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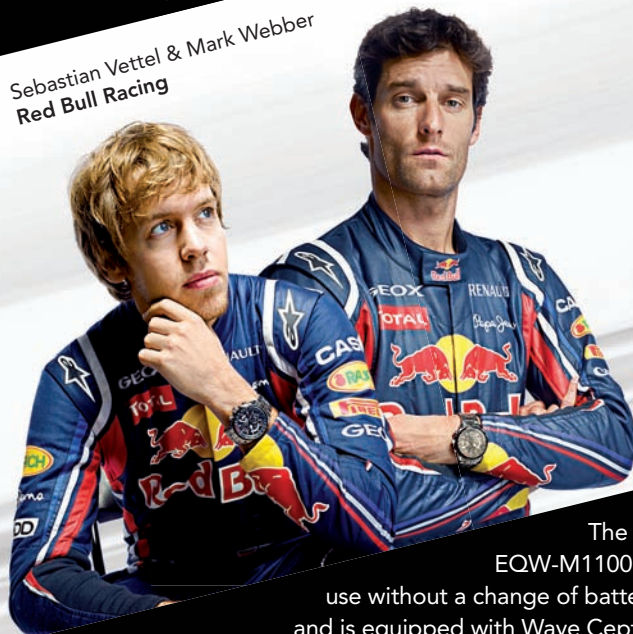
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“It’s a complicated situation on the pitwall now – it’s like air traffic control at Heathrow on the busiest day of the year”

RED BULL BOSS CHRISTIAN HORNER ON THE STRATEGY CONUNDRUM AT SEPANG

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The number of pitstops made by the F1 field in the Malaysian GP – not including Sebastian Buemi’s drive-through penalty. So, that’s two drivers on one stop; seven on two stops, 10 on three stops and three on four stops.

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ŠKODA



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POLE POSITION

It's like the 1980s, with Button as Prost



THAT WAS MORE LIKE IT. A

combination of extreme tyre wear, a boost from KERS (if it was working) and the opening of the DRS combined to give us the sort of cut-and-thrust grand prix racing we'd been promised with the introduction of the new rules.

Yes, there were a few passes that looked a bit too easy, but these were caused by the driver in front having to battle with

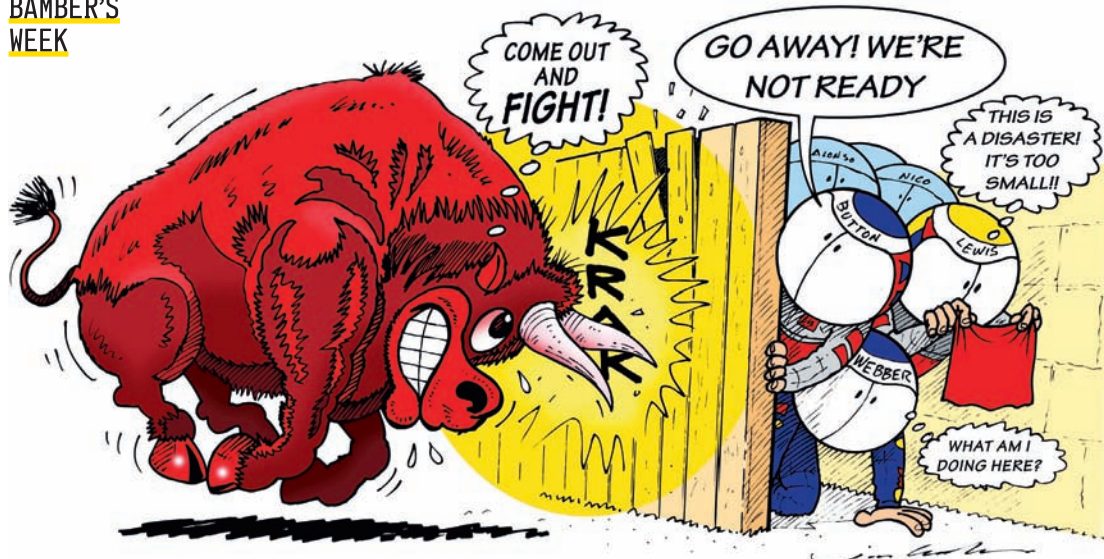
tyres that had 'gone off a cliff', not because opening the rear wing had given his pursuer an enormous top-speed advantage.

In his pre-Chinese Grand Prix column this week, David Coulthard says it reminds him of the mid-1980s. And he's right. In those days, the fearsome turbo-powered cars would chew through a set of Goodyears in a handful of laps. It was through his judicious use of the rubber that Alain Prost was able to even the odds and keep his McLaren in the reckoning.

Many observers reckon Jenson Button is the natural heir to *le professeur* (who, don't forget, gave him his first F1 test), and his drive last weekend had a distinct Prost-esque quality to it. Now all he has to do is beat Sebastian Vettel into the first corner.

Andrew van de Burgt, editor

BAMBER'S WEEK





F1

Melbourne hero turns to Sepang villain

Australian GP podium finisher Vitaly Petrov blotted his copybook (apart from his blinding getaway, of course) in the Malaysian GP. Locking his Renault's brakes was one thing, but his spine-jarring impression of fellow Russian and world rally star Evgeny Novikov was quite another. Malaysian Grand Prix report, p34

Picture: Mason/Getty



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Upgrade leaves Ferrari off pace

It's back to the drawing board as team strives to undo damage caused by late tweaks. By EDD STRAW

Ferrari is still reeling from the problems created by its final pre-season upgrade package, although last weekend's Malaysian Grand Prix masked its difficulties.

Due to the Sepang race's emphasis on tyre management, Fernando Alonso and Felipe Massa were able to challenge McLaren and Renault for podium positions. But the team's one-second deficit from qualifying is a more realistic indicator of its pace.

The problem stems from a major upgrade that was put on the car during the final pre-season test at Barcelona. This did not produce the expected improvement, and Ferrari is still struggling to understand what has caused the 150° Italia to drop off the pace.

Technical director Aldo Costa has admitted that there is an aerodynamic problem that has yet to be identified, forcing the team to divert track time during Friday practice at Sepang to aero runs.

"We started testing with a launch-spec car and used that except the last couple of days at Barcelona," said Costa. "The problem is that in some areas we did not see the expected gains, so the improvement was smaller than expected. We have to understand why."

Ferrari suspects the problem stems from tweaks made to the

front wing, and that they therefore affect the aero map of the whole car. If and when the team isolates the problem, Costa expects to make up much of the gap. If not, it is likely that further upgrades will yield similarly disappointing results and allow the pacesetter Red Bulls to pull away further.

NO QUICK FIX

Ferrari is planning to run some aerodynamic tweaks at this weekend's Chinese Grand Prix, but it will not be until its next major package appears at the Turkish Grand Prix in May that any signs of progress can be gauged.

Ferrari is planning a straight-line aero test before the Istanbul Park event as part of a major push to ensure the required increase in downforce. The team is also expected to work on its version of Red Bull's flexible front wing.

Team principal Stefano Domenicali is cautiously optimistic about Ferrari's prospects after Alonso and Massa proved light on their tyres in the Malaysian GP.

"During the race we were competitive and the car had more pace," said Domenicali. "This depends a lot on the car's set-up in relation to the tyres. There is time for us to make improvements without panicking."



Ferrari is losing ground to Red Bull

"There's nothing magic that allows you to improve by one second in three weeks"

FERNANDO ALONSO

DAMAGE LIMITATION

Until Ferrari is able to challenge Red Bull on pace, Alonso, who already lies 30 points behind Sebastian Vettel in the championship, has called for the team to focus on consistency.

Last season the Spaniard struggled in the first half of the year, but went into the final race of the championship ahead on points after a strong run-in to the end

of the campaign. That revival was based upon adding the f-duct and exhaust-blown-diffuser concepts to a car that was fundamentally behaving as expected.

Costa admits that his car is battling a larger performance deficit than Ferrari faced last year. After two rounds Red Bull has double the points of the Scuderia in the constructors' championship.

Alonso said last weekend: "We have some parts coming for Europe, but it's much the same as the others bring to Europe."

"There's nothing magic that allows you to improve by one second in three weeks. Aerodynamics are 90 per cent of the performance of the car, so that's the area that we need to improve."



MASSA EYES WAY OUT OF MARANELLO

Felipe Massa is seeking a move away from Ferrari next season as his relationship with the team continues to deteriorate.

The Brazilian, who has raced for Ferrari since 2006, has a contract that runs to the end of the 2012 season. But with two-time world champion Fernando Alonso the team's undisputed number one, AUTOSPORT understands that Massa and his manager Nicolas Todt are working on a change. Ferrari is believed to be unlikely to stand in his way.

Renault is Massa's most likely destination. Dany Bahar, CEO of Renault sponsor Lotus Group, used to work with the Brazilian at Ferrari and is believed to be keen to recruit the 29-year-old. Massa is unlikely to turn his back on Ferrari unless it were to move to another competitive team, and Renault

is the only one showing any interest.

Ferrari is undecided as to who should partner Alonso in 2012. It could yet opt to keep Massa on board, although patience is wearing thin with his disappointing performances over the past year.

Sauber driver Sergio Perez is part of the Scuderia's driver academy, and the Mexican is being closely monitored through regular simulator sessions. Mark Webber, whose Red Bull contract expires at the end of this season, also continues to be of interest as Ferrari is keen to bring in a strong and experienced number two.

No decision is expected until the middle of this season, and there remain some factions within Ferrari keen to give Massa the chance to raise his game and justify his place for 2012.

ALONSO v MASSA AT FERRARI

Races: 21

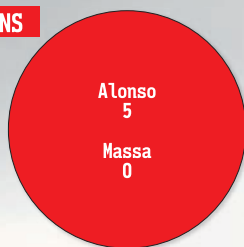


Massa: rarely in front of Alonso

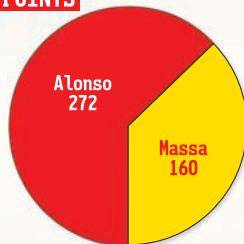
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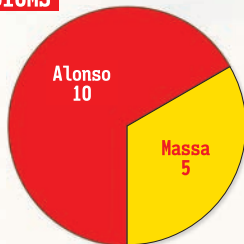
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POINTS



PODIUMS



Massa beat delayed Alonso at Sepang

AUTOSPORT SAYS...

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Every year, it seems, murmurs of Felipe Massa's Ferrari future arise. Why? Because the team has not always been satisfied with his performances, and right now the highs of his 2008 near-championship are a very distant memory.

With margins so tight in F1 these days, a number-two driver cannot afford to be too far behind. This season, the mean qualifying gap between Alonso and Massa is 0.537s. And if you think it's unfair to base conclusions on just two weekends, remember that it continues a pattern that ran through 2010. With Ferrari president Luca di Montezemolo piling on the pressure, every weak link in the team must be dealt with. Since the nadir at Hockenheim last year, the Ferrari/Massa relationship has been volatile and, popular as he is, the hangover remains.

That's why both sides are realising that a parting of the ways is not only inevitable, but desirable. While question marks remain over whether Massa is the same driver he was before being struck on the head by an errant spring in Hungary in August 2009, he deserves a chance to get out of the downward spiral and have a fresh start.

It's rare for drivers to leave Ferrari and go on to greater things, but it may just be what Massa, the archetypal confidence driver, needs. But does Renault really want to take the risk on a driver who has looked far from top-drawer of late?



Massa with manager Todt

Prancing Horsepower

Felipe Massa is yet to start a grand prix using anything but a Ferrari engine. The Brazilian's 135 races with Sauber and the Prancing Horse mean he has made the second-most starts with the Italian powerplants. His former team-mate Michael Schumacher tops the list with 179.



Debut came in Ferrari-powered Sauber in '02



Power steering 'hurting' Lotus

Team convinced that it will be in the midfield when it cures steering woes on its 2011 challenger

Steering woes affecting Trulli

Lotus believes that the chronic power-steering problem that has plagued the T128 since its launch is the only issue preventing the team competing in the midfield.

This year's car has been beset with power-steering problems that have reduced mileage and prevented drivers Jarno Trulli and Heikki Kovalainen from driving with total confidence and restricted track time. But the Finn came close to defeating the Williams of Rubens Barrichello on merit during the Malaysian GP after qualifying within half a second of the Q2 cut-off, and the team expects to have a fix for its power steering

issues in time for May's Turkish Grand Prix. Lotus also has a major performance upgrade, including a new blown diffuser, planned for the Spanish Grand Prix two weeks later.

Lotus chief technical officer Mike Gascoyne told AUTOSPORT: "We certainly need to improve the steering characteristics and feedback because it's hurting the drivers. If we just get proper track time and have a trouble-free weekend, that will allow us to make up the gap to those in front and then we've got a lot of upgrades to the car."

Kovalainen believes that much

of the half-second deficit could be made up once the drivers have both the reliability and the feel from the steering.

"One of the issues is that the steering is reacting slowly," Kovalainen said. "The ratios of the rack to steering is right, but the steering is slow so it's the power steering itself that is the problem."

"Another problem is that some of the units are very heavy so you don't feel the power assistance. When it works, it's OK, but when it doesn't it takes performance away and it's easier to make mistakes."

Team-mate Jarno Trulli has been hit even harder by the problems.

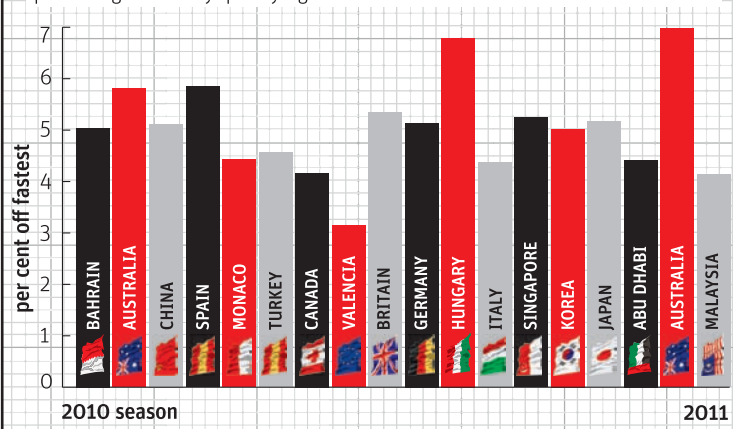
The Italian demands very precise steering and feedback, and has struggled in the past when unhappy with the steering.

"We have little gremlins that are hurting us," Trulli admitted. "The power steering works, then it fails, sometimes it doesn't work at all – it's inconsistent from corner to corner so you don't get the feeling and don't know where the balance is. We need to get on top of this."

"In the past, when there was a power-steering problem I used to report it more than anyone else and so far this year I have not had it working. It's frustrating because this car has potential."

GAP TO THE FRONT

Although Lotus's race performance in Malaysia was its strongest so far, in terms of raw pace it has yet to make the stride that it has promised. Heikki Kovalainen was half a second short of achieving the team's aim of advancing into Q2. This graph shows the gap between Lotus and the pacesetter as a percentage in all dry qualifying sessions since the start of last season.



Q&A

HEIKKI KOVALAINEN

LOTUS

Is your pace genuinely just off the back of the midfield now?

Yes. We have got a good gap to the other new teams so we have clearly taken a step. We know from the figures that this car is quicker than last year's car, but it's frustrating that we haven't been able to show it.

Do you feel that you can now race the midfield?

Absolutely. This is the attitude of the whole team. There is still a lot of work to do and the reliability is still a concern, but now we are racing the cars ahead of us and not looking behind.

How big a boost is it to be able to race against the midfield for the first time?

It's a big boost. Everybody on the team is pleased with this and



can take motivation. This is a significant step for us. We've never been this close. Hopefully we can take bigger steps than the teams ahead of us and then when it gets to the front of that group is when it gets really difficult.

Williams relying on major upgrade package

WILLIAMS TECHNICAL DIRECTOR SAM Michael has vowed that the team will be back in contention for points with a raft of car upgrades in the next two races.

Rubens Barrichello and Pastor Maldonado qualified only 15th and 18th in Malaysia despite being confident of fighting for a top-10 place, and both cars retired from Sunday's race before half distance. But Michael remains confident that the new exhaust-blown diffuser that will run for the first time in China tomorrow, and a major package that will be added in Spain, will put the Williams cars back in the points.

"We have a reasonably good idea of where we are strong and where we are weak and it's a matter of getting our heads down and improving the car," Michael told AUTOSPORT. "We have a good upgrade for Shanghai. When we ran the blown diffuser for the first time last year, we got them right straight away and raced it the same weekend, but it's a new system again.

"For Istanbul, we have got a whole

raft of changes. We have a new front wing, rear wing, brake ducts, different bodywork and a modification to the diffuser, so I expect by then we can make a big improvement."

One area that the team is hoping to improve is the effectiveness of its Drag Reduction System (DRS), which Barrichello highlighted as one of the reasons for the FW33's weaker performance in qualifying trim compared with its race pace. The teams with the strongest DRS reckoned to be gaining over a second per lap at Sepang, as use of the device is open in practice and qualifying. But in Malaysia Williams was a long way off matching those kinds of gains.

On the reliability side, the team is cautiously optimistic that its problems in Malaysia were one-offs. Barrichello suffered a differential seal failure caused by the loads inflicted by completing a lap with a left-rear puncture, while Maldonado's problem was down to a faulty coil.



Williams hopes rest on upgrades



Merc has suffered wing-stall trouble

Mercedes' wing troubles

MERCEDES CONTINUED TO STRUGGLE with its DRS rear wing in Malaysia, where it suffered problems with airflow stability.

The team is struggling to get the airflow to re-attach quickly enough when the DRS wing closes before the braking zone, and even when it does the wing appears to be running in too marginal a state to be completely consistent in the corners.

The Mercedes DRS is reckoned to give the biggest speed advantage on the grid, worth around 1.2s in Malaysia, and the team is confident that once it solves the

problems it will have a performance advantage over its rivals in qualifying. A further modification to the wing is expected in China this weekend.

Team chief Ross Brawn said: "We all design the rear wings to be at the absolute limit of performance and we've seen many times that in a crosswind or unstable conditions you get some separation, so that's what caused our difficulties."

Mercedes was also troubled by failures of the DRS on both of its cars in qualifying last weekend.

Red Bull fast in pits...

RED BULL PROVED THAT IT WAS NOT only quickest on the track during the Malaysian Grand Prix by producing the fastest average pitstop time as well.

The team completed seven pitstops during the race, averaging just 22.288s in the pitlane – six-tenths of a second faster than nearest rivals McLaren and over two seconds faster than Ferrari, which suffered a disastrous stop with Felipe Massa when a wheelnut stuck.

Red Bull team principal Christian Horner told AUTOSPORT: "Our pit crew produced seven stops all within 3.5s, with one sub-three second stop which, considering it's like working in a Swedish sauna here, is phenomenal."

AVERAGE TIME SPENT IN PITLANE IN MALAYSIAN GP

| | | |
|----|-------------|---------|
| 1 | RED BULL | 22.288s |
| 2 | MERCEDES | 22.856s |
| 3 | McLAREN | 22.909s |
| 4 | SAUBER | 23.440s |
| 5 | RENAULT | 24.047s |
| 6 | FORCE INDIA | 24.243s |
| 7 | FERRARI | 24.671s |
| 8 | VIRGIN | 24.929s |
| 9 | STR | 25.402s |
| 10 | LOTUS | 25.979s |

...but KERS still a worry

RED BULL IS RESIGNED TO BATTLING KERS problems during the coming races after both of its cars hit trouble during the Malaysian Grand Prix.

Mark Webber's system went into a safe mode shortly before the start of the formation lap and he was unable to use it, while race winner Sebastian Vettel was told to stop using his during the race. With the team having made compromises in its system in order to fulfill Adrian Newey's tight packaging demands, it's possible that changes might have to be made to the car itself

to ensure KERS reliability.

Despite the problems in Malaysia, team principal Christian Horner insists that it will race its hybrid system in China this weekend.

"We learned a lot this weekend and that will stand us in good stead in China," Horner told AUTOSPORT. "It will run because largely over the weekend [in Malaysia] it has run trouble free."



Newey has yet to accommodate KERS



Rubber built up off-line at Sepang

F1 wants to lose its marbles

Pirelli to study ways of reducing build-up of rubber debris off-line in bid to make overtaking easier

Formula 1 control-tyre supplier Pirelli is working to reduce the amount of debris generated by its rubber in a bid to make overtaking easier.

Last weekend's Malaysian Grand Prix was a dramatic race, but Pirelli motorsport director Paul Hembery admitted that the build-up of debris

'marbles' off the racing line — where cars need to go to try an overtaking move — is one area of focus.

Hembery pointed out that balancing F1's demand for tyres that wear heavily with reducing the number of marbles is a major challenge. "We've got to put the rubber somewhere and we

haven't quite worked out yet how to achieve what we are trying to do without consuming the tyre," he told AUTOSPORT.

"We are looking at that, and if we can find a way of doing so we will do it. As you can imagine, this is going to be very difficult. But it didn't seem to stop the overtaking [altogether] as there was lots of that in the race."

Most drivers highlighted the lack of grip off line, while several pointed out that there is a potential problem with chunks of rubber being flung into the cockpit off their front tyres.

Force India's Paul di Resta said: "There were a lot of marbles out there — maybe a bit too much — and at the end of the race it's pretty difficult to overtake. The other thing is that rubber kept hitting my hands in the middle of fast corners, and at that speed rubber is not the softest thing. I imagine if you got it in the wrong place it could hurt a driver. If it hits the helmet it's OK, but it was hitting my knuckles. But I'm not sure if it will happen anywhere else."

