, but an embarrassing spin in the pitlane left him 13th at the finish.



### 2008 RED BULL

From 14th on the grid, he was eliminated in a first-lap pile up that also accounted for Red Bull stablemate Sebastian Vettel.



### 2009 RED BULL

Disappointed after qualifying eighth, he suffered damage in a first-corner collision with Barrichello and Heidfeld. Took a hobbled 12th.



### 2010 RED BULL

Ran second behind team-mate Vettel early on, but clashed twice with Lewis Hamilton. Salvaged ninth after getting out of the gravel.



## HOME HEROES

Drivers with the most GP wins on home soil

**MICHAEL SCHUMACHER 9**

**ALAIN PROST 6**

**NIGEL MANSELL 5**

**JIM CLARK 5**

**JUAN MANUEL FANGIO 4**





## BUTTON IN A V8

Former world champion Jenson Button took to the Mount Panorama circuit in Australia on Monday in a V8 Supercar Holden Commodore. The McLaren driver swapped cars with V8 star Craig Lowndes. Full story next week

# Merc is one second faster

Rival teams reckon the Silver Arrows have found a giant leap in pace ahead of Australian GP opener

**R**ivals teams estimate that Mercedes could have found up to one second per lap with the major upgrade package that it took to the final test at Barcelona's Circuit de Catalunya.

The team added new front and rear wings and modified exhausts to the MGP W02 for Barcelona. After struggling badly during the first three tests, during which it lagged more than 1.5 seconds off the pace,

it made a significant stride in the final week of testing, estimated by other teams as 0.8s-1.0s.

While few are expecting Mercedes drivers Nico Rosberg and Michael Schumacher to challenge anticipated pacesetters Red Bull and Ferrari, there is growing belief that the team could be the third quickest at this weekend's season-opening Australian Grand Prix, and challenge for podiums later in the season.

Rosberg was downbeat during early tests, but after his final Barcelona outing he declared that "we have the car that we want for the start of the season".

Mercedes motorsport boss Norbert Haug is also upbeat about the car's improvement, although insists that this weekend is too early in the season for the squad to fight for victory.

"You cannot catch the front at this stage," Haug told AUTOSPORT. "Clearly Red Bull are ahead at the moment. Probably with more steps we can come closer."

Seven-time world champion Michael Schumacher said that he was upbeat ahead of the season.

"My feeling is a good one," he said. "The data I have seen over the winter has been encouraging, but we all know reality can be different."

The fight behind Red Bull and Ferrari is expected to be very tightly contested in Australia this weekend — McLaren, Williams, Toro Rosso, Renault and Sauber have also shown potential top-10 pace in testing.

Key to this battle is likely to be strategy and the way that cars use their Pirelli tyres, with Sauber looking among the strongest teams in terms of rubber longevity.



Schumacher was fastest at Barcelona





## Pirelli reveals tyre markings for 2011

**PIRELLI HAS** unveiled the coloured logos that it will use to differentiate its tyre compounds during the 2011 season.

Unlike Bridgestone, it has allocated bespoke colourings to all six of its tyres – four slicks, plus intermediates and full wets.

The dry-tyre logos will be coloured red, yellow, white and silver from super-soft to hard, with only two compounds available on a given race weekend. Rain tyres will be orange, with intermediates carrying light-blue logos.

Pirelli is confident that the colouring will be easily visible to television viewers.

The Italian tyre manufacturer

returns to Formula 1 this year for the first time since 1991. Paul Hembery, the firm's motorsport director, believes that the teams should be well-prepared for the new rubber's challenges.

"Our tyres are designed to be different to what we have seen before in F1, but I think all the

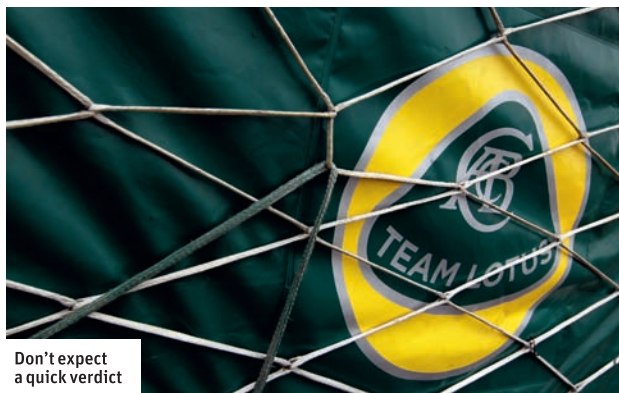
teams have managed to gather some useful information about them in testing," he said.

"We're aiming for two or three pitstops in Australia, and it will be fascinating to see exactly how the drivers and teams are going to use the tyres to employ different strategies."

Vettel on yellows, so they'll be the softs



## Lotus case to take time



Don't expect a quick verdict

**A FINAL** judgment in the case over the use of the 'Team Lotus' name is not expected until next month at the earliest.

The High Court case between Team Lotus and Lotus Cars is scheduled to be held over 10 days, with the judge allowing up to six weeks to consider the final verdict. It is thought that only an eleventh-hour out-of-court settlement would allow the case to be brought to a conclusion any earlier.

This weekend's Australian Grand Prix will feature the first use of the Team Lotus name at the sport's top level since 1994, although it was incorporated

into the name of Pacific Team Lotus during '95.

The start of the case featured a disagreement between David Hunt, the man who claims he acquired the rights to the Team Lotus name at the end of 1994, and Tony Fernandes, the principal of the current Team Lotus. The pair had hitherto been united against Lotus Cars in the battle to use the name in Formula 1.

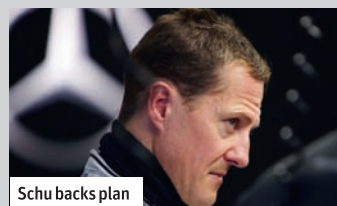
Hunt claimed last weekend that Fernandes had tried to make changes to their deal, while a statement from the team claimed that it was Hunt who was trying to renegotiate.

## Schu backs FIA track analysis

**MICHAEL SCHUMACHER** has thrown his support behind recent moves by the FIA to study changes to circuits to encourage overtaking.

"It is very clear that if, for example, you only have fast corners then you won't have any overtaking, because you can't follow another car in front of you," he said. "If you do slow corner, long straight, slow corner, the potential is better."

"True, at Abu Dhabi you have slow corner, long straight, slow corner, but there is more to it than only that ingredient. You have to put all of these ingredients together and make the track the right layout, and the FIA, the teams and drivers are working on this."



Schu backs plan

## THIS WEEK IN F1



**RED BULL** The Milton Keynes squad could become the equal 10th most successful team in the history of the world championship if it wins this weekend's Australian GP. That would put Red Bull level with Cooper on 16 wins, but from fewer race starts.



**McLAREN** Jensen Button has not given up on making it an Australian Grand Prix hat-trick this weekend, despite McLaren's poor pre-season testing form. "On paper that might not look likely, but, seriously, who knows?" he said.



**FERRARI** Sauber driver Sergio Perez, part of the Scuderia's young-driver scheme, is understood to have prepared for the upcoming Australian Grand Prix using a Ferrari simulator. The Mexican will make his F1 race debut on Sunday.



**MERCEDES** Team principal Ross Brawn believes that the way that exhaust gases are used for aerodynamic benefit could be more of a performance differentiator than the outlawed double diffuser was. "It's a significant area which will be fascinating," he said.



**RENAULT** Nick Heidfeld has signed a promotional deal with German cable TV company Unitymedia. The 33-year-old endorses the company's products and will participate in VIP promotions for it.



**WILLIAMS** Technical director Sam Michael has confirmed that Williams will use KERS in this weekend's Australian Grand Prix. This is despite the team deactivating the system during the recent Barcelona test amid technical concerns.



**FORCE INDIA** Adrian Sutil believes that Force India's best hope of scoring points in this weekend's Australian GP is from picking up places when others drop out. The car has disappointed in pre-season testing, but Sutil said: "There are usually points to be won if you see the chequered flag."



**SAUBER** The Swiss team's cars will carry a message at the Australian GP, dedicated to those suffering in Japanese driver Kamui Kobayashi's homeland. The message translates as "may our prayers reach the people in Japan".



**TORO ROSSO** Former British F3 champion Daniel Ricciardo will make his F1 race-weekend debut on home soil in Friday practice. The Australian will drive during the first free practice session.



**LOTUS** Team Lotus plans to bring its first major upgrade to the Turkish Grand Prix in May. It will continue to make minor updates to the car during the first few races of the season.



**HRT** F1 returnee Narain Karthikeyan has no doubts that the new HRT F111, which runs for the first time at this weekend's Australian GP, will have the pace to qualify for the race. "We have to be within 5.8 seconds of the pole time, which we are capable of doing," said the 34-year-old Indian.



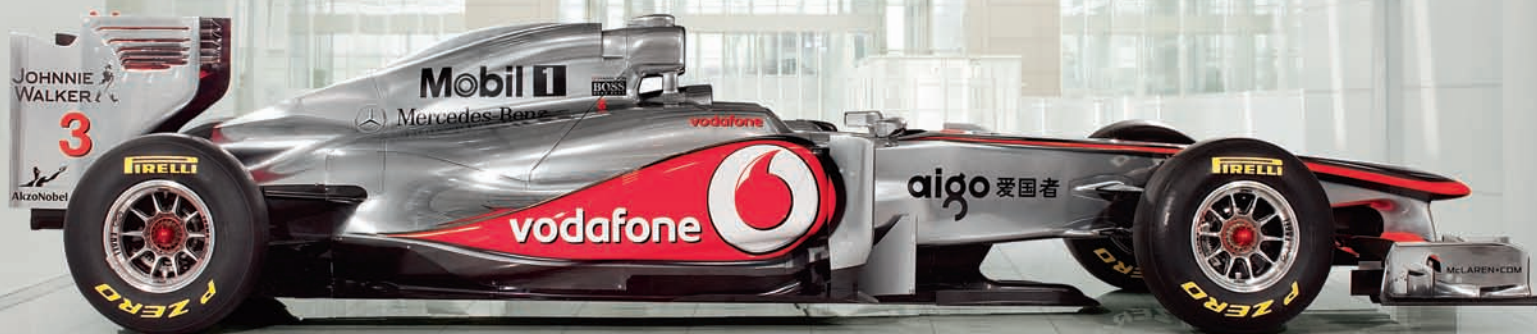


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# Straight talk David Coulthard

13-time GP winner and 2001 world title runner-up

A two-time winner in Melbourne, DC knows what it takes to be quick around Albert Park. He's also had his fair share of shunts there too!

**I** remember very well the 1996 Melbourne Grand Prix, when Formula 1 first moved from the oldy-worldy streets of Adelaide to this new-world metropolis, as I was involved in the huge crash with my commentary-box partner Martin Brundle when he went rolling his Jordan into oblivion. I won there a year later, and in 2003, so I've got very fond memories of the place.

It's not like a normal street circuit, it's more of an established track in its own right and has some really challenging, fast corners with some very big stops. It's not necessarily the easiest venue to

AUTOSPORT: it would have made more sense to have it open between Turns 2/3 because that's a more opportune place. You can run in dirty air through Turn 2, which you can't at the final corner or you'll end up understeering in the wall spectacularly like Michael Schumacher did a few years ago.

Turn 1 also has a very shallow apex, which makes it easier to defend; Turn 3 has a much later apex with a far-wider turn-in — I know as I've crashed trying to overtake at both!

## SCOPE FOR FIRST-CORNER CHAOS

The nature of the track tends to promote these unpredictable races we often get at Melbourne. As I've said, that first corner has an early apex that funnels the cars in, and is relatively close to the startline.

There's a massive blindspot on a Formula 1 car, the mirrors are a fraction of the size that you have on your road car. There's an assumption in a racing driver's brain that if you don't see someone, they're not there, so you turn in. So, knowing that, if you go lunging into that space in their blindspot, you do so by the grace of God. If you walk into that open door just as the other guy closes it, that's racing.

That is why you get so many incidents at the first turn here.

## DI RESTA'S F1 DEBUT

What will surprise Paul the most, and this won't just happen in Melbourne, is just how hard a grand prix distance is. It's not like

a full day of testing; it's fine doing 100 laps in 10-lap bursts, but teams rarely do a full race grand prix simulation at a test.

The physical and mental stress involved in a 60-odd lap race has to be experienced to be believed. I've looked at a pitboard five laps into a race feeling I've done 35 already! I have a clear picture of my first F1 victory for Williams at Estoril in '95, when I was leading the grand prix thinking if Schumacher didn't slow down, and kept catching me as he was doing, I was going to crash at any minute. I just couldn't keep that relentless pace going.

I know from personal experience that there's a big difference from being on the limit in an F1 car than a DTM car. That's going to be his biggest anxiety, but Paul has got to F1 on merit, and Britain can be proud that we've put another driver on the grid. He's absolutely got the talent to succeed in F1.

Like Paul, I'm nervously excited about my own debut in the commentary box on the BBC this weekend. As well as being a former driver, I'm a long-term fan of motor racing. I fall into the category of excitedly waiting for my weekly copy of AUTOSPORT to drop through my letterbox today (sadly I get it a day late in Monaco), just as when I was a young boy I couldn't wait to watch the half-hour highlights of each grand prix on BBC2 with my father.

Now I've got the chance to complete the circle. I hope I can influence and enthuse the next generation of young racers. ✖



Exhausted DC beat Schuey and Damon at Estoril in '95

overtake on, but we've got the KERS and the moveable wings to help with that.

The decision to make the wing deploy only on the start/finish straight confuses me. I would agree with Sam Michael in last week's

LAT ARCHIVE

**“Melbourne's nature tends to promote unpredictable races”**



# Melbourne: a great F1 event

Far away from the troubles of Bahrain, Albert Park should provide Victorian value

**M**elbourne is a city that knows how to put on an event. Even if crowd numbers have fluctuated at Albert Park in recent times, the Australian Grand Prix still manages to generate more atmosphere in a 'down' year than several other current Formula 1 venues could ever hope to.

This is particularly true when it hosts the opening race of the season. In the wake of the difficult situation in Bahrain, it

will once again be in the shadows of the Melbourne skyline that the first chapters of the new world championship saga are written.

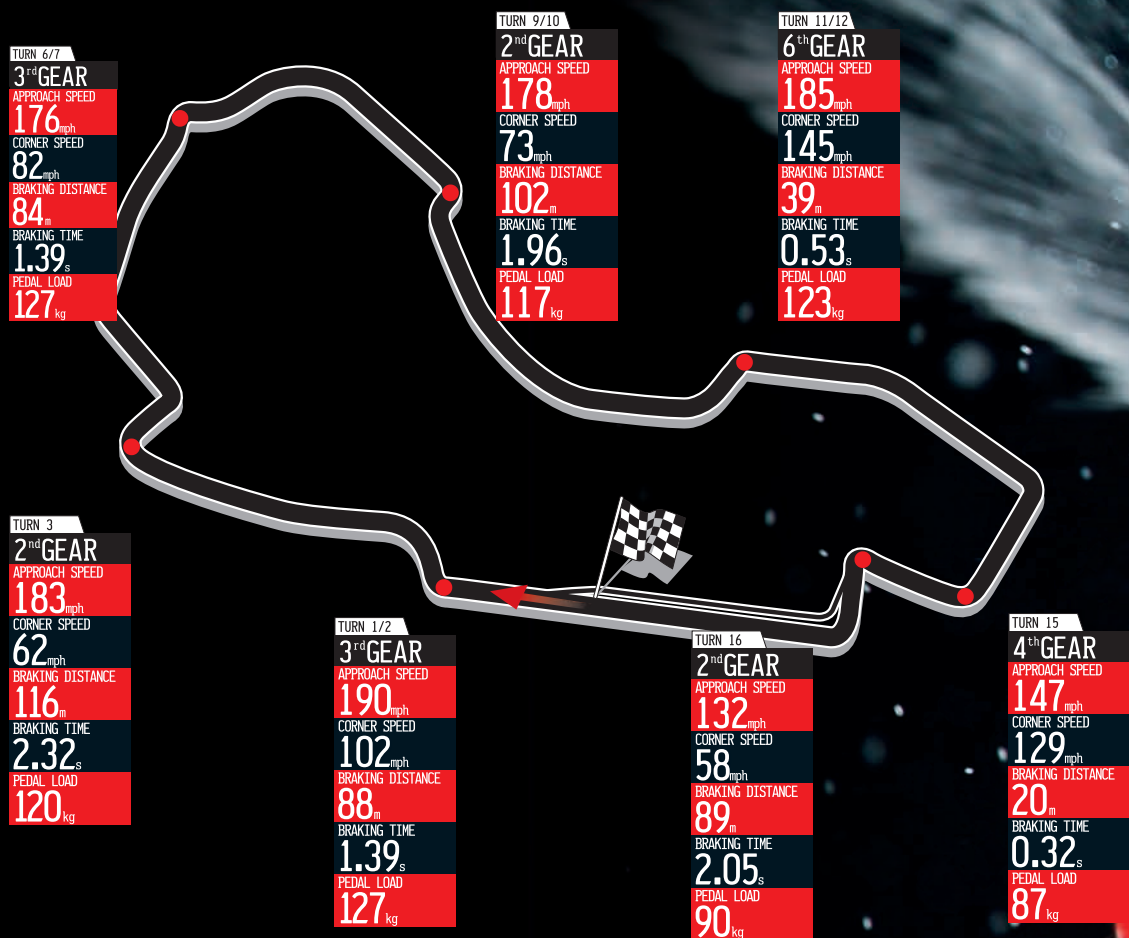
The track itself is a bit of a hybrid – the public roads winding around Albert Park Lake were extensively reprofiled when the deal for the race was announced. As a result, a lot of the corners have more of a 'permanent circuit' feel about them, as do a lot of the surrounding features (such as

gravel traps instead of asphalt run-off). But the low grip levels serve as a constant reminder that it is fundamentally a street track.

The race used to be notorious for highlighting fragilities in new cars. While reliability is now much higher, unpredictable autumn weather is more than capable of mixing things up.



**P18** EXPERT VIEWS



## TRACK GUIDE

NUMBER OF LAPS

**58**

CIRCUIT LENGTH

**3.295m**

LAP RECORD

**1m24.125s**



**M SCHUMACHER (2004)**





## KEY: THE START

### VITANTONIO LIUZZI

It's quite a big gamble to go into the first corner at the start. It's a medium-speed corner in third gear. You go in there quite fast, and to fit 24 cars into the first apex is not easy. Many times you have drivers who want to win the race in the first corner, and this year we have a lot of new drivers coming. It will be another challenge, but it's what makes the Australian Grand Prix interesting. Safety cars, red flags, weather... the Australian GP is one of the most interesting ones.



### RUBENS BARRICHELLO

The first corner seems quite wide on the run into it, then all of a sudden it closes down. It's not easy to get three cars through side by side, as we've seen in the past. There is nowhere to be completely safe on the way in; all you can do is be flexible, see how it opens up and work out where is the best place to go.



### JENSON BUTTON

Turns 1 and 2 always get a bit congested on the first lap. In the race, you want to make up places at the start but it's so easy to brake a foot late.



## CLASSIC MOMENT

### 1996: VILLENEUVE ALMOST WINS ON DEBUT

After beating Williams team-mate Damon Hill to pole position, reigning Indycar champion Jacques Villeneuve led from the start and controlled the race for 50 laps, passing the future world champion between Turns 3 and 4 after briefly losing the lead during pitstops. A brief off-track excursion, after which he defended brilliantly from Hill, damaged an oil pipe and forced him to slow in the closing stages. With eight laps remaining Hill passed him, leaving the Canadian with a still-impressive second in his first GP.



## BALLSY CORNER

### URNS 11/12

With only the briefest of dabs on the brakes, drivers pitch the car into this left-right swoop with maximum commitment. Last year, during free practice, Kamui Kobayashi wiped out his front wing on a marker post at the first apex after taking huge speed into the corner - the simulator on which he learned the track had no such bollard!





# Who'll be the city slickers?

Looking ahead to the Australian GP, including the all-inclusive test-time analysis



## LIVE TV AND RADIO LISTINGS

### FRIDAY MARCH 25

0125-0305 Free practice 1 LIVE (BBC red button and online)  
0525-0705 Free practice 2 LIVE (BBC red button and online)

### SATURDAY MARCH 26

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0500-0730 Qualifying LIVE (BBC1)

### SUNDAY MARCH 27

0600-0900 Grand Prix LIVE (BBC1 & Radio 5 Live)

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SEBASTIAN VETTEL



## 2010 WINNER

JENSON BUTTON



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ALL PICS: LAT



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Heidfeld 101.368



Barrichello 102.120

Alguersuari 102.463



Massa 101.067



Perez 101.957

Petrov 102.344



Hamilton 101.147



Rosberg 101.985

Button 102.377



Vettel 100.874



Kobayashi 101.534



Schumacher 102.066

Buemi 102.419



## LAST YEAR

### BUTTON GETS IT RIGHT

AN INSPIRED pit call from Jenson Button set him on the way to taking his first victory for McLaren in just his second start for the team. The reigning world champion made an early switch to slick tyres while the track was still damp. He went off on his out-lap, but by the time his rivals got rid of their intermediates Button was in contention. Sebastian Vettel had a potential victory snatched away from him for the second race running when a wheel failure pitched him into the gravel. Fernando Alonso charged through the field after being caught up in a first-lap accident, and the Spaniard was furious that team-mate Felipe Massa was not ordered to get out of his way when he still had a slight chance of victory. **RESULTS:** 1 Jenson Button; 2 Robert Kubica; 3 Felipe Massa; 4 Fernando Alonso; 5 Nico Rosberg; 6 Lewis Hamilton.



### RACE ODDS

Vettel	2/1
Alonso	3/1
Webber	9/2
Hamilton	8/1
Massa	10/1
Schumacher	11/1
Rosberg	12/1
Button	14/1
Heidfeld	33/1
Barrichello	50/1
Kobayashi	100/1
Petrov	100/1
MalDONADO	150/1
Alguersuari	150/1
Sutil	150/1
Buemi	150/1
di Resta	150/1
Perez	200/1
Kovalainen	250/1
Trulli	250/1
Karthikeyan	500/1
Glock	500/1
Liuzzi	500/1
d'Ambrosio	500/1

## THE DRIVER

### LUCAS DI GRASSI

thedriver@autosport.com



**AS A RESULT** of world politics and the problems in Bahrain, the first race of the season is quite late in the year. But the schedule doesn't change for a driver. While the teams battle logistical problems, a driver will stay focused on how to get the best out of the weekend.

The drivers fly out a week in advance to get over the jetlag. You may think that they only have to be ready in time for the race on Sunday, but that's wrong. The driver has to be at his peak on Thursday, so that every decision made with his engineer and every moment of every lap is optimised and error-free.

I usually run about 10km a day from Monday to Thursday before a race, but it varies from driver to driver. Jarno Trulli likes to cycle and Felipe Massa is always in the gym in his hotel, for example. Exercise is a great way to get your mind working and your body used to the new environment, temperature, pressure, humidity, time difference, even local food!

Free time is another problem – the driver has so many commitments with sponsors and public appearances during the week before the race. No driver likes doing it and you go into automatic pilot, not really thinking about it! But you don't really mind.

The only thing that the driver cares about is how to go faster and beat everyone else!



**GARY ANDERSON**  
Technical consultant

### SUSPENSION

Melbourne is a bumpy track. Usually you don't change the car a huge amount once you have a baseline set-up, as the stiffness of the car is largely dictated by the tyres. Traditionally, you want to run the car reasonably stiff to make sure you get the tyres up to temperature quickly for qualifying.

### There's always

money to be made at the start of a new season. Like the rest of us, the bookmakers can only speculate as to what the competitive order is. It does appear that Red Bull and Ferrari are out in front, which makes Felipe Massa a good each-way punt at 10/1. It's also worth checking the odds for either of the Toro Rosso drivers to pick up a point.

### AERODYNAMICS

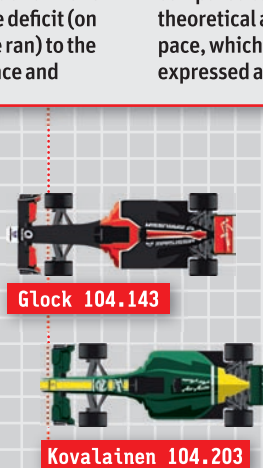
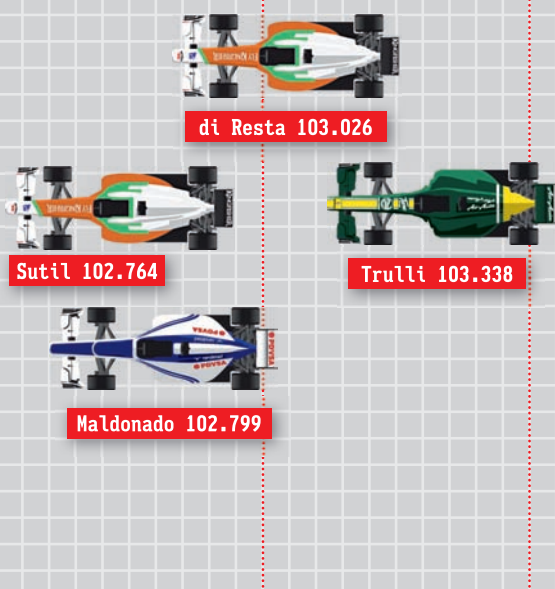
Melbourne is tricky because it's a temporary circuit and track conditions change dramatically. You need a fair amount of downforce as there aren't many really long straights, and getting the tyres warm and protecting them is going to be very important. Perhaps they will be running a higher downforce level this weekend then they have in the past to protect the new Pirellis in the race.

### TYRES

Melbourne has always been a very hard circuit on tyres and I expect everyone to get a bit of a surprise. This is the first time since the switch to Pirelli tyres that the teams have been to a track that is hard on the rear tyres – the Spanish test tracks are all about the front of the car. It's going to be fascinating to see who reacts to it best because the rears are going to go off pretty quickly.

AUTOSPORT technical correspondent Gary Anderson compiled a testing index, created by taking each driver's percentage deficit (on the days he ran) to the outright pace and

creating an average for all 15 days. This graphic shows each driver's average compared to the theoretical absolute pace, which is expressed as 100.





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# MPH Mark Hughes

AUTOSPORT grand prix editor

Watching the oldest surviving grand prix car in action recalled a time when drivers really knew how to party – and deal with officialdom

**I**n next week's issue you'll be reading all about the very latest grand prix cars, making their seasonal debut. But just a week before the race, at Phillip Island, about 90 minutes south-east of Melbourne, starring in the historic meeting was what's claimed to be the world's oldest surviving GP car, the 1906 Darracq, 12.7 litres back in the day, later enlarged to 14.25. Just as in the day, it sat there bereft of bodywork, proudly naked to keep the weight down despite the massive cast-iron engine, each of its four cylinders seven inches wide.

It retired from the first grand prix, but later that year triumphed in the Vanderbilt Cup at Long Island, in the hands of Louis Wagner. He was a bit of a dude. As the team celebrated its victory that night in New York, he took a celebratory spin down Broadway – and the driving style that had proved such a wow on track was met with less enthusiasm by the New York police, who promptly threw him behind bars for two days.

Wagner's team-mate, Victor Hemery, was perhaps even more formidable – both on track and off it. He was possessed of a short fuse, and race officials all over the world were the recipients of his torrents of abuse. Back then, cars competed against the clock after starting at intervals, so the winner wasn't known until the sums had been done. Believing he'd won the Florio Cup in 1905, on being told he'd actually finished only fourth, he let 'em have it. Whatever he said isn't recorded, but it got him banned from competing in Italy for a year.

The writer Peter Helck described Hemery's arrival for the 1905 Gordon Bennett eliminating trials in the Isle of Man thus: "With that rare faculty for antagonising officialdom wherever he raced, Hemery's introduction to British race procedure, stamped always with decorum, was an exhibition of monstrous contempt and insolent disregard for any sort of official restraint. First of all, he arrived too late to start in his assigned position. When he made his appearance, he attempted to bull his way into an immediate certified departure, drowning out the remonstrations of everyone with the thunder and smoke of his engine. When released, instead of the prosaic standing start, he chose a terrific flying exodus which precluded the taking on of the necessary control cards as well as denying the timing operators the chance to check the exact second of his fire-belching departure."

The Americans copped for it too. He was banned from the Florida Speed Tournament after his reactions to the judges telling

him he'd made a false start. Darracq's American importer arranged that Louis Chevrolet drive the car instead – and took the precaution of having security guard it against any possible sabotage by Hemery. Eventually it all became too much for Alexandre Darracq, who fired him at the end of the year.

Wagner left a few months later of his own accord. He'd retired from second place in the '07 Targa Florio with driveshaft failure. When Darracq said he'd be attributing this to his driver, Wagner was outraged and offered his services to the rival Fiat team. They agreed to pay off his Darracq bond as well as doubling his share of appearance money. Darracq blustered that he would take the matter to court, but it didn't happen. It was effectively the end of the great days of Darracq racing.

The car in the Phillip Island paddock was cutting-edge 105 years ago. Its overhead-valve layout was adventurous in a time of side valves. But seeing it alongside a Bugatti T35, it's difficult to believe there's just 18 years separating them. The driver, Anne Thomson, perches about two feet higher than the Bugatti pilot. She was given a stern talking-to by her husband for over-revving it in practice – it briefly buzzed to 1500rpm, 100rpm beyond its limit – but the motor stayed in one piece, just as it has for over a century.

It was easy to imagine the great Wagner's long-lidded eyes looking down from his perch, surrounded by smoke and steam, just itching for the starting signal. He wasn't so very different from the 24 guys that will be sitting waiting for the lights to go out this Sunday. ❧



SIMON ARRON PICS

**“It briefly buzzed to 1500rpm, 100rpm beyond its limit”**





NASCAR/INDYCAR

## TRADING PLACES

Two-time IndyCar champion Scott Dixon (right) and NASCAR Earnhardt Ganassi driver Jamie McMurray (above) each got a taste of how the other half lives when they swapped cars at Barber Motorsports Park and Talladega last week

INDYCAR

# ORECA planning IndyCar kit

Sportscar stalwarts could join the IndyCar fold by developing an aero kit for the new-spec regulations in 2012

**T**he French ORECA organisation is looking to develop a bodykit for the all-new 2012 one-make IndyCar series.

ORECA, which won Saturday's Sebring 12 Hours with a Peugeot 908 HDi, has revealed that it could take advantage of rules that will allow manufacturers and teams to develop their own aero packages for the forthcoming next-generation Dallara IndyCar. Company boss Hugues de Chaunac and technical director David Flourry met with IndyCar boss Randy Bernard to discuss their plans during the Sebring event last week.

De Chaunac said that ORECA is evaluating the move into the IndyCar market, where it would have to make its bodykit freely available at a price of US\$70,000 (£43,000), as the company grows as a racing-car constructor. The Paul Ricard-based company took over Courage Competition at the end of 2008 and has since built cars for the LMP1, LMP2 and the one-make Formula Le Mans prototype categories.

"ORECA is becoming a racing car manufacturer, so we have to look at all areas of motorsport," he said at the weekend. "I am interested to see

if we can do an aero package for IndyCar, because it is one of the highest-level series in the world.

"We are thinking about it, but nothing is done. We have an open mind as we look to the future."

De Chaunac explained that he believed ORECA's experience in building cars to the new LMP2 cost-cap formula would be beneficial when it comes to selling an IndyCar aero kit to the prerequisite price. Le Mans regulations demand that a new-rules LMP2 rolling chassis can retail for no more than €325,000 (£280,000).

ORECA has close links with

Dallara. ORECA ran the Italian manufacturer's 2001 LMP900 design with both Chrysler/Mopar and Judd power.

IndyCar bosses are expecting four aero kits, including Dallara's standard package, for the first year of the new car.

Lotus is the only organisation so far to commit to producing one. It is likely that its bodywork would be developed at Dallara, which is also working on a GTE-class Evora for the British sportscar manufacturer.

Top IndyCar teams Penske and Ganassi have stated that they won't be developing their own aero parts.

INDYCAR

## Zanardi considers \$5m Vegas offer

**TWO-TIME CART** champion Alex Zanardi has confirmed that he has been approached by IndyCar about the \$5m bonus being offered to the winner of the season-finale at Las Vegas, but said that he is yet to decide whether to commit.

"We had a conversation about it," Zanardi told the Indy Star. "But I didn't think [IndyCar boss Randy Bernard] was serious. I'm an old fart now. I'd love to be in it, but it's one thing to talk about it,

another to put it together and do it."

Zanardi lost both his legs in a crash at the Lausitzring in 2001, and while he has since won races in the WTCC in a modified BMW, his attentions have recently been focused on racing marathons in the hand-bike class. Former rival Dario Franchitti speculated that the extra muscle that Zanardi has developed around his arms and shoulders could make it difficult for him to even get into an IndyCar cockpit.

"He'd be lucky to get his shoulders in the car," Franchitti said. "He was always strong, like an ox or Popeye, and now he's twice that."



Zanardi has been approached to race in Vegas





## AUTOSPORT SAYS...

**GLENN FREEMAN**  
NEWS EDITOR

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@haymarket.com



Anyone who has been to the Nurburgring's fearsome Nordschleife will vouch for the fact that it is a truly mad ribbon of asphalt. It's one of the few places still around that really harks back to a bygone era, when danger was a far-too prominent part of our sport.

But sometimes it seems that safety concerns go over the top. Yes, the work done to make deaths and serious injuries as rare as possible should be applauded, but why does every new circuit have to be lined with supermarket car parks for run off areas? When Formula 1 goes to tracks such as Montreal and Suzuka, mistakes are punished and the drivers have to raise their game. Anyone competing in a top-level international championship should have to prove his or her worth, and adding a bit of risk is often a great way to see who really has what it takes.

With that in mind, is Marcello Lotti's idea to take the World Touring Car Championship to the Nordschleife (p26) such a bad thing? Sure, the Chevys, BMWs and SEATs could be dwarfed by the track – we'd all rather see DTM return, wouldn't we? – but seeing the likes of Yvan Muller tackling the fearsome track would surely make for a better German WTCC round than Oschersleben...

