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**“The chances for protests are there. To me, this system looks pretty dangerous”**

**BERNIE ECCLESTONE**

**ON THE NEW**

**ADJUSTABLE**

**REAR WING**



# 66

The number of Sprint Cup races between wins for Jeff Gordon, who ended the drought – going back to Texas in April '09 – by winning at Phoenix last weekend

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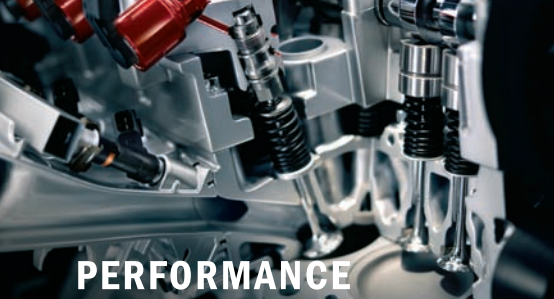
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Above rentals based on Alfa Giulietta 1.6 JTDm-2 105 bhp Turismo with metallic paint on a Personal Contract Hire payment profile of 3 rentals in advance (equivalent to £897) followed by 35 monthly rentals of £299. Based on 10,000 miles per annum. Excess mileage charges apply. Vehicles must be registered with Alfa Romeo Contract Hire before 31st March 2011. Offer subject to status, a guarantee and/or indemnity may be required. Offer correct at time of going to press and may be varied or withdrawn at any time. Subject to availability. Alfa Romeo Contract Hire 240 Bath Road, Slough SL1 4DX.



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## POLE POSITION

# Can Merc and Schuey turn it around in time?



**WHEN MERCEDES ANNOUNCED IT** was buying into Brawn, it was met with much excitement. Mercedes is a company with a great racing tradition, one that had built probably the best engine on the grid in time for the development freeze, and the return of the Silver Arrows was a massive shot in the arm for F1 at a time when many manufacturers were leaving.

Prising Michael Schumacher out of retirement was a massive coup too. Even the seven-time world champion couldn't help the team reach the highs Brawn hit with Jenson Button in 2009, but there were whispers that the 2011 car would be a big step forward.

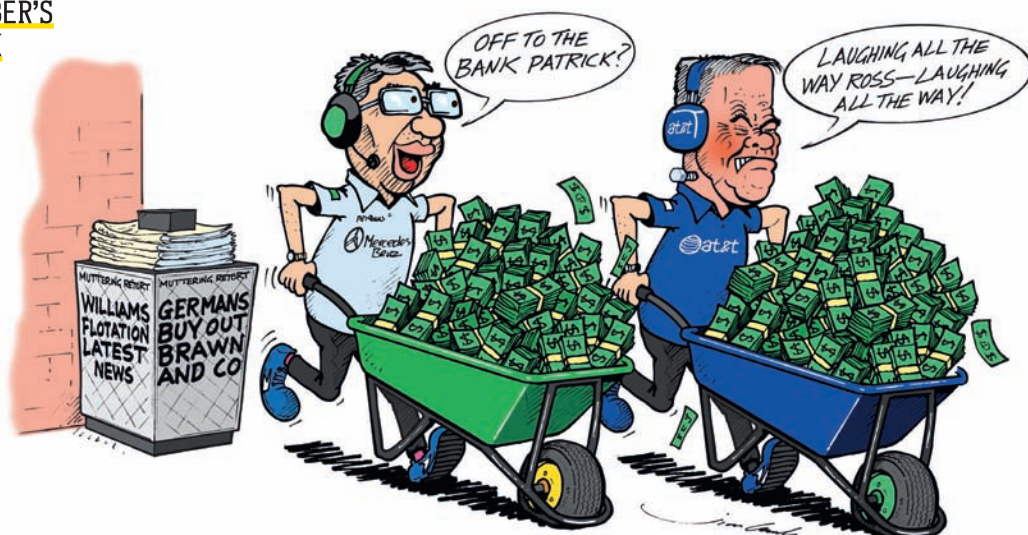
Unfortunately, pre-season testing has shown this to be anything but the case. In its current form the Mercedes drivers will be struggling to get out of Q1!

Only a brave man would right off a Ross Brawn-led team so early, but Merc needs a step forward of almost unprecedented scale to fight for wins this season.

F1 will be a better place if Mercedes is fighting at the front – it just seems we'll have to be patient waiting for that to happen.

**Andrew van de Burt, editor**

## BAMBER'S WEEK





LE MANS

## Aston Martin prototype breaks cover

Aston Martin Racing launched its first self-built prototype at the British manufacturer's Gaydon factory in Warwickshire last week. The Gulf-liveried AMR-One LMP1 racer is an open-topped, petrol-powered racer designed to take on Audi and Peugeot in the Le Mans 24 Hours.

AMR-One launch, p54



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# Mercedes on the rack

Slow car, crash-test problems, and morale is low. EDD STRAW investigates

Mercedes well off pace  
but upgrade still to come

**M**ercedes faces a race against time to save its season after languishing up to two seconds off the pace during testing.

The team has staked its hopes of winning on a major upgrade set to debut at next week's Barcelona test. Analysis of the MGP W02's long-run times and team sources concur that the car is up to two seconds adrift of the frontrunners.

AUTOSPORT understands that the car has also struggled to pass all of the mandatory FIA crash tests needed to race with its as-yet-unseen new exhaust configuration. Although this has no implications for testing, the crash tests must be passed before the season-opening

Australian Grand Prix. This, along with the need to manufacture new parts, some of which may not be ready until the first race, led Mercedes to lobby rivals – unsuccessfully – to switch the Barcelona test to March 12-15. As this would delay the dispatch of freight to Australia, currently scheduled for March 14-17, this plan found little support.

Mercedes motorsport boss Norbert Haug would not confirm that the car had passed all FIA crash tests, but he is confident that it will not be a problem.

"We will not comment on that," he told AUTOSPORT. "But that should not be a hurdle for us."

**"We are well aware of our pace and the distance to the frontrunners"**

ROSS BRAWN, TEAM PRINCIPAL

Based on pre-season form, Mercedes would not be in the frame to make Q3 and could even struggle to make it beyond Q1.

## MAJOR CHANGES

As well as the exhaust package, the Mercedes upgrade is expected to include a new front wing, brake ducts, bargeboards and sidepods.

Team principal Ross Brawn insists that it was a conscious decision to run a basic car at the start of testing, even though Mercedes focused on its new car relatively early during 2010.

"We are well aware of the pace of our current car, the distance to the frontrunners and the reasons for this," he said.

Haug believes the performance of the upgraded car will reveal where Mercedes really stands in the competitive order. Despite the risks associated with introducing a radical package so late, he believes the team is on the road to recovery.

"There are thorough processes in place and a lot of dyno testing has been done," Haug said. "Hopefully

we will have a flying start in Barcelona with the upgrades. The test will give everybody a clearer picture. We have some good ideas in the pipeline, but they need to work on the racetrack."

## SCHUMACHER UNHAPPY

The struggles have not gone down well with Michael Schumacher, who at 42 is desperate to have a race-winning car under him again.

Suspensions remain over whether the seven-time world champion would see out his three-year comeback contract if he loses confidence in Mercedes. There are also question marks over Brawn's long-term future after he and fellow shareholders sold their remaining 24.9 per cent stake in the team to Mercedes and Aabar Investments. In the wake of this, Haug and Brawn confirmed that there are no plans for a change in management structure.

Despite the optimism, it is unrealistic to expect Mercedes to catapult itself from also-ran to contender with just one package. If it does find the 1.5s improvement needed to get within striking distance of the front, it would be an unprecedented turnaround. More likely is that Mercedes is staring down the barrel of a second successive winless season.



Haug: confident Merc's upgrade will do the job





## THE PROBLEMS THAT NEED FIXING

### 1 LACK OF GRIP

The Mercedes lacks stability on turn-in, indicating a shortfall in downforce.

### 2 TYRE DROP-OFF

The Mercedes has been one of the worst cars in terms of tyre degradation during its long runs. Rosberg did complete a run at Barcelona in which drop-off was vastly reduced, although this came at the expense of his lap times.

### 3 FRONT-WING SEPARATION

Mercedes is believed to be considering a three-element front wing after running with holes cut into the main plane during the past two tests. This suggests the team is suffering airflow separation problems.

### 4 COOLING PROBLEMS

Overheating problems have hit the team during testing, according to Brawn. The upgrade is expected to resolve this.

## EXPERT VIEW

### GARY ANDERSON TECHNICAL CONSULTANT

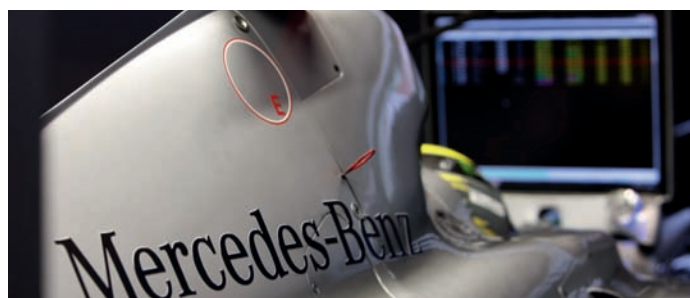
You don't plan to start pre-season with a slow car and make it quick with a last-minute upgrade, so I'd say that there are some serious problems that Mercedes are battling to solve in Brackley. If they genuinely have a good direction to take after launching with a simple car to prove KERS and reliability, that's great. But I'll bet there will be a few people biting their nails when the upgraded car runs.

During the Barcelona test, the car looked poor. It lacked grip, and through the long, fast right-hander at Turn 3, the drivers were having to work very hard to get it to do what

they wanted it to on turn-in. On that form, Nico Rosberg and Michael Schumacher might be struggling to make Q2, let alone the top 10, so this upgrade needs to be huge.

If there are any problems with the new exhausts, or any other parts, there will be little time to sort it. I'd be much happier starting with a decent car and then keep adding smaller upgrades.

Mercedes has left itself a lot to do.



## MERCEDES' TESTING DIARY

**FEBRUARY 1:** Car launches at Valencia, completing only 24 laps after being hit with a hydraulic problem. "It's a better car – it's going to be a big step forward," says Nico Rosberg.



Test cut short but Rosberg confident

**FEBRUARY 3:** Michael Schumacher ends the Valencia test 15th fastest, 1.4 seconds off the pace. "I don't worry about times," he says. "The best would be beating everybody straight away, but from where we are coming you can't expect that."

**FEBRUARY 10:** Norbert Haug tells AUTOSPORT that "we saw some quicker cars", and that "there is more to come" from Mercedes as second test kicks off at Jerez.

### FEBRUARY 11:

Schumacher sets the pace on day two at Jerez. He reacts angrily to suggestions that this was a glory run on a lower fuel load: "My fastest lap came at the start of a 10-lap run – you may interpret it how you want."



Schuey defends his lap times

### FEBRUARY 14:

After ending the final day 1.3 seconds off the pace, Rosberg insists that reliability is the key target and points to the planned final test upgrade: "This car that we've been running so far is not our Bahrain car."

### FEBRUARY 17:

Team principal Ross Brawn tells AUTOSPORT that the final test upgrade is not a panic: "We launched the car in fairly plain form and the upgrade has been planned since October/November last year."



Brawn insists that upgrade was planned

### FEBRUARY 18:

After completing a race simulation at the Barcelona test, Schumacher says that "the target is to be on the podium and, maybe, if things go very well, to win a race".

### FEBRUARY 19:

Rosberg admits that the team is struggling to get the best out of the tyres: "The front tyres, as soon as you steer too much, they just wash out."



Tyre talk: Rosberg suffered degradation

### FEBRUARY 21:

Mercedes ends the Barcelona test second fastest courtesy of Rosberg's low-fuel run on the penultimate day.

### FEBRUARY 25:

Brawn reveals that the team is still struggling with cooling problems. He insists that introducing a major upgrade package at the final test "inevitably means that we look further off the pace".



Will we see a Merc win in 2011?



## AUTOSPORT SAYS...

**EDD STRAW**  
F1 EDITOR

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**N**ow is the time that Formula 1 teams really earn their success. For all the rhetoric about the championship being won over the full season, the trend over the years has been for those who start at the front to stay there.

Over the past 20 seasons, the team atop the constructors' championship after four races has gone on to win 15 times. So if you start the season second-best, history suggests that there's a 75 per cent chance you'll end up there too. With Red Bull and Ferrari currently in the box seats, that's a worry for McLaren.

With the current regulations essentially now in their third season, teams must be more and more aggressive to find an advantage. Williams's astonishing rear end and Renault's exhausts are the most obvious examples of this, but just about every car has areas where the limits both of the regulations, and what has been possible, have been pushed back.

The challenge is making such aggressive cars work with the wild card variable of the Pirelli tyres that will hopefully make the early races unpredictable.

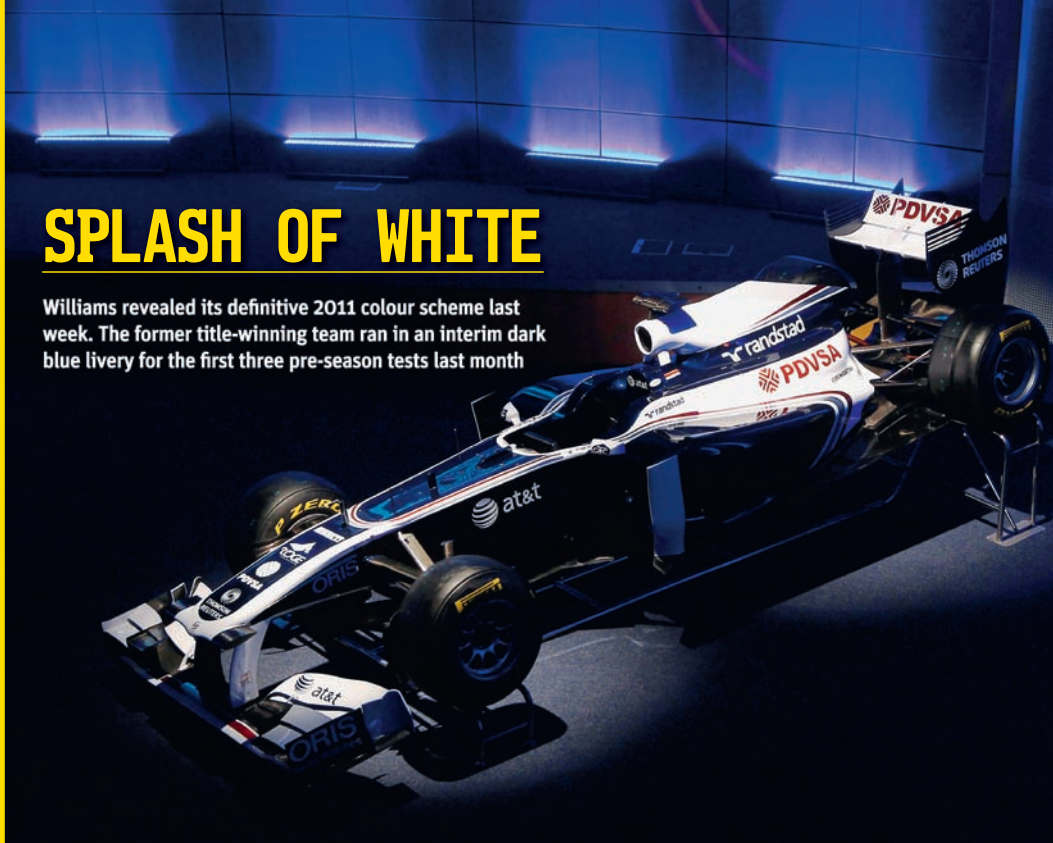
With only 15 days of pre-season testing available, the teams that hit the ground running will carry that momentum through the first part of the season.



Most teams have innovative cars

## SPLASH OF WHITE

Williams revealed its definitive 2011 colour scheme last week. The former title-winning team ran in an interim dark blue livery for the first three pre-season tests last month



# McLaren boosted

Late start to the season has been welcomed for the teams playing catch-up

**M**cLaren's chances of being ready to challenge Red Bull and Ferrari at the start of the season have been boosted by the delayed start to the campaign.

The team has struggled to get its MP4-26, which features aggressive sidepod packaging and innovative exhausts, to work so far. But the cancellation of the Bahrain Grand Prix and the date of the final test being pushed back gives it valuable extra time to work on the car.

The majority of teams will start testing next Tuesday, with Ferrari and Mercedes among those kicking off their three days of running on Wednesday (see box, below).

Jenson Button admitted at the recent Barcelona test that McLaren was struggling for mileage and that the car had yet to show its full potential.

"It's unfair to judge us at this point because the amount of laps we have done is not massive," he said. "We haven't had a lot of time to do set-up work and most of our running has been to put miles on the car and make sure everything is working correctly."

Team-mate Lewis Hamilton completed 200 laps on the final two days of the Barcelona test, allowing McLaren to make significant progress. But AUTOSPORT understands that the team is still lagging behind in development time and welcomed the extra days to work at the factory before running its upgraded car for the first time next week.

Although the delayed start to the season is a boost for McLaren, it is less welcome for Red Bull and Ferrari. Performances during the first three tests suggested that last year's world championship-winning team and the Scuderia had the edge over the field and these delays could erode their advantage. But like most teams, both Red Bull and Ferrari are also planning upgrade packages ahead of the first race, meaning that there is no guarantee that the rest will close the gap.

### BARCELONA TEST SCHEDULE

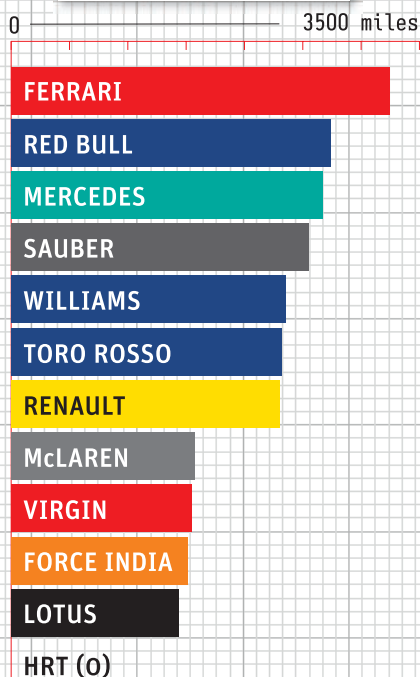
<b>MARCH 8-11</b>	Red Bull*, McLaren, Renault, Force India, Sauber, Toro Rosso, Lotus, Virgin, HRT*
<b>MARCH 9-12</b>	Ferrari, Mercedes, Williams

\* teams yet to confirm dates as AUTOSPORT closed for press



Limited testing so far for Hamilton

### 2011 NEW CAR MILEAGE





# McLaren and Button for Bathurst run

**McLAREN HAS** been given the go-ahead to run a 2008 Formula 1 car at Bathurst in the build up to the Australian Grand Prix.

According to Australia's *Motorsport e-news*, three-times V8 Supercar champion Craig Lowndes will have two four-lap runs on the famous Mount Panorama circuit, with 2009 world champion Jenson Button driving a Vodafone-backed Triple 8 Holden Commodore.

Button will also be on hand to complete an installation lap in the McLaren ahead of ex-F3000 racer Lowndes's run amid concerns that the car may have some trouble negotiating the tight mountain section and avoiding drain covers on the circuit.

The track is set to be open to the public, and the run will be filmed.



Button will try Aussie tin-top at Bathurst

## Sauber senses chance to shock

**THE EARLY** races of the season will give midfield teams their best chance to claim surprise results, according to Sauber technical director James Key.

Key believes there is a chance that teams such as Sauber that have enjoyed smooth pre-season test programmes, and which get a good handle on their car early

on, could be ready to capitalise on problems for more fancied runners.

"There is definitely an opportunity there if we can learn the tyres well and be reliable and consistent in the early races," Key told AUTOSPORT. "People have problems and you never know."

Sauber is set to introduce an upgrade package for next week's final test and the Australian GP.



Has Sauber the Key?

## Pressure mounts on STR drivers

**P34 ALGUERSUARI**  
INTERVIEW



Ricciardo is in line for STR promotion

**DANIEL RICCIARDO** is being lined up for a possible Formula 1 race debut mid-season, with both Sebastien Buemi and Jaime Alguersuari under pressure to justify their places at Toro Rosso.

Red Bull has kept faith with the pair for a second successive

season, but AUTOSPORT understands that junior programme boss Helmut Marko is considering replacing one or the other with the highly-rated Australian. Any change is likely to be made during the three-week gap between the Hungarian

and Belgian grands prix.

Although no final decision has been made, Ricciardo's outings during Friday's first free practice session are seen as a way to put pressure on STR's regular drivers. Technical director Giorgio Ascanelli believes that both Buemi and Alguersuari need to be willing to push to 100 per cent to fulfil their potential.

Buemi told AUTOSPORT: "It's the right approach to be aggressive. You don't want to crash, but you need to get the maximum out of the car. We will push as hard as we can. I did it last year and the year before, but maybe in some situations I could have been more aggressive."

It is anticipated that Ricciardo will be allowed to run a programme encouraging impressive lap times both in order to ramp up pressure and justify any switch if it is made.

## THIS WEEK IN F1



**McLAREN** French 3D and product lifecycle management solutions company Dassault Systemes has signed a deal with McLaren. It is hoped that the deal will improve the efficiency of the team's development programme.



**FERRARI** Fernando Alonso believes that the variables presented by the new Pirelli tyres will work against the top teams. "If in football it was decided to have a penalty per team each half hour, Barcelona and Real Madrid would not be jumping for joy," he said.



**MERCEDES** Daimler and Aabar Holdings have taken full ownership of the team. They have bought out the 24.9 per cent owned by the members of the 2009 Honda management buyout, led by Ross Brawn and Nick Fry.



**RENAULT** Team principal Eric Boullier believes that Nick Heidfeld has established himself as number one driver after just two tests. "I was surprised that he was able to position himself so easily as a team leader," said Boullier.



**WILLIAMS** Chairman Adam Parr has revealed that his team would have skipped the Bahrain Grand Prix had it not been cancelled. "It was quite apparent that we were simply going to make the situation there worse," he said.



**SAUBER** Technical director James Key has admitted that the C30 needs to improve in some areas despite a strong performance in pre-season testing. "From what we can see, we need to work on the low-speed," he said.



**LOTUS** Heikki Kovalainen has warned that Lotus must be ready to adopt KERS during the season if not running it becomes a major disadvantage. The team has access to the Renault system as part of its engine deal.



**HRT** The new HRT F11 is scheduled to make its debut in next week's Barcelona test. The car is based upon a modified 2010 chassis.



**VIRGIN** Timo Glock will sit out next week's Barcelona test after having his appendix taken out on Tuesday. The team has no doubts that he will be fit for the Australian Grand Prix after his keyhole surgery.



**KUBICA** Jean Todt visited Robert Kubica in hospital last week. The Pole remains in hospital, where he is described as making good progress.



**BAHRAIN** Bernie Ecclestone has said that "if everything is peaceful, we will try our best to fit it in" on the possibility of rescheduling the cancelled Bahrain Grand Prix. AUTOSPORT understands that finding a calendar slot for the race remains a long-shot.



**PIRELLI** The Italian company has allocated soft and hard compound tyres for the first three races of the season. Pirelli is confident that at least two stops will be required in each grand prix, but it does not expect as many as four.



# Is this the future for car makers in F1?



Red Bull's sponsorship deal with Infiniti is the sign of a new trend for manufacturer deals. By JONATHAN NOBLE

**T**he new backing of Red Bull Racing by Nissan luxury brand Infiniti is the latest example of a growing trend for car makers to move into Formula 1 as team partners rather than entrants or engine builders in their own right.

The recent exits of Honda, BMW and Toyota prompted talk that grand prix racing's manufacturer era was over, and that F1 was set once again to become the domain of the independents. Brawn GP and Red Bull Racing's title successes of 2009 and '10 respectively only contributed to that feeling.

Yet since the major car makers left, the sport has witnessed a new influx of manufacturers: Lotus, Lada (with Renault), Marussia (with Virgin) and now Infiniti have all got involved in F1 without any of the hassles and investment that come from building engines and running teams. And they appear to be laying down a route that could entice others in.

At its most basic level, Infiniti's partnership with Red Bull is a straight sponsorship deal, with the company making no secret of the fact that it has done the deal to boost its brand awareness.

#### UNAIDED AWARENESS

Infiniti senior vice-president Andy Palmer said: "First and foremost it is a marketing partnership. One of the challenges we have as a brand is to increase the unaided awareness – the instantaneous awareness of knowing the name and that it relates to a motor car company.

"Sponsorship of F1 is going to get the name to an awful lot of people very, very quickly. Hopefully that will bring people to a showroom, and they will start to recognise what the brand is about."

Infiniti's desire to stick to its core brand values and be 'genuine' was also why it never had any interest in rebadging Red Bull's Renault engines with its own name.

## Background in US racing



Cheever paired up with Infiniti in IRL

Infiniti's motorsport pedigree is limited, but it was a major player in Indycar racing from 1997-2002.

Infiniti joined the Indy Racing League in 1997 for the category's first full season. Its 3.5-litre V8 powerplant powered Mike Groff's Jonathan Byrd Racing G-Force to second place on its debut.

Team Menard driver Greg Ray claimed Infiniti's first victory at Pikes Peak two years later and went on to take the championship. That was Infiniti's only title,

although Eddie Cheever and Tomas Scheckter added a further three race victories for the brand.

Infiniti quit Indycars at the end of 2002, having started 65 races, taken four wins and seven poles.

The brand also backed the second-tier category, initially named the Infiniti Pro Series, from 2002-06. The category, now called Indy Lights, still uses unbranded Infiniti engines today.

It briefly dabbled in Grand-Am's Daytona Prototype class in 2005.





Infiniti logos on world champ Vettel's RB7

#### DEAL IS MORE THAN JUST CASH

Red Bull owner Dietrich Mateschitz has long been on the look-out for suitable sponsors to help bankroll his F1 team – perhaps with one eye on how the Benetton clothing company used to go racing with its own team almost fully funded by outside sponsors.

The Infiniti deal, estimated to be worth around £15million for two seasons, is nowhere near enough for Mateschitz to stop pouring his own money in. But it does at least ease the financial burden.

The deal also offers Red Bull the chance to become more a master of its own destiny when it comes to competing with manufacturer teams such as Ferrari and Mercedes.