Despite this, F1 teams group FOTA is confident that there

"The rubber kept hitting my hands in fast corners. At that speed it's not soft"

PAUL DI RESTA

are no major safety worries.

Newly-elected FOTA deputy chairman Eric Boullier, the team principal of Renault, told AUTOSPORT: "It's normal for these tyres. I have to say that if there is not a safety problem, it is OK. The only worry is that if you want to overtake and you go on the marbles, it's difficult to drive."

It is unclear whether there will be so many pitstops during this weekend's Chinese Grand Prix, with far colder weather conditions anticipated. But Hembery is hopeful that the excitement generated by the Malaysian GP will be replicated in races to come.

"It was right in line with what we were asked to do," he said. "With the tyres, KERS and the rear wing [the Drag Reduction System], it created an exciting show with lots of overtaking."



Pirelli will keep evaluating its tyres



Hamilton struggled to hold off Alonso

Hamilton pays for weaving in 2010 race

LEWIS HAMILTON'S 20-SECOND

penalty for weaving during the Malaysian Grand Prix was rooted in his warning for the same offence 12 months earlier.

The McLaren driver dropped from seventh to eighth in the results after he was punished for making four moves while defending against Ferrari star Fernando Alonso on the start-finish straight.

That was the lap before Alonso clipped Hamilton's right-rear tyre while trying to pass the McLaren on the run to Turn 4, which earned the Spaniard an identical penalty for

causing an avoidable accident.

Last year, Hamilton defended in a similar way against Renault's Vitaly Petrov, which led to heavy criticism during the drivers' briefing at the Chinese Grand Prix two weeks later.

The drivers agreed the interpretation of the 'one-move' regulation during that briefing, meaning that it was inevitable that Hamilton would be punished for his actions last weekend.

The 2008 world champion said he knew he was in trouble as soon as he found out that he had been called to visit the stewards, but

added that he did not consider his driving to be dangerous.

Some argued that Alonso's penalty was unnecessary, as he had already lost out from the collision by being forced to pit for a new wing. But his misjudgement did adversely affect Hamilton's race, damaging the right side of the McLaren's diffuser and a section of the rear wing.

AUTOSPORT understands that the FIA is keen to pursue a zero-tolerance policy against weaving, especially in the wake of concerns about increased speed differentials when the adjustable rear wing is used.

No change for DRS rules



DRS worked well at Sepang

THE CURRENT REGULATIONS

governing the Drag Reduction System (DRS) are unlikely to change significantly, despite pressure from some drivers.

The FIA will review the use of the DRS after this weekend's Chinese Grand Prix, but the idea of a designated overtaking zone is unlikely to be changed.

Some drivers are still concerned about the distraction of having to operate the DRS throughout practice and qualifying and have raised this with the FIA's Charlie Whiting.

But this is unlikely to change, because rulemakers want to ensure that teams gear their cars to make use of the DRS. With the system worth more than one

second per lap in qualifying for last weekend's Malaysian Grand Prix, it ensures that teams will run with a longer top gear, and therefore increases chances of overtaking in the race.

Lotus driver Jarno Trulli told AUTOSPORT: "The system requires a lot of attention through practice and qualifying, but in the race you forget about it unless you are close to another car."

"Why not use it only in the overtaking place during practice and qualifying? I have only one button because we don't have KERS, so I am not complaining, but the guys at the front are."

The long back straight will be the designated DRS zone for this weekend's Chinese GP.

Tweaks for Interlagos

TURN 14 AT THE INTERLAGOS circuit could get a wider run-off after its latest fatality last week.

Brazilian motorsport federation boss Cleyton Pinteiro met with circuit officials last Friday. An agreement was reached to push the main grandstand wall back 20 metres for a stretch of 200 metres, hopefully in time for the Brazilian Grand Prix, but there will be no change to the track configuration.

A plan will be presented to the FIA next week, when an engineering group starts to evaluate the site.

Until the change is made, all races held at Interlagos will run with a yellow flag at the corner, where Fernando Alonso and Mark Webber had big crashes that brought an early end to the 2003 Brazilian Grand Prix.



Run-off will be extended

THIS WEEK IN F1



RED BULL Mark Webber's poor performance during the Australian Grand Prix has been put down to a damper problem. AUTOSPORT understands that a spring, which developed a fault during the weekend, was to blame.



McLAREN The team is hoping to run a modified exhaust and floor at this weekend's Chinese GP as it pushes to close the gap to Red Bull. The package will build on work done by Lewis Hamilton during free practice in Malaysia.



FERRARI Felipe Massa paid tribute in Malaysia last weekend to Brazilian racing driver Gustavo Sondermann, who lost his life in a crash at Interlagos last week. Massa carried a sticker dedicated to Sondermann on his helmet.



MERCEDES Team principal Ross Brawn believes that his team can still fight for wins this year, despite its uncompetitive start. "There's a lot happening for [the forthcoming races at] Istanbul and Barcelona and we are fighting hard to get into a strong position," he said.



RENAULT Nick Heidfeld used a new chassis in Malaysia, although the move was not a result of the damage sustained during the Australian GP. His Melbourne chassis was always set to be replaced with a new one from Sepang onwards.



WILLIAMS Pastor Maldonado ran a modified front wing, designed to improve handling characteristics rather than increase downforce, during the Malaysian Grand Prix weekend.



FORCE INDIA Paul di Resta will make his first Friday morning practice appearance of the season in China tomorrow (Friday) after stepping aside for his first two grands prix. Reserve driver Nico Hulkenberg will instead take Adrian Sutil's car for Friday's first session.



SAUBER The Swiss team has modified its quality-control methods after an error in the checking procedure following a design change caused both of its cars to be disqualified from the Australian GP three weeks ago.



LOTUS GP2 race winner Davide Valsecchi made his grand prix weekend debut for Lotus in Malaysia, setting a time 2.5s off team-mate Jarno Trulli during the first practice session.



HRT Hispania is set to start its first windtunnel programme in June after completing a deal with Mercedes to use its 'spare' tunnel.



FOTA Renault team principal Eric Boullier has been voted the deputy chairman of the Formula 1 Teams' Association. McLaren's Martin Whitmarsh is continuing as chairman of the body for a second successive year.



FANVISION A revamped portable TV handset is now available to spectators at all grands prix. The unit carries the main TV feed, a choice of onboard cameras and statistics as well as BBC Radio 5 Live's commentary.



Time for China to dish up more support

Shanghai hosts its eighth GP this weekend, but the race could do with a little bit more interest from the locals

China has never truly convinced the world that it wants to be a major part of the Formula 1 circus, with sparse crowds and a track best described as antiseptic for all its impressive facilities and underrated driver challenge.

Heading into its eighth year on the calendar, China and its population of over one billion

is very popular for commercial reasons, although the Shanghai International Circuit stands as a white elephant of hubris, barely touched for much of the year and hardly attracting the kind of attention in China's most populous city that it needs to give a 'big event' feel. Money alone does not a great event make.

But it does have some appeal.

What was the longest straight in F1, before Korea narrowly eclipsed it, provides one of the best overtaking opportunities on the calendar with a slow right-hander requiring heavy braking to follow. As for the fans, according to Adrian Sutil, those that do show up display incredible enthusiasm.

"The fans are quite extreme,"

says the Force India driver.

"I remember doing an autograph session and they were screaming like we were rock stars, which was quite nice!"

"It's a good place to go because I like the city and the track is very difficult. It has some very strange, long corners and it's a real challenge to drive and to find the right set-up."



TRACK GUIDE

NUMBER OF LAPS **56**

CIRCUIT LENGTH
3.387m

LAP RECORD
1m32.238s

MICHAEL SCHUMACHER (04)



TURN 1

6th GEAR

APPROACH SPEED
193mph

CORNER SPEED
134mph

BRAKING DISTANCE
54_M

BRAKING TIME
0.75_s

PEDAL LOAD
149_{kg}

TURN 3

2nd GEAR

APPROACH SPEED
87mph

CORNER SPEED
58mph

BRAKING DISTANCE
32_M

BRAKING TIME
1.04_s

PEDAL LOAD
51_{kg}

TURN 6

2nd GEAR

APPROACH SPEED
181mph

CORNER SPEED
49mph

BRAKING DISTANCE
109_M

BRAKING TIME
2.53_s

PEDAL LOAD
136_{kg}

TURN 8

6th GEAR

APPROACH SPEED
167mph

CORNER SPEED
129mph

BRAKING DISTANCE
30_M

BRAKING TIME
0.46_s

PEDAL LOAD
118_{kg}

TURN 15

4th GEAR

APPROACH SPEED
158mph

CORNER SPEED
98mph

BRAKING DISTANCE
50_M

BRAKING TIME
0.90_s

PEDAL LOAD
112_{kg}

TURN 14

2nd GEAR

APPROACH SPEED
199mph

CORNER SPEED
42mph

BRAKING DISTANCE
130_M

BRAKING TIME
2.98_s

PEDAL LOAD
157_{kg}

TURN 9

3rd GEAR

APPROACH SPEED
124mph

CORNER SPEED
81mph

BRAKING DISTANCE
38_M

BRAKING TIME
0.84_s

PEDAL LOAD
79_{kg}

TURN 11

2nd GEAR

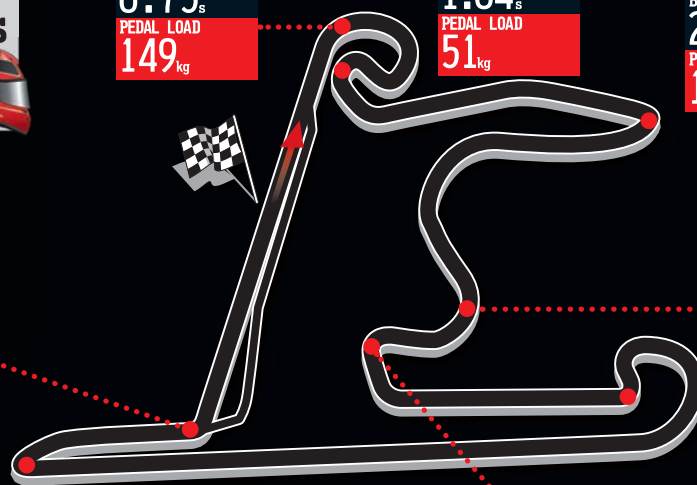
APPROACH SPEED
178mph

CORNER SPEED
55mph

BRAKING DISTANCE
102_M

BRAKING TIME
2.28_s

PEDAL LOAD
133_{kg}



DATA PROVIDED BY



KEY: THE BACKSTRAIGHT



JAIME ALGUERSUARI

It might be the best overtaking place in F1 because it is a very long braking area after a long straight. Getting the slipstream is going to be big there. With the DRS you will have the wing open as well, which will help a lot. It's difficult to stay close out of the long right-hander, but it has a lot of banking and this will allow you to stay within the grip limit rather than having understeer.



JARNO TRULLI

The long back straight has always been a good place to overtake and should be a big chance with the DRS. If the straight is too short, then it depends too much on the corner before and if you are not so good there, then it doesn't help you to pass. Here, it should be a big help for you. Then you have a long braking area, so there is a good chance to complete the overtake.



RUBENS BARRICHELLO

You don't lose so much if you are behind a car coming through the long corner onto the main straight. It is one of the longest straights we have with a big brake at the end into a slow corner, so you always have a good chance to pass into here.

CLASSIC MOMENT

SCHUMACHER'S DAY TO FORGET

China witnessed one of the worst performances of Michael Schumacher's career. During an installation lap in the build-up to the 2005 race, the Ferrari man dithered into Minardi driver Christijan Albers's path. He was allowed to start in the spare car from the pits, managing 20 laps before spinning under the safety car. His team boss Jean Todt said: "It's painful to see Michael have a race like this."

BALLSY CORNER

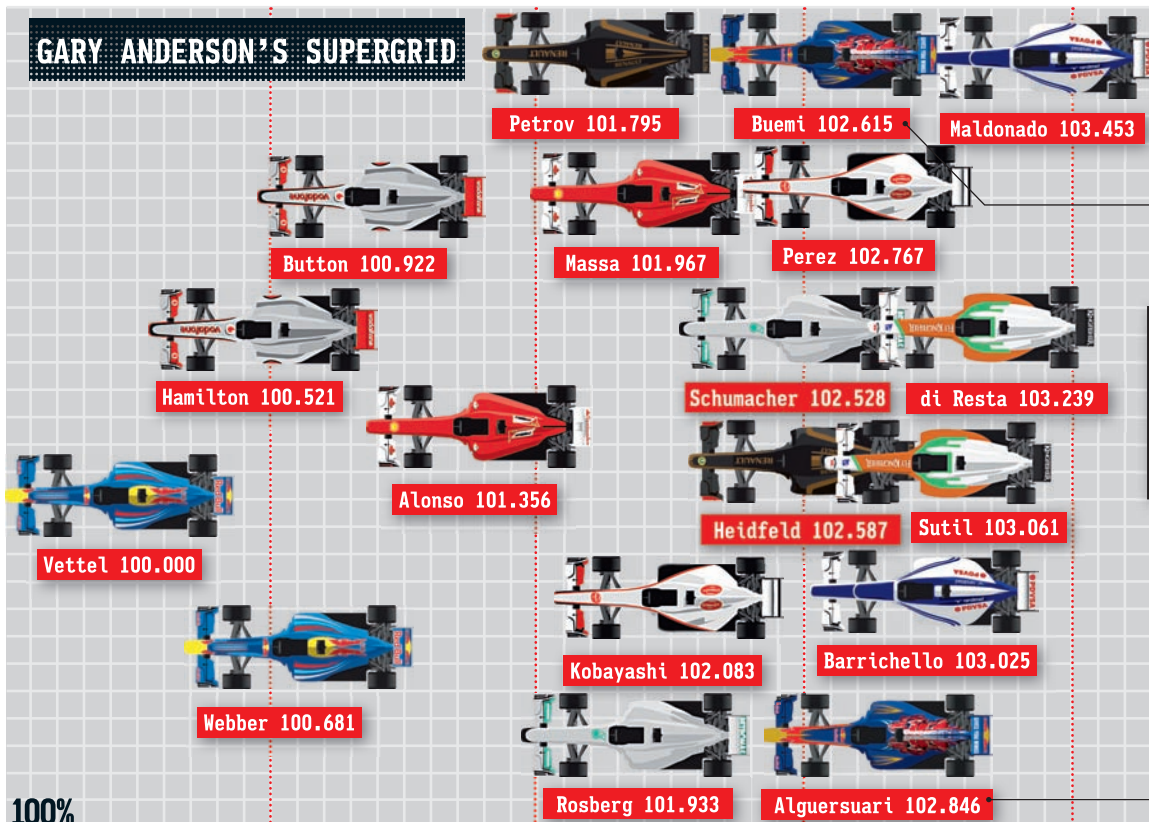
URNS 7/8

A fast, flowing left/right combination that rewards commitment, even though there is not much time to be won or lost here. The fastest part of the circuit and is all about downforce and grip. Those lacking downforce have to hang on a lot harder...



EXPERT VIEWS:
GARY ANDERSON
AND
LUCAS DI GRASSI

GARY ANDERSON'S SUPERGRID



With Sebastian Buemi and Jaime Alguersuari fighting for their Red Bull futures, it's the Swiss who has made the strongest start. He is now 0.231 per cent stronger than Alguersuari on raw pace.

100%



China in their hands

Cars' long-straight speed and slow-corner set-up balance will be crucial



P34 MALAYSIAN REPORT

LIVE TV AND RADIO LISTINGS

FRIDAY APRIL 15

0255-0435 Free practice 1 LIVE (BBC red button and online)

0655-0835 Free practice 2 LIVE (BBC red button and online)

SATURDAY APRIL 16

0355-0505 Free practice 3 LIVE (BBC red button and online)

0600-0830 Qualifying LIVE (BBC1 & Radio 5 Live and online)

SUNDAY APRIL 17

0700-1015 Grand Prix LIVE (BBC1 & Radio 5 Live and online)

2010 POLE POSITION

SEBASTIAN VETTEL



2010 WINNER

JENSON BUTTON



TYRE ALLOCATION

TYRES USED THIS WEEKEND

HARD



MEDIUM



SOFT



SUPER SOFT



ALL PICS: LAT



Kovalainen 105.417



Glock 106.834



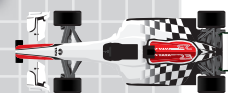
Liuzzi 109.176



Trulli 105.546



d'Ambrosio 107.526



Karthikeyan 110.471

AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first two races of the year. The theoretical absolute pace is expressed as 100.

All three of last year's new teams, Lotus, Virgin and HRT, have closed the gap to the front with better weekends in Malaysia. HRT is edging up on Virgin after its first 'real' weekend of 2011 – although Karthikeyan still remains off this scale.

107%

LAST YEAR

BUTTON DOES IT AGAIN IN THE WET

JENSON BUTTON made it two wins from four starts for McLaren with another sublime performance in changing conditions. It was a victory that owed a lot to his decision not to join most of the field in the pits to put intermediate tyres on in the early laps of the race, but Button still had the small matter of a head-to-head fight with team-mate Lewis Hamilton to deal with in the final stint of the race. Nico Rosberg completed the first all Mercedes-powered podium since 1955 after leading the early stages, while Fernando Alonso recovered from a penalty for a blatant jumped start to finish fourth. Red Bull had a day to forget, as poor calls on strategy left Sebastian Vettel and Mark Webber mired in an incident-packed midfield. **RESULTS:** 1 Button; 2 Hamilton; 3 Rosberg; 4 Alonso; 5 Kubica; 6 Vettel.



RACE ODDS

| | |
|-------------|--------|
| Vettel | 6/5 |
| Hamilton | 9/2 |
| Webber | 5/1 |
| Button | 7/1 |
| Alonso | 8/1 |
| Massa | 33/1 |
| Rosberg | 33/1 |
| Heidfeld | 33/1 |
| Schumacher | 40/1 |
| Petrov | 40/1 |
| Barrichello | 200/1 |
| Kobayashi | 200/1 |
| Sutil | 300/1 |
| di Resta | 300/1 |
| Perez | 300/1 |
| Alguersuari | 300/1 |
| Buemi | 300/1 |
| Maldonado | 500/1 |
| Trulli | 1000/1 |
| Kovalainen | 1000/1 |
| d'Ambrosio | 2500/1 |
| Glock | 2500/1 |
| Karthikeyan | 5000/1 |
| Liuzzi | 5000/1 |

Sebastian Vettel's

start to the season means that there is some great value to be had on the drivers most likely to topple him. Mark Webber has struggled to get on top of the tyres, but in the cooler conditions of China he looks pretty good value at 5/1. Both McLarens and Fernando Alonso also offer tempting odds, especially if it rains.

THE DRIVER

LUCAS DI GRASSI

thedriver@autosport.com



IN MY OPINION, THE RACE IN MALAYSIA WAS

great. You can say DRS and KERS had an effect on it, but the main key was the behaviour of the tyres.

Pirelli has done what it has been asked to do: create tyres with high wear and degradation to spice up the races with strategy and overtaking.

It is difficult to explain what a driver has to do to manage his tyres. It really depends on many factors: whether it is a soft or hard compound, car performance and downforce, the temperature, whether it's qualifying or the race, and so on.

To 'save' the tyres means, in motorsport language, to try to increase the tyre lifespan at a good performance level. And the driver has a huge effect on this; he has to be as gentle as possible.

The driver has to better control how quickly he accelerates, how much steering angle he needs for a particular corner, how to optimise combined braking and steering – the list goes on. While accelerating, the driver cannot let the car slide too much – he has to achieve the traction limit without going over it. You have to feel the limit of the car and squeeze the throttle, fine-tuning its progression towards full power like human traction control.

The theory is complex, and to do it in an F1 car is extremely difficult. Only great drivers can do it perfectly.

TW STEEL LUCAS DI GRASSI



GARY ANDERSON
Technical consultant

DOWNFORCE/SUSPENSION

Unfortunately downforce is a bit of a compromise here, with the long back straight and the twisty section from the first corner to that straight. Mechanically the car needs to be compliant to cope with the long, low-speed corners. The cars tend to understeer in this type of corner and on the exit this turns to snap oversteer.

GEAR RATIOS

Gearing for Shanghai will be a bit like

the compromise required for Sepang. To make best use of KERS and the DRS in qualifying it is important not to be on the rev limiter too much but that will leave you low in revs during the race when the DRS can not be used. Perhaps teams will start to compromise by using seventh gear when they use the DRS and sixth gear as the race norm. Seventh could then be more effective for fuel saving too.

TYRES

The time difference between the hard and soft tyres will be between 0.5 and 0.8 seconds. The softs will degrade quicker but teams should start to get on terms with this problem soon and that is when we will start to see greater variations in pitstop strategy.

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CO₂ emissions 243 (g/km).



Straight talk David Coulthard

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

The frenetic tyre-strategy conundrums in Malaysia might have turned off the casual viewers but, as DC explains, it was great for the diehards. And there'll be plenty more during F1 2011

If Formula 1 2011 has taught us one thing so far, it's that there's a heck of a lot happening in these races. Perhaps for the casual observer there's too much going on, but for us hardcore racing fans it's great because you really have to follow it closely to appreciate what's really going on. It's full-on Formula 1.