Nordschleife remains last old-school circuit



Power must boost oval performance

INDYCAR

## Power banks on experience

**INDYCAR ACE** Will Power believes his experience of oval racing will improve his chances of winning the title he narrowly missed out on last year.

The Penske driver led the standings for the majority of the 2010 campaign, but lost out to Dario Franchitti at the Homestead season finale. Power pin-pointed ovals as his weakness last year, and he feels that simply knowing more about that form of racing will put him in better shape this season.

"Going into the ovals last year I just didn't feel I knew what to expect," said the Australian. "I didn't have the experience, but this year I know exactly what to expect. I'm building on what I did last year, and I know I'll be quick and challenging for wins this year. We were strong on the road and street courses already, so put that all together and it's going to be my season."

➔ **P62 INDYCAR PREVIEW**

INDYCAR

## Bernard unfazed by George return

**INDYCAR SERIES** boss Randy Bernard has played down the significance of his predecessor Tony George returning to the Indianapolis Motor Speedway's board of directors.

The re-appointment of IRL founder George to the board caused concern among those in the series that hold him responsible for seriously damaging single-seater racing in America. Bernard initially declined to comment on George's return, but he broke his silence last week and praised George for so far staying out of any series business.

Referring to his recent negotiations to retain Firestone as tyre supplier, Bernard said: "I stayed so confidential because I didn't need anything leaked. It was very difficult and stressful. I could have seen if [George] was going to get involved and wanted to know more, and he stood by me. I remain optimistic that [the board] will let me do my job as they have. He has not tried to interfere. If he has good advice, I'm sure we'll talk more."



Bernard not worried about George return

## MILESTONES

ORECA'S TRIPLE



ORECA completed the endurance racing triple crown last weekend. It added a Sebring 12 Hours victory to its triumphs at Le Mans (with Mazda in 1991, above) and Daytona (with Chrysler in 2000)



## IN BRIEF



## ASTON GOES TESTING

The Aston Martin AMR-One ran in anger for the first time last week at Snetterton. The team still expects to give the car its debut at the Paul Ricard Le Mans Series opener on April 3.

## WINKELHOCK FOR GT1

One-time grand prix driver Markus Winkelhock will partner Marc Basseng at the All-Inkl.com Lamborghini team in this year's FIA GT1 World Championship. Former Porsche Supercup driver Jiri Janak will race with Max Nilsson at the Swiss Racing Team Lambo squad.

## CAMARA IN A CORVETTE

Former IndyCar driver Jaime Camara will race the DKR Engineering team's Chevrolet Corvette C6.R in the full World GT1 series. The Brazilian will be joined by former Renault Megane Trophy runner-up Michael Rossi.

## MATOS BACK WITH AFS

Raphael Matos will join the IndyCar field for the season opener at St Petersburg after securing a late deal with his former team AFS Racing. The team will race as an independent entry for the first time this season after being an occasional co-entrant with Andretti Autosport in recent years.

## KANAAN SIGNS WITH KV

Tony Kanaan will remain in IndyCar this year after signing to drive a third car with KV Racing Technology. The 2004 champion's future was thrown into doubt when he lost his planned drive with De Ferran Dragon following the team's sudden closure.

## TRACY LANDS 500 DEAL

Former Champ Car champion Paul Tracy will rejoin Dreyer & Reinbold for this year's Indy 500. The Canadian (below) made three appearances with the team last year as one of several drivers to stand in for the injured Mike Conway.



LMP1

# FIA fears over Peugeot flips

Investigation underway into Peugeot 908s becoming airborne during crashes

**T**he FIA is investigating the latest accident in which one of the new Peugeot 908 HDi became airborne during testing at Paul Ricard last month.

FIA technical consultant Peter Wright, who oversaw the aerodynamic study that resulted in the introduction of the shark fin on all new prototypes for this season, has revealed that the governing body has already met with Peugeot and the Le Mans 24 Hour-organising Automobile Club de l'Ouest.

The meeting can be regarded as confirmation that the 908 driven by Nicolas Minassian flipped after

getting sideways at the fast Verriere-S at the end of Ricard's start-finish straight, something Peugeot initially denied.

Wright explained that the governing body had become involved because it had blanket responsibility for safety in motorsport. He stressed that no course of action would be decided upon before a thorough examination of all the data.

"Peugeot has made a fair amount of information available, which will now be analysed before we do anything else," he said.

Details of the accident, in which the 908 is believed to have

cleared the perimeter fence of the circuit and landed in the adjacent airfield, are not being released by Peugeot Sport.

Technical director Bruno Famin would only say that the cause of the crash was "because the driver lost the car" and that there was no mechanical breakage.

The FIA has written to the manufacturers and chassis constructors in the wake of the accident, according to Wright, "to make people aware of their responsibilities".

"It would be rash to say because you have built a car to a set of regulations that it is safe," he said.

SPA 24 HOURS

## Herbert back in an Audi for Spa

**FORMER LE MANS** 24 Hours winner Johnny Herbert will return to the wheel of an Audi in the Spa 24 Hours later this year.

The three-time grand prix winner, who raced factory and customer Audi R8 prototypes in 2001-04, will drive an Audi R8 LMS for the United Autosports squad.

The Briton tested a GT3-spec LMS at Snetterton last week, and will join a roster of drivers in the team's three-car line-up that also includes Mark Blundell, Eddie Cheever and Stefan Johansson.

Herbert, who will co-drive with Matt Bell and amateurs Henri Richard and Richard Meins, said: "I've never competed in the Spa 24 Hours so I'm really looking forward to that aspect, as well as reacquainting myself with Audi".

Herbert could also race an LMP2 prototype for United later in the season.

Team owner Zak Brown said that he intends to expand his team into P2 at the end of this year ahead of a full season in 2012 and that he expects to be partnered by one of "the old F1 guys, maybe Stefan, Johnny or Martin [Brundle]."

Brown said that he was likely to choose a Lola chassis for his P2 assault, which is expected to begin at Petit Le Mans at Road Atlanta. He added that the choice of engine is currently between the Ford turbo V6 developed by Roush-Yates and Nissan's normally-aspirated V8.



LMS

# Le Mans Series could ditch LMP1



LMP1 cars could disappear from Le Mans Series in 2012

**LMP1 PROTOTYPES** could disappear from the Le Mans Series as part of a reorganisation of the championship for next year.

The idea has been floated by Patrick Peter, whose eponymous organisation runs the series. He has made the

suggestion at a time when the new Intercontinental Le Mans Cup is taking LMP1 cars away from the LMS, which has been left with only six full-season P1 entries for 2011.

Peter said: "It could happen, why not? It is one way, but not the only way."

A meeting was due to take place between Peter and the Automobile Club de l'Ouest, which organises the Le Mans 24 Hours, to discuss the future of the LMS this week. The P1 question was due to be discussed along with Peter's suggestion that the LMS and the ILMC run separately in Europe next season.

"It has always been my view that it is difficult to have two championships together in the same race," said Peter. "It is confusing and another problem is that we might not be able to accommodate the cars from both series at Imola [in July]."

The official line from the ACO, which runs the ILMC and is a stakeholder in the LMS, is that it has yet to be decided whether the two series will be separated for next season.

ACO director general Remy Brouard said: "We need to grow step by step, so we will analyse whether it is necessary to split, but would you prefer 30 or 60 cars?"

Peugeot squad is in the spotlight over crashes

"The responsibility for safety lies with the manufacturer or constructor."

The latest Peugeot crash followed on from another before Christmas in which Marc Gené became airborne after a rear-suspension failure at MotorLand Aragon. These accidents have happened despite the introduction of the fin, which was designed to keep a car on the ground in the event of it going sideways.

It is unclear whether the ultra low-downforce configuration in which the 908 has been running played a role in Minassian's accident. One prototype designer pointed out that a lower downforce car would scrub off less speed when sideways and is therefore more likely to flip.

LE MANS

## DAMS returning to Le Mans

DAMS ran Caddys back in 2000-01



**THE FRENCH DAMS** team is set to return to the Le Mans 24 Hours after an absence of eight years in partnership with OAK Racing.

DAMS, which ran factory Cadillac prototypes at Le Mans in 2000-01, is expected to join forces with the OAK team to run at least one of its LMP2-spec Pescarolo-Judds. Plans for a full LMP2 programme by DAMS (see AUTOSPORT, 28 October 2010) were abandoned over the winter.

OAK managing director Francois Sicard said: "We are working on a collaboration with DAMS. It is an obvious opportunity – they are close to our workshops in Le Mans."

The Status GP3 squad will also take its first steps into sportscar racing this year. It is providing logistical support for the Lola-Honda coupe that the US Level 5 team will run in European rounds of the Intercontinental Le Mans Cup.

LMS

## Highcroft to Europe

**THE US** Highcroft team is looking at racing its new HPD ARX-01e in Europe in addition to its Le Mans 24 Hours assault.

Team boss Duncan Dayton has revealed that there is a good chance that the LMP1 design, which finished second on its debut in last weekend's Sebring 12 Hours, will contest a number of Le Mans Series events in Europe. He explained that discussions were on-going as Highcroft worked to put a programme together for 2011 in the wake of the loss of title sponsor Tequila Patron.

"We are interested in taking the car over to Europe for some more races," he said, "but, ultimately, whoever is

paying the bills will decide where we go and race.

"HPD is very keen to get one of its LMP1 cars over there in Europe to show what it can do. It would like to sell some of the cars out in Europe."

Dayton said there was no decision on which LMS rounds the car might do. Highcroft may struggle to get an entry for the races that also count towards the Intercontinental Le Mans Cup.

Asked if it was certain whether Highcroft will take up its entry for the Le Mans 24 Hours, Dayton said: "I would say so. I think you can take it as read that we will be there."

Highcroft took second at Sebring



Herbert has already tested GT Audi racer





Would you rather race here, or Oschersleben?

# WTCC eyes the Nordschleife

Two-lap thrashes around famous circuit on the radar – if track can be upgraded for correct homologation

**W**orld Touring Car Championship organisers are weighing up a race around the 12.9-mile Nurburgring Nordschleife – if the circuit can be upgraded to meet the requirements of the FIA.

The famed German circuit has been primarily used for saloon and GT racing since it was replaced by the current Grand Prix circuit in

1984, and has not held a world championship event since the '83 Nurburgring 1000Km.

WTCC boss Marcello Lotti said that he had already looked into the possibility of a pair of two-lap races at the track, although there is still a lot that needs to be done to make it happen.

"I looked at a two-lap race before the Nurburgring 24 Hours, but the circuit needs a grade-four licence from the FIA," Lotti told AUTOSPORT. "Even then, we would need the support of the manufacturers. But I tell you, if tomorrow this kind of traditional circuit can be homologated, or can have a homologation that permits us to run, why not? Seriously, we can

consider it, but we're not there yet."

Lotti also elaborated on his recent announcement that the championship will add a US round next year, saying that the venue had been narrowed down to three options, and that the race would be twinned with the Brazilian round.

"It's a choice between Sonoma [Sears Point], Las Vegas and Laguna Seca," Lotti said. "Sonoma called us up, that means we are doing something right."

"I haven't the seen Sonoma circuit, but friends tell me it's very good. We are looking at how to organise going to the west coast either before or after Brazil."

Lotti said that the planned Russian race would also go ahead

next year, although not at the Sochi circuit, designed by Hermann Tilke for the Russian Grand Prix.

"Russia will definitely be on next year's calendar in a circuit to the east of Moscow," he said. "It is not the Tilke one, as Hermann told me, 'Marcello, don't go there, it will never be finished.' The race will be in June or September. The European Football Championships and Olympics will mean we can't run between certain dates in June and July."

● The WTCC is expected to announce the location of the replacement for May's cancelled Moroccan round at Marrakech in the coming days. The Hungaroring and Austria's Salzburgring are among the main contenders.



Series kicked off at Curitiba

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GP2

## Clock is ticking for Turvey

**BRITISH GP2** racer Oliver Turvey believes that time is running out for him to land a seat on the grid for this season.

The former McLaren AUTOSPORT BRDC Award winner finished sixth in the championship last year with frontrunning team iSport International. He completed a late deal to contest this winter's GP2 Asia Series with Ocean Racing Technology, but has been unable

to put anything together for the main series.

"We didn't have the budget in place to sign for the whole year, and Asia is much shorter so it's cheaper," Turvey told AUTOSPORT.

"You don't want to lose ground on the other guys so we did a deal with Ocean while we kept looking for backers. There are still a few seats left, but it's been really hard to find any investment so far."

Turvey added that he would not want to scrape together a deal just to get onto the back of the GP2 grid.

"We finished last year really strong so



Turvey raced at Imola with Ocean last weekend

I know we could fight for wins," said the 23-year-old. "I won't just do the main series for the sake of it."

Turvey picked up four podiums last year, as well as a race win in the 2009-10 Asia Series.

GP3

## Pirelli goes softer to spice up GP3

**GP3 SERIES** bosses hope to introduce the challenge of tyre management into the championship this year by using softer compounds.



Drivers will have to nurse tyres

The series signed a deal with Pirelli to supply tyres starting from last year. It was the Italian's return to single-seater racing after a long lay-off, so it took a cautious approach to tyre construction in 2010.

Pirelli racing manager Mario Isola told AUTOSPORT: "Last year was our first year so it was important to be safe. We couldn't have races ruined because nobody could make the tyres last. But in reality the tyres didn't

degrade enough.

"Now we have experience, we can make all of the compounds one step softer at the request of the series. Hopefully this will create some more challenges."

Isola believes that tyre management is a key skill for drivers to learn at an early age.

"It's a big thing in GP2 and Formula 1 now, so the drivers at [GP3] level need to learn about it," he said.

NASCAR

## Goodyear in mercy dash

**NASCAR TYRE** supplier Goodyear had to rush in more than 1200 tyres to Bristol Motor Speedway last weekend after teams hit severe tyre trouble in practice.

Sprint Cup and Nationwide Series teams were running a new tyre compound at the half-mile oval. But the tyres could only last 30 laps, around 100 laps short of a fuel run. Goodyear

changed the tyres in time for qualifying, running a compound it used at the Tennessee track last year.

Goodyear product manager Rich Henrich said: "We normally see tyre wear early in the weekend at Bristol, but we didn't have the normal improvement this time. It was obvious we needed to react."



Goodyear's new tyre didn't like Bristol

NASCAR

## No All-Star for Bayne

**DAYTONA 500** winner Trevor Bayne has turned down his invitation to race in NASCAR's All-Star race next month.

The 20-year-old became eligible for the one-off Charlotte event when he registered his first Cup victory at the season-opening showpiece. But his Wood Brothers team only wants to add points-paying races to its part-schedule this year.

Team co-owner Eddie Wood said: "We weren't going to run the Open [qualifying race for non-winners] anyway. If you're going to spend money, you're going to run points races. The way the new points system is now, it may be possible to stay in the top 35 without running all the races if you're consistent."

Wood added his team had already received a couple of offers from sponsors to run the All-Star race.

## IN BRIEF

### PYE TOPS TESTING

Reigning British Formula Ford champion Scott Pye topped the first session as official British Formula 3 testing moved to Oulton Park on Tuesday. The Double R Racing-run Aussie had lapped his Dallara-Mercedes 0.368s faster than the Dallara-VW of T-Sport's Menasheh Idafar as AUTOSPORT closed for press.

### VALERIO HAS OPTIONS

Former GP2 racer Alberto Valerio believes that he is "90 per cent" certain to contest the entire Brazilian V8 Stock Car season after making his series debut at Curitiba last weekend. Valerio has also not ruled out a GP2 return.

### SEATS FOR DANIELSSON

Ex-Formula Renault 3.5 Series champion Alx Danielsson will run a pair of SEAT Leons in this year's Scandinavian Touring Car series under the name Danielsson Motorsport. Danielsson and teenager Rasmus Marthen are linked to the drives.

### PINKNEY WITH AUSTIN

British Touring Car Championship veteran Dave Pinkney will race one of Rob Austin Racing's NGTC-spec Audi A4s in the series this year. Team principal Rob Austin said that "a couple of drivers" were still in contention for the second seat.

### ONSLow-COLE PLAYS GOLF

Arena Ford refugee Tom Onslow-Cole has made a surprise move to the AmD Milltek team for this year's BTCC. Race winner Onslow-Cole will race the team's Volkswagen Golf, while Shaun Hollamby, who raced the car last year, will step back to focus on his role of team principal.

### NEATE CONFIRMED AT ARENA

Ex-WSR BMW driver Andy Neate was due to be confirmed as Tom Chilton's team-mate at Arena Ford for this year's BTCC season today (Thursday). Team principal Mike Earle said that he was optimistic of being able to name a third driver as AUTOSPORT closed for press.

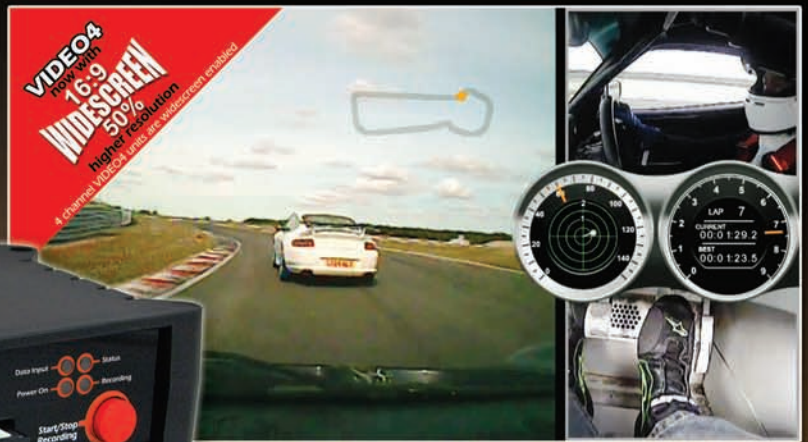
### GILHAM GOES LOUD

This is the striking livery (below) that BTCC newcomer Tony Gilham will run this year on his Triple 8 Vauxhall Vectra. Carrera Cup graduate Gilham was expected to test his new car at Silverstone today as AUTOSPORT closed for press.





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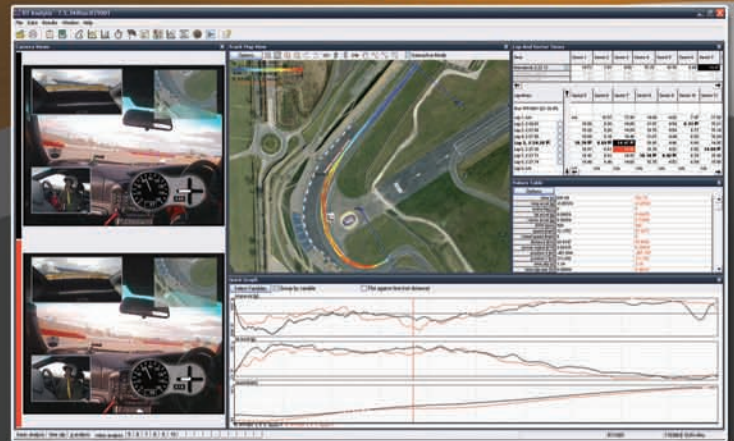


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# THIS WEEK...

## Flashback

May 11, 2003

### ZANARDI'S LAST RUN IN A SINGLE-SEATER

Alex Zanardi has been linked to a one-off at IndyCar's Las Vegas season finale. The Italian last drove a single-seater at the Lausitzring in 2003 when he symbolically completed the final 13 laps of the 2001 race at the same venue, where he lost both legs in an accident.



## TOP FIVE

Upsets in Australia

### 1 WEBBER (2002)

Aussie drags his Minardi to fifth on his F1 debut in what remains his equal-best finish at home.

### 2 SATO (2007)

Everyone - not least parent team Honda - shocked when unfancied Super Aguri goes through to the final phase of qualifying.

### 3 IRVINE (1999)

Reliability problems for rivals plays into Ferrari number two's hands

### 4 COULTHARD (1997)

Dominant win breaks four-year drought for McLaren.

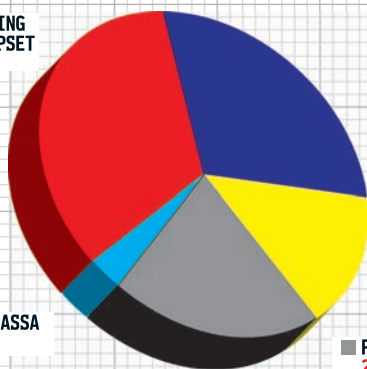
### 5 RAIKKONEN (2001)

The Finn finished sixth for Sauber in his maiden start.



## Weekly poll: Australian GP

■ THERE'S GOING TO BE AN UPSET  
34%



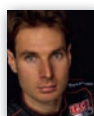
We asked AUTOSPORT forum users who they think will win this weekend's Australian GP

■ SEBASTIAN VETTEL  
27%

■ MARK WEBBER  
15%

■ FERNANDO ALONSO  
21%

## top tweets



@12WillPower

Had a busy morning...time to do some yard work-this will be the 1st time I've mowed in 15 years--sad I know--but I haven't had a yard to mow.



@jimmiejohnson

Bobby Labonte gave me a beat down on Wii boxing! I should practice next time...



@RyanBriscoe6

I spent the entire morning putting away and tidying the house so the cleaners could actually clean.



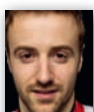
@alexwurz

Allan McNish just asked if we should go to the pub! Being 1foot smaller than me I guess he wants a drink not a fight.



@mw55 (Michael Waltrip)

tweets are much better when you dont have to explain them.



@Hinchtown

(James Hinchcliffe) Thought about asking @ladygaga for sponsorship but a car with sidepods of meat wouldn't be super fast.

## ...NEXT WEEK



### AUSTRALIAN GRAND PRIX REPORT

Find out what really happened in the season-opening GP in Mark Hughes's bigger and better report

### IndyCar at St Petersburg

The premier US single-seater series kicks off on Florida streets



## PLUS

WRC Portugal; FIA World GT1 Abu Dhabi; Jenson Button's Bathurst blast; Le Mans Series season preview

ON SALE  
MAR 31





WRC

## MINI GOES FULL-SPEC

The Mini Countryman ran in its full WRC specification for the first time in Spain last week. This is the first picture of the Mini's aerodynamics as they will appear when Kris Meeke and Dani Sordo give the car its WRC debut on Rally d'Italia in May.

WRC

# Tyre underdog targets GB upset

Chinese firm DMACK hopes to entice Solberg or Ostberg to use special Rally GB tyre and trounce Michelin

**C**hinese tyre company DMACK is looking to entice one of the World Rally Championship's leading drivers away from rival Michelin to use purpose-built rubber in an effort to win Rally GB.

Michelin is supplying Citroen, Ford and Mini in this year's series, but DMACK motorsport boss Dick Cormack is confident that he can tempt a leading driver away from the French firm for the final round with a tyre constructed specifically for the Welsh roads.

Michelin and DMACK are allowed to make one new construction of tyre during the

season. AUTOSPORT's sources have confirmed that the French firm will do this in time for next month's Jordan Rally (see AUTOSPORT, March 17), when it will strengthen the construction of its gravel cover. Once this is done, the teams cannot return to its older, lighter tyre. This, says Cormack, could play into DMACK's hands.

"We can build a tyre to win Rally GB," he said. "What I'm looking for is a driver like Petter Solberg or Mads Ostberg to test the tyre, see how quick they are and help us to win the event."

Michelin's gravel tyre currently

weighs in at around 15kg, while the DMACK equivalent is 16.2. Cormack is confident he can shave 2kg off that for the GB version.

"That's a huge amount of weight to save and we know we can do it," he said. "We know what's needed to make a tyre for Britain and we're not short on resources to make it happen. Being a smaller operation than Michelin, we have a massive amount of flexibility."

Drivers are allowed to make one change of tyre supplier in the season, but Cormack knows he will have to rely on a private driver for Rally GB.

"We're not going to be able to challenge across the spread of the season," said Cormack. "But we know what we could do for GB and then, if we can land a very good private driver in a World Rally Car, we could be right up there."



Cormack thinks this can be lighter



Latvala: should be apexing on the flag

WRC

## Fans point out Latvala errors

**FORD DRIVER** Jari-Matti Latvala says Rally Mexico spectators have helped him to understand where he is going wrong with his driving.

The Finn, who has had a disappointing

start to the season with the Fiesta RS WRC, said the fans showed him video and photographic evidence from the stages.

"Some people came into the service area in Mexico and they showed me the pictures of me compared with the other drivers," said Latvala. "I was further out from the line and not driving so precisely as everybody else. This has definitely helped me. It makes sense. I tried driving

with this in mind later in Mexico and it helped. It will help me in Portugal [this coming weekend] too."

Latvala has struggled with the nervous nature of the Fiesta, and he will need a boost coming into Portugal – an event he has crashed out of the past two years.

"My accidents in Portugal are in the past. I prefer to focus on the future," said the 25-year-old.

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ESPN



WRC

# No team orders for Citroen – yet



Quesnel: "tell Seb he can fight with Seb"

**CITROEN TEAM** boss Olivier Quesnel says he will continue to allow Sebastien Loeb and Sebastien Ogier to fight each other for

victory in this week's Rally Portugal. That is despite the approach costing the team a near-certain one-two on Rally Mexico

earlier this month – Ogier slid off the road on the final morning while trying to keep seven-time champion Loeb behind him.

That mistake cost Citroen 18 points in the manufacturers' race.

Quesnel said that he would only change his mind if tactical driving was required late in the season to help Citroen in the championship battle.

"It depends on the points," said Quesnel. "Maybe it will be at the end of the season, maybe not. Our drivers know what's at stake: they have to help Citroen win the

manufacturers' title."

Quesnel says the battle between Ogier and Loeb will be good for Citroen.

"I'm convinced that their rivalry will help the team score great results in the coming rallies," he said. "We knew we would be faced with this situation, but we didn't think it would arise so quickly."

Citroen has won all three of Portugal's World Rally Championship rounds since the nation returned to the calendar in 2007, with Loeb taking two and Ogier breaking his WRC duck last May.

## IN BRIEF



### SOUSA TESTS

Portuguese driver Bernardo Sousa completed his first test of a Ford Fiesta WRC on Monday (above), when he drove the car he will use on his home WRC round this week for 30 miles. This will be Sousa's World Rally Car debut.

### CASH FOR KIKI

The Van Merksteijn Motorsport team, which will run Peter van Merksteijn on 10 rounds of this year's WRC starting with Rally of Portugal this week, will sport decals from children's cancer charity KiKa on its Citroen DS3 WRC. The team will be raising money for KiKa by setting cash aside for every kilometre it completes on the 10 rallies this year.

### JUHA WANTS SOME SUN

Four-time world champion Juha Kankkunen is the latest driver to be tempted by the Midnight Sun Rally in Sweden in July. The Finn has been tipped to drive a Ford Escort supplied by Historic RallySport. Historic RallySport will also be supplying Kenny Brack's Escort for the event – not Historic Motorsport, as we erroneously reported last week.

### SKODA AT GOODWOOD

This year's rally element of the Goodwood Festival of Speed will be known as the Goodwood Forest Rally Stage presented by Skoda. Skoda UK Motorsport will take its Fabia S2000 to the June 30-July 3 event for Andreas Mikkelsen. It will also hand out awards for the most spectacular driving on the stage, improve access to the stage at the top of the hill and provide road cars for the stage organisers.

### MEGANE R4 DEBUT

Emmanuel Guigou gave Renault's latest rally car, the Megane R4, its debut on Rallye le Touquet last weekend. The two-wheel-drive machine struggled in northern France's changeable conditions and could only manage ninth overall.

### FALDO GETS SIDWAYS

Multiple Major-winning golfer Sir Nick Faldo joined Andreas Mikkelsen (below) for a spin in Skoda UK Motorsport's Fabia S2000 at the Goodwood Festival of Speed press day last week. Shortly after getting into the car, Faldo's first question to Mikkelsen was: "Been driving long?"



BRC

# BRC title still Fisher's ambition



Fisher gearing up for WRC Academy

**NORTHERN IRISHMAN** Alastair Fisher has not ruled out a return to the British Rally Championship next season, as he gears up for the inaugural round of the World Rally Championship Academy on Rally Portugal this weekend.

The 22-year-old has been one of the BRC's leading drivers for the past two seasons in a Mitsubishi, but switches to the one-make series for Ford Fiesta R2s, which replaces the defunct Junior World Rally Championship.

"Obviously, it's really exciting to be moving up to the Academy," said Fisher. "But I would still have ambitions to win the British Rally Championship."

"I'd like to think I would have been one of the frontrunners if I'd been there this year, but I'm focused on the Academy."

## AUTOSPORT SAYS...

**DAVID EVANS**  
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**I**t's 10 months since we stood, gawped and shook our heads in disbelief at what seemed to be utter stupidity on the part of Olivier Quesnel. The mid-point of the penultimate stage of any significance of last year's Rally of Portugal confirmed this. It was mid-year and Quesnel was letting his boys race.

An hour or so later, those same hacks who had crowded around the timing screens in the Algarve Stadium, blinking at the ineptitude of a seemingly-needless and potentially-pointless Loeb-versus-Ogier encounter, slapped Quesnel on his back, praising his bravery and thanking him for the sporting contest he had served up. I know this, because I was one of them.

Having become so used to Dani Sordo finishing second, it took us all by surprise to have another driver fronting up to Loeb.

The good news is, it's going to be the same again in Portugal this week. But Ogier needs to make it stick. If he trips up like he did in Mexico, then he'll a) be right up the creek in terms of his own title aspirations; and b) find that there's only one Seb on Quesnel's speed-dial...

Ogier starts Portugal in a good place on the road, but the flip side of this is that he's already 22 points behind Loeb in the title race after just two rounds. And when was the last time anybody ever came from such a disadvantage to Loeb to win the title? Er, never.

Ogier: tougher rival than Sordo



## WRC PREVIEW

Event	Rally Portugal
Round	3/13
Based	Faro
Date	March 24-27
Stages	17
Surface	gravel
Last year's winner	S Ogier (below)
Points leader	Mikko Hirvonen







# There will be a lot of mistakes ...and random results

Red Bull chief Christian Horner joined former HRT racer Karun Chandhok and AUTOSPORT regulars Mark Hughes, Gary Anderson and Edd Straw to discuss the 2011 season over a curry. *ANDREW VAN DE BURGT* picked up the bill



## TYRE TROUBLE

One of the biggest changes for 2011 is the introduction of Pirelli tyres. The Italian firm was asked to make tyres that create different strategic options, but the high wear rate the drivers encountered in testing was a bit of a shock.



From left: Van de Burgt, Straw, Horner, Hughes, Anderson and Chandhok

**MARK HUGHES (MH):** Are the tyres going off that much that you never get quick when you start on high fuel?

**GARY ANDERSON (GA):** You never get quick. In the first Barcelona test, Fernando Alonso went out and did a 24-something on his first lap which looked like it was the start of a long-distance run. He was looking quite good but... I think if you drive hard on the first lap then the tyres degrade and that's what you're stuck with. Barcelona has always been hard on tyres – it starts chunking the rubber. The Bridgestones had that problem with graining but with the Pirellis it seems to be the rears going away more than the fronts.

**KARUN CHANDHOK (KC):** They don't seem to have the cold-grain issue that Bridgestones used to. It seems to be just wear and degradation. Also with Australia being the first race you won't really get a complete picture. It's kind of an anomaly of a circuit.

**CHRISTIAN HORNER (CH):** I think what's going to be interesting is the strategy. Some tracks may even require four stops. Based on what we've seen so far, Singapore will be one, Canada may be another. You could be in a situation where you're running out of tyres to put on the car. There was one long run that Sebastian Vettel did in Barcelona where Paul di Resta was catching him. Di Resta pitted and within five laps he was pushing to pass him! The pitlane takes 25 seconds or something and then there's the stop. And within five laps he was on him!

**EDD STRAW (ES):** That's what we need isn't it? Variables.

**KC:** I wonder with the parc-ferme rules as they are now whether people will do more in terms of getting a car towards the race and looking after tyres and not worry much about qualifying. A bit ►







Alonso will drive around tyre problems

◀ like the early '90s or late '80s and that race in Mexico where Prost was P13 (on the grid) and then just chipped away and just looked after his tyres and won.

**GA:** That's the big decision. Will you do three or four stops and drive each one like it's a qualifying lap or do a two-stop or one-stop race?

**ES:** Is there then not a danger that with the two tyre compounds – and everyone having the same amount of tyres – that as the season goes on the strategies converge?

**CH:** If you look at last year, for example, you had to make one good decision about when to make your one stop. Now you've got to dissect the race into two, three or four segments and how those segments fit together. Are you better pitting early and being quicker on fresher rubber, or do you concede the position in the expectation of being quicker at the end?

**KC:** It's an odd one because everybody's tyres are going to degrade. Someone like Jenson Button with his style may get the tyres to last longer, but when the tyre starts to degrade it will suit Sebastian, Alonso or Lewis

– drivers who can hang onto the oversteer. They're more comfortable with the car moving around.

**CH:** I think Karun's absolutely right. The quick guys work out a way to drive their car. If you look at the way Fernando drove the Renault on the Michelins... that wasn't his natural driving style, that was what he did to get the best out of the tyres on that car.

**GA:** That's what I said about Michael Schumacher. On a Sunday afternoon in his heyday he drove the car he had, and he made the most of it. I remember watching at Imola, back when Eddie Irvine was his team-mate at Ferrari. On the run down into Rivazza, during the first practice session, Michael came down into there and just went sideways as soon as he hit the brakes, couldn't hold it. It was exactly the same for Irvine. On the second lap, Michael's car stepped out about half as much, Irvine still stuck sideways. Michael did a third lap, nothing, couldn't see a thing. Irvine still stuck it sideways. That's the difference isn't it? And that's what you need to do. I don't think there's a solution within driving that will actually make the tyres not degrade.

Pirelli's compounds will vary enormously



Is there now too much for the F1 driver to do?



The 'arguing' began before the food arrived



“Are you better pitting early and being quicker on fresher rubber or do you concede the position in the expectation of being quicker at the end?”

**Christian Horner**





The panel absorbs a bit of Chandhok wisdom

Schumacher and Merc flew in final winter test



Will adjustable rear wing help overtaking?

## REAR WING

This season drivers are able to open a 50mm slot in the rear wing that will reduce drag and increase top speed. The idea is that it creates overtaking opportunities, but the worry is it will lead to artificial action.