Team principal Christian Horner said: “We will have technical collaborations on various projects. Obviously KERS [hybrid] stands to mind as an obvious area, with Nissan being a market leader in battery technology. For us it opens up some exciting doors to the technical and R&D departments in the Infiniti/Nissan Group.”

Infiniti's involvement does not

alter anything that Nissan sister company Renault does with Red Bull – as both have equal status with the team. Infiniti's logos may appear on the rear wing, nose and drivers' overalls, but Renault's increased branding from last year will continue into 2011.

#### WHAT IT MEANS FOR F1

Horner believes that the sponsorship route adopted by Infiniti may well become the norm in F1, and that it could result in even more manufacturers coming in.

“Maybe it will encourage more to follow,” he said. “I think the innovative approach of these guys is the right approach. They haven't come in and said, ‘We want to own and run a team.’ They have decided to partner a team. It is a shrewd approach and hopefully one that both sides will see considerable benefit from.”

The question now is whether big guns, such as Porsche and Volkswagen/Audi, will sit up and take notice of what has become the new acceptable ‘cut-price’ route into F1 for manufacturers.

## Q&A

### CHRISTIAN HORNER RED BULL TEAM BOSS

**Why is this sponsorship deal with Infiniti important for Red Bull?**  
The key thing about this relationship is that it goes much beyond a marketing benefit. As an independent team, an area of weakness for us compared to our rivals has been the R&D – like the technical depth of resource that Nissan and the Infiniti Group have available to them. This is the missing piece in our jigsaw that enables us to hopefully maintain our competitiveness.

**Can we call this a title sponsorship deal? Is it now the Infiniti Red Bull team?**  
No, it's still very much the Red Bull Racing team, but the Infiniti branding on the car will be pretty visible. It is the first



major commercial partnership that we have taken on.

**Are you chasing the old Benetton model of having your own team funded entirely by third parties?**

Dietrich [Mateschitz] has always said that he is not opposed to partners; he just wants the right like-minded partners. With the Infiniti brand and the Nissan Group we have found that. It eases the burdens of costs, but it is still very much the Red Bull car.



Sponsor will share car space with Renault

## European expansion plans

The Infiniti brand was created by Nissan as a luxury brand in North America 22 years ago. In 2007, Infiniti announced its decision to move into the Western European market. It started to sell cars late

the following year and expanded into the UK in 2009.

Infiniti has positioned itself as a luxury brand and is keen to establish itself as a niche player in a market dominated by the likes of BMW and Audi. Although it is currently only a small-volume seller in the UK, it is expected to further increase its market share in the UK this year with its G, M, EX and FX models.

Based on 2010 figures it is ranked only 44th in UK car sales, shifting 232 units last year. But its sales increase of 416 per cent year on year was bigger than any other manufacturer.



Road cars still rare in the UK



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vodafone



YouTube

Go to youtube and search:  
'jenson and lewis one tent'







# MPH Mark Hughes

AUTOSPORT grand prix editor

Testing has shown that the new, stiffer Pirellis mean tyre-wear issues will militate against overtaking on the track this year. It looks like the pitlane will be a busier place in 2011...

**W**hile the precise competitive picture between the teams is surrounded by uncertainty, one thing very apparent from testing is that the new control Pirelli behaves very differently to the Bridgestone we're used to – and it's going to have a profound effect on the racing.

The pattern from Barcelona in particular has been that there is very little rubbering-in of the track on the line – grip levels staying relatively static even after days of running – and that off-line the track is littered with a huge array of rubber marbles and strips. Quite how cars are going to overtake, even with the help of the adjustable rear wing, isn't clear.

Bridgestone was understandably not about to give away the secrets of its technology and, equally understandably, with safety being paramount Pirelli was not about

to take any undue risks upon re-entering F1 and the upshot is a tyre with a very stiff construction, particularly around the shoulder area. This is at the heart of what has been happening – and what will happen in races this season.

The Bridgestone construction and shoulder, and how much deformation could be safely built into them, was the product of years of experience and analysis – and the mega investment made during the tyre war with first Goodyear and latterly Michelin. The Pirelli is almost certainly stiffer. A stiff construction limits the amount of movement in the tyre, movement that generates heat by absorbing the energy of the lateral and longitudinal forces.

The stiff construction therefore runs cooler, perhaps cool enough to prevent the compound from being able to generate much chemical grip. In these circumstances, the surface of the tyre will remain brittle and will just tend to roll up and shear off – leaving all sorts of rubber debris off line and very little solid rubber build-up on the line. If this is happening through the high speed bends of Barcelona, then for certain it is also going to occur at tracks that put fewer loadings through the tyres – and therefore even less movement in the carcass.

In using this tyre, the limitation will be wear rates rather than the degradation of performance you get when a tyre runs too hot. There is so much surface rubber peeling off it – and so little build-up on the track to help it grip – that it cannot last very long. This will dominate everything and there will be very

little a driver can do about it. In the past we've seen some drivers able to eke out tyres much longer than others – but that was when it was all about keeping the tyres beneath the threshold at which you got them too hot and the performance dropped off. In the case of wear-dominated limitation, there is going to be little or no difference a driver can make.

So forget any notions of driver x being easier on tyres and therefore being well suited to these demands. Most engineers reckon there are going to be races where three or even four stops will be necessary – and it will apply to everyone. Given that it is the rear tyres that are suffering most, those drivers more at ease with hanging onto an oversteering car should do best.

The next implication, and of more concern, is how the cars are going to be able to pass. If the adjustable wing can only be used into the last 600 metres of straight, drivers are going to be reluctant to use it to put themselves on the marbles, which will not only make it extremely difficult to make the move work, but will also guarantee that they have no grip afterwards on tyres that have picked up all the rubber debris.

As ever, F1 has found itself caught in a conflict of aims. Ironically, as things stand there is going to be plenty of passing – but most of it will probably be in the pits as a result of the wild variations in strategies that will unfold as the tyre-wear pattern becomes apparent. Which is pretty much the opposite of what was targeted with this rules package. ❧



**“Drivers most at ease with an oversteering car should do best”**



INDYCAR

# Few takers for Indy bounty

IndyCar offers \$5m bonus if an 'outsider' can win at Las Vegas, but NASCAR drivers say it's not viable



Montoya has access to great kit at Ganassi

➔ P23 AUTOSPORT POLL

IndyCar's \$5million season-finale prize fund is unlikely to bring many stars from NASCAR to the series for a one-off entry.

Series boss Randy Bernard revealed last week that any driver from outside of IndyCar who can win the final race of the season at Las Vegas Motor Speedway on October 16 will win the \$5m bounty. But several of the drivers who were expected to be interested, including former CART champion Juan Pablo Montoya, ex-IndyCar king Tony Stewart and five-time NASCAR Cup champion Jimmie Johnson, are all believed to be unlikely to take part.

One reason for their lack of interest is the NASCAR round at Charlotte on the same weekend. Additionally, those with some experience of jumping between different disciplines have added that

it would take more than one weekend to get up to speed in IndyCar.

"I would love to say that I would go do it, but it's the same as running the Indy 500," said Stewart. "If you don't run three or four races, you're probably not going to have a shot to win [at Las Vegas] anyway."

Johnson has not commented specifically on the Las Vegas plan, but he is unlikely to consider the move after he recently declared that his chances of ever starting even the Indianapolis 500 were fading.

"My wife and I talked about it [the Indy 500] and if the opportunity came along before we had kids, it was something I needed to do," said Johnson, who now has a daughter. "I just wish we could have got GM [Chevrolet] to activate a few years ago. I'm not sure it's going to work for me."

Montoya described racing at both Charlotte and Las Vegas as "impossible logistic wise", but he hinted that three-time IndyCar champion Sam Hornish Jr would be a good bet. The Penske team's driver is only competing part-time in NASCAR's second-tier Nationwide series this year.

Another former single-seater star, AJ Allmendinger, admitted that the event did have some appeal.

"It's definitely interesting," he said. "I've raced against a lot of the guys in that series, so I know I can go out there and compete with them. When it gets closer, I'll look at how my season is going."

Bernard said that the offer is also open to Indy veterans, and he is additionally expected to target extreme-sports star and NASCAR rookie Travis Pastrana.

## In for a jackpot?

### POSSIBLE



Sam Hornish Jr



AJ Allmendinger



Travis Pastrana

### RULED OUT



Juan Pablo Montoya



Jimmie Johnson



Tony Stewart



**BRITISH F3**

# Ex-F3 stars weigh up comeback

**FORMER BRITISH F3** champion Marko Asmer and race winner Riki Christodoulou are both targeting returns to the junior category after testing at Silverstone last week.

Estonian Asmer, who took the 2007 British F3 title with Hitech Racing, drove a Dallara-Mercedes for Double R Racing, while Anglo-Greek Christodoulou, who was fifth in the 2009 championship with Fortec Motorsport, drove one of Hitech's Dallara-Volkswagens.

Double R refused to be drawn on whether Asmer's test could lead to a race deal, which would likely be for the new six-round FIA International Trophy series.

Team manager Malcolm Swetnam said: "He's been thoroughly startled by the response that run has had. I think everyone had forgotten about Marko Asmer and perhaps they shouldn't have done."

Christodoulou was testing again at this week's first official test of the

'Christo' was out at Rockingham



season at Rockingham. He hopes some strong outings with the Ryan Sharp-run squad could lead to a British F3 race deal.

"We haven't planned anything for the season, but I'd love for that to happen," said Christodoulou, who completed a partial Formula Renault UK campaign with Fortec last season after failing to find the budget to graduate from F3.

"If we can find a little bit of budget we can see what will happen."

**BRITISH F3 TESTING TUESDAY (AM)**

Rockingham

1 Will Buller (Fortec)	1m14.629s
2 Felipe Nasr (Carlin)	1m15.018s
3 Pietro Fantin (Hitech)	1m15.270s
4 Carlos Huertas (Carlin)	1m15.375s
5 Harry Tincknell (Fortec)	1m15.449s
6 Lucas Foresti (Fortec)	1m15.462s

**INDYCAR**

## De Ferran shuts the door



Matos raced for team in 2010

**FORMER INDIANAPOLIS 500** winner Gil de Ferran is refusing to speculate on his future after closing his IndyCar Series team.

The Brazilian said he was left with no choice but to shut the doors on De Ferran Dragon Racing after failing to raise the finance to run compatriot and ex-champion Tony Kanaan this year. He confirmed that most of the staff had now left the Indianapolis-based squad.

"Right now I am trying to put my house in order," he told AUTOSPORT. "I haven't decided what happens next. I am not going to speak about that because it would be wrong to speculate."

De Ferran moved into team ownership in 2008 with Acura in the American Le Mans Series. The team merged with the Luczo Dragon IndyCar squad after losing its Acura deal for 2010.

**RENAULT 3.5**

## Wickens back to Renault 3.5

**GP3 SERIES RUNNER-UP** Robert Wickens will return to the Formula Renault 3.5 category this season with his former team Carlin.

The Canadian will compete with the support of the driver-development programme of Marussia Motors, which holds a stake in the Virgin Formula 1 team. The 21-year-old was a winner in the Renault category in 2008, but finished an unrepresentative 12th in the standings after an incident-strewn season.

Team boss Trevor Carlin, whose squad carried Mikhail Aleshin to the 2010 FR3.5 title, said: "[Robert's] racecraft and talent have matured even further since we last worked together and we're very excited to have him in our World Series team this year."

Wickens, who carried Marussia branding in his GP3 season with Status Grand Prix, said: "I am delighted to be back with the guys at Carlin – they are champions, and together the clear goal is to win this year's Formula Renault 3.5 title."



Wickens was a winner in GP3

**AUTOSPORT SAYS...**

**MARK GLENDENNING**  
DEPUTY F1 EDITOR

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**E**ven as Bruno Michel was telling me over the phone that he'd found a replacement for the two cancelled GP2 Asia Series events at Bahrain, you could hear the cynics.

As you'll read on the next page, the Asia Series will run a stand-alone event at Imola later this month to help make up some of the track time lost to Bahrain.

The Asia Series has recently drawn fire for the lack of Asian races – the last two schedules have been centred entirely in the Middle East. Imola is even less Asian than the UAE, and it's inevitable that the series will be the butt of a few jokes as a consequence.

Inevitable, but also unfair. The task of retrieving an entire paddock's worth of equipment, including a grid of brand-new cars, and then organising a new event at short notice must have made for a week that the series organisers would not like to repeat in a hurry, and they deserve a lot of credit for pulling it off. That's aside from the fact that the idea of GP2 cars returning to Imola (venue of the very first GP2 race in 2005) is a very cool one. The GP2 Asia Series hasn't raced in Asia since it visited Sepang in April 2009, and there's every chance that it won't again. But it really doesn't matter.

Abu Dhabi gets Euro follow-up



**REMEMBER WHEN...**

FEBRUARY 14 1988



**...relatives were last one-two in NASCAR Cup points?** Before Kyle and Kurt Busch (this week) it last happened in 1988, when Bobby Allison beat son Davey in the Daytona 500





BTCC

## NEW FOCUS

Ford has unveiled the new Focus ST 'Global Touring Car' that Arena Motorsport will field in the BTCC. Tom Chilton will race the car under the Team Aon banner with Andy Neate virtually certain to join him.

GP2

# GP2 aims at Bahrain return

Sakhir expected to be included on 2011/12 Asia calendar, Imola stand-alone to replace cancelled events

**G**P2 organisers are optimistic that the Asia Series will be able to return to Bahrain next season, despite the uprising that forced both of this year's races in the Gulf state to be cancelled.

The series announced this week that it will run a one-off stand-alone

event at Imola on March 18-20 to replace the cancelled events, but GP2 boss Bruno Michel told AUTOSPORT that Bahrain remained on the radar for the future.

"I hope we go back to Bahrain one day," he said. "It's a great place, and we have always felt very welcome in Bahrain. It doesn't change the way we see things. We are already looking at the Asia calendar for the 2011/2012 season, and we don't plan to do anything very different because of what happened this year. We hope that we can keep doing the series the way that we did before."

Cars and team equipment that had been left at the Bahrain circuit when the political situation began to deteriorate two weeks ago returned to Europe last weekend, and Michel said that it was necessary that any replacement event be kept local.

"We already had quite a small calendar for GP2 Asia and it was important that it was not decided on one single event," he said.

"First, I wanted to make sure that we got all the equipment back in Europe as soon as possible, and second, we had to find a replacement race that would not require us to

send everything somewhere else. So it will be quite a funny Asia calendar this year, but most of the drivers that are going to do the main series are already signed for Asia, and Asia this year is important preparation for the main series because there is so much that is new. The important thing was to have some mileage rather than just visiting some different places."

The Imola weekend will run largely to the normal two-race format, with the only expected tweak being the addition of an extra half-hour practice session.



Michel backs Asia return

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**V8 SUPERCARS**

# Kristensen open to Surfers V8 offers

**TOM KRISTENSEN** has admitted that he is open to the idea of filling one of the seats reserved for international drivers at the V8



Kristensen, Gold Coast?

Supercar Gold Coast 600 later this year, although he said that he is yet to receive any firm offers.

The eight-time Le Mans winner is one of several drivers already being linked to the October event, and the Dane said that it was certainly something he would consider.

"All I know is that I am on the list of drivers who the organisers would like to see racing there and that a few teams have called," he told

AUTOSPORT. "It's fascinating, but early days yet. I've looked at the dates and there's no clash, but I have yet to get permission to do it."

Also rumoured to be on the series' wish list is IndyCar refugee Tony Kanaan. IndyCar driver Ryan Briscoe and sportscar ace Patrick Long have already been signed by HRT, while Team Vodafone is expected to shortly confirm Andy Priaux and Sebastien Bourdais.

**BACK DOWN TO EARTH**

A week after his shock Daytona 500 win Trevor Bayne had a harsh reality check at Phoenix, crashing out on his first lap of practice and early in the race



**P50 BAYNE INTERVIEW**

**NASCAR**

# Phoenix changes met with caution from Cup drivers

**TOP NASCAR** drivers have expressed their reservations about upcoming changes being made to Phoenix International Raceway.

The 41-year-old mile oval will undergo a series of changes before it hosts its second NASCAR race of the

season on November 14. Digging work started immediately after Sunday's Cup race, with the groundbreaking honours given to winner Jeff Gordon.

The changes will include the addition of progressive banking in the corners to increase the chances of

side-by-side racing. The track's famous backstraight dog-leg will also be tightened and moved outwards from its current location. But last weekend several drivers said they were unsure about the changes.

"I'm definitely disappointed," said five time Cup champion Jimmie Johnson. "I understand that at some point all tracks need [an update], but we love the tracks that are worn out."

Former champion Tony Stewart added: "This has been an historic, famed race track for a long time. I said a long time ago when they made changes before they screwed it up. They already took away the mystique of it once and it looks like they are going to do it again."

Gordon said that he also liked old-style tracks, but he pointed out that having the new layout for the penultimate race of the season will spice up the title fight.

"It's not going to be the same Phoenix, but it is exciting in some ways," he said. "There are some tracks with progressive banking that are offering up three-wide racing from the start so maybe that will help."



Phoenix will look different in November

**P58 NASCAR REPORT**

## IN BRIEF

### ZAMPIERI SETS THE PACE

BVM Target's Daniel Zampieri set the quickest time in the private one-day Formula Renault 3.5 test at Valencia last Friday. Zampieri's best time was 1m22.67s, putting him clear of the 1m23.30s set during the morning session by Draco's Stephane Richelmi.

### MERHI SIGNS WITH PREMA

Roberto Merhi will race for Prema Powerteam in the F3 Euro Series and International Trophy this year. It will be the Spaniard's third season in the category but his first with Prema, although he was part of the team's 2010 Macau line-up. He will be partnered by Daniel Juncadella.

### MANOR REVEALS LINE-UP

Manor has finalised its line-up for the GP3 season. Rio Haryanto and Adrian Quaife-Hobbs will both return for a second year, with the third seat to be filled by ex-F3 Euro Series racer Matias Laine.

### SNEGIREV MAKES F2 SWITCH

Max Snegirev will race in Formula 2 for the 2011 season. The Russian finished 18th with Fortec in last year's British F3 championship and took part in all four days of F2's winter testing.

### EVERNHAM SUES GILLET

Former NASCAR team owner Ray Evernham is suing his once co-owner George Gillett for \$19million. Evernham claims that he is owed the money from his stake in the team which was morphed into Richard Petty Motorsports in 2009.

### GP2 TESTS FOR AUTO GP

Auto GP has bolstered its prize fund by offering GP2 tests to the series champion and best driver under 21 at the end of the season. The tests are in addition to the total prize fund of €700,000.

### ONIDI JOINS LAZARUS

Fabio Onidi has been signed by Lazarus for the upcoming Auto GP season. The Italian will race alongside Fabrizio Crestani.

### AUTO GP CAR REVISIONS

Auto GP has revealed a series of aero updates for the 2011 season. The front of the car now boasts barge boards behind the front wheels and a revised damper cover, while the rear wing has been moved rearwards and upwards.





## IN BRIEF



## HUFF TESTS LATEST CHEVY

Rob Huff (above) completed Chevrolet's WTCC pre-testing programme last week. Huff ran at Sywell airfield and Silverstone, with work focusing on both the speed and reliability of the 1.6 litre Cruze.

## FRANCHITTI TRIES NGTC

Sportscar regular Mario Franchitti became the latest driver to test TOCA's NGTC prototype Toyota Avenis at Thruxton last week. The Arena Ford, Eurotech Vauxhall and WSR BMW squads were also in action, while newcomers Tony Hughes and Frank Wrathall both gained front-wheel-drive experience in a Clio Cup car.

## NEW PEUGEOT CRASHES

Peugeot insists its preparations for this month's Sebring 12 Hours were unaffected by a major shunt that brought a premature end to a 30-hour endurance test at Paul Ricard last week. The new 908 HDi coupe crashed by Nicolas Minassian, most likely as the result of suspension failure, was not one of the cars due to be raced in the ILMC opener on March 19.

## BLUNDELL BACK FOR UNITED

Following his impressive performance in the Daytona 24 Hours, ex-F1 racer Mark Blundell will partner Michael Valiante in a Michael Shank Racing-run United Autosports Riley in Grand-Am at Homestead this weekend.

## SALO BACK TO RISI

Mika Salo is returning to the Risi Ferrari fold for this month's American Le Mans Series opener at Sebring. The Finn will share the team's GTE-class Ferrari 458 Italia with full-season drivers Jaime Melo and Toni Vilander.

## HOWARD GETS INDY DEAL

Sam Schmidt Motorsports has confirmed that it will run a second car for Jay Howard (below) at the Indianapolis 500. The Briton, who failed to qualify for Indy with Sarah Fisher Racing, won the Indy Pro Series title with the team in 2006.



GT ENDURANCE

## NEXT-GEN SPYKER

The Spyker Squadron team is taking a year off from competition to develop its new C8 Aileron for the GT Endurance category in time for next season. The Aileron road car is built around an all-new aluminium chassis developed in conjunction with Lotus and is longer and wider than the Laviolette raced for the past three seasons.



WTCC

## Subaru tin-top deal close

World Touring Car decision due this month, with an entry possible as early as 2012

**S**ubaru is set to decide this month if it will join the World Touring Car Championship, possibly as early as next season.

Series boss Marcello Lotti told AUTOSPORT that he is expecting an imminent decision on Subaru's long-rumoured WTCC entry. His claims were backed up by the boss

of the Belgian Kronos team earmarked to run the project.

Lotti said: "I have spoken with them and they said the final decision will come in March. I hope they say yes and we know before the opening round of this year's championship in Brazil [on March 20]."

Kronos boss Marc van Dalen, whose team also masterminds Peugeot's Intercontinental Rally Challenge campaigns with the 207 S2000, said: "I don't want to talk about this now. There is no decision at the moment, but I hope to be able to say something soon."

No comment was available from Subaru before we closed for press.

Subaru's decision could be influenced by Toyota, which is expected to make up its mind on its international motorsport plans this month. Toyota, which increased its stake in Subaru parent company Fuji Heavy Industries to just over 16 per cent in 2008, is looking at a number of programmes for the future.

Lotti suggested that Subaru could join the WTCC next year, but van Dalen was more cautious. He said that there would be "no rush for 2012".

It is unclear what model Subaru would use for its WTCC entry, which is understood to be part of an attempt to rebrand itself as a mainstream manufacturer with a focus on front-wheel-drive cars. The next-generation Impreza, due to go on sale in 2012, is one option.



Subaru's most recent works efforts have been in rallying



**SPORTSCARS**

# Stuck reveals retirement plan



Stuck is scaling back after 2011

**SPORTSCAR AND** touring car legend Hans Stuck is set to call time on his international career after racing in this year's Nurburgring 24 Hours together with his two sons.

Stuck, a two-time Le Mans 24 Hours winner and DTM champion, told

AUTOSPORT that there is a "good chance that it will be my last big race". The 60-year-old explained that racing with sons Ferdinand and Johannes in the 24-hours on the Nurburgring-Nordschleife would be the fulfillment of one of his last ambitions in racing.

"I'm not saying that I won't race again for fun in a lower level, but I don't think I'm going to do any major events again," said Stuck, who is a three-time winner of the Nurburgring 24 Hours. "Now is a good time to hand over the steering wheel."

Stuck said that he would be announcing details of his Nurburgring campaign later this month. He confirmed that he would be driving a car built by the Volkswagen Group, for which he works as a consultant.

Stuck's retirement plans come after he underwent a brain operation last August to remove a blood clot, which was a legacy of an accident in a VLN long-distance race at the Ring earlier that year.

"Everything is fine now; I have no problems," said Stuck. "I'm training again and back to the weight I was in 1990."

Ferdinand and Johannes Stuck are due to race together in this year's ADAC Masters GT series at the wheel of a Reiter-run Lamborghini Gallardo.



**WTCC**

## Lotti looks to America

**A ROUND** in the United States is on the provisional calendar for next year's World Touring Car Championship.

WTCC boss Marcello Lotti explained that he had pencilled in a US date as the series opener in March 2012. The event would form one half of a transatlantic double-header with the Brazilian round in Curitiba.

"There is some work to do," said Lotti, "but I think we will be in the US next year."

Lotti admitted that there is no decision on whether the race would be on the East or West Coast. He revealed that he is working with the organiser of the low-level US Touring Car Championship on a Californian event.

**FLASHBACK**



The last attempt to export European-style tin-top racing across the Atlantic resulted in the North American Touring Car Championship of 1996. By the end of 1997, it had folded.

**FIA GT1**

## Maserati quits GT1



There will be no MC12s in 2011

**THE CAREER** of the ultra-successful Maserati MC12 is over.

Attempts to find a second team to race alongside reigning champions Vitaphone in this year's FIA GT1 World Championship were abandoned on Friday. That means there will be no Maseratis in the championship because series rules demand a minimum of four cars.

Vitaphone boss Michael Bartels said: "It is over. There is no second team, so we have had to stop our plans because we are not going to run four cars ourselves."

Bartels explained that he would like to make a return to the series in 2012, "hopefully with a product from the Fiat Group [which incorporates Maserati]".

GT1 boss Stephane Ratel's attempts to hit his 20-car target for his series are now focused on Chevrolet. The Frenchman maintains he has teams wanting to run the Chevrolet Corvette C6.R, including the British Bamboo squad.

**SPORTSCARS**

## Ecosse comeback

**ECURIE ECOSSE** is aiming to use an attack on the Spa 24 Hours this year as a platform to return to Le Mans, a race it won with Jaguar in 1956 and 1957.

Ecosse, which has been dormant since a British Touring Car Championship campaign in 1992-1993, will field an Aston Martin DBRS9 GT3 car in the Spa 24 Hours on July 30-31. The campaign was described by team principal Hugh McCaig as a "fantastic starting point" for a Le Mans return.

"We need to build up relationships with manufacturers and sponsors," he said. "We've only been working on this for a couple of months, so we will have to see what happens."

"We'd like to do more races after Spa,

which will give us a platform to work for next year. Obviously Le Mans is synonymous with Ecurie Ecosse and that's where we want to be."

McCaig explained that he had been looking to bring back the team "for some time" but that the "circumstances had never been right".

Ecosse has contracted Barwell Motorsport to mastermind its Spa entry with a DBRS9 formerly entered by the British Beechdean squad. The car will be driven Oliver Bryant, Alasdair McCaig, son of Hugh, and historic racers Joe Twyman and Andrew Smith.