There is so much strategy at play, and it was fascinating to hear new terminology from the drivers during the race about their tyre wear: "Phase one", "Phase two" and "falling off the cliff" – we're going to hear much more of that feedback.

variations in lap time from qualifying to the race – up to 10s slower. The fastest lap of the race, set by Mark Webber, was 5.7s slower than Sebastian Vettel's pole! It reminds me of the 1980s, when Nigel Mansell or Ayrton Senna would dive into the pits for new tyres and could gain a huge chunk of time, and reel rivals back in.

It's like we've taken a step back in time, and at least the race isn't over after the final pitstops which, in many cases before it was.

THE FIGHT AT THE FRONT

As I predicted in last week's AUTOSPORT, McLaren took the fight to Red Bull in Malaysia. But track position is still key in F1 and Sebastian is getting into that opening corner first thanks to his pole positions.

I was very encouraged to see Ferrari's stronger performance in the race compared with qualifying. Fernando Alonso's clash with Lewis Hamilton ruined his result – it looked like Fernando just lost a little downforce and drifted left as he was trying to pull to the right of Lewis. It was a closing-speed judgement error; you want to leave your car in the slipstream for as long as possible to get the slingshot, but you risk clipping your front wing.

I have to admit I didn't see Lewis's double-change of direction, but I have to presume it was enough for the stewards to make that ruling and that Fernando made them aware of it. He and Lewis aren't best buddies after all.

SHANGHAI PROSPECTS

China is an easier track in many respects than Malaysia, and I'd expect a closer spread across the field. In Sepang, if your balance is even slightly out you lose a heap of lap time, because of those corners where you brake and steer at the same time.

Things to look out for in Shanghai will be Renault's excellent start performance. Historically strong in this area thanks to favourable rearwards weight distribution, the regulations have changed and closed the window on what it can do. So it could be the torque characteristic of the engine, or it could be mechanically quite soft and has good ride-height control for when the speed builds. Watch this space, because it's a very powerful tool for them.

Sepang was a great podium finish for Nick Heidfeld, who was anonymous in Melbourne. He's got this reputation of being good but not great, and that was certainly a great performance. But I can't understand why Vitaly Petrov ran so wide – going that quickly it just wasn't worth the risk. Unless you intimately know the run-off area you're about to explore, it's blind faith. And he found the biggest bump on the circuit!

Mercedes will be hoping for more from its DRS system in China, as I'm told it drives its wing far more aggressively than its rivals, and can gain a lot of top speed. The DRS deployment zone is on the back straight – the second-longest in F1 – so we could see a real benefit. ✖



Heidfeld starred at Sepang in fast-starting Renault

As we progress, the pattern of the strategies will become clearer. I don't have a problem with all these pitstops, but it seems there's no pleasing some people who say there's too many.

We're seeing some massive

PIC: ETHERINGTON/LAT

**“You’ve got to follow closely
– this is full-on Formula 1”**



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MPH Mark Hughes

AUTOSPORT grand prix editor

The 'flexi-wing' debate rumbles on thanks to Red Bull's ability to blind its rivals with science over what the wing does when

After being asked why Mercedes had not followed the Red Bull philosophy evident on last year's car, on which the front wing ran visibly closer to the ground than any other, its team principal Ross Brawn said: "We thought the tougher front-wing flex tests would have closed down that avenue of design. But it's clear now that is not the case. Now we have to evaluate whether it is worth the investment and time of doing a new nose for the existing car, because it's something that would probably take until well into the second half of the season to do."

Ferrari, having initially followed a similar — albeit less extreme — path from part-way through last year, was in agreement. "We also believed it was not possible to follow this direction with the tougher tests," said technical director Aldo Costa. "But it is clear that there is some ingenuity in achieving this in the Red Bull and still pass the tests. The test is the only thing you must pass, therefore their car is legal. It is

something we are now going deeper into investigation with and we will have a 'flexi wing' soon."

Talk to the relevant people charged with checking wing flexibility, and they say the lateral flex of the wing tips when 100kg of asymmetrical load is applied is actually less on the Red Bull than on many cars. You are allowed 20mm of flex and while most teams run within a millimetre or two of that allowance, the RB7 does not exceed 16mm. It was evident from Sebastian Vettel's in-car footage at Sepang that there was very little flexing at maximum speed down the long straights.

"Look," said Christian Horner, clearly irritated at being asked yet again about flexi wings. "I'll explain it very simply: McLaren run their car low at the rear, we run ours high. That enables us to get the nose closer to the ground."


All of which is true. But there's rather more to it than that. The flex test is a vertical downwards load at the wing tip 200mm back from the wing's leading edge. However, that is not the angle through which the wing assembly actually moves. Its actual movement is a complex combination of downwards and backwards through x and y axis that migrate at differing loads. So it's possible therefore to have the wing pass the straight vertical test but still flex in an aerodynamically advantageous way through its actual movement. Imagine how mind-blowingly complex the lay-up of the carbonfibre pieces would need to be in to achieve this *and* how much further complicated it would be to plot the downforce levels over

the entire speed range with such multi-planed movement.

Calculating all this is beyond the current knowledge of most, if not all, the other teams. As the scientist Gordon McCabe has pointed out in his excellent motorsport/physics/philosophy blog, mccabism (mccabism.blogspot.com), it seems very likely that this expertise is linked to Red Bull's partnership with MSC Software.

When this partnership was entered into in 2009, MSC was striving to perfect software that would resolve analysis both structural (FEA, finite element analysis) and fluid (explicitly, CFD) within one programme. As it says in its own website: "Multiphysics FEA can account for some of these interactions, but often the mathematical basis for disciplines are fundamentally different."

It is believed that MSC, in its programme with Red Bull, has succeeded in creating the software programme that resolves the differing measurement parameters of CFD and FEA so as to allow the resolution of the combined equations. This in turn has allowed the design of the carbon lay-up to be defined in such a way that the wing assembly both articulates and flexes in precisely the way required at precisely the loads required.

Much easier said than done — and Red Bull has perhaps a two-year lead on this complex technology. But perhaps there's another way. At Sepang there was a car running with a much more conventional gap between the front wing and the ground that was fully competitive. Therein lies another story. 

PIC: LAT

RB7 wing has caught its rivals napping



“Red Bull has perhaps a two-year lead on this complex technology”



INDYCAR

Penske to test Chevy in July

American automotive giant's new IndyCar Series engine should be ready to hit the tracks in mid-summer

Chevrolet's 2012 IndyCar engine is set to start on-track testing with Team Penske in July.

The US manufacturer announced its return to single-seater racing last November in a deal that legendary team boss Roger Penske played a big part in completing. Penske will be Chevrolet's lead team for its comeback in 2012, and the two will work closely on the manufacturer's development programme during this year.

"Chevrolet wants to have an engine running after mid-year, so by July we want to be running it on

the track in tests," said Penske last weekend at the Barber Motorsports Park IndyCar round. "IndyCar is working out the details on how the testing will be done, and it hasn't been agreed yet."

Penske also reiterated his lack of interest in running an extra car for a guest driver in this season's Las Vegas finale (see AUTOSPORT, March 31), where a \$5 million prize is on offer for any non-IndyCar regular that can win the race.

"We're helping the series out," he said. "Having an American

manufacturer is just good for the sport. Chevy were here before when it was just IRL, and with Champ Car too. They are very committed.

"We were instrumental in getting Chevrolet to come back in, so if someone were to add up what we've done to support the [Indy Racing] League, I would put my chips on the table and that would be equal to or outweigh whether we run a car for the \$5 million.

"I think it's a great idea, and what's good is that it's got people talking about the series again. But the issue is with a team that is

competing for the championship. I'd much rather win the championship than the \$5 million."

Series boss Randy Bernard added that he is targeting adding another two manufacturers to join Chevrolet, Honda and Lotus.

"Are we done trying to attract new manufacturers? No way," said Bernard. "I want to see at least two more in the sport. They bring a significant amount of support to the series, and the fact that we have Chevy, Lotus and Honda competing in 2012 is a great first step."

INDYCAR

Hornish ruled out of Indy 500

TEAM PENSKE HAS RULED OUT

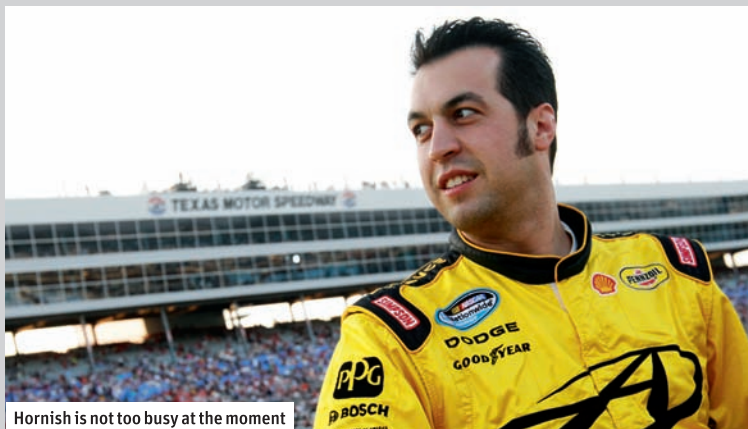
running a car in this year's Indianapolis 500 for former champion Sam Hornish Jr.

The American is without a full-time drive in NASCAR this year after Penske downsized its Sprint Cup team from three cars to two over the winter. He has since been linked to making a one-off return to single-seaters for the Indy 500. Team boss Roger Penske said that the idea was weighed up, but that it will not happen.

"We're not going to run a fourth car at Indy," said Penske. "Tim Cindric [team president] and I talked about running Sam at the Speedway, and that's really not what he wants to do right now. We haven't mentioned it for eight weeks."

Penske was adamant that if Hornish—who is still contracted to run a handful of races in the NASCAR Nationwide Series this year—ever decided to go back to IndyCar, it would be with his team. But Cindric pointed out that their driver had never expressed such a desire.

"He's never asked us to run him," said Cindric. "And it's safe to say we're not going to help someone else beat us."



Hornish is not too busy at the moment

INDYCAR

Restart rules under scrutiny

INDYCAR OFFICIALS WILL

continue to monitor the controversial double-file restart format after more complaints from drivers at last weekend's second round.

While there were no major accidents at the first corner at Barber Motorsports Park last Sunday, there were several incidents further round the lap as a result of bunching.

IndyCar president of competition Brian Barnhart said he is evaluating the format heading into this weekend's race at Long Beach, but he is yet to make any changes.

"The whole thing's a learning process for everyone," said Barnhart. "It's a pretty radical change from how things have happened and have been done for over a decade. To some extent, you're trying to shove a square peg into a round hole. You're going to have to adapt and improvise."

Barnhart added that issues under consideration include how early

Beware, accident to follow shortly



the cars have to be in two-by-two formation, how fast they approach the restart and where the drivers are allowed to accelerate from.

Sunday's top two finishers, Will Power and Scott Dixon, were critical of each other after the pair shared the front row for several restarts. But

both admitted that the drivers could take more care to prevent accidents.

"The problem is, when the green flag goes, we all get a bit stupid," said former champion Dixon.

➔ **P56 BARBER REPORT**

FRENAULT 3.5

Ricciardo's finale in doubt

THE PARTICIPATION OF RED BULL AND TORO

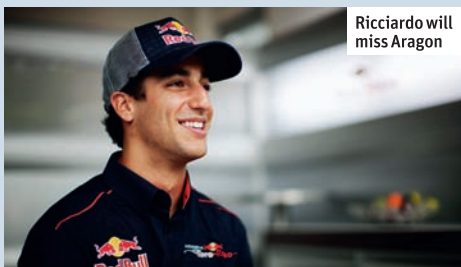
Rosso Formula 1 reserve driver Daniel Ricciardo in this year's Formula Renault 3.5 finale is in doubt.

The pre-season-testing pacesetter could sit out the Barcelona meeting in order to focus on F1 practice duties at the clashing Japanese Grand Prix. A decision is likely to depend on the ISR driver's progress in his FR3.5 championship assault.

"We're just taking it race by race at the moment," said the Australian. "Obviously, if I'm really up there fighting for the title, I'll probably do it."

Ricciardo will miss this weekend's Motorland Aragon round to drive in Friday practice at the Chinese GP. "It's one of those last-minute things," continued Ricciardo. "After Australia got the ball rolling and seemed like it was going OK, I was just told that the first round wasn't going to happen."

ISR will instead run McLaren AUTOSPORT BRDC Award winner Lewis Williamson, who is driving in GP3 for Red Bull F1 star Mark Webber's MW Arden.



Ricciardo will miss Aragon

➔ **P60 RENAULT 3.5 PREVIEW**



He's chuffed with Hitech F3 deal

BRITISH F3

Mendez steps back for Brit F3

FORMER EUROPEAN F3 OPEN CHAMPION BRUNO

Mendez will compete with Hitech Racing in this season's British Formula 3 Championship.

The 20-year-old Spaniard, who is stepping back after a tough year in Formula Renault 3.5, will join 2009 BF3 race winner Riki Christodoulou and Brazilian Pietro Fantin in Hitech's squad of Dallara-Volkswagens. Hitech will also run a 'B-class' Dallara-Mugen for Formula BMW Pacific graduate Kotaro Sakurai.

Team boss Ryan Sharp said: "Bruno should be in for the season. Riki is one step at a time at the moment."

Rival squad Fortec Motorsport has also expanded its line-up after a late deal to run a fourth Dallara-Mercedes for Malaysian ex-FBMW racer Fahmi Ilyas.

Both Ilyas and Mendez have missed all of the official pre-season tests, which concluded at Snetterton last week. Carlin drivers Kevin Magnussen and Carlos Huertas lapped fastest on the new 300 layout on Tuesday and Wednesday respectively.

➔ **P62 BRITISH F3 PREVIEW**

AUTOSPORT SAYS...

MARK GLENDENNING
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WRC: tougher to learn than ovals

People are weird. On one hand, you've got forums, blogs and column inches dedicated to Kimi Raikkonen's supposed inability to get to grips with World Rallying since he switched across from Formula 1 in 2010; on the other, you have genuine bafflement in some quarters that the Finn was so strong in his first NASCAR Truck test.

The gulf between F1 and the WRC is substantially greater than that dividing F1 from NASCAR, and the fact that Raikkonen has even scored points in the WRC is both a massive credit to him and an indication of the current state of World Rallying. A Tundra truck and a Ferrari F2007 have fundamentally little in common, but the principles of circuit racing and mechanical clairvoyance don't change. Raikkonen is more-than-equipped to quickly get a handle on how to find a truck's limits.

There were occasions in F1 when Raikkonen looked like he couldn't be bothered, and that trickled into his performances. This is different. Like rallying, NASCAR is something that no-one is forcing Raikkonen to do except Raikkonen himself. He's his own boss, and he's there because he wants to be. And as anyone in F1 can tell you, an inspired Raikkonen is not to be underestimated.

ROLL OF HONOUR

Matt Kenseth's victory last weekend was the eighth at Texas Motor Speedway for Roush Fenway, which has the best record of any NASCAR team at the track. Here are Roush's Texas stars:

Jeff Burton (1997) • Mark Martin (1998) • Greg Biffle (2005) • Carl Edwards (2005; 2008; 2008*) • Matt Kenseth (2002; 2011)

* NASCAR races at Texas twice each year



Burton set the ball rolling in 1997

IN BRIEF

**INSIGNIA FOR BTCC**

The Vauxhall Insignia will appear in the British Touring Car Championship for the first time later this season. British club squad Thorney Motorsport is developing the NGTC machine (pictured) and plans to run team boss John Thorne in one of its two entries at the Brands Hatch or Silverstone rounds in October.

HERBERT REBOUNDS AT MONZA

Ex-Formula 1 star Johnny Herbert recovered from a heavy crash in qualifying to score a point in the opening Superstars race of the season at Monza last weekend. The Briton completed a late deal to contest the series in a Romeo Ferraris-run Mercedes C63 AMG.

HALLIDAY FOR BATHURST

New Zealander Matt Halliday will partner James Moffat at Dick Johnson Racing for this year's V8 Supercar endurance races. The Porsche Supercup regular last raced at Bathurst in 2008, when he finished 15th.

LOTTI IN CHINA

World Touring Car Championship boss Marcello Lotti visited a round of the Chinese Touring Car Championship at Shanghai's Tianma circuit last weekend. The visit was primarily aimed at finalising plans for the joint WTCC/CTCC round being held at Guangdong later this year.

NASCAR IN SPACE

A Texas Motor Speedway flag will be taken on board the space shuttle Atlantis during the final shuttle mission in June. The flag will be carried by astronaut Doug Hurley, who is a season ticket holder at the track.

BAYNE'S SPIDER SCARE

Daytona 500 winner Trevor Bayne (below) was briefly hospitalised last weekend after suffering swelling in his arm following a suspected spider or tick bite. Bayne's condition worsened after the race at Texas Speedway on Saturday night.



NASCAR

Raikkonen aiming for Sprint Cup

Finn keen to add NASCAR's top tier to Formula 1 and WRC on his CV after successful first truck test last week

Former world champion Kimi Raikkonen is already eyeing a move into the NASCAR Sprint Cup or Nationwide Series, despite being five weeks away from making his Truck Series debut.

The Finn, who is competing in the World Rally Championship this year, tested a Kyle Busch Motorsports Toyota truck for the first time last week.

The first race of Raikkonen's limited programme is scheduled for Charlotte on May 20, and Busch said that he hoped he could help him move up the NASCAR ladder if he can find the means.

"I've told everybody here that KBM would like to go to Nationwide," Busch said. "We'd like to have a full-time Nationwide team next year and work towards that. If it came to be the right

situation and we can get car built [by Joe Gibbs Racing, which fields cars for Busch in NASCAR's top two tiers], it would be a tell-tale thing."

Gibbs himself said that it was unlikely that he would run a fourth car for Raikkonen in either series in his own squad, but that he was open to supplying equipment for Busch to do so in the future.

"We always have room to do a fourth car [in Cup], but you have to do it right," Gibbs said. "It would be hard on top of what we've got going on right now, but you can never rule anything out."

"It would be hard for us to do [Nationwide] cars because we're still building the three that we've got. We can always help Kyle out in the future. My encouragement



to Raikkonen would be to start the foundation and then learn and grow. Kyle is a good programme to do it with."

Raikkonen completed two days of running at the Gresham Motorsports Park oval last week in the plain-liveried Toyota Tundra, and followed it with approximately 50 laps around Rockingham on Thursday. The tests were closed to the public and media.

Busch was impressed with Raikkonen's performance. "I got in the truck myself and ran some laps to see how I compared to where he was at on tyres and stuff and we

DTM/GP2

Twin campaigns for Vietoris

NEW MERCEDES RECRUIT CHRISTIAN

Vietoris is optimistic that the experience gained from dovetailing his second season of GP2 with a rookie DTM campaign will outweigh any difficulties from switching between the two cars.

The German was announced last week as part of Mercedes' line-up in the DTM, where he will race an older-spec car. The 22-year-old is also committed to continuing in GP2 with former champion squad Racing Engineering.

"I have to say thanks to Mercedes and Racing Engineering for giving me the opportunity to race in both series," Vietoris told AUTOSPORT.

"It's not normal for sure; it's a bit of a risk, but it might be an advantage for me in the end because I'll gain more experience – I'll do more than 30 races during the year."

Vietoris did admit to some concern about the difficulty of jumping between the two disciplines.

"That's the thing that I'm a bit worried about, to be honest," he said. "But for the moment I'm getting on with it. For the DTM weekend it shouldn't be

'Now, which car am I driving today...?'



a problem because there's a lot of free practice there. If it will be harder anywhere it will be GP2, because you only have 30 minutes of free practice.

"But in some ways the driving is more or less the same – late braking and trying to get on the throttle early. So I think it's possible to do. I will focus on both series 100 per cent, otherwise

there's no point doing it."

Mercedes also confirmed that Briton Jamie Green will be promoted back to Merc's top rank in a current-spec car run by HWA, as revealed by AUTOSPORT (February 3). Dutch ex-Formula 3 star Renger van der Zande will make his debut in the older-spec car raced last year by Franky Cheng.

NASCAR

Fuel-injection test close

NASCAR'S FUEL-INJECTION SYSTEMS could be track-tested for the first time as early as July this year.

The systems, which are being designed and developed in conjunction with McLaren, could be made available for Sprint Cup teams to try out on July 7 at Kentucky Speedway, provided that the series has the hardware and software specifications finalised in time. An extra four-hour practice session has already been scheduled.

Sprint Cup series director John Darby said that NASCAR had "finished a wiring-harness specification, and is very close to releasing a fuel-injector specification itself".

Fuel injection is expected to be introduced in 2012, replacing the carburettor systems that have been in use since the series' inception in 1949.



Raikkonen dials in to Busch truck

ran identical lap times, so he's right there, he knows what he's doing," Busch said.

"They ran another day at Gresham and he was kind of getting his feet used to caution laps, running down pit road, watching the lights on the tach and how all that goes, working on some restart stuff and getting him accustomed to coming up through the gears quick and not spinning the tyres on restarts."

Raikkonen's Truck will carry sponsorship by beef-jerky manufacturer Perky Jerky when he begins his Truck campaign.



Gilham fighting for finance for BTCC

BTCC

Gilham in doubt for Donington

BRITISH TOURING CAR CHAMPIONSHIP

racer Tony Gilham is fighting for the budget to compete at Donington Park this weekend.

The Triple 8 Engineering Vauxhall Vectra driver was the best-performing rookie at the Brands Hatch season opener earlier this month. He scored three top-10 finishes, but the withdrawal of a sponsor has thrown the rest of his season into doubt.

"We're hoping to be in, but it's touch and go at the moment," Gilham told AUTOSPORT on Tuesday.