**KC:** The wing's massively interesting, especially the way some drivers are using it. It was fascinating to stand on the outside of Turn 2 at Barcelona and see how early Mark Webber was getting on the button.

**CH:** It's frightening how early the drivers get on it. I was watching Alonso at Jerez at the right kink after the chicane. He was on it through there. At the beginning of the run it was sort of all right but by lap five, I was thinking, 'Whoa!'

**GA:** It's quite interesting watching down at the first corner in Barcelona. Nico Rosberg was shutting it 100 metres before anybody else. They said it was just because of the very high fuel levels. Opening the wing is going to make a difference of 10-12km/h at the most. That means you've got to be within something like 12m of the car in front for it to help with a pass, which is about 0.2s. In Barcelona you couldn't come round the last corner that close to the car in front.

**CH:** The confusing thing is you can use the wing wherever you like in qualifying and then the rules are different for the race. I think it's something that we need to discuss

with the FIA. Maybe there's a better way for that to be used. I think the race strategy is going to be a whole world more busy than it has been for sure. And I think there'll be a lot of...

**GA:** Mistakes?

**CH:** Mistakes, yes, and luck.

**MH:** And a lot of random results.

**GA:** It's reading all of the rest of the cars' strategies as well, not just yours. That's the insight.

**MH:** As it looks at the moment you'd say they've got to massively increase the rear-wing usage.

**CH:** And I think if you can use it for pretty much the whole straight then it would be more effective.

**ANDREW VAN DE BURGT (AV):**

Have your drivers simulated being behind someone and actually overtaken them on track with the wing?

**CH:** Yes, and been overtaken.

**AV:** And it's proven as effective as it's supposed to be?

**CH:** Yes.

**AV:** Is it impossible to defend against? Do you just have to sit there and watch them breeze past you?

**CH:** Erm, yes. I think what they need to do is to work out a distance that doesn't make it too easy.

**GA:** 600 metres is definitely not enough to do that.

**CH:** It's something they need to experiment with to get right. The thing that concerns me a little bit is how the drivers will be informed that it's available. I understand it's from a light coming on on the dash. You can sometimes see the timing loops go down occasionally, what if that happens in the race and you can't use the wing?

**ES:** Can you imagine a situation where a driver loses the title because

of an FIA glitch?

**KC:** We sat in the drivers' meeting last year and had a discussion about this. I think Sebastian, Lewis and I tried to speak to Charlie Whiting about it. It all kind of flared up and we said, 'Look, has anyone got any ideas?' He said, 'Well it should just be a push to pass.' And for the bloke on the grandstand or on television it's a countdown isn't it, if you've got 25 or whatever to last the race? I thought, 'Well, that's actually quite an easy way to do it.'

**CH:** I think it's a better solution on face value.

**KC:** And also if the guy in front of you wants to pull away or defend, that's his prerogative isn't it?

**CH:** But was the racing so bad last year it needed a fundamental element changing? Ever since I've been watching Formula 1 there's never been a huge amount of overtaking. It's like football – if they suddenly score 25 goals in a game does it make the game more exciting?

**MH:** No, there's got to be a balance hasn't there? But it has dropped off dramatically. I don't know when the exact point was, but if you look at the top six, how many actual on-track overtaking moves were made last year, in 1990 and in 1970? There's virtually no difference between '70 and '90, but only about a sixth as many last year.

**ES:** The real question is how much does Formula 1 need overtaking? I mean, do we think the races as they were last year were good enough to make this more popular with everyone?

**MH:** I think it needed a bit more. I think we got rescued by the weather a few times. Having to change tyres and stuff like that.

**GA:** I think it's difficult to get the ►



◀ right balance. I think if you get a situation like Alonso and Vitaly Petrov last year — he couldn't overtake him. We're sitting here shouting, 'Take a dive down the inside of him,' but if you do go wheel-to-wheel and have a bit of a banging session then you get a penalty.

**CH:** It was interesting to see how many times Petrov ran wide with no penalty, whereas on other tracks or in previous years he'd have gone through a gravel trap or paid a penalty for that.

**GA:** But going back to the British Grand Prix: you've got Alonso battling Robert Kubica, and being forced to go around the outside at Club. Suddenly he was done for that. I mean, that's OK because he went off the track to pass him but... Jesus, what do you do? But there's no price to pay for running wide or going off nowadays.

**ES:** Is there a way to do that with more grace? So you get some tyre damage if you run off the track?

**KC:** But that's not good for the TV, though, is it?

**ES:** No, but then again the people watching on TV like to see that if there's a mistake it gets punished.

**AV:** Well, that's where I think we should have a WWF-style race where there are 600 overtakes and see what the fans think of it. If it adds another two million to the viewing figures then what's wrong with that?

**CH:** But that's not F1 is it?

**AV:** But it's not just a scientific engineering exercise is it? It's supposed to be entertainment.

**CH:** That's where you have to find a balance — Formula 1 isn't just an engineering challenge.

**AV:** I would at least like to see some concrete proof. Let there be a race with too much overtaking and see what happens. If the feeling is there's too much then let's rein it back. I'd love to write a column entitled 'Too much overtaking at the Australian GP'.

Anderson: new engine rules are not a priority



KERS safety now better, according to Horner

## KERS

**Kinetic energy recovery systems are back after a year away. They provide a 6.6-second power boost, but if everyone has them, will it make any difference?**

**KC:** Christian, how are Red Bull getting on with KERS? Obviously you guys haven't raced it before.

**CH:** We ran it at the beginning of 2009 and that was very much a conventional Renault system. The system we're running now is deviating slightly but is principally the same. And yes, it seems to do what it says on the tin. I'm personally not convinced about the concept — it sends a message but in terms of cost it's very high. It's almost a contradiction of what we're trying to do in controlling costs. If it's something that Formula 1 wants I think we should have done a standard system to try to contain the costs.

**AV:** Have the safety concerns been alleviated?

**CH:** Touch wood. At the moment it all looks OK. I think people in the teams have become more educated. I think that safety systems have become better.

**ES:** In terms of an environmental message, if you ask someone who's not involved in automotive or motorsport 'What is KERS?' they have no idea. Why does Formula 1 keep getting these things wrong? They could have called it hybrid, that would have communicated it, but clearly that didn't happen.

**CH:** I think the problem is we're paying the price for what was perhaps a bad concept from a few years back.

**ES:** Do we think the good ideas will be executed well for the 2013 races?

**CH:** Well, that's why I think that there needs to be proper consultation between the FIA and primarily the engine manufacturers. It's important

they get that right because Formula 1 is, yes, an engineering challenge, but it's also a show. I think the promoter is very concerned about the sound. For 90 per cent of the people that go to a grand prix, one of the things that stands out is the noise. And if we lose the essence of a grand prix car by taking away one of those elements and running 1.6-litre, four-cylinder turbos, I think it's quite concerning.

**GA:** If you look at Formula 1 last year from qualifying to the first lap of the race it's like six seconds difference.

But 99.9 per cent of the spectators wouldn't have noticed that just because the noise is the same.

**CH:** At the last test we had probably the best part of, I don't know, 50,000 people turn up to watch cars drive round.

Ninety per cent of watching those cars is the noise. I think collectively the teams, the governing body, the promoter really need to get together to ensure that we don't lose one of those key elements.

I mean, the V8's already marginal. The V10 sounded fantastic!

**AV:** Especially the unrestricted 20,000rpm ones.

**CH:** The other aspect you have to look at is cost. For an independent team with a customer engine it's pretty much €5 million. It's value for money. The worrying thing about the new engine is how those development costs are going to have to be absorbed.

**MH:** How can someone like Cosworth commit to selling a new engine for €5 million that they have to design and build from scratch?

**ES:** Is a new engine necessary in what's now a non-manufacturer era?

**CH:** Personally I don't believe it's our biggest priority at this point in time.

**GA:** If I gave you a list of all the stuff that's broken in Formula 1, the engine would be right down the list.

**CH:** Currently we use 16 engines for a full grand prix season. In seasons gone past you'd use that number in pre-season testing!





Toro Rosso was fast and consistent in tests



Ex-HRT racer Chandhok predicts big tyre wear

## THIS YEAR'S CARS

Every year the regulations get tighter, yet teams still find myriad ways of interpreting them.

**AV:** What's caught your eye on the new cars in testing Gary? The Renault exhaust is interesting...

**GA:** It's blowing that little corner-piece of wing. It probably could be the velocity, bringing the airflow across and igniting the floor by blowing that piece. But I think it's quite critical.

**MH:** It's apparently very heavy as well. So the car's got no ballast.

**CH:** I think that's one of the appeals of Formula 1. You've got some really ingenious solutions. I mean exhausts have never seen as much focus as they currently have.

**AV:** Has anything else stood out for you, development wise?

**GA:** The Williams gearbox is a visual feat of engineering to behold. It's nice

and neat and tidy. But where it takes Williams, at the end of the day, I'm not so sure.

**KC:** What about stiffness? I was watching the Williams in Valencia in the pitlane and when the engine starts it vibrates a lot.

**MH:** Apparently Michael Schumacher was quite unnerved by how much the wing was moving about with the suspension and told one of his team to tell Williams that.

**CH:** The Toro Rosso's interesting...

**ES:** It looked consistent during the tests, didn't it? There's a group of midfield teams that are quite close.

**GA:** But there's not that much difference between Lotus and Virgin this year. If Lotus were going to be that good they'd have left Virgin behind.

**ES:** For me the major difference is that Virgin have been much more realistic in terms of wanting to kind of cruise up to the back of the midfield race.

Which is a logical step for them.

Whereas Lotus seem to...

**AV:** Well, they're going to be fighting for podiums aren't they? ☹



Exhaust design is all the rage in F1 this year



# The big questions of 2011

AUTOSPORT gathered a panel of experts – drivers, presenters and journalists – to canvass opinion on what will happen in F1 in 2011

## THE PANEL



Martin Brundle



Johnny Herbert



Derek Warwick



Allan McNish



Justin Wilson



Mika Salo



Karun Chandhok



David Brabham



Marc Gene



Cristiano da Matta



Lee McKenzie



David Croft



Jonathan Noble



Edd Straw



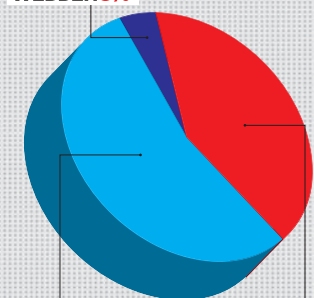
Tony Dodgins



Adam Cooper

### WHO WILL WIN THE 2011 DRIVERS' CHAMPIONSHIP?

WEBBER 5%



VETTEL 55%

ALONSO 40%

### PANELLISTS' CHOICE FOR INTRA-TEAM OUTCOME IN 2011

VETTEL - 15	RED BULL	WEBBER - 1
ALONSO - 15	FERRARI	MASSA - 1
HAMILTON - 12	McLAREN	BUTTON - 4
ROSBERG - 13	MERCEDES	SCHUMACHER - 3
HEIDFELD - 16	RENAULT	PETROV - 0
BARRICHELLO - 16	WILLIAMS	MALDONADO - 0
DIRESTA - 9	FORCE INDIA	SUTIL - 7
KOBAYASHI - 12	SAUBER	PEREZ - 4
ALGUERSUARI - 13	TORO ROSSO	BUEMI - 3
KOVALAINEN - 10	LOTUS	TRULLI - 6
GLOCK - 16	VIRGIN	D'AMBROSIO - 0
LIUZZI - 15	HRT	KARTHIKEYAN - 1

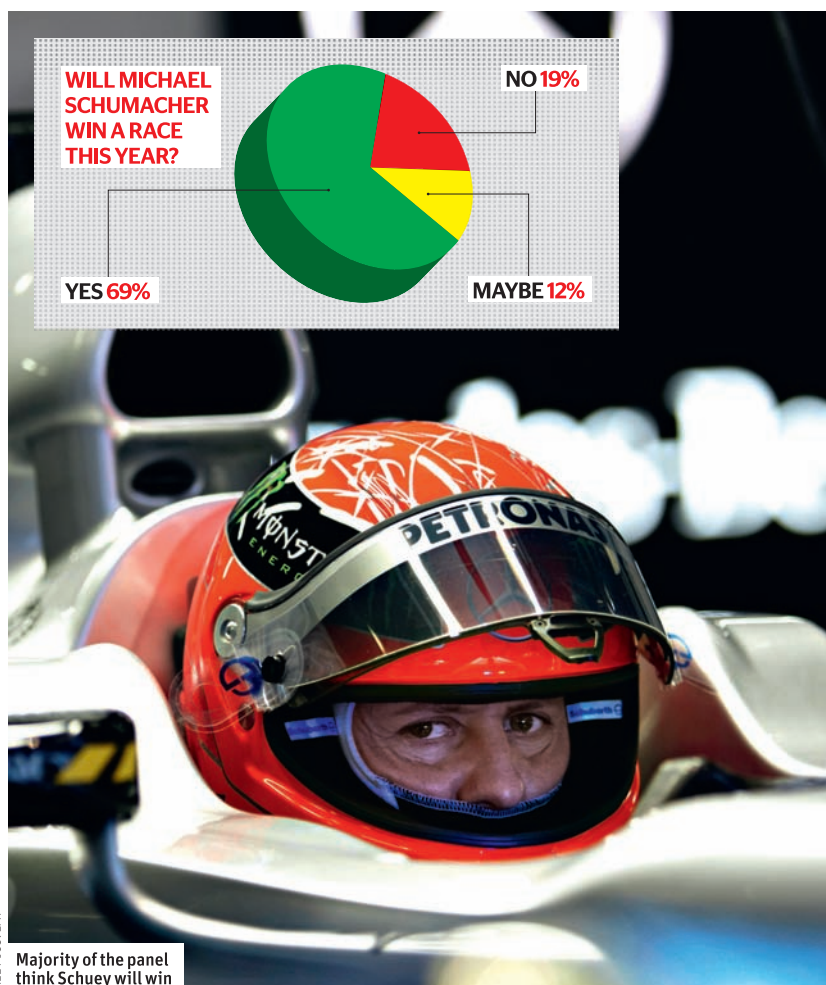
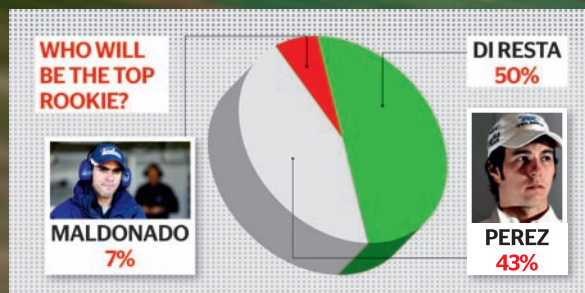




Vettel is pundits' choice for the 2011 world title

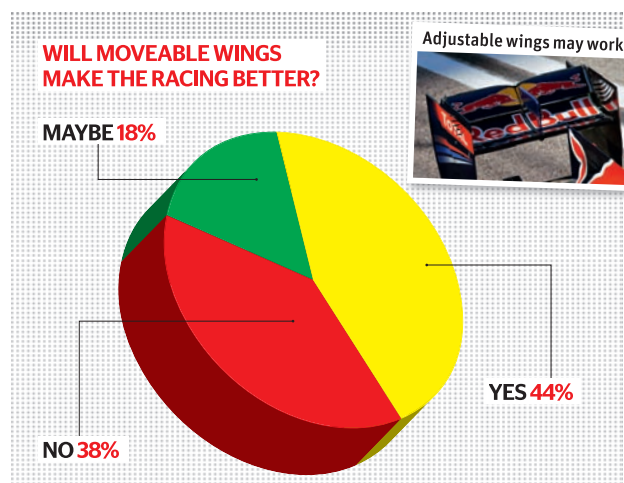
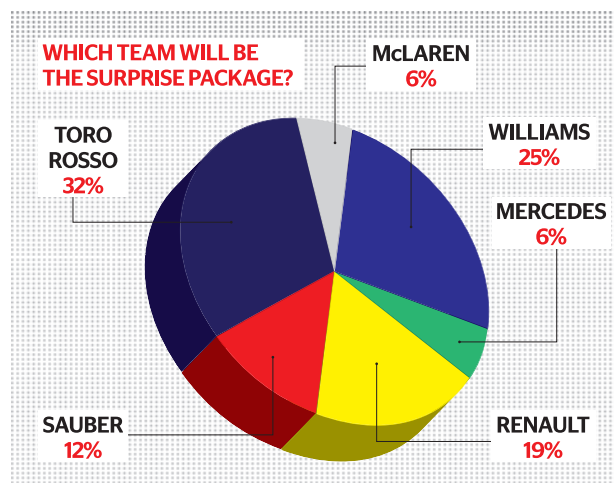
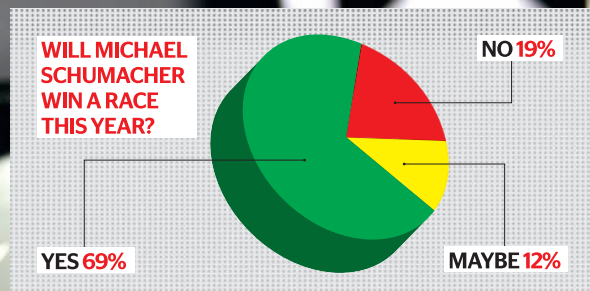


Di Resta is experts' tip for top rookie this year



ALL PICS: LAT

Majority of the panel think Schuey will win





# 10 REASONS THE OZ GP ROCKS

What makes Melbourne's race a classic among grands prix?

*EDD STRAW* selects 10 of the most compelling reasons

**K**icking off the Formula 1 season in Bahrain never felt right and circumstances have conspired to return the Australian Grand Prix to its rightful place at the start of the calendar in 2011.

When Melbourne first joined F1 in 1996, booting the popular Adelaide race out of the circus, there was widespread despair at the loss of a popular venue. But the race around the roads of Albert Park quickly became a favourite both in the paddock and to fans watching around the world. Although the track itself isn't a classic, the venue is and the 15 world championship races that have been held around the Melbourne park have produced action, controversy and drama. Here are 10 reasons why the 2011 Australian Grand Prix should be no exception.



Safety car has led a lot in Melbourne



1

## Safety cars



Over half of the grands prix staged in Melbourne over the past 15 years have featured the safety car. Although there's a decent amount of run-off for a temporary track, it's difficult to clear a stricken car without a full-course yellow, meaning you can bank on drivers having to form up behind the Mercedes SLS AMG at least once during the 58-lap race. The past five races have produced an average of two safety-car periods and these closed up the field and played havoc with pitstop strategies.

Three pitstops are expected during this weekend's race, although uncertainty surrounding the behaviour of the new Pirelli tyres means that some might be able to make it on two. Last year, an early safety car guaranteed a pitstop, but you are likely to see greater variation in the way teams react to its deployment with strategic variables hugely increased. Get it right and you could be on to a winner; get it wrong and your race could be ruined – just ask Heikki Kovalainen, whose lost a podium in 2008 because of an unfortunately-timed safety car.

### Did you know?

The safety car was first used in the 1973 Canadian Grand Prix. It was a Porsche 914 driven by Canadian sometime F1 racer Epie Wietzes.



2



## Rain

The kernel of truth at the heart of Bernie Ecclestone's case for artificially soaking the track during grands prix is that wet races are exciting and unpredictable. Rainfall figures show that Melbourne is wetter during the second half of March than it is during most months (although its peak comes in October) and with Australia currently in the middle of a wet season, there's every chance we'll see more this weekend.

Last year's race started in damp conditions and gambling on an early switch to slicks was the key to Jenson Button's win, while Mark Webber's decision to stay out for an extra lap on a drying track dropped him down the order. Back in 2005, rain hit during single-lap qualifying, leaving that year's eventual world champion Fernando Alonso down the grid and giving his Renault team-mate Giancarlo Fisichella a clear run to victory.

With knowledge of the Pirelli tyres in wet conditions – specifically the optimum changeover points – still building, a rain-hit race could create chaos.

### Did you know?

Rain was responsible for the shortest race in world championship history, the 1991 Australian Grand Prix at Adelaide. Terrible conditions led to it being red flagged after 25 minutes and just 14 laps.

Rain hampered Alonso in 2005

3



Webber will enjoy huge home support

## Home crowd



With over 100,000 fans expected on race day, the Australian Grand Prix is one of the best 'event' races of the year. It's easy to see why. Located just a few minutes walk from Melbourne's Fitzroy Street, with its plethora of bars and restaurants, the track is just a tram ride from the centre of the city. Set in the middle of Albert Park, which boasts a lake as its centrepiece, it's easy to wander around from corner to corner and get close to the action. And every single person in the home crowd will be cheering on home hero Mark Webber.

### Did you know?

Webber is one of only three home drivers to have started the Australian Grand Prix since it joined the world championship in 1985. The others are Alan Jones (1985 and '86) and David Brabham (1990 and '94).

4



Raikkonen's Merc engine failed in '04

## Unreliability



Historically, Melbourne has been the race with the fewest finishers. Since it joined the F1 calendar, the finishing rate has been just 52.7 per cent. That's the worst rate in F1 for an individual race over the past 15 years, with even Monaco producing a finishing rate of 55 per cent. Why is that? Well, the first-corner crashes and the lack of run-off areas partly explain it. It's also important to point out that Melbourne has been the first race of the season 13 times in 15 appearances, with reliability always weakest at the start of the year. There is also the unquantifiable factor of over-eager drivers being more prone to mistakes at the start of a year, when hopes are high and they have to work several months without racing out of their system. The track is also pretty hard on cars, with some heavy braking zones and serious bumps in some areas. Don't be surprised if, come Sunday, those who are running at the flag are pretty close to earning points.

### Did you know?

The reliability rate of the 2008 Australian Grand Prix was such that only six cars were running at the finish. Sebastien Bourdais and Felipe Massa both picked up points despite having suffered late mechanical failures.



The Hamilton/Trulli incident went public



5

## Controversy

The streets of Melbourne have been the scene of many a controversy in recent years. Last year, Lewis Hamilton was caught “hooning” on the road while leaving the track on Saturday night, earning himself a fine of a princely £288. That was small beer compared to what happened the year before, when Hamilton was disqualified from third place a week after the race when it was found that he had lied to race stewards about deliberately letting past Jarno Trulli after overtaking the grass-tracking Toyota driver under the safety car. It led to the sacking of team manager Dave Ryan and a painful *mea culpa* press conference from Hamilton in Malaysia a week later. But, listen to the radio output and you sense it would all have been avoided if McLaren had understood the safety-car rules. That year was also the scene of technical wrangles, with Toyota sent to the back of the grid for running flexible wins and the double diffuser controversy erupting.

### Did you know?

Sauber driver Mika Salo was the first driver to be disqualified from a race in Melbourne, losing sixth place in 2000 for running an illegal front wing.

Schumacher rolled in practice in 2006



6

## Crashes

The Australian Grand Prix never goes by without teams incurring hefty repair bills. Last season, Mark Webber was a main culprit, twice collecting Lewis Hamilton while trying to pass the McLaren driver. But the really eye-catching incident came on the first lap, when a front-wingless Kamui Kobayashi T-boned helpless debutant Nico Hulkenberg. Most of the current crop have come unstuck there. Michael Schumacher has rolled, Rubens Barrichello has been in the wall, Sebastian Vettel clashed with Robert Kubica in 2009, Felipe Massa shunted at the first corner in 2006... the list goes on. With most kerbs not backed up by asphalt run-off, mistakes are punished heavily at Albert Park.

### Did you know?

Fernando Alonso has never failed to finish the Australian Grand Prix. The 2006 winner finished 12th on his first appearance for Minardi in 2002 and has made the points on his eight subsequent appearances.

7



Button took debut Brawn win in '09

## Shock results

While Melbourne has never produced a surprise winner, save perhaps for Jenson Button driving for the famous phoenix-act Brawn team in 2009, it has thrown up more than its fair share of unexpected results. Back in 2008, Nico Rosberg joined old karting mates Lewis Hamilton and Robert Kubica on the podium, the first time he had made the top three. Another notable, albeit ‘illegal’, podium visit was made by Mark Webber in 2002 following a shock drive to fifth on his debut for Minardi. Webber is one of six drivers to score points on his grand prix debut at Albert Park, along with Sebastien Bourdais, Sebastien Buemi, Pedro de la Rosa, Kimi Raikkonen and Jacques Villeneuve, the Canadian only denied a sensational debut victory by an oil leak that dropped him to second. No matter what your machinery, you have a hope of getting on the scoreboard in Melbourne, something that will give great heart to Lotus, Virgin and HRT, which have yet to add their names to the F1 scoreboard.

### Did you know?

If Pastor Maldonado, Sergio Perez, Jerome d'Ambrosio or Paul di Resta score in Melbourne on Sunday, they will join an elite group of 56 other drivers who have picked up points in their debut world championship grand prix.



8

Sutil (behind) is a demon passer. Watch him in Oz...



## Overtaking

Passing is possible in Melbourne and the adjustable rear wing, which makes its debut on Sunday, should make that a little bit easier. While not famous for its overtaking moves at the front, the Australian Grand Prix can be relied upon to produce plenty of scrapping in the midfield. The first corner, where Michael Schumacher famously went side-by-side with Kimi Raikkonen for the lead in 2003, only to have to take to the grass, is a prime spot, as is the entry to Turn 3. Last year, Schumacher produced one of the most exciting moments of the race, wheelbanging his way past Jaime Alguersuari for the final point.

### Did you know?

Adrian Sutil made the most 'proper' overtaking moves during the 2010 F1 season, with 40 passes, three more than second-best Felipe Massa. This figure excludes moves at the start and during pitstops.

9



Moss: victorious at Albert Park in '58

## History

Most F1 fans bemoan the ongoing process of osmosis whereby traditional tracks are forsaken for new ones in emerging motorsport markets. But Albert Park can claim to be one of the oldest grand prix tracks on the calendar. With 15 world championship races under its belt, it's only the ninth oldest of this year's 19 events, but for those interested in the racing world outside F1, its grand prix history stretches back many more decades. In 1953, Aussie racing stalwart Doug Whiteford won in a Talbot-Lago, while three years later a certain Stirling Moss triumphed behind the wheel of a Maserati 250F against a strong field that included Jean Behra. Public protest over noise and the inconvenience of holding a racing event led to it disappearing from the racing scene until 1995, when an historic festival was held there to celebrate the return of racing to Albert Park ahead of the grand prix in 1996. The track used for the two grands prix in the 1950s was similar to today's, although it ran anti-clockwise. Then, as now, the track ran along the lakeside, albeit in a faster configuration than today's, with the pit building in the vicinity of the modern Turn 3.

### Did you know?

Stan Jones, father of 1980 world champion Alan, finished sixth in the 1956 Australian Grand Prix at Albert Park.

10



The big one: Ralf's 2002 first-lap crash

## First-corner crashes

The image of Ralf Schumacher's Williams launching itself over the rear of Rubens Barrichello's Ferrari at the start of the 2002 Australian Grand Prix is etched in the memory of all fans watching that day. It's the signature moment for a first corner that, more than any other, triggers spins, collisions and accidents. Scarcely a year has gone by without a car or two at least off the track. Last year, Fernando Alonso spun after being sandwiched between Jenson Button and Michael Schumacher, while the year before it was Rubens Barrichello and Mark Webber, among others, who came unstuck. In 2008, Felipe Massa spun and Giancarlo Fisichella was flicked into the air by Nelson Piquet Jr. You get the picture. It will be a minor miracle for all 24 cars to make it through the opening right/left on Sunday and even if they do, there's the dreaded Turn 3 to then negotiate.

### Did you know?

Eddie Irvine, then at Ferrari, started the trend for first-corner crashes at Melbourne. In 1997, he came steaming up the inside and collected Williams' Jacques Villeneuve and Sauber's Johnny Herbert.



Vitantonio Liuzzi

# Starting from scratch

The Italian landed a last-minute seat with F1 minnows HRT for 2011 after losing his Force India seat to Paul di Resta. But, as the Italian tells MARK GLENDENNING, he's as motivated as ever and keen to 'grow' the team

**You've been in Formula 1 since 2005 but this year looks like being the biggest challenge so far. You must be sick of having to start from zero?**

In a way, it's just a new part of my career in Formula 1. Ever since 2005, I have been with young teams – I started with Red Bull when it was their first year, then I went to Toro Rosso for their first year, then I moved to Force India and it was their first year. So this is another challenge for me. I don't see it as a step back. It's a difficult season in F1, and I have always been well-known as a fast driver, and I was always helping young teams to grow up. So I am just in a new part of my career. I don't see it as starting from zero.

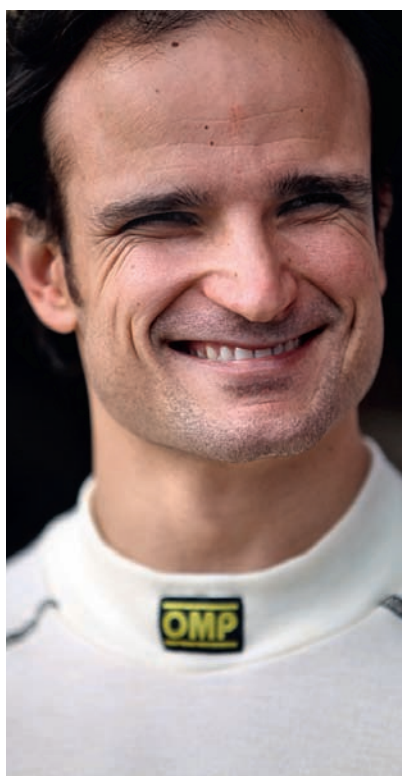
**But wouldn't it be nice to just once go to a team that's well established that you can just slot into?**

No, I am always really motivated. It gives me a lot of satisfaction to see the way that we are able to grow, and that the team always appreciates my effort, my professionalism, my feedback. It gives me a lot of pleasure. We all know the current situation in F1 – very often your situation doesn't go ahead, not because of your speed or talent, but for other reasons. I accept all the reasons why it didn't go ahead, I keep myself motivated with this new challenge.

**But you'd obviously like the chance to win races at some point?**

Of course. That is why I am in F1. I grew up with most of the drivers that are winning races, and between us, we know the skill of each other. I am sure that when I get the chance to get a good car I will be able to win races and be on top of the list. I've showed in many single events over the years that when the car was working 100 per cent, I was able to do great races. Unfortunately, I have always been with teams that had to grow up like me, so I was not able to score podiums or win races.

**So the reasons you've not had the opportunity with an established team have been out of your control?**



**"I've had to fight since I first came into F1. I'm sure my time will come. I just need to keep pushing and I will get the chance"**

**Vitantonio Liuzzi**

It was not an issue of talent, for sure. I have always been talking to people and they have always appreciated my speed and talent. Now to be a F1 driver in a big team, you need an environment around you that you cannot underestimate. For me, I've had to fight since I first came into F1. I brought my talent, and that's why I am still in the business and am able to give good feedback to the team. But I'm sure that my time will come. I just need to keep pushing and keep myself motivated, and I will get the chance.

**Up until January, you were working under the assumption that you had a Force India deal for this year. How big a surprise was it when it fell through?**

There had been a lot of rumours over the previous month, but my situation with Force India had been pretty clear. That's why I never looked around, and I felt – and it was showed to me – that I had a commitment. I was always pushing with my team for development and preparations for 2011, and somehow – I don't know exactly – they wanted to go a different way. I accepted that completely. I just would have preferred it to have happened a couple of months before, as it would have given me more time instead of finalising my situation two weeks before the first race. But that's the only thing.

**We'll finish with a couple of random questions. You've been quoted as saying that if you weren't in F1, you'd be a footballer ...**

No. When I was a kid I played it from when I was four, but I didn't think about it as a career. I first touched a go-kart when I was 11, and it was a shock but I fell in love with it straight away. Once I'd done that for the first time I forgot all about other sports.

**You were a Nigel Mansell fan when you were young. That must have been unusual in Italy?**

[Laughs] Definitely. I don't know why, but since I was a kid, I loved the Williams team. It was the team I followed, and mainly because of Nigel. He gave a lot of excitement to me because of his crazy overtaking moves. He never gave up. He was really a proper driver. In a way I am also an old-school driver, because I really like the drivers from 20, 30 years ago. I feel like they had a lot more instinct in races than what we see now.

**You're known for a love of fashion. What's the most you've spent on an item of clothing?**

£600 on a blazer. It was from Harrods! ❧



**CV**

**TONIO LIUZZI**

**2011**

Hispania Racing

**2009-10**

Force India

**2008**

AIGP, Speedcar,

F1 testing with

Force India

**2006-7**

Toro Rosso

**2005**

Red Bull Racing

(four GPs)

**2004**

F3000 champion;

F1 test with Sauber

**2003**

F3000, F1 test with

BMW Williams





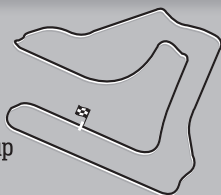
## SEBRING



USA

March 17-19

Intercontinental Le Mans Cup  
Round 1 of 7



### AT A GLANCE

- Winner **Lapierre/Duval/Panis**
- Pole **Stephane Sarrazin**
- Fastest lap **Alexander Wurz**



L-r: de Chaunac, Panis,  
Lapierre, Duval



# It's Peugeot – but the wrong one

When the four factory cars from Peugeot and Audi all hit trouble, the privateer ORECA 908 was on hand to take advantage

## QUALIFYING

### Sarrazin beats the sweepstake

➤ The Peugeot drivers had a sweepstake to guess the pole time. Everyone was at least a second away from Stephane Sarrazin's mark. Which, as it turned out, was where Audi ended up.

"We were expecting something in the 1m48s, maybe the 47s," said

Sarrazin, who qualified on a 1m46.571s. "But I had a clear lap, the track conditions were good and I pushed hard."

At Audi, Romain Dumas qualified second on a 1m47.680s, shrugging away the missing second with the words "a new car should be quicker than an old one".

**ORECA BOSS HUGUES DE** Chaunac has always enjoyed bringing his team to North America. Which was why his Peugeot carried the words "I love US Racing" during last weekend's Sebring 12 Hours. That love affair grew stronger over the course of the first round of the Intercontinental Le Mans Cup as ORECA drivers Nicolas Lapierre, Loic Duval and Olivier Panis went from outsiders to

frontrunners and ultimately surprise race victors.