Multiple British GT race winner Bryant said: "I am very excited to be part of the Ecurie Ecosse comeback."

The Aston will wear famous Ecurie Ecosse livery at Spa







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## REMEMBER WHEN ...

... Ecurie Ecosse made its last comeback in sportscar racing? Thirty years on from its Le Mans 24 Hour triumphs with Jaguar, the Ecosse team's Austin Rover-engined coupes were front-runners in the Group C2 division over a three-year period in the mid-1980s. The Ray Mallock-run squad won the C2 teams' crown in the 1986 World Sports-Prototype Championship with a roster of drivers including David Leslie, Mike Wilds and Mallock himself.

## TOP FIVE

All-time Cup race winners in NASCAR



### RICHARD PETTY

'The King' (above) achieved 200 wins and seven titles between 1958 and 1992. His last win came in 1984.

### DAVID PEARSON

26-year career yielded 105 victories and three titles.

### BOBBY ALLISON/ DARRELL WALTRIP

The pair are tied on 84 victories, although Waltrip managed to pick up three titles while Allison only secured one.

### CALE YARBOROUGH/ JEFF GORDON

Gordon's Phoenix win brought him level with 1970s star Yarborough on 83.

### DALE EARNHARDT

76 career victories for 'The Intimidator'.

## Weekly Poll: IndyCar Vegas

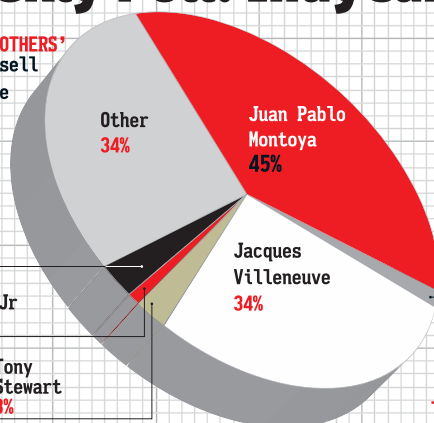
### NOTABLE 'OTHERS'

Nigel Mansell  
John Force  
Sam Bird

Robby Gordon  
3%

Sam Hornish Jr  
1%

Tony Stewart  
3%



We asked AUTOSPORT forum users who they'd like to see go for the \$5m bonus being offered by IndyCar for winning at Vegas

TOTAL VOTES: 239

## THIS WEEK'S TOP TWEETS



@GrahamRahal

Off to hopefully shoot some quail. Excited to see how the dogs find the birds



@Tbayne21

forgot to mention why we r in back up car.. Had brake failure goin into turn 3 = not slowin down = wall! All good now



@JRHildebrand

Wait, so Hot Tub Time Machine DIDN'T WIN AN OSCAR?! What a joke.



@TonyKanaan

Here I go Again- Whitesnake



@neeljani

Just delivered Autosport and Motorcycle Switzerland's petition to finally get rid of the law, that forbids racing in Switzerland!



@JCourtney01

Great ride with @JonathonWebb this morning. Had a little shunt with a ute. The guy freaked out and tried to take off with me stuck under it.

# NEXT ISSUE

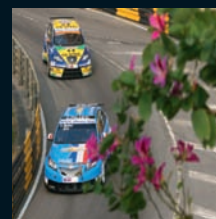


## Jordan's Formula 1 debut

It's 20 years since Eddie Jordan and his team rocked up at Phoenix – we look back at that weekend

## WTCC 2011 Preview

Can anyone stop Chevy doing it again? We look at this year's field



## PLUS

Rally Mexico, Las Vegas NASCAR, Homestead Grand-Am, Sebring 12 Hours preview and much more



# ON SALE MAR 10





BRC

## BOGIE IS TOP SCOT

David Bogie became the first Scottish driver to win a round of the British Rally Championship since Alister McRae's victory on the 1997 Scottish. Mitsubishi-driving Bogie triumphed on Saturday's Rallye Sunseeker International and now leads both the Scottish and British series.

FIA

# Kubica shunt won't change cars

FIA safety commission unlikely to propose car-design changes following F1 star Kubica's 'freak' accident in Italy

The accident that severely injured Renault Formula 1 star Robert Kubica last month is not expected to have a wide-ranging effect on future rally-car regulations according to the FIA safety commission.

A large part of the Paris meeting earlier this week was taken up by officials considering data analysis and alternative scenarios to the crash suffered by Kubica while competing in a Skoda Fabia S2000 on the Ronde di Andora Rally last month. Kubica's co-driver Jakub Gerber had been among those calling for the FIA to look at reinforcing the front of the car.

"It's not the first time a crash like this has happened," said Gerber. "The Federation should think of something to protect the cockpit."

Next week's World Motor Sport Council meeting will discuss the safety commission's findings, but no action is expected to be taken.

An FIA source said: "We are pleased the [safety] commission has looked so deeply into this. Obviously, this was a high-profile accident and one we were keen to find out more about. We obviously can't prejudge what the World [Motor Sport] Council will decide, but there's a feeling Commission that this was a freak accident."

"Rest assured, the Commission looked at all elements of the physics and dynamics of the crash."

Prodrive's technical director David Lapworth said it was almost impossible to regulate against the kind of impact and injuries suffered in Kubica's accident.

"I've only seen pictures of the car, but when you look at the concentrated load coming into the front, it's very difficult to imagine what you could do to alter it," said Lapworth. "These are rally cars with radiators and air flow around the front, so you can't have a massive structure at the front of the car – and even if you did put in some of

the panels that are in the side of F1 cars, that barrier would have gone straight through them. The only thing that might have stopped this is if it had gone into the cylinder block, but that would probably only have deflected the barrier. I think this one has to be seen as a freak."



Kubica was injured in Italy last month



King Carlos could bring WRC experience to VW

WRC

## Sainz poised for VW role in WRC

**DOUBLE WORLD** champion Carlos Sainz has admitted he would consider a role in the World Rally Championship when Volkswagen commits to the series.

VW is expected to announce a WRC

programme later this month. But the Spaniard pointed out that as VW had yet to confirm its motorsport plans for the future, he couldn't reveal anything.

Sainz said: "First, we need to see what Volkswagen is doing and second they need to tell me what they want. For now there has been talk of some sort of advisor role if they did commit, but we need to see if it is possible for me to help. I would like

to help, I have a lot of friends in VW and, of course, a lot of experience of the WRC."

Sainz, a former Dakar winner with the German firm, says he has not decided whether he will return to tackle the South American marathon if VW extends the life of its raid programme by another year.



**P38 WRC'S NEW DAWN**

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**WRC**  
FIA WORLD RALLY  
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# Richards confident over Mini success



DR reckons Mini is his most exciting project

## PRODRIVE CHAIRMAN

David Richards says he has never been so confident of succeeding with a car as he is with the Mini WRC, which will be launched in Cowley next month.

The Countryman-

based, Prodrive-built machine continues to test without any significant problems – which has made Richards more buoyant about the car's competitive debut, expected to come on

Rally d'Italia in May.

Richards said: "When I get up in morning and come down to the factory and have a look, quietly on my own, and imagine what's ahead of us, I've never been more excited by any other motorsport programme we've been involved in. Looking at the work and detailed approach that's gone into the Mini, I've never been more confident about any car we've developed."

Richards added that Mini's decision to return to the World Rally Championship demonstrated the increased popularity

of the series.

"The fact that Mini is going to return to the WRC is probably the biggest news that has hit the WRC in many decades," he said.

While the WRC car won't run until May, Daniel Oliveira and Armindo Araujo will both drive a S2000 version, with virtually the same engine as the WRC, in Portugal later this month.

Kris Meeke and Dani Sordo will spearhead Mini's return in Sardinia, but Prodrive hopes up to six of the cars could be seen in WRC action this season.

## AUTOSPORT SAYS...

DAVID EVANS  
RALLIES EDITOR

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I've changed my mind. I must admit I was staggered when Skoda UK signed Andreas Mikkelsen for this year's IRC. I'll admit to a slightly jaundiced view, but I did think there were a couple of Brits worthy of a run out, rather than this over-indulged Norwegian. Then I spent a bit more time with Mikkelsen.

I've known him for a few years now, since he arrived on these shores and started haunting BTRDA regulars as a 17-year-old in a top-drawer Ford Focus WRC. Over the next few years, his dad kept buying him more and more of Mikko Hirvonen's old cars and Mikkelsen kept getting quicker.

But, at the end of 2008, the money ran out and he was left high, dry and with no more ex-factory Fords in his – heated – garage at home in Norway.

Instead of running and waiting for his father to sort his problem out, he went and sat on a mountain and telephoned Marcus Gronholm to ask for advice. Predictably, Gronholm's advice was down-to-earth and practical as could be. So, Mikkelsen bought a bog-standard Subaru and kicked some Norwegian butt in it.

Those years outside of his father's wallet have matured him beyond belief. And he's had his fair share of grief to deal with, including the death of a spectator after he crashed on Rally Larvik in 2009.

The Mikkelsen that Skoda UK has bought into is a well-rounded world champion in waiting.



## IN BRIEF



### HIRVONEN: FIRST IS FINE

Mikko Hirvonen says he has no qualms about running first on the road on Rally Mexico, which starts in Leon today (Thursday). The first driver into the stages traditionally loses time sweeping the loose gravel from the surface, but the Finn said: "This is the third time I've run first on the road in Mexico, I'm used to it and I wouldn't swap my Sweden win [above] for a better seeding in Mexico."

### MEXICO'S TUNNEL VISION

The World Rally Championship heads underground this evening (Thursday) for the opening stage of Rally Mexico. The Guanajuato test is just over a half a mile long and runs through the tunnels that once fed the shafts for the silver and gold-mining industry.

### MIKKELSEN FOR CORSICA

Skoda UK driver Andreas Mikkelsen will contest this weekend's Ronde de La Giraglia on the island of Corsica as part of his asphalt test programme for this year's IRC.

### ACADEMY FILLS 20 PLACES

Twenty of the 24 places on the World Rally Championship Academy

have been filled ahead of the opening event, the Rally of Portugal, later this month. Alastair Fisher and Craig Breen are the only British and Irish drivers registered. The crews will contest only the first two days of the Faro-based WRC round, spending the third day of every event in a debrief and training session.

### HIGGINS P2 IN AMERICA

Subaru USA driver David Higgins finished second on the 100 Acre Wood Rally, round two of Rally America. Defending champion Antoine L'Estage won the event while NASCAR driver and former Rally America champion Travis Pastrana's one-off outing ended when he rolled his Impreza on the second stage.

### OSTBERG WINS FINNSKOG

Rally Sweden runner-up Mads Ostberg (below) arrived in Mexico for the second round of the WRC on a high after winning the Finnskog Rally just hours before he jumped on his trans-Atlantic flight. Ostberg drove his Fiesta S2000 car to a comfortable victory on the Norwegian Championship round.



BRC

## Big crowds boost BRC first round



The Poole Quay start was mobbed by spectators

**BRITISH RALLY** Championship manager Mark Taylor says high spectator numbers on Saturday's Rallye Sunseeker confirmed the event was the right choice for this year's season opener.

The decision to run Rallye Sunseeker as the opening round of the BRC for the first time was a real departure for the series, shunning the forests of Wales and Kielder, which run as rounds two and three, in favour of the south coast's renowned promotional ability.

"It was an excellent event," said Taylor. "I've never seen anything like the number of people who were in Poole Quay for the start on Friday night, it was incredible. Undoubtedly, Rallye Sunseeker was the right choice to open the championship."

## WRC PREVIEW

Event:	Rally Mexico
Round:	2/13
Based:	Leon
Date:	March 3-6
Stages:	22
Surface:	gravel
Last year's winner:	S Loeb (below)
Points leader:	Mikko Hirvonen



P61 RALLYE  
SUNSEEKER REPORT





Grand prix racing has never been short of controversy, be it cheating, race fixing, driver sackings, breakaway threats, spying or race cancellation. With the abandoning of the Bahrain GP, which was scheduled to be held next week, here are 50 of the biggest stories to have hit the sport.



# EVENTS THAT ROCKED FORMULA 1

## DRIVER WARS

### Prost versus Senna ► 1989-1990

Lap 47 of the 1989 Japanese Grand Prix is a defining moment in F1 history. Needing to beat Alain Prost to take the title fight to the last round, Ayrton Senna dived up the inside and his McLaren team-mate turned in – early. They locked wheels and, while Prost retired, heading straight to the stewards' room, Senna was bump-started, pitted for a new nose and caught and passed Alessandro Nannini to win. He was later disqualified for receiving outside assistance. A year later, he bulldozed Prost off the track at the first corner, his mood not helped by a mysterious switch of pole position to the 'wrong' side of the track. To remind yourselves of the intensity of this rivalry, catch the mindblowing *Senna* movie when it's released in June.





## Villeneuve and Pironi fall out Imola 1982

In what remains one of the most acrimonious finishes to a race, Gilles Villeneuve felt that Ferrari team-mate Didier Pironi stole victory off him by refusing to hold station in the closing stages. Two weeks later, Villeneuve lost his life in a qualifying crash at Zolder.

## Alonso boxes Hamilton ► Hungaroring 2007

Tensions simmered after the team-orders row at the Monaco Grand Prix and boiled over when Fernando Alonso blocked the McLaren pit box in qualifying in Hungary, costing Lewis Hamilton his final run. Unsurprisingly, Alonso left at the end of the season, although you feel that his gripe was more with the team than with his rookie team-mate.

## SACKED

### Prost told to truck off Ferrari, 1991

Alain Prost was sacked ahead of the final race of 1991 for comparing his Ferrari to a truck (no – it wasn't an F150). This followed months of growing friction within the team.

### Arnoux out the door Ferrari, 1985

After finishing fourth in the 1985 Brazilian Grand Prix, Ferrari fired Frenchman Rene Arnoux. The decision was apparently motivated by concerns over his 'rock-and-roll' lifestyle.

## CHEATING

### Schumacher turns in ► Jerez 1997

Drivers have to go to extreme lengths to get thrown out of the world championship; Michael Schumacher managed just that in 1997, following his swipe on Jacques Villeneuve as the pair fought for the title at Jerez with 22 laps of the season remaining.

While the German's tough tactics gave him the crown in similar circumstances against Damon Hill in 1994, this time he lost out. He retired from the race, Villeneuve won the title, and Schumacher was stripped of second place in the championship.

In his moment of glory, Villeneuve refrained from pointing the finger at his nemesis, suggesting that "maybe his hands slipped on the wheel". But



the evidence from Schumacher's on-board camera was damning.

Such was the fuss over Schumacher that the late-race collusion between Williams and McLaren, giving Mika Hakkinen a maiden victory, went almost unnoticed.

### Rascasse parking ticket Monaco 2006

Schumacher had the pole position time, but knew that title rival Fernando Alonso had yet to complete his final qualifying lap. With no chance of improving his time, Schuey appeared to steer towards the barrier at the slow Rascasse corner and parked his Ferrari, preventing anyone still on track from going faster. He protested his innocence, but was put to the back of the grid for causing an avoidable accident. Keke Rosberg declared it "the cheapest, dirtiest thing I have ever seen in F1."

### BAR banned 2005

The BAR-Honda team was banned for the Spanish and Monaco GPs after it was found running underweight in the San Marino GP. This followed the discovery of a secondary fuel tank that could hold up to 12kg of fuel.

### Tyrrell's lead shot 1984

By adding water and lead pellets to its water tanks late in races, Tyrrell was able to run underweight. Its results were purged from history.

### Water-cooled brakes 1982

Nelson Piquet's Brabham and Keke Rosberg's Williams lost first and second in the Brazilian GP when FISA cracked down on teams replenishing large water tanks, fitted for "brake cooling" but, in reality, for ballast, post race.







**DID YOU KNOW**  
The Hungarian Grand Prix is one of only two races that Lewis Hamilton has won twice. The other is the Canadian GP



## SENSATIONS F1'S TOP 50

## LEGAL ARGUMENTS

### Brabham fan car ▲ Sweden 1978

In response to the success of the Lotus 79 ground-effect car, Brabham designer Gordon Murray bolted a fan onto the back of the BT46/2 to create suction under the car. Niki Lauda won at Anderstorp. The fan was not banned, but it was quietly dropped by Bernie Ecclestone's team.

### Benetton option 13 1994

An investigation revealed that 'option 13' was available in the electronics of the Benetton B194, which would have given the car traction control and launch control. It was never proved that the team used the option. But Michael Schumacher was banned for two races for ignoring a black flag at Silverstone, and stripped of Belgian GP victory for excessive plank wear.

### Ferrari bargeboards Malaysia 1999

Mika Hakkinen thought he'd won the title when Ferrari was stripped of a one-two finish because its bargeboards were found to be 10mm outside the rules. Eddie Irvine's victory was given back following the application of a 5mm tolerance – which most believed to apply only to the underbody – and a change in the way they were measured.

### Twin-chassis Lotus Long Beach 1981

It was first revealed to the world in the pages of AUTOSPORT, and team chief Colin Chapman hoped that the twin-chassis Lotus 88 would revive the team's fortunes after two winless seasons. "I'm sure it would have made a big difference," said Nigel Mansell of the car, which never raced after being rejected by scrutineers in Long Beach.

## I FOUGHT THE LAW

### SHOOTING Didier Calmels, 1989

Frenchman Didier Calmels co-founded what was originally called the Larrousse Calmels team in 1987. Two years later, Gerard Larrousse had to go it alone after Calmels was sent down for shooting his wife.

### Taking a cut Gerard Toth, 1985

After taking charge of Renault Sport in F1 in 1985, he fell foul of the law over the misappropriation of funds paid to by Tyrrell for customer engines and was later imprisoned.

### Invoice fraud out of fashion Andrea Moda, 1992

Fashion baron Andrea Sassetti had

already riled the F1 establishment by initially refusing to pay the required \$100,000 new-team deposit after buying the remnants of Coloni. At Spa, Sassetti was arrested amid claims of forging invoices and the hapless team was thrown out of F1 for bringing the sport into disrepute.

### Siege mentality Rainer Walldorf/Klaus Wrath, Larrousse, 1992

Rainer Walldorf bought into the Larrousse/Venturi team late in 1992, but it soon emerged that the police wanted his assistance in their enquiries into several murders. Walldorf, whose real name was Klaus Wrath, escaped the police once but was later killed during a siege.





# FISA/FOCA WAR

## FOCA boycott Imola 1982

The bulk of the FOCA-aligned teams – including Brabham, Williams, McLaren and Lotus – boycotted the San Marino Grand Prix following the disqualification of Keke Rosberg and Nelson Piquet from the Brazilian race. Only 14 cars started the race.

## No points Spain 1980

As part of its bid to wrest control of F1 from FISA, FOCA had advised its drivers to skip drivers' briefings at previous races. FISA tried to suspend the drivers in question in Spain for non-payment of the resulting fines, and only intervention from the Spanish motorsport federation enabled the race to happen. Alan Jones won, but the race was downgraded to non-points status.



# BANNED

## Kangaroo court Italy 1978

Riccardo Patrese didn't make many friends in his early days in Formula 1 due to some wild moments. In one of the most shameful incidents in F1 history, the Italian was blamed – wrongly – for triggering the accident at the start of the Italian Grand Prix that led to Ronnie Peterson losing his life. Senior drivers, including James Hunt and Niki Lauda, said they would not compete in the United States GP that followed, effectively banning the 24-year-old by kangaroo court.

"It was very hard to survive that period," said Patrese. "I was very young and there was so much pressure on me after Monza. But I always had the knowledge that I did not cause the accident and because of that my soul was perfectly okay. I survived."

Some of the drivers involved were later apologetic about their treatment of Patrese, who went on to become one of the most well-liked characters on the grid.

## Mika Hakkinen Germany 1994

The Finn's card had already been marked when he edged across on David Coulthard at the start of the German Grand Prix and speared across the track and into the wall. After taking several other cars with him, McLaren starlet Hakkinen was banned for the ensuing Hungarian Grand Prix.

## Eddie Irvine Brazil 1994

In only his third grand prix, the Northern Irishman pulled out to lap Eric Bernard, pushing Jos Verstappen onto the grass and triggering a spectacular accident that took out the trio, and Martin Brundle's McLaren. He was banned for one race, subsequently extended to three races on appeal.

## Nigel Mansell Portugal 1989

The 1992 world champion was black-flagged during the race for reversing after overshooting his pit box. The Ferrari driver then clashed with Ayrton Senna at the first corner. There was only one Ferrari on the grid for the next race in Spain...

## No Ide-a San Marino 2006

After pitching Christijan Albers into a roll at the start of the San Marino Grand Prix and proving woefully off the pace (albeit in a desperately uncompetitive car), Yuji Ide had his superlicence withdrawn by the FIA only four races into his F1 career.





## I WANT TO BREAK FREE

### Smoke and mirrors South Africa 1981

Against a backdrop of the FISA/FOCA war, the date of the season-opening South African GP was initially changed. Organisers wanted to go ahead, and the FOCA-aligned teams pitched up to stage a non-championship race, supposedly the start of a breakaway World Motorsport Federation Series. Nineteen cars competed, running with sliding skirts that had been banned for that season, and Carlos Reutemann won. The whole exercise was largely a bargaining chip for FOCA and an exercise in smoke and mirrors.

### Brits take umbrage Intercontinental Formula 1961

As a result of the anger among the British teams over the introduction of a 1.5-litre engine formula for the 1961 Formula 1 season, the FIA created the

Intercontinental Formula as a token gesture. Initially, Ferrari backed the new category, but soon dropped out and only four races were held at Snetterton, Goodwood, Silverstone and Brands Hatch. Jack Brabham and Stirling Moss won two races apiece but the British teams ultimately remained committed to F1.

### New breakaway launched Silverstone 2009

After months of disputes with the FIA, the Formula 1 Teams' Association met during the 2009 British Grand Prix weekend and announced the creation of a breakaway series for the following year. The breakaway was soon abandoned after assurances were given over the new Concorde Agreement and Max Mosley reiterated his decision not to stand again as FIA president.



## KIDNAPPED

### Our man in Havana Fangio kidnapped, 1958

Five-time world champion Juan Fangio was kidnapped by a Colt 45-wielding pro-Castro revolutionary. This earned huge amounts of publicity for the anti-Batista movement. He was released after the sportscar Cuban GP, with an apology from his captors.

## STRIKE

### Barriers unsafe Montjuich Park 1975

Drivers were outraged to discover that barriers were not properly installed at the Barcelona parkland track. The majority sat out practice but, amid threats of legal action, the race went ahead. Tragedy struck when Rolf Stommelen suffered a rear-wing

failure, vaulted the barriers and killed five people. F1 never went back there.

### Season starts with one driver Kyalami 1982

Outraged by the infringements on their rights to move teams imposed by the new superlicence, drivers refused to sign and billeted themselves in a hotel. After a practice session in which only Jochen Mass participated, a truce was called and the race took place – the superlicence was eventually changed.

## RACE FIXING

### Trouble in Libya Tripoli 1933

The 1933 Tripoli GP remains one of the most controversial races in history. The unique selling point of the 'Race of Millions' was a lottery drawn a week before, giving a member of the public a ticket that would earn them a huge payout based on the race result. It is claimed that Tazio Nuvolari, Achille Varzi and Baconin Borzacchini got together with the holders of their tickets and agreed to pool their winnings. Varzi was the designated winner, although some reckon his spectacular late battle with Nuvolari indicates they had forgotten the 'fix'.

### Renault's moment of shame Singapore 2008

Fernando Alonso was genuinely

competitive in Singapore, but a loss of fuel pressure in qualifying left him 15th on the grid. Renault team principal Flavio Briatore and director of engineering Pat Symonds decided to redress the balance by having second driver Nelson Piquet crash on lap 14, after Alonso had made a puzzlingly early pitstop for fuel. The resulting safety car swung the race Alonso's way. A year later the scandal broke and both Briatore and Symonds – who were handed the blame for what happened along with the indemnified Piquet – were banned from F1.

### Ferrari gets it wrong Austria 2002

Rubens Barrichello waited until the final seconds of the race to let teammate Michael Schumacher past. The resulting furore caused the sport lasting damage and Ferrari was found guilty of bringing the sport into disrepute.

## DID YOU KNOW

Nigel Mansell was also black flagged in 1989 in Canada, where he started the race from the pits early after pitting on the warm-up lap



## TYRE TORMENT

### The six-car grand prix United States 2005

This was the weekend that the unthinkable happened – politics and in-fighting allowed a race to go ahead with only six cars on the grid. Following Ralf Schumacher's spectacular shunt, Michelin realised that its tyres were not up to the strains of the long Turn 13 (Turn 1 of the Indianapolis oval run in reverse). Various solutions were proposed – including the installation of a chicane and the application of a speed limit in the corner – but no resolution was found by the time the 20 cars took to the grid. Polesitter Jarno Trulli pitted his Toyota to retire at the end of the green-flag lap, followed by the 13 other Michelin-shod cars. This left only the Ferraris, Jordans and Minardis to make the race. Michael Schumacher won after a tight scrap with Ferrari

team-mate Rubens Barrichello and perhaps the only real winner was Tiago Monteiro, who claimed his only F1 podium for Jordan. As well as being a public relations disaster worldwide, it also set back the cause of F1 in the United States.

### Michelin's late change Germany 2003

Ferrari and Bridgestone called into question the legality of Michelin's tyres after the race, claiming that under load they deformed in a way to exceed the maximum tread size. The FIA decided to change the rules, measuring the tyres after the race, and Michelin had to hastily redesign its tyres. This swung the competitive balance back towards Ferrari and arguably cost Williams and Juan Pablo Montoya the world championship.

## PUNISHED

### I predict a riot ► Britain 1976

James Hunt returned his crippled McLaren to the pits via the back entrance instead of completing the lap. The race was red-flagged and officials said Hunt could not restart. With a chance of crowd unrest they relented. Hunt won, but was later disqualified.

### Lying to the stewards Australia 2009

Lewis Hamilton misled stewards to try to penalise Jarno Trulli. Sporting director Dave Ryan lost his job and Hamilton his points.

### Alonso's 'blocking' penalty Italy 2006

Fernando Alonso was demoted to 10th on the grid for impeding Felipe Massa, nowhere near him, in qualifying. It seriously set back his title challenge.