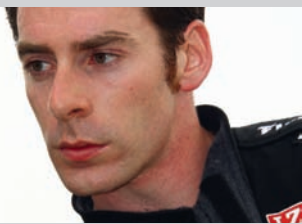
"We've got a good percentage of our budget, but it comes in race by race and

losing a sponsor in the first month of the season hasn't helped. I'm spending every moment working on it."

● Meanwhile, veteran racer David Pinkney will miss the Donington round this weekend. Business commitments mean his seat in the Rob Austin Racing Audi A4 will be taken by team boss Austin.

Austin, who took his only British F3 win at Donington, will make his BTCC debut in the car that failed to start at Brands. "It's a one-off for me at the moment," he said. "We're hoping David will be back at Thruxton, with someone else in a second car."

IN BRIEF



PAGENAUD INDYCAR DEBUT

Reigning American Le Mans Series champion Simon Pagenaud (above) subbed for the injured Ana Beatriz at Dreyer & Reinbold Racing in last weekend's IndyCar race at Barber Motorsports Park. The Frenchman, a former Champ Car driver, finished eighth.

INDY GIG FOR BAGUETTE

Belgian Bertrand Baguette will join Briton Jay Howard at Rahal Letterman Lanigan Racing for the Indy 500. Baguette, who drove for Conquest Racing last year, was unable to find the budget for a full programme in 2011.

OCEAN LINE-UP FINALISED

Ocean Racing Technology will run Venezuelan Johnny Cecotto Jr and 19-year-old German Formula Renault graduate Kevin Mirocha in GP2 this season. Cecotto has previously raced in the series with Trident and Super Nova.

ERICSSON ON TOP

Marcus Ericsson topped the times in the two-day GP2 test at Silverstone last week with iSport International. Asia Series champion Romain Grosjean was quickest on the rain-affected first day with DAMS.

BRATT BACK IN F2

Briton Will Bratt will return for a second season of Formula 2 this year. Bratt claimed four podiums last season on his way to fifth in the championship.

EPSILON GOES EPIC

Epic Racing SL has acquired former Formula Renault 3.5 championship-winning team Epsilon Euskadi. The team will continue in FRenault 3.5 and the Formula Renault 2.0 Eurocup under the Epic banner.

SUPERLEAGUE OPENER BINNED

Superleague Formula (below) has called off its scheduled season opener at Estoril in Portugal on May 29, and will instead begin its fourth season at Assen on June 5.



LE MANS

EVORA TESTS

The car that will take Lotus back to the Le Mans 24 Hours has run for the first time. The new Lotus Evora GTE contender was given a shakedown by James Rossiter at the Hethel test track last week before moving to Snetterton (above) on Tuesday.

WORLD GT1

Corvette teams face expulsion

Teams could be thrown out for breaking series' two-car regulation

The teams running Chevrolet Corvettes in this year's FIA GT1 World Championship could be thrown out of the series.

The participation of the Selleslagh-run Team China and DKR Engineering squads has been called into question because they have each fielded one rather than two cars as per the championship

rules at the opening events. They have already been told that they cannot score teams' points, and have lost their guaranteed entries for next year's championship.

Team boss Patrick Selleslagh said: "We have been told the FIA will decide on the day we have to leave for the Algarve circuit [for the next round on May 8]. That's all I know."

Series promoter Stephane Ratel said that he did not believe that there would be a problem.

"To my view what has happened is legal," he said. "The rules state that teams must put in entries for two cars and they have done that."

Ratel, who was instrumental in putting together the deals for the Corvettes to compete, denied that there was any subterfuge on the part of himself or the teams. He said that he had correspondence proving that there were arrangements in place to source additional cars.

The decision will be made by the FIA GT Commission on May 3.

Selleslagh said there was still a chance for both teams to have two cars. He added there were tentative arrangements in place to run cars he prepares for Dutch Supercars.



Selleslagh Corvette has been on pace

Martin Bartek 1967-2011

MARTIN BARTEK, WHOSE MATECH team was a frontrunner in the inaugural FIA GT1 World Championship last season with the Ford GT, has died.

The Swiss financier moved into the international arena after a short stint racing a Porsche in French club events.

In 2007 he set up Matech Concepts and Matech Racing, to develop and run the Ford GT to GT3 rules. His was the first team to build a car to the 2010 GT1 rule book.

Ex-Matech driver Richard Westbrook said: "When you drove one of Martin's cars, you had to pinch yourself that he had developed that car without any manufacturer support. What he did was incredible and he was also a man of his word."

Bartek was forced to close Matech Racing at the end of last year. Matech Concepts is owned by Russian energy group Sintez. No cause of death has been released.



FIA HISTORIC FORMULA ONE



The European Formula One season kicks off at Hockenheim on April 15th.

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P58 F2 PREVIEW

LE MANS

Brundles targeting Le Mans

Former endurance classic winner Martin Brundle aims at 2012 return with son Alex

Former Le Mans 24 Hours winner Martin Brundle plans to return to the race next year sharing a car with his son Alex.

The ex-grand prix ace and world sportscar champion is keen to return to the famous race for the first time since he raced there for Bentley in 2001. He had hoped to make his Le Mans comeback this year, but that idea was scotched when he moved into the lead commentator role for BBC's Formula 1 coverage at the start of this season.

"I want to drive Le Mans with Alex in 2012," Brundle told AUTOSPORT. "That's a target of mine, but that's something for

me as well as him. It is very much something I am working on for next year. I wanted to do it this year, but with my new job the BBC weren't keen for me to miss the Canadian GP [on the same weekend]. But that's what's in my mind."

The Brundles have shared cars in a handful of races over the past couple of years. Alex sampled a prototype sportscar with LMP2 team Greaves Motorsport at the Le Mans Series pre-season test day at Paul Ricard last month, and he is set to drive at the Le Mans test day as well on April 24.

"Alex went extremely well in the Greaves Nissan," added Brundle Sr. "He was very impressive in a short

number of laps. He's doing the Le Mans test so that he gets to know the track."

Brundle Jr, who will return to Formula 2 this year, added that he benefits from sharing a car with his Dad in endurance races.

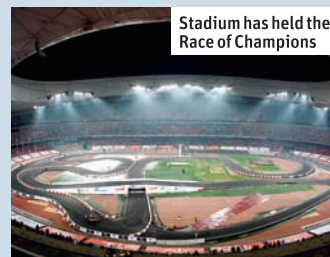
"I think we make quite a good team with a blend of youth and experience," said Alex.

"It's actually really helpful for my development as well, because it brings up things that you wouldn't always think to ask about. I think he enjoys it as well."

Brundle Sr is one of the drivers who has been linked to GT team United Autosports' potential graduation to LMP2 for next year.

WORLD GT1

Olympic stadium race for GT1



Stadium has held the Race of Champions

FIA GT1 WORLD CHAMPIONSHIP

boss Stephane Ratel is planning a demonstration race at a street circuit in the shadow of Beijing's 'Bird's Nest' Olympic stadium in September.

The event is scheduled to take place the week after the GT1 world series event at the Ordus circuit in China. Ratel is expecting a full grid of GT1 cars and also plans to invite the builders of GT3 cars to showcase their machinery.

Ratel said at the weekend: "We are working hard on this and going to China next week. I think the teams are happy to do it because it will be fantastic promotion for the championship."

Final details of the event and the track layout have yet to be worked out, Ratel confirmed.

He stressed that the venue was not the same as used by Superleague Formula last year, which held its demonstration race at the Olympic rowing park.

IN BRIEF



NEW ASTON MARTIN

Aston Martin Racing will replace its DBRS9 GT3 contender for 2012 with a new car based on the Vantage V12 (left). The first Vantage GT3 is scheduled to be complete in July and 10 customer cars will be built for 2012.

SOUTH AFRICAN LMP2 BUILT

The organisation looking to become the first

team to put a South African car on the grid at the Le Mans 24 Hours has completed its all-new LMP2 contender. The Bailey 'Lemanz' coupe, which is powered by a two-litre Mazda turbo, has already been tested by Jaki Scheckter and George Fouche.

AUDI DRIVERS FOR SPA

Audi works drivers Mattias Ekstrom, Timo

Scheider, Mike Rockenfeller and Marcel Fassler will join the Blancpain series for its blue-riband event, the Spa 24 Hours in July. Ekstrom and Scheider will race for the Abt team, Rockenfeller and Fassler for Phoenix. The new Blancpain Endurance Series for GT3 and GT4 cars kicks off at Monza this weekend with a 37-car entry, with Audi drivers including Fassler and Filipe Albuquerque.

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Flashback

June 16-17, 2001

BRUNDLE'S LAST APPEARANCE AT LE MANS

Martin Brundle plans to race at Le Mans with his son Alex next year. He won the race in 1990, but his most recent appearance at La Sarthe was in 2001 in a Bentley Speed 8. The car retired with gearbox problems.

TOP FIVE

Alonso/Hamilton 'moments'

1 HUNGARY 2007

Gamesmanship between the pair in qualifying triggers the downfall of their partnership.

2 BAHRAIN 2008

Hamilton crashes into Alonso's rear, sparking accusations of brake-testing.

3 BRITAIN 2009

A great scrap between the pair, (below) albeit well outside the points.



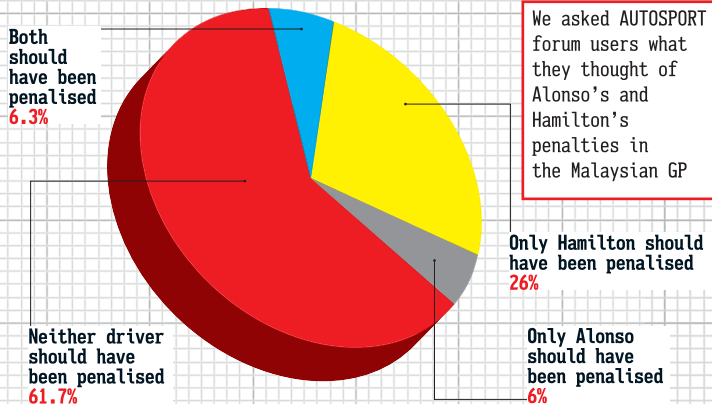
4 USA 2007

Alonso vents his frustration at Hamilton's defending by swerving towards the pitwall.

5 MALAYSIA 2011

Lively scrap ends with both drivers being penalised.

Weekly poll: Penalties



top tweets



@JamesJakes

What a flight!!!! Sat next to a couple that had far too much alcohol and started getting frisky. So glad I'm out of there !



@tomasscheckter

Fast forward past vetel interviews. Just goes on and on and on and on and on and on #justdrivedontspeak



@GarthTander

Just saw funniest thing. Escalator not working, confused people standing at top unsure of what to do next! Perhaps use it, just like steps!



@Thayne21

Thank u all for ur concern and prayers! Still not exactly sure what bit me, but I'm home from the hospital and good to go! #spiderblood Haha



@paultracy3

3 mil in crash damage , he is the champion of crash damage ohh viso



@jpmontoya

At the chiropractor getting adjusted.

...NEXT WEEK



CHINESE GP REPORT

With precious little time to tweak cars after Malaysia, the F1 circus heads to Shanghai for round three

BTCC BACK TO DONINGTON

Can record-breaker Jason Plato extend his points lead?



PLUS

WRC Jordan, IndyCar Long Beach; Silverstone F2; Monza British F3, plus full international/national round-up

ON SALE
APR 21



Mini made public bow in Oxford

WRC

Super-safe Mini breaks cover

Suspension innovation and increased safety measures part of Mini's first WRC challenger, launched this week

Mini launched the most innovative World Rally Car of the new era in Oxford on Monday – with its new WRC challenger featuring a radical approach to suspension and significant safety improvements.

Prodrive chairman David Richards described the Mini as the safest rally car ever built after the Banbury-based firm worked closely with the FIA to deliver more side-impact protection than before in the car that makes its competitive debut on next month's Rally d'Italia.

Prodrive's technical director David Lapworth wouldn't comment on the specifics of the Mini's dampers, but he admitted it was a step removed from

normal practice in recent years.

"If you look at Ford and Citroen," said Lapworth, "they're both running quite soft cars. When you see them at a superspecial, they look a little bit like a boat the way they pitch and roll. We've taken a slightly different approach and, after 18 months of working with Ohlins, we think we've come up with a new solution. Suspension is about the compromise between damping and traction and we feel we've got it about right. But only time and competition will tell."

Lapworth admitted it was hard to make major innovations under the new regulations, but he conceded that the rollcage and damper philosophy differentiated the Mini from the Fiesta and DS3.

"The engine and transmission are pretty similar on the cars, so the dampers is really the area where you can still innovate," said Lapworth, "and obviously, there's the rollcage – where we feel we have taken a step forward in terms of safety."

The rollcage design was one of the areas to which Prodrive directed much of its resource in the early stages of the design process and the outcome of this is a doorbar section that moves outside the line of the A and B pillars, to shift the cage itself further away from the crew and closer to the potential point of impact. This enlarged area between crew and cage will be filled with impact-absorbing foam

to further protect the crew.

Richards said: "The car is one of the stiffest and most structurally strong cars we've ever worked with. That, combined with the roll-cage design, makes this the safest rally car ever."

Kris Meeke's co-driver Paul Nagle admitted he was a big fan of his new working environment. He said: "When you get in there you want to be as far away from the cage as possible. Sitting in the Mini, you really do feel safe, you feel like there's more space in there, it's definitely better than any other cars we've been in."

● Colin McRae's former business partner and friend Campbell Roy was confirmed as Mini's sporting manager at Monday's launch.



Andersson led at home in Sweden

WRC

Fans' cash helps P-G for Sardinia

DOUBLE JUNIOR WORLD RALLY

Champion Per-Gunnar Andersson has confirmed he will contest next month's Rally d'Italia in a Ford Fiesta RS WRC – with the Swede also eyeing a Rally Finland outing with the Blue Oval as well.

Next month's Italian island event will be Andersson's second time in a Fiesta this season, after he led his home round of the series in the car in February.

Andersson's dreams of a Rally Sweden win were lost when he rolled on the opening morning and then suffered a puncture later in the event. The finance for his WRC programme has come largely from Swedish rally fans – and it's the balance of that cash that has helped him for Sardinia.

"I'm still really grateful for all the help," said Andersson. "I'm aiming for top four or five in Sardinia, but if there are punctures and you have luck, who knows what can happen. I have also booked the car for Finland, that's an event I'm determined to do, but I have to find more sponsorship."

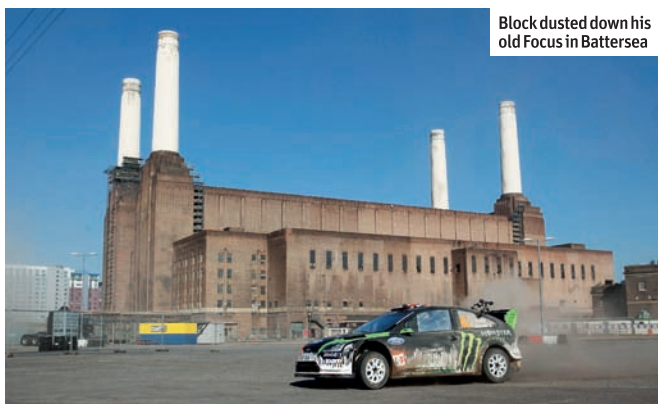
Block: I need a strong rally in Argentina

KEN BLOCK HAS ADMITTED THAT his shakedown accident prior to the Rally of Portugal will affect his approach to his next WRC outing in Argentina.

The American rolled his Fiesta RS WRC in Faro and was unable to take the start. He returned to a rally car for the first time since the shunt at the launch of the *Dirt3* computer game at Battersea Power Station on Friday.

"I need some points," he told AUTOSPORT. "Sweden was tough, racing a new car on studded tyres for the first time, then my car died before the start in Mexico and then the crash in Portugal. Those events have set me back. I can't have another tough event. I'm going to Argentina to get my confidence back."

Block admitted he was angry with himself for the shakedown crash, adding: "When I was



Block dusted down his old Focus in Battersea

mid-air in the crash, I was pissed. I was real mad, I knew it was going to be a big one and I was so frustrated. And I knew it was a big one, I had time to think, 'Uh-oh, I haven't heard a crunch in a little while, it's coming...'"

Block will not test again prior to the Villa Carlos Paz-based

South American event.

"Because there's no long-haul testing, this day in London is my only chance to drive before Argentina," he said. "We had to use the Focus because the Fiesta is still being repaired, but it's just good to be back in a car again. It feels really good again."

IN BRIEF



one of the New Zealand Rally Championship, driving his Subaru Impreza WRX.

McRAE FOR TUTHILL 911

Five-time British Rally champion Jim McRae will contest round two of the Tuthill Porsche Challenge, driving Andrew Barnes's 911. Barnes will be out in the clashing Pirelli Historic Rally on April 30.

BASSO AND P-G FOR PROTON

Proton drivers Giandomenico Basso and P-G Andersson were scheduled to test the Satria Neo S2000 with Reiger suspension and engine modifications for the first time on Monday this week. Both drivers make their pure asphalt rally debut with the team on the second IRC round of the season, the Rally Islas Canarias, this weekend.

FATALITY MARS SUMAVA

The second round of the Czech Republic Rally Championship, the Sumava Rally was cancelled as a mark of respect for Citroen C2 driver Jiri Skoupil, who was killed when he hit a tree on stage two.

McRAE HONOURED IN GREECE

Organisers of the Acropolis Rally will honour Colin McRae in this year's June event. The Loutraki-based event will run an exhibition of McRae's achievements, focusing on his five victories.

WRC

Classic stage mileage for Rally GB



Four-day Rally GB route has been confirmed

RALLY GB ORGANISERS HAVE

confirmed the route for this year's event, as outlined in last week's AUTOSPORT (April 7).

The event will begin on the afternoon of Thursday November 10 and include two runs around the Great Orme stage, the asphalt headland road in Llandudno included for the first time since 1985. Also returning to the schedule are the forest stages in Clocaenog, Gartheniog, Dyfi and Dyfnant.

The first overnight halt will be in Builth Wells, before moving down to Cardiff for Friday night. Saturday's action returns to mid-Wales before mileage – including some mixed-surface stages – around the Epynt military ranges in South Wales concludes the rally on the Sunday.

This will be the first time in almost 20 years that Rally GB has run substantial mileage on four days.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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And finally, *finally* there it was, the moment we'd all been waiting for. The Mini moment.

Cowley on a Monday lunchtime in April was a great place to be as the company's first ever World Rally Car was unveiled. The Mini-Prodrive alliance thoroughly deserves its moment for getting this far. But there's a very long way to go. Just when everyone might be thinking the hard work's almost over, it's only beginning. Now we need to see the car perform. And win.

Prodrive-types being Prodrive-types, they have come up with all manner of equations to work out where the car should be compared with Sebastien Loeb and Citroen – and they reckon they're pretty much on the money.

This week's launch was about the future, with a grateful and courteous nod to a richly rewarded past. Mini's most famous Monte winner, Paddy Hopkirk, was there and full of his usual mix of mischievous and marvellous stories. The excitement was everywhere.

As in the 60s, when the world-renowned BMC Competitions Department was run by the equally legendary Stuart Turner, the cars and drivers looked pristine and purposeful. Fifty years ago, good as the 1275S was, it was no match for the Ford Falcon. Now we're counting the days to see if the successor to Paddy's car can outgun the Fiesta.



Dani Sordo, Kris Meeke and co with their Minis

WRC PREVIEW

Event
Based
Round
Date
Stages
Mileage
Surface
Last year's winner
Championship leader

Jordan Rally
Dead Sea
4/13
March 14-16
20
206.95
gravel
Loeb (below)
Hirvonen





MALAYSIAN GP

Sepang, April 10

ROUND 2/19

LAPS 56

WINNER

Sebastian Vettel
1h37m39.832s

POLE POSITION

Sebastian Vettel
1m34.870s

FASTEST LAP

Mark Webber
1m40.571s

RACE RATING

★★★★★

Fantastic race
with loads of
overtaking - but
how real was it?

DRIVERS STANDINGS

| | |
|----------|-------|
| Vettel | 50pts |
| Button | 26pts |
| Hamilton | 22pts |

MILESTONE

● Jenson Button
takes 550th
top-three finish
for a Briton in
world championship
history.





THEY CAN ONLY CHASE VETTEL – AGAIN

Malaysia was more of a challenge than Australia, but Sebastian Vettel's win was never seriously in doubt. MARK HUGHES reports

QUALIFYING

Vettel forced to dig deep to fend off challenge from rejuvenated McLarens



McLaren's pace shocked Red Bull, no two ways about it. Sebastian Vettel kept intact his 100 per cent pole record in the short season to date, but it was by no means the foregone conclusion of Melbourne. This time he was pushed right to the limit by both McLaren drivers and his own team-mate, Mark Webber. The quartet put on a fantastically close fight through two soft-tyred Q3 runs, but it was Vettel and Lewis Hamilton who lifted themselves clear with stupendously committed and precise final runs, almost every braking point hit to perfection, entry speeds into the fast middle sector just on the cusp of overcommitment but not quite. The point wasn't lost on Vettel that he needed every kilowatt of the KERS's capacity that he'd done without in Melbourne to shade the silver cars. "Without it we'd have been behind both McLarens," he said.