ORECA didn't have the fastest car in the form of the first-generation Peugeot 908 HDi, not in the heat of the day nor in the cooler conditions after nightfall, but it was consistently quick around the 3.7-mile Sebring International Raceway. That kept the car in contention, and strict adherence to de Chaunac's "zero-mistake" mantra did the rest.

The balance of the race moved in ORECA's favour when the only factory turbodiesel to run through the race without going back to the paddock for repairs – the new 908 HDi driven by Franck Montagny, Stephane Sarrazin and Pedro Lamy – dropped off the lead lap in the 10th hour. The louvres over the front-left wheel had broken and, as demanded by the regulations, the Peugeot Sport team changed the nose.



## RACE RATING

★★★★☆

Three very different racing cars battled it out into the final hour. What's not to like?

**“It was a shame because it removed our chances of a podium, and also ruined what should have been a spectacular race between us and Audi”**

Davidson laments team-mate Gene's clash with Capello's Audi

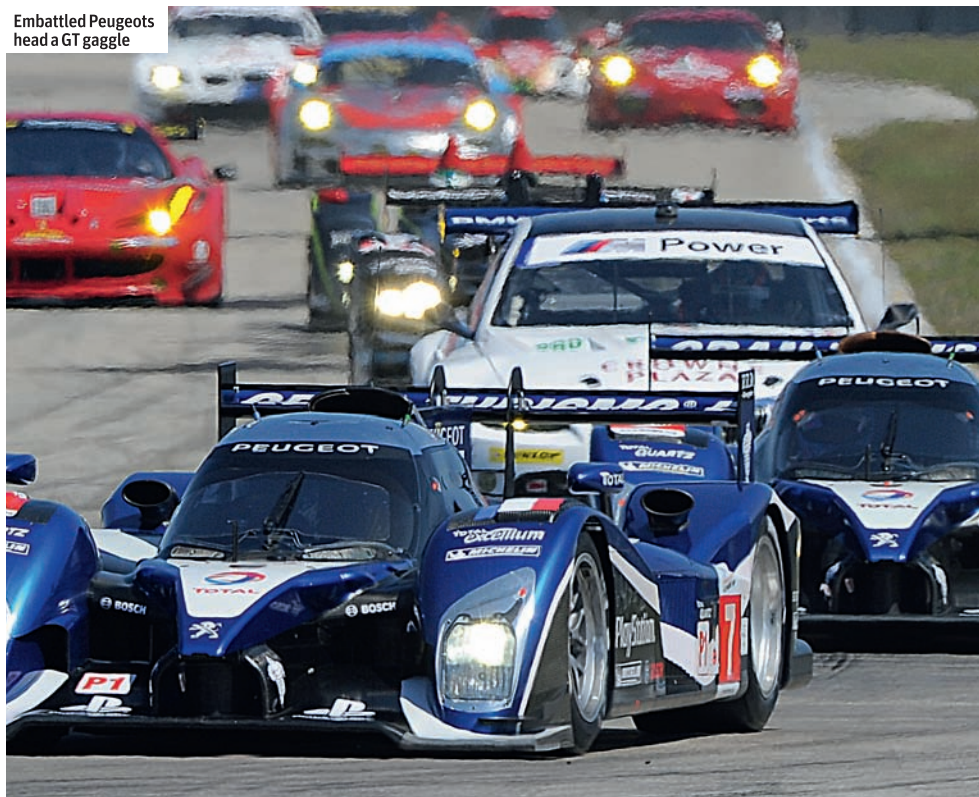
## REPORT SEBRING 12 HOURS

**GARY WATKINS**  
reports



Winning ORECA Peugeot certainly loves US racing

Embattled Peugeots head a GT gaggle



The problem was compounded when Lamy, who had taken the car over from Sarrazin, spun on his out-lap. The Portuguese came back onto the lead lap when the ORECA Peugeot and the second-placed Highcroft Racing HPD ARX-01e pitted, but he was unable to make up ground on Lapierre and eventually lost second to a flying Simon Pagnaud in the new HPD.

The damage had been done; there was no way back for the Peugeot factory team. Even in the hands of Montagny, who replaced Lamy after only a single stint, the new car wasn't quick enough in the cool conditions to make up the lost time.

The new Peugeot, a low-downforce car aimed firmly at the Le Mans 24 Hours, ran the soft-compound Michelin throughout the race. That meant there was no softer tyre to swap to, and no performance gain to be had when temperatures fell.

The five or so seconds lost at Montagny's final stop, when the car was let off its jacks before the wheel change was complete, ended

up having no bearing on the race result. Too much time had been lost already for the Peugeot factory to repeat its 2010 Sebring victory... or to finish second, as it turned out. Montagny closed to within 10 seconds of Pagnaud, who like team-mates Marino Franchitti and David Brabham before him was in fuel-save mode for what turned out to be a successful quest to forego a late splash-and-dash stop.

De Chaunac played tribute to his drivers after the race.

"I asked them to be quick and make no mistakes," he said. "It wasn't easy, but they did it."

Lapierre admitted that the ORECA 908, which has been pegged back by the 2011 Le Mans rulebook, wasn't a match for its all-new namesake in the heat of the day, nor for that matter Audi's old R15+, another so-called grandfathered car. But after darkness had fallen, the Frenchman reckoned he had "one of the quickest cars".

The new e-spec version of Wirth Research's long-serving ARX-01 design was quick too but, according to Brabham, "not quite quick

enough. We did everything we could to stay in the hunt," he said. "We kept it clean, triple-stinted the tyres and leaned off on the fuel."

Second place was an amazing result for a car that didn't turn a wheel until one week before raceday, and one that will no doubt boost the Highcroft team's attempts to find funding for the remainder of the season. But whether it would have been in with a shout of the podium had the other factory Peugeot and the two Audis not encountered problems can only be a matter of conjecture.

Two of those factory cars were removed in one fell swoop. Audi man Rinaldo Capello and Peugeot's Marc Gene were battling for second in the fifth hour when they collided into the fast Turn 17 double-right-hander.

It was a needless accident, and most onlookers agreed with Capello's assertion that he should take no blame.

"In the cockpit, I was 101 per cent sure that I'd done nothing wrong," said the Italian. "Now I've seen the replay, I am even more sure."

Capello and team-mates ▶

Brabham's second-placed HPD battles Kristensen Audi



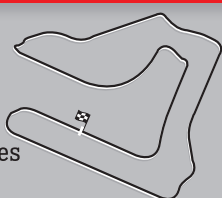


# SEBRING

USA

March 17-19

American Le Mans Series  
Round 1 of 9



## GTE AT A GLANCE

- Winner **Priaulx/Muller/Hand**
- Pole **Gianmaria Bruni**
- Fastest lap **Joey Hand**



Sebring brought usual big crowd



Fifth-placed Audi lost much time in the pits



Ferrari 458 was second fiddle to 430 on debut



Sixth place for Dyson team's Lola-Mazda

◀ Allan McNish and Tom Kristensen lost seven laps to the accident and the resulting suspension and bodywork repairs. The car gained two back, but the safety-car periods that had broken up the flow of the race early on petered out through the event, leaving the Audi no way back.

The Gene car, which was co-driven by Alex Wurz and Anthony Davidson, ended up rejoining after 19 laps. A steering arm damaged in the impact needed replacing, but most of those laps were lost to a clutch change. Gene had rooted the original as he banged down on the throttle after the accident.

That was the only mechanical problem encountered by either of the new 908s, something Peugeot Sport boss Olivier Quesnel described as "extremely satisfying".

The second R15+, the car shared by Romain Dumas, Timo Bernhard and Mike Rockenfeller, was already out of contention by this stage. Rockenfeller had sustained a cut tyre at the end of the first hour and then had the

left rear go down on him again almost as soon as he left the pits.

The rear-wing assembly and engine cover had been replaced after the first puncture, but the Joest Audi squad opted to also replace the side panel at the second stop. The team hadn't been exactly sure what caused the second puncture, but this did the job.

The R15+ wasn't a match for the new 908 during the day, but once the conditions became cooler it was consistently the fastest car on the track. For good reason, as Kristensen explained.

"We set up the car for the soft-compound tyre we would run at night," he said. "The first stints were about staying in contention, but at night the car was the best I've ever had here."

The fastest of the Audis ended up fourth, a lap ahead of its sister car, whose progress was delayed by two drive-through penalties, in fifth.

Dyson Racing's Lola coupe came home sixth, the first of the two LMP1 class entries confirmed for the full American Le Mans Series at this stage. The Mazda-

powered contender, which ran to an amalgam of P1 and P2 rules, wasn't competitive by any stretch, but it did have a faultless run in the hands of Guy Smith, Chris Dyson and Jay Cochran.

The Muscle Milk Lola-Aston Martin of Klaus Graf, Lucas Luhr and Greg Pickett had a clear edge on the Dyson car, but only just made it past half distance. The car fried a gearbox bearing as a result of the transmission oil cooler becoming clogged with track debris.

Seventh went to the Rebellion team's solo Lola, which had an essentially reliable debut with Toyota V8 power. OAK Racing's LMP1 Pescarolo-Judd was running fourth when a fuel leak forced Matthieu Lahaye to pull over out on the track in hour nine.

Victory for ORECA at Sebring means it has now completed the Triple Crown of the big three endurance sportscar races. It won the 1991 Le Mans 24 Hours with Mazda, and triumphed with Chrysler at the Daytona 24 Hours in 2000. Both those wins came against the odds, just like Sebring 2011. ☐

## Priaulx trio tops GTE for BMW's perfect start

BMW touring car star Andy Priaulx admitted that he thought he was "in for a long day" as the opening hour unfolded at Sebring. The Brit, now a full-time sportscar driver, could only watch as team-mate Dirk Muller was involved in two incidents.

Eleven hours later Priaulx, Muller and Joey Hand were celebrating GTE class victory.

Muller's first incident resulted in a puncture, the second merely flat-spotted tyres. Crucially, that meant the car Muller and Priaulx shared with Joey Hand didn't go a lap down to the leaders, and by the end of hour two it was in the thick of a sensational fight that continued almost to the flag.

The two Rahal-run BMW M3s, the second driven by Augusto Farfus, Bill Auberlen and Dirk Werner, slugged it out for a good eight hours with two different types of Ferrari and one of the Corvettes.

There was little to choose between the 2011-spec M3, complete with revised bodywork and a

power-boost from an air-restrictor break, Risi Competizione's new Ferrari 458 Italia and the AF Corse squad's trusty 430. The #03 Corvette driven by Olivier Beretta, Antonio Garcia and Tommy Milner wasn't quite on the same level, but a combination of pace and strategy kept it in the mix.

Only as night fell did BMW finally manage to eke out some breathing space. The M3, now on the soft Dunlop tyre, had a clear edge in these conditions, while both Ferraris ran into problems.

A loose rear three-quarter window, which incorporates a cooling duct, resulted in an overheating gearbox on the AF car, while the Risi 458 was retired with electrical problems with 90 minutes to go.

The race was ultimately decided in favour of Priaulx and co after Farfus punctured a tyre in an aggressive move while lapping Oliver Gavin's Corvette. The Beretta car ended

up third, not far behind the second-placed BMW.

The 'Vette that Gavin shared with Jan Magnussen and Richard Westbrook could have challenged the Bimmers, had they not lost three laps (two to suspension repairs, one to a stop-go for a pitlane infringement) when Magnussen was taken out at Turn 17 by Pat Long in the Flying Lizard Porsche. Two laps were gained back, but infrequent yellows in the second half of the race meant Gavin and his team-mates didn't get a shot at victory.



BMW's took a one-two in GTE class



## GTE RACE RATING

★★★★★

Final margin for BMW tells little of a race in which it duked it out with Ferrari and Chevrolet

“It was agonising that the truck took so long to bring the car back to the pits. I think they must have gone for an ice cream or something”

Hunter-Reay recalls the wait while the Level 5 Lola was recovered

## REPORT SEBRING 12 HOURS

## New Lola on top as class is Levelled

It seemed that no one wanted to win the LMP2 silverware at Sebring. All four cars in the class ran into major trouble, including the winning Level 5 Lola-Honda driven by Luis Diaz, Ryan Hunter-Reay and Scott Tucker.

The open-top Lola had to go back to the paddock early on after losing a wheel. The car lost 20 laps, but a clean run thereafter, coupled with problems for its rivals, resulted in victory for a car that hadn't run for the first time until the Saturday before the race.

The Signatech (nee Signature) ORECA-Nissan, easily the quickest car in class, ended up second after two delays with gear-selection problems. First time around

the team had to change an electronic control unit, but when the problem reoccurred it managed a much quicker fix.

The GTE Am class went to the Krohn Ferrari 430 GT driven by Nic Jonsson, Michele Rugolo. It took over the lead after the Proton Porsche, in which Richard Lietz was the paid pro, hit clutch problems.

Porsche Supercup race winner Damien Faulkner scored a victory in what to all intents and purposes was his first start in the sportscar enduro. The GTC class Black Swan Porsche 911 GT3 Cup, co-driven by Tim Pappas and Sebastiaan Bleekemolen, took the spoils in a close-fought class by just over a minute.



Diaz shared LMP2-winning Lola with Tucker and Hunter-Reay

## RESULTS

Sebring 12 Hours, Sebring (USA), March 17-19, Intercontinental Le Mans Cup round 1 of 7, American Le Mans Series round 1 of 9

GRID		332 LAPS, 1228.4 MILES								
		POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID		
1	SARRAZIN 1:46.571	2	DUMAS 1:47.680	1	Nicolas Lapierre (F)/Loic Duval (F)/Olivier Panis (F)	Team ORECA Matmut	Peugeot 908 HDi	LMP1	12h00m28.423s	5
3	GENE 1:48.020	4	KRISTENSEN 1:48.173	2	David Brabham (AUS)/Marino Franchitti (GB)/Simon Pagnaud (F)	Highcroft Racing	HPD ARX-01e	LMP1	+31.868s	7
5	DUVAL 1:48.569	6	GRAF 1:49.679	3	Franck Montagny (F)/Stephane Sarrazin (F)/Pedro Lamy (P)	Peugeot Sport Total	Peugeot 908 HDi	LMP1	+44.502s	1
7	PAGNAUD 1:49.802	8	JANI 1:50.756	4	Allan McNish (GB)/Rinaldo Capello (I)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R15+ TDI	LMP1	-5 laps	4
9	NOREAU 1:51.781	10	DYSON 1:52.233	5	Mike Rockenfeller (D)/Timo Bernhard (D)/Romain Dumas (F)	Audi Sport Team Joest	Audi R15+ TDI	LMP1	-6 laps	2
11	AYARI 1:53.815	12	CAMERON 1:55.232	6	Chris Dyson (USA)/Guy Smith (GB)/Jay Cochran (USA)	Dyson Racing Team	Lola-Mazda B09/86	LMP1	-8 laps	10
13	DALZIEL 1:55.430	14	JEANNETTE 1:55.905	7	Neel Jani (CH)/Nicolas Prost (F)/Jeroen Bleekemolen (NL)	Rebellion Racing	Lola-Toyota B10/60	LMP1	-12 laps	8
15	LEWIS 1:56.494	16	YVON 1:56.498	8	Alexander Wurz (A)/Marc Gene (E)/Anthony Davidson (GB)	Peugeot Sport Total	Peugeot 908 HDi	LMP1	-17 laps	3
17	DIAZ 1:57.168	18	LUX 1:57.957	9	Dane Cameron (USA)/Jens Petersen (D)/Michael Guasch (USA)	Genoa Racing	ORECA-Chevrolet FLM09	PC	-20 laps	12
19	MOWLEM 1:58.231	20	MARCELLI 1:58.391	10	Dirk Muller (D)/Andy Priaulx (GB)/Joey Hand (USA)	BMW Motorsport (Rahal)	BMW M3	GT	-20 laps	25
21	LAFARGUE 2:00.880	22	BRUNT 2:01.561	11	Ryan Dalziel (GB)/Jon Bennett (USA)/Frankie Montecalvo (USA)	Core Autosport	ORECA-Chevrolet FLM09	PC	-20 laps	13
23	GAVIN 2:01.743	24	WERNER 2:01.841	12	Dirk Werner (D)/Augusto Farfus (BR)/Bill Auberlen (USA)	BMW Motorsport (Rahal)	BMW M3	GT	-20 laps	24
25	MULLER 2:02.139	26	MELD 2:02.290	13	Olivier Beretta (MC)/Tommy Milner (USA)/Antonio Garcia (E)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GT	-20 laps	30
27	B'NEISTER 2:02.334	28	COSMO 2:02.406	14	Oliver Gavin (GB)/Jan Magnussen (DK)/Richard Westbrook (GB)	Corvette Racing (Pratt & Miller)	Chevrolet Corvette C6.R	GT	-21 laps	23
29	MAKOWIECKI 2:02.524	30	BERETTA 2:02.633	15	Gianmaria Bruni (I)/Giancarlo Fisichella (I)/Pierre Kaffer (D)	AF Corse	Ferrari 430 GT	GT	-21 laps	22
31	SHARP 2:02.877	32	LIEZT 2:02.942	16	Jorg Bergmeister (D)/Patrick Long (USA)/Marc Lieb (D)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GT	-22 laps	27
33	SELLERS 2:03.004	34	LAZZARO 2:03.309	17	Darren Law (USA)/Seth Neiman (USA)/Marco Holzer (D)	Flying Lizard Motorsports	Porsche 911 GT3-RSR	GT	-26 laps	52
35	SATO 2:03.454	36	JONSSON 2:03.500	18	Gunnar Jeannette (USA)/Ricardo Gonzalez (MEX)/Rudy Junco (MEX)	Core Autosport	ORECA-Chevrolet FLM09	PC	-27 laps	14
37	GIBLOT 2:04.098	38	JUNQUEIRA 2:04.260	19	Tracy Krohn (USA)/Nic Jonsson (S)/Michele Rugolo (I)	Krohn Racing	Ferrari 430 GT	GT-AM	-30 laps	36
39	JAMES 2:04.372	40	GARDEL 2:04.567	20	Luis Diaz (MEX)/Ryan Hunter-Reay (USA)/Scott Tucker (USA)	Level 5 Motorsports	Lola-Honda B11/40	LMP2	-32 laps	17
				21	Damien Faulkner (IRL)/Tim Pappas (USA)/Sebastiaan Bleekemolen (NL)	Black Swan Racing	Porsche 911 GT3 Cup	GTC	-33 laps	46
				23	Sean Edwards (GB)/Henrique Cisneros (USA)/Carlos Kauffmann (USA)	NGT Motorsports	Porsche 911 GT3 Cup	GTC	-36 laps	56
				28	Jean-Denis Deletraz (CH)/Stephane Ortelli (MC)/Frederic Makowiecki (F)	Luxury Racing	Ferrari 458 Italia	GT	-40 laps	29
				30	Franck Mailleux (F)/Soheil Ayari (F)/Lucas Ordonez (E)	Signatech Nissan	ORECA-Nissan 03	LMP2	-42 laps	11
				33	Christophe Bouchut (F)/Joao Barbosa (P)/Scott Tucker (USA)	Level 5 Motorsports	Lola-Honda B11/80	LMP2	-52 laps	53
				35	Guy Cosmo (USA)/Ed Brown (USA)/Rob Bell (GB)	Extreme Speed Motorsports	Ferrari 458 Italia	GT	-64 laps	28
				36	Jaime Melo (BR)/Toni Vilander (FIN)/Mika Salo (FIN)	Risi Competizione	Ferrari 458 Italia	GT	266 laps-electrical	26
				39	Richard Lietz (A)/Gianluca Roda (I)/Christian Ried (D)	Proton Competition	Porsche 911 GT3-RSR	GT-AM	-80 laps	32
				R	Bryce Miller (USA)/Rene Rast (D)/Sascha Maassen (D)	Paul Miller Racing	Porsche 911 GT3-RSR	GT	231 laps-gearbox	42
				R	Pierre Ehret (D)/Shaun Lynn (GB)/Roger Wills (NZ)	CRS Racing	Ferrari 430 GT	GT-AM	226 laps-out of fuel	43
				R	Matthieu Lahaye (F)/Guillaume Moreau (F)/Pierre Ragues (F)	OAK Racing	OAK Pescarolo-Judd P01	LMP1	222 laps-fuel leak	9
				R	Bryan Sellers (USA)/Wolf Henzler (D)/Martin Ragginger (A)	Team Falken Tire (Walker)	Porsche 911 GT3-RSR	GT	220 laps-gearbox	33
				R	Johnny Mowlem (GB)/Luca Moro (I)/Oliver Lombard (F)	WRO	ORECA-Chevrolet FLM09	PC	203 laps-floor	19
				R	Ryan Lewis (GB)/Ken Dobson (USA)/Henri Richard (F)	PRI Mathiasen Motorsports	ORECA-Chevrolet FLM09	PC	185 laps-engine	15
				R	Greg Pickett (USA)/Klaus Graf (D)/Lucas Luhr (D)	Muscle Milk Aston Martin Racing	Lola-Aston Martin B08/62	LMP1	151 laps-gearbox	6
				R	Richard Hein (MC)/Jacques Nicolet (F)/Jean-Francois Yvon (F)	OAK Racing	OAK Pescarolo-Judd P01	LMP1	110 laps-engine	16
				R	Scott Sharp (USA)/Johannes van Overbeek (USA)/Dominik Farnbacher (D)	Extreme Speed Motorsports	Ferrari 458 Italia	GT	49 laps-accident	31
				NC	Bruno Junqueira (BR)/Cristiano da Matta (BR)/Oriol Servia (E)	Jaguar RSR	Jaguar XKR	GT	-297 laps	38
				R	Tan James (GB)/Benjamin Leuenberger (CH)	Panoz Racing	Panoz Abruzzi	GT	19 laps-paddle shift	39

Winners' average: 102.299mph. Fastest lap: Wurz, 1m48.141s, 123.173mph. LMP2: Mailleux, 1m54.922s, 115.905mph. PC: Cameron, 1m57.287s, 113.568mph. GT: Hand, 2m01.526s, 109.606mph. GTC: Edwards, 2m07.798s, 104.227mph. Driver listed on grid set qualifying time. First-named driver of each car in table started race. There were 56 starters in the race.

ILMC LMP1 MANUFACTURERS			ILMC LMP1 TEAMS			GTE MANUFACTURERS			GTE PRO TEAMS			GTE AM TEAMS			LMP2 TEAMS		
POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS	POS	DRIVER	PTS
1	Peugeot	27	1	ORECA	15	1	BMW	29	1	BMW	16	1	Krohn Racing	15	1	Signatech	14
2	Audi	17	2	Peugeot Sport	12	2	Corvette	20	2	AF Corse	10	2	Proton Competition	14	2	OAK Racing	11
			3	Audi	9	3	Ferrari	15	3	Luxury Racing	5				3	Level 5 Motorsports	9
			4	Rebellion	6	4	Porsche	8									



# IMOLA

Italy

March 18-20

GP2 Asia

Round 2/2



## AT A GLANCE

- Race 1 **Romain Grosjean**
- Race 2 **Dani Clos**
- Pole position **Romain Grosjean**
- Fastest laps **Grosjean x2**



Winner Grosjean and unhappy Bianchi in P3

# Grosjean's double jeopardy

Asia champion in 2008, Romain Grosjean returned to his old stamping-ground for vital, new-car mileage ahead of the main championship, and he won it again



**LAST WEEKEND AT IMOLA THE** curtain came down on the most important GP2 Asia campaign to date. You wouldn't have thought it was that significant from the way Romain Grosjean reacted to winning the title, but the relevance of the 2011 season, even if it was only two races, was greater than any of its predecessors.

Why? Because for the first time the Asia series was using current equipment. Brand new equipment in fact. In Abu Dhabi and at new 'Asian' venue Imola, the teams and drivers got a chance to put their 2011 cars to work in race situations several weeks before the main series gets underway. It was a chance that was too good to pass up, resulting in the strongest-ever Asia grid.

"I always want to race, but

if Asia had been with the old car then maybe it would have been hard to get the budget for it," said Grosjean, who is vastly experienced at this level now. "This year, we had no choice. We had to do the Asia series, and when you look at how strong the field is you can see that everybody else felt the same. You cannot afford to miss these races and fall behind."

Nearly all of the likely contenders made sure they were on the Asia grid. Christian Vietoris was a notable exception, and it will be interesting to see if he is able to make up any lost ground during pre-season testing. But Grosjean's feeling is that entering these two races has proved to be a huge benefit.

"We have already been able to try many things," he

said. "We are learning all the time and getting lots of information, so we can work on other things when we test for the main series."

Early in the weekend it was clear that the idea of winning the Asia title meant less to Grosjean than it did to Jules Bianchi, who arrived in Italy as the points leader.

"I'm disappointed," said

Bianchi, who had a face like thunder after only finishing third in race one. "Yes, this is a good test but we came here fighting for a title and we wanted to win it."

For Grosjean, you got the impression that putting a marker down to Bianchi was more important than the championship itself.

"We have treated this as

a big test, but when you are fighting with guys like Jules you always want to win," the champion grinned.

Bianchi also shrugged at the idea there was much to learn with a new car that has plenty in common with the 2008-spec car it replaced.

"Honestly, the car is not very different," he said. "But the thing we have to learn



The Asia crews got vital mileage on new Pirellis



## RACE RATING

★★★★☆

Action at the back as always but not much overtaking at the sharp end in either race

## MILESTONE

Grosjean is GP2's first double champion - he won the Asia crown in 2008 (right) as well



## REPORT GP2 ASIA IMOLA

GLENN FREEMAN  
reports



about is the tyres. The characteristics are very different, not just the performance. This will be the main thing for this year."

His former ART team-mate Sam Bird agreed that understanding the new Pirelli rubber was a priority.

"It's good to learn about the tyres in race situations," said the Briton. "You don't tend to follow people for a long time in testing, so you don't always understand how running in dirty air can affect degradation."

The importance of learning ahead of the main season also took away some of Bird's frustration at having a promising weekend ruined by incidents.

"The important thing is to know that we are quick for the main series," he said. "We wanted to make sure we were good in qualifying trim, and we proved that."

Grosjean wasn't the only driver playing down the significance of success last weekend. Race-two winner Dani Clos admitted that his main focus last weekend was getting to the end of both races, after his enormous startline crash in Abu Dhabi cost him valuable track time.

"We needed mileage to get some data with the new

car," he said. "We don't know much about the tyres yet, so it was important to get as many laps as possible here."

For some in the field, the goals were tougher. Oliver Turvey is still without a drive for the main series, and he hoped to use an Asia campaign with Ocean as a springboard towards a full-time drive.

"We had such good momentum at the end of last year that we didn't want to lose that," said Turvey. "And it was important - if we do get a deal - to already have some experience of the new car and tyres. You don't want to lose ground."

Esteban Gutierrez shone at times last weekend, and ART's latest rookie was aware of the benefits of learning his GP2 trade in the new car, rather than starting in the old cars in Asia as had been the case in the past.

"You have to learn about the bigger, faster car, but you also have to start developing it," he said. "It's good to be working towards this from the start."

Grosjean described the Asia series as a "good benchmark" for the year. If that's the case, look out for plenty of all-French scraps between him and Bianchi. ☐

## GROSJEAN AND CLOS SIGN OFF IN STYLE



Clos held off Leimer for race-two win

Romain Grosjean did most of the work towards his second GP2 Asia title by dominating Saturday's feature race.

The Frenchman was untroubled from start to finish, while former points leader Jules Bianchi had a tougher day. The ART driver was disappointed to qualify only fourth, and kicked himself for making a bad start too. That left him fighting to get on the podium, which he eventually achieved by passing Michael Herck during the pitstops. By then, a fast-starting Giedo van der Garde way down the road in P2.

Dani Clos went from 20th to eighth on Saturday, although he lost a reversed-grid pole when Davide Valsecchi's exclusion bumped him up to seventh. But the Spaniard was leading within seconds of race two's start, as Fairuz Fauzy completely fluffed his getaway from pole. Clos withstood race-long pressure from Fabio Leimer, and he was always able to respond whenever the Rapax driver got a little too close. Van der Garde used another mega start to earn a second podium, while Grosjean's title - sealed when Bianchi got taken out at the start - was tarnished by a 20s post-race penalty for going off track while defending P4 from Esteban Gutierrez on the penultimate lap.

## RESULTS

GP2 Asia Series, Imola (I), March 18-20, round 2 of 2

GRID	
1 GROSJEAN 1:27.067	2 BIRD 1:27.384
3 HERCK 1:27.558	4 BIANCHI 1:27.676
5 V.D. GARDE 1:27.735	6 KRAL 1:27.834
7 ERICSSON 1:27.872	8 PALMER 1:27.898
9 VALSECCHI 1:27.909	10 ALESHIN 1:27.988
11 RAZIA 1:28.073	12 CALDARELLI 1:28.093
13 LEIMER 1:28.143	14 TURVEY 1:28.151
15 GUTIERREZ 1:28.160	16 COLETTI 1:28.194
17 GONZALEZ 1:28.310	18 CHILTON 1:28.332
19 VARHAUG 1:28.357	20 CLOS 1:28.373
21 FAUZY 1:28.382	22 CECOTTO 1:28.490
23 PIC 1:28.549	24 LEAL 1:28.644
25 BERTHON 1:28.646	26 FILIPPI 3:54.107

RACE 1 - 35 LAPS, 106.760 MILES				
POS	NAME	TEAM	TIME	GRID
1	Romain Grosjean (F)	DAMS	55m59.103s	1
2	Giedo van der Garde (NL)	Addax Team	+14.349s	5
3	Jules Bianchi (F)	ART Grand Prix	+17.527s	4
4	Michael Herck (RO)	Scuderia Coloni	+21.502s	3
5	Stefano Coletti (MC)	Trident Racing	+41.228s	16
6	Fabio Leimer (CH)	Rapax	+51.867s	13
7	Dani Clos (E)	Racing Engineering	+52.813s	20
8	Fairuz Fauzy (MAL)	Super Nova Racing	+53.964s	21
9	Rodolfo Gonzalez (YV)	Trident Racing	+54.224s	17
10	Marcus Ericsson (S)	iSport International	+54.661s	7
11	Esteban Gutierrez (MEX)	ART Grand Prix	+55.390s	15
12	Josef Kral (CZ)	Arden International	+55.840s	6
13	Pal Varhaug (N)	DAMS	+1m07.700s	19
14	Oliver Turvey (GB)	Ocean Racing Technology	+1m19.721s	14
15	Johnny Cecotto Jr (YV)	Super Nova Racing	+1m20.567s	22
16	Julian Leal (CO)	Rapax	+1m22.066s	24
17	Andrea Caldarelli (I)	Ocean Racing Technology	+1m24.224s	12
18	Jolyon Palmer (GB)	Arden International	+1m24.503s	8
19	Mikhail Aleshin (RUS)	Carlin	+1m26.762s	10
20	Charles Pic (F)	Addax Team	+1m29.215s	23
21	Max Chilton (GB)	Carlin	+1m31.023s	18
22	Luca Filippi (I)	Scuderia Coloni	+1m31.058s	26
R	Nathanael Berthon (F)	Racing Engineering	15 laps-accident	25
R	Sam Bird (GB)	iSport International	7 laps-accident	2
R	Luiz Razia (BR)	Team AirAsia	0 laps-accident	11
EX	Davide Valsecchi (I)	Team AirAsia	+44.563s - ride height	9


RACE 2 - 25 LAPS, 76.257 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Clos	37m25.901s	2
2	Leimer	+0.931s	3
3	van der Garde	+4.007s	7
4	Gutierrez	+8.336s	11
5	Herck	+15.312s	5
6	Varhaug	+27.415s	13
7	Grosjean	+27.826s*	8
8	Turvey	+29.294s	14
9	Kral	+29.721s	12
10	Filippi	+30.139s	22
11	Pic	+32.505s	20
12	Caldarelli	+36.006s	17
13	Berthon	+36.893s	23
14	Razia	+38.998s	25
15	Chilton	+39.815s	21
16	Ericsson	+40.192s	10
17	Valsecchi	+42.100s	26
18	Leal	+1m05.466s	16
19	Cecotto	+1m26.224s	15
20	Aleshin	+1 lap	19
R	Bird	20 laps-accident	24
R	Gonzalez	14 laps-gearbox	9
R	Palmer	0 laps-accident	18
R	Bianchi	0 laps-accident	6
R	Coletti	0 laps-accident	4
R	Fauzy	0 laps-accident	1

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Grosjean	24
2	Bianchi	18
3	van der Garde	16
4	Coletti	11
5	Leimer	9
6	Ericsson	9
7	Valsecchi	9
8	Herck	9
9	Clos	8
10	Kral	8
POS	TEAM	PTS
1	DAMS	23
2	ART	18
3	Addax	12
4	Trident	11
5	iSport	11
6	AirAsia	9

KEY R=Retired; \* 20-second penalty.  
**Race 1** Winner's average speed: 120.895mph. Fastest lap: Grosjean, 1m28.097s, 124.648mph.  
**Race 2** Winner's average speed: 122.234mph. Fastest lap: Grosjean, 1m28.722s, 123.700mph.



# CURITIBA

 Brazil  
March 19-20  
WTCC  
Round 1/12



## AT A GLANCE

- Race 1 Rob Huff
- Race 2 Alain Menu
- Pole position Rob Huff
- Fastest laps Rob Huff x 2



Winning feeling for Huff (right)



# Huff has puff with turbo

**Chevrolet was expected to dominate at Curitiba with its new 1.6 turbos. It did, and Rob Huff took the first win**

Huff beat world champion Muller

**THE ARRIVAL OF THE WORLD** Touring Car Championship's shipment of equipment into Brazil coincided with widespread flooding in Curitiba's state of Parana. Severe logistical headaches provided by landslides and collapsed bridges were eventually overcome. Some felt that only a similar force of nature, preventing RML's exquisitely-prepared Chevrolets from even reaching the circuit, could deny the new 1.6 turbo Cruze a debut victory in the 2011 season opener.