## TRACK INVADERS

### Barrichello benefits ► Germany 2000 & Britain 2003

Rubens Barrichello has won 100 per cent of the races to be affected by a track invader in the 21st century. Yes, both invasions turned the races at Hockenheim 2000 and Silverstone 2003 on their heads, but they seemed to inspire the Brazilian into producing some of his best drives too.

The disgruntled former Mercedes employee who decided to sneak onto the track on one of Hockenheim's long straights got his wish. The deployment

of the safety car, to ensure his safety, cost the Stuttgart-powered McLarens a comfortable lead over the rest of the field. An inspired Barrichello then gambled by staying out on slicks when it started to rain, and took his first win.

Three years later, a deranged priest took track invading to a new level by running towards the cars on the Hangar Straight at Silverstone. Barrichello not only scythed his way through the jumbled field after the inevitable safety-car period, he then blitzed Kimi Raikkonen in a straight fight for the win.



## FIGHTS!

### Piquet v Salazar Germany 1982

Nelson Piquet overlooked the fact that Eliseo Salazar still had his crash helmet on when he decided to launch an assault on the Chilean at the 1982 German Grand Prix. The pair, who were good friends, had clashed as race leader Piquet was lapping the ATS on the entry to the Ostkurve chicane. Salazar was in the wrong, but that was almost forgotten after Piquet's reaction.

### Schuey v Coulthard Belgium 1998

Michael Schumacher stormed down the pitlane and accused David Coulthard of trying to 'fucking kill' him at Spa in 1998. The Scot had slowed down to allow the race-leading Ferrari to lap him, but Schumacher was unsighted in horrendous spray and smashed into the back of the McLaren, losing a wheel in the process.

### Senna v Irvine Japan 1993

Unlike Nelson Piquet, Ayrton Senna could land a punch on an uncooperative backmarker once they were both without crash helmets. The Brazilian was irked not only by Eddie Irvine having the nerve to unlap himself in the closing stages of the race, but he then showed no remorse for being such a thorn in the side of the McLaren driver. The result? A big left hand from Senna to knock the rookie over.



## SPYING

### Copycat design Shadow/Arrows, 1978

The Arrows team was formed ahead of the 1978 season by a breakaway from the Shadow operation. In a court case, F1 journalist Alan Henry was called as a witness and asked: "Is it true that when you first saw the Shadow DN9, you exclaimed, 'Bloody hell, it's an Arrows!'" – or words to that effect? Arrows was found in breach of copyright, forcing it to replace the 'counterfeit' FA1.

### Biggest fine in F1 history McLaren spy scandal, 2007

The wife of McLaren designer Mike Coughlan was seen brandishing a Ferrari technical dossier in a photocopy shop near Woking, and a few months later the team was fined \$100 million by the FIA. For good measure, McLaren was excluded from that year's constructors' championship.



### DID YOU KNOW

James Hunt made up for being disqualified from the 1976 British GP by winning his home race at Silverstone the following year

## CONTRACT WRANGLES

### Button to Williams/BAR (delete as applicable) 2004-2005

The 2004 season was shaping up as Jenson Button's most successful to date when he shocked the paddock in August by announcing his decision to move from BAR to Williams for 2005. No-one was more surprised than BAR, which still had an option on him.

Button's manager John Byfield argued that the contract was invalid due to a clause relating to the security of BAR's engine deal with Honda, and the case went to F1's Contract Recognition Board. The decision fell in BAR's favour: Button stayed put; Byfield was sacked.

Button did sign an agreement with Williams to switch in 2006, but as the '05 season unfolded and it became apparent that BAR was still the place to be, Button began to reconsider. Less than 12 months after fighting for a way to leave BAR for Williams, he was now fighting for a way to prevent precisely that. The Williams contract was declared binding, but after lengthy talks the team agreed to release him for a reported £18 million in compensation.

### Schuey jumps to Benetton 1991

Eddie Jordan had every right to be proud of being the one to give up-and-coming talent Michael Schumacher his

F1 debut at Spa, and should have felt equally pleased with himself for having a contract with the precocious German for the rest of the 1991 season. Where things fell down was that Schumacher never actually signed the paper, which allowed him to switch to Benetton for the next race.

### Senna dropped by Toleman 1984

Toleman was resoundingly a mid-table team, but Ayrton Senna was impressive enough



during his debut season in 1984 to mark himself out as a future star. He was also single-minded – despite Toleman having him tied down to a three-year deal, he signed a contract with frontrunner Lotus for the following season. Toleman consequently dropped him for the Italian Grand Prix. ❧



## TRACK TROUBLE

### Donington's masterplan British Grand Prix 2010

Amid a flurry of publicity, well-timed to gatecrash Silverstone's 60th anniversary party in 2008, it was announced that Donington Park would hold the British GP in 2010. Then the global financial collapse hit and Simon Gillett's plan to rely on heavy financing to redevelop and extend the circuit hit the rocks. The race was finally called off in November '09. The track has since been restored to hold national meetings.

### Spa cancelled Belgian Grand Prix 1985

A combination of unexpectedly hot weather and a new track surface caused the Belgian Grand Prix of 1985 to be abandoned from its early-June date. Although the F3000 race could happen, the grand prix was postponed after practice and held in September instead.





**ALGUERSUARI:**

# This seat

**Jaime Alguersuari knows he has to perform in 2011. He tells ADAM COOPER why he's so confident**

**O**ne constant during last month's three Formula 1 test sessions in Spain was Scuderia Toro Rosso's pace among the top group of cars. That's great news for Jaime Alguersuari, who starts his second full season with the team knowing full well that his position in the F1 elite is under threat from the Red Bull junior drivers shooting to replace him.

This is a make-or-break year for Alguersuari and team-mate Sebastien Buemi, and Toro Rosso is not noted for being patient. Now they have to contend not only with each other, but also with the constant presence of Friday driver Daniel Ricciardo.

Alguersuari won the British Formula 3 title with Carlin in 2008, and Ricciardo did the same a year later, before following the Spaniard into Formula Renault 3.5. Now the Aussie is going to sit in his car every other Friday morning. Jaime could be forgiven a little paranoia, and yet he remains totally unfazed.

"I think it's very important for us that Daniel is in the car, as we have so many things which were not there last year," says Alguersuari. "We know Daniel is a fast driver, and we will have another voice in the team to judge what we need to improve, what we need to achieve. And it's also great for him to get this chance of driving an F1



# istaken

car on Fridays, getting to know the tracks. I think Daniel is an important part of the team.

"In the end, the pressure is always in your hands. You live and you die with your own pressure. It's never the others, it's yours, it's what you create in your mind. It's not a negative thing, actually it's a very positive thing. I don't mind to stay off the track in FP1, because to be honest, we don't really run a lot.

"It's obviously important that you're in the car more, but I would prefer that Daniel is with us, and he can improve the car. And he tested a very competitive car last year [Red Bull's title-winning RB6], so it's very

important that he can compare both."

Alguersuari's priority has to be to outpace, and outscore, Buemi. The pair seem to get on well, despite their first lap clash at Hockenheim last year: "It was not the best race for me! I didn't do it on purpose. I did a human mistake, so I have to blame myself. I told the team, 'I'm sorry', and that's it."

In terms of their comparative performance, Jaime takes a logical approach to the numbers. In 2009 he wasn't worried about being 0.5/0.6s off, given their relative experience. Last season that figure was 0.2s for most of the first part of the season, and then by the end of it, he was ahead.

"It means I'm improving. This year I

will be better. He is the one who has much more mileage than me. He is the one who needs to show he can go quicker. But I still need to push, I need to learn a lot, and in qualifying the potential is just coming.

"This is something I want to tell you: In the races I'm always faster than my team-mate, or normally faster than my team-mate. I have better rhythm, or whatever. In qualifying I needed two or three tenths most of the time last year. Sometimes it was a bit less, and sometimes I was faster.

"And in the races I'm faster. How can you explain this? It's very easy. In the races [last year] the car was 3-4s slower at the beginning, and 1-2s slower at ►



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2011 testing pace ensures high hopes

◀ the end. The reaction time and the feeling of the car is different in the races compared with qualifying. I can be very consistent during the race in terms of lap time, and my team-mate is more up and down.

"In qualifying he has a good feeling for the car, a bit more confidence, and sometimes he's able to pull a few tenths. But I'm not worried about this, because it's something that is coming."

Toro Rosso made a decision some time ago to focus more on qualifying this winter than last, so that may help to explain away some of the car's winter testing pace. The STR6, the second chassis from the team since it was forced to divorce itself from Red Bull Technology, features Ferrari KERS and an interesting aero concept.

Last year, Alguersuari and Buemi invariably started in a sort of no-man's land just in front of the three new teams, but behind everyone else. The biggest weakness was STR's inability to keep up a good development pace – in 2009 the double diffuser was late, and last year the f-duct was never raced at all. It's hoped that will change in 2011.

"We start with a strong position, but this is not my main objective of the season," says Alguersuari. "One thing I would really expect and would really ask for from the team is to see development on the car during the season, and to see that we can still improve our performance every race weekend, which didn't happen last year. We stayed the same."

"I know that we have some things coming half way through the season,



Jaime and Buemi, make or break year

"Now I feel like an F1 driver, I can express my position and fight. I know why I'm fast and why I'm slow, it's coming from mileage"

### Jaime Alguersuari

and maybe before half way. Last year we didn't really get to develop the car. We improved by a couple of tenths, but the others with the f-duct and the lower exhaust improved by half a second. Last year our position was 17th and 18th. I don't expect this for this year.

"There's obviously always pressure from Red Bull, because everyone – like the drivers and engineers – wants us to develop better, and to be more often in the points. We don't have the tools that other teams have. We need to stay calm and keep on developing as we are trying to do."

Alguersuari, who only turns 21 the week of the Australian GP, made good progress last year. Having been thrown into the deep end as a totally unprepared teenager in the summer of 2009, he finally began to find his feet. Outpaced early on, he regularly outqualified Buemi in the later races.

"We didn't have the f-duct and we were the only team in F1 capable of scoring without it. In this sense I was happier, I was having more confidence with the car and with everything, and the results were coming. The last two or three races especially were pretty good. In general it was a good season, going from very low, to very high. It was a developing season for me, which I expect for this year as well."

## ➔ JAIME THE DJ



DJ sets and remixes fill any spare time

**Away from F1** Jaime Alguersuari has another life as a DJ and remix producer, and he can sometimes be found in front of large crowds in Ibiza. The sport's August break thus comes in very handy.

"Music for me is my second job," he explains. "I'm very motivated by it, and when I have a bit of time, I spend it in the studio. I think it will always live together with racing, because they are completely compatible."

"I think it's very important to be able to go out of the world of F1, to get motivated in other aspects, and to feel that you are able to do such an artistic thing like this, to compose and produce music. When you're in the studio and you start to create a sound, and you start to get the rhythm and the groove of the rhythm, it's something cool."

Indeed Jaime has his first CD coming out soon in Spain: "It's on a Spanish label, I think in the second week of March it will be on sale. It's a remix of an original song from a producer from the north of Spain. I liked the song, I said, 'Okay I would like to remix it,' and the label was happy. We've had good feedback. It's the first track I've done, and now there will be more for the spring and summer."

At a London party after the British GP last year he found himself sharing turntable time with Sakon Yamamoto, F1's other music buff.

"It was different because he played much harder than me, more dark stuff, which I also like but I don't really enjoy playing so much. But it was good to get a different point of view. I know, for example, Adrian Sutil is a good piano player, maybe it would be cool to do something with him!"

"Now I feel like an F1 driver, and I can express my position here and I can fight in a race. I know where the limit of the tyres is, I know how to go fast, I know why I'm fast, and why I'm slow, and this is just coming from mileage and experience."

Never lacking in self-belief, Jaime seems pretty confident that he can deal with both Buemi and Ricciardo. One thing is pretty clear, however – three into two won't go for 2012. Unless there's a handy vacancy at RBR, somebody is going to be left standing when the music stops. ❧

High impact crash for Jaime, Japan '09





# HOW TO REBOOT THE WRC

New manufacturers, cheaper cars and endurance-type events are just some of the enticing new prospects for a rejuvenated series

By DAVID EVANS

**T**he cloud was low and getting lower. Mitsubishi's technical director Mario Fornaris pulled his jacket higher to keep out the chill southern-hemisphere winter wind. He declined to comment. He didn't need to, his body language was doing all the talking. Nothing could repel this chill. Mitsubishi was out of the World Rally Championship. The time was Argentina, July 2005. Disaster was upon us. Just two manufacturers beckoned for 2006. How could the WRC survive?

That Rally Argentina was the beginning of the realisation of how things had begun to turn. The heady days of seven manufacturers and continued multi-million-pound investment from David Richards's International Sportsworld Communicators firm seemed to be from another age. The talk of challenging Formula 1 for popularity was gone. The talk was now about survival.

And the WRC has survived. Mercifully, Citroen and Ford stood by the series, supporting it at a time when the loss of the manufacturer backbone would quite possibly have sounded the death knell.

And now the WRC is on its way back. This is no over-blown hyperbole about manufacturers coming here, or new events going there, this is about firm investment that will help return to the sport to where it was in terms of popularity a few years ago. Only after some solid building work will talk of moving the WRC to the next level have any credibility.

But we're over the worst and the new dawn is upon us, but now, more than ever, the sport needs to find the perfect balance between

prudence and entrepreneurial flair, between commercial reality and sporting requisite. In a nutshell, the sport needs to find itself again.

And this is the month that will start that process. It's no exaggeration to describe March 2011 as among the most important months in the history of the WRC. So many decisions will be taken in the next four weeks to shape the future of our sport. And they're happening, right about now.

Geneva is no stranger to history re-writing conventions and this week's Motor Show in the Swiss city is expected to deliver the news that the WRC has been waiting for. News such as Russian banking billionaire Vladimir Antonov writing off WRC promoter North One Sport's debts, giving the London-based firm working capital in an agreement initially set to run until the end of 2013 and rumoured to be worth around €3million per year.

Allied to that much-needed cash injection, the sport's governing body has also become more focused on the WRC's needs. The new broom marked 'J Todt' has swept the corridors of power and introduced a new regime headed by one of rallying's most visionary organisers, Jarmo Mahonen. Rally Finland offers by far the best business model for a WRC event. Can you remember the last time the WRC's trip to Jyväskylä was greeted by anything other than a stunning sporting festival?

The brain that made Finland a superpower among WRC rounds is now at the sport's helm, with a plentiful supply of power to his elbow to deliver the – until now – quixotic dreams for the future.

The sport has, in recent years, papered over

cracks brought about by diminishing entries with regulations such as SupeRally and the introduction of Manufacturer Teams (such as Stobart or Citroen Juniors) to bolster the makes' race beyond a straight red versus blue battle. And those policies have worked quite well, but now the time has come to bid farewell to the doldrums. We're not quite into the Roaring Forties, but the sails are filling. And, this time, it's not with hot air.

## THE CALENDAR

FIA president Jean Todt comes from another age in rally terms. By his own admission, when he returned to the WRC service park for the first time in years in Catalunya two years ago, he was shocked.

"The cars," he says, "go out and drive a loop and come back. This is not the rally."

The David Richards-instigated cloverleaf formation of events had arrived at the behest of television, easing the production of the vast number of hours of coverage that was expected to be coming the sport's way. But when that failed to arrive, the WRC was left with a formulaic approach to rallies in a sport in which the spirit of adventure appeared to have been forgotten. For Todt, this has to change. And change is now upon us.

Next year's WRC will include two fewer rounds than this season, dropping the number from 13 to 11, but it is hoped two of those 2012 rallies will be endurance-style longer events. The most likely candidates will be a South American rally running in Brazil and Argentina and a tri-nation Middle East round that will travel through Abu Dhabi, ►









◀ Oman and Dubai. These two events will run for at least four days with at least 500 competitive miles.

The remaining nine rallies will be encouraged to last longer, considerably more than the average of around 220 competitive miles featured in recent years. Rally Japan is expected to return to the calendar and there are early plans for Australia and New Zealand to rotate on a year-on-year basis. The latter is dependent on how Rally Australia's third base in as many events goes when it moves to Coff's Harbour later this season. Rally NZ will also return to the calendar in 2012.

The hardcore of European asphalt rallies, including Germany, Catalunya and the all-new Alsace-based Rally de France will remain. With the exception of France, these events are long-standing, commercially viable and entertaining rounds of the series. The shift from Corsica to Strasbourg brought the question of heritage and tradition versus the WRC's new age into sharp focus last year, but the French Federation's decision was greeted warmly – particularly by the hundreds of thousands of fans who turned out to welcome the WRC to the mainland after years in Ajaccio.

What Todt is keen to see is a shift away from the prescribed style of European rallies and, once again, Mahonen's Finland will deliver this season. The '1000 Lakes' event broke the mould with its two-day format last year and it will shake things up again in 2011 with a shift south for a day based around the city of Lahti, much closer to the capital Helsinki. It's that kind of re-invention and spontaneity that'll keep rallies on the calendar.

The proposed calendar for 2012 will be ratified at Tuesday's World Motor Sport Council meeting.

## THE MANUFACTURERS

After too long with only Citroen and Ford supplying new machinery at the front line of the WRC, Mini will arrive with its Countryman-based challenger in Sardinia in May. The team will be



Monte Carlo: WRC's loss, IRC's gain

launched at the Cowley factory early next month, when the full-fat version of the car (rather than the S2000) will be seen for the first time. While the Mini deal will have the look of a fully funded BMW-backed effort, it's more similar to the way Ford is rallying right now, with M-Sport partnering the Blue Oval in terms of technology and investment – Prodrive and Munich are working closely, but it's the Banbury-based firm that's really pushing production and sales of this all-new World Rally Car to further the budget for the programme.

If Mini is following Ford's model, Volkswagen – expected to confirm its 2012 WRC entry towards the end of this month – will mirror that of Citroen. Volkswagen will arrive in the WRC with a no-nonsense approach, similar to its Dakar programme. The German firm has been recruiting from the service park and there's strong speculation that the Polo WRC is already up and running.

Commitment from a manufacturer the size of Volkswagen is a massive shot in the arm for the WRC. The way the team has dominated Dakar for the past three years, both on the stages and in its marketing around the event, has been impressive and the potential for this level of approach to world rallying is hugely exciting.

Finally, in the shorter-term, there's Saab. AUTOSPORT's sources reckon an announcement from Victor Muller's firm, in weeks rather than months, will confirm Saab's WRC return for 2013. Muller has met with WRC officials on numerous occasions and his recent sale of Spyker Cars to Vladimir Antonov's CPP Global Holding's firm for almost £13m will help him focus on Saab, while helping to unleash the funding required for a WRC project.

## THE FUTURE

The early 2000s are held up by many as the epitome of everything that was great in the WRC, with seven manufacturers competing at the highest level. The sporting regulations at that time were the same as today – with that focus on central service rather than Tour de France-style road-trip events. So, if it was good then, what's wrong with it now?

The value in a WRC win has diminished – partly because the required investment rose so significantly – and the next few years are about returning equilibrium to that most basic of economic functions: the cost-benefit analysis.

Remember the Safari Rally? It was said victory on the Safari was worth the same – in marketing terms – to a manufacturer as the seasonal title itself. The same could be said for the Monte Carlo Rally. Sadly, both events



Richards's focus during the 'noughties' was TV



FIA president Todt is keen to revamp the WRC

are gone from the WRC. Their return is key to the future of the WRC. The Monte is an 'easier' fix, despite the continued love affair between the Automobile Club de Monaco and the Intercontinental Rally Challenge (which absolutely wouldn't deserve to lose an event it has made its own in the past three years), but a return to Kenya is a tougher nut to crack. We don't need the old-style, open-road, helicopters-for-goalposts-style approach, but we do need an endurance event in Africa. We need the pictures and the film and a manufacturer needs the bragging rights.

Rallying is about endurance as well as speed and spectacle and Todt's efforts to instil this into next year's 11-round schedule is a big step in returning the popularity and manufacturer interest to the sport.

Key to this, however, is cost control. Recent rules changes to WRC cars (reducing the engines from two-litre to 1.6 and standardising – in supply terms – the transmission) have helped enormously to bring down one of the biggest barriers to entry. These must be maintained with an iron will.

The internet is still seen as a key to the WRC's development and it's hard to disagree. Certainly, Eurosport has shown how to screen live shots from virtually entire events and the WRC has to be doing that on the web. The streaming technology is there and the sport's failure to use it confines it to the dark ages. ❧





Volkswagen has dominated Dakar Rally in recent years...

**“Jean Todt’s efforts to instil endurance into the calendar is a big step towards returning popularity and manufacturer interest”**



Safari return would be manna to manufacturers



## ANALYSIS WRC BACK ON FORM

... and looks set to bring the fanfare to the WRC



Mini’s arrival brings renewed excitement

## BOOM AND BUST



Lancia’s Delta dominated between 1987 and 1992

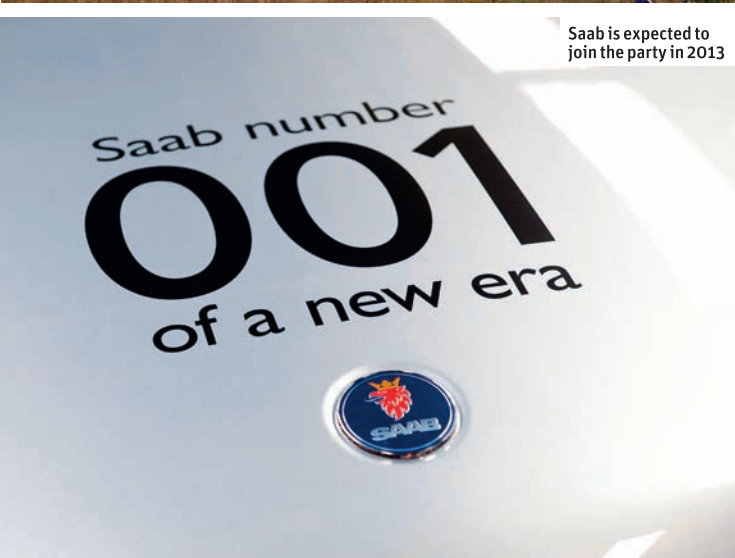
**TOUGH TIMES FOR** the World Rally Championship are nothing new. There’s a danger of looking at the past through rose-tinted spectacles and failing to see how tough things have been before.

Take, for example, the heady days of Group B. Everybody remembers the classic rallies like the 1985 RAC Rally or the breathtaking 1000 Lakes of that same season. But, in a rally measured by seconds, the driver in 10th place on that year’s Finnish classic was more than half an hour behind Timo Salonen’s Peugeot 205 T16. Does that sound like a sport at the peak of its competitiveness?

Prior to Group B, things had been more straightforward. The cars were considerably easier and cheaper to build, which meant privateers like David Sutton’s Ford outfit could and did, with big help from Rothmans, win the world title with Ari Vatanen.

Post Group B, only Lancia ran competitive two-litre Group A cars with total traction (Mazda won a couple of rallies but was generally outclassed and Toyota didn’t arrive properly until ’89) so the Delta ruled from 1987 until 1992 in what remains the sport’s longest period of uninterrupted domination.

Arguably the biggest step forward for the WRC came with the World Rally Car in 1997. This allowed manufacturers – such as SEAT or Skoda or indeed Citroen – who had no four-wheel-drive, turbocharged model in their road-car range to build a bespoke rally car. And the teams came in their droves, with an all-time high of seven manufacturers competing at the turn of the millennium. But, spiralling costs and ever-increasing levels of technology at the front forced out those further down the order and seven turned to two. And all in less than decade.



Saab is expected to join the party in 2013





ALL PICS: LA/DTM.DE



# “When you are in the old car you feel alone. Not with your own team, but alone in Audi”

**Alex Premat felt unloved after four years with Audi but he's taken some blame, learned a lot and wants to move on. By GLENN FREEMAN**

Alexandre Premat's four years with Audi started and ended with a bang – literally. His DTM debut with the four rings was only three corners old when he was injured in a crash that nearly ended Tom Kristensen's career in 2007. Fast forward to 2010, and the last time he climbed out of an Audi, it was on its side against a barrier at Adria.

In between, there were highs, lows, incidents and plenty of tension. In the end that tension became too much for Audi, and it decided to sever its ties with the Frenchman last November. Officially, he was sacked for what his employers considered two 'yellow card' offences in 2010. Firstly, he was deemed at fault for a multi-car accident that eliminated several of his team-mates at Lausitz. And his second 'bookable offence' was running the New York Marathon against Audi's instructions (see sidebar).

While the 28-year-old is by no means pleased about how things ended, he does accept that the strains of playing the manufacturer game have taught him a lot.

“When you come from GP2 to be a manufacturer driver it is a big step,” he says. “There are so many drivers, so

many teams, so much politics and business. You never know when it is going to stop, so whatever they ask, you do it. Sometimes my feeling is that they want to control all of the drivers.”

The desire for control is perhaps one of the main reasons that Premat's time at Audi was doomed to failure. The Frenchman is a likeable, honest, outgoing person, and sometimes he can be too honest for his own good. That kind of free spirit doesn't sit well with manufacturers looking to groom young drivers into brand ambassadors.

“It can be stressful,” says Premat of toeing the party line. “You have so much to do and everything has to be perfect. You have to talk in a good way all of the time, never damage the image of the company. It's good that we are all working together to move forward, but you can't say one bad word. If you want to keep everyone in the team behind you, you have to be very smart.”

Being the perfect employee did not come easily for Premat – over time he began to feel that the loyalty in his relationship with his bosses was going in one direction. There were several flashpoints that created tension with Audi's top brass, stemming back to a team-orders fiasco in 2007. ▶

DTM debut at Hockenheim in 2007 ended in hospital



Premat (l) handed win to Tomczyk, Zandvoort '07



Clinching '08 Le Mans Series at Silverstone



First offence: triggering pile-up at Lausitz 2010



Lucky escape in final Audi drive at Adria '10





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Premat didn't always gel with Audi boss Dr Ullrich



Le Mans '09 shunt was covered up

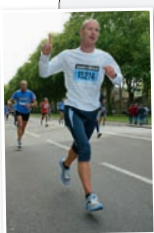


Leading Tomczyk, Zandvoort '07



Too much of this in 2010 didn't help Alex's cause

## AUDI CAREER RUNS ITS COURSE



Whatever might have been going on behind the scenes between Alexandre Premat and Audi last year, on paper he lost his job because he ran the New York Marathon.