"That's a good question," said Hamilton of why he could get within 0.1s of a Red Bull that had been 0.8s clear in Melbourne, despite his McLaren's reversion to what was essentially Melbourne spec (after discarding a new exhaust/diffuser tried on Friday) and no longer having a KERS advantage. "I don't know the answer," he continued. "Maybe it's just to do with the different track layout." Certainly the two long straights of the final sector perhaps played to the strength of the Mercedes engine, and possibly confirmed what Red Bull has claimed all along about where the Renault motor stacks up against it. Mercedes-engined cars were 1-2-3-4-5 through the speed trap, not necessarily a definitive expression of an engine advantage, but certainly consistent with it.

Furthermore, in terms of set-up Red Bull had 'tamed' the car, introducing some understeer with a view to improving rear-tyre life. This came at some expense to ultimate one-lap pace.



Vettel made it two poles in '11

"In qualifying you all pull your trousers down and you see what you've got!" was Vettel's colourful take on the showdown. Hamilton seemed slightly less exhilarated, but nonetheless knew the quality of his lap: "I think an absolutely perfect lap would have been a tenth quicker – that vital tenth. I made a small mistake at Turn 14 and that was the difference." Overlaying that lap onto his earlier one revealed that the small Turn 14 error had cost precisely 0.13s. He missed pole by 0.104s, but then Vettel had also made a better sector three on his first run.

Mark Webber and Jenson Button were an honourable third and fourth respectively, 0.3s and 0.2s adrift of their respective team-mates. Webber got onto the rev limiter in second as he accelerated out of 14, this losing him around a tenth. Button, who was running less downforce than

Hamilton, did a stunner of a Q2 lap that left Red Bull team boss Christian Horner shaking his head and doubting whether his team could get pole. But Jenson's Q3 failed to live up to that. "I took too much from the tyres in the first sector and that gave me a little too much oversteer at the end," said Button. "My fault."

These were the only two teams in the fight, as underlined by the 1s gap from Vettel to the fifth-placed Ferrari of Fernando Alonso. At no stage was the red car competitive and the team was honest enough to admit it did not know why. Much of Friday practice was even devoted to aero testing rather than set-up work. "Something is not working as it should," said tech director Aldo Costa. "The developments we have made since testing have not given us what they should."

Realising they were in no position to fight with Red Bull and McLaren, both Alonso and Felipe Massa – who qualified 0.3s off Alonso in seventh – made just one soft-tyred run apiece in Q3, having used up the other two sets in getting through.

Splitting the Ferraris with Nick Heidfeld was a great effort from Renault, given that it had lost a lot of Friday running time investigating the cause of upright failures on both cars. Vitaly Petrov was a couple of tenths behind, in ninth. The Renaults shaded the speed of the Mercs, with only Nico Rosberg making it through to Q3, Michael Schumacher lining up 11th, over 0.6s adrift after problems with his DRS wing on his final run. Rosberg was similarly afflicted once he got to Q3, where he was 0.4s down on his Q2 time. "The flow is not re-attaching properly

after the DRS has been used," said team principal Ross Brawn, "but inconsistently so. It worked fine most of the time but seems oversensitive to crosswinds."

Kamui Kobayashi drove the wheels off the Sauber to make it through to Q3 where he qualified 10th after a single run on his remaining set of new softs. His steering input was approximately triple that of team-mate Sergio Perez, whose smooth style seems less effective on Pirelli Saturday than Pirelli Sunday. He lay 16th, over 0.8s slower than Kamui in Q2.

Just behind Schumacher, the Toro Rosso pair of Sebastian Buemi and Jaime Alguersuari kept themselves ahead of the Force Indias; Paul di Resta impressively outqualified Adrian Sutil again, despite missing a practice session for third driver Nico Hulkenberg. In between the Force India pair was a disappointed Rubens Barrichello, finding the Williams was not picking up as much time as it should have been from either the DRS wing or low fuel loads. The sister car of Pastor Maldonado even failed to make it out of Q1.

Team Lotus showed some genuine progress, Heikki Kovalainen getting within 0.5s of graduating from Q1, a full 2s faster than the leading Virgin. Both HRTs made it through the 107 per cent requirement, unlike in Melbourne.



Heidfeld took his beard to sixth on grid



P46 RESULTS
The (vital)
stats at Sepang





Adoring Red Bull team applauds Vettel victory



RACE CONDITIONS

Stayed dry despite the threat of rain early on. Track temp ranged from 30-32C.

Here was the show, the one that's long been promised, that the rulemakers have been striving for with control tyres deliberately engineered to quickly degrade, DRS wings that help you pass. Around the fast and tyre-demanding Sepang it worked spectacularly better than at Melbourne. Wham-bang, pass/repass, three-abreast into Turn 14, Michael Schumacher in the middle, Lewis Hamilton and Sebastien Buemi either side, the old man appearing to duck out first, like it was symbolic – only for that idea to be rubbish as Schuey headed for the pitlane for more tyres. More tyres, always more; 59 pitstops, tyres running out of grip, cars sliding onto the grass in the late stages, marbles littering the off-line, causing Vitaly Petrov to run wide, foot hard down, brain tight shut as he vaulted a rain gully, got several feet in the air and broke his Renault's steering mount as he landed. Fernando Alonso on Hamilton, Lewis darting to defend, Alonso trying instead out of Turn 3, refusing to back off even as he ran out of steering lock: smack, a strip of carbonfibre flying high in the air, the Ferrari hobbling back to the pits. Among those 59 pitstops in the

30-degree heat and 80 per cent humidity were the inevitable errors – the stuck wheelnuts and guns that lose their guys position in the crazy jostling match. Sweating mechanics, crackling radios, some of the sharpest brains in any sporting endeavour trying to react to the curved balls emerging in all directions from the heat haze. That's how it was for 98 hectic minutes.

Sebastian Vettel, the sport's world champion in the fastest car, tied it all together seamlessly, the race effectively his a few seconds in when Nick Heidfeld took his Renault around the outside of everyone else through Turn 1 to slot into second, thereby keeping the McLarens at bay for long enough for Seb to build a gap that ensured Red Bull could just respond tactically to whenever anyone else pitted.

The fact that the Red Bull remained the fastest car – just – was, however, of more significance in giving Vettel pole, and therefore track position, than in being able to use superior pace. The tyres now determine race pace, more so than the inherent speed of the car. It was true even in Melbourne, but especially so here, where the rubber was much-more-highly stressed. Consider that for most of the first stint the leader was lapping in the 1m44s, 9s off his pole time, and that only 6s of that is accounted for by the fuel weight. Consider also that Red Bull had deliberately introduced understeer into the set-up to save

the rear tyres, sacrificing over half a second of qualifying lap time. Were this still a tyre-war formula and everyone was still able to drive flat-out for the whole distance, chances are no-one would have seen the Red Bull for dust.

But you cannot drive like that now. Drivers and teams are still getting their heads around the best way to run their races with these tyres, but they all know that driving as gently as you can get away with once past the jostling opening few seconds will pay back later, big time.

It's then just a game of chance, nerve and judgement for the team of the chasing driver to decide how early they can get away with making their first stop – as this potentially boosts your position, but leaves you with longer stints for the delicate tyres in the remaining stints.

The only way to defend yourself against a rival choosing that chancy strategy is to have a big enough gap over them that you can come in a lap later and still not lose position. And that is what Vettel set about doing, pleasantly surprised that the ►

Mr 'Soft-on-Tyres' Button took second





Trulli runs off the road in his Lotus



Hamilton battles it out with Petrov



Barrichello/Williams misery continues



DRIVER BY DRIVER by Edd Straw



10/10
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB7-3
Start: 1st. Finish: 1st
Ever-more polished, and delivered at key pressure point in Malaysia. Flew in Q3 to shade Hamilton, passed Massa when he needed to after first stop, and preserved tyres to execute the required three-stopper. Took fourth straight win, despite losing KERS mid-race.



7/10
Event rating

MARK WEBBER

Red Bull-Renault RB7-2
Start: 3rd. Finish: 4th
A mistake at the final corner cost a shot at pole, and losing KERS before the start left him ninth early on. Yet to master the Pirelli rubber, he ended up four-stopping, but a great pass on Massa for fifth helped him to a decent finish, although he could not pass struggling Heidfeld.



7/10
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-03
Start: 2nd. Finish: 8th
Within 0.104s of unlikely pole, but race gradually unravelled with tyre troubles. Blamed early stops during soft stints, while a lock-up in qualifying left him on sub-par hard rubber in final stint. Faded to seventh, which became eighth after his weaving penalty.



9/10
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04
Start: 4th. Finish: 2nd
Came up 0.3s short of his first pole in almost two years. Silky-smooth style meant that he was able to get more out of his tyres than team-mate Hamilton. Fourth early on, he jumped Heidfeld and then Hamilton in the pitstops and kept Vettel honest to the end.



7/10
Event rating

FERNANDO ALONSO

Ferrari 150° Italia-288
Start: 5th. Finish: 6th
A second off in qualifying, but happy that he got the most from a car that's off the pace in one-lap trim. Like team-mate Massa got among the McLarens during the race. Despite DRS failing, came close to passing Hamilton before losing front wing with a misjudgment.



7/10
Event rating

FELIPE MASSA

Ferrari 150° Italia-289
Start: 7th. Finish: 5th
Lapped his now-customary four to five tenths off Alonso, but gave Button a hard time in first stint in sixth place. Was in mix for a podium but a sticking front-let wheelnut cost him time in the pits – although probably still wouldn't have been able to beat Webber and Heidfeld.

PICS: ETHERINGTON, FERRARIO, TEE/LAT



Schumacher duels with 'nemesis' Kobayashi



◀ car in his mirrors as he headed up to Turn 4 was black, not silver.

Everyone's DRS wing is disabled in the first two laps, so the task for Vettel during this time, just as in Melbourne, was to get himself out of the 1s reach that would arm the following car's DRS. He was almost 2s clear at the end of the opening lap, almost 3s by the time DRS was allowed. First stage of the job done. Next, eke that out within the next few laps to the 4s boost a fresh set of tyres might give a pitting car over you, so that you can simply react to their stop without losing position.

"Schumacher vaulted to eighth, but would soon fade and spend the rest of the race in a DRS tit-for-tat with Kobayashi"

That was achieved after six laps.

But that's just the mechanism beneath the crazy shiny blur of colour and noise. What the fans saw was a great first corner, the two Renaults going around the outside, Heidfeld slotting across ahead of Hamilton, Vitaly Petrov just failing to wrest fourth from Jenson Button. Mark Webber, finding himself KERSless on the way to the grid, was slow away even from standstill, before the KERS zone (which begins at 100km/h), and down to ninth from third, passing and repassing Kamui Kobayashi's Sauber for the rest of his short stint.

Felipe Massa was again better away than Ferrari team-mate Alonso, zapping past his outside for sixth through Turns 2/3. Hamilton tried to get alongside Heidfeld into 4 but overcommitted, Nick coming out still in second, as Button got his elbows out still defending hard from

Petrov. Michael Schumacher had used his brand new softs to good effect to vault to eighth, but would soon fade and spend the rest of the race in a DRS tit-for-tat with Kobayashi. The two Mercedes were horrendously hard on their tyres, Nico Rosberg mugged on the first lap after a slow start and never recovering.

Massa used his DRS to take Petrov into Turn 1 beginning lap four, and a lap later Petrov was running wide at Turn 14 onto the back straight, making him easy meat for Alonso and forcing the Russian to defend from Schumacher into the final hairpin.

As early as lap seven Vettel was saying his rear tyres were beginning to go off, but still he was lapping a regular 0.5s faster than Heidfeld and therefore extending his lead. Hamilton remained in Heidfeld's wheeltracks, while Button watched from a safe distance back, already suggesting he was thinking more of the long game and feeling he had opted for not enough front wing. "Sometimes that can actually cause rear degradation, because with the understeer you have to put on a lot of steering lock and then when you get on the power with steering lock it causes oversteer. I asked for a bit more wing for when I stopped."

Spits of rain began to fall. "There was rain on the visor. You could even smell it," said Vettel of the tropical-greenhouse-like pungency it brings here. Heavy rain had been forecast, so there was a reluctance to come in just yet, as they'd maybe need to be coming in again for wets soon after.

"I was wanting to pit," said Heidfeld, "as my tyres were going off. But they said stay out because the rain could be coming." McLaren staked all on the rain holding off and brought Hamilton in at the end of lap 12, his fresh tyres easily leapfrogging him up to second as

Heidfeld was forced to stay out an extra lap. This was the trigger for Vettel to stop, with Button and Massa in too. "It's stressful coming in for your stop and you know it's drizzling around 5-6-7-8," said Vettel, "and you just pray for the rain to stop as other people might stay out and get a stop for free as it starts raining." That was the end of lap 13 – an unlucky number for both Heidfeld and Massa as they suffered jammed wheels, the Ferrari's delay costing 7s. Button therefore also leapfrogged the Renault and, when Alonso came in next lap, he too got out ahead of Heidfeld and Massa, and was soon chasing down Button. The rain never did properly arrive.

After all had settled, Vettel was leading Hamilton by 6s or so, Button not far back from that but being caught quickly by Alonso who was flying, then Heidfeld, Webber – who had stopped as early as lap 10, on an aggressive four-stop strategy in an effort at clearing him of the slower traffic he'd found himself ensnared in – and Massa.

Beginning lap 17, Alonso slipstreamed Button down the pit straight and dived ahead into Turn 1. It had been done without the benefit of DRS, the unit having now failed. Later in the lap he passed the yet-to-stop Kobayashi around the outside of Turn 9, and it really looked as if Fernando was forcing himself into the mix of this race as he began to close on Hamilton, setting fastest lap of the race so far, but with the proviso that Vettel was doing no more than he needed to.

Massa took Webber into Turn 4 on the 21st lap, Mark then arriving in the pits for his second of four stops – completed in a stunning 2.9s. The other half of the Red Bull garage continued to monitor Vettel's lead over Hamilton, Seb content to stay just out of reach and take care of his tyres, unconcerned about ▶

7  **7/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-01
Start: 11th. Finish: 9th
Looked good in practice, but problem with DRS on final Q2 run cost likely place in Q3. Battled all race with Saubers, Toro Rossos and Force Indias, and took a gravel detour. Considering car's aero stability and poor tyre degradation, two points was an adequate return.

8  **5/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-03
Start: 9th. Finish: 12th
DRS started playing up in Q3, costing possible seventh place. Swallowed up after making a poor getaway, dropping him to 13th and leaving him mired in traffic, and dropping more time as he scrapped. From there, the car didn't have the long-run pace to get near the points.

9  **9/10**
Event rating

NICK HEIDFELD
Renault R31-04
Start: 6th. Finish: 3rd
After disappointing start to Renault career, this was an outstanding performance. Upright problem restricted running for both Renaults on Friday, but he qualified strongly, did both McLarens around the outside at Turn 1 and held off the charging Webber on shot tyres.

10  **7/10**
Event rating

VITALY PETROV
Renault R31-03
Start: 8th. Finish: 17th
Another encouraging weekend, until off-track excursion briefly converted him from driver to pilot. Was nip-and-tuck on pace compared to Heidfeld, who had the slight edge when it mattered, and was set for a middling points finish when he made his error.

11  **6/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-03
Start: 15th. DNF
It tells you all you need to know about the plight of Williams that he was happy with his P15 qualifying lap in terms of getting the best out of his machinery. Suffered left-rear puncture after contact, which eventually caused catastrophic failure of the differential seals.

12  **5/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 18th. DNF
Some Maldonado watchers would not be surprised that he has failed to finish his first two grands prix, but he was again blameless as a coil failure caused race-ending misfire. Crashed in pitlane on Friday, which was embarrassing, and was ragged all weekend.

◀ Hamilton nibbling away by 0.3s or so each lap. McLaren took a bold decision to bring Button in early for his second stop, at the end of lap 23, using the undercut of new tyres to leapfrog him back ahead of Alonso. Ferrari decided against responding, nervous that this would leave Alonso with too many laps for the tyres in the remaining stints.

Hamilton was brought in the lap after Button but, unusually, was fitted with the hard tyres rather than the softs everyone else was opting for. This was because Lewis had flat-spotted his only other set of softs on his first Q3 run the day before. As soon as he rejoined on the hards, he knew he was in trouble. He was delayed by exiting just behind Petrov, but put a brave move around the outside of the sixth-gear Turn 5.

Hamilton's delay allowed Red Bull to keep Vettel out until lap 25, but he too was delayed as he rejoined, in this case by exiting just behind the yet-to-stop Massa. Seb eventually got past a lap later, with

"It was just precautionary and it wasn't used again afterwards."

Vettel said: "We had a small problem, but the system came back later." His lead wasn't under any threat, but this, in addition to Webber's problem, suggests there is definitely a weakness in the car's tightly-packaged KERS and that the team is understandably sensitive about what may be its Achilles' heel.

Hamilton was brought in for a fresh set of hard tyres on the 37th lap, but was delayed by a sticking wheelnut, the stop taking an agonising 6.9s. Button was in on the next lap and was underway in 3.4s. It was enough to jump Jensen ahead and, unlike Lewis, he found his car came alive on this tyre. "It was the best it's felt," he enthused. "I just had better grip and balance." He was no threat at this stage to Vettel, who came in on lap 41 for his final stop (another sub-3s stop from the Red Bull boys), but he was solidly in second. Jensen's challenge now



It ain't half hot Mumm on the podium

"These tyres are finished," said Lewis over the radio to the team, which urged him to stay out. "I'm coming in"

a DRS-assisted pass into Turn 1. He remained around 4s ahead of Hamilton, who was being caught now by team-mate Button. Alonso came in at the end of the 26th lap, exiting 3s behind Button, but this time adrift of the McLaren's pace.

Early into this stint Vettel was told not to use his KERS. Vettel's explanation didn't tally with the team's. "There was no problem with it," said team boss Christian Horner.



Massa beat team-mate Alonso this time

DRIVER BY DRIVER by Edd Straw

14  **7/10**
Event rating

ADRIAN SUTIL

Force India-Merc VJM04-04
Start: 17th. Finish: 11th

Showing signs of being rattled by rookie team-mate di Resta's speed. Complained of a gearshift problem during qualifying. Clashed with Barrichello on the first lap and had to pit for a new wing, switching to a three-stop strategy and salvaging a solid 11th place.

15  **9/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM04-02
Start: 14th. Finish: 10th

Missed FP1 and struggled in free practice, but hit form in Q2, outpacing Sutil. Left team-mate behind in race, dicing with Mercs on merit. Almost beat Schumacher, but couldn't quite keep the faster car behind on shot tyres. Realistically, 10th was car's best possible result.

16  **8/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-03
Start: 10th. Finish: 7th

Probably should have done a little better in qualifying, but second successive Q3 slot is proof of car's pace. Scrapped with Webber early in race; repeatedly passed Schumacher to avenge Australia disqualification with seventh place, after Hamilton was penalised.

17  **7/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-01
Start: 16th. DNF

Has yet to find his qualifying form, and missed the Q3 cut after a disappointing Q2 lap. Other than that, another strong weekend. Was in contention for points on a two-stopper until his electrics shut down after hitting debris dropped by Buemi's Toro Rosso.

18  **6/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-02
Start: 12th. Finish: 13th

With Daniel Ricciardo eyeing a race seat, Buemi went two-nil up against Alguersuari despite a 10-second stop-go. That was for disengaging his pitlane speed limiter in the mistaken belief that it wasn't on, but he would have been no higher without the delay anyway.

19  **4/10**
Event rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-03
Start: 13th. Finish: 14th

Upbeat after qualifying, but the two-stop strategy ultimately didn't pay off as tyre degradation during the race was worse than he had encountered at the start of practice. Got up to 11th early on, but lacked the pace to fight for points or even beat his penalised team-mate.

PICS: COATES, HONE/LAT



Liuzzi qualified HRT, and nearly finished



Kobayashi fends off Webber early in race

was to make a set of tyres last 18 laps – quite a tall order.

Webber made his fourth stop on lap 42. Such a strategy, triggered by his poor start, had been a busy one and Mark had evidently thrown tyre preservation to the wind. With nothing to lose he was hustling the Red Bull aggressively, his outer tyre leaving a black line on the track through some of the faster turns. It had all been triggered by bother with his KERS, an alarm for which had gone off on his in-lap from qualifying the day before. A replacement battery core for the unit had been fitted before the race but this simply didn't function. He now rejoined in seventh behind Massa and began closing the Ferrari down.

For all that he had to make his tyres last, Button was cutting into Vettel's margin up front, but you

got the sense that Seb had it all under control. That wasn't the case with Hamilton in third, who was struggling with his tyres, 2s off Button's pace and now coming under attack from Alonso. Without the use of his DRS it was difficult for Fernando to find a way by, though he was slipstreaming the McLaren down the main straight regardless. Entering the 45th lap, with 12 to go, Lewis moved gradually right down the straight, then more sharply left on the approach to Turn 1, tracked by the Ferrari the whole time. It was what used to pass as perfectly normal racecraft, but actually fell foul of the letter of the one-move rule. The stewards were already looking at it when on the next lap Alonso got a run going as Hamilton understeered wide through Turns 2/3. Sucked into the slipstream as they accelerated through the right-hander, Fernando was gaining fast but running out of options – other than the obvious one of backing off. Keeping his foot hard down, he tried to pull out to the right but clipped the left-hand side of his wing against the back of the McLaren. As he limped to the pits for a replacement the stewards resolved to revisit his incident too.

Damage to the McLaren's floor and rear-wing endplate cost Hamilton yet more performance and now he had Heidfeld's Renault all over him while, just a few seconds behind these two, Webber put a brave move on Massa as they screamed through the flat-chat Turns 12/13 and approached the off-camber braking zone for 14. Heidfeld used his DRS to assist him down the inside of Hamilton into Turn 1 on the 51st lap and Lewis now had to try to fend off a fresh-tyred Webber scenting blood.