The Cruze was widely admired as the most-sorted of the latest 1.6 turbo cars. The replacement powerplant to the old Super 2000 engine had endured a reputed 3000-mile test programme. The contrast between the blue-shirted personnel attending Chevrolet's four-car entry and the last-minute

preparations of some of the midfield runners was striking. Several drivers expected to figure around the fringes of the top 10 did not have things any easier. Several hadn't driven since Macau last year — and former GP2 racer Javier Villa had yet to turn a wheel in his Proteam BMW.

Without honed factory opposition, concerns were raised over Chevrolet's expected superiority. Indeed, Yvan Muller had picked up the 2010 drivers' title in his debut season with the squad without enjoying such a clear technical advantage.

After taking pole for race one, team-mate Rob Huff shed some light on the improvements to his new mount: "For us, this car reacts better to changes and we seem to be able to really fine-tune it. It's quite strange — it was designed for an S2000, but we've plonked

this engine in there, and have also changed the car quite a lot to accept it, and it seems almost as if this car was made for a 1600 turbo. It seems to do everything beautifully."

Fears of a total Chevy procession were eased by Tom Coronel setting the fastest time on Friday. The ROAL BMW driver was thrilled to be back with rear-wheel drive, after a

lengthy stint racing SEATs. On a circuit traditionally suited to BMW, owing to the 3-Series' lighter tyre wear, the BMW 1.6 turbo-powered 320 TC appeared worthy of consideration as an outside bet. The Dutchman's hopes of a strong weekend faded somewhat when he trailed the Cruzes by over a second in Saturday practice. "Bah, Chevy has turned up the boost," said

Coronel, sounding resigned to a tough weekend. "It's time to be sensible and just take some points."

Post-qualifying, series organiser Marcello Lotti remained upbeat. "To be honest, I was expecting even more from Chevrolet," he said. ROAL's Umberto Grano, an admirer of established factory BMW racer Andy Priaulx, praised Coronel's

'Tactical' Menu took race-two victory





## RACE RATING

★★★★☆

Race one was a Chevy-fest, but there was plenty of wheelbanging later in the day

## MILESTONE

First race of Chevy and BMW 1.6 turbo engines



Coronel led the attack of the BMWs



efforts, but conceded that, in his opinion, even absent favourite Priaux would have found difficulty getting in among the Chevrolets.

In fact, Coronel would wring his car's neck in both races for his strongest start to a WTCC campaign.

Still, three Chevys occupied the top three places on the grid for race one. Huff converted pole into a drama-free victory from fellow front-row starter, and reigning world champion, Muller. Brazilian Stock Car ace 'Caca' Bueno impressed, lifting the 30,000 crowd by finishing on the final step of the podium. Classic touring car action was provided by Kristian Poulsen and Coronel behind. The furious BMW battle was, however, taking place in excess of 10 seconds behind the leaders...

Alain Menu should have been up at the sharp end with his Chevy brethren.

Instead, the Swiss was making up lost ground. Earlier, what appeared to have been an attempt to stage-manage finishing 10th in Q1, and the reversed-grid pole, resulted in an unwanted 11th place. Menu would eventually be promoted to pole for race two when SEAT driver Fredy Barth received a penalty.

A tenuous chink in the Chevy's artillery came when Menu bogged down from pole in the second race, allowing a feisty Coronel to surge into the lead.

"I couldn't believe it – I was ahead by 15m," said Coronel. "I could also see Gabriele Tarquini's SEAT holding up the Chevys, so I was creating a little gap."

Menu recovered the lead following slight contact with Coronel with four laps left. Intriguingly, instead of being gobbled up by the pursuing Chevy train, Coronel used his superior tyre wear in the

latter stages to close within 0.3s of Menu at the flag.

Much of the fortunes of Coronel, and the independent BMW drivers, over the remainder of this year will rest on the efforts of Jan Hartmann, responsible for all of BMW Motorsport's technical staff. "Chevy spent nine months developing their 1.6 turbo engine, ours was a done in a little less," said Hartmann. "Now we have just the customer projects to work on, and they're very important to us. The development was done just like we would do with a works team – there is no real difference to our approach."

Perhaps it's too early in the season to be making any bold predictions, but until SEAT's own 1.6 turbo comes on tap, more heroics would appear to be required from BMW's drivers in order to stand any chance of keeping Chevrolet on its toes. ☒

## REPORT WTCC CURITIBA

PETER MILLS  
reports



## Out-of-date Lacetti means Bamboo gets set for Cruze



O'Young off the pace in old car

"To compete, it is clear that you need the 1.6 turbo engine" – so pronounced WTCC series boss Marcello Lotti after qualifying at Curitiba on Saturday.

Bamboo Engineering is a team that clearly agrees with the Italian. At the forthcoming race at Zolder the team aims to replace its old-school Super 2000 Chevrolet Lacettis with a pair of the in-vogue Cruzes.

Hong Kong racer Darryl O'Young's race engineer Nick Clipson is sceptical of a quick fix with the new machinery, but is conscious of the limitations of continuing with the Lacetti.

"I know from working for SEAT for four years, where I was a race engineer for Darren Turner, how difficult the TDI Leon was for a driver to climb into and be quick straight away," he said. "The Cruze may prove similar. I would expect it to take three or four races for our drivers to find their feet."

Although Zolder is not until April 24, it is uncertain if the team will have an opportunity to test beforehand. "It all depends on RML," continued Clipson. "They have been really helpful to us so far, and I think the car Caca Bueno raced here will be with us perhaps at Monza."

## RESULTS

FIA World Touring Car Championship, Curitiba (BRA), March 19-20, round 1 of 12

GRID RACE 1						GRID RACE 2						
RACE 1 - 14 LAPS, 51.73 MILES						RACE 2 - 14 LAPS, 51.73 MILES						
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS
1	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	19m29.481s	1	1	Menu	19m38.428s	1	1	Huff	37
2	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+0.873s	2	2	Coronel	+0.265s	3	2	Menu	33
3	Carlos Bueno (BR)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+3.924s	3	3	Muller	+0.917s	8	3	Muller	33
4	Tom Coronel (NL)	ROAL Motorsport	BMW E90 320 TC	+12.714s	8	4	Huff	+1.321s	6	4	Coronel	30
5	Kristian Poulsen (DK)	Liqui Moly Team Engstler	BMW E90 320 TC	+13.004s	5	5	Bueno	+2.409s	5	5	Bueno	25
6	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+13.402s	10	6	Tarquini	+4.512s	4	6	Tarquini	14
7	Gabriele Tarquini (I)	Lukoil-SUNRED	SEAT Leon 2.0 TDI	+14.214s	6	7	Monteiro	+7.810s	10	7	Poulsen	10
8	Michel Nykjaer (DK)	SUNRED	SEAT Leon 2.0 TDI	+14.716s	4	8	Villa	+16.894s	15	8	Monteiro	6
9	Franz Engstler (D)	Liqui Moly Team Engstler	BMW E90 320 TC	+19.100s	9	9	Engstler	+17.571s	7	9	Nykjaer	4
10	Mehdi Bennani (MA)	Proteam Racing	BMW E90 320 TC	+19.591s	13	10	Oriola	+20.361s	12	10	Villa	4
11	Tiago Monteiro (P)	SUNRED	SEAT Leon 2.0 TDI	+20.001s	7	11	O'Young	+27.978s	19			
12	Robert Dahlgren (S)	Polestar Racing	Volvo C30	+20.343s	11	12	Dudukalo	+31.428s	16	INDEPENDENTS		
13	Pepe Oriola (E)	SUNRED	SEAT Leon 2.0 TDI	+25.098s	12	13	Dahlgren	+35.296s	11	POS	DRIVER	PTS
14	Javier Villa (E)	Proteam Racing	BMW E90 320 TC	+25.527s	15	14	Poulsen	+35.770s	9	1	Engstler	17
15	Fredy Barth (CH)	SEAT Swiss Racing (SUNRED)	SEAT Leon 2.0 TDI	+28.285s	20	15	Taniguchi	+36.203s	17	2	Poulsen	14
16	Marchy Lee (PRC)	De Team KK Motorsport	BMW E90 320 TC	+41.400s	14	16	Lee	+39.845s	14	3	Garcia	13
17	Aleksei Dudukalo (RUS)	Lukoil-SUNRED	SEAT Leon 2.0 TDI	+41.820s	16							
18	Yukinori Taniguchi (J)	Bamboo Engineering	Chevrolet Lacetti	+45.265s	17							
19	Fabio Fabiani (I)	Proteam Racing	BMW E90 320si	-1 lap	18							
R	Darryl O'Young (HK)	Bamboo Engineering	Chevrolet Lacetti	4 laps-accident	19							





NASCAR SPRINT CUP BRISTOL (USA), MARCH 20, RD 4/36

## Busch keeps up his form as the Bristol rover

**BRISTOL SPECIALIST** Kyle Busch was in sensational form as he swept to Sprint Cup victory at Bristol's 'Thunder Valley'.

A call for two tyres during the final stop gave track position to Busch's Joe Gibbs Racing Toyota, and he had to work hard to fight off the challenge of Carl Edwards and Jimmie Johnson during the fractious closing stages.

Edwards even briefly led in his Roush Fenway Ford, but Busch retook the place

instantly and held on for his fifth straight win at Bristol (including Nationwide and Truck races) and his 20th career victory in Cup.

"It was a great pitstop on that last run down pit road," Busch said. "That gave me a little bit easier job, instead of having to pass some of those guys. Carl tried to make it interesting — he gave me a little bit of a shot there."

Edwards just held on from champion Johnson's Hendrick Chevy as the top three pulled well clear from

the chasing pack during the final dash to the flag.

Matt Kenseth was fourth for Roush, while there was a tremendous tussle for fifth, which Paul Menard won by a nose from Childress Chevy team-mate Kevin Harvick and Penske Dodge driver Kurt Busch.

It was a great race for Menard, who led early on in his best drive yet since joining one of NASCAR's top teams. It was also a remarkable turnaround for Harvick, who had been in

contention for victory until he was tipped into a spin by Hendrick veteran Mark Martin. Harvick was missed by the chasing pack, and recovered quickly enough to stay on the lead lap.

Greg Biffle took eighth for Roush, Kasey Kahne continued his good form in the Red Bull Toyota by taking ninth, while early leader Ryan Newman survived being punted by team boss Tony Stewart to take 10th in his Chevy.

● Connell Sanders Jr

### RESULTS

**1 Kyle Busch (Toyota Camry)**, 500 laps in 2h53m55s; 2 Carl Edwards (Ford Fusion), +0.946s; 3 Jimmie Johnson (Chevrolet Impala); 4 Matt Kenseth (Ford); 5 Paul Menard (Chevy); 6 Kevin Harvick (Chevy); 7 Kurt Busch (Dodge Charger); 8 Greg Biffle (Ford); 9 Kasey Kahne (Toyota); 10 Ryan Newman (Chevy). **Points** 1 Kurt Busch, 150; 2 Edwards, 149; 3 Jimmie Johnson, 138; 4 Newman, 138; 5 Menard, 136; 6 Kyle Busch, 133; 7 Johnson, 130; 8 Juan Pablo Montoya, 126; 9 Dale Earnhardt Jr, 124; 10 Martin Truex Jr, 123; 11 Mark Martin, 123; 12 Kahne, 122.

BRAZILIAN STOCK CARS CURITIBA (BR), MARCH 20, RD 1/12

## Quick stop gives it to Camilo

**ON HIS FIRST** start since switching to the RCM Motorsport Chevrolet team, Thiago Camilo took an unexpected victory from 11th place on the grid.

The Sao Paulo man benefited from a quick mandatory stop taken under the safety car, which came out after brake failure forced team-mate Lico Kaesemodel into the tyre barriers.

Polesitter Marcos Gomes had led from Max Wilson and Felipe Maluhu, but Gomes was delayed in the

pitlane traffic jam by Caca Bueno, who was on his way into the adjacent pit. Meanwhile, Camilo's crew did a superb job, and rejoined five places ahead of Gomes in the queue.

Maluhu was now in the lead, but he was yet to pit as his team gambled on a second safety-car period. Once he and the other late-stoppers had pitted, all Camilo had to do was keep an eye on defending champion Wilson and Ricardo Zonta, who wasted

too much time getting past Atila Abreu.

When they finally found themselves in second and third places, there was no more time left to try and avoid Camilo grabbing his first victory for his new team.

● Lito Cavalcanti

### RESULTS

**1 Thiago Camilo (Chevrolet Vectra)**, 32 laps in 45m20.414s; 2 Max Wilson (Chevy), +1.723s; 3 Ricardo Zonta (Chevy); 4 Atila Abreu (Chevy); 5 Luciano Burti (Peugeot 408); 6 Paulo Bueno (Chevy). **Points** 1 Camilo, 25; 2 Wilson, 20; 3 Zonta, 16; 4 Abreu, 14; 5 Burti, 12; 6 P Bueno, 10.

### BUSCH SETS UP A BRISTOL PAIR

Kyle Busch (18) dominated Saturday's Nationwide Series race at Bristol to kick off his weekend in style. Kasey Kahne was second, while Jason Leffler (eighth) took the points lead





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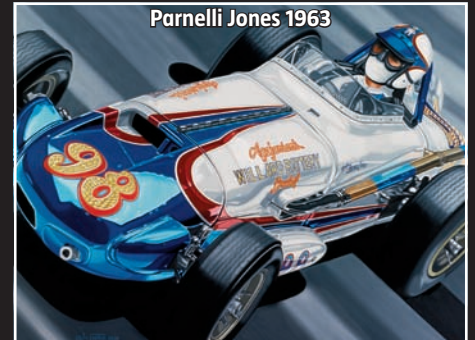
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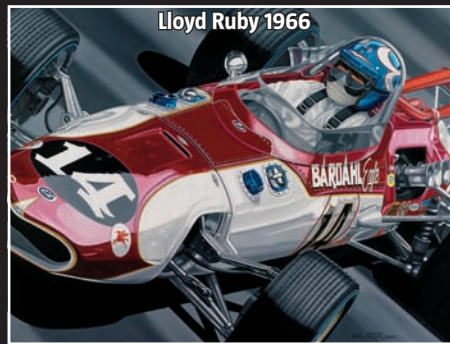
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*Colin Carter*



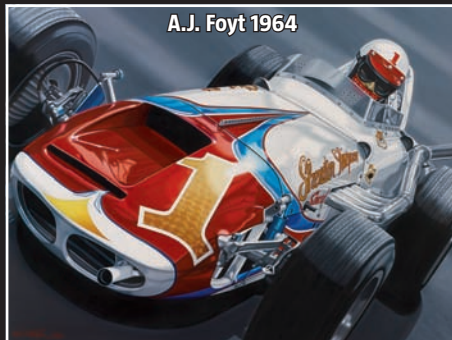
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Colin Carter





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## INTERNATIONAL RACES & RESULTS

### V8 SUPERCARS

Adelaide (AUS), Rd 2/14

## QUICK RESULTS

- Race 1 winner **Garth Tander**
- Race 2 winner **Jamie Whincup**
- Poles **Tander/Will Davison**

## RACE RATING

★★★★☆

Lots of entertainment with the fastest guys winning

## REPORTS

### WORLD OF SPORT



Tander's HRT Holden took Saturday success

V8 SUPERCARS ADELAIDE (AUS), MARCH 19-20, RD 2/14

# Tander has his dander up in Adelaide for another win

**FOUR RACES** into the 2011 V8 Supercar Championship, three drivers have won for two teams – but the pair of 250km races in Adelaide could hardly have been more different.

Garth Tander won his third-straight race in the city on Saturday, he and Jamie Whincup swapping the lead as everyone wrestled with managing their fuel to make the race a two-stopper. Tander took the lead but his HRT Holden looked doomed to make a late-race splash 'n' dash. Then an unfeasibly long yellow flag, to remove James Moffat's stricken Ford, opened the fuel window for Tander *et al* to make it home. In one way it was just: Tander had taken a dominant pole and had

controlled the race. Whincup was second ahead of Triple 8 team-mate Craig Lowndes, with Jason Bright and a resurgent Fabian Coulthard making it a Holden sweep of the top five.

Sunday's race was completely the opposite. Rain moved in, leaving the drivers to lurch around the track and the teams to gamble on pit strategy. Five different drivers led, but it was Whincup who took control as the track dried.

There was mayhem around him. Slick-shod Lee Holdsworth's Garry Rogers team gambled that he would complete the five laps before the weather cleared. On the second of those laps, he surfed into a concrete barrier at 120mph.

Up stepped Rick Kelly, who had his best result in three years in his Holden, to take second ahead of Mark Winterbottom, who hid in the pack while FPR Ford team-mate Will Davison took the battle to the leading Holdens. As Davison faded, 'Frosty' got faster and a podium.

James Courtney led the race before finishing fourth – just ahead of HRT team-mate Tander. After a poor race one, champion Courtney salvaged plenty from what could have been a catastrophic weekend.

Meanwhile, both races in the V8 Development Series were won by ex-main series drivers. Andrew Thompson took the first, before Kiwi Jason Richards – who is

battling stomach cancer – came out top of the second. ● Phil Branagan

## RESULTS

**Race 1 1 Garth Tander (Holden Commodore VEII), 76 laps in 2h07m57.1302s;** 2 Jamie Whincup (Holden), +0.5420s; 3 Craig Lowndes (Holden); 4 Jason Bright (Holden);

5 Fabian Coulthard (Holden); 6 Mark Winterbottom (Ford Falcon FG).

**Race 2 1 Whincup, 77 laps in 2h08m50.3685s;** 2 Rick Kelly (Holden), +1.3206s; 3 Winterbottom; 4 James Courtney (Holden); 5 Tander; 6 Paul Dumbrell (Ford). **Points 1 Whincup, 567;** 2 Winterbottom, 423; 3 Tander, 363; 4 Alex Davison, 348; 5 Coulthard, 345; 6 Lowndes, 336.



Kelly took advantage of wet weather for second

Castrol **EDGE** Rankings

CURRENT STANDINGS

- |   |                  |   |        |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 24,200 |
| 2 | Mark Webber      | ◇ | 22,079 |
| 3 | Sebastien Loeb   | ◇ | 21,108 |
| 4 | Fernando Alonso  | ◇ | 20,467 |
| 5 | Lewis Hamilton   | ◇ | 19,217 |

## Ranking the world's best drivers

### WHAT HAPPENED THIS WEEK

Garth Tander's (111) Adelaide win moved him up 18 places, while Jamie Whincup (88) maintained his status as the highest-ranked V8 driver. Elsewhere, NASCAR ace Carl Edwards moved into the top 10 and GP2 Asia champ Romain Grosjean (66) made up 14 spots.

To see the full list, visit [castrol driverrankings.com](http://castrol driverrankings.com)



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# INTRODUCING Richard Bradley

The Singapore-based Londoner aims to make the most of his TOM'S Japanese F3 ride

"Susumu Koumi, the general manager of TOM'S, came and congratulated me and said he'd been tracking my progress. It didn't take long to do a deal"



Bradley led the way in FBMW Pacific last year...

Singapore put itself on the international motorsport map three years ago when it hosted its first world championship grand prix, but so far it has never produced a driver worthy of competing at the top level of single-seater racing.

That could all be about to change. Well, sort of. Because although Formula BMW Pacific champion Richard Bradley competes using a Singapore licence, he actually hails from Greenwich.

After a decade in karting that yielded several titles in Britain, Bradley and his family moved to Singapore in 2009, opening up an opportunity for the

teenager to make the step up to cars.

He couldn't have wished for a better debut. In front of the F1 crews present at Sepang for the Malaysian Grand Prix, the Eurasia Motorsport driver collected a double win ahead of highly-rated Red Bull drivers Carlos Sainz Jr and Daniil Kyvat, and moved into a series lead he would not lose.

"It was a great year," says Bradley. "We won seven times and got the overall and rookie championships. The only real difficulty came when Sainz Jr and Kyvat came and did guest drives. Because they weren't registered for points, they could race as hard as they liked and not worry about the

## RICHARD BRADLEY



**Born** Aug 17, 1991  
**From** London, England  
**Lives** Singapore  
**2010** Formula BMW Pacific champion (seven wins)  
**2009** Eighth in Super KF1 European Karting championship  
**2008** British Open Karting champion  
**2000-2007** Karting

consequences, while I had to think about the points every time. It wasn't the nicest way to race. The dicing with the regulars was much cleaner."

Those regulars, like closest rival Oscar Tunjo, were unable to get close to Bradley's seven wins and nine podiums, and were powerless to prevent him from wrapping up the title at Okayama in Japan in October.

"I got a surprise that day because Susumu Koumi, the general manager of TOM'S, came and congratulated me and said he'd been tracking my progress for a while," he recalls. "And after that, it didn't take us long to do a deal to race in Japanese F3 this year, which is a massive opportunity for me as they're a great team and have close links with Toyota."

Bradley's task of learning both his F3 Dallara and the Japanese circuits has been dealt a blow in the past fortnight as the effects of the Tsunami have included the cancellation of all testing for the country's three main series.

But he is not letting the pressure of keeping up the TOM'S record of 20 titles in 23 years affect his mindset.

"Winning the title would be amazing, but Koumi San says it's not essential for a rookie to win the title," he says. "I'll be happy knowing I've performed to the best of my abilities. Nobody can ask more of you than that." ❧



... with seven wins for the Eurasia team



INDYCAR  
season  
preview  
2011





# “I’d take a fourth Indy 500 win over a title”

IndyCar ace Helio Castroneves is a showman – and wants to be a joint record holder in the sport’s greatest show, he tells *GLENN FREEMAN*

**H**elio Castroneves has three Indianapolis 500 wins to his name, but no IndyCar titles. Conventional wisdom would suggest that, having made his mark at the Brickyard, perhaps it’s time to worry a little less about the May showpiece. But think again.

Ask the Brazilian which he’d prefer to win this year, and the initial response is “both!” Press him further to choose one over the other, and the response is slightly surprising.

“It’s got to be another Indy, certainly,” he reveals. “A championship is very sweet, but now I’m very close to being in a very special position at Indy. That race is so special, and only three guys have won it four times [AJ Foyt, Al Unser Sr, Rick Mears]. To be together with them in that group, that weighs quite a lot on me.

“People ask me if I would trade my wins for a championship, and I tell them no, because I worked too darn hard to win those races!”

But that doesn’t mean that, with the 2011 season opener coming up this weekend in St Petersburg, a first major US open-wheel title isn’t on the 35-year-old’s mind. He’s now got 13 years of racing at this level (CART and IndyCar), but second place in ’02 and ’08 remain his best results over a full season. Since the second of those runner-up spots, he has conceded the

position as Team Penske’s top driver, with Australians Ryan Briscoe and Will Power taking that accolade in ’09 and ’10 respectively. Does that mean it’s Castroneves’s turn again?

“I like that idea!” he says. “Maybe it’s the cycle – everyone gets a chance and hopefully my chance comes again this year. I feel very strong; I’m pumped.”

Castroneves feels that his attitude is shared by everyone at Penske. And he believes that legendary team boss Roger Penske’s reaction to Power’s title near-miss last year has a lot to do with the team’s positive feeling on the eve of the new campaign.

“The way Roger reacted last year surprised me, but in a good way,” he says. “I was disappointed for him to miss out at the last race after being so close. But he just said, ‘Let’s turn the page and move on. Don’t look for excuses or start crying about it. Let’s get back to work and make sure we make it happen next year.’ That’s the way he sets the pace at the team. He just wants us to move on and fix the little things that hurt us in the end last season.”

With that in mind, Penske is pushing to defeat those pesky Chip Ganassi cars that have taken the past three titles with Scott Dixon and Dario Franchitti.

“We had incredible performance last year,” he says. “We won nine races – well, I say we won 10 but they took one off me [for blocking on a restart

at Edmonton]. We were competitive wherever we went. Then Ganassi showed up at the last race [Homestead] and were 2mph faster than us. I don’t know what the heck they did but they did their homework and that’s what won them the championship.

“At Penske, each driver wants all three to have the chance to fight for the



Castroneves has been at Penske for 11 years

championship. Then we can battle at the end of the season without having to worry about people from outside.”

And Castroneves can’t sign off without another mention of his main goal.

“We’re really working for the title this year, but also for Indy,” he says. “Of course that is very important for Roger, but also for this driver.”

**P65**  
**JUSTIN WILSON**

## Briscoe dancing back to the top



Another year, so it's all smiles

In 2009, Ryan Briscoe was Penske’s nearly man. A costly shunt in the Motegi pits meant his title shot misfired, but at least he was in the running during the endgame. Last year, however, he was third fastest in the three-car team. With the jittery economy even affecting the US’s most-famous open-wheel superteam, the Australian’s future was unsure.

“There was a question over whether I’d have a full-time ride this year,” he admits. “We knew we were short on money for the three-car team again, so we

relied on the marketing crew at Penske to go to work, and thankfully they found the funding. I only found out shortly after the final race. It was a big relief, and it’s funny how things can turn around so quickly after running for the championship in ’09.”

Uncertainty over, now he’s only looking forward: “It’s amazing how much drive that gives you to work even harder. Maybe it was even planned by the team like that, to give me extra motivation! I’m hoping my results repay their faith in me.”





# EDWARDS CLIMBS INTO THE TOP TEN

## In-form NASCAR Sprint Cup star finishes second at Bristol

Carl Edwards moved into the top 10 of the Castrol EDGE Rankings for the first time after his second-place finish in the NASCAR Sprint Cup at Bristol last weekend.

The Roush Fenway Ford driver has enjoyed a run of good form in the championship recently, finishing outside the top two only once in the last six Sprint Cup races.

Edwards was denied victory by championship leader Kyle Busch, but his

result edged him ahead of F1 driver Felipe Massa into tenth place. It also put him second in the Castrol EDGE Race for 2011, behind WRC leader Mikko Hirvonen.

Meanwhile, Busch's victory, the 20th of his Sprint Cup career, did not alter his 14th position in the Castrol EDGE Rankings, but he boosted his score to leave him just a few points behind his Joe Gibbs Toyota team-mate Denny Hamlin in 13th.

# GROSJEAN SEALS GP2 ASIA TITLE

Romain Grosjean (right) sealed the GP2 Asia title with a feature race win at Imola, a venue chosen after Bahrain was cancelled. The Frenchman gained 14 places from 80th to 66th in the Castrol EDGE Driver rankings.



It was a less satisfactory weekend for the outgoing GP2 Asia champion Davide Valsecchi. The Italian was disqualified from the feature race for a technical infringement and was sent to the back of the grid in the sprint race, dropping 19 spots to 86th.

## CURRENT STANDINGS

1	◀▶	Sebastian Vettel	F1	24,200
2	◀▶	Mark Webber	F1	22,079
3	◀▶	Sébastien Loeb	WRC	21,108
4	◀▶	Fernando Alonso	F1	20,467
5	◀▶	Lewis Hamilton	F1	19,217
6	◀▶	Will Power	IndyCar	17,858
7	◀▶	Jenson Button	F1	17,006
8	▲	Jimmie Johnson	Sprint Cup	15,974
9	▼	Dario Franchitti	IndyCar	15,892
10	▲	Carl Edwards	Sprint Cup	15,439

DATA CORRECT AS OF 21 MARCH 2011

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Herbert, has chosen a top three of Sebastian Vettel, Mark Webber and Fernando Alonso, however, based on current form and previous results from the circuit, the Grand Prix Predictor opted for an Alonso win.

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# Wilson: I want to get back to winning

The Yorkshireman had a great record of wins in US single-seaters – until last year. But he's targeted a return to Victory Lane in 2011, as he tells *CHARLES BRADLEY*

**How frustrating was it that your run of winning at least one race a season – in both Champ Car and IndyCar – came to an end last year?**

It was a bit. It's the first time since my rookie year in the States that I didn't win a race, but that's how it goes. We just didn't capitalise when things were going well, but in some ways that was good: it's made everyone hungrier to make it happen this year.

**You were in with a shout to win at Toronto but it got away from you...**

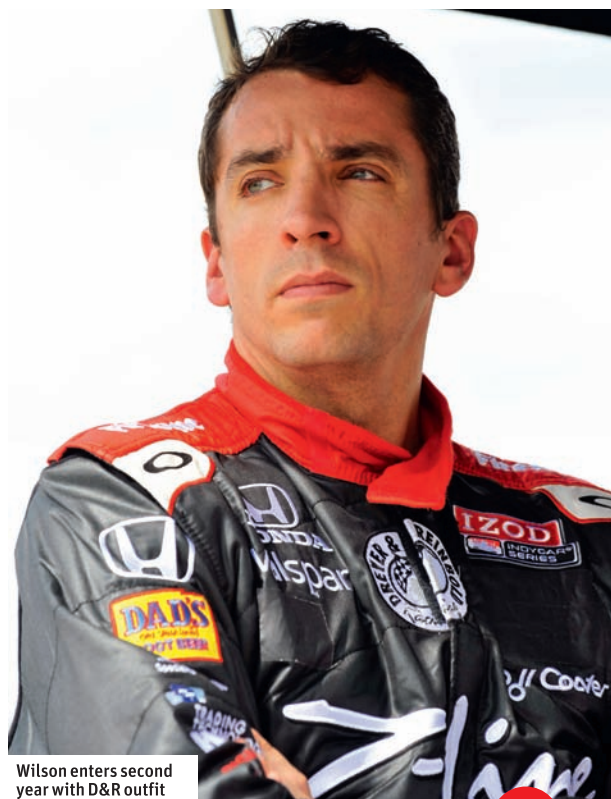
It did. I'd struggled all weekend on cold tyres for once, and Will [Power] got by me for the lead, so I pushed too hard to make something happen to get it back. That one got away from me and it was painful. The key for this year is to be up there, running at the front more often. Then we will have more opportunities, and then we can start winning races. If you're in that position more often, you don't feel as desperate to make that one occasion count.

**This is your second year with D&R. What have you learnt about the team?**

I felt there was a lot of potential, and there's room to improve, and that's why I'm back for a second season. Hopefully we can build on everything we've learnt – and we had a good car in places. Typically, by the end of most race weekends we'd say, 'if we can start from this point next year, we'll be in good shape'. That's the potential, so we can be up there challenging for podiums more often than not.

**The smaller teams have a tough time against the giants like Ganassi and Penske. What are the main areas they are lacking in?**

Continuity is a big part of it. [The big teams] are continually building and progressing, and don't have to press the reset button every off-season as a new driver or engineer comes along. Their bigger budgets and resources certainly helps too, but they do a good job and it's what we are all striving to emulate. There's no magic, it's just a lot of hard work.



Wilson enters second year with D&R outfit

**Obviously your background and strength is on road courses, but how are you getting on with the ovals?**

The ovals were up and down last year – we had some strong ones and we had some pretty weak ones. Again, we want to take what we learned and apply it to be stronger across the board. I felt like I was more comfortable than ever on the ovals, but the results didn't reflect that. The main problem was that we didn't test much on ovals, we concentrated on the road courses. Our only oval test was four days before the last race of the year! This year the plan is to do the majority of our testing on ovals.

**Does the limit on testing work against the small teams that it was originally designed to help?**

It does, because you only get six days a year. Last year we did five on road courses and one on an oval, because that's where we felt we had the best

chances to win a race. This time, we're still hoping we'll be strong on the road and street courses, but we're going to flip our testing emphasis to try to elevate our oval programme so we can finish inside the top 10 at every track we visit.

**You had a great team-mate in Mike Conway last year, but lost him after his massive Indy 500 crash. Did that affect the team's progression?**

Yeah, it was so selfish of Mike – always thinking of himself! Seriously, Mike was a good team-mate, a great guy to work with, and we were pushing each other along. Having someone like that to bounce ideas off was pretty valuable. Once he was injured, it hurt the programme too because I got a different team-mate every weekend.

**How has testing gone so far in 2011?**

We got one day at Sebring and two at Barber, and we were pretty quick and got through our development plan. We need to sit down and analyse the data from Barber, and piece together what we've learned. We made the car really good on old tyres, but when we threw new tyres at it we went slower! The car was a bit of a handful on them, which was good for us to know now that's the case, so we can work on it.

**How optimistic are you for this year?**

I'm cautious, but think we'll be in good shape. We're definitely stronger and should be better everywhere, but it's such a hugely competitive series.

CV

<b>NAME</b>	Justin Wilson
<b>BORN</b>	July 31 1978
<b>2010</b>	11th in IndyCar (1 pole)
<b>2009</b>	9th in IndyCar (1 win)
<b>2008</b>	11th in IndyCar (1 win)
<b>2007</b>	2nd in Champ Car (1 win)
<b>2006</b>	2nd in Champ Car (1 win)
<b>2005</b>	3rd in Champ Car (2 wins)

➔ P66 RUNNERS AND RIDERS



Testing at Barber this month



# Ladies and gentlemen: START YOUR ENGINES!

In the final year for the faithful Dallara chassis, and with NASCAR-style double-file restarts to contend with, who'll shine this season, wonders *CHARLES BRADLEY*

## CHIP GANASSI RACING



**DARIO  
FRANCHITTI**  
(GB)



**SCOTT  
DIXON**  
(NZ)



**GRAHAM  
RAHAL**  
(USA)



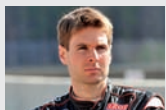
**CHARLIE  
KIMBALL**  
(USA)



After a hat-trick of consecutive titles (Dixon in 2008, Franchitti in '09 and '10), Target Chip Ganassi Racing retains its mantle of pre-season favourite. Its driving strength is beyond reproach, and its 'nothing to hide' dynamic is key to its success. In Ganassi himself, it has a sharp operator at the helm who demands excellence as standard. In managing director Mike Hull (Chip's right-hand man), it has one of the wisest heads in the pitlane orchestrating its operation. Expansion to encompass a satellite team, for American young guns Rahal and Kimball, could cause some ripples among the organisation.

On the plus side, four drivers in the debriefs are better than two, and it opens up opportunities for fresh engineers to bring something new to the party. The weakness in CGR's armoury last year, compared with Penske, was on road courses – where it previously excelled. A barely-publicised brake-system failure for Franchitti at Sebring disrupted its test schedule (and gave Dario brainache after he slammed his head against the cockpit surround), and he struggled at Barber too. Dixon, meantime, has enjoyed a great pre-season. Is it his turn to lead the line this year?