Audi had made it clear earlier in 2010 that Premat's future was on thin ice. And after his horrific crash in the DTM race at Adria, he was expected to rest up to make sure he was fully fit for the finale on the streets of Shanghai one month later.

That meant, Audi said, that the Frenchman would abandon his plans to run the marathon in the US in between. But in the end, he

decided to go ahead with it, and he paid a heavy price.

"It's a shame it ended like this," says Premat. "I was very surprised. When I did the marathon Audi took it that I was making them look like liars to the journalists who they told I wouldn't be doing it. But this was something I was doing in my personal life. I paid for everything myself – my entry, my flights, so it was not something involving Audi."

Premat initially planned to go to the US just to support his friends. That evolved into him deciding to take the start. In the end, he ran the entire race, finishing in 3 hours 31 minutes 45 seconds. As that 26-mile run came to an end, so too did his Audi career.

◀ Back then, Premat was Audi's new golden boy. He was having a fine afternoon at Zandvoort in August, leading in the closing stages after the new-spec car of Martin Tomczyk had hit tyre troubles. With Audi set to lock out the top-four places, the call came for Premat to move over. He did so exiting the final corner on the last lap, handing Tomczyk a valuable win.

At the time this didn't cause any problems. Premat was playing the long game, happily assuming that his willingness to sacrifice himself for the good of Audi would pay off in the long run. He even played along with the claims that it had been his own decision, rather than an order from the pitwall. It was only when this gesture was seemingly forgotten that he takes a different view on that day.

"It was good to let Tomczyk by, but looking back now maybe I would have done things differently," he says. "I think I should have just crossed the line and won the race. I would have been a winner in the DTM, and the impact of that could have changed things."

Premat never seemed to get his payback for Zandvoort '07. In the years that followed, he felt that Audi was restricting his opportunities. He never enjoyed regular sportscar action again following his championship-winning campaign in the Le Mans Series in

*"I should've just crossed the line at Zandvoort and won. The impact of that could've changed things"*

2008, where he and Mike Rockenfeller beat Peugeot after a thrilling season.

Audi then refrained from publicly admitting that his crash at Le Mans in 2009 was down to a power steering failure, and Premat was mortified that even his DTM mechanics had not been made aware of the real reason behind his crash by the time he arrived for the next race. The next hard-hitting blow came last winter, when Oliver Jarvis got promoted to a top-spec DTM car and Premat had to stay put.

"I was happy for Olly, but I was disappointed," he recalls. "For me, how they did it was unfair. I showed in my first two years that I could beat the new cars. In 2009 I was not too bad, but Olly scored more points and he got the new car. It was frustrating, because in the first two years I showed I deserved the car, and in the end I got nothing."

"They should have taken the quick guys that came in first, to have continuity in the team and show that they were believing in us even when we were in the older cars. When you are in the old car you feel like you have 10 per cent of the support and the new

cars have 90 per cent. Sometimes you feel alone, not with your own team and mechanics, but alone in Audi."

Tensions were strained further in 2010, before the issue of the New York Marathon ever surfaced. Premat deservedly took a lot of heat from inside and outside the team after he tagged Mattias Ekstrom on the first lap at Lausitz, which in turn led to all four of Audi's 2009-spec cars suffering some form of damage. Audi gave him a final warning, meaning that he would have to tread on eggshells for the rest of the year. Premat had no problem taking full responsibility for the incident, although he wasn't too pleased that Timo Scheider had nudged him wide in the previous corner before he careered into the side of Ekstrom.

But while Audi claimed that the matter had been dealt with, the air of ill feeling with Premat never quite went away. Prior to his last race at Adria, things had already come to a head in a meeting with Audi Sport boss Wolfgang Ullrich.

"Before Adria I had a meeting with Dr Ullrich, because I was pushing to get back into sportscars," says Premat. "But he said, 'no no, it's hard, blah, blah, blah.' He was even telling me that in the DTM I was too slow and my results were really bad. But at Team Phoenix Mike Rockenfeller and me were really fast. The guys in the team said it was my best year for speed, I had just had some bad luck."

Premat never got his chance to prove Audi wrong. But he does not attribute all of the blame for the tensions between him and his former employer in Ingolstadt's corner. While he didn't always play the political game very well, he admits that he has learned the importance of it for the future.

"After a few years, you become more professional, and you can look back and know what you should have done differently," he says. "I'm sure in the future I will be more professional than I was at times with Audi. Most of my time there was great, and I enjoyed my relationship with the teams and mechanics that I worked with."

"But I have learned a lot. Sometimes you have to take responsibility and know when to bang your hand on the table. It can be bad for your future if you don't speak up at the right times. I think there are still some guys at Audi now that cannot do that."

After spending some time being as open and honest as ever, Premat admits his time with Audi was mostly good, but he's done looking back. Finding a drive in sportscars is on his agenda for 2011, while getting back into the DTM, with BMW or any other new marques for 2012, is his ultimate aim. As you can tell, he has unfinished business to take care of in the German-based series. **W**







# Snetterton... and on... and on...



Revamped and ready for the future.  
**BEN ANDERSON** drives the new Snetterton

Everyone needs a makeover now and then and Snetterton has just had the biggest makeover in its recent history. The new-look Norfolk circuit reopened two weeks ago, allowing drivers to sample its newest profile for the first time.

Ex-Formula 1 driver Jonathan Palmer spent several million pounds renovating the venue, and the sight of racing cars making their first voyage along the virgin track surface will no doubt have sparked a satisfied swell of pride in the man who has invested more than most in the future of Britain's race tracks.

Palmer has worked for over half a decade to transform Snetterton (the

track he owns alongside Oulton Park, Cadwell Park and Brands Hatch) into his circuit.

"It wasn't just a bit of tweaking, it's been a long time coming," says Palmer. "My intention is to transform Snetterton into the best circuit in the country. There are three areas we have focused on: driver challenge, spectator entertainment, and safety."

Palmer started work in 2006 and gained planning permission in 2008. Ultimately, he will apply for an FIA Grade 2 licence, which will allow Snett to host all international series save F1.

Palmer has designed the changes himself, with input from drivers and motorcycle racers. "We've been very careful to get input from interested ►



# RADICAL SR3 TECH-SPEC

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Gearbox	Six-speed sequential paddleshift
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parties,” he explains. “It’s been my pet project – I’ve literally drawn the circuit out – and I’m very excited.”

Palmer has essentially tried to retain the best bits of the old Snetterton, altered the corners he didn’t like, and added an extra loop to extend the circuit to just shy of three miles. This figure lends the longest layout its ‘300’ tag, and will be used for high-profile events like British F3 and BTCC. The shorter ‘200’ circuit is basically the same as the old Snett, but features the reprofiled Sear hairpin and new Coram/Russell combination at the end of the lap. This will be used by the bulk of club-racing categories. The baby ‘100’ configuration confines itself entirely to the new loop (with a small joining hairpin between Turn 7 and Sear). This will be for corporate events, track days and the racing school.

“I wanted the existing circuit to be improved in its own right, and have the 300 circuit for bigger events,” says Palmer. “For each corner I asked, ‘Is it a great driver challenge?’ and, ‘Will it create a good overtaking opportunity?’”

But will Palmer’s grand plan work? AUTOSPORT took a trip to Norfolk last Friday, to sample the circuit.

When we arrive, Radical Sportscars is busy testing its SR3 RS and top-spec SR8 models. Palmer’s GP2 racer son Jolyon has spent most of the morning giving passenger rides in the 460bhp, V8-engined SR8, but the car develops a misfire before AUTOSPORT can have its turn, so James Abbott (son of Radical co-founder Phil) kindly lends

“It wasn’t just a bit of tweaking, it’s been a long time coming. My intention is to transform Snett into the best track in the country. It’s been my pet project”

## Jonathan Palmer

us his SR3. Radicals are all about maximum car performance for minimal driver effort, which allows us to focus on learning Snetterton’s new layout and exploring its limits.

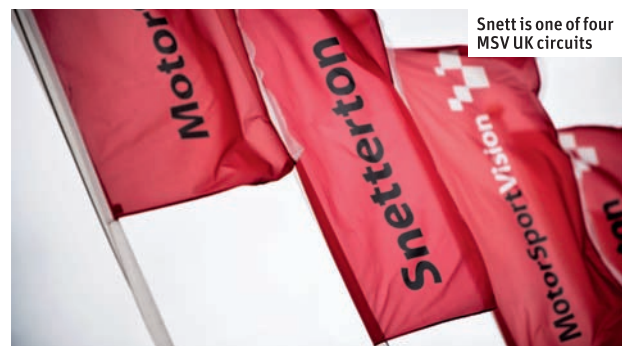
The original ‘big-balls’ corner at Riches remains. This super-fast, double-apex right-hander was always an exciting way to start the lap, and fits with Palmer’s manifesto of retaining the former layout’s best bits. He’s extended the short straight that follows and a slower “Montreal-style” second-gear hairpin supersedes the old medium speed, 90-degree right-hander at Sear. It’s quite long, slightly banked in the middle, and a definite overtaking spot, but the hairpin – however modelled – is still a hairpin, and not as challenging as the old, faster-profile Sear.

The fresh track surface on the new loop that links Sear with the Revett Straight gives a lot of grip and instils confidence. The marker boards on the early part of the lap are a godsend, because sightlines are tough to come by on such flat, featureless terrain. The extra section has almost doubled the number of corners, so the lap is now far busier, and hooking a clean one much

harder. Palmer hoped to mirror Monza’s Parabolica with the left at Turn 3, but it’s too short and you approach too slowly for it to be an accurate mimic. It’s deceptively quick though: quite open on entry, tight in the middle, and open again on exit, making it difficult to judge speed correctly.

Turn 4 is another second-gear hairpin [left]. Palmer hoped it would be “a little bit like Redgate at Donington Park”, but it’s too tight and slow for that.

Turn 5 (modelled on Imola’s Rivazza 2) is another that looks slower than it is and rewards bravery and commitment. It’s important to maintain as much speed as possible through this left-hand kink, to maximise the short straight that follows. We’re just getting back into fourth in the SR3 before braking hard for the second-gear right at Turn 6. This opens up immediately after the apex, which permits an aggressive exit and the chance to get back into fourth before the medium-length right that



Snett is one of four MSV UK circuits



Turn 4: not quite Donington's Redgate



brings you back onto the Revett Straight. This bend (inspired by Monza's first Lesmo) always feels like a compromise: holding a higher gear (fourth in the Radical) helps you carry more speed, but unsettles the car and feels as if it hurts the exit. Dropping a cog keeps the car 'planted' but feels as though it robs a bit of entry speed.

Palmer has retained the original Esses (after several drivers told him not to alter it!) and the Bomb Hole, but replaced the former right-left chicane at Russell with a single, tight left-hander, which follows an extended version of the frighteningly fast right-hander at Coram. This combination is the most fiendish challenge on the new-profile circuit.

Coram now seems to go on forever, and picking an accurate and repeatable braking point for the next slow left is nearly impossible. You now approach Russell with the outside tyres loaded, which makes it difficult to slow quickly without losing the rear of the car or straying offline. The lack of sighter points through the last part of Coram only adds to the challenge — this is the section that will sort the best drivers from the average ones (and probably cause a few incidents too!).

Palmer's pet project has transformed Snetterton into one of the longest circuits in the UK (only Silverstone now trumps it). The changes have made it more challenging, which should improve racing for the fans. In short, everyone should gain something out of a visit to the new-look Snetterton. 

## HISTORY

Built on a former WWII airfield, Snetterton held its first races in 1951. Became famous for its AUTOSPORT 3-hour and Willhire 24-hour endurance events, and also hosted the Formula Ford Festival on four occasions. This year, headline events are BTCC and Formula 3/GT.

## VIRTUAL VALIDATION

By Charles Bradley DEPUTY EDITOR



Perfect simulation for Bradley's run

**WHEN SOUTH KOREA'S** Yeongam circuit was christened last year, it's fair to say F1's prima donna drivers weren't delighted to find its pit entry on a blind bend, and Turn 16's kerb angle far too severe. It prompted some emergency — and no doubt costly — overnight remedial work. Snetterton 300 should not face any of these problems, because it was tested before any asphalt was laid.

When track owner Jonathan Palmer visited GP2 frontrunner iSport about his son Jolyon's winter test programme last year, the subject of 'new Snett' came up. As with most top teams at this level, iSport has its own simulator for driver training and set-up purposes. And, thanks to the tailored nature of its software, can create new tracks as well as existing ones.

After a month of keyboard hard graft, a virtual Snetterton 300 was created before ground was broken on the real thing. The architect's plans were converted into a 'mesh' model, with the key target to ensure that kerbs were inserted at the correct positions.

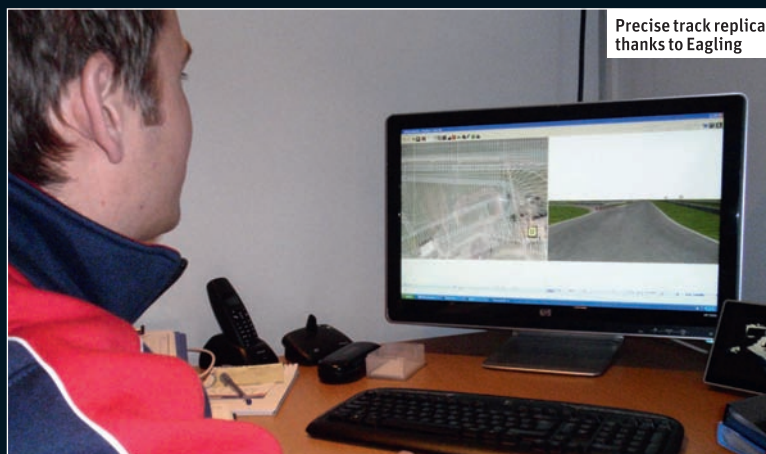
"I think it was really forward-thinking of Jonathan to take this approach and run with it," says iSport's Gavin Jones. "It took a month of intensive work for two people, but what we created was a very accurate, simulated track.

"One of the aims Jonathan wanted to achieve was the left-hand kink [Turn 5] not to be flat-out in a Formula 3 car. We put our virtual F3 car on the virtual track to make that idea come alive."

Former McLaren AUTOSPORT BRDC Award finalist Dan Eagling coupled his racing skills with his computer nous to create the new layout, and was able to turn the architect's plans into a fully-driveable virtual circuit.

"We had all the details such as the cambers and radius of the corners," says Eagling, who first drove the simulated layout before Jolyon and Jonathan validated his work. "In the first instance, the kerbs weren't quite right at Turn 3, because the apex was later in the corner than expected. There's a big cost to be saved in getting the kerbs positioned right first time."

Another direct consequence of the simulator work, just a week before the diggers moved in at the track, was tightening up the left-hand element of the 'new Russell' to make it the "fiendish challenge" that Ben Anderson describes. After I enjoyed a couple of sessions on the sim last Thursday, Ben's real-time assessment of the new track the following day had me nodding in agreement. Snetterton is now twice the challenge it was.



Precise track replica thanks to Eagling





TILTON, SMITH & HENDERSON/GETTY



# Life will never be the same for TREVOR BAYNE

One minute he's struggling for budget, the next he's won the Daytona 500, he's on ESPN TV shows and getting calls from the President. *By MARK GLENDENNING*

Trevor Bayne doesn't recognise his own life from a fortnight ago. In the days leading up to the Daytona 500, any thought that the about-to-turn-20-year-old might have given to the following week would probably have been concerned with finding a bit more backing ahead of the race in Phoenix. There might have been some reflections on his family and friends at home in Knoxville, who'd be tuning in to watch his second-ever Cup start. But whatever was on his mind, it probably didn't involve crossing the country – for dessert.

"I'm in a car on the way to the airport to fly to San Francisco," he reports over a crackling phone line. "I'm going to be presented with an ice cream sundae in Ghiradelli Square. I don't know exactly what is going to happen, but we're going to San Francisco. Which is cool."

Bayne has done a lot of 'cool' stuff since becoming the youngest-ever winner of the Daytona 500, and delivering the venerable Wood Brothers team its first Daytona victory since David Pearson's scrappy triumph over Richard Petty in 1976.

He's been interviewed on TV sports channel ESPN – his second appearance on the network, but the first where he felt he belonged.

"I actually got to go [to the studios] last year," he says. "This year I didn't



"The White House called and said the President would like to speak to us. I was blown away by that"

feel like I was interrupting their shows for something."

And he's gone from being someone who wants to meet people to being someone people want to meet.

"When we were at ESPN, they asked who I'd like to meet and I said [NFL player] Troy Polamalu. They said, 'We're sure that can happen. You can meet whoever you want to now'. I thought that was kind of cool. [And] obviously, when the White House called and said the President would like to speak to us within the next couple of days, that was cool. I was blown away by that."

Bayne is not even trying to pretend that the circumstances that created a shortcut between obscurity and Victory Circle were the product of some master plan from the pitwall. He inherited the lead from David Ragan when the latter was penalised for jumping the penultimate restart, picked up a push from Bobby Labonte, and then lost it at the last corner when the latter was brushed out of the way by Carl Edwards, leaving Bayne out in front on his own. He kept momentum, guarded the inside line to keep Edwards in check, and swept across the line and into the spotlight.

"I had been watching the other races all weekend, the Truck race, the Nationwide race," he says. "All the races I watched were won by a different driver than the one who was leading on the last lap. I was concerned about that. [But] I really couldn't have planned it any better. I didn't plan it that way. To be honest with you, I planned it totally different. [My plan] probably wouldn't have worked."

Like most overnight sensations, Bayne was a long time in the making. He left his family in Knoxville, Tennessee at the age of 15 and moved 230 miles east to NASCAR's heartland in Mooresville, North Carolina.

Setbacks became routine. He was signed as a development driver by DEI in 2007, only to lose his NASCAR Camping World East seat at the end of the following year due to a lack of sponsorship. His father scraped

together the budget for a one-off Nationwide start at Bristol in 2009, and Bayne's 23rd-place finish was enough to land him a deal with Diamond-Waltrip Racing. Funding shortfalls brought the curtain down on that in late 2010, but he'd done enough to be offered a free seat with Roush-Fenway for the rest of the season, and a call to the Wood Brothers from Jack Roush suggesting that they give the teenager a run in the Texas Sprint Cup race took care of the rest. Well, that, and some intervention from above.

"There were times when I was down," he says. "There was a six-month period when I was out of a race car and I thought it was going to be the most crucial year of my career. I thought that my 17- and 18-year-old years were going to be very, very crucial, and they were. But God had a plan for them all. When everything was falling apart last year, I didn't know what was happening. Had I not just followed His path, there's no way I'd be sitting here today as the Daytona 500 champion."

Instant transformation from popular but low-key paddock figure to the person everyone in the USA wants a piece of must require some rapid adjustments, but Bayne says he's trying to take the attention in his stride. He's still got a Nationwide campaign to fight out and a budget to find, although recent events might make help in the latter department.

"I don't want to have anything to hide," he says. "I want to be as public as possible and truthful as possible. It is crazy how much attention has been drawn to this. I never expected it. I'm so thankful for the fact that this might help our race teams to find partners to go on these racecars."

"I had that plain white suit on for the Roush Fenway Nationwide car. That thing was not looking good. I hope this draws some more interest. I just have to manage the mountaintops, know there might be bad days ahead, but be excited when we do get them because this is really good for the sport and we're really excited about everything."

Sounds cool. ❧

Into the spotlight, Bayne's blinding drive





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MO311P



# Aston's Le Mans bid: Open all hours

## ENGINE

AMR has sprung a surprise by opting for a straight-six rather than the rumoured V6

## FRONT TYRES

Aston is following recent trend of wider front tyre because more rubber means more grip



## Aston Martin's all-new LMP1 racer bucks all the recent prototype trends. *By GARY WATKINS*

**A**ston Martin Racing will take on Peugeot and Audi at this year's Le Mans 24 Hours with a radical car powered by a straight-six petrol turbo engine and a chassis that bucks the latest aerodynamic trends.

The new Aston Martin AMR-One LMP1, which replaces the Lola-based machine of 2009-10, is the result of an intense design period that began in September, when the Le Mans organiser gave assurances of a level-playing between petrol and diesel machinery.

Prodrive-run AMR had previously only revealed that the new car would be open-top and petrol-engined, but the car that has resulted from that process incorporates what AMR team principal George Howard-Chappell calls "a number of interesting solutions".

### THE ENGINE

A two-litre six-cylinder turbo has been chosen over a 3.4-litre normally-aspirated unit because it offers "the best potential within the petrol regulations", says Howard-Chappell. It is a straight-six rather than a V6 because it "allows

us to keep it slim and light, which gives aero set-up advantages.

"With a single-turbo, in-line engine you also get the heat of the turbo on one side and the air intake on the other. There is something to be said for that".

Howard-Chappell claims there are no packaging issues with the direct-injection unit: "A vee is short and compact. These cars are massive, so it gives you the opportunity for a longish, narrow engine. But wait until you see our engine: it's not very big."

### AERODYNAMICS

The new Aston is "substantially different" in its aerodynamic philosophy, according to Howard-Chappell.

"It's not a single-seater with mudguards," he says. "We looked at that, but that is not what we've chosen. We believe our solution is quite novel."

He refuses to elaborate further on the aero philosophy behind the AMR-One, which was developed using computational fluid dynamics rather than a windtunnel. "That's something for other people to work out," he says.

AMR has followed Peugeot's and



AMR-One is not a single-seater with mudguards, claims the team



Single air intake for cooling sits atop the offside rear wheelarch



### OPEN-TOP

Practicalities of an open car outweigh the small aero benefit of a coupe, according to AMR

### AERO PHILOSOPHY

The new Aston is described as "aerodynamically a bit different" by AMR



Rear aerodynamic treatment includes mandatory shark-fin for stability



Audi's lead by running a wide front tyre: "We weren't going to stick with small ones when all Michelin's development is going into the bigger tyre," he adds.

### THE FUNDING

Prodrive boss and Aston Martin chairman David Richards uses the word "creative" to describe the way the AMR project is funded. He would not put a figure on the team's annual budget, but suggested that it was "running at 50 per cent of our big rivals".

Central to the budget, which is believed to be around £15 million, is the sale of the six AMR-Ones to be built over the next two years. Five have already been pre-sold to collectors and customers at a cost of approximately £1.5 million a piece and there "is a queue of

people" in negotiation for the final car.

Aston Martin makes "a contribution that is appropriate to the size of the business", according to Richards. He puts it at five per cent of what Audi and Peugeot are spending, which roughly works out at around £1.5 million.

### THE PROGRAMME

The first AMR-One was due to run this week in England ahead of the first circuit test. On the basis of that, the team will decide whether the car will be on the grid for the Sebring 12 Hours. Should AMR take part in the event on March 19 it would be "very much as a test race".

AMR has entered one car for the full ILMC and will have two cars on the grid at Le Mans in June. It is also looking at a short programme of American Le Mans Series events in the second half of the season ahead of October's Petit Le Mans.


### THE DRIVERS

AMR is going into 2011 with a largely unchanged driver line-up. Factory drivers Darren Turner and Stefan Mücke will be joined in the lead car by what Prodrive insiders call a "top-line driver".

Andy Meyrick, who impressed on a one-off with AMR at last year's AUTOSPORT 1000Km at Silverstone, has landed the final seat in the second car, alongside Adrian Fernandez and Harald Primat. The 25-year-old Briton described the drive as "a huge opportunity" and "as good as it gets".

### ASTON'S GOALS

Aston is refusing to set goals for 2011, but Richards has hinted that the big push for Le Mans glory is a year away.

"I don't think you are going to see us at our best just yet," he says. "It is going to take us six months to get experience under our belts with this car. We will be up against it at Le Mans." 



# REVVED UP OVER WHAT'S ON THE BOX

## IN 2011



Media madness, but there's loads of motors

You can't beat the sensation of going to a motor race. The blur of the cars as they speed by, the smell of the petrol and burning rubber, the scream of the high-revving engines pushed to the max. Then of course there's the inevitable tall bloke that keeps on blocking your view, the £5 pint in a crappy plastic glass, a tenner for a salmonella-infected burger, not to mention the hours in a traffic jam as you try to make your way home.

Let's face it, you spent a lot of money on that flatscreen telly and you want to make the most of it. Why not kick back, take a nice cool, reasonably-priced beer from the fridge, and channel-surf your way from V8 Supercar racing in Australia in the morning right through to NASCAR Stateside into the wee small hours?

AUTOSPORT's resident couch potato – and legendarily vitamin D-deficient agoraphobic – *Revved Up* has come up with an in-depth guide to your viewing pleasures for the 2011 season.



## TERRESTRIAL



"The BBC has increased dramatically the amount of live F1 on TV, with all free practices on the red button"

## SATELLITE & CABLE

SKY SPORTS

If you've paid for Sky Sports the chances are you like football, golf or cricket. It's unlikely that you subscribe for the love of motorsport as there's not much of it since A1GP went belly up and they decided to drop NASCAR (although it still shows highlights). But what there is live – IndyCar – is done very well, with Keith Huewen and his panel of guests offering expert analysis and fever to keep you entertained as Monday morning looms. They do speedway too (like NASCAR but with two fewer wheels), and there's a motorsport magazine show that's worth Sky+ing for the midweek motorsportless moments.



IndyCar action, perfect way to end a weekend





Clever camera angles enhance F1 coverage



## BBC

Formula 1's switch back to the Beeb has increased dramatically the amount of live F1 on the telly, with all free practice sessions and enormous post-race analysis show screened on the Red Button. This year there's a change behind the mic, with David Coulthard teaming up with Martin Brundle in the comms booth. A highlight show runs on Sunday evenings on BBC3, which is later repeated, plus it's also available on the iPlayer.

The Beeb is revamping the way it deals with the classic GPs pre-race, with the focus on specific seasons rather than classic races. Also keep a look out for some great documentaries,

in particular there's one that focuses on the 1960/70s that's airing in March and is well worth a watch.

For two-wheel fans, the BBC is also home to MotoGP, but you'll have to put up with Charlie Cox and Steve Parrish, rather than Eurosport's superior line-up of Toby Moody and Julian Ryder. But British Eurosport isn't allowed to show the top-class live, for daft contractual issues.

## itv

There's no live motorsport on ITV1, only highlights of the BTCC, but freeview channel ITV4 is motorsport crazy, showing literally hundreds of hours of action from



Complete TOCA action on ITV4 all weekend

the TOCA weekends. There's British Superbikes live too, with highlights on ITV1.