Hamilton fought on, but it was all too much for those overstressed rears, which let go through Turn 7,

pitching him onto the grass. In a flash Webber and Massa were by. "These tyres are finished," said Lewis over the radio to the team, which was urging him to stay out. "I'm coming in." This dropped him behind Alonso.

Webber pushed Heidfeld for all he was worth in the closing stages, but the Renault man, despite a few lock-ups, was perfect in his defence, earning his team a second consecutive podium.

Vettel allowed Button to within 3s at the end, always doing just enough to keep the McLaren out of reach of the DRS trigger margin, for a mature, superbly controlled win.

After Massa, Alonso and Hamilton came the two-stopping Kobayashi, the Sauber again proving easier than the rest on its tyres, the Japanese finally getting the upper hand on race-long nemesis Schumacher when Michael briefly slid off the road. Paul di Resta did a great job to earn another point in the Force India, this time defeating his team-mate. After the stewards had imposed 20s penalties on both Alonso and Hamilton, Lewis dropped down to eighth, thereby promoting Kobayashi.

F1 had put on a great show. But going into stints driving 3s off the pace in order to make deliberately fragile tyres last, being powerless to defend when someone gets to deploy a gadget when they're within 1s of you? It was a good show, but was it grand prix racing? That used to be about flat-out ultimate performance, start to finish.

Malaysia at least provided the payback in a way Melbourne had not, but after the superficial excitement had faded and the circus was packing away in the muggy heat of the night, it was difficult not to feel that what we'd seen was just some sort of facsimile. Welcome to the new era. ☒

20 **7/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-01
Start: 19th. Finish: 15th
Despite losing almost all of Friday, first to test driver Davide Valsecchi and then a differential problem, got within 0.6s of outqualifying a Williams on merit. Wasn't able to hang onto midfield in race, though almost passed Alguersuari to complete team's best race run yet.

21 **5/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-03
Start: 20th. DNF
Beset by power-steering problems, which always hit this most precise of drivers particularly hard, it was perhaps inevitable that he couldn't match Kovalainen. Ran solidly despite running off the track at Turn 1 after his first stop, but soon retired with clutch problem.

22 **6/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F111-03
Start: 24th. DNF
Showed a handy turn of speed and would have been closer to Liuzzi's time in qualifying had he not flat-spotted his soft tyres at the first corner of his best lap. Lasted 14 laps and was 2.5s behind his team-mate when ordered to stop with high water temperature.

23 **7/10**
Event rating

VITTORIO LIUZZI
HRT-Cosworth F111-02
Start: 23rd. DNF
Getting within four tenths of a Virgin in qualifying surely exceeded even the perpetually upbeat Italian's expectations. Couldn't keep that close during the race, but made it all the way to lap 47 (of 56) before retiring as a precaution because of rear-wing damage.

24 **7/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02-02
Start: 21st. Finish: 16th
Managing to be far more upbeat than he was last year, despite Virgin's worrying lack of pace and the fact that he hasn't scored a point for 18 months. Couldn't have been any higher in qualifying and briefly headed Trulli in the race, but ended up the last runner.

25 **6/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-02-01
Start: 22nd. DNF
Needed to close the gap to his team-mate after a solid start to his F1 race career in Australia, and did so. Within four tenths in qualifying, he kept Glock in sight during the race until he savaged a kerb, which jolted the power switch and cut the engine.



Sticky questions

The humidity of Sepang means the Malaysian GP poses its own unique problems. MARK HUGHES finds some answers

HOW TO COPE IN THE TROPICS

Ambient air temperature: 35C. Humidity: 75 per cent. So said the FIA screen two hours before the race start at Sepang. Such extreme conditions have implications on the driver, the engine, the downforce and drag.

DRIVER

Mike Collier (driver trainer): "We're looking for the driver to have around eight per cent body fat. You don't really want to go below that here, because you'd be in trouble with dehydration like Alonso was here a couple of years ago, when he fainted. We have a different hydration strategy to a standard European race, in terms both of the amount you drink and the composition of the drink.

"The whole point of hydration is a) to replace the nutrients lost to sweat, and b) to increase the volume of blood circulating. In Europe the drink would be electrolyte-based with some carbohydrates, whereas here you want the protein to increase the blood-plasma volume. Typically the driver will lose 4-5kg during the race, but with the increased blood volume it's less, maybe 3.5kg. There's a lower oxygen content at this humidity. He cannot dissipate the heat, so you don't get evaporation, so he's not able to cool the body and it increases the demand on the body by 15-20 per cent. Jenson Button lost his drinks bottle here once and began to lose his vision – a combination of dehydration and the inability to dissipate heat.

"If you can't cool the body then your heart rate starts banging away, and when you add heat and humidity you sweat more and the heart rate increases even more, and the ability to concentrate on things is altered. Some of the simpler natural things – to see and react – are slowed. That's a bad situation in a car doing 200mph."

POWER

The humidity costs power but also helps with engine reliability. Williams technical director Sam Michael: "There is a four per cent power loss [around 30bhp] per 50 per cent humidity change at the ambient temperatures we see here of around 35C. A 50 per cent humidity change is much more powerful at these temperatures than it would be at the 20C ambient we'd see at somewhere like Barcelona. But it's not as powerful as the loss of pressure through altitude we see at somewhere like Interlagos." As air temperature rises, the revs at which max power is produced increases – 300rpm for every 10C.

DOWNFORCE/DRAG

Renault technical director James Allison: "In terms of downforce/drag the humidity is a second-order factor, maybe about five per cent [around 100kg]. The drag and the downforce scale equally, so the lift:drag ratio will be the same, but the absolute downforce will be five per cent lower. The temperature is more significant than the humidity. If you took this circuit to Europe, you'd be running less wing angle than we do here – that's because of the ambient conditions."

Sam Michael: "Also we have to open the body up for enhanced cooling, and that costs around 0.15s per lap of aero performance."

Drawing board



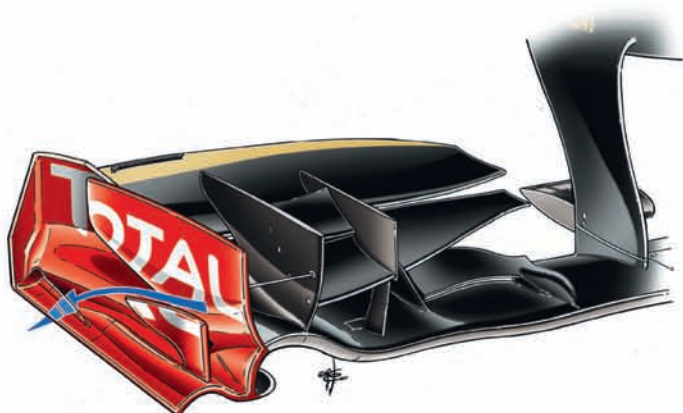
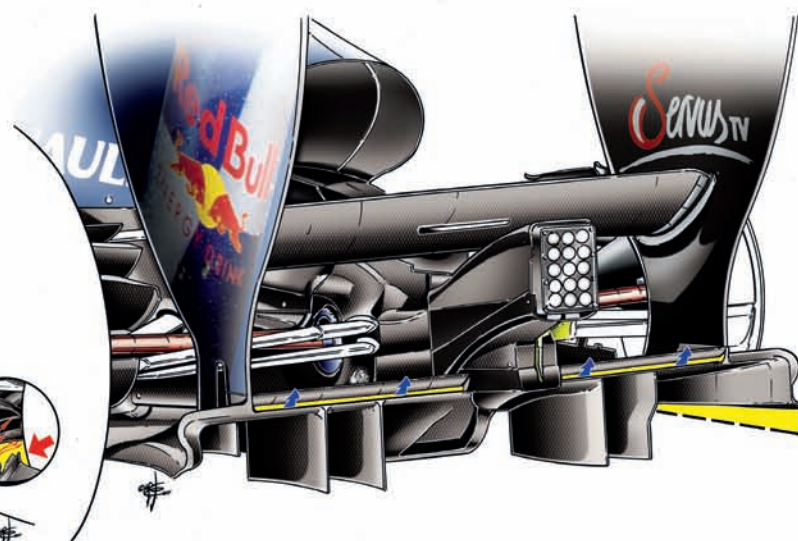
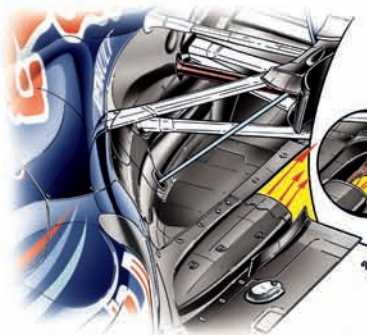
Gary Anderson, Mark Hughes and Giorgio Piola analyse the tweaks made by frontrunners Ferrari, McLaren, Red Bull and Renault in the heat of Sepang

RED BULL DIFFUSER

➔ The Red Bull's diffuser has a small wing section across its trailing edge, but there is a slot below it to release excess pressure. It's also notable that its outer walls do not take full advantage of the permitted closeness to the ground. This is believed to be linked to the car's highly raked set-up. With a high rear ride height, it is thought full-length walls would create inconsistency in the downforce generated.

GARY ANDERSON: The devil is in the detail. Whereas most teams run with a simple gurney flap across the trailing edge of the diffuser upper surface, Red Bull has fitted a small wing section with a slot gap. This is to help turn the airflow, enabling the diffuser and the rear beam wing to 'talk to each other'. If this can be achieved it makes the diffuser more powerful. The outer

vertical wall of the diffuser on most cars is to the lowest allowable limit, whereas on the Red Bull only the outer knife-edge section is to this tolerance. It then rises as it goes inboard again, minimising the air flow that would spill underneath this section. In doing this it also connects this area of the diffuser to the low-pressure area behind the rear tyre. It's also where the exhaust gases will exit.



RENAULT FRONT WING

➔ The Renault front wing now features three turning vanes, with a gurney flap on the endplate vertical wall.

GARY ANDERSON: This concept is all about turning the airflow around the outside of the front tyre while still maintaining good airflow attachment on the inner surface of the endplate and under surface of the wing. The raised section on the outer end of the main plane is to reduce the work load

in this area. The front tyre creates a blockage just behind this section, making it quite difficult to get consistency from this part of the wing. The main objective of all this detail is to produce the required amount of front downforce to achieve the required balance but still have a sympathetic airflow wake coming off the trailing edge of the front wing. This will then offer better airflow to the leading edge of the sidepod.

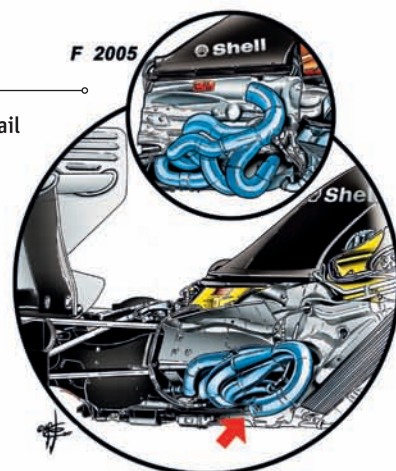
FERRARI EXHAUSTS

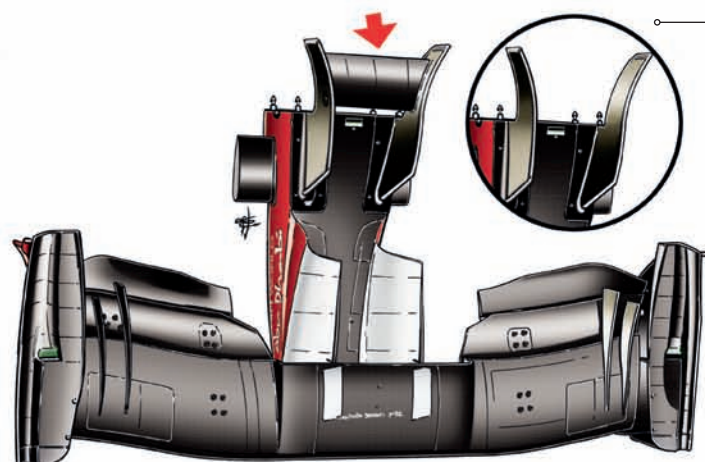
➔ The complexity of exhaust packaging on the 2011 generation of cars can be readily appreciated in this illustration of the Ferrari system with its airflow-enhancing outlet placing (arrow) compared with the relatively conventional 2005 layout (inset).

GARY ANDERSON: With the introduction of exhaust-blown diffusers and the complexity of placing the exhaust exits in an advantageous position,

the basic exhaust system has become much more complicated. On the Ferrari, as with most cars, the primary pipes of the exhaust system go forward, allowing for a much tighter 'Coke bottle' bodywork area just where the back of the engine would meet the front face of the gearbox. But to do this and still have the exit near the leading edge of the rear tyre – in order to blow over the diffuser top – a much longer tail pipe is required.

With normal engine tuning a short tail pipe will give more top-end power and a longer tail pipe will give more mid-range torque, so it's a bit of a balancing act between throwing away around 10bhp to gain a bit of downforce created by the location of the exhaust exit. Each team will find its own compromise and the simulation tools that they now have will tell them which is best for lap time.





FERRARI FRONT WING

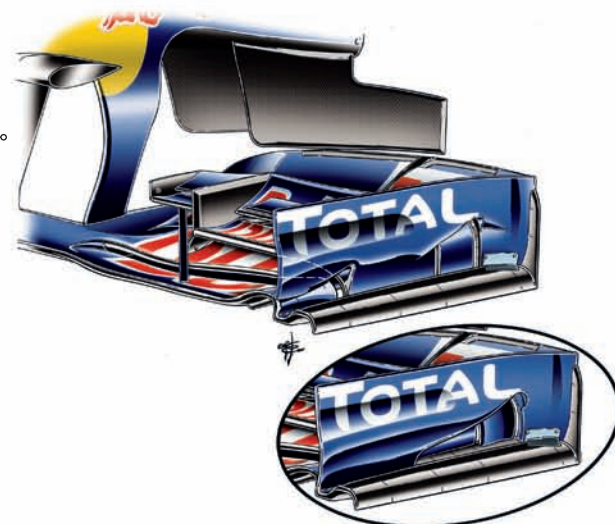
➔ The view from the underside of the Ferrari front wing. Arrow indicates a newly added horizontal section between the turning vanes (previous version inset). **GARY ANDERSON:** Most of these components act as a type of turning vane to assist with air flow direction. The large front-wing mounts almost meet up with the two vertical turning vanes that are mounted on the nose-to-chassis interface. These will act as stabilising vanes, reducing transverse air flow that would be created by the main downforce-producing devices being outboard of the FIA-defined

neutral wing section in the centre. The rearward turning vanes will work in conjunction with the barge boards, helping to turn the airflow out from underneath the front of the chassis. Ferrari has added a horizontal section between these two turning vanes, redirecting the airflow and optimising the direction of flow to the leading edge of the underfloor. This helps the efficiency of the front-wing assembly and also helps re-align the airflow to the underfloor for more downforce creation. When the airflow works to its maximum on these surfaces it's very easy to induce airflow separation.

RED BULL ENDPLATE

➔ The new Red Bull front wing endplate is shown inset, with the previous arrangement above. It is tailored very much around the car's unique tail up/nose-down set-up. **GARY ANDERSON:** Where the flaps meet the endplate they now bend down and mount onto the foot of the endplate allowing for a three-dimensional slot gap where the trailing edge of the wing sections meet the leading edge of the next flap. This helps keep good airflow attachment on the under and

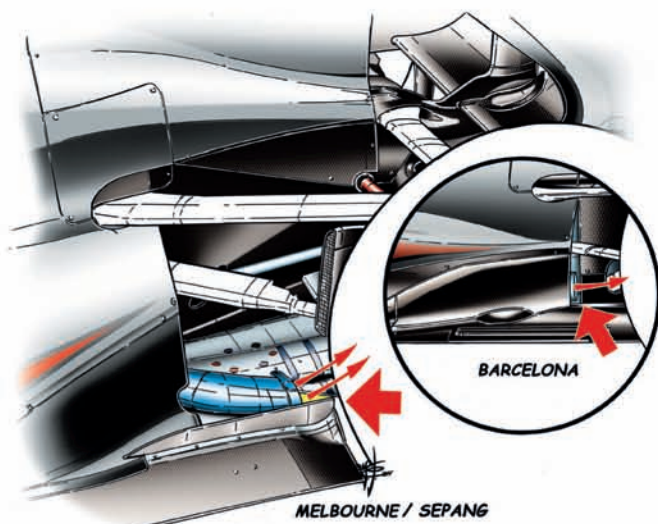
inner surface of the flaps. Red Bull's higher rear ride height allows the front wing to work much more efficiently because of the endplate having a smaller gap to the ground. It will be difficult for other teams to copy as the complete aero specification of the car is defined around a ride-height map, and to change the ride height of a car would mean serious aerodynamic airflow separation problems to many of the components that have been defined to run at lower ride heights.



McLAREN EXHAUSTS

➔ McLaren tried a further refined version of the Red Bull-copy exhaust layout that had transformed the car for Melbourne. The revision comprised an exhaust outlet angled slightly more and appropriate changes to the diffuser, together with revised shaping of the brake ducts to work the whole area harder. This didn't give the team what it expected on the Friday so it reverted to the Melbourne-spec exhaust and diffuser for the rest of the weekend, although the new brake ducts were retained. The original conventional system used in testing is pictured with the Melbourne/Sepang spec. **GARY ANDERSON:** During the winter McLaren tested with an extremely complex exhaust system that gave major reliability problems. During the first tests it had to convert to a conventional system with the exits just by the driveshafts. For the final

pre-season test it used the system circled, with the exit forward at the end of the sidepod. This system worked as an exhaust but the performance was no match for Red Bull or, in fact, quite a few other teams. After this final test McLaren decided to copy the Red Bull system (shown in the main picture). It blows the high-energy exhaust airflow down the inside of the rear tyre, controlling the airflow that is displaced inward by the tyre contact patch. It also blows the high-energy airflow along the upper and lower surface of the outer section of the diffuser, helping to seal this part of the diffuser like a skirt would do. Get this working correctly and the diffuser will work the underfloor harder. Interestingly it discarded the further development that it brought to Malaysia, showing that it's one thing to copy but another to get on top of the next development direction.