## TEAM PENSKE



**WILL  
POWER**  
(AUS)



**HELIO  
CASTRONEVES**  
(BR)



**RYAN  
BRISCOE**  
(AUS)



Reading too much into test times can be dangerous, but Penske's dominance of the times at Barber recently was ominous and suggests its road-course package is stronger than ever. Power blew away his team-mates last year, until he got to the ovals, so expect Castroneves and Briscoe to bite back this season. The loss of team coordinator Tom Wurtz to KV Racing was indicative of the struggle over the winter to keep the squad as a three-car team, due to budget constraints, with Briscoe the most likely to be jettisoned after he failed to reach the dizzy heights of his title campaign in '09. Sam Hornish's title in 2006 is a long time ago now, and 'The Captain' is not used to playing second fiddle for long. Make no mistake, this is a must-win scenario for America's most successful open-wheel team.

## ANDRETTI AUTOSPORT



**RYAN  
HUNTER-REAY**  
(USA)



**MARCO  
ANDRETTI**  
(USA)



**DANICA  
PATRICK**  
(USA)



**MIKE  
CONWAY**  
(GB)



With star driver Tony Kanaan departed, the team leader role is up for grabs at Michael Andretti's team. Hunter-Reay is the man most

likely, while Andretti Jr and Patrick need to finally deliver on all their hype. Conway joins the team and just needs a solid season.



## NEWMAN/HAAS RACING



**JAMES HINCHCLIFFE**  
(CDN)



**ORIORL SERVIA**  
(E)

It's a great team with a fantastic history, but harsh financial times have cast an air of uncertainty. Good news is the return of Servià, an underrated little pedaller. Hinchcliffe's programme didn't seem 100 per cent as we went to press, although he has run a full test programme



and looked quick too. Fingers crossed this is the year it gets back to winning ways this year.

## DREYER & REINBOLD RACING



**JUSTIN WILSON**  
(GB)



**ANA BEATRIZ**  
(BR)

Last year promised much for Dreyer & Reinbold, but delivered nothing in terms of the road-course race wins it had expected. The loss of Mike Conway to injury severely dented its plans, and Wilson's failure to execute a big chance at Toronto didn't



help. But continuity for Wilson, and the arrival of promising Brazilian Ana Beatriz, should help.

## KV RACING TECHNOLOGY



**TAKUMA SATO**  
(J)



**EJ VISO**  
(YV)



**TONY KANAAN**  
(BR)



Last year was a crash-littered disaster, but all the signs are there for 2011 to be a breakthrough year. Kanaan's late deal is a huge boost and should help take the team to the next level – providing they can keep it out of the wall this time.

## PANTHER RACING



**JR HILDEBRAND**  
(USA)



Former champion team has dispensed with the services of Dan Wheldon after two seasons and taken on young talent Hildebrand. The Californian is a former Indy Lights champion and has a couple of starts

under his belt at this level. Is he competent enough to match his road-course skills with Panther's oval knowledge? Testing suggests not.

## AJ FOYT ENTERPRISES



**VITOR MEIRA**  
(BR)

American racing legend AJ Foyt loves Meira because he sees a lot of himself in the Brazilian. Meira always gives 100 per cent, and is prone to the occasional massive crash, but always rebounds as hard as ever.



It's a tough ask for this tiny one-car team to take on the giants, but occasionally it does so effectively.

## DALE COYNE RACING



**SEBASTIEN BOURDAIS**  
(F)?



**ALEX LLOYD**  
(GB)?



**JAMES JAKES**  
(GB)?



Hopefully four-time Champ Car king Bourdais will contest all the road courses with Coyne, which won with Justin Wilson in '09 at The Glen. If he has a team-mate, chances are he'll be a Brit. Lloyd on ovals and Jakes on road courses perhaps?

## HVM RACING



**SIMONA DE SILVESTRO**  
(CH)

Occasional flashes of brilliance last year (when she wasn't on fire), and one to keep an eye on for the future. Potentially better than Danica?

## SAM SCHMIDT MOTORSPORTS



**ALEX TAGLIANI**  
(CDN)

Last year's FAZZT outfit now run by quadriplegic ex-racer. Tag can be mega fast and run with big boys.

## CONQUEST RACING



**SEBASTIAN SAAVEDRA**  
(COL)

He's no Montoya, but Saavedra is a competent young racer. But no more than a likely backmarker.

## SARAH FISHER RACING



**ED CARPENTER**  
(USA)

On the ovals, this kid is blindingly quick. It's another tiny team, but expect him to be a factor on the bigger ovals.

## INDYCAR CALENDAR

March 27  
St Petersburg  
April 10  
Barber  
April 17  
Long Beach  
May 1  
Sao Paulo  
May 29  
Indianapolis  
June 11  
Texas  
June 19  
Milwaukee  
June 25  
Iowa  
July 10  
Toronto  
July 24  
Edmonton  
August 7  
Mid-Ohio  
August 14  
New Hampshire  
August 28  
Sears Point  
September 4  
Baltimore  
September 18  
Motegi  
October 2  
Kentucky  
October 16  
Las Vegas

## STILL ON THE BENCH



**PAUL TRACY**  
(CDN)



**DAN WHELDON**  
(GB)

## sky SPORTS

Will show all 17 races live and in high-def on UK TV









# BIGGER, FASTER AND WILDER

In the third part of our series, we look at the ultra-competitive years from the mid-'60s to 1995

By **PAUL FEARNLEY**

**F**rom the moment Jim Clark won the 1965 Indianapolis 500 in a rear-engined Lotus, the American Civil War of the 1770s was reversed. Up until 1995 — and the second Civil War in the form of the

US/IRL split — the British Redcoats took 22 wins: one Lotus, three Lolas, three McLarens, seven Penskes, a Chaparral, five Marches, a Galmer designed and built in Bicester, and a Reynard. Ranged against this stampede of British chassis ►



1970 start. Front row (r-l): Unser, Rutherford, Foyt





Jim Clark claimed era-defining win in 1965

◀ was an American wild bunch: two Coyotes, three Eagles (one of which was designed by a Brit), a Hawk (based on a Brabham), two Colts (based on a Lola) and a Wildcat scoring nine for the rebs. Even America's most iconic teams – Penske (10 wins, including three using Marches and one with a McLaren) and Chaparral (one win, plus another with a Lola) – had their eponymous cars made in the UK.

Britain's technical screw at Indy was truly turned – and countersunk – in 1978, although in the home team's defence this particular revolution began in California. Vel Miletich and Parnelli Jones's team used its short-stroke turbocharged 2.65-litre version of the famous Cosworth DFV during practice at Indy in '75. It raced it in '76 and finished seventh. Cosworth boss Keith Duckworth, fearful that his Formula 1 work might be drying up, ironically because of the rise of the turbos, sat up and took notice of Indycars. His version, the V8 DFX, finished second and third in a McLaren and a Parnelli in '77 – and won the next 10 Indys. The Offy, which had seized another lifeline because of its integral block/head's suitability for the raised pressures of forced induction, was finally silenced

in '80, an incredible 46 years after its first Indy victory. In '81, all bar three of the 33 starters had a DFX at their backs. It was all bar five in '82. And by '83, Cosworth's 'competition' numbered one Chevy. British domination was almost total: March-Cosworths, 27 of which had qualified, filled the first 14 places in '84.

Yet Indy remained emphatically American, in ways that went much deeper than its geographical roots. The them-and-us, not-in-my-Brickyard atmosphere caused by Lotus's brash arrival in the early 1960s – and noisily pronounced by sections of the crowd that witnessed Jim Clark's game-changing rear-engined win of '65 – soon softened. Clark's unassuming manner and ready smile helped, as did his banter with fellow countryman Jackie Stewart (JYS should have won as a rookie in '66, but his oil-scavenge pump failed with 10 laps to go and Graham Hill, his Mecom Lola team-mate, took the spoils). The Scots' cheeky suggestion that they planned to sponsor a prize for the leading US driver was taken in good spirit. For as much as the established Indycar squads and their showmen bosses had railed in public, many privately admitted to an

#### Indy Fact

Al Unser Sr is the oldest Indy 500 winner. He was 47 in 1987.

admiration for the British teams. Some joined them directly, others watched and learned.

That's not to say they kowtowed, or that it was one-way traffic. Far from it. Unrelenting American marketing razzmatazz meant that not only did most Joes on the strip consider Hill's victorious Eric Broadley Lola design to be an American Red Ball – it said so on its snazzy flanks – but also Europe's subsequent adoption of it would transform its racing forever. In terms of technical innovation, Chicagoan Andy Granatelli's team came within a whisper (sic) – and a failed \$6 ball bearing – of winning in 1967 with a turbine-powered car, albeit one conceived by a Brit, the mysterious Ken Wallis, and featuring a British four-wheel-drive system. The following year a Drake Offenhauser was first to the turbocharged punch, Bobby Unser winning in an Eagle made by Dan Gurney's All American Racers but designed by Coventry-born Tony Southgate, a recent 'graduate' of the Lola 'school'. Indeed, American engines would win 13 Indys – six for the Offy, seven for Ford's DOHC V8 – in succession from '65. And first Firestone and then, after a 10-year tyre



war, Goodyear provided the winning rubber through this era.

But what really kept this show on the American road was its drivers, a slew of the most quotable and engaging or magnificently moody leadfoots ever to force motorsport's pace: mean-streakers 'Super Tex' AJ Foyt (a record 35 consecutive starts!) and Rufus Parnell Jones, real tough guys both, were followed by the Unsers of New Mexico (see panel, p72) and the Andrettis from Pennsylvania. It wasn't enough for families to produce a racer, many founded dynasties: the Whittington brothers – Bill, Dale and Don – qualified in 1982, and were joined by two Bettenhausens, two Mears, two Snevas and half-brothers Pancho Carter and Johnny Parsons. In '88, Bill Vukovich III became the first third-generation contender. And four Andrettis – dad Mario, sons Michael and Jeff and nephew John – took part in '92. Given such fecundity – and governing body USAC's unswerving

“As much as the established squads and their showmen bosses had railed, many privately admitted to admiring the British”

focus on ovals – it came as little surprise when the 500 of '75 comprised drivers entirely from the North American continent. Imported talent would drive down Victory Lane again, but there were 23 years between Hill's rookie win and Brazilian Emerson Fittipaldi's success of '89. And the fact that Jochen Rindt, Chris Amon and Pedro Rodriguez, by common consent three of the most naturally talented road-racers, couldn't hack it at Indianapolis only served to intensify the light shone on those American superstars who could.

But what were these household names driving? What lay beneath those Silver Floss (sauerkraut), Sugaripe Prune and Routh Meat Packing advertising veneers? A rear-engined car, most certainly. Just two years after the last win for a roadster, in 1964, there was only one such car on the grid. The last front-engined design to make the race was Jim 'Herk' Hurtubise's ugly-duckling Mallard-Offy, which qualified 30th and lasted just nine laps in '68; by '72, even the perennially hopeful 'Herk' had had it converted into a beer cooler on wheels.

The updates came thick and quick: ►



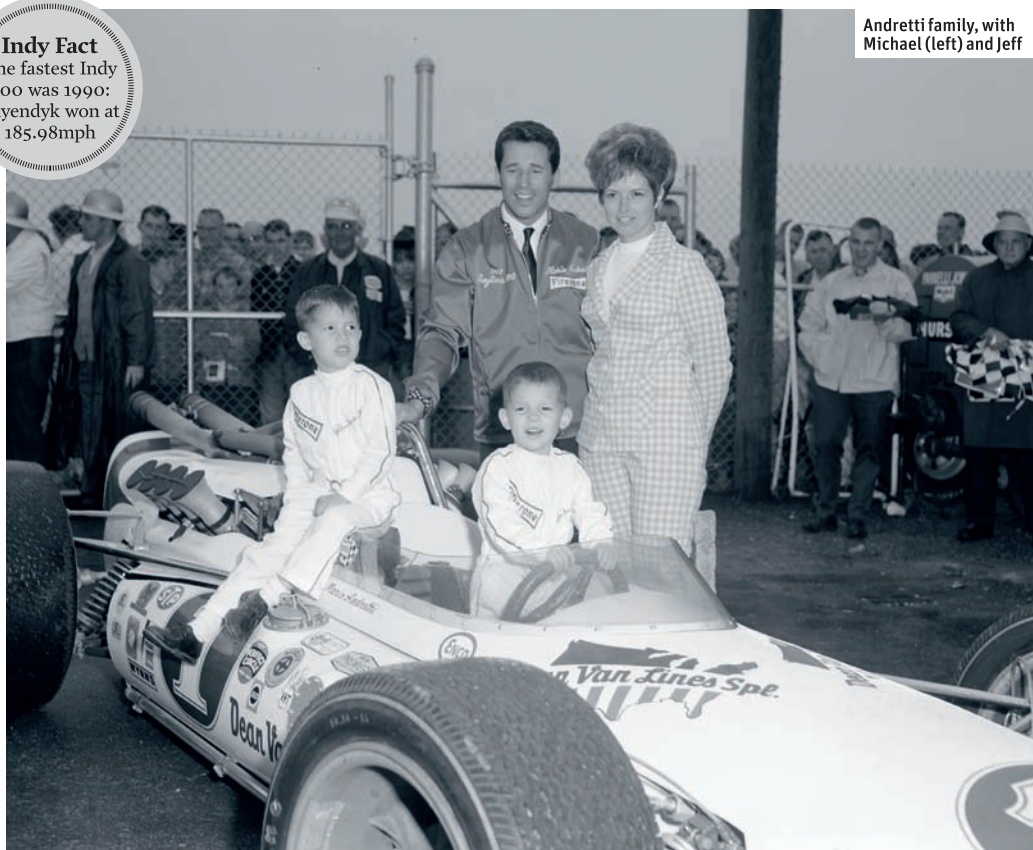
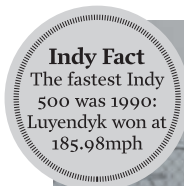
Graham Hill won in Mecom Lola in '66...



...after Stewart's car failed in final stages



Roger Penske with '72 winner Mark Donohue



Andretti family, with Michael (left) and Jeff





Mears: four Indy wins



Sneva with Al Unser



Johncock: '82 thriller



Luyendyk won in '90

◀ spoilers sprouted in 1966; turbines, although they were gradually choked by reductions in air-intake area and banned *de facto* by the outlawing of 4WD after '69; large rear wings, first used by McLaren in '71; a spike of turbo bhp during the early '70s; and John Barnard's Chaparral 2K of '79, which introduced the Brickyard to skirted ground effects.

Speeds shot up. Clark broke the 160mph barrier in 1965. Just three years later, ex-Harley bike star Joe Leonard was on pole at 171mph in the turbine Lotus 56 'wedge'. During practice in '71, driving the Next Big Thing, a side-rad McLaren-Offy M16, 'Captain Nice' Mark Donohue bolted on some newfangled slicks – and another 10mph. And in '72, Bobby Unser, his Eagle's Offy gulping and blowing cooling (and mandatory until 2006) methanol, raised the pole position's bar by a stupendous 17mph. The 1000bhp barrier was broken in '73, but two fatal accidents and a start-line pile-up that triggered the third red flag since '64 led to the introduction of pop-off valves and smaller rear wings to reduce power, grip and cornering speed. It wasn't until the April tyre tests of '77 (on a repaved track), therefore, that a Wildcat driven by Michigan's Gordon Johncock unofficially cracked the 200mph lap.

This period was the craziest, near-as-damn-it-unfettered ride Indy had experienced. Thereafter, the familiar modern struggle between the car and rulemakers ensued: innovate,

ban, innovate, ban. Even so, lap speeds continued to creep: 210mph came and went in 1984; 220mph was done by '88; and 230mph was dusted in '92. With little to choose between straight-line and cornering speeds, it was pretty much flat all the way by the mid-'90s.

American designers – Bob Riley (Foyt's Coyotes), Ukrainian-born Roman Slobodskyj (the soaring Eagles of the early 1970s) and Gordon Kimball (Pat Patrick's later Wildcats) – had their wins, but their British counterparts aced them: Len Terry (Lotus), Broadley, Southgate, Gordon

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“The 1000bhp barrier was broken in 1973, but two fatal accidents and a start-line pile-up led to pop-off valves and smaller rear wings”

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Coppuck (McLaren and March), Barnard, Penske's Geoff Ferris and Nigel Bennett (previously at Lola), March's Robin Herd, Adrian Newey (latterly at Newman-Haas Lola), Alan Mertens (latterly at Galmer) and Bruce Ashmore (Lola and Reynard). Both sides benefited during the long, drawn out months of May from the R&D nous

of genius US chief mechanics like San Francisco's George Bignotti – seven times a winner, including two with his Colt redesign for VPJ in 1970-71 – but the demand for UK expertise was undeniably the more ferocious: fabricators became designers; official – and unofficial – Williams FW07 copies were built. It was hectic.

Bicester-based March accelerated this rush. Originally approached by Bignotti to construct a car for Tom 'The Gas Man' Sneva, the project spiralled (almost out of control) when Don Whittington arrived with a suitcase full of money. Literally. With no plan for a works team – a deal with Forsythe Racing was eventually struck in 1983 – the instant speed of its late-arriving 81Cs enabled March to flood the market. There were a record 109 entries in '82. Not all of them were Marches, but you get the drift: kit-car racing at 200mph-plus.

Penske took more careful aim – a rifle, not a shotgun – and its Poole-based design team produced relatively exclusive machinery that occasionally missed the target completely. Lola claimed the middle ground, preferring to concentrate its efforts on the better, higher-profile privateer teams. Mad March's demise – not a single representative in 1991 – saw more-savvy Lola fill the 'British' breach, ie the grid, in the way that March had when Team McLaren pulled its Indy plug at the end of '79, and McLaren had when Team Lotus slunk away after its

## From Albuquerque they came... The amazing Unser family

**THE ANDRETTIS** had the speed at Indy but not the luck; the Unsers (usually) had both. Mario Andretti's 1969 win is all there is to show for his and son Michael's 987 laps in the lead at the Brickyard; the Unsers – Bobby, Al and Al Jr – converted their 1194 laps led into nine victories. But there was a heavy cost to pay too.

Jerry Unser, eldest of four brothers – and twin to ace engine tuner Louie – survived a rookie flight over the wall in 1958, only to succumb to medical complications after a fiery crash in practice the following year.

Bobby and Al, the third and fourth-born, were chalk and cheese. Bobby was cocky, outspoken and blessed with raw speed, whereas Al, five years younger, was shy, quiet and smooth at the wheel – Mario reckoned him to be the canniest of opponents.

Al registered the first Unser Indy finish – ninth as a rookie in a Foyt-run Lola in 1965 – but it was Bobby who scored the family's first win, in '68 aboard a turbocharged Eagle-Offenhauser. Al moved ahead with wins in '70 and '71, dominating performances both, in the famous, George Bignotti-run Johnny Lightning Special. Bobby levelled it two-all in the

rain-shortened '75 race, again in an Eagle, only for Al to move ahead once more, this time in a Chaparral-run Lola in '78. Both men had a win apiece left in them, and they were to be the most remarkable of their careers.

Controversy dogged Bobby's victory of 1981. Emerging from a pitstop, he took advantage of a vague rule by staying low on the apron to pass 11 cars before blending into the pace car-controlled pack; Mario pulled the same 'trick' but not to the same extent. Bobby celebrated in Victory Lane, but Mario was listed as the winner when the official results were released the following morning; Bobby had been docked a place for passing under yellow. Team boss Roger Penske appealed, but it was five months before his driver was reinstated. Bobby would never race at Indy again.

Al's final win, also with Penske, was remarkable in that he hadn't been scheduled to drive in 1987. But when Danny Ongais was sidelined by a practice shunt, the team hauled its spare March from a hotel lobby and plonked Al in it. Neatly, as he took the chequered flag, he surpassed Ralph DePalma as the

Unser Jr pips Goodyear in '92



Three Unser victors:  
Al Jr, Bobby and Al Sr

all-time lap-leader (his final total would be 644).

Four years earlier Al and Al Jr had become the first father and son to compete in the same 500. 'Little Al' had inherited his father's driving style and some of his uncle's swagger. He might have won in 1989 had his Lola not been balked and jumped by Emerson Fittipaldi's Penske with two to go. But he clung on by inches in '92 to win for Galmer and become his family's third Indy 500 champion. He made it two in '94, benefiting from Penske team-mate Fittipaldi's surprising late-race mistake.

Johnny Unser, Jerry's second son, and Robby, Bobby's third child, also raced at Indy, with Robby finishing fifth as a rookie in 1998. Had he been a member of any other family his performance would have been feted.



turbo 4WD debacle of '69. By '95, Lola's hegemony was in turn under serious threat from newcomer Reynard. Wave after British brainwave. Yet the 500 remained so resolutely driver-driven – Mario versus Al Sr, Michael versus Al Jr – it would be an influx of overseas pedallers that would cause the eventual disruption.

The death of long-time track president Tony Hulman in October 1977 would have been a sea change even had not his experienced superintendent, Clarence Cagle, retired that July. And when eight high-ranking USAC officials were killed in an aeroplane crash in '78, CART stepped into the vacuum. Led by Penske, the big six teams expressed their dissatisfaction with USAC and unveiled their own championship schedule for '79, albeit with May left tantalisingly bare. There followed a 16-year alliance that was uneasy at best: that the big teams couldn't do without Indy and vice versa was the perceived wisdom.

The bulk of the fans remained blissfully oblivious. There was always something thrillingly Indy to keep them happy and/or arguing: the October decision of 1981 that finally confirmed Bobby Unser as a three-time winner; Johncock and Rick Mears's dash for the '82 flag; Danny Sullivan's spin-and-win of '85; Bobby Rahal's emotional '86 victory just days before Jim Trueman, his team boss, succumbed to cancer; in '88, the first win (of six in a row) for the Chevy-badged V8 of UK-based

Ilmor; and Fittipaldi's wheelbanging with Al Jr in '89 and his subsequent \$1 million purse.

There was more of the same in the 1990s: Mears's retaliatory outside pass of Michael Andretti in '91; Canadian Scott Goodyear's failure by fractions to win from last on the grid in '92; the Mansellmania of '93; the dominant Mercedes-Benz pushrod V8 (designed and built in Northants, Cosworth country, by Ilmor for Penske) of '94; and Jacques Villeneuve's victory in '95 despite being docked two laps for mistakenly overtaking the pace

“George felt that CART’s preponderance of road courses and street circuits made it too reliant on overseas pay drivers”

car while leading.

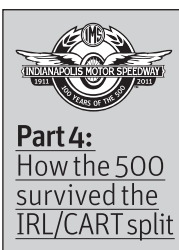
But something was different. Tony George, Hulman's grandson, became the new president of Indianapolis Motor Speedway in 1989. It took a while for the 30-year-old to find his feet, but his displeasure with an increasingly expensive CART became ever-more apparent. He felt that its preponderance



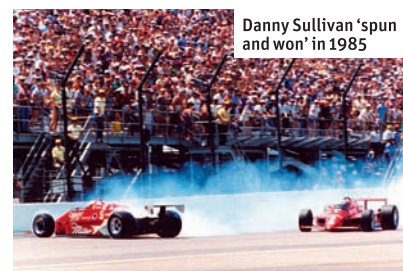
Mears beat Michael Andretti in 1991

of road courses and street circuits made it too reliant on overseas pay drivers and that it wasn't doing enough to encourage and promote young local talent. The 1995 grid featured just three men with a sprint car/midget background and George took this opportunity to announce his Indy Racing League. Its beginnings were rocky and CART talked tough. But George had Indy and so hung tough. His victory was confirmed when Penske finally came over in 2001.

Except that, oddly, Indy had by then entered its most international era: in 15 years of IRL-sanctioned 500s, only four have been won by Americans. And throughout it all UK technology – including chassis by G Force, Ilmor engines badged as Oldsmobiles, Chevys and Hondas, and Xtrac's transmission – has remained fundamental to America's, no, the world's biggest race. ☐



Villeneuve took amazing 1995 win



Danny Sullivan 'spun and won' in 1985



F1 champs Fittipaldi and Mansell joined in



Stan Fox's horrific '95 shunt with Cheever





# Taking on the WORLD

Sportscar superstar David Brabham is turning his back on prototypes to drive in World GT1. He tells *GARY WATKINS* why

**D**avid Brabham, world champion. It has a ring to it, doesn't it? And it goes a long way to explaining why one of the most versatile sportscar drivers of his generation will be racing in 2011 not at the wheel of a prototype but a Nissan GT-R in the FIA GT1 World Championship.

There are any number of factors why Brabham decided against hanging on for Highcroft Racing to put together a full-season programme so that he could bid for a third American Le Mans Series prototype crown at the wheel of its latest HPD ARX-01e. But the chance to emulate his father, Sir Jack Brabham, and add a world title to his bulging CV was too good to turn down.

The three-time Formula 1 world champion is central to the story that resulted in his youngest son signing to race alongside Jamie Campbell-Walter in one of the Sumo Power GT team's

Nissans in the world series, which kicks off at Abu Dhabi this weekend. Brabham Jr received an FIA Gold Medal for services to motorsport on behalf of his illustrious father at the governing body's prize giving in Monte Carlo last December, and it was there that he witnessed the inaugural World GT1 champions from the Vitaphone Maserati squad receiving their gongs.

"I saw Michael Bartels and Andrea Bertolini up there on the stage and thought how cool would that be?" he says. "To win two ALMS titles and then a world championship would be more special than winning three ALMS titles."

Brabham admits that had Highcroft not so far failed to put together a full programme for 2011 he wouldn't have been casting his eye elsewhere. Looking back, however, he reckons it was time for a change.

"Highcroft's problems made me

think about what else was out there," he says. "I've been racing in the ALMS for 12 years, doing the same things and going to the same circuits for a dozen years. A change helps with focus and motivation. This year I'll be racing at seven circuits new to me. It doesn't hurt to reinvent yourself occasionally."

The FIA World GT1 series is also the bigger challenge.

"The competitiveness of the championship is important," he says. "Everyone involved tells me that the racing is so hard. I thought I'd have some of that."

"The lack of opposition in the ALMS was also a factor in my decision to make a change. The racing in 2008 [when Brabs and the Highcroft Acura challenged the Penske Porsche squad for the P2 title] was phenomenal. I still got a buzz out of the racing last year, but when you are out there on your own, it's no fun at all."





Brabs will now bid for a world title with Nissan

## DAVID BRABHAM: MR VERSATILE

**Two years** on from his brief F1 career, Brabham took the 1996 All-Japan GT title in a heavyweight McLaren F1 GTR alongside Dane John Nielsen.

His successes in the front-engine Panoz prototypes in the American Le Mans Series were the stuff of legend, beating the all-conquering Audi R8 on five occasions with Jan Magnussen.

Brabham then switched to GT racing with the Prodrive Ferrari 550 Maranello and then its Aston Martin DBR9. He racked up ALMS GT1 class wins in both.

A step down to the bottom class of the ALMS with the Multimatic Panoz team in 2006 didn't bring an end to Brabham's winning ways.

A return to the prototype ranks with Highcroft Racing yielded race wins and championship success with both LMP1 and LMP2 machinery.

A call-up from Peugeot in '09 resulted in a famous victory in the Le Mans 24 Hours with Alex Wurz and Marc Gene.



Le Mans glory came with Peugeot in 2009



Second ALMS crown came with HPD in 2010

Some are asking whether at 45, Brabham has chosen the wrong time to step out of a prototype and into one of the most competitive championships on the planet. The Australian, a man who exudes confidence in a serene way, isn't thinking in those terms. He has no doubts that he'll be up to the job in the cut-and-thrust of the one-hour sprints of the world championship and merely points to his success in all types of sportscar.

"What else can I do? I've driven everything and won in everything," he says. "I'm not going into this situation wondering if I can do it; I know I can."

Brabham reckons that time has not taken a toll on his talents: he reckons he's driving better than ever. He has no doubts that he came back into prototypes full time after a handful of seasons racing a variety of GT machinery a better driver than he left.

"My experience in GT1 and GT2

allowed me to do a better job in traffic in a prototype, because I understood what the driver in the car ahead could and couldn't do," he explains. "My averages getting through the traffic were always better than my team-mates because there was less hesitation on my part."

It's coming up to the 20th anniversary of David Brabham's sportscar debut, a race that yielded him both first and second position. Jaguar ran just three drivers for the majority of the 1991 Sportscar World Championship, which explains why team newcomer Brabs shared one XJR-14 to victory with Derek Warwick and another to second place with Teo Fabi at the Nurburgring that August.

A deal with Nissan means that Brabham's sportscar career has come full circle. Few are aware that the XJR-14 wasn't the first Group C sportscar he drove. Earlier in the year,

he'd tested a Nissan in Japan, a try-out that ultimately led to a race victory in the forebear of the car he'll be racing this year. Called up to drive a NISMO-run Skyline GTR in Group A spec at the Spa 24 Hours, Brabham notched up victory in the Spa 24 Hours.

There's not much left for Brabham to achieve, but winning the world championship in 2011 is clearly one of his remaining ambitions. As is adding a second Le Mans victory to go with his 2009 victory for Peugeot, this time with Highcroft Racing.

Highcroft boss Duncan Dayton said during the Sebring 12 Hours last weekend that the team's participation at Le Mans in June, with Brabham on the driving squad, was as good as confirmed. A victory this year with the ARX-01e looks like a long shot, but Brabs isn't so sure.

"I think the car is capable," he says. "It could happen." ❧





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# TEAM BY TEAM

## WHAT'S NEW



● Vitaphone Racing will not be defending its world title with the Maserati MC12. Failure to find a second squad to run the car meant there was no way for Vitaphone to compete (rules state each marque must be represented by two teams).

● Points won in the Qualifying Race last year came without the penalty of success ballast, a key factor in Vitaphone's title. A rule change that means the top two in the first race now gain weight.

● The points available in the Qualifying Race have been extended from the top three to the top six on an 8-6-4-3-2-1 basis. The 25-points-for-a-win Formula 1 system is still used in the Championship Race.

● Six sets of new tyres are now allowed on each car over a race weekend rather than last year's four. Two must be used in practice.

## NISSAN GT-R

The British Sumo Power squad has taken over the running of all four cars (two under the JR Motorsport banner). All will be prepared under one roof, but the two teams will be separate at the track. A bolstered driver line-up includes the addition of Zonta and Bernoldi with backing from Nissan Brazil. Nissan has been

granted dispensation to make changes to the GT-R, which have been focussed on reducing its centre of gravity and increasing the front aerodynamics.

**PROS** Fast in a straight line, well-balanced in fast corners.  
**CONS** Struggles where quick changes of direction are required.

### SUMO POWER GT

David Brabham (AUS)/  
Jamie Campbell-Walter (GB);  
Ricardo Zonta (BR)/  
Enrique Bernoldi (BR)

"The Nissan wasn't consistently quick last season across all circuits, but the upgrades are going to help. With Brabs as my team-mate, I've got to be thinking about the title."  
Jamie Campbell-Walter

### JR MOTORSPORT

Richard Westbrook (GB)/  
Peter Dumbreck (GB);  
Ricardo Zonta (BR)/  
Enrique Bernoldi (BR)

"It's going to be tough. The Aston Martin was the quickest car at the end of last season and I know how good the Ford GT is. The key is going to be getting in the points every time."  
Richard Westbrook



## LAMBORGHINI MURCIELAGO R-SV

Car builder Reiter Engineering decided against continuing to run cars for financial reasons and the Swiss Racing Team has swapped its Nissans for Lambos. (The reasons for the switch were both money- and performance-related, according to team boss Othmar Welti). Its driver line-up was not fixed at

press time, with Kox being confirmed only for Abu Dhabi. All-Inkl returns with a largely unchanged team, except for the addition of Winkelhock.

**PROS** The Lambo has excellent torque and traction courtesy of its big engine.

**CONS** Heavy engine makes for an edgy car. Bluff aero takes its toll on the straights.

### SWISS RACING TEAM

Karl Wendlinger (A)/  
Peter Kox (NL)\*;  
Max Nilsson (S)/TBA  
"Last year was not good enough, but I believe in Othmar and his team. The Lamborghini was at the front for the second half of last year, so I'm expecting some good results."  
Karl Wendlinger

\*Not confirmed for season

### ALL-INKL.COM MUNNICH MOTORSPORT

Marc Basseng (D)/  
Markus Winkelhock (D);  
Dominik Schwager (D)/  
Nicky Pastorelli (NL)  
"Our team was brand new for 2010 and we had some personnel issues. We showed our potential in the final races, so we're aiming to take up where we left off."  
Marc Basseng





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## FORD GT

Financial problems for the Swiss-funded Matech Racing team has resulted in the Belgian Marc VDS taking over the running of all four cars a la Sumo. Two are fielded under the Belgian Racing flag, previously used for the team's quirky Gillet Vertigo FIA GT contender. Makowiecki and Hennerici, both

frontrunners last year, join the team for 2011. The Belgian Racing line-up was not fixed at press time, though Vanina Ickx will do Zolder.

**PROS** Architecture of the car means the Ford has few vices. Looks after its tyres well.

**CONS** Lack of power and torque from 5.3-litre Ford V8 tells on the straights.

### MARC VDS RACING

Bas Leinders (B)/  
Maxime Martin (B);  
Marc Hennerici (D)/  
Frederic Makowiecki (F)

"Running two cars in a world series was a big step up for us in 2010, but we have improved the organisation and our driver line-up. We now have all the right ingredients."

Bas Leinders

### BELGIAN RACING

Antoine Leclerc (F)/TBA;  
Martin Matzke (CZ)/  
Milos Pavlovic (SRB)\*

"I'm excited to be moving up to the world championship from French GTs. I know I have to perform and my target is to be on the podium in my first season."

Antonie Leclerc

*\*Not confirmed for season*



## ASTON MARTIN DBR9

The two teams that flew the flag for Aston Martin in 2010 have stepped up their programme for the new season. The German-run Young Driver team has bolstered its line-up with the addition of Muller in place of Christoffer Nygaard, while multiple FIA GT race winner Piccini has replaced Makowiecki at Hexis.

### HEXIS AMR

Clivio Piccione (MC)/  
Stef Dusseldorp (NL);  
Andrea Piccini (I)/  
Christian Hohenadel (D)

"I've been brought in to help the team win the championship and I think I have the team-mate to do it. Christian was quicker than me in our first test."