## 4

There's no live motorsport on C4, frankly there's too many reruns of *Friends* to make room on the schedule, but it's the one place you can find highlights of British F3/GT, British Formula Ford and P1 powerboats if that, er, floats your boat. They also do a bit of rallycross too, which is nice.

## 5

It used to show NASCAR highlights. Now it's just back-to-back *Neighbours* and *Home & Away*.



**EUROSPORT**

Whatever you do, don't trust the scheduling information, the EPG or the website. There's plenty of motorsport on Eurosport, but you'll find it more by luck than judgement, like GP2, WTCC, IRC, Auto GP, LMS, a smorgasbord of bike racing and the most exhaustive coverage of the Le Mans 24 Hours you can imagine. Be warned, the jingle they play where the ads should be will make you want to tear your ears off, but the races with Carlton Kirby commentating will make you long for that jingle.

**MOTORS TV**

This is a channel for petrol heads, but you have to wade through quite a lot of, frankly, crap stuff to find anything worth watching. V8 Supercars head the list of the good stuff, while WRC highlights are worth catching too. You'll find live coverage of FIA F2, Italy's mega Superstars tin-top series and International GT Open. There's also a lot of Asian Festival of Speed repeats and plenty of things where men in Red Bull helmets hang off the back of motocross bikes for no apparent reason. Dude!

## SUBSCRIPTION

You've paid your licence fee, you've handed a bag of gold to Murdoch or Branson for hundreds of channels showing endless reruns of *A Place In The Sun* and *America's Next Top Model*, why not shell out a few more beans for a station you watch once every other weekend (if you're lucky)?



**ESPN**

The new home of live WRC got off to a shaky start with Rally Sweden, but you have to hope that it will improve as the season progresses. Last year – with Superleague, DTM and World GTs – it was second only to Eurosport in the amount of live top-level racing shown, but it's yet to firm up its 2011 plans.

I'll pass on the NHRA dragsters: when you've seen one car do a standing quarter-mile at 325mph, you've seen 'em all. ESPN Classic also has a few sepia-tinted gems in its armoury.

**PREMIER SPORTS**

A must if you like NASCAR, as Premier takes the direct feed from the States – boogity, boogity, boogity and all. There's also Nationwide Series highlights to boot. Stay well clear if you're not a fan of stock car racing, though, as the rest of the schedule is packed with the definition of minority interest sports.



Action direct from the USA

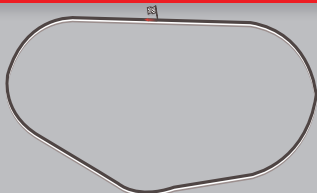
*Revved Up* will be passing comment on the races I deign to watch at various points over the year. Follow @Revved\_Up on Twitter and join in the banter.



## PHOENIX

USA

February 27  
NASCAR SPRINT CUP  
Round 2/36



### AT A GLANCE

- Winner **Jeff Gordon**
- Pole **Carl Edwards**
- Most laps led **Jeff Gordon**
- Fastest lap **Kyle Busch**



Gordon celebrates end of 66-race losing streak

# Gordon home 'n' dry

An inspired drive takes ecstatic Gordon to his 83rd Cup win, despite Busch's best efforts to stop him



Gordon led most laps on way to win

#### AT 39, JEFF GORDON IS

almost twice the age of NASCAR's latest darling, 20-year-old Trevor Bayne, winner of the Daytona 500 season opener. But last weekend Gordon rolled back the clock in style to take victory in the Subway Fresh Fit 500 at Phoenix.

It ended a 66-race winless streak for the four-time champion. It was his 83rd Cup win, which ties him with Cale Yarborough for fifth in the list of all-time race winners.

"Pinch me man, pinch me!" exclaimed Gordon in Victory Lane. "I don't care how we do it, but to do it that way and to see the fans'

reaction... to beat Kyle Busch after what he's done this weekend! It's an awesome feeling.

"I thought, 'If I catch him what am I going to do?' We caught him and he got loose. It feels so amazing. It's been a long time and I'm going to savour this so much."

Busch, who'd won the Truck and Nationwide races earlier in the weekend (see right), was Gordon's main rival, but only after he'd effectively taken out the fastest car in the race. The Roush Fenway Ford of pole man Carl Edwards was the fleetest thing out there, but when Busch's Joe Gibbs Toyota got loose mid-turn,

he ran Edwards off the track.

The left-front of Edwards's car was destroyed as it dug into the infield grass, and a lengthy pitstop followed. Busch was apologetic, Edwards apoplectic.

With Edwards out of the way, the race boiled down to a four-way fight between Gordon and his Hendrick team-mate Jimmie Johnson in their Chevys, Busch and owner/driver Tony Stewart in another Chevy.

Johnson's challenge was undone when his right-front tyre changer dropped a lugnut during his final stop. He plunged to the bottom of the top 10, and simply ran out of time to battle back to

## ADDED INCENTIVE FOR CREWS TO FIX WRECKS

The close-season change to the Sprint Cup's points system has given the hard-working pit crews even more to do. With just one point on offer for 43rd (and increasing by just one for the next placing), the incentive to turn a crashed car into a rumbling wreck to limp to the end of the race has never been greater.

With a multi-car crash involving 17 cars at Phoenix, there was an impressive amount of tank tape and

panel-bashed bodywork on display.

The shunt happened when a collision between Matt Kenseth's Roush Ford Fusion and Brian Vickers's Red Bull Toyota caused the Camry's left-rear tyre to deflate. He spun in front of the pack, and sparked the huge back-straight pile-up.

All bar the totalled Ford of Travis Kvapil rejoined the track again, meaning there were still 33 cars running at the end of the race.



## RACE RATING

★★★★☆

About time Jeff Gordon won another race, but early elimination of poleman Carl Edwards was crucial

## MILESTONE

Jimmie Johnson has now led the most NASCAR Cup laps in history at Phoenix, his total of 876 eclipsing Rusty Wallace's record of 868



## REPORT PHOENIX NASCAR

**CONNELL SANDERS JR**  
reports

the front, winding up third.

As the race went green for the final time, Busch shot into the lead followed by Stewart. It took Gordon a while to get up to full speed, but when he did he was flying. His advantage over Busch was through Turn 3, and for lap after lap he gradually hauled him in. When he finally drew onto the bumper of the Toyota a small tap to the left rear was enough to make the Camry

get loose and, while Busch was busy gathering it up, Gordon was home and dry.

It was his first win since Alan Gustafson was made his crew chief. Gustafson previously worked on the #5 Hendrick car of Kyle Busch and Mark Martin. The new way of operating appears to suit Gordon.

"He says, 'Here's what we are doing, what we are working on. I've got an idea on seat and dash and we're

going to test here and here.' And I'm like, 'Yeah, I'm on board, man, whatever you need,'" said Gordon.

Tony Stewart's gamble to take two tyres at the final stop didn't pay off and he slipped to seventh. Kevin Harvick recovered from being caught up in Edwards's moment to come fourth. Ryan Newman led a handful of laps on his way to fifth, as Kasey Kahne drove his best race for Red Bull for sixth. ❧

Stewart (14) and Busch lead restart



Mid-race repairs cost Edwards 48 laps



Daytona 500 winner Bayne crashes out

### 312 LAPS, 312 MILES

POS	NAME	TEAM	CAR	TIME	EARNINGS	GRID
1	Jeff Gordon (USA)	Hendrick Motorsports	Chevrolet Impala	3h01m49s	\$235,586	20
2	Kyle Busch (USA)	Joe Gibbs Racing	Toyota Camry	+1.137s	\$210,016	4
3	Jimmie Johnson (USA)	Hendrick Motorsports	Chevrolet Impala	+2.500s	\$175,961	28
4	Kevin Harvick (USA)	Richard Childress Racing	Chevrolet Impala	+2.827s	\$163,996	17
5	Ryan Newman (USA)	Stewart Haas Racing	Chevrolet Impala	+3.697s	\$144,400	14
6	Kasey Kahne (USA)	Red Bull Racing	Toyota Camry	+4.161s	\$119,733	3
7	Tony Stewart (USA)	Stewart Haas Racing	Chevrolet Impala	+6.262s	\$127,608	7
8	Kurt Busch (USA)	Penske Racing	Dodge Charger	+9.041s	\$126,025	2
9	AJ Allmendinger (USA)	Richard Petty Racing	Ford Fusion	+9.176s	\$118,586	15
10	Dale Earnhardt Jr (USA)	Hendrick Motorsports	Chevrolet Impala	+9.500s	\$93,950	35

**Points** 1 Kyle Busch, 80; 2 Kurt Busch, 77; 3 Stewart, 69; 4 Allmendinger, 69; 5 Gordon, 65; 6 Mark Martin, 65; 7 Bobby Labonte, 64; 8 Newman, 64; 9 Juan Pablo Montoya, 64; 10 David Gilliland, 63.

NASCAR NATIONWIDE PHOENIX (USA), FEBRUARY 26, RD 2/34



Busch (18) held off Edwards to win

## BUSCH KEEPS EDWARDS AT BAY – BUT ONLY JUST

Kyle Busch led every lap at Phoenix on Saturday afternoon – the first driver to win a Nationwide race in such fashion since 2003.

Despite his domination, polesitter Busch (Joe Gibbs Toyota Camry) raced side-by-side with Roush Ford's Carl Edwards with less than 20 laps remaining. Although Edwards nosed ahead into Turn 3 on one occasion, Busch repelled his attack by clinging to the outside line and went on to win by half a second.

"I was worried at the end, and I have to thank Carl for racing me clean – he raced me hard, but clean," said Busch who, ironically, would take out Edwards 24 hours later. "It was a battle down there at the end, and he game me a heck of fight."

Edwards added: "I owed Kyle one little bump from here last year, and thought about doing it. But it's a new year, and I thought I could get by him clean. It was as good a race as you

can get and finish second."

In his first start since winning the Daytona 500, Trevor Bayne was running top 10 but a blown tyre put his Mustang in the wall. A similar fate befell last year's champion Brad Keselowski and his Dodge.

Kevin Harvick finished third, ahead of Ryan Newman. Reed Sorenson, who finished fifth, is the new points leader. IndyCar star Danica Patrick was 17th, three laps down.

● Chuck Bradbury Sr

### RESULTS

1 Kyle Busch (Toyota Camry), 200 laps in 1h46m53s; 2 Carl Edwards (Ford Mustang), +0.514s; 3 Kevin Harvick (Chevrolet Impala); 4 Ryan Newman (Chevy); 5 Reed Sorenson (Chevy); 6 Joey Logano (Toyota); 7 Ricky Stenhouse Jr (Ford); 8 Justin Allgaier (Chevy); 9 Brian Scott (Toyota); 10 Kenny Wallace (Toyota). **Points** 1 Sorenson, 78; 2 Stenhouse, 73; 3 Jason Leffler, 71; 4 Danica Patrick, 58; 5 Joe Nemecek, 58; 6 Aric Almirola, 56.

### BUSCH KEEPS ON TRUCKING INTO VICTORY LANE

Kyle Busch held off a late charge from Clint Bowyer to win Friday night's Truck Series race. Ex-F1 racer Nelson Piquet Jr finished 13th. Matt Crafton leads the points





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Bogie's first BRC win was first for a Scot since 1997

BRITISH RALLY CHAMPIONSHIP RALLYE SUNSEEKER, FEBRUARY 25/26, RD 1/7

## Bogie rolls out on top

**DAVID BOGIE** made the perfect start to his British Rally Championship campaign on England's south coast with victory on the Rallye Sunseeker on Saturday.

Reigning Scottish champion Bogie was fastest on the opening test in his Mitsubishi Lancer Evo IX, but lost that lead on the next stage when 19-year-old Tom Cave passed him to lead a BRC round for the first time in his life in his slightly younger Evo X.

The pair would remain at the front of the field for the rest of the day, with just a couple of seconds separating them. Bogie went into the day's final stage with just 10 seconds in hand over Cave, who managed three fastest times on the Bournemouth-based event.

But it was the Scot who came out on top to become the first driver from north of the border to win a BRC round since Alister McRae's home win on the Scottish Rally in 1997.

"It's been a dream of mine to win a round of the BRC," said the emotional Bogie at the finish. His only problem had come three stages from the finish of the rally, when he'd struggled with the muddy conditions.

"We got mud on the windscreen," he explained. "By the time it cleared, we were flat in fifth and halfway across a field!"

None of that mattered now, Bogie had realised his dream on a damp day down south. Bogie's Sunseeker success means he now leads both the British and Scottish championships

after his Snowman Rally win of the previous weekend.

Cave was similarly upbeat at the end of Rallye Sunseeker. The Welshman gave chase and harried Bogie throughout the day, but when he settled down and considered his position, he was happy to take second place – his best BRC result ever.

"In the end, David was just too quick," said Cave at the finish. Cave hadn't been able to relax too much, however, with Pirelli Star Driver Elfyn Evans (Subaru) hard on his heels in third. Cave's fellow Welshman was just 5.6 seconds behind him – with Evans' TEG team-mate Adam Gould (Subaru) a further 6.9sec down in fourth, after what had been a hard-fought and fascinating fight.

Jason Pritchard had been in the hunt for a podium place when he put his Impreza off the road on SS6.

Mitsubishi man Daniel Barry collected fifth, with Jonny Greer and Robert Barrable making their Skoda Fabia S2000 debuts in the BRC in sixth and seventh.

Estonian driver Siim Plangi won the Formula 2 category, placing his Renault Twingo in 10th place, picking up the PSD nomination for the event. Top seed Craig Breen suffered a water pump problem and finished well down the order.

● David Evans

### RESULTS

**1 David Bogie/Kevin Rae (Mitsubishi Lancer Evo IX)**, 1h00m44.4s; 2 Tom Cave/Craig Parry (Mitsubishi Lancer Evo X) +21.8s; 3 Elfyn Evans/Andrew Edwards (Subaru Impreza WRX) +27.4s; 4 Adam Gould/Seb Marshall (Subaru Impreza WRX) 34.3s; 5 Daniel Barry/Rory Kennedy (Mitsubishi Lancer Evo X) +1m05.4s; 6 Jonny Greer/Dai Roberts (Skoda Fabia S2000) +1m28.3s.  
**POINTS** 1 Bogie, 20; 2 Cave, 18; 3 Evans, 16; 4 Gould, 15; 5 Barry, 14; 6 Greer, 13.



Plangi won F2 in Twingo

ALL PICS: EBREV/LAT



CURRENT  
STANDINGS

- |   |                  |   |        |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ↔ | 24,200 |
| 2 | Mark Webber      | ↔ | 22,079 |
| 3 | Sebastien Loeb   | ↔ | 21,215 |
| 4 | Fernando Alonso  | ↔ | 20,467 |
| 5 | Lewis Hamilton   | ↔ | 19,217 |

### Ranking the world's best drivers

#### WHAT HAPPENED THIS WEEK

Kyle Busch's second place at the Phoenix Sprint Cup race moved him ahead of Carl Edwards for 13th spot while winner Jeff Gordon retained 25th place. Jamie McMurray (27), Greg Biffle (35) and Mark Martin (45) lost two, four and three places respectively.

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







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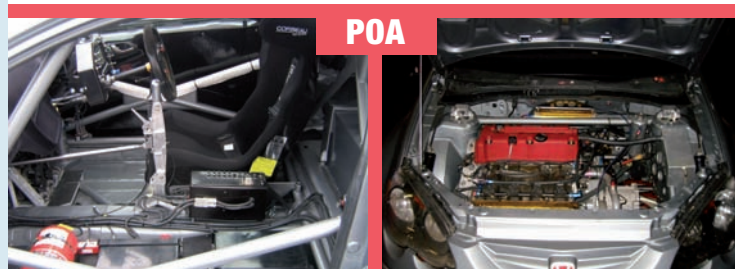
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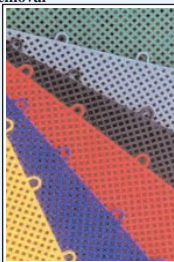
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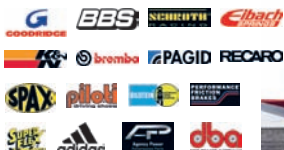
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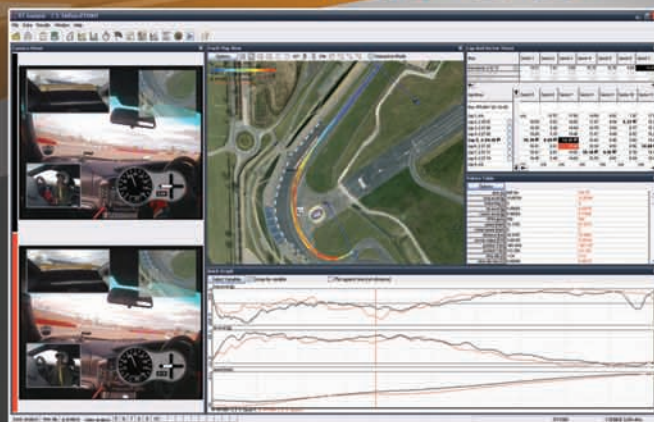
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## Formula Two PR Officer (based at Brands Hatch, Kent)

MSV urgently requires a PR Officer to join its FIA Formula Two Championship operation.

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**Please apply in writing, including current CV and salary expectations, to:**

Katie Dickens, Group Human Resources Officer, MotorSport Vision Limited, Brands Hatch Circuit, Fawkham, Longfield, Kent, DA3 8NG  
or email: [katie.dickens@motorsportvision.co.uk](mailto:katie.dickens@motorsportvision.co.uk)

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To be successful in this position you must have detailed knowledge of operational and Health & Safety issues across an active Motor Circuit. You will also be responsible for the management of the circuit's Track Stewards and Marshals; therefore you will have previous management experience within a similar operational role. You will have excellent customer service skills and ideally, experience of instructing or involvement within a race school environment. Flexibility in hours is essential, weekend working including Saturdays and some Sundays will be required.

For more information and to request an application pack please either contact the People and Development department on (01243) 755000, email [careers@goodwood.com](mailto:careers@goodwood.com) or visit [www.goodwood.com/info](http://www.goodwood.com/info). Please note CV's will not be accepted.

**The closing date for receipt of applications is Monday 7 March 2011**

## AERODYNAMICIST / JUNIOR AERODYNAMICIST

Under the supervision of the Senior Aerodynamicists, you will be designing and optimising components in the wind tunnel and CFD. This will involve developing designs, performing CFD analysis, overseeing test preparations, running wind tunnel programmes and following up with data analysis and presentations. The successful candidates will be expected to integrate quickly into the current design team and will be actively involved in many aspects of the aerodynamic development of the car. You must be educated to degree level or equivalent in a related discipline and a good working knowledge of CAD (Catia V5 preferable) and current CFD methods would be a distinct advantage. This role requires involvement in the wind tunnel rota and a flexible approach to working hours is essential.

## AERODYNAMIC TEST ENGINEERS

Under the supervision and support of the Aerodynamicists, you will be responsible for the day-to-day testing of the wind tunnel programs, analysing the data, and presenting this data to the Aerodynamicists. Working within a time pressured environment, you should be able to maintain a methodical and rigorous approach to data analysis and be able to pick up and understand the concepts of the aerodynamic tests that you are performing. Previous wind tunnel testing experience is preferred but not essential. This role requires some shift work and a flexible approach to working hours is essential.

## CFD AERODYNAMICIST

We are looking to fill an Aerodynamicist position within the future projects group at Force India, presenting an exciting opportunity for a highly motivated and creative engineer. Under the guidance of the Aerodynamic Group Leader, you will be responsible for moving the aerodynamic development of the car forward, pursuing current directions, improving understanding and investigating new concepts. You must be educated to degree level or equivalent in a related discipline and a solid understanding of aerodynamic principles and experience in using CFD in a design environment are pre-requisites. A good understanding of current F1 aerodynamics, flow structures and interactions would be advantageous.

## R&D ENGINEER

You will undertake a proactive role in research projects from initial concept through to build and test transferring generated ideas into effective working concepts in close co-operation with related departments. The successful candidate must be educated to degree level or equivalent in engineering, have a good working knowledge of general engineering principles and CAD (preferably Catia V5) and the ability to demonstrate experience of accurate data analysis.

## PATTERN MAKER

Working on the late shift within our Pattern Shop you will be responsible for the manufacture of full size and scale model patterns, jigs and components to a high level of accuracy. You will have the ability to read and understand drawings and have a flexible attitude. Experience in programming and operating 3 & 5 axis CNC machines would be advantageous.

The successful candidates must:

- Have previous relevant experience working within a high level motorsport environment
- Be able to demonstrate an innovative and flexible approach to problem solving
- Be able to integrate quickly into existing teams and be actively involved in many aspects of each department
- Have good communication skills and be able to work to tight deadlines, often under pressure
- Be highly self motivated, thrive in a challenging environment and have a flexible approach to working hours

If you are interested in any of the above positions, please email your CV with a covering letter including your current salary to: [sarah.watson@forceindiaf1.com](mailto:sarah.watson@forceindiaf1.com) (closing date 11 March 2011). **NO AGENCIES.**



## HR831 – NUMBER 2 MECHANIC – SUPPORT TEAM

We have an exciting opportunity for a Number 2 Mechanic to join our Support Team.

The role will involve the assembly and disassembly of Red Bull Racing cars. You will work as part of a team that supports all events including Race, Test and Show Car.

Previous motorsport experience is vital, with the ideal candidate having worked as a Number 2 Mechanic within Formula 1, GP2, F3 or similar formula. A basic understanding of hydraulics and gearbox functions are preferable but not essential.

You must be able to work closely with other team members, and enjoy the challenge of

working in a high pressured, time sensitive environment. You will have the ability to work to tight deadlines, without compromising the highest industry standards. Computer literacy would be advantageous to assist with the use of our communication, workflow and logistics tools.

To apply please send or email a covering letter and your CV, quoting the above reference number and your current salary details to:

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## Unigraphics, Delcam, hyperMILL CNC Programmers – £30-£40k – Berkshire

We are recruiting for CNC programmers to join a leading engineering firm within the Automotive / Motorsport sector. Suitable applicants will have a precision engineering background, with specific knowledge of Hypermill CAM or Unigraphics NX6 or Delcam software. Experience within the Automotive, Motorsport, Aerospace of similar high precision engineering sector would be ideal.

## Composite Design engineer – £DOE – Oxfordshire

We are seeking an experienced designer to work on a range of high end motorsport projects. The ideal candidate would have a good knowledge of composite materials and manufacturing processes together with previous high level motorsport design experience.

## Senior Mechanical Engineer – £DOE – Oxfordshire

You must be able to layout and detail mechanical assemblies, have worked within a motorsport environment and able to make sure that designs are delivered on time and within budget. You must be degree qualified ideally have unigraphics experience and have the ability to lead a team.

If you are interested in the above roles or require further information please contact Keith Blain [keith.blain@txmrecruit.co.uk](mailto:keith.blain@txmrecruit.co.uk) 01908 228642

## Vehicle Dynamics Engineer - £25-£35k – Oxfordshire

Developing whole-vehicle and subsystem models, validating vehicle models against rig/track data and running test sessions using vehicle simulators. Previous experience with developing and validating vehicle models and able to demonstrate understanding of race car mechanical & electronic control systems. Able to use Matlab, Simulink, Excel & VBA. Must have engineering experience within high level motorsport and use of Lap simulations or other modelling tools. Must have BEng (Mechanical, Aerodynamic or Electrical Engineering) and broad based education in Maths & Physics.

## Junior HPC Engineer - £20-25k – Oxfordshire

Supporting the maintenance and operation of the HPC Linux network and cluster. Computer Science degree – 2:1 or above. 1-2 years experience working with cluster systems (Linux) along with experience of Networking – HPC environment desirable.

## Software Developer – up to £35k – Oxfordshire

Development of a bespoke ERP/MRP system. Application development experience across the LAMP stack (Linux, Apache, MySQL, PHP) but will also consider strong background in C++ or equivalent languages. Flexible and able to succinctly communicate/translate complex technical information verbally and in writing.

If you are interested in the above roles or require further information please contact Nick Shirtcliffe [nick.shirtcliffe@txmtechnology.com](mailto:nick.shirtcliffe@txmtechnology.com) 01908 228670





Toyota Motorsport GmbH (TMG) is the home of high-performance design, development and production for the automotive industry and beyond. Based in Cologne since 1979, TMG competed in top-level international motorsport before establishing itself as a supplier of specialist services

both within Toyota Motor Corporation and for external clients. TMG is a multi-national company offering challenging and fulfilling positions within a fast-moving environment.

## SIMULATION & PERFORMANCE ENGINEER (M/F)

### JOB DESCRIPTION:

The Simulation & Performance Engineer will work within a fast-paced group as a member of the Chassis Research and Development department, with a primary role to lead projects and develop TMG's vehicle simulation tools to support new and exciting vehicle concepts. This will involve mainly factory-based responsibilities. The successful candidate will be responsible for modelling novel devices/functions and simulating new vehicle concepts. You will perform investigative studies

which steer our vehicle project design/development direction. Your role also includes programming, testing and validating software updates, adapting our simulation tools to new project requirements. Working closely as part of a team, you will also support full project development cycle from concept to completion, including testing activities on dyno, test-bench, driving simulator and test track.

### SKILLS AND QUALIFICATIONS REQUIRED:

- Degree level Engineering qualification (Mechanical, Automotive, Electronic or similar)
- Practical experience of vehicle simulation/modelling, ideally within a top-level motorsport environment
- Excellent vehicle dynamics knowledge, applied to racing (limit-cornering) conditions
- Simulink, Matlab and C/C++ programming skills

- Team player who demonstrates a responsible and analytical working style, with good interpersonal skills and an investigative/exploratory approach to problem solving
- Good communication skills, self motivated and with a flexible approach to working hours
- Good organisational skills, the ability to deliver high quality to tight deadlines as well as solid project management capabilities

*If you believe you possess the appropriate qualifications and experience for this position, please send your CV along with a covering letter in english to:*

Toyota Motorsport GmbH, Human Resources  
Toyota-Allee 7, 50858 Köln, Germany  
job-opportunities@toyota-motorsport.com

find more jobs & infos at: [www.toyota-motorsport.com](http://www.toyota-motorsport.com)



Ilmor Engineering Ltd is a successful designer and manufacturer of engines for use in the Indy Racing league and Nascar Series, as well as several new and exciting projects currently under development. As a result we are now seeking to recruit the following new Team Members.