MALAYSIAN GP RESULTS



PRACTICE 1 - Friday

| POS | DRIVER | TIME |
|-----|-------------|-----------|
| 1 | WEBBER | 1m37.651s |
| 2 | HAMILTON | 1m39.316s |
| 3 | SCHUMACHER | 1m39.791s |
| 4 | HULKENBERG | 1m40.377s |
| 5 | MALDONADO | 1m40.443s |
| 6 | MASSA | 1m40.453s |
| 7 | HEIDFELD | 1m40.525s |
| 8 | BARRICHELLO | 1m40.581s |
| 9 | ALONSO | 1m40.601s |
| 10 | ROSBERG | 1m40.646s |
| 11 | SUTIL | 1m40.734s |
| 12 | RICCIARDO | 1m40.748s |
| 13 | ALGUERSUARI | 1m40.770s |
| 14 | KOBAYASHI | 1m40.872s |
| 15 | BUTTON | 1m40.927s |
| 16 | TRULLI | 1m41.620s |
| 17 | VETTEL | 1m41.627s |
| 18 | PEREZ | 1m41.642s |
| 19 | GLOCK | 1m42.154s |
| 20 | D'AMBROSIO | 1m42.540s |
| 21 | VALSECCI | 1m44.054s |
| 22 | LIUZZI | 1m45.228s |
| 23 | KARTHIKEYAN | 1m46.267s |
| 24 | PETROV | 1m47.932s |

Weather: dry

PRACTICE 2 - Friday

| POS | DRIVER | TIME |
|-----|-------------|-----------|
| 1 | WEBBER | 1m36.876s |
| 2 | BUTTON | 1m36.881s |
| 3 | HAMILTON | 1m37.010s |
| 4 | VETTEL | 1m37.090s |
| 5 | SCHUMACHER | 1m38.088s |
| 6 | MASSA | 1m38.089s |
| 7 | ROSBERG | 1m38.565s |
| 8 | HEIDFELD | 1m38.570s |
| 9 | ALONSO | 1m38.583s |
| 10 | ALGUERSUARI | 1m38.846s |
| 11 | MALDONADO | 1m38.968s |
| 12 | BARRICHELLO | 1m39.187s |
| 13 | PETROV | 1m39.267s |
| 14 | KOBAYASHI | 1m39.398s |
| 15 | PEREZ | 1m39.603s |
| 16 | DI RESTA | 1m39.625s |
| 17 | SUTIL | 1m39.809s |
| 18 | BUEMI | 1m40.115s |
| 19 | GLOCK | 1m40.866s |
| 20 | TRULLI | 1m41.890s |
| 21 | KARTHIKEYAN | 1m43.197s |
| 22 | LIUZZI | 1m43.991s |
| 23 | KOVALAINEN | 1m44.886s |
| 24 | D'AMBROSIO | no time |

Weather: dry

PRACTICE 3 - Saturday

| POS | DRIVER | TIME |
|-----|-------------|-----------|
| 1 | HAMILTON | 1m36.340s |
| 2 | WEBBER | 1m36.630s |
| 3 | BUTTON | 1m36.762s |
| 4 | HEIDFELD | 1m37.115s |
| 5 | VETTEL | 1m37.175s |
| 6 | ALONSO | 1m37.284s |
| 7 | PETROV | 1m37.297s |
| 8 | MASSA | 1m37.762s |
| 9 | KOBAYASHI | 1m38.059s |
| 10 | SCHUMACHER | 1m38.300s |
| 11 | ROSBERG | 1m38.307s |
| 12 | PEREZ | 1m38.448s |
| 13 | SUTIL | 1m38.464s |
| 14 | MALDONADO | 1m38.597s |
| 15 | BUEMI | 1m38.665s |
| 16 | BARRICHELLO | 1m38.681s |
| 17 | ALGUERSUARI | 1m38.716s |
| 18 | DI RESTA | 1m38.864s |
| 19 | KOVALAINEN | 1m39.260s |
| 20 | TRULLI | 1m39.699s |
| 21 | D'AMBROSIO | 1m41.215s |
| 22 | GLOCK | 1m41.414s |
| 23 | LIUZZI | 1m43.147s |
| 24 | KARTHIKEYAN | 1m43.383s |

Weather: dry



QUALIFYING

| POS | DRIVER | QUALIFYING 1 | QUALIFYING 2 | QUALIFYING 3 |
|-----|-------------|--------------|--------------|--------------|
| 1 | VETTEL | 1m37.468s | 1m35.934s | 1m34.870s |
| 2 | HAMILTON | 1m36.861s | 1m35.852s | 1m34.974s |
| 3 | WEBBER | 1m37.924s | 1m36.080s | 1m35.179s |
| 4 | BUTTON | 1m37.033s | 1m35.569s | 1m35.200s |
| 5 | ALONSO | 1m36.897s | 1m36.320s | 1m35.802s |
| 6 | HEIDFELD | 1m37.224s | 1m36.811s | 1m36.124s |
| 7 | MASSA | 1m36.744s | 1m36.557s | 1m36.251s |
| 8 | PETROV | 1m37.210s | 1m36.642s | 1m36.324s |
| 9 | ROSBERG | 1m37.316s | 1m36.388s | 1m36.809s |
| 10 | KOBAYASHI | 1m36.994s | 1m36.691s | 1m36.820s |
| 11 | SCHUMACHER | 1m36.904s | 1m37.035s | - |
| 12 | BUEMI | 1m37.693s | 1m37.160s | - |
| 13 | ALGUERSUARI | 1m37.677s | 1m37.347s | - |
| 14 | DI RESTA | 1m38.045s | 1m37.370s | - |
| 15 | BARRICHELLO | 1m38.163s | 1m37.496s | - |
| 16 | PEREZ | 1m37.759s | 1m37.528s | - |
| 17 | SUTIL | 1m37.693s | 1m37.593s | - |
| 18 | MALDONADO | 1m38.276s | - | - |
| 19 | KOVALAINEN | 1m38.645s | - | - |
| 20 | TRULLI | 1m38.791s | - | - |
| 21 | GLOCK | 1m40.648s | - | - |
| 22 | D'AMBROSIO | 1m41.001s | - | - |
| 23 | LIUZZI | 1m41.549s | - | - |
| 24 | KARTHIKEYAN | 1m42.574s | - | - |

Weather: dry

QUALIFYING

| | Head to head | |
|-------------|--------------|-------------|
| VETTEL | 2 0 | WEBBER |
| HAMILTON | 2 0 | BUTTON |
| ALONSO | 2 0 | MASSA |
| SCHUMACHER | 0 2 | ROSBERG |
| HEIDFELD | 1 1 | PETROV |
| BARRICHELLO | 1 1 | MALDONADO |
| SUTIL | 0 2 | DI RESTA |
| KOBAYASHI | 2 0 | PEREZ |
| BUEMI | 2 0 | ALGUERSUARI |
| KOVALAINEN | 2 0 | TRULLI |
| KARTHIKEYAN | 0 2 | LIUZZI |
| GLOCK | 2 0 | D'AMBROSIO |



THE GRID

| | |
|--|--|
| 2 HAMILTON McLAREN 1m34.974s Soft | 1 VETTEL RED BULL 1m34.870s Soft |
| 4 BUTTON McLAREN 1m35.200s Soft | 3 WEBBER RED BULL 1m35.179s Soft |
| 6 HEIDFELD RENAULT 1m36.124s Soft | 5 ALONSO FERRARI 1m35.802s Soft |
| 8 PETROV RENAULT 1m36.324s Soft | 7 MASSA FERRARI 1m36.251s Soft |
| 10 KOBAYASHI SAUBER 1m36.820s Soft | 9 ROSBERG MERCEDES 1m36.809s Soft |
| 12 BUEMI TORO ROSSO 1m37.160s Soft | 11 SCHUMACHER MERCEDES 1m37.035s Soft |
| 14 DI RESTA FORCE INDIA 1m37.370s Soft | 13 ALGUERSUARI TORO ROSSO 1m37.347s Soft |
| 16 PEREZ SAUBER 1m37.528s Soft | 15 BARRICHELLO WILLIAMS 1m37.496s Soft |
| 18 MALDONADO WILLIAMS 1m38.276s Soft | 17 SUTIL FORCE INDIA 1m37.593s Soft |
| 20 TRULLI LOTUS 1m38.791s Soft | 19 KOVALAINEN LOTUS 1m38.645s Soft |
| 22 D'AMBROSIO VIRGIN 1m41.001s Soft | 21 GLOCK VIRGIN 1m40.648s Soft |
| 24 KARTHIKEYAN HRT 1m42.574s Soft | 23 LIUZZI HRT 1m41.549s Soft |

THE RACE: 56 LAPS, 192.888 MILES

| POS | DRIVER | TEAM | LAPS | TOTAL TIME | FASTEST LAP | PITSTOP | FASTEST STOP | STINT 1 | STINT 2 | STINT 3 | STINT 4 | STINT 5 |
|-----|-------------|----------------------|------|--------------|-------------|---------|--------------|---------|---------|---------|---------|---------|
| 1 | VETTEL | RED BULL-RENAULT | 56 | 1h37m39.832s | 1m41.539s | 3 | 21.89s | Soft | Soft | Soft | Hard | |
| 2 | BUTTON | McLAREN-MERCEDES | 56 | +3.261s | 1m41.264s | 3 | 22.40s | Soft | Soft | Soft | Hard | |
| 3 | HEIDFELD | RENAULT | 56 | +25.075s | 1m41.547s | 3 | 22.60s | Soft | Soft | Soft | Hard | |
| 4 | WEBBER | RED BULL-RENAULT | 56 | +26.384s | 1m40.571s | 4 | 21.99s | Soft | Soft | Soft | Hard | Hard |
| 5 | MASSA | FERRARI | 56 | +36.958s | 1m41.999s | 3 | 22.54s | Soft | Soft | Soft | Hard | |
| 6 | ALONSO | FERRARI | 56 | +57.248s* | 1m40.717s | 4 | 23.15s | Soft | Soft | Soft | Hard | Hard |
| 7 | KOBAYASHI | SAUBER-FERRARI | 56 | +1m06.439s | 1m42.095s | 2 | 23.28s | Soft | Soft | Hard | | |
| 8 | HAMILTON | McLAREN-MERCEDES | 56 | +1m09.957s* | 1m41.512s | 4 | 22.47s | Soft | Soft | Hard | Hard | Hard |
| 9 | SCHUMACHER | MERCEDES | 56 | +1m24.896s | 1m42.491s | 3 | 22.23s | Soft | Soft | Soft | Hard | |
| 10 | DI RESTA | FORCE INDIA-MERCEDES | 56 | +1m31.563s | 1m42.883s | 3 | 22.42s | Soft | Soft | Soft | Hard | |
| 11 | SUTIL | FORCE INDIA-MERCEDES | 56 | +1m41.379s | 1m42.973s | 3 | 22.05s | Soft | Soft | Hard | Soft | |
| 12 | ROSBERG | MERCEDES | 55 | -1 lap | 1m41.778s | 3 | 22.53s | Soft | Soft | Soft | Hard | |
| 13 | BUEMI | TORO ROSSO-FERRARI | 55 | -1 lap | 1m42.659s | 3 | 23.28s | Soft | Soft | Soft | Hard | |
| 14 | ALGUERSUARI | TORO ROSSO-FERRARI | 55 | -1 lap | 1m43.744s | 2 | 22.89s | Soft | Soft | Hard | | |
| 15 | KOVALAINEN | LOTUS-RENAULT | 55 | -1 lap | 1m43.677s | 2 | 23.34s | Soft | Soft | Hard | | |
| 16 | GLOCK | VIRGIN-COSWORTH | 54 | -2 laps | 1m45.357s | 2 | 24.43s | Soft | Soft | Hard | | |
| 17 | PETROV | RENAULT | 52 | steering | 1m41.054s | 3 | 22.68s | Soft | Soft | Hard | Hard | |
| R | LIUZZI | HRT-COSWORTH | 46 | handling | 1m46.521s | 3 | 26.55s | Soft | Soft | Hard | Soft | |
| R | D'AMBROSIO | VIRGIN-COSWORTH | 42 | electrical | 1m45.346s | 2 | 24.42s | Soft | Soft | Hard | | |
| R | TRULLI | LOTUS-RENAULT | 31 | clutch | 1m45.280s | 1 | 25.52s | Soft | Soft | DNF | | |
| R | PEREZ | SAUBER-FERRARI | 23 | electrical | 1m43.298s | 1 | 23.60s | Soft | Soft | Hard | DNF | |
| R | BARRICHELLO | WILLIAMS-COSWORTH | 22 | hydraulics | 1m45.516s | 2 | 32.98s | Soft | Soft | Hard | DNF | |
| R | KARTHIKEYAN | HRT-COSWORTH | 14 | overheating | 1m49.385s | 0 | - | Soft | DNF | | | |
| R | MALDONADO | WILLIAMS-COSWORTH | 8 | misfire | 1m45.689s | 0 | - | Soft | DNF | | | |

Weather: Hot and humid. Fastest lap: Mark WEBBER 1m40.571s (123.295mph) on lap 46

Lap leaders: 1-13 Vettel; 14 Alonso; 15-25 Vettel; 26 Alonso; 27-56 Vettel *20-second post-race penalty

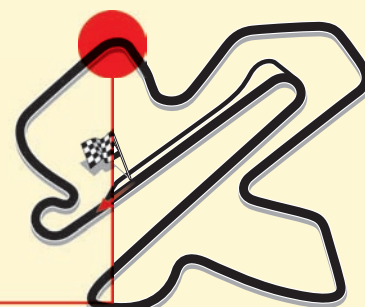
TYRE CHOICE

| STINT 1 | STINT 2 | STINT 3 | STINT 4 | STINT 5 |
|---------|---------|---------|---------|---------|
| Soft | Soft | Soft | Hard | |
| Soft | Soft | Soft | Hard | |
| Soft | Soft | Soft | Hard | Hard |
| Soft | Soft | Soft | Hard | |
| Soft | Soft | Soft | Hard | |
| Soft | Soft | Soft | Hard | Hard |
| Soft | Soft | Hard | | |
| Soft | Soft | Hard | Hard | Hard |
| Soft | Soft | Soft | Hard | |
| Soft | Soft | Soft | Hard | |
| Soft | Soft | Soft | Hard | |
| Soft | Soft | Hard | | |
| Soft | Soft | Hard | DNF | |
| Soft | Soft | Hard | DNF | |
| Soft | Soft | Hard | DNF | |
| Soft | DNF | | | |
| Soft | DNF | | | |

Option tyre in bold

TRACKSIDE VIEW

Mark Hughes
Grand prix editor



The fierce equatorial sun is shaded by late morning cloud, but won't be for long. Soon it will be unbearable out there, but the drivers will have to press on regardless. At Turn 4, a second-gear, uphill-right at the end of a flat-out run, Sergio Perez is giving a clue about his miraculously low tyre wear. The others have got yaw on their cars even before the apex, sawing away at the wheel like Adrian Sutil, the Force India already dancing. Perez meanwhile takes just enough momentum in, then makes a single arc of the wheel, allowing the Sauber to decelerate up to the apex, patiently waiting for it to take a definitive set. It's finally pointed in the right trajectory just as he's arriving at the apex, at which point he progressively picks up the throttle and accelerates cleanly, keeping it just this side of wheelspin and staying just shy of the exit kerb at a point where Sutil has the left-rear over the kerb serrations and the Mercedes engine spooling quickly up

“Perez is giving a clue about his miraculously low tyre wear”

as the tyres lose traction. Up at the approach to the Esses, Turn 5, standing behind you see the downhill contours in a way that is not apparent on screen. At these higher speeds and smaller steering angles the cars are taking longer to follow their front wheels, but at the moment they do you can see how the load is suddenly transferred to those delicate rear tyres. Daniel Ricciardo is having a ball in the Toro Rosso, not shy about approaching from out wide then applying plenty of lock – which amplifies the sudden load increase on the rear tyres as the front finally grips, the right-rear leaving a thick black stripe on the hot asphalt. Unlike Perez, he doesn't need to worry about having to make those tyres last, he's just advertising his speed. Different agendas.

SEASON SO FAR - Points and positions

| POS | DRIVER | PTS | AUS | MAL | PRC | TR | E | MC | CDN | EU | GB | D | H | B | I | SGP | J | ROK | IND | UAE | BR |
|-----|-------------|-----|------------------|------------------|-----|----|---|----|-----|----|----|---|---|---|---|-----|---|-----|-----|-----|----|
| 1 | VETTEL | 50 | 1 st | 1 st | | | | | | | | | | | | | | | | | |
| 2 | BUTTON | 26 | 6 th | 2 nd | | | | | | | | | | | | | | | | | |
| 3 | HAMILTON | 22 | 2 nd | 8 th | | | | | | | | | | | | | | | | | |
| 4 | WEBBER | 22 | 5 th | 4 th | | | | | | | | | | | | | | | | | |
| 5 | ALONSO | 20 | 4 th | 6 th | | | | | | | | | | | | | | | | | |
| 6 | MASSA | 16 | 7 th | 5 th | | | | | | | | | | | | | | | | | |
| 7 | HEIDFELD | 15 | 12 th | 3 rd | | | | | | | | | | | | | | | | | |
| 8 | PETROV | 15 | 3 rd | 17 th | | | | | | | | | | | | | | | | | |
| 9 | KOBAYASHI | 6 | 9 th | 7 th | | | | | | | | | | | | | | | | | |
| 10 | BUEMI | 4 | 8 th | 13 th | | | | | | | | | | | | | | | | | |
| 11 | SUTIL | 2 | 9 th | 11 th | | | | | | | | | | | | | | | | | |
| 12 | SCHUMACHER | 2 | ret | 9 th | | | | | | | | | | | | | | | | | |
| 13 | DI RESTA | 2 | 10 th | 10 th | | | | | | | | | | | | | | | | | |
| 14 | ALGUERSUARI | 0 | 11 th | 11 th | | | | | | | | | | | | | | | | | |
| 15 | ROSBERG | 0 | ret | 12 th | | | | | | | | | | | | | | | | | |
| 16 | TRULLI | 0 | 13 th | ret | | | | | | | | | | | | | | | | | |
| 17 | D'AMBROSIO | 0 | 14 th | ret | | | | | | | | | | | | | | | | | |
| 18 | KOVALAINEN | 0 | ret | 15 th | | | | | | | | | | | | | | | | | |
| 19 | GLOCK | 0 | nc | 16 th | | | | | | | | | | | | | | | | | |
| - | PEREZ | 0 | dsq | ret | | | | | | | | | | | | | | | | | |
| - | BARRICHELLO | 0 | ret | ret | | | | | | | | | | | | | | | | | |
| - | MALDONADO | 0 | ret | ret | | | | | | | | | | | | | | | | | |
| - | KARTHIKEYAN | 0 | dnq | ret | | | | | | | | | | | | | | | | | |
| - | LIUZZI | 0 | dnq | ret | | | | | | | | | | | | | | | | | |



SEASON SO FAR - Points and positions

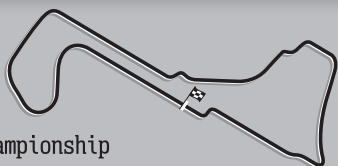
| POS | TEAM | PTS | AUS | MAL | PRC | TR | E | MC | CDN | EU | GB | D | H | B | I | SGP | J | ROK | IND | UAE | BR |
|-----|-------------|-----|-----|-----|-----|----|---|----|-----|----|----|---|---|---|---|-----|---|-----|-----|-----|----|
| 1 | RED BULL | 72 | 35 | 37 | | | | | | | | | | | | | | | | | |
| 2 | McLAREN | 48 | 26 | 22 | | | | | | | | | | | | | | | | | |
| 3 | FERRARI | 36 | 18 | 18 | | | | | | | | | | | | | | | | | |
| 4 | LOTUS | 30 | 15 | 15 | | | | | | | | | | | | | | | | | |
| 5 | SAUBER | 6 | 0 | 6 | | | | | | | | | | | | | | | | | |
| 6 | TORO ROSSO | 4 | 4 | 0 | | | | | | | | | | | | | | | | | |
| 7 | FORCE INDIA | 4 | 3 | 1 | | | | | | | | | | | | | | | | | |
| 8 | MERCEDES | 2 | 0 | 2 | | | | | | | | | | | | | | | | | |
| 9 | LOTUS | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| 10 | VIRGIN | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| - | WILLIAMS | 0 | 0 | 0 | | | | | | | | | | | | | | | | | |
| - | HRT | 0 | - | 0 | | | | | | | | | | | | | | | | | |



ZOLDER

BELGIUM

April 9-10

FIA GT1 World Championship
Round 2/10**AT A GLANCE**

- **Winners** Markus Winkelhock/
Marc Basseng
- **Qual race** Winkelhock/Basseng
- **Pole** Dominik Schwager



Contact spoiled pole-starting Lambo in race one

W-Inkl-hock's Lambo luck holds

The All-Inkl Lamborghini team has turned around its GT1 fortunes, allowing Markus Winkelhock and Marc Basseng to take its maiden wins



All-Inkl Lambo took two victories

IMAGINE IF HISPANIA RACING had won the Malaysian Grand Prix last Sunday. Or, if we're being charitable, Toro Rosso. What happened at the Zolder FIA GT1 World Championship round last weekend wasn't so far removed from that unlikely scenario. One of the least successful teams from last year's series claimed a double victory in Belgium and its drivers, Markus Winkelhock and Marc Basseng, now sit atop the championship points table.

All-Inkl.com Munnich Motorsport's success in the world championship so far this year isn't a complete shock because its Lamborghini Murcielago R-SVs did show flashes of speed last year, but rarely did it trouble the scorers. This season, it has been consistently at the front,

topping the qualifying sheets at both the Abu Dhabi opener and Zolder, claiming its first podium in the Middle East and now notching up its first wins.

It has been a turn-around of epic proportions, though not one that has come as a result of rule tinkering that is a fact of life in the world championship, or even a hard winter's testing. Basseng, who doubles as All-Inkl's team manager, puts it down to "good preparation and attention to detail." That was something missing from last year's all-new team, which owes nothing to the squad that ran under the All-Inkl banner in 2006 and '07.

"We focussed on preparing the cars properly over the winter," says the 32-year-old German. "The decision to do the

championship last year was made late and the cars were thrown together. We carried that disadvantage through the season."

The two All-Inkl entries are now right on the Lambo's weight limit and the attention to detail on the cars is clear to see.

"In a championship where you have 10 cars within a second," says Basseng, "you've got to look at everything."

That includes engine performance, an area in which it appeared to be lacking in comparison with the sister Reiter Lambo squad last year. All-Inkl has brought in its own engine man for the new season.

Perhaps most importantly, All-Inkl is finally a settled team. Basseng admits that personnel changes through its debut season, which

included bringing in members of the German bobsleigh team to try to speed up the team's tyre changes, didn't help.

"Someone told me that I'd start with one crew, replace them once and then get it right at the third attempt," explains Basseng. "We've begun this season with the same group that we finished last year, but only myself and one mechanic are left

from the start."

There were times when All-Inkl was shambolic in the pits last year. This year, it has been at least the equal of everyone bar the obscenely-quick Hexis Aston Martin squad.

There are other reasons for All-Inkl going from near-zero to total hero. The latest specification GT1 Michelin tyre has a stiffer sidewall that suits the



Basseng (left) has turned team around

RACE RATING

★★★★☆

Two start-line accidents and a high-incident race took the shine off events at Zolder

MILESTONE

Winkelhock took his first win for six years at Zolder. A Renault 3.5 win at Monza was his most recent victory

REPORT WORLD GT1 ZOLDER

GARY WATKINS
reports



Lambo. And the first two circuits on the calendar have suited the car, too.

There's also been a change of luck for All-Inkl. Or at least for the Winkelhock/Basseng car. It would have been a tough ask from the pair to win from 12th on the grid had not the waters parted for Winkelhock as all hell broke loose at the first corner, allowing him to jump straight to third.

That incident involved the faster of the two All-Inkl Lambos. Pole-starter Nicky Pastorelli clashed with Stefan Mucke's Young Driver Aston Martin. Both blamed each other, but the result was that the contact put Pastorelli and team-

mate Dominik Schwager out of the Qualifying Race for the second event in a row.

The Pastorelli/Schwager Lambo has been consistently the fastest car in this year's series so far. Pastorelli topped final qualifying by nearly half a second in Abu Dhabi and Schwager did the same at Zolder.

That's inevitably going to lead to some heavy-duty lobbying to get the Balance of Performance adjusted. Accusations that the Lambo has a clear advantage are already beginning to fly.