Andrea Piccini

The French squad is the only team to undertake an extensive winter test programme, running at both Ledenon and Nogaro.

**PROS** An 'aero car' designed for Le Mans, the Aston is most at home at fast tracks.

**CONS** Struggles on stop-start circuits where it is important to ride the kerbs.

### YOUNG DRIVER AMR

Darren Turner (GB)/  
Stefan Mucke (D);  
Tomas Enge (CZ)/Alex Muller (D)

"We should pick up wins, but everyone has learnt from what Vitaphone did last year. It's all about picking up points in every race and not getting too much success ballast."

Darren Turner



## CHEVROLET CORVETTE C6-R

Series boss Stephane Ratel has worked tirelessly for six weeks to put together two Corvette squads to ensure he has five marques on the grid – he's even called himself "a kind of team manager" for Chevrolet. The Exim Bank (Selleslagh) and DKR teams that ran together as Mad-Croc Racing in 2010 now run independently. Each has one car out in Abu Dhabi, but a second Exim Bank car will join in later and possibly an extra DKR entry, too.

**PROS** Great on brakes and turn-in.  
**CONS** Not the fastest thing on the straights, nor particularly suited to the Michelin GT1 tyres.

### EXIM BANK TEAM CHINA (SRT)

Mike Hezemans (NL)\*/  
Nick Catsburg (NL)  
TBA/TBA

"The Chevy will be competitive, but if I'm in for the full season it will be difficult to go for the title because the Corvette is so critical on weight. Ballast really hurts us."

Mike Hezemans

### DKR ENGINEERING

TBA/TBA  
TBA/TBA

*\*Not confirmed for season*

### CALENDAR

March 26  
Yas Marina (UAE)  
April 10  
Zolder (B)  
May 8  
Algarve (P)  
April 15  
Sachsenring (D)  
May 6  
Silverstone (GB)  
July 3  
Navarra (E)  
July 17  
Paul Ricard (F)  
September 4  
Ordos (PRC)  
October 23  
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November 6  
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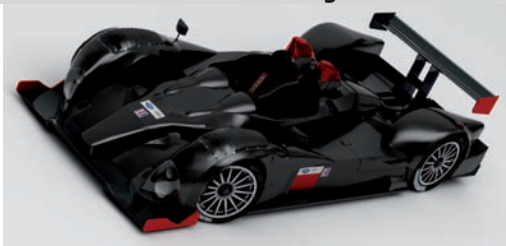
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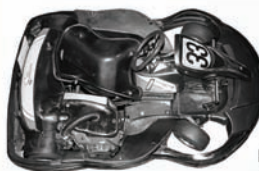
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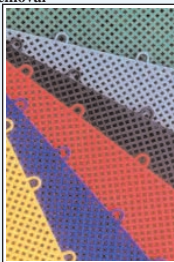


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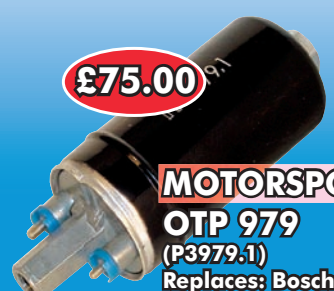


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## Mazda builds new car for British Enduro attack



Jota-built Mazda produces 275bhp

### Hot works MX5 to take on GT racers in British Endurance Championship

» **MAZDA UK** is targeting the British Endurance Championship title with a new, uprated, GT-specification MX5.

The Japanese company has run cars in BEC's forerunner – Britcar – in recent years, but will now field a single MX-5 GT in a full campaign.

The 275bhp machine, which weighs a little over 850kg will run in Class 3 of the inaugural BEC. The car has been built, and will be run, by Jota Sport, and began testing at Rockingham this week.

The MX-5 GT will be driven by Mazda regular and former Vauxhall Vectra Challenge and Alfa Romeo champion Mark Ticehurst, and *Auto Express*

journalist Owen Mildenhall. A near-standard, production class MX-5 will also be part of the squad.

Details of the Minister-built engine's configuration have not been released, but AUTOSPORT understands the base unit can be found in the current MX-5 range.

Mazda UK PR director Graeme Fudge said: "We have run in Britcar for a number of years, first with the RX-8 and then with the MX-5. We wanted to do something competitive at a higher level, so we've gone up into the GT class."

"The production racecar's modest power output, bulletproof reliability and nimble handling demonstrated last year how the MX-5 can be competitive against

some of the purpose-built Lotus, VW and BMW racers. With a higher power output the MX-5 GT will be a strong contender against the more powerful cars in its class. Our ambition is to fight for the title."

Fudge confirmed the MX-5 had been chosen because it has reached some landmarks – production recently surpassed 900,000 and entered its 21st year. "It's an iconic sports car and we wanted to ruffle a few Porsche, Lotus and Ginetta feathers," he said.

The car, which has a six-speed sequential Quaife gearbox, could also be homologated for GT4 Superlight, which would allow it to compete in British GT, and customer examples may be built.

"If a customer came to us and said they wanted to run a GT car we could make it happen," confirmed Fudge.

Jota's Sam Hignett added: "It's worked straight out the box. It's quite a sophisticated little car and we've got updates planned for every race."

"The long-term programme is to go ahead with two cars in 2012, whether that's in Britcar or British GT."

The MX-5 GT is set to make its debut at Silverstone's BEC opener this weekend. Ex-F1 racer and experienced Britcar hand Mike Wilds will join the driver line-up for the Silverstone 24 Hours.

#### AUTOSPORT SAYS...

**KEVIN TURNER**  
NATIONAL  
EDITOR

kevin.turner@haymarket.com



**WITH THE** cost of the single-seater racing ladder currently so high as to force many drivers elsewhere, it seems one cost-effective category is becoming increasingly relevant.

Having been fortunate enough to visit New Zealand's Toyota Racing Series last month (see page 102), I find it difficult to make a case against European drivers going.

For around £65,000, you get four race weekends in five weeks, each with two days of testing and three races. There are good teams and the driver quality at the front is high.

Perhaps even more importantly, TRS provides race mileage in what is generally good weather, at a time when Europe tends to offer only testing, usually in unfavourable conditions.

If it can prepare drivers for the next step – Scott Pye believes it is one of the reasons he can make a successful jump from Formula Ford to F3 without going via Formula Renault – then it could be one of the most efficient ways for them to gain that all-important seat-time.

Something else that will encourage Brits to travel abroad is the new Sunoco Grand-Am 200 Challenge (p94). The fuel company is building on its Daytona 24 prize with a genuine chance for club racers to appear in the GT support event.

The prize is not necessarily going to help anyone in their quest to develop a career, but for the UK club racer it's a rare opportunity to drive some V8 muscle on one of the world's most famous circuits.

#### Extra contact details

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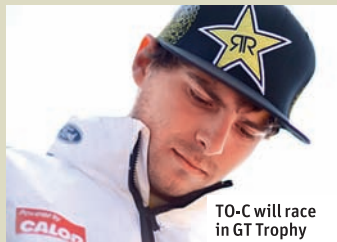


New MX5 will take on GT cars in 2011



British Formula Ford

## BTCC ace to GT Trophy with novice



TO-C will race in GT Trophy

**NOVICE RACERS** will have the chance to win a drive with BTCC ace Tom Onslow-Cole in the final round of this year's GT Trophy.

The winner of historic racer Will Schryver's GridStars contest will race alongside Onslow-Cole in a Lotus Exige in the Donington Park GT Trophy finale on October 29.

The scheme is open to anyone who hasn't held an MSA race (car) licence. For a £99 fee, entrants will take part in one of three Daytona karting events in early August.

Drivers will be divided into groups based on weight and 100 will progress to a further karting event, which will pit all drivers against one another ballasted to a weight limit. The top six will take part in a Caterham Autotest at Silverstone, before three finalists are chosen for a final trial in an Exige on the GP circuit.

Schryver needs 500 entries to make the scheme viable and plans to run another contest including experienced racers in the winter, which will award prize money.



Club driver will get to race Camaro or Mustang

Sunoco Grand-Am 200 Challenge

## Daytona prize for club racers

**Fuel company Sunoco sets up new contest for club racers to win prize drive in Daytona 24 Hour support race in modern American muscle car**

**CLUB RACERS** will get the chance to compete at legendary American circuit Daytona after Sunoco launched another competition.

The Sunoco Daytona Challenge has already allowed Radical racers Derek Johnston and Ross Kaiser to contest the Daytona 24 Hours. Now the Sunoco Grand-Am 200 Challenge will offer a race seat in the Continental Series GS class in the two-driver Grand-Am 200 event that supports the 24 Hours.

While the Daytona Challenge is

now open to British GT, British F3 and British Endurance championship contenders, the new contest will include the Britcar Production GTN, Legends, Mini Challenge, MSV F3 Cup, GT Cup and the Production Touring Car Trophy (formerly Sport Maxx).

Sunoco's Anders Hildebrand said: "I've always been keen to give back as much as possible to our customers and racing is fantastic in the States.

"We wanted to reach a broader audience – people ask why they can't be included in the Daytona Challenge."



MSV F3 winner Steele leads new contest

No team has yet been confirmed to run the winner, but Hildebrand said the prize drive would be in a Ford Mustang or Chevrolet Camaro with a US driver.

Aaron Steele, who leads the new competition after scoring two MSV F3 Cup victories at Snetterton last weekend, said: "The F2 prize [awarded to the top MSV F3 performer] is my main target, but the Grand-Am race is a bonus.

"It's a fantastic event and you don't know what contacts you may get."



Anson will race first Ford Ka supercar in BRC

British Rallycross

## Doran Jr joins BRC at Lydden

**EUROPEAN RALLYCROSS** title contender Liam Doran will prepare for his 2011 campaign by contesting the British Rallycross season opener at

Lydden this weekend.

Doran finished third in the ERC last season driving a Kenneth Hansen Motorsport Citroen C4. He won the 2010 BRC opener at Lydden and has entered again to prepare for the first ERC round at the Kent venue in April.

Doran will switch to the new Citroen DS3 later in the year, but will start the season in the C4 while the smaller

machine is developed.

Joining Doran for the event will be Colin Anson, who returns to the BRC seven years after he last raced.

Anson will drive his self-built Ford Ka, the first Supercar version of the model.

"I chose the Ka because no one had done one and because the wheels are right out at the corners," said Anson, 44, who hopes to contest the full season.

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British GT

## Clarke lands Lotus Evora drive for British GT4 Championship

**FORMER SPORT** MAXX champion Leyton Clarke will contest the British GT4 Championship this season for the factory assisted Lotus squad.

Clarke, who only appeared in a handful of Porsche races last season, will join the CM Consolidated team, driving one of its two Evoras. The second driver has not been confirmed, but fellow touring car convert Freddy Nordstrom is a possibility.

"We'll go for the championship – Lotus is confident the car will win straight out of the box," said Clarke.

The 19-year-old is hoping to do well enough to be in line for one of the four Lotus seats in the international GTE class in 2012, which will be on offer to the best Lotus performers in various national GT categories.

"The aim is to get one of those seats to launch an international career," added Clarke.

"It was this or the SPEED EuroSeries, and this seemed the better long-term deal."

The second Evora is expected to be driven by Porsche Carrera Cup convert Ollie Jackson and single-seater racer Jack Drinkall.



Clarke is eyeing 2012 GTE drive

Snetterton

## New Snett praised after first race

**DRIVERS HAVE** praised Snetterton after the first races on the new '300' circuit last weekend.

MotorSport Vision Racing (the branch of circuit owner Jonathan Palmer's company that runs race meetings) put on a two-day bill, with Production BMW, Lotus Elise Trophy, the new MSV F3 Cup, Monoposto, Project 8 Saloons (nee Racing Saloons), the Trackday Trophy, and a first enduro for the new Lotus Cup UK.

Former Renault Clio Cup champion Ben Winrow, who won two

of the Production BMW races, said: "The new infield section is quite narrow for a new circuit. It's got such a mix of corners and some really long ones, so you have to be really patient getting on the throttle – it plays to the strengths

of experienced drivers."

Project 8 Saloons race winner Adam Sharpe added: "I like the [new] track, but then I liked the old one! It [the redesign] adds a lot, but some of the heavier cars don't like the new section, as it's more technical."



Sharpe (33) won first race at new Snetterton

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



A bumper FF1600 pack headed to Donington

**T**wo hundred and twenty-one qualifiers across eight classes – an average grid of 26 cars – was a highly impressive start to the HSCC's season at Donington on Sunday. To Formula Junior went the accolade of the largest field (39), but the Guards Trophy (one of the success stories of recent years) was hot on its heels.

Most encouraging was the number of newcomers and novices across the series, which spotlight saloon, GT, sports-racing and single-seaters – plenty of choice for pockets of different depths, which has been the club's ethos since its foundation 45 years ago.

The quality of racing was excellent in the main, particularly down the fields. There, far away from the limelight of overall victory, racers tussle over classes as if their livelihoods depend on it. Others simply enjoy wonderful cars (many prepared rather better than they were in period) for their own sakes, caring not about pot or public gaze.

Both of the Roadsports races were hotly contested, indeed the '70s version was a humdinger, its result in doubt from red lights out until chequered flag. After an unfortunate start – in which Andy Shepherd (Lotus 7) tagged Frazer Gibney (Elan) at Redgate leaving poor Brian Cowan (Elan) with no option but to wallop the latter in a race-stopping fibreglass shower – a David-versus-Goliath battle

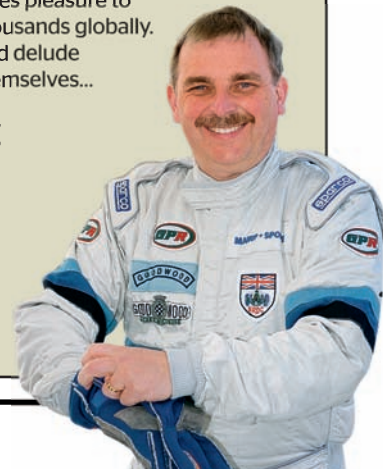
characterised the Historic set too.

It is good to see the earliest FF1600s on the up again, with seven marques represented in the Pre-1972 field – when was that statistic last mirrored in the contemporary class? – even after the Cooper Chinook failed to show. There were no Titans or Hawkes this time either, but doubtless they'll be back. As, hopefully, will be more F3 cars on Cadwell Park's exhilarating swoops on Easter Sunday and Monday.

For all its success and strong growth, historic racing is not all great news. When the rules are clearly written, I find it profoundly depressing to see Formula Junior and FF1600 competitors flaunting them by running their cars on double-adjustable dampers, with trick aerodynamics, or not anywhere close to original spec.

Those are just the visible things. While I'm on a roll, 'bent' or oversize engines, gearboxes tweaked to allow flat-shifting, free diffs packed to enhance traction and computer-optimised suspension pick-ups have never been part of the rules of engagement for the majority who love cars of yore. Those who take the mickey, believing they won't be caught, merely spoil an evocative celebration of the past, which gives pleasure to thousands globally. And delude themselves...

**“I find it depressing to see Formula Junior and FF1600 competitors flaunting clearly-written rules”**



GT Trophy

## Barff to race 458 in GT Trophy

**THE NEW** Ferrari 458 GT3 car will appear in the GT Trophy this season, in the hands of experienced sportscar racer Rob Barff.

Barff will share the FF Course-run machine with GT Cup race winner Leon Price as the endurance series expands after its inaugural season.

Team boss Anthony Cheshire said: "With so few Ferrari 458 GT3s being produced this year it is a real privilege and a bit of a coup for us to receive

one of the first cars and we must now repay the faith shown in us by Ferrari.

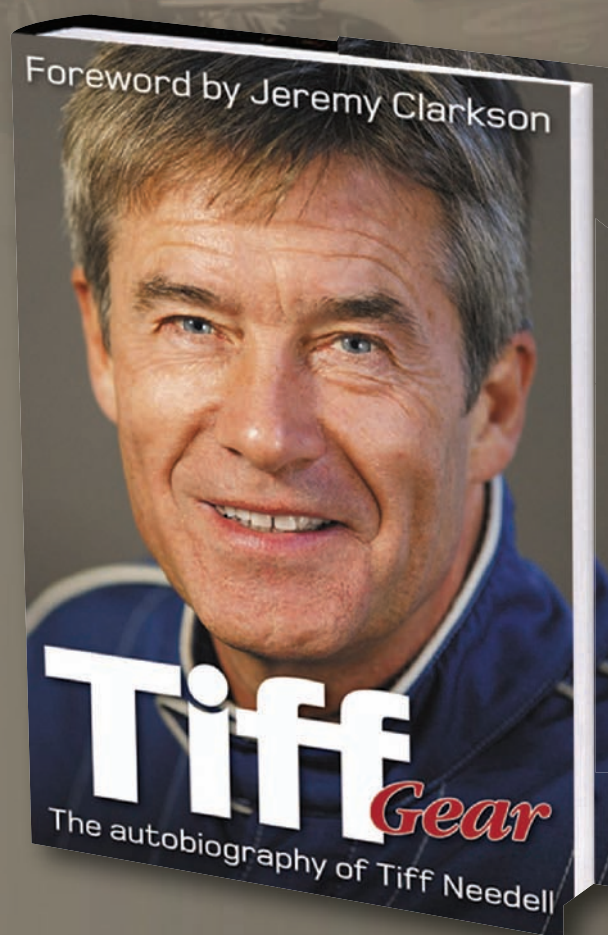
"The car looks fantastic and will be an amazing package – ideally suited to the endurance style of the GT Trophy."

The team hopes to take delivery of the Michelotto-built racer soon, prior to the season opener at Donington Park on April 2-3.

Other entries include reigning GT Cup champion Marco Pullen and British GT race winner Oliver Bryant.



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## IN BRIEF

**FORMULA FORD** ace Tio Ellinas and Formula Renault Winter Cup champ Alex

Lynn topped two days of FRenault UK testing at Silverstone last week. Atech GP driver Ellinas (left) was fastest on the National circuit, before Lynn went top from

Fortec Motorsport team-mate Oliver Rowland on the GP track the next day.

**DOUBLE VW** Cup champion Joe Fulbrook will return to the category full time this year. The 2008 and '09 title winner, who skipped most of last season, has made major updates to the 1.8 turbo Bora he has raced since 2005.

**FORMER BRITISH** Formula Ford champion Wayne Boyd finished sixth and 11th on his maiden outings in US F2000 at Sebring last weekend. Zach Veach and Australian Luke Ellery won the two races.

**OLIVER REUBEN**, the 22-year-old son of Formula Jedi ace Nigel, will make his race debut this season. Reuben Sr said: "He's doing the Fun Cup race at Croft in April and will probably then race the Jedi."

**STANCOMBE VEHICLE** Engineering will expand into Caterham Supersports this season, running 2010 Roadsports B runner-up Lee Wiggins, Steve Day and Chris Lay. The team will also appear in the Radical Club Cup with John MacLeod.

**KEVIN MAXTED** took part in his first race for 14 years at Snetterton last weekend. The London-based racer, who ran Maxted Motorsport in the mid-'90s before becoming a motorcycle racer and instructor, qualified fifth in his Production BMW group and finished 12th and seventh in his two outings.

**THE DE TOMASO** Mangusta of Mike Eagles (left) failed to make its Historic Road Sports debut at Donington last weekend when starter or flywheel issues stopped its 5.5-litre Ford V8 engine in qualifying.

**THE FIRST** race for the new Lotus Cup UK attracted 31 cars to Snetterton last weekend. Britcar regulars David and Rob Fenn were among an entry that included Lotus Elise Trophy drivers and new racers. Organisers hope the grid will average 40 cars for its inaugural season.

**HISTORIC STALWART** Mike Whatley has acquired the ex-Horst Kwech Lola T300 F5000 car from Mike Wrigley, who has recently added the ex-Tony Brise Elden Mk8 FF1600 prototype to his stable for son Matthew to race.



New Zealand F5000s are set for UK appearances

F5000

## Kiwi F5000s head to Brands

Category legend Ken Smith is among those targeting Superprix encounter

**A GROUP** of New Zealand Formula 5000 racers is expected to appear at the Brands Hatch Superprix on July 2-4.

New Zealand is home to the world's greatest number of active cars and as many as 10, led by triple Tasman Revival champion and period category star Kenny Smith, are planning to make the 20,000-mile round trip this summer. That means there could be an even greater foreign contingent than competed at the event in 2008, which

celebrated the category's 40th anniversary with an 18-car field.

Kiwi legend Smith said: "I didn't do any racing in Europe [in period] and that's a sad thing that pisses me off. My F5000 Lola [T430] and the Formula Atlantic Swift DB4 are the cream of everything I've driven and I love racing."

Class coordinator and racer Frank Lyons has also brokered a double-header at Oulton Park on the Classic Sports Car Club's bill a week earlier to

give the visitors another outing.

"We're following tradition because the F5000 season kicked off with Oulton and Brands, two of our greatest drivers' circuits, over the Easter Bank Holiday weekend in its 1970s heyday," said Lyons. "Being outnumbered by our guests – particularly with Kenny racing in Britain for the first time – would be deeply embarrassing, so I'm aiming to get every running UK car to Oulton, and others on static display."

Classic F3

## Brise name to return to Formula 3 racing in 2011



Brise showed well in Classic FF1600 in 2010

**DAVID BRISE**, nephew of late 1970s F1 racer Tony, is aiming to compete in Classic Formula 3 or Formula Atlantic by the end of this year.

Brise, whose Classic FF1600 title quest begins on home soil at Brands Hatch this Sunday, is targeting the HSCC-run CF3 series in which the 1600cc ['71-'73] class has been renamed after his late uncle, who

starred at every level prior to his death in Graham Hill's aeroplane crash in November '75.

"Tony's achievements are an inspiration to me," said Brise, who as a rookie drove his Royale RP21 to second in 2010. "To drive a [Brabham, GRD or March] car like his, or a Modus in the later [two-litre F3] section or FAtlantic, would be very special."

## John 'Jack' Turner 1916-2011

**BEST KNOWN** for making around 650 sportscars, Welsh engineer Jack Turner, who died earlier this month aged 94, started out making pure racing cars in Wolverhampton.

Following a handful of spartan sports-racers, Abergavenny-born Turner built a Lea Francis-engined F2 car for John Webb (a director of Turner Cars before his Brands Hatch days), which was raced unsuccessfully in 1953.

Turner, who had a spell at Gloster Aircraft making parts for the Whittle jet, was also involved in 500cc F3. He built a four-cylinder DOHC engine, and reworked Don Truman's Marwyn chassis into the equally impotent Bardonn Turner, but his road cars kept the enterprise afloat until 1966.

Those little cars, powered by BMC, Coventry-Climax and Ford engines, were raced internationally, and in Modsports events with success.



Turner's sportscars were quick on-track





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HSCC  
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### QUICK RESULTS

→ 70s RS Winner **Plant**  
→ 70s RS Pole **Plant**  
→ 70s RS Fastest lap **J Barter**



Fleming (left) topped Guards Chevrans

## REPORTS SPORTS EXTRA

### IN BRIEF



#### CLASSIC F3

Triple champion Benn Simms's audacious first-lap lunge into the Old Hairpin decided Classic F3 honours. Deposed poleman Jamie Brashaw lost second to Paul Smith at Coppice, but snatched it back into Redgate. Ollie Thorpe's oily demise gave Jan Langdon FF2000 spoils.

#### HISTORIC R'SPORTS

Matthew Truelove needed all his guile in Julian Dodd's TVR Griffith to repel Paul Tooms (Lotus Elan) in the restarted Historic Roadsports contest. In her best race yet, Rachel Watts took seventh, shadowing the similar Elan of Larry Kennedy.

#### HISTORIC FF1600

Poleman Jamie Brashaw appeared able to snort his Merlyn clear of Ian Ashley's Lola at will and thus won his maiden Historic FF1600 round. Ben Mitchell spun at the Old Hairpin after a hairy chase with Stu Baird and Derek Rodgers.

#### CLASSIC RACING CARS

Antony Ross rounded Ian Gray at Redgate at the Classic Racing Cars start, but the Irishman retaliated through a decreasing gap opposite the pits. Nigel Bancroft escaped F3 rivals for third, and worried Ross, while Paul McMorran scooted from 20th to fifth.

#### FORMULA JUNIOR

Pressured by Sam Wilson, Callum MacLeod took Formula Junior spoils in the Caravelle Mk2. This delighted designer Richard Utley, who retired the Mk1. Denis Welch's dash from the back to fourth, on Mike Hibberd's gearbox, in his Lotus 22 was the highlight.



70s ROADSPORTS, DONINGTON PARK, MARCH 20

## Plant's route to opening win

The opening race of the Historic Sports Car Club's 2011 programme, for '70s Roadsports cars, may well stand as one of the best of the season as Richard Plant had to dig deeper than ever before to win in his trusty Morgan +8.

With half a second spanning top qualifier Plant, Alan Harper (Lotus Elan) and Peter Shaw (TVR Tuscan), then two tenths covering Adam Bagnall (Jaguar E-type), Julian Barter (TVR 3000M) and Phil Briggs (Porsche 928) in their wake, a big dust-up was anticipated.

Indeed a battle royal ensued, albeit without Shaw – beached in the Coppice gravel trap first time round – or Briggs, who dived for the pits on the green flag lap and barrelled out of there with a

V8 roar as the field got away.

Harper was quickest into his stride, but Plant and Bagnall (who boldly squeezed inside Plant into Redgate on lap three) were soon on his tail, drawing Barter with them. The Elan's agility kept Harper out front for three laps, whereupon Plant and Barter asserted V8 and V6 power in quick succession.

Barter hit the front when an error by Plant sent the Morgan perilously wide at the Old Hairpin, but Plant muscled back ahead into the chicane four laps later, with Harper clinging on and enjoying the view.

Plant lost out once more when Barter pierced his defences at the Old Hairpin, but Julian outbraked himself into the chicane and Harper



Plant beat TVR and Lotus challengers

gratefully snatched second back. Alan even survived a moment at the Old Hairpin to keep the place after a classic inter-class encounter.

Howard Bentham (Elan) demoted Bagnall for fourth in the closing stages, while Mark Bennett's splendid Alpine-Renault howled to sixth ahead of the recovering Briggs. Robert Barter (Julian's uncle) scored an encouraging class win in his Jensen-Healey, but returning 2005-'06 Triumph Spitfire champion John Thomason's

speed out of the box in a neat GT6 looks ominous for fellow title aspirants.

● Marcus Pye

**RESULTS (15 LAPS)** 1 Richard Plant (Morgan +8); 2 Alan Harper (Lotus Elan S4) +3.081s; 3 Julian Barter (TVR 3000M); 4 Howard Bentham (Lotus Elan); 5 Adam Bagnall (Jaguar E-type); 6 Mark Bennett (Alpine-Renault A310). **Class winners** Harper; J Barter; Robert Barter (Jensen-Healey); John Thomason (Triumph GT6). **Fastest lap** J Barter 1m23.873s (84.01mph).



Cortinas couldn't stop the Voyazides Falcon

HISTORIC TOURING CARS, DONINGTON, MARCH 20

## Voyazides powers to V8 tin-top victory

Driving the only quick V8 in the bumper 29-car field – and with Mark Jones missing from the Lotus Cortina posse that filled his peripheral vision on the grid – it was no surprise that Leo Voyazides won the Historic Touring Car opener.

Even with an understeering Ford Falcon under him, the Greek was sanguine about being jumped at the start by Steve Shuttleworth and Mike Gardiner, but got his clog down after defending champion Roger Godfrey scuttled his Cooper S past round the outside at Redgate.

Ahead by lap three, Voyazides eased away from the trio, with Alfa Romeo stalwart Jimmy Fuller fifth in his Giulia Sprint.

● Marcus Pye

**RESULTS (14 LAPS)** 1 Leo Voyazides (Ford Falcon Sprint); 2 Steve Shuttleworth (Ford Lotus Cortina) +10.062s; 3 Mike Gardiner (Ford Lotus Cortina); 4 Roger Godfrey (Austin Cooper S). **CW** Shuttleworth; Godfrey; Jimmy Fuller (Alfa); Steve Platts (Singer Chamois); Colin McKay (Jaguar S-type); Neil Brown (Ford Lotus Cortina); David Brand (Cooper S). **FL** Voyazides 1m26.167s (81.77mph).

GUARDS TROPHY, DONINGTON PARK, MARCH 20

## Fleming is top guard

Six glorious Chevrans dominated Guards Trophy qualifying, just 0.8 seconds splitting the top three in a stunning 37-car grid, thus the question was: which of Derek Bennett's finest would take the chequer first?

Nick Fleming wanted the win badly and the Scot shot away like sprinter Usain Bolt at the gun, opening a 1.4s gap to Will Schryver, Ed Lovett and Steve Hodges, locked together. George Tizzard's Lenham led the chase, with Alex Ames' pretty Elva GT amid the slower Chevrans.

While soloists Fleming, Lovett and Hodges all had grassy excursions as they scythed through traffic, Schryver enjoyed a super-clean battle with Lovett before handing the B6 over to pole-setting father Michael just before half-distance.

As at Castle Combe last year, the pitstops – a mandatory minute, with speed limits in and out – proved decisive. While

nobody would catch Fleming, Hodges gained seven seconds on Schryver and eight over Lovett on his out lap. Schryver unusually had no answer as Lovett took second and Hodges third.

Robert Shaw and Stuart Tizzard (now in the Lenham) completed the top six, with Mike Whitaker top GT having kept his TVR Griffith ahead of Leo Voyazides' AC Cobra.

● Marcus Pye

**RESULTS (30 LAPS)** 1 Nick Fleming (Chevron-BMW B8); 2 Edward Lovett (Chevron-BMW B8) +11.061s; 3 Steve Hodges (Chevron-BMW B8); 4 Will & Michael Schryver (Chevron-BMW B6); 5 Robert Shaw (Chevron-BMW B8); 6 George & Stuart Tizzard (Lenham-Lotus t/c Spider). **CW** Mike Whitaker (TVR Griffith); Andrew & Michael Hibberd (Lotus-t/c 23B); Alex Ames (Elva-BMW GT160CS); Jeremy Taylor (Lotus Elan); Tom Smith (MGB); Mark Hoble (Morgan +4). **FL** Michael Schryver 1m15.944s (92.78mph).



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## NATIONAL RACES & RESULTS

**MSVR**  
SNETTERTON, March 19-20

### QUICK RESULTS

→ PBMW Race 1 Winner **Winrow**  
→ Race 2 Winner **MacIntyre**  
→ Race 3 Winner **Winrow**



MSVR celebrated its fifth birthday with a special parade

## REPORTS SPORTS EXTRA

### IN BRIEF



#### MSV F3 CUP

Aaron Steele won convincingly in both races for this revamped series. The first had to be restarted when Mark Terry's Dallara dramatically flipped after a startline collision. Behind Steele, Chris Needham passed Alex Craven in each race to finish second both times.

#### PROJECT 8 SALOONS

Despite slipping to fourth at the start of the first race, polesitter Adam Sharpe (BMW M3) fought back to be the first driver to claim victory on the new 300 track. He easily repeated the feat in the sequel.

#### TRACK DAY TROPHY

James Britton's BMW M3 topped a podium full of novice racers to triumph in a closely fought Trackday Trophy race. He passed Christian Lee and Tommy Lynn's similar car, and the Clio of John Hamilton, after the mid-race pitstops to record a narrow win.

#### LOTUS UK CUP

Mark Speller's dominant drive in the inaugural Lotus UK Cup enduro was hobbled by clutch failure shortly after his mandatory pitstop. He carried on at abated pace before finally relinquishing the lead to a charging Simon Deacon in the final minutes.

#### MONOPOSTO

Tristan Cliffe stormed back from a first-lap spin to overhaul Matt Draper and win the Mono 2000/Classic encounter. Draper was later excluded for a rear-wing height infringement. Dax Ward (below) beat the similar Jedi of Marc Fortune in the race for 1000-1800 classes.



PRODUCTION BMW, SNETTERTON, MARCH 19-20

## MacIntyre's maiden win

The Production BMWs continued where they left off last year, serving up some frantic action in their trio of races on the new Snetterton 300 layout.

Not least in the opener for groups A and B where, having claimed his maiden pole, the impressive James MacIntyre went side-by-side on lap one into the Montreal hairpin with reigning Trofeo Abarth champion Ben Winrow, only to end up on the grass and in a spin.

Winrow emerged unscathed and quickly claimed the lead from Tim Wilson, before pulling remorselessly away to win. Wilson gave chase in vain, but had to watch his own mirrors as the pursuing Stuart Waite launched a mid-race charge. Waite briefly stole ahead with a move into

Brundle, only to drop back and allow Wilson to escape. Mike Tovey demoted Waite, winning a tight scrap to grab the final podium place. Meanwhile, MacIntyre's battle-scarred machine recovered to eighth.

With the damage patched up for the clash of groups A and C, MacIntyre proved untouchable as he romped to an impressive first victory. Behind him, a terrific tussle raged for second, stretching to a seven-car train by the end of lap five. Alan Wileman resolutely headed the pack almost throughout and held off Liam Crilly to take second.

The final race, for groups B and C, was delayed while damaged cars were recovered from a first-lap midfield melee at Montreal. At the restart Winrow escaped to win again, while



MacIntyre tries to go inside Winrow

battle raged behind in the fight for second. Wilson, Crilley, reigning champion Rob Smith (piloting a distinctive cabriolet more reminiscent of a pick-up) and Jack Gabriel were all in contention, but it was an ecstatic Smith who clinched runner-up spot. "That was as good as a win," he beamed afterwards. "I wasn't planning on developing the cabriolet - but after that, why not?"

● Oliver Timson

#### RESULTS (ALL 7 LAPS) - RACE 1

1 Ben Winrow (320i); 2 Tim Wilson (320i) +11.878s; 3 Mike Tovey (320i); 4 Stuart Waite (320i); 5 Nick Barke (320i); 6 Alan Wileman (320i).

FL Winrow 2m23.985s (74.23mph).