### GRADUATE DESIGN ENGINEER

**This is an exciting opportunity for a new graduate to join a team of highly motivated engineers at the forefront of engine technology.** You will be involved in all aspects of engine projects from initial design stage to performance improvement, generating your own ideas and turning them into viable solutions. Duties will include producing drawings for both production and prototype engine components, following these through to performing appropriate test work and analysis to identify or confirm improvements.

To be successful, you will have a good degree in Mechanical or Automotive Engineering, be a recently qualified graduate with up to 2 years experience in a technically demanding environment and have a sound knowledge of the practical aspects of engineering. Experience of 3D CAD will be advantageous and training in Catia V5 will be provided if needed.

A highly motivated self-starter, who is innovative and has a clear ability to communicate their ideas both written and verbally will thrive in this challenging environment.

### DEVELOPMENT ENGINEER

**Ilmor are also seeking an experienced engine development engineer.** You will be involved in a variety of development projects across some of our ongoing engineering programmes in Race, Marine, Aerospace or mainstream automotive programmes.

To be successful, you must have a good degree in Mechanical or Automotive Engineering and have at least 2 years post graduate engine development experience.

The successful candidate must be able to:

- Demonstrate competence with co-ordinating tests, analyzing data and using test results to improving performance.
- Have experience of sub-system bench rig testing and/or engine test bed development.
- Work under pressure and to tight deadlines.
- Work well individually and as part of a team.
- Communicate effectively verbally and written.

### ELECTRONICS ENGINEER, TEST-BED SYSTEMS

The Electronics Department is involved in most aspects of the company's business. Due to the expansion of the business, a vacancy now exists to manage the integration of new engine test-bed control and data acquisition systems and new engine calibration software. As we make a wide variety of control and sensing hardware in-house, there will be a need to become involved in the design, manufacture and validation of such systems. The base skills required for this position are digital and analogue electronics design abilities, testing and debugging of prototype hardware, the ability to write embedded software using C and Matlab/Simulink, the ability to write PC interface software in HLL, C#, C++, .NET etc. In addition this position requires good verbal and written communication skills, the ability to work unsupervised and be proactive, thorough and methodical with good documentary and traceability skills.

The successful candidate will have an honours degree (2:1 min) in electrical and electronic engineering, have some experience of hardware design and manufacture in a commercial environment, with power electronics and electromagnetics, exposure to on- and off-vehicle automotive electronics. Job Summary: To oversee integration and commissioning of third-party and in-house engine test-bed control systems. Design and develop prototype control hardware using schematic capture and PCB design CAD tools.

### MANUFACTURING / PRODUCTION ENGINEER

We are currently seeking a Manufacturing Engineer who will be involved in all aspects of engine component manufacture. This position requires a creative approach with the capability of turning ideas into viable production solutions. Duties will include producing drawings for production and prototype engine components jigs and fixtures, selecting tools and machine strategies, producing and verifying N/C code mainly from 3D models and following these through to simulation and quality analysis. The suitable applicant must have the ability to work under their own initiative to tight deadlines. Previous experience of using Catia V5 and Open Mind HyperMILL is essential.

From time to time the role may require some shift pattern working and potential applicants need to have an adaptable and flexible approach to their work.

In addition to an attractive salary, the above positions carry a range of benefits including performance related bonus, non-contributory pension scheme, life assurance and private medical insurance.

Please respond by **March 18th 2011** with your CV and a covering letter including salary details, stating which position you are applying for to: [hr@ilmor.co.uk](mailto:hr@ilmor.co.uk)

Or by mail to: Ilmor Engineering Ltd, Quarry Road, Brixworth, Northamptonshire NN6 9UB, marked for the attention of the HR Manager. **NO AGENCIES PLEASE !!!!**





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# SportsExtra

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**Latest Ginetta heads out on track for the first time, p78**



Adam will race GT3 Aston with Howard

## Adam in Aston for Brit GT

### Tin-top ace Jonathan Adam joins Beechdean for full season in DBRS9

**» FORMER TOURING CAR ace** Jonathan Adam is switching to the British GT Championship this season and will race a Beechdean Motorsport Aston Martin DBRS9.

Adam was a multiple champion in one-make touring car series before stepping up to the BTCC in 2009. He raced a Motorbase Performance BMW to eighth in the standings, but could not find the budget to continue in the series last season.

Now he will share Beechdean's Aston with team boss Andrew Howard, who returns after a year away working with Nigel Mansell in the Le Mans Series.

Adam, who won a Ginetta G50 Cup race at Knockhill last year on his GT racing debut, said: "We tried to do BTCC but we couldn't get the funding, so it was

quite a quiet year. It's good to be back and I'm excited to be doing British GT."

The 26-year-old Scot tested the car at Silverstone last month and believes the team can run at the front. "I shouldn't have too many problems getting used to the car," he said. "There are a lot of new cars so it will be a tough year, but I can't see why we can't challenge for regular podiums and finish in the top three or four in the championship."

Adam confirmed that he now hopes to carve out a career in international GT racing. "At the moment there are a lot more opportunities in GTs than touring cars," he said.

"I'm quite consistent, kind to the car and stay out of trouble, and in GTs it's all about looking at the longer picture.

"The ultimate goal is Le Mans and the

team has a clear strategy moving forward."

Howard scored a podium and a pole in British GT in 2009, in a Beechdean DBRS9. He confirmed the Aston, which first appeared in the series in 2006, will be upgraded to the latest specification.

"The British GT field looks the strongest it's been for many years, with a lot of new cars and a great driver line-up," said Howard, who took third in a one-off British GT outing at Silverstone last year with Aston factory driver Darren Turner.

"Although the Aston is getting on a bit it is incredibly reliable and, at the right tracks, still a very fast car.

"I have a great co-driver who not only has a fantastic winning record but also has a proven record for finishing races."

Adam will make his series debut at the season opener at Oulton Park on April 25.

JONATHAN ADAM CV	
DoB	September 4 1984
2010	Ginetta G50 Cup race winner on one-off outing at Knockhill
2009	Eighth in BTCC in Motorbase BMW 320si
2008	SEAT Cupra Cup champion with TCR (9 wins)
2007	SEAT Cupra Cup champion with TCR (9 wins)
2005	Renault Clio Cup champion with TCR (11 wins)



Adam scored many successes in SEATs

### AUTOSPORT SAYS...

**KEVIN TURNER**  
NATIONAL EDITOR

kevin.turner@haymarket.com



**ROBERTO MORENO** and a Mini is not one of the obvious dream combinations, but it's great that the ex-Formula 1 racer will return to competition on the UK historic scene (see page 81).

The evocative nature of historic and the fun factor means that many former stars have a go at some point. It gives them a chance to do what they love without the pressures of a contemporary series.

That's why this week, as well as Moreno, we have a well-known racer of the past and a Land Speed Record holder committing to racing older machinery (p81).

Moreno is also talking about a return to FF1600, and it would be no surprise to see him at Goodwood's Revival meeting, so we may get the chance to see a lot more of the popular Brazilian in 2011.

National motorsport isn't all about looking back, of course. Paul Drayson's news that he will enter the fledgling EV Cup is timely, if predictable (p78).

As a long-term supporter of alternative fuels in motorsport, Drayson sees the EV Cup - designed to promote and develop electric cars - as an important part of the sport's move towards greener racing. That's why he has made the apparently unfathomable step from LMP1 Lola to unproven club racer.

Not everyone is convinced of the need for such series, and the solution to environmental problems may not be found in electricity, but to carry on regardless would be short-sighted. Motorsport can't exist in a bubble and has the opportunity to lead the way, rather than lag behind, when it comes to finding technical answers to the modern world's problems.

### Extra contact details

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

## CONTENTS

**p82** TRACK TEST  
PORSCHE 911 GT3





Ginetta GT Supercup

## Ginetta G55 hits track

Ginetta's latest GT racer broke cover at Silverstone this week, driven by a number of national racers. The car will provide the fastest entries in the BTCC-supporting Ginetta GT Supercup in 2011



### EV Cup

## Drayson goes electric

**AMERICAN LE MANS** Series driver Paul Drayson and his eponymous squad will switch to the new British-based EV Cup this season.

Drayson finished third in the 2007 British GT Championship, sharing a Barwell Motorsport bio-fuelled Aston Martin with Jonny Cocker, before moving to the ALMS and competing at Le Mans. He and Cocker drove an LMP1 Lola in the ALMS last season, but Drayson will now join the series aimed at

developing and promoting electric cars in motorsport.

"I believe electric cars will be a part of our future, and being involved with the EV Cup from the start will help our team be a crack squad running them," said Drayson, who will drive a Westfield-based iRacer.

"It's about changing people's perceptions of what is possible. This is a once-in-a-generation opportunity for motorsport to become more relevant."

Drayson, whose squad will also develop technologies for the Prototype class within the EV Cup, believes the initiative could lead to developments at Le Mans and with KERS.

"I believe it won't be very long before it will be possible to run an electric car at Le Mans and national racing is important for that," he said.

The first MSVR-run EV Cup meeting is scheduled for Silverstone on August 6.

Drayson will leave ALMS for EV Cup



### Renault Clio Cup

## Wright moves to Clios with SV

**FORMULA RENAULT** BARC ace Luke Wright has switched to the Clio Cup for 2011 with the new Scuderia Vittoria.

The 18-year-old had his debut tin-top test last week at Brands Hatch, before



Wright was rapid in the wet at Thruxton test

lapping quickly in the wet at Thruxton.

SV Clio chief Danny Buxton, winner of the 2001 Clio title, said: "I have never been so excited about a driver getting on the pace so quickly."

"He's formed a great relationship with our engineer Kev Whitaker, and whenever we spotted something with his driving we'd get the message to him and the very next lap he changed, which is rare for a driver of his age."

"He's just got to work on being smoother on his front tyres."

Wright, who ran out of money to continue in single-seaters, added:

"If we carry on the way we're going a title shot isn't out of the question."

SV is considering running a third Clio alongside Wright and Matt Allison, who signed last month.

### British Formula Ford

## Scholarship champion joins JTR

**REIGNING BRITISH** Formula Ford Scholarship champion Tristan Mingay has joined JTR for an assault on the main title this season.

Mingay took the Scholarship crown with the works Ray squad, but will now race a Mygale for JTR. He joins Australian Geoff Uhrhane and has

already started testing for the team.

JTR boss Nick Tandy, who ran Tio Ellinas and Daniel Cammish to race wins last year, said: "Tristan did the test at Silverstone last week and we had a very successful day. There was little to choose between him, Geoff and [Jamun's] Scott Malvern."

Tandy is still hoping to run three cars this season and is currently in discussions with several drivers.

● Jamun, JTR's main rival, has confirmed Aussie Nick McBride and Jeroen Slaghekke, who drove with the team last year, for 2011. The duo joins Malvern and Richard Goddard.



Mingay impressed JTR at Silverstone last week

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Formula Renault BARC

## Zamparelli joins Antel for 2011 Formula Renault BARC title push

**FORMER GINETTA** Junior champion Dino Zamparelli will make a full-time return to Formula Renault BARC this season with frontrunning squad Antel Motorsport.

Zamparelli, 18, won the 2008 Ginetta Junior title before finishing third in FRenault BARC in 2009 with the Reon Motorsport squad that became part of GT team MTECH. He drove for Antel in last season's BARC finale at Thruxton after completing only two races in an abortive graduation to Italian F3.

Zamparelli will partner karting graduate Callum Bowyer at Antel, while series returnee Archie Hamilton has defected from Antel to rival team Fortec.

Zamparelli said: "Last year was one of the worst years of my life – it was just terrible. It's been a year out, so I feel I can go back and relaunch my career."

Antel team manager Ross Curnow added: "I'll be amazed if we don't win almost every race with Dino. He's the best I've ever seen in a Formula Renault car and it's such a pity he's got such a lack of funding."

Antel will also run ex-FRenault BARC racer Matt Draper in the relaunched MSV F3 Cup this season. Draper has bought the Dallara in which Nico Rosberg finished eighth in the inaugural F3 Euro Series in 2003.

Zamparelli will race for Antel in 2011



British Rallycross

## Doran gets his Focus for the year

**BRITISH RALLYCROSS** champion Pat Doran will defend his title in an ex-Sverre Isachsen Ford Focus this year.

Doran, who won the BRC in 2009 and '10, has rented his title-winning Ford Fiesta Supercar to Julian Godfrey and was without a car for the coming season. He viewed the Focus as a favour for another driver, but ended up buying it for himself.

The Focus is the car raced by reigning ERC champion Isachsen until 2007 and subsequently

used by Norwegian Camilla Antonsen, who won the North European Zone championship last year. "It's a bit of a sideways step in some ways, but the car is very well prepared so I'll use it

this year and then sell it again," said Doran, who has acquired the car as a rolling chassis and will fit his own engine to it.

"It would be a good car for anyone in the British championship."

Doran will race ex-Isachsen Focus



Renault Clio Cup

## Proctor commits to race return

**FORMER BTCC** racer Mark Proctor will come out of retirement to race in this season's Renault Clio Cup.

Proctor, 42, quit the sport after breaking his back in a Ginetta G50 crash at Oulton Park in May 2009, but will now return after struggling to shake off the racing bug.

He joins Clio sophomore James Dixon, karting graduate Tom Grice, and Nicolas Hamilton (brother of 2008 Formula 1 champ Lewis) at

frontrunning squad TCR.

Clio rookie Proctor said: "I've been racing all my life and it's been hard to stay away. I needed to get back into the sport and the chance to race with TCR in Clios is the perfect opportunity."

"Unfortunately my run in Ginettas ended with the big accident. It was a freak accident, but I decided to walk away from racing. It's been impossible to shake the bug though and I'm really happy to be back."

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Jaguar E-types will star in 2011

**E**-types, E-types everywhere left RaceRetro goes in no doubt as to what will be a massive talking point of the upcoming historic racing season. The 50th anniversary of Jaguar's most iconic model has spawned many celebrations, but none will be as visible as the racing series, which has focused racers like few others.

It's not all about the extraordinary lightweights, although many have been made to replicate the homologated specification of the 12 original 'Evos', which took on Ferrari from 1964, at workshops around Britain since the initiative was announced last year. Tuesday's Goodwood test day provided insight into this summer's high-octane action as cats pounced for the first time.

Since Ian Williamson founded it in 2004, RaceRetro – staged at the National Agricultural Centre's Stoneleigh Park venue, and now in different ownership – has been a moveable feast. Indeed, the jury is still out as to the ideal calendar slot. Suppliers and prep shops would prefer it to be in November, when racers are planning ahead. Event promoters prefer the spring, when calendars are fixed.

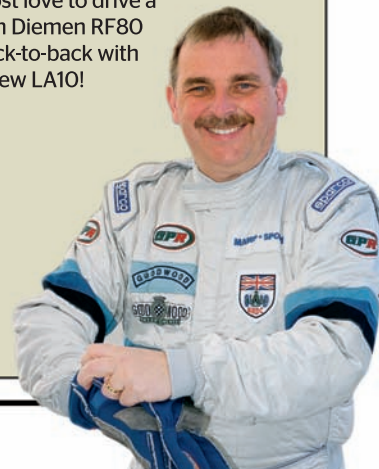
Even though I did not leave the halls in three days (thus missed the rally car and historic karting demos), I thoroughly enjoyed the weekend, amid an eclectic selection of competition cars and motorcycles and sporting greats

mingling with the crowds. It started promisingly, with rally star Yvonne Mehta joining Algarve Historic Festival promoter Francisco Santos's Thursday dinner party, and I was also delighted to chat with old friend Roberto Moreno.

I first met Mrs Mehta on last year's Tour Britannia, but had no idea that she was such a remarkable businesswoman. The widow of five-time East African Safari Rally winner (for Datsun) and senior FIA officer Shekhar Mehta, she was his co-driver on other World Championship events. Following his death she took over the running of his family tea plantation in Uganda and his Subaru Kenya company, which he grew from a humble fuel station in the 1960s. Yvonne chairs the operation, which also has outlets in Uganda and Tanzania, and still competes worldwide.

I've known Roberto Moreno for 30 years, since he came to England to race in Formula Ford – and fixed the ailing generator in the motorhome AUTOSPORT had blagged for the British GP weekend at Silverstone. I reported on his F3000 championship season in 1988 and will have the pleasure of seeing him try historic this year, while mentoring Brazilian compatriot Lucas Foresti in F3. A real enthusiast, Roberto would most love to drive a Van Diemen RF80 back-to-back with a new LA10!

“The 50th anniversary of Jaguar's most iconic model will be a talking point of the season”





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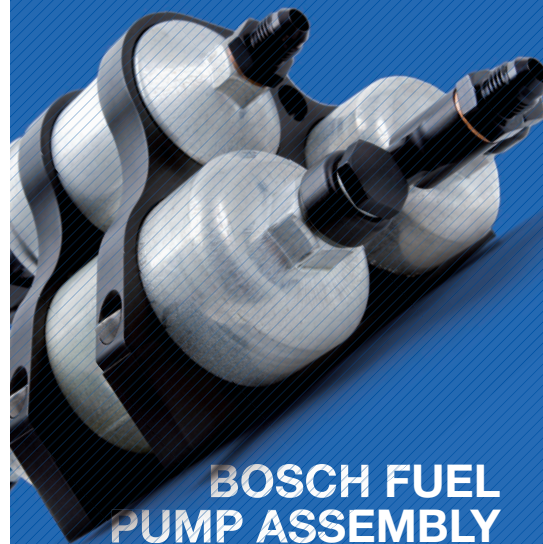
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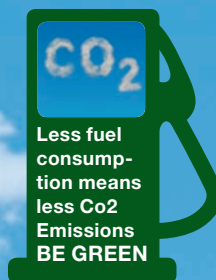


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## IN BRIEF

**DOUBLE PRODUCTION** BMW champ Rob Smith tested his new 320 cabriolet

racer for the first time at Brands Hatch last week. Smith plans to use the Dave Kear-built car (left) to defend his title this season.



**BRITISH FORMULA** Ford ace Daniel Cammish tested one of Mark Burdett Motorsport's old-spec Tatuus cars at Thruxton last week with a view to competing in FRUK this year, but has set his sights on Formula 2 for 2011.

**FORMULA VEE** racer David Townrow has quit the series and put his blue Leystone up for sale. The ex-Caterham racer, who scored a pole in the Oulton Park finale of his first season of Vee in 2010, plans to return "when funds allow".

**ROB HALL** damaged the ex-Jan Lammers Shadow DN9 during testing at Mallory Park in the wet last week (below). "It just lit up the back end on the Stebbe Straight. I thought I had held it," he said.



**THE RADICAL UK** Cup will split its grid at its Brands Hatch GP meeting, which will also be a round of the Radical European Masters, thanks to high interest. There will be two races for SR3s and two for SR8s, and Radical has not ruled out splitting grids at other events.

**CASTLE COMBE** is to introduce a four-round Formula Libre series, to be called Formula MonoLibre. Former BTCC driver Nigel Smith is already considering entering his ex-Vauxhall Junior machine.

**FRAZER NASH** Saloon racer Patrick Blakeney-Edwards is the provisional winner of this year's Pomeroy Trophy, held at Silverstone last weekend (left). PB-E, who has won four of the last five events, defeated fellow Frazer Nash ace Frederic Wakeman and the Fiat Coupe of Jason Kennedy.



**MSVR HAS** launched a new series to provide a step up for its Trackday Trophy competitors. The new MSVR Team Trophy will only be open to post-1993 cars, but Trackday Trophy graduates can use pre-1994 machines.

**THE IRISH** Punto Abarths will join forces with the Irish Touring Car Championship this year in an effort to increase numbers. It is expected that about eight Abarths will join the ITCC, which was inaugurated last year.



Brazilian was an FF1600 star



Moreno plans to race a Mini at Oulton Park

### Masters Historic Racing

# Moreno to race Mini at Oulton

Brazilian star heads to historic racing in Britain, and considers FF1600 return

**FORMER INDYCAR** and Formula 1 racer Roberto Moreno is to contest the Masters Historic Racing season opener at Oulton Park on March 12.

The 1988 Formula 3000 champion, who competed for nine teams during his time in F1, will share Masters boss Ron Maydon's Mini Cooper S in the Pre-66 Touring Car race.

Moreno, 52, spectated at recent Masters track days at Goodwood. "The Mini will be a whole new experience,

but I'm looking forward to racing again, seeing what historic racing has to offer and what I can bring to it," said Moreno.

The Brazilian last competed at Oulton in 1982, when he finished eighth in a British Formula 3 round with a Ralt-Alfa Romeo RT3.

Top Hat event manager James Beckett added: "His enthusiasm is just incredible and I am sure we will see him doing a lot of racing with us this season.

"He has his eyes on a Formula 1 car,

but the Cooper S will be something very different for him and I'm sure that he will be very competitive."

AUTOSPORT understands Moreno is also looking to contest Beckett's Champion of Brands FF1600 series in a Van Diemen RF80 - the make of car he drove in British Formula Ford in period.

Historic FF1600 preparer Peter Alexander said: "If someone can find an old Van Diemen I'm happy to buy it and run it for him."

### Heritage GT Car Challenge

## Needell to share Cobra in Heritage GT outings

**EX-F1 RACER** and *Fifth Gear* TV presenter Tiff Needell will return to the Heritage GT series this season in John Dickson's race-winning Ram Cobra.

Needell will appear at April's season-opener on the Silverstone GP circuit and fit in "as many races as I can do" around

his other commitments.

"I did it a few years ago in Tom Alexander's Aston Martin DB4 and it's quite a fun series," said Needell. "I had a memorable victory at Brands Hatch, supporting the Formula Ford Festival in 2004, so I've got history with the series.

"I was very impressed

with it the first time - it's a lot of enthusiasts out for a weekend in a large variety of cars."

After a couple of difficult years, HGT boss Roger

Bennington has confirmed an increase in interest for 2011. "I'd be very surprised if we didn't have between 25 and 30 on every grid," he said.



### Grand Prix Masters

## Land Speed Record ace to compete in F1 March



Nearburg broke record in Spirit of Rett in 2010

**THE WORLD'S** fastest man in a single-engined wheel-driven car is to race a historic Formula 1 March 761B in the Grand Prix Masters season-opener at the Barcelona Classic Festival in April.

Texan Charles Nearburg, who races a Williams FW07B in his native US, finally broke the Summers Brothers' FIA record set with the Goldenrod in 1966 with a two-way average of 414.5mph at

Bonneville last September.

Powered by a 523ci Reher-Morrison-developed GM engine, Nearburg's streamliner, Spirit of Rett (named for his son, who died of cancer in 2005) was the first to top 400mph in the unsupercharged class, and hit 422mph in one direction.

Nearburg started racing in 1973 and has competed at Le Mans and Daytona.





# 911heaven

**The latest version of Porsche's GT3 Carrera Cup car has finally made it to the UK. BEN ANDERSON jumps the queue for a spin**

**T**he Porsche Carrera Cup GB has come a long way in the past two and a half years. Grids barely scraped into double figures for the first half of 2008, and the average was a meagre 11 cars – hardly the sort of popularity expected from one of sportscar and GT racing's most prominent and successful marques. Since then, the series has grown steadily to the point where more people want to race the latest evolution of the 911 GT3 Cup car than the grid can handle. The Carrera Cup is supposed to support the British Touring Car Championship, but boasted bigger fields than the BTCC at every one of last season's 10 rounds and is set to do so again in 2011, with grids expected to top 30 cars for the first time.

Championship manager Marion Barnaby and her team have worked hard

to make the series successful. "It was built up over nine years," she says. "We stood at Mondello in 2003 with only six cars, thinking 'what have we done?'"

"It's not a cheap championship – £200,000 for a full season – but it is value for money. Compared to touring cars or F3, it's a bargain!"

The latest 911 GT3 Cup car is not new. Porsche launched the model (based on its GT3 RS road car) in '09 and it spent 2010 in Porsche's premier F1-supporting Supercup, as well as the Asian, German, Japanese and Italian domestic series.

The UK series decided to wait an extra year before adopting it, owing to the fragile state of the UK economy and the delicate nature of its own recovery. Teams and drivers will have to wait until the pre-season test and media day at Snetterton on March 22 to lay hands on their newest steeds, so AUTOSPORT is

privileged to sample one at Silverstone.

Much of the previous 997 Carrera Cup car has carried over to this one – in the words of technical boss Rob Boakes (who was Allan McNish's top mechanic at Audi in the R8 days, and chief spanner at DPR in GP2), "80 per cent of this car is the same as the old one".

But with some crucial differences. The latest GT3 Cup is 15kg lighter and features an extra 30bhp (up from 420), thanks to a bigger, 3.8-litre, engine. The car's track is wider, to accommodate bigger front (by 0.5") and rear (1.0") wheels and new Michelin tyres. Porsche's engineers have also lowered the front spoiler by 15mm and borrowed the FIA GT3-spec wider rear wing – to increase downforce. General consensus says it should be 0.5 seconds faster here and 1-1.5s quicker on longer circuits.

"It's an evolutionary step from Porsche





Silverstone  
National  
Circuit

## TECH-SPEC

**Chassis:** Porsche 911 GT3 Cup (based on 911 GT3 RS II)  
**Engine:** Water-cooled flat-six-cylinder boxer  
**Capacity:** 3797cc  
**Max Power:** 450bhp at 7500rpm **Max rpm:** 8500  
**Gearbox:** Six-speed sequential dog-type with LSD  
**Weight:** 1270kg (with driver)



Boakes (r) talks Anderson through the finer details



Spot the difference? Latest GT3 is evolutionary step

— same as the 997 was to the 996,” says 2007 Carrera Cup champ James Sutton, who raced the car in Italy last year and is returning to the UK series in 2011.

“The bigger wheels and downforce make it more stable at high speed, and help with traction.

“Most drivers would agree the car we drove last year [in Carrera Cup GB] had understeer. The wider rims reduce that and make it more balanced. I think it’s more user-friendly, however, I think the fundamental principle of driving this car will remain and it will still be a challenge for a [new] driver coming in.”

AUTOSPORT’s time in the car is split into four runs of five laps. The track is soggy and cold and the air is still, so we remain on worn Michelin wets for the duration. The car has the latest wider rims, but Michelin’s new rubber won’t be released until the Snett media day, so

we’re not running exactly to 2011 spec.

Rob takes me through the controls and warns me about over-revving the engine on downshifts. He’s even set the shift-lights to go green when the revs are low enough to drop a cog! Patience (and a good heel-and-toe technique) is still a virtue though and I’m told to elongate my shifts further during the test, to help keep the revs down.

Porsches used to have a reputation for being wild, but this one feels solid and predictable on track — with silky smooth power-delivery from the engine and seamless clutchless upshifts. Traction (as you’d expect with the Porsche’s high torque and quintessential rear-engined layout) is there in abundance. There’s a touch of high-speed oversteer through a resurfaced Copse and Woodcote, but it is eminently manageable. Rob tells me the car is set up this way to give the

driver understeer as the rear tyres wear.

My best lap time is 2.5 seconds slower than Sutton’s: I’m harder and later on the brakes than he is, but hold them on too long, which kills my mid-corner speed and gives me too much to make up on the straights. I am faster through Woodcote though. “I hold my hands up,” says James as we go through the data. “You’ve got bigger testicles through Woodcote — I think the guys on the pitwall were quite impressed with that!” Shame about the other four corners...

The wider wheels have stiffened the tyre sidewalls and made this car feel more accessible than its predecessor — more tame lion than snarling tiger. With the old car, which AUTOSPORT raced at Knockhill in 2008, you always felt there was a steep cliff face lurking around the next corner, which you could topple over at any moment. This one inspires more confidence, which should encourage those drivers who find modern Porsche racing intimidating.

With a car as good as this, it’s no surprise the Carrera Cup GB is shaping up for its most successful season ever. ❧



## YOUR SAY

What you think of the motorsport news of the past week



Will he have a sport to film if the sponsors depart?

## Free racing on TV please

Why is motorsport on TV becoming something only the rich can watch? We already pay for our TV licence and Sky Sports subscriptions, but more and more series seem to be going to premium-rate channels, including now the DTM and NASCAR.

They've not thought about the long-term problem of sponsors. If nobody is watching, then nobody will see the sponsor logos. How long before those sponsors lose interest as a result? That could be disastrous for the sport and the fans.

**Jackie Heffer & Steve Faulkner** Towcester

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

**In response** to Sarah Terry's Star Letter (February 24), yes, motorsport is dangerous, but Bernie Ecclestone's remark was misunderstood. The British will visit dangerous places in disregard of Foreign Office advice – it's up to them, especially if they've already bought tickets for a grand prix.

As for the Bahraini crown prince being required to decide on the race's running... Of course he is. It's his toy and his money, so it must be his decision.

**Keith Sime**  
By email

**Revved Up** (February 24) misses the point of Premier Sports' NASCAR coverage. It was established to cater for Britain's diehard fans, who enjoy the American pre-race show much more than that on Sky Sports.

Revved Up also mentions the 'assumed knowledge' of fans. So? What football commentator doesn't assume people know the offside rule or why teams swap ends at half time? Loosen your stiff upper lip, grab yourself a beer and a turkey leg and just enjoy it. Boogity, boogity, boogity...  
**Gareth Williams**  
By email

**Why are** people still decrying, on safety grounds, Robert Kubica's desire to go rallying. I don't remember anyone complaining when Kimi Raikkonen went clowning about on a speedboat in a gorilla suit, yet surely that was just as dangerous.

Drivers don't need mollycoddling. They need an adrenaline rush when out of a racing car. Expecting them to sit in an armchair and do nothing is not only naive, but it perpetuates the 'Nanny State' we live in. Sad.  
**Andrew Carter**  
By email

**While it's** unfortunate to have lost the opening F1 race of the year, it is unfair to blame Bernie Ecclestone for the situation. The Bahrain Grand Prix would more than likely have been boycotted by some of the teams on safety fears. Where would that have left Bernie? In an impossible situation.

Stability will eventually return to Bahrain, as will its race. F1 needs the emerging markets to fill its coffers but, as we have witnessed, the stability of its European heartland can never be discounted.  
**Luciane Sabiston**  
Didcot

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. **RENAULT: HEIDFELD ALREADY LEADING TEAM**
2. **BRAWN: COOLING HAMPERING MERCEDES**
3. **MONTOYA: VEGAS INDY RUN UNLIKELY**
4. **MERCEDES BUYOUT 'WON'T CHANGE TEAM'**
5. **ALONSO: 2011 TYRES WILL HURT TOP TEAMS**

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### TOP STORY ONLINE

**GARY ANDERSON'S PRE-SEASON F1 BLOG**

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

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### 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

● Oli Webb won three British F3 races last year, not two, as reported on p21 last week. Thanks to Oli for the spot!

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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The V12-44 pictured comes in brushed stainless steel with a 44mm case housing an automatic chronograph movement that's water-resistant to 100 metres. Gulf's blue-and-orange signature runs across the face and around the leather strap.

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Vastly experienced racer and TV presenter Tiff Needell tells the story of his 25-year career, which included a single F1 start for Ensign in 1980 and a podium finish at Le Mans for Porsche 10 years later.

We haven't read it yet – it's due in April – but we're sure it'll be amusing and honest – a bit like Tiff...



## 1:43 FERRARI 2010 SET

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Mattel's 1:43-scale two-car set features the Ferrari F10s of Fernando Alonso and Felipe Massa and commemorates their one-two finish in last year's season-opening Bahrain Grand Prix – the Scuderia's 80th double whammy.

The cars sit on a branded plinth and the set is limited to 3000 pieces worldwide.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: ON-BOARD AROUND SNETTERTON 300**



**SEARCH FOR:** F2 Onboard Lap of the new Snetterton 300 circuit (1:44)  
To complement Ben Anderson's laps of the new Snetterton 300 layout elsewhere in this issue and on [autosport.com](http://autosport.com), here's F2 tester Jonathan Kennard's initial foray around the revamped Norfolk venue.



# WHAT'S ON...

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

## WORLD RALLY CHAMPIONSHIP

Rd 2/13

Rally Mexico, Leon

March 3-6

[www.wrc.com](http://www.wrc.com)

From the frozen wastes of Sweden to the frozen, er, margaritas of Mexico. Coupled with a sharp rise in temperature, there's a big change in altitude too. Who will cope best: Ford or Citroen?



Gratuitous Rally Mexico cactus shot



## GRAND-AM

Rd 2/12

Homestead, Florida, USA

March 5

[www.grand-am.com](http://www.grand-am.com)

## NASCAR SPRINT CUP

Rd 3/36

Las Vegas, Nevada, USA

March 6

[nascar.com](http://nascar.com)

## NASCAR NATIONWIDE

Rd 3/34

Las Vegas, Nevada, USA

March 5

[nationwide.nascar.com](http://nationwide.nascar.com)

## ACCESS ALL AREAS

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

## OVERSEAS MUSEUMS

OVER THE PAST few months we've highlighted plenty of excellent British museums, from Brooklands to Beaulieu, but if you're willing to go further afield your horizons can truly be widened.

In mainland Europe, there's France's Cite de l'Automobile (aka the Schlumpf Collection) in Mulhouse. There, you'll find early racers such as Panhard, Delage and, of course, Bugatti through to modern-day Le Mans and F1 cars.

On the subject of Le Mans, the official Musee Automobile de la Sarthe charts the

development of the world's most famous endurance race. There are plenty of iconic machines to drool over, and it's well worth planning into any Le Mans 24 trip.

Over in Germany, both Porsche and Mercedes have amazing collections on show in their spectacular Stuttgart museums, which include examples of their strong racing heritage. Head south, and the Galleria Ferrari in Maranello features many mouthwatering F1, GT and sports-prototypes alongside sumptuous road brethren.

Cross the Atlantic and

One man's garage of junk is another's NASCAR museum



you'll find that the Americans do museums really well too. For a start, there's the immense Indianapolis Motor Speedway 'Hall of Fame', where at least 75 cars are on show at all times charting its famed 500-mile race. If NASCAR is more your thing, a hidden gem is Memory Lane Museum in Mooresville, NC.

It looks diddly-squat from the outside, but it's a real treasure trove of cars and memorabilia.

But if you're a real 'museumaholic', then you'll really want to tick off the Honda Collection Hall at Motegi in Japan. If not, take the virtual tour at [world.honda.com/collection-hall](http://world.honda.com/collection-hall).



## Television

### THURSDAY MARCH 3

1230-1300 **ESPN**

**Planet Speed**

Weekly motorsport round-up show.

1700-1800 **Sky Sports 3**

**Racemax**

1840-1940 **ESPN Classic**

**World Rally Classics**

2000-2100 **Motors TV**

Dubai 24 Hours

### FRIDAY MARCH 4

0215-0315, 0900-1005, 1750-1855

**Motors TV**

Dubai 24 Hours

1130-1230 **ESPN**

**WRC: Rally World**

Rally Mexico preview – will Citroen bounce back from defeat to Ford in Sweden?

1840-1940 **ESPN Classic**

**World Rally Classics**

### SATURDAY MARCH 5

0355-0420 **Five**

**Motorsport Mundial**

0530-0600, 1145-1215 **ESPN**

**WRC: Rally Mexico day one**

The first proper gravel test for the new generation of world rally cars.

0725-0755 **Channel 4**

**Mobil 1 – The Grid**

0900-1005, 1210-1310, 1620-1720,

2235-2340 **Motors TV**

**WRC: Rally Mexico day one**

1310-1415 **Motors TV**

**AUTOSPORT Charity Karting**

1415-1620 **Motors TV**

**GP2 Asia: Abu Dhabi**

1430-1535 **ESPN Classic**

**World Rally Classics**

2000-2030 **Motors TV**

**Daytona Challenge**

Radical sportscars racer Ross Kaiser does the Daytona 24 Hours.

### SUNDAY MARCH 6

0115-0215 **Motors TV**

**WRC: Rally Mexico day one**

0215-0410 **Motors TV**

**GP2 Asia: Abu Dhabi**

0900-1005, 1210-1310, 1635-1735,

2235-2340 **Motors TV**

**WRC: Rally Mexico day two**

1105-1135 **Motors TV**

**Daytona Challenge**

1345-1415 **ESPN**

**WRC: Rally Mexico day two**

1430-1530 **ESPN Classic**

**World Rally Classics**

1700-1800 **ESPN LIVE**

**WRC: Rally Mexico**

Primetime slot for Mexico's 'powerstage'.

1930-0030 **Premier Sports LIVE**

**NASCAR: Las Vegas**

Round three of the Sprint Cup series.

2100-2130 **Motors TV**

**Mobil 1 – The Grid**

### MONDAY MARCH 7

0330-0400, 1030-1100, 1800-1830 **ESPN**

**WRC: Rally Mexico day three**

0900-1005, 1210-1310, 1855-2000,

2235-2340 **Motors TV**

**WRC: Rally Mexico day three**

2100-2200 **Sky Sports 3**

**NASCAR Sprint Cup: Las Vegas highlights**

## Online

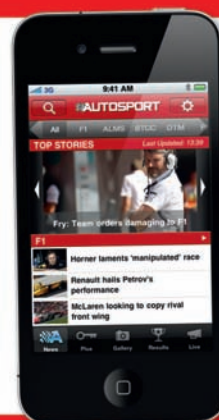
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Coming up on the web this week

### RALLY MEXICO

The World Rally Championship reconvenes in Mexico this weekend, when perhaps we will get a more accurate comparison of the merits of the Ford Fiesta RS WRC and Citroen's DS3 WRC. Elsewhere, the NASCAR Sprint Cup moves to Las Vegas.

In AUTOSPORT Plus, we talk to Renault's Nick Heidfeld about the latest resurrection of his career.



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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



Revved Up's true identity has been revealed at last

AS CLARK KENT, Peter Parker and Bruce Wayne ultimately discovered, a secret identity can only be maintained for so long.

The nerdy glasses and slightly different hair may make their alter ego unrecognisable to the masses, but inevitably there's a femme fatale who finds out the truth.

Naturally *Revved Up* isn't half as lucky – there's no Lois Lane for me. Instead my true identity was revealed as part of a new slot in the pre-race show for last weekend's NASCAR race in Phoenix.

Yes, that's right: Darryl Waltrip is *Revved Up*! And what is it that makes him quite literally *Revved Up*?

"Folks, let me ask you something?" I/he asked. "Did you enjoy that racin' in Daytona last weekend? Was that not the most exciting race you've ever seen? What about that finish? Young kid wins it outta nowhere. History was made. I love what happened."

"Here's my message to anybody who wants to mess with what we saw: like Billy Joel said, 'Don't go changin' – I love you just the way you are.' Leave it alone!"

And you can't say fairer than that. In fact it's hard to argue with anything DW/*Revved Up* says, given that most of it is wrapped in such passion, knowledge

and unbridled enthusiasm.

It's made him/me a legend and it's one of the things that makes NASCAR worth watching. But could it translate to Formula 1? Could Jake Humphrey or Ted Kravitz 'crank it up' during the Beeb's big race build-up? Ted's certainly got form at going off on one without any regard for whether it makes sense, but could he chuck in a few Barry Manilow references?

We know Jake's hot on his gadgets, but that doesn't mean he's able to pluck fitting AOR lyrics

out of the air in between Eddie Jordan's latest outburst, although I guess he could Google them on his iPad while we're all busy trying to work out what EJ's going on about.

One thing that can now cross over is the dreadful product placement, thanks to a recent change in the law. Having to sit through anything as preposterous as Carl Edwards telling us what a healthy breakfast a foot-long Subway makes was as difficult to swallow as the real thing. Yuk.

*Revved Up*

"Ted Kravitz has certainly got form at going off on one, but can he chuck in a few Barry Manilow references?"

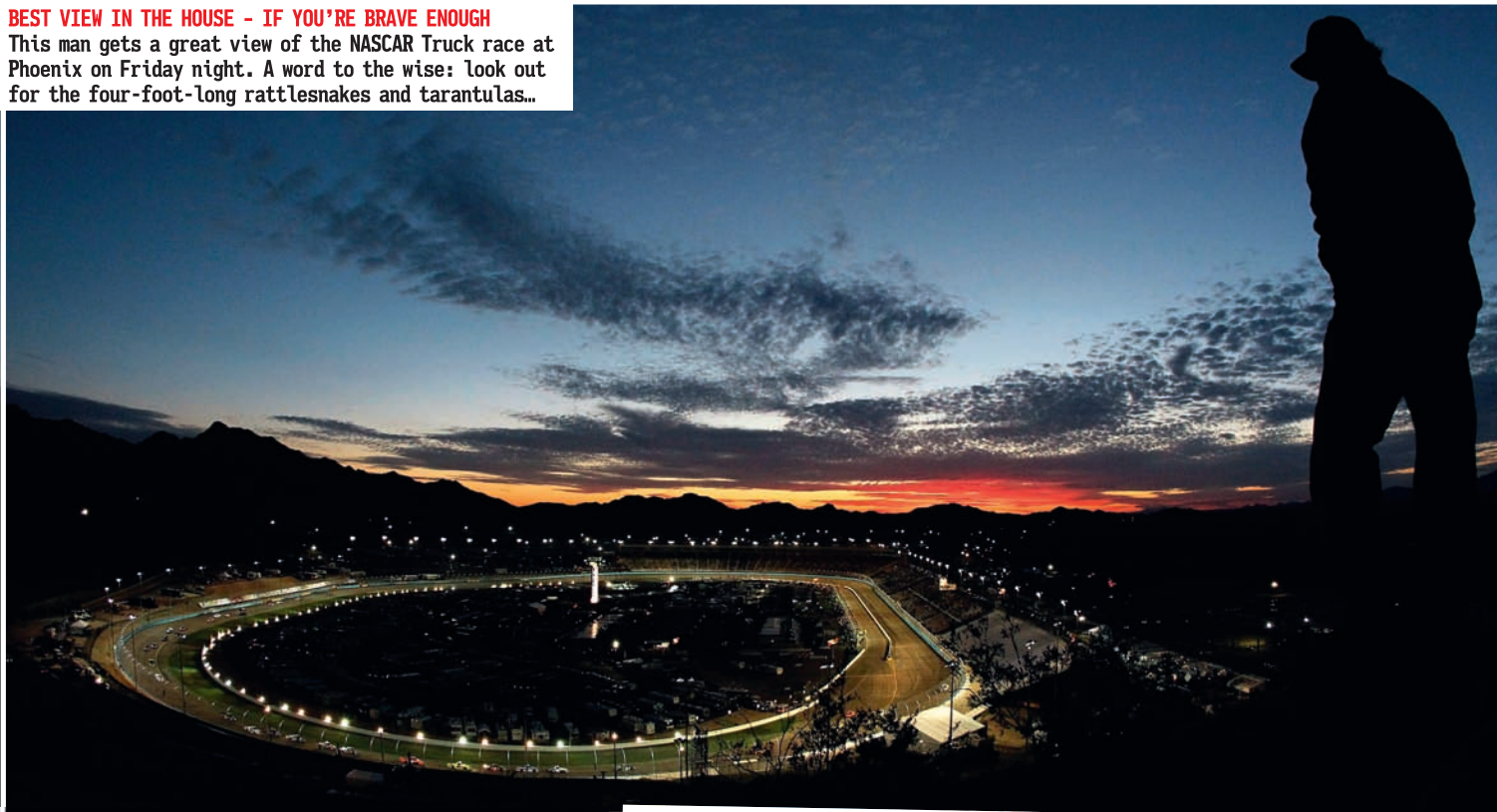


# THE WEEK IN PICTURES

The lensmen pounding the beat from Phoenix to Guadalajara

## BEST VIEW IN THE HOUSE - IF YOU'RE BRAVE ENOUGH

This man gets a great view of the NASCAR Truck race at Phoenix on Friday night. A word to the wise: look out for the four-foot-long rattlesnakes and tarantulas...



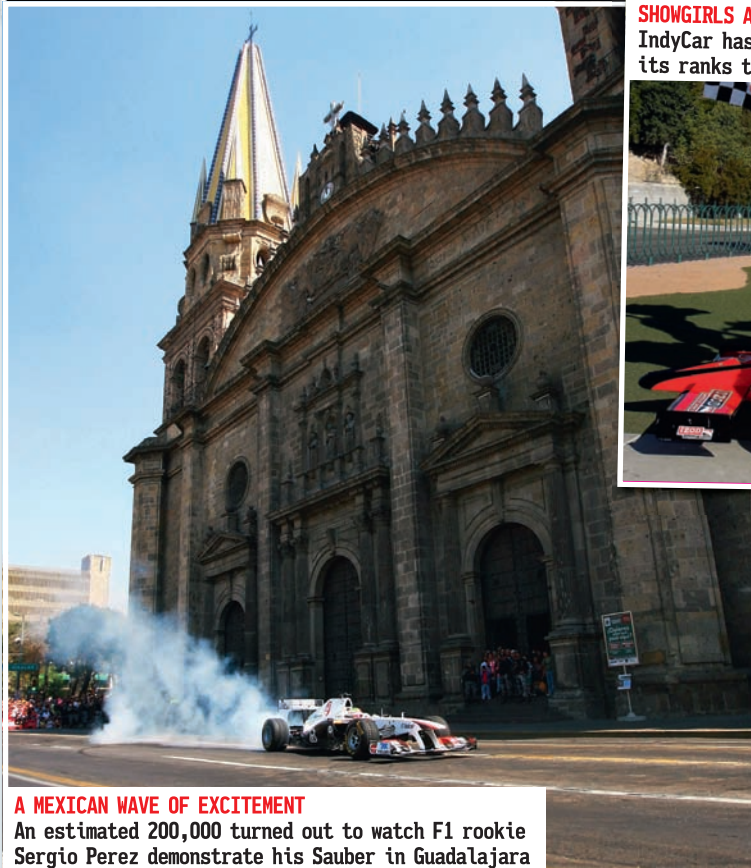
## SHOWGIRLS ARE SADLY NOT ELIGIBLE FOR THIS AWARD

IndyCar has offered \$5 million to a driver from outside its ranks that can win the finale at Las Vegas in October



## TAR VERY MUCH, SAYS PHOENIX WINNER GORDON

NASCAR winner Jeff Gordon took a piece of Phoenix asphalt home with him, as the track is being torn up and repaved for November's race



## A MEXICAN WAVE OF EXCITEMENT

An estimated 200,000 turned out to watch F1 rookie Sergio Perez demonstrate his Sauber in Guadalajara

ALL PICS: PENNINGTON/GETTY; MACIAS/MEYSPORT/LAT. MILLER/LAT & PETERSEN/GETTY



# FROM THE ARCHIVE

Derrike Cope, Daytona 500, 1990



"I waited as long as I could, then I turned down to the left. It was as hard a turn as you want to do here"

Cope took a shock win in the 500

**TREVOR BAYNE'S REMARKABLE** victory in last month's Daytona 500 caused the biggest NASCAR upset in recent memory. The Knoxville's triumph has marked him out as a future Sprint Cup star and put the Wood Brothers team back on the map, after nearly a decade without a win at the top level of American stock car racing.

'Unknown driver wins big race on the last lap' is a fate that also befell Californian racer Derrike Cope in the 1990 Daytona 500. After a promising part-schedule of Winston Cup races with Bob Whitcomb's team in 1989, Cope came to the following February's famous NASCAR curtain raiser as an outsider. But when fan favourite Dale Earnhardt hit trouble, Cope cashed in and became an overnight NASCAR sensation.

'The Intimidator' Earnhardt looked in peerless form in the run-up to the main event. He scored a convincing win in the second of Thursday's 125-mile qualifying races and charged back from a black-flag stop for leaking oil to win Saturday's 300-mile Grand National (think modern day Nationwide series) 'warm-up'. Rivals grumbled that if he could come back from such a setback on Saturday,

Ol' 'Ironhead' would be tough to beat on Sunday...

For 199 of the 200 laps that made up Sunday's showpiece, it looked as though Earnhardt's rivals had been proved right. The black Chevrolet surged into the lead on lap two and dominated the race. He led 155 laps and was all of half a minute clear of the rest until a late caution period bunched up the field.

That final yellow (thrown when Geoff Bodine spun his Junior Johnson Ford Thunderbird while chasing sixth-row starter Cope's Chevy for second) changed the complexion of the race completely. Earnhardt dived into the pits for right-side tyres and rejoined third, behind the non-stopping Cope and Bobby Hillin. He wrestled his way back to the front after the restart, but punctured his right-rear tyre on debris. The tyre exploded at Turn 3 on the last lap...

"I heard the noise and saw stuff come out from underneath Earnhardt's car," said Cope. "I waited as long as I could, then I turned down to the left. It was as hard a turn as you want to do here, but the car didn't get away from me and I was able to run into Turn 4 without any problems. That's when I knew we had it won."

## THIS WEEK IN...



MARCH 7 1991

"MANSELL: WATCH OUT Ayrton!" we declared as 'Our Nige' prepared to enter his first season back at Williams.

The Brit had been persuaded to come out of retirement after an acrimonious end to his short time at Ferrari, and he hoped to challenge for F1 glory in the new Williams-Renault FW14.

Meanwhile, arch rival Senna declared his disappointment with his McLaren's new Honda V12 powerplant, after trying the MP4/6 for the first time at Estoril. "I don't know what they've been doing, but there is not enough progress and not enough power," he said.

AUTOSPORT also spoke to Benetton technical director John Barnard, as the world awaited the launch of the new B191. He reflected on his involvement in designing the Chaparral 2K Indycar, his worries about increasing costs in F1, and how exotic fuels were increasing engine performance and lowering lap times.



PICS: GETTY IMAGES



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# LYN ST JAMES

■ Le Mans 24 Hours ■ June 10-11, 1989 ■ Spice SE89C-Ford ■ Sharing Gordon Spice's last-ever race



St James made her Le Mans debut in the #21 Spice SE89C

**MY FIRST** exposure to road racing was the 24 Hours of Daytona, so I developed a love for endurance events, and to eventually win it twice was very special. Then I started thinking: "What are the things I want to do before my racing career is over?" You're always fearful that it's going to be over sooner than you wish!

For many years I wanted to race at Le Mans. I just *had* to do Le Mans. In 1989 some friends helped make that happen, especially with all the politics at Le Mans back then, and the deal I had for my debut was fantastic: to co-drive with Gordon Spice, the four-time C2 world champion in a Spice C1 chassis, and Ray Bellm, another veteran with multiple world titles to his name. Not only were they experienced drivers, Gordon was the developer of the chassis and owner of the team.

I have to admit I was a little concerned about what they were going to think of me. We were part of a two-car team but only had three drivers, so it wasn't like I was just added as a fourth driver. But both Gordon and Ray pretty much

**"The rising sun was literally a ball between the track and the Dunlop Bridge - it was a true oh-my-God moment!"**

said to me: "We're the old guys on this team, so you can drive as much as you want!" They gave me loads of good advice, and I got lots of seat time and developed my confidence - I drove well. I was in heaven. I don't think my feet ever touched the ground the whole week, I enjoyed the experience so much.

The race also included the only

moment in my life when I've wanted to stop a healthy car on a racetrack. As I exited the first corner, the rising sun was literally a ball between the track and the Dunlop Bridge. It was a true oh-my-God moment! I'll never forget that image as long as I live.

It was also the last year when the Mulsanne Straight was still a

straight, with no chicanes. Some drivers were spooked, and would ask: "What if a tyre blows at that speed?" That's not a good deal wherever you are, or whatever speed you're doing, why would you even think about that?

Sadly, the car retired after 18 hours. I arrived at the garage and saw the look on Gordon's face, and knew we were out. The engine was done. What I didn't know then was that it was Gordon's last race; he announced soon after that he was retiring. That made it an even more emotional experience, to have been a part of Gordon Spice's last-ever race. After that, we ended up playing ping-pong for hours; he was a fanatical player, and such an energetic guy! ☒

Lyn St James was talking to Charles Bradley

## IN PROFILE



**LYN ST JAMES** is best-known for being the first female racer to win Rookie of the Year at the Indianapolis 500 in 1992, when she finished 11th; she raced in seven Indy 500s and qualified sixth there in '94 - famously one spot ahead of Nigel Mansell. She also boasts two GTO class victories in the Daytona 24 Hours and also won GTO at the Sebring 12 Hours. In 1994 she founded the 'Women in the Winner's Circle Foundation' and created a Driver Development Academy to train female racers in the sport, and is also a noted motivational speaker.

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