#### RACE 2 1 James MacIntyre (320i);

2 Wileman +16.103s; 3 Liam Crilley (320i); 4 Jack Gabriel (320i);

5 Barke; 6 Rob Smith (320i). FL MacIntyre 2m23.916s (74.26mph).

#### RACE 3 1 Winrow; 2 Smith +11.978s;

3 Crilley; 4 Wilson; 5 Simon Bassford (320i); 6 Gabriel. FL Winrow 2m23.859s (74.29mph).

LOTUS ELISE TROPHY, SNETTERTON, MARCH 19-20

## Savage scraps for deserved Elise Trophy double

The Elise Trophy racers took to Snetterton's new infield section like ducks to water, enjoying a pair of closely fought races.

Their first outing suffered an opening-lap stoppage when cars collided at Riches. When racing resumed, Ken

Savage and Luigi Mazza scrapped unstintingly for the lead, while Stuart Rowland and Steve Quick kept close.

Savage almost threw his chance to win away with a wayward moment across the kerbs as they swept through Murrays on lap two,

which briefly allowed Mazza to steal the lead. But Savage determinedly reclaimed the place at Montreal. Barely more than a second separated the top four until Savage and Mazza edged clear on the final lap, with Savage first to the flag by a

whisker. Rowland beat Quick to claim third.

The second race was a cracker, with battles throughout the order. Dan Plant grabbed the early initiative, up from the third on the grid, before Quick overhauled him on lap three.

Savage made his way up the order from his fifth-row start and he claimed the lead on lap four before stretching away to win comfortably.

Rowland and Mazza disputed runner-up spot, which Rowland secured on the penultimate tour.

● Oliver Timson

Savage twice led home a very yellow Lotus pack



#### RESULTS - RACE 1 (5 LAPS)

1 Ken Savage (S1); 2 Luigi Valentino Mazza (S1) +0.130s; 3 Stuart Rowland (S1); 4 Steve Quick (S2 111R); 5 John LaMaster (S2); 6 Phil Stratton Lake (S1). FL Ben Hyland (S1) 2m14.252s (79.61mph).

#### RACE 2 (9 LAPS) 1 Savage;

2 Rowland; 3 Mazza; 4 LaMaster; 5 Hyland; 6 Dan Plant (S1). FL Savage 2m13.391s (80.12mph).



# The invited invaders

European racers have started heading to New Zealand for cheap winter racing. KEVIN TURNER got on a very long flight



**T**he Tasman Cup used to be a highlight of the season. During the European winters of the 1960s stars like Jim Clark, Jackie Stewart and Graham Hill would head to Australia and New Zealand for what was effectively a mini-world championship. It gave locals, such as Chris Amon, the chance to launch their careers by going up against the best drivers in the world, and allowed Europeans to extend their seasons.

As F1 grew, the championship declined and was run for Formula 5000 before being replaced by domestic series, such as Formula Pacific/Mondial (better-known in the UK as Atlantic).

Now, European-based racers are heading to the Southern Hemisphere once again, but it's not established stars that are making the trip. Up-and-coming drivers are looking to New Zealand's Toyota Racing Series to keep race-sharp while many of their rivals sit at home or pound around trying to get some tyre heat at cold European tests.

The 2011 International TRS championship, won by Kiwi GP3 racer Mitch Evans, attracted Formula Renault

## NOTABLE TRS RACE WINNERS

Earl Bamber  
William Buller  
Ben Clucas  
Mitch Evans  
Lucas Foresti  
Brendon Hartley

UK title hopeful Alex Lynn, reigning British Formula Ford champion Scott Pye, Red Bull's Formula Renault Eurocup prospect Daniil Kvyat, and Josh Hill, son of 1996 F1 world champion Damon, to name but four. Up to 16 drivers fought it out in the 1800cc 215bhp Toyota 2ZZ-GE-engined Tatuus chassis, which is essentially the old Formula Renault 2.0 car with a few tweaks.

There are some professional names

working in the paddock too, including former McLaren chief mechanic Steve Giles, head of pacesetting squad Giles Motorsport, and Andy Neale, who worked with Jacques Villeneuve at BAR.

"When I first started in TRS there were only a couple of teams and it was still mainly privately-owned-and-run cars," says Giles. "That's evolved. Now we've got established teams we get more international drivers."

The quality of competition, and efforts to condense the four-round calendar into a five-weekend stretch in January and February, has increased TRS's international appeal.

Fortec F3 engineer Mick Kouros, who returned to New Zealand for the first time in 15 years to help Lynn's campaign, is already convinced. "There are huge benefits to be gained from going there," he says. "You get good mileage at a high standard when there's nothing happening in Europe. This was the best way for Alex to get knowledge and experience to do the best he can when he goes back."

"The preparation of the cars is equal to anything in Europe – Formula



Josh and Damon Hill made the trip this year





Lukashevich leads  
Evans (1) and Kvyat



Lynn took a victory in  
his first TRS campaign

Renault 3.5, British F3, FR UK. You could take the teams, put them in Europe and they'd be at the front.

"This pushes the drivers because the Kiwi drivers are quick – it makes them learn circuits quickly and that will help them in years to come."

It certainly helped Fortec's Sten Pentus last year. After an average career in the junior ranks, Pentus took a surprise victory at the Aragon FR 3.5 season opener after contesting the TRS. "Sten benefited from the close racing, which gave him more confidence and he raced better than he had previously," says Kourou, who feels you don't even have to win in New Zealand to feel the benefit.

"It doesn't matter what you're next step is, it keeps you sharp. If you improve in championships in Europe it doesn't matter what you do here."

At around £65,000 for 12 races, plus plenty of testing at each event, TRS is also extremely affordable when compared to the hundreds of thousands for FR, GP3 or F3 budgets.

Race winner Ivan Lukashevich believes it is well worth the effort.

"There's not really anywhere else you can drive at this time of year," says the GP3 racer. "There's this and GP2 Asia – this is rather cheaper!"

"The seat time is good here – running on Thursday and Friday, and there are three races. I've not seen anything like that in Europe."

As well as keeping drivers sharp, the series can also help Formula Ford racers make the step to aero cars. British FFord race winner Hill was judged TRS's most-improved driver, as he prepares for Formula Renault, while Pye hopes it will aid his graduation to British F3.

"It might not be the biggest field, but the top five is really tough," says the Australian. "The move from Formula Ford to F3 is a big jump and this is the perfect way for me to cut out Formula Renault and save on budget."

The real test, of course, will be how the 2011 crop gets on back in Europe, but Lynn and Kvyat have been at the sharp end in their FR tests and Pye has looked promising in F3.

There aren't many reasons why more drivers shouldn't be heading to the New Zealand sun in the years to come.

## SINGLE-SEATER REVIVAL



Boyce (left) and Thomlinson  
mastermind the series

**When** the New Zealand two-litre touring car series was canned in 2004, Toyota's reigning champion Barrie Thomlinson and the firm's NZ motorsport manager Steve Boyce got together to launch a new series.

They looked at one-make tin-tops, but "we'd been there and done that," says Boyce. "Toyota was keen to continue and there was a single-seater gap. We had Formula Ford contesting the New Zealand GP!"

A Formula Toyota from Japan was brought over for evaluation, but it was already dated and Thomlinson decided to bring in Tatuus: "I was familiar with racing manufacturers – Tatuus was very keen and the car fitted the bill. It was FIA-approved and it fitted the cost model."

A standard 1800cc production engine, from the Celica and Corolla models, was developed in New Zealand, with a six-speed sequential gearbox. Within seven months, the first Toyota Racing Series

event took place. Brendon Hartley topped the 18-car field to win at Timaru.

TRS soon became the category for the New Zealand GP, one of only two FIA-approved GPs not for F1 (the other being the Macau F3 race), and a move to E85 fuel was introduced shortly afterwards. The pool of local drivers now had somewhere to go. "Our focus is on the young guys and developing Kiwi youth – to put them up against the best international talent," says Boyce.

The recession has hit grids recently, but both Boyce and Thomlinson are confident that a 20-car entry is realistic for the 2012 season.

And they have big plans. They are targeting an expansion into Australia, where F3 is weak, with rounds at the Australian GP and the Adelaide V8 Supercar extravaganza.

"We improve little things every year," says Thomlinson. "Our biggest goal is to reinvent the Tasman series."



## YOUR SAY

What you think of the motorsport news of the past week



Lewis Hamilton: F1 idol?

### Spice up your management

So, Lewis Hamilton has employed Simon Fuller as his new manager. He said: "I felt Simon Fuller along with his team... wanted to help me become an even better racing driver."

How is a manager in charge of promoting your image going to make you a better driver? Fuller managed the Spice Girls; did he make them better singers? Did he make David Beckham a better footballer? Sportsmen and women need to focus on the job in hand and let their performances do the talking.

**David Senna** Thaxted, Essex

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

**Should the** grand prix ever take place again in Bahrain? That ought to depend on whether the kingdom becomes a proper democracy, and certainly not if the ruling family represses the rightful aspirations of its people with foreign armies as it is doing at present.

Formula 1, the pinnacle of motor racing, should set an example to the world and not be seen to be propping up and enriching an autocratic elite.

**Behram Kapadia**  
Pitstone, Bedfordshire

**I felt a** sigh of relief reading about the future of the WRC (March 3). At last it may be back on track to being a championship which gets the sort of exposure which will generate greater interest with the wider public.

I think it helps we have Jean Todt at the helm of the FIA; someone who has a history of participating in the sport and who seems to understand why the WRC was popular in the past and who believes the element of adventure needs to be reintroduced.

**Andy Maclean**  
Churchill, Oxfordshire

**The interesting** article on overtaking by Mark Hughes (March 17) missed a few points in his comparison through the years.

In 1970, and to a lesser extent in 1990, cars were not as reliable as in 2010. Gearboxes broke, engines blew up, tyres and brakes were not as sophisticated as they are now.

I'd hazard a guess that gearbox/engine issues allowed more passing moves in some races than all season in 2010.

**Dougie Jardine**  
Bishopbriggs,  
East Dunbartonshire

**Fascinating to** contrast two stories in March 10 – Lotus hoping for £16m by finishing in 10th place, and only 11 cars turning out for the Formula Renault test at Brands Hatch.

This money needs to filter down to the grass roots, where young drivers are unable to get the funds to progress. Isn't it time the national motorsport authorities put a levy of, say, five per cent on the prize money earned by F1 teams, and ploughed it into national driver development schemes?

**Tony Lelliott**  
By email

AUTOSPORT.COM

### TOP FIVE ON OUR WEBSITE

1. **McLAREN AIMS TO 'SURPRISE' IN AUSTRALIA**

2. **PIRELLI REVEALS FINAL COLOUR MARKINGS**

3. **HAMILTON: 'ONE OR TWO TITLES INSUFFICIENT'**

4. **ORECA TAKES SURPRISE SEBRING WIN**

5. **F1 COULD ERADICATE HIGH NOSES**

AUTOSPORT.COM PLUS

### TOP STORY ONLINE

LE MANS – AUDI v PEUGEOT WAR STEPS UP A GEAR

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

● Australian Geoff Uhrhane was the fastest non-Jamun driver at Silverstone's British Formula Ford test earlier this month and not his JTR team-mate Tristan Mingay, as stated on page 119 last week.

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

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**ITV SPORT GP GUIDE BOOK**  
£12.99 (978 1 84732 728 4)  
B Jones (autosport.com/shop)

Former AUTOSPORT editor Bruce Jones's traditional soft-back, dip-into season guide again offers an easy-to-follow, mostly accurate (no-one saw the Bahrain debacle coming, did they?) complement to Sunday-afternoon F1 viewing.

Facts/stats on drivers, teams and races make it ideal armchair fodder.



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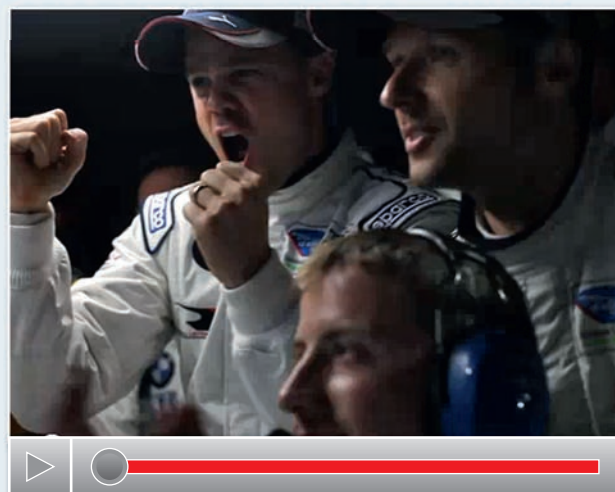
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An hour's worth of full-colour action from the 1965 Targa Florio, with retro footage that includes rare interview material and on-board sequences.

Don't worry that the sound doesn't always synch with the movement, or that Nino Vaccarella (sic) is spelt wrong – twice – on the sleeve, it's well worth £15.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: BMW'S REACTION TO SEBRING ONE-TWO**



**SEARCH FOR:** BMW Team RLL Wins Sebring! (1:18)

Cameras trained on Rahal BMW duo Dirk Muller and Andy Priaulx capture the moment their team-mate Joey Hand crosses the line to secure a GTE-class one-two for the M3 V8s in last weekend's Sebring 12 Hours.



# WHAT'S ON...

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

## LYDDEN

### British Rallycross

March 26-27

Admission £15 Saturday, £12 Sunday,

£25 weekend ticket

Tel: 01304 830557

The new season gets underway in Kent this weekend. Pat Doran will be bidding for a third successive BRC crown in an ex-Sverre Isachsen Ford Focus, while engine tuner Julian Godfrey will take on the champion in Doran's title-winning Fiesta Supercar. Get to Lydden to watch the mud and gravel fly!



Chesson's Drift will be scene of thrills

BMW (sort of) back at Silverstone



## SILVERSTONE

BRSCC

March 26-27

Admission £10 each day

Tel: 0844 3728 200

See the first race for the 'new' British Endurance Championship (nee Britcar) and the return of Formula BMW UK in the form of InterSteps (nee Young Guns) on Saturday. The Alfa Romeo Championship, Production Touring Cars, Mini Se7ens and Miglias join day one's bill on the GP circuit, before the hugely popular Ma5da MX5s and Caterham Roadsports and Supersports take over on Sunday.

Classic FF1600s of yore



## BRANDS HATCH

BARC

March 26-27

Admission £12 Saturday, £21 Sunday

(plus £12 for Paddock Hill grandstand), £21 weekend ticket (online purchase)

Tel: 01474 872331

British Truck meeting with Legends, Classic FF2000, D/MN Saloons, Clubmans Cup, Classic FF1600 and Pickups.

## OULTON PARK

BARC

March 26

Admission £13

Tel: 01829 760301

## KIRKISTOWN

500 MRCI

March 26

www.kirkistown.com

## FORMULA 1 WORLD CHAMPIONSHIP

Rd 1/19

Australian Grand Prix, Melbourne

March 27

formula1.com

After the phantom kick-off to the season in Bahrain, Formula 1 2011 gets off to a belated start in Australia. Melbourne feels like a much more natural place to start anyway, so remember to set your alarm clocks to 'early' on Saturday and Sunday mornings. And why not stay up late on Thursday night to watch the first free practice session of the year on the BBC's red-button service?

## WORLD RALLY C'SHIP

Round 3/13

Rally Portugal, Faro

March 24-27

wrc.com

The score is one-all between Citroen and Ford after the first two rounds. Get set for some classic stages on the gravel roads of Portugal, plus an all-new superspecial in capital city Lisbon.



Melbourne: scene of many a Turn 1 spin



IndyCars on mean streets of St Pete

## WORLD GT1

Rd 1/10

Yas Marina, Abu Dhabi

March 26

gt1world.com

## NASCAR SPRINT CUP

Rd 5/36

California Speedway, Fontana, USA

March 27

nascar.com

## NASCAR NATIONWIDE SERIES

Rd 5/34

California Speedway, Fontana, USA

March 26

nationwide.nascar.com

## INDYCAR SERIES

Rd 1/17

St Petersburg, Florida, USA

March 27

indycar.com

## INDY LIGHTS

Rd 1/12

St Petersburg, Florida, USA

March 27

indycar.com/fil

## SUD-AM F3

Rd 1/9

Velopark, Brazil

March 26-27

f3sudam.com.br



## Television

### THURSDAY MARCH 24

1400-1500 **ESPN**

WRC: Rally World

Rally Portugal preview and highlights from Rally Mexico.

### FRIDAY MARCH 25

0125-0305 **BBCi LIVE**

F1: Australian GP first practice

0525-0705 **BBCi LIVE**

F1: Australian GP second practice

0730-0800 **Eurosport**

WTCC: Inside World Touring Cars

0800-0830 **Eurosport 2**

F1: Formula 1 season preview

2130-2200 **ESPN**

WRC: Rally Portugal day one

The third round of 2011 gets underway.

2235-2340 **Motors TV**

WRC: Rally Portugal day one

### SATURDAY MARCH 26

0115-0215, 0900-1005, 1210-1310, 1720-

1825 **Motors TV**

WRC: Rally Portugal day one

0255-0405 **BBCi LIVE**

F1: Australian GP third practice

0500-0730 **BBCi LIVE**

F1: Australian GP qualifying

0700-0730, 1300-1330 **ESPN**

WRC: Rally Portugal day one

1300-1415 **BBC1**

F1: Australian GP qualifying rerun

1515-1720, 2030-2235 **Motors TV**

V8 Supercars: Adelaide

2130-2200 **ESPN**

WRC: Rally Portugal day two

2235-2340 **Motors TV**

WRC: Rally Portugal day two

### SUNDAY MARCH 27

0600-0900 **BBC1 LIVE**

F1: Australian GP

The new season starts here!

0730-0800 **ESPN**

WRC: Rally Portugal, day two

0900-1000 **BBCi**

F1: Australian GP post-race forum

0900-1005, 1200-1300, 1705-1805 **Motors TV**

WRC: Rally Portugal day two

1005-1200 **Motors TV**

V8 Supercars: Adelaide

1300-1705 **Motors TV**

British Rallycross: Lydden

1300-1500 **BBC1**

F1: Australian GP repeat

For if you don't fancy that early start...

1400-1500 **ESPN LIVE**

WRC: Rally Portugal Power Stage

1900-2000 **BBC3**

F1: Australian GP highlights

1930-0030 **Premier Sports LIVE**

NASCAR: Fontana

Auto Club 400 from California Speedway.

2000-2100 **BBC4**

Formula One's 60th Anniversary:

Plus Ca Change

Eighteen F1 champions reminisce.

2100-2200 **BBC4**

Grand Prix: The Killer Years

A film exploring the dangers of F1 racing

during the 1960s and '70s.

2145-2215 **ESPN**

WRC: Rally Portugal day three

2235-2340 **Motors TV**

WRC: Rally Portugal day three

## Online

## AUTOSPORT.COM

Coming up on the web this week

### AUSTRALIAN GRAND PRIX

The wait is over and you can follow every moment of the opening grand prix in Australia on AUTOSPORT.com. From up-to-the-minute news and live commentary, to incisive analysis and stunning image galleries, we'll be all over it, all weekend. Not only that, but we'll also be keeping you on the money with regards to Rally Portugal and the IndyCar opener in St Petersburg.



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## REVVED UP OVER WHAT'S ON THE BOX

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



In 2005, man created the WTCC

THE PROCESS of evolution, beautifully explained as the survival of the fittest by Darwin and hilariously denied by creationists (numbering over 45 per cent of the US population), is set to take man in a bold new direction.

Spurred on by relentless technological progress, the physical limitations of our bodies have become a major barrier to embracing all that life now has to offer.

Take last weekend. Through evolution, man created the World Touring Car Championship. It is not necessarily a shining example of survival of the fittest, but it's survived

nonetheless. The same applies to 125cc world championship bike racing and Moto2, which emerged from the primordial ooze last year as the 250cc category's replacement.

Then, of course, there's NASCAR, which has done its best to resist the pull of evolution, but over recent years has been forced to yield to the unstoppable force of progress (even if they did bring back the spoiler when the new cars made for boring racing).

And lo, all these things came to pass at the same time last Sunday, rendering us men – limited by our two eyes, two ears and single

brain – to make a near-impossible choice. I did find a semi-solution: bikes on the telly and WTCC on the laptop via the Eurosport website. But when Darrell Waltrip and the boys started to clear their throats for the build-up from Bristol, something had to give...

At least I had a choice, which was more than could be said about the non-existent GP2 Asia live coverage (live biathlon is apparently what British Eurosport viewers would

rather watch). In Norway or Finland I could just about understand it, but in Britain? And where was the Sebring 12 Hours? The opening round of the ILMC – one of the blue riband sportscar races – was nowhere to be seen.

So in the future, surely man will develop another set of eyes and ears so that all the weekend's entertainment can be consumed. And you thought internet users only needed one hand! *Revved Up*

"When Darrell Waltrip and the boys started to clear their throats from Bristol, something had to give..."



# THE WEEK IN PICTURES

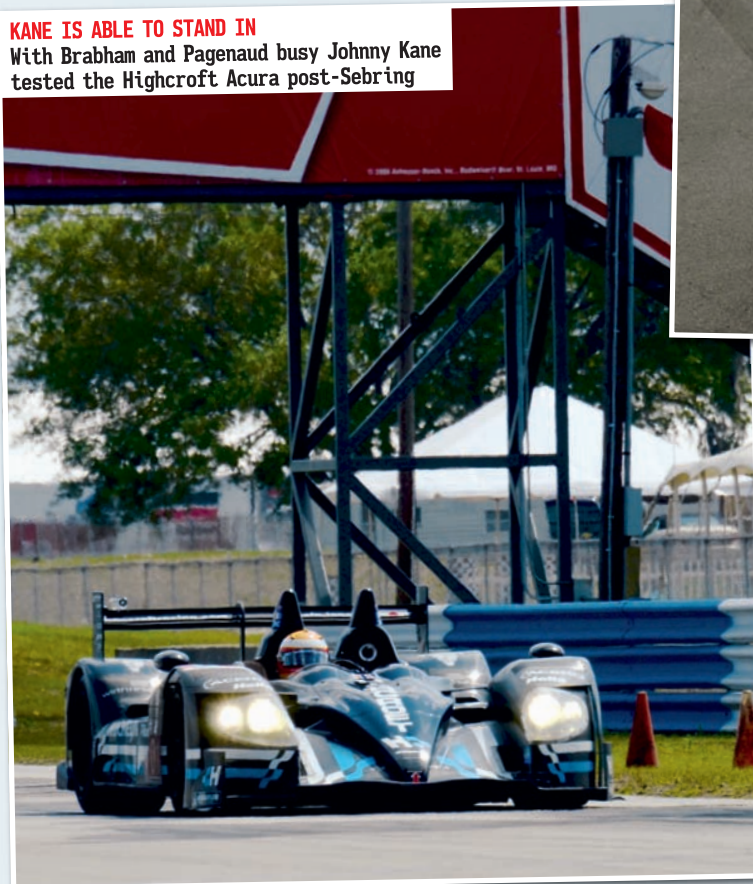
The lensmen pounding the beat from Florida to Melbourne, via West Sussex



## A BRIDGE TOO FAR FOR WEBBER?

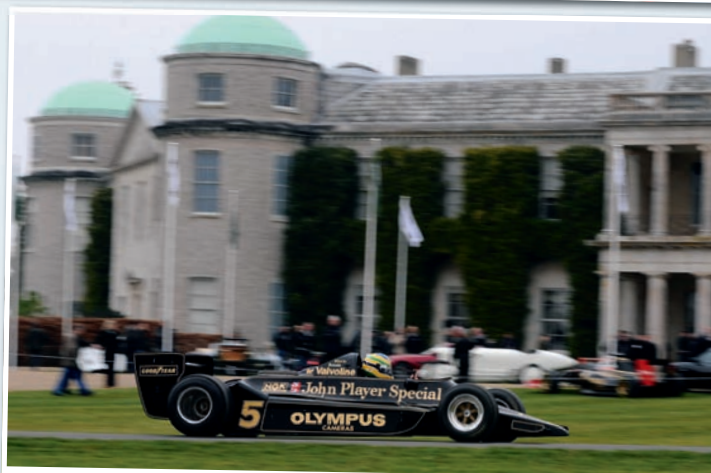
During the preparations for his home GP this weekend, Mark Webber thrashed his Red Bull over Melbourne's Bolte Bridge

**KANE IS ABLE TO STAND IN**  
With Brabham and Pagenaud busy Johnny Kane tested the Highcroft Acura post-Sebring



## HAMLIN FEELS THE HEAT IN TENNESSEE

Denny Hamlin's Joe Gibbs Toyota flame-grills itself in NASCAR's Sprint Cup race at Bristol



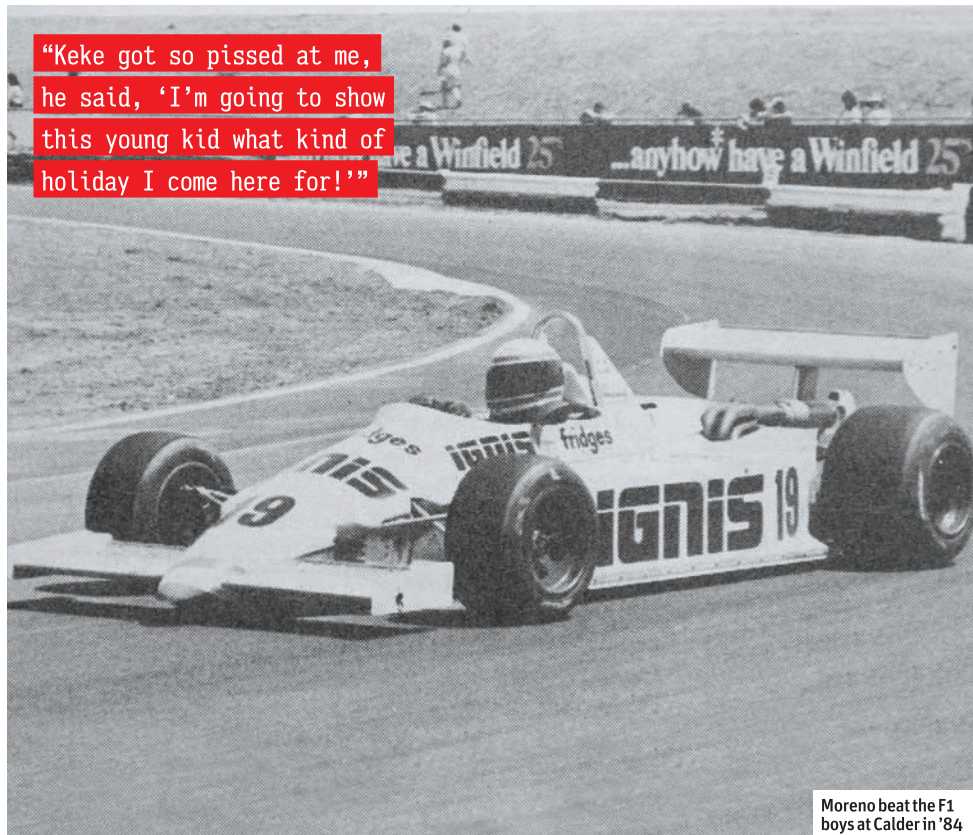
## SENNA EMULATES ANDRETTI AT GOODWOOD

Bruno Senna was treated to a blast in Mario Andretti's 1978 F1 world-title winning Lotus 79 at the Goodwood media day last week



# FROM THE ARCHIVE

Roberto Moreno, Australian GP, Calder Park, 1984



"Keke got so pissed at me, he said, 'I'm going to show this young kid what kind of holiday I come here for!'"

Moreno beat the F1 boys at Calder in '84

**THE AUSTRALIAN** Grand Prix has been a lynchpin of the modern F1 calendar, ever since Keke Rosberg won a popular race around the streets of Adelaide in 1985.

What's easy to forget is that the event had a rich history beforehand, one in which future F1 driver Roberto Moreno played a full part. The Brazilian won the last non-F1 Australian GP – the final round of the 1984 Formula Mondial Championship (nee Formula Pacific) at Calder Park, in Melbourne.

Moreno was king of the Formula Atlantic-based single-seater category around Calder's short one-mile layout, having won the '81 and '83 GPs – either side of a triumph for a certain up-and-coming French F1 driver named Alain Prost. Moreno arrived at the Victorian venue in November '84 seeking a treble in one of the Cosworth BDA-engined Ralt RT4s that predominated the event.

"That year was very strong," remembers Moreno. "They [the organisers] took [Niki] Lauda, myself, [Andrea] de Cesaris, Keke [Rosberg]. Keke got very mad at me, because in the press meeting [before the race] people asked me what I thought about the F1 drivers? I said: 'They are experienced drivers, they have all driven around the world, but they come here to have a holiday.'

Keke got so pissed at me – he said, 'I'm going to show this young kid what kind of holiday I come here for!'"

For the third time in four years, Moreno showed the F1 'guest drivers' the way around Calder. He took pole and dominated the race, after early leader John Bowe's similar Ralt dropped out with a loose plug lead.

The F1 drivers all encountered various dramas: de Cesaris suffered fuel-pressure problems before the start and earned himself a one-lap penalty by exiting the pits ahead of the field! Rosberg tangled with ocean yacht racer Peter Hopwood, before charging back from a lap down to finish second. Lauda (who skipped some of practice to watch an air show while Moreno worked on the Austrian's car set-up) set the race's fastest lap on a charge from the back, before collecting a backmarker who had been accidentally knocked off by Rosberg!

Moreno suffered a late drama of his own, when tailender Tom Brickley turned across him with 12 laps to run and bent the Brazilian's suspension. But Moreno nursed the car (having pulled muscle in his back) home to win. "Racing in Australia was important for my career," adds Moreno, who also won the final FIA Formula Mondial Cup. "It helped me gain a superlicence for F1." ❧

## THIS WEEK IN...



**MARCH 30 1951**

**JOHN COOPER**, in his Cooper-JAP, is pictured catching Brian Shawe-Taylor's Connaught in the second Easter Handicap race at Goodwood (above). Cooper won despite starting with a 20-second disadvantage.

Stirling Moss took the first race of the 1951 Goodwood season – a five-lapper for cars up to 1100cc supercharged and 2000cc unsupercharged. On the debut of the new HWM, Moss overhauled the Cooper-JAPs of Eric Brandon and Bill Aston to take the Lavant Cup thrash by just 0.8s.


The JBS '500' also made a winning bow, as maker Alf Bottoms and Curly Dryden finished one-two in the Earl of March Trophy event, although fastest lap went to the Cooper of Peter Collins.

Elsewhere, Luigi Villorelli won the Pau GP for Ferrari, and John Bolster lauded a rule change that would make the wearing of crash helmets compulsory from 1952.





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# JOHN LOVE

■ South African GP, Kyalami ■ January 2, 1967 ■ Cooper T79-Climax ■ Almost winning in a Tasman-spec car



Love's Cooper leads Dan Gurney's Eagle-Climax

**I WAS A** privateer entry for the 1967 South African Grand Prix in a Tasman Cooper I had bought from Bruce McLaren. I was 43-years old and thus the oldest chap on the grid.

I remember looking at the car and thinking I'd be lucky to finish with such an old car, plus it wouldn't be able to carry enough fuel for a grand prix. So I put an extra six-gallon tank on the car to boost the capacity. The extra tank had a Bendix electric fuel pump to push the reserve fuel into the main tank. We reckoned that by the end of the race we'd be a couple of laps behind, managing 78 of the 80, and there'd be enough fuel.

Practice had been good. I'd scored second fastest lap on the Friday, only Jack Brabham was faster, but then Denny Hulme, Jim Clark and Pedro Rodriguez pushed me to fifth on the grid for the start.

At the start Denny Hulme grabbed the lead, while I got outdragged by the faster cars into the first corner. Jackie Stewart, Graham Hill and Jim Clark retired, then a couple of laps later Jochen Rindt retired, leaving me second behind Hulme. Denny then lost his brake fluid or some such story and

**"I didn't realise I'd taken the lead until I came round and saw the thousands of cheering spectators waving at me. They went bonkers, waving and gesticulating"**

so I was in the lead, 25 laps from home. The grandstands were in uproar. I didn't realise I'd taken the lead until I came around in front of them and saw the thousands of cheering spectators waving at me. It was all quiet until they saw it was me, then they went bonkers, waving and gesticulating, and I thought, 'Well, I must be in the

lead by now,' and I was.

I had 13 laps at the head of a grand prix and was feeling on top of the world. It was an incredible feeling. Even though I was a Rhodesian, not a South African, I was well known there, and the South African champion at the time, so it was like leading a grand prix in front of a home crowd.

The elation didn't last long though because I had to stop for fuel. The Bendix pump had ceased to push the fuel to the main tank and I'd also noticed a misfire from a loose condenser wire becoming progressively worse. This of course had a bad effect on fuel consumption. I was forced to make a pitstop and take on more fuel and have the misfire sorted out.

The stop was terrible. Rodriguez swept past while I was in the pits and was uncatchable. I was disappointed, having come so close to winning a world championship event. The car shouldn't have been so high up, but my lap times showed I was just as fast as anyone. I got six points and finished 11th in the world championship that year, for my single grand prix outing. *Originally published on August 8, 1991*

## IN PROFILE



**JOHN LOVE** began racing on bikes aged 19 in his native Rhodesia. A move to single-seaters netted him six consecutive South African drivers' titles before he made the trip to Europe. He was less successful in open-wheelers, but he did win the 1962 British Touring Car title at the wheel of a Mini. He made his F1 debut at Kyalami in '62 and took part in eight further GPs – all in South Africa. He retired from international competition in the late 1970s, but raced on at home until the 1990s before focusing on his exhaust business. He died, at the age of 80, in April 2005.

**NEXT WEEK**  
**Dick JOHNSON**







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<sup>^</sup>Specifications may vary by model. \*Lower CO<sub>2</sub> emissions based on the improvements made to the new SEAT Alhambra when compared to previous model. <sup>†</sup>Requires driver control. Model shown Alhambra SE Lux 2.0 TDI CR Ecomotive 140PS at £29,175 RRP with bi-xenon headlights (£805 RRP) and custom palette paint (£635 RRP).

Official fuel consumption for the SEAT Alhambra range in mpg (litres per 100km); urban 30.1(9.4) - 42.2 (6.7); extra-urban 42.8 (6.6) - 57.6 (4.9); combined 37.2 (7.6) - 50.4 (5.6). CO<sub>2</sub> emissions 178-146 g/km.

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