That's a shame. Basseng and his team have put their house in order, done their homework and are now reaping the rewards. ☼

INSPIRED START HELPS LAMBO DUO

A cracking start that owed everything to the kind of fortune All-Inkl has been missing in the past was the key to the team's success at Zolder. Marcus Winkelhock vaulted from 12th on the grid to third at the start of Saturday's Qualifying Race, and he and Marc Basseng carried that momentum through both one-hour races.

Winkelhock didn't make it into final qualifying, courtesy of bad luck and a minor mistake, and ended up 12th on the grid once grid penalties had been taken

into account. There was no misfortune or errors of judgement for the German at the start, however.

He came through the chaos and found himself third behind Nicky Catsburg in the Selleslagh-run Team China Chevrolet and Frederic Makowiecki in the best of the Marc VDS Fords. Basseng maintained that position after the pitstops, this time behind Christian Hohenadel, who benefited from another super-quick Hexis pitstop, and Mike Hezemans's Chevy.

Basseng, though, clearly

had the fastest car. He passed Hezemans, who was struggling with his brakes, with eight minutes to go and two laps later a touch with Hohenadel at the final chicane resulted in the Lambo taking the lead and the Aston retiring with suspension damage.

The Championship Race was more straightforward for the All-Inkl duo. They led all the way with a car that Winkelhock described as "even better than before" to claim a nine-second win over Hohenadel/Andrea Piccini.

Hohenadel/Piccini
Aston took second...



...with Muller/Engel
completing podium

RESULTS

GT1 World Championship, Zolder (B), April 9-10, round 2 of 10

37 LAPS, 92.055 MILES

| POS | DRIVERS | TEAM | CAR | TIME |
|-----|--|------------------------------|-----------------------------|------------------------|
| 1 | Marc Basseng (D)/Markus Winkelhock (D) | All-Inkl.com Munnich | Lamborghini Murcielago R-SV | 1h01m07.338s |
| 2 | Christian Hohenadel (D)/Andrea Piccini (I) | Hexis AMR | Aston Martin DBR9 | +9.250s |
| 3 | Alex Muller (D)/Tomas Engle (CZ) | Young Driver AMR (Fischer) | Aston Martin DBR9 | +15.465s |
| 4 | Karl Wendlinger (A)/Peter Kox (NL) | Swiss Racing Team | Lamborghini Murcielago R-SV | +17.970s |
| 5 | Mike Hezemans (NL)/Nicky Catsburg (NL) | Exim Bank China (Selleslagh) | Chevrolet Corvette C6.R | +17.995s |
| 6 | Clivio Piccione (MC)/Stef Dusseldorp (NL) | Hexis AMR | Aston Martin DBR9 | +20.987s |
| 7 | Darren Turner (GB)/Stefan Mucke (D) | Young Driver AMR (Fischer) | Aston Martin DBR9 | +23.222s |
| 8 | Maxime Martin (B)/Frederic Makowiecki (F) | Marc VDS Racing Team | Ford GT | +23.345s |
| 9 | Lucas Luhr (D)/Michael Krumm (D) | JR Motorsports (JRM Group) | Nissan GT-R | +24.936s |
| 10 | Marc Hennerici (D)/Bas Leinders (B) | Marc VDS Racing Team | Ford GT | +29.170s |
| 11 | Milos Pavlovic (SRB)/Martin Matzke (CZ) | Belgian Racing (Marc VDS) | Ford GT | +48.558s |
| R | Peter Dumbreck (GB)/Richard Westbrook (GB) | JR Motorsports (JRM Group) | Nissan GT-R | 5 laps-accident damage |
| R | Mathias Beche (CH)/Vanina Ickx (B) | Belgian Racing (Marc VDS) | Ford GT | 4 laps-accident |
| R | Michael Rossi (F)/Jaime Camara (BR) | DKR Engineering | Chevrolet Corvette C6.R | 0 laps-accident |
| R | Jamie Campbell-Walter (GB)/David Brabham (AUS) | Sumo Power GT (JRM Group) | Nissan GT-R | 0 laps-accident |
| R | Ricardo Zonta (BR)/Enrique Bernoldi (BR) | Sumo Power GT (JRM Group) | Nissan GT-R | 0 laps-accident |
| R | Dominik Schwager (D)/Nicky Pastorelli (NL) | All-Inkl.com Munnich | Lamborghini Murcielago R-SV | 0 laps-clutch |
| NS | Max Nilsson (S)/Jiri Janak (CZ) | Swiss Racing Team | Lamborghini Murcielago R-SV | engine oil pump |

GRID

| | |
|-------------------------|---------------------------|
| 1 SCHWAGER 1:27.691 | 2 MULLER 1:28.119 |
| 3 TURNER 1:28.170 | 4 HEZEMANS 1:28.283 |
| 5 DUMBRECK 1:28.359 | 6 HOHENADEL 1:28.424 |
| 7 LUHR 1:28.521 | 8 C-WALTER 1:28.555 |
| 9 KOX 1:28.408 | 10 WINKELHOCK 1:28.546 |
| 11 BERNOLDI 1:28.595 | 12 MAKOWIECKI 1:28.665 |
| 13 LEINDERS 1:28.897 | 14 CAMARA 1:30.743 |
| 15 PICCIONE 1:29.258 | 16 PAVLOVIC 1:29.664 |
| 17 BECHE 1:29.686 | 18 NILSSON 1:29.857 |

QUAL RACE: 39 LAPS, 97.031 MILES

| POS | DRIVERS | TIME |
|-----|-------------------------|----------------------|
| 1 | Winkelhock/Basseng | 1h00m19.287s |
| 2 | Catsburg/Hezemans | +3.251s |
| 3 | Engle/Muller | +6.715s |
| 4 | Kox/Wendlinger | +6.778s |
| 5 | Makowiecki/Martin | +7.055s |
| 6 | Dusseldorp/Piccione | +11.128s |
| 7 | Krumm/Luhr | +33.588s |
| 8 | Janak/Nilsson | +1m12.490s |
| 9 | Camara/Rossi | +1m17.326s |
| 10 | Piccini/Hohenadel | 36 laps-suspension |
| R | Brabham/Campbell-Walter | 33 laps-transmission |
| R | Bernoldi/Zonta | 29 laps-gearbox |
| R | Matzke/Pavlovic | 10 laps-acc damage |
| R | Ickx/Beche | 10 laps-acc damage |
| R | Mucke/Turner | 3 laps-acc dam/susp |
| R | Westbrook/Dumbreck | 1 lap-acc damage |
| R | Pastorelli/Schwager | 1 lap-acc damage |
| R | Leinders/Hennerici | 0 laps-acc/steering |

CHAMPIONSHIP TABLE

| POS | DRIVERS | PTS | POS | DRIVER | PTS |
|-----|---------------------|-----|-----|-------------------|-----|
| 1 | Basseng/Winkelhock | 49 | 6 | Wendlinger/Kox | 21 |
| 2 | Dusseldorp/Piccione | 36 | 7 | Martin/Makowiecki | 18 |
| 3 | Piccini/Hohenadel | 30 | 8 | Hezemans/Catsburg | 17 |
| 4 | Engle/Muller | 27 | 9 | Turner/Mucke | 16 |
| 5 | Dumbreck/Westbrook | 24 | 10 | Luhr/Krumm | 6 |

R=Retired; NS=Non-Starter.

Winners' average: 90.36mph. Fastest lap: Turner, 1m29.057s, 100.57mph.

Qualification race winners' average: 96.51mph. Fastest lap: Basseng, 1m29.661s, 99.89mph.

Driver listed on grid set qualifying time. First-named driver in each car in table started the race.

Finishing order of qualification race determined grid for main race.



Kenseth leads Biffle, Bowyer and Ragan

NASCAR SPRINT CUP TEXAS SPEEDWAY (USA), APRIL 9, RD 7/36

Kenseth ends drought with dominant display

THE 'LONE STAR' UNDER the cover of night at Texas Motor Speedway was Matt Kenseth, who ended a 76-race losing streak in emphatic fashion.

No-one could live with the pace of his Roush Fenway Ford around the 1.5-mile oval. During a long mid-race green-flag period he built a lead of over 11 seconds, and only a dubious full-course caution for debris prevented him from putting almost the entire field a lap down.

"It's been a long time," admitted the 2003 champion. "I've lost a lot of close ones at this track. It feels good to close it out."

The only real opposition came from Clint Bowyer in the Richard Childress Racing Chevy. He passed Kenseth around the outside following one of only five restarts, and held his position at the head of the field until he tangled with Red Bull's Brian Vickers as he tried to put the Toyota

driver two laps down.

Kenseth pounced immediately and, green-flag pitstops aside, he led the rest of the way home, eventually beating Bowyer by over eight seconds.

Carl Edwards led teammate Greg Biffle in third in a great weekend for Roush. Its fourth car, which was put on pole for the first time in his Cup career by David Ragan, ran strongly too, but faded late on in the race to finish 11th.

Paul Menard continued his great form for Childress in fifth, while Marcos Ambrose was a strong sixth for Richard Petty Motorsports. Owner/driver Tony Stewart lucked out — his fuel gamble left him running dry as he coasted across the line in 12th, the last lead-lap runner.

● Connell Sanders Jr

RESULTS

1 Matt Kenseth (Ford Fusion), 335 laps in 3h21m26s; 2 Clint Bowyer (Chevrolet Impala), +8.315s; 3 Carl



Kenseth broke his winless streak

Edwards (Ford); 4 Greg Biffle (Ford); 5 Paul Menard (Chevy); 6 Marcos Ambrose (Ford); 7 David Ragan (Ford); 8 Jimmie Johnson (Chevy); 9

Dale Earnhardt Jr (Chevy); 10 Kurt Busch (Dodge Charger). **Points** 1 Edwards, 256; 2 Kyle Busch, 247; 3 Kenseth, 243; 4 Johnson, 243;

5 Kurt Busch, 240; 6 Earnhardt, 235; 7 Ryan Newman, 233; 8 Juan Pablo Montoya, 232; 9 Kevin Harvick, 228; 10 Tony Stewart, 213.



Sixth straight win for Ganassi pair

GRAND-AM BARBER MOTORSPORTS PARK (USA), APRIL 9, RD 3/12

Six in a row for Pruett/Rojas

IS THERE NO STOPPING Memo Rojas and Scott Pruett? The Chip Ganassi Racing duo maintained their 100 per cent success record this season by winning at Barber Motorsports Park aboard the familiar Riley-BMW — their sixth straight victory.

But this wasn't just another stroll in the park. Antonio Garcia secured the Spirit of Daytona team's first

pole position in the unique Chevrolet-powered Coyote, and opened a clear early lead. The Spaniard rebounded from a mediocre pitstop to reclaim the advantage, only for an ignition problem to cost he and co-driver Paul Edwards a lap. They finished an unrepresentative ninth.

Jon Fogarty and Alex Gurney drove a strategic race in the similarly-powered Gainsco Riley, realising that

tyre conservation was the key to success on the notoriously abrasive surface. Gurney kept pace with Pruett in the closing stages and was reasonably content with second, especially as he suffered a broken rear roll-bar on the final lap.

For the second race in a row, the GT spoils were taken by the Turner Motorsports BMW M6 of Bill Auberlen and Paul Dalla Lana.

● Jeremy Shaw

RESULTS

1 Memo Rojas/Scott Pruett (Riley-BMW MkXX), 104 laps in 2h46m12.340s; 2 Jon Fogarty/Alex Gurney (Riley-Chevrolet), +28.954s; 3 Mike Forest/Ryan Dalziel (Riley-Ford); 4 Mark Wilkins/Burt Frisselle (Riley-BMW); 5 David Donohue/Darren Law (Riley-Porsche); 6 John Pew/Oswaldo Negri (Riley-Ford). **Points** 1 Rojas/Pruett, 105; 2 Borcheller/France/Barbosa & Donohue/Law, 80; 4 Wilkins, 79; 5 Burt Frisselle, 78; 6 Taylor/Angelelli, 76.

INDY LIGHTS BARBER MOTORSPORTS PARK (USA), APRIL 10, RD 2/12

Garcia pips Wilson for first win

VICTOR GARCIA MIGHT have started on the pole and led from flag to flag, but the Spaniard was hounded by Stefan Wilson for the latter half of the race before he could claim the victory.

The ex-Formula Renault 3.5 backmarker defeated Englishman Wilson by just 0.3125s for his first Lights win in his second start with Team Moore Racing.

"It was an awesome day," Garcia said. "I kept seeing Stefan behind me and I knew we were going to have a debate. I knew if I didn't make a mistake I could win."

Andretti Autosport driver Wilson was happy with second. "Since qualifying was so close I knew it was going to be a tough race," he said.

Irishman Peter Dempsey finished third, his second

consecutive podium since joining the series.

Brit James Winslow was 10th, while FR3.5 star Esteban Guerrieri went out in a first-lap clash with Josef Newgarden and Victor Carbone.

● Bruce Martin

RESULTS

1 Victor Garcia, 40 laps in 1h00m06.5806s; 2 Stefan Wilson, +0.3125s; 3 Peter Dempsey; 4 Jorge Goncalvez; 5 Mikael Grenier; 6 Josef Newgarden. **Points** 1 Newgarden, 80; 2 Dempsey, 70; 3 Garcia, 68; 4 Conor Daly, 59; 5 Grenier, 56; 6 Wilson, 54.



Garcia took the silverware



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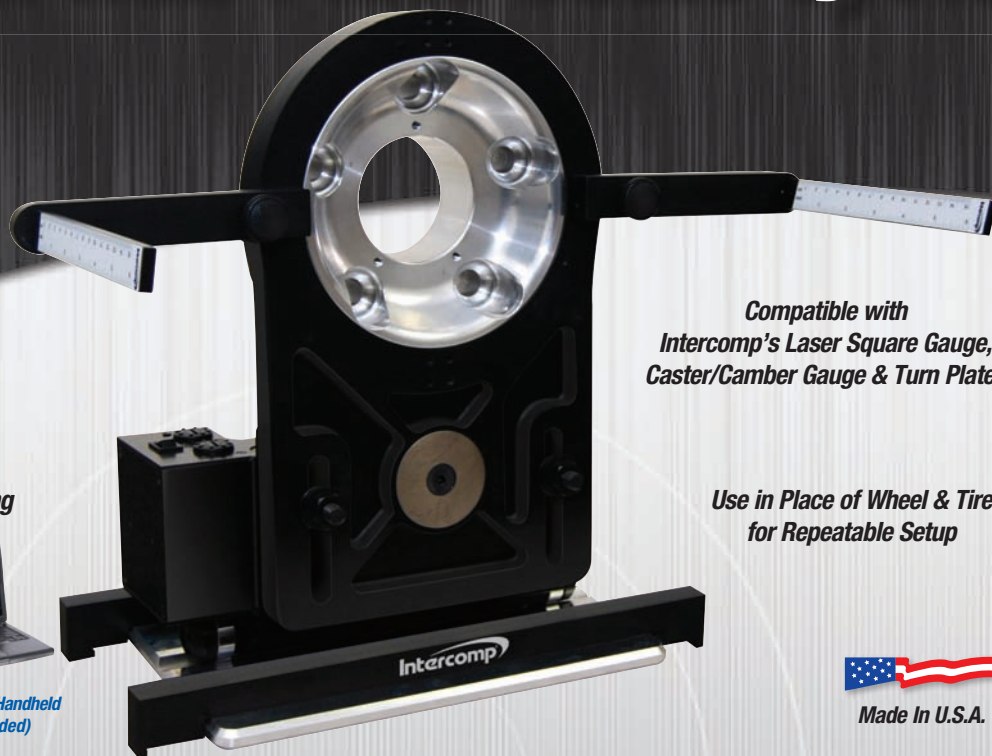
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SUPERSTARS MONZA (I), APRIL 10, RD 1/10

Mercedes men (and woman) dominate Monza madness

ONE THING'S FOR SURE: the 2011-spec Mercedes C63 AMG has one hell of an engine. Down Monza's long straights, none of the other cars could hold a candle to the latest Merc, and both wins of the opening round of the Superstars series were duly in the bag.

But what ought to have been a comfortable sweep of both podiums disintegrated during a shambolic race two.

In the opening encounter, poleman Max Pigoli was scarcely threatened, and the 52-year-old touring car veteran won with relative ease, although he crossed the line side-by-side with Romeo Ferraris team-mate Michela Cerruti. The CAAL Racing Merc of Luigi Ferrara was only a second behind.

Johnny Herbert, the 1995 Italian GP winner here, was set for the final podium spot in his C63 until a late puncture dropped him to 10th. Things were even worse in race two for the Brit, as his Ferraris-run car failed on the rolling start.

Pigoli led from the off again, while Cerruti forced her way into second past the Swiss Racing Maserati Quattroporte of former F1 backmarker Andrea Chiesa. Ex-Italian F3 champ Ferrara soon followed her through, and wasted little time in passing the pink Merc for second too.

A great battle for the lead was settled in Ferrara's favour when Pigoli suddenly slowed, but then a late puncture denied Ferrara.

Almost as soon as Cerruti inherited the lead she spun at Ascari, and from nowhere the Jaguar XF of Francesco Sini was now in front!

But Merc power took Cerruti back into the lead down the long finish straight, and when Sini's car stuttered into the first chicane her win was assured. This moved Chiesa into second, but Sini somehow coaxed his machine back to life and managed to scramble his way into second on the final lap.

● Andrea del Castello

RESULTS

Race 1 1 Max Pigoli (Mercedes C63 AMG), 14 laps in 27m18.891s; 2 Michela Cerruti (Mercedes), +0.064s; 3 Luigi Ferrara (Mercedes); 4 Thomas Biagi (BMW M3);

Cerruti cruises to win in second race



5 Alberto Cerqui (BMW); 6 Stefano Gabellini (BMW). **Race 2** 1 Cerruti, 14 laps in 27m49.021s; 2 Francesco Sini (Jaguar XF), +6.902s; 3 Andrea Chiesa (Maserati Quattroporte),

4 Riccardo Romagnoli (Mercedes); 5 Cerqui; 6 Gabellini. **Points** 1 Cerruti, 35; 2 Pigoli, 21; 3 Cerqui, 16; 4= Sini & Ferrara, 15; 6= Romagnoli & Biagi, 13.

TC2000 SANTA FE (RA), APRIL 10, RD 2/12

Fighting in the Santa Fe streets brings close action

MARIANO ALTUNA AND Emiliano Spataro scored a win each in the street-circuit double-header, in Honda and Fiat respectively.

Mariano Werner binned his pole for Saturday's night race with a fluffed start in his Toyota, allowing Altuna's Honda into a lead it would never lose.

Two-time TC2000 champion and new Toyota Team Argentina recruit Matias Rossi immediately tucked in behind the leader.

The action was intense all the way, as the 4.5s gap between the first 10 after 13 laps on this street layout testifies. Altuna drove a blinder of a race, with Rossi giving him no respite.

Spataro completed the

podium, while Christian Ledesma (Chevrolet Vectra) climbed from ninth on the grid to fourth.

Spataro led from pole in Sunday's race.

At half-distance Ledesma and Guillermo Ortelli (Renault Fluence) made heavy contact, the safety car being deployed for the debris to be cleared.

The impasse lasted four laps, then there was one lap's action, after which out came the safety car again due to two cars stranded at the hairpin. After which Spataro proceeded to reel off the remaining six laps while runner-up Leonel Pernia (Honda) fended off the Ford Focus of Fabian Yannantuoni.

Rossi demoted Toyota team-mate Werner for fifth.
● Tony Watson

RESULTS

Race 1 1 Mariano Altuna (Honda Civic), 22 laps in 32m04.587s; 2 Matias Rossi (Toyota Corolla), +0.340s; 3 Emiliano Spataro (Fiat Linea); 4 Christian Ledesma



Spataro's Fiat leads away from pole

(Chevrolet Vectra); 5 Fabian Yannantuoni (Ford Focus); 6 Leonel Pernia (Honda). **Race 2** 1 Spataro, 24 laps in 36m57.971s; 2 Pernia, +0.480s; 3 Yannantuoni; 4 Rossi; 5 Altuna; 6 Bernardo Llaver (Toyota). **Points** 1 Juan Manuel Silva, 41; 2= Altuna and Yannantuoni, 39; 4 Rossi, 38.5; 5 Spataro, 31; 6 Pernia, 29.5.

IN BRIEF

NASCAR NATIONWIDE

Carl Edwards's Ford Mustang beat Brad Keselowski (Dodge) by 0.482s at Texas on Friday night. Paul Menard finished third.

STAR MAZDA

Frenchman Tristan Vautier dominated the Star Mazda race at Barber Motorsports Park to finish almost 40 seconds clear of Nick Andries. A collision between Ireland's Patrick McKenna and first-round winner Connor de Phillippi took them both out.

FORMULA RENAULT NEC

Red Bull Junior drivers Carlos Sainz Jr and Daniil Kyvat swept the board at the Hockenheim season opener for the Koiranen Bros team as they took a double and single win respectively. Robin Frijns was on the podium in each race for Josef Kaufmann Racing.

Castrol EDGE
Rankings

**CURRENT
STANDINGS**

| | | | |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ↔ | 25,647 |
| 2 | Mark Webber | ↔ | 22,342 |
| 3 | Sebastien Loeb | ↔ | 20,354 |
| 4 | Fernando Alonso | ↔ | 19,652 |
| 5 | Lewis Hamilton | ↔ | 19,638 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

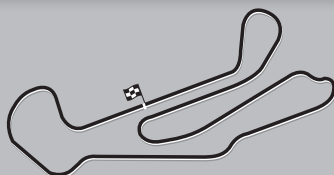
Wins for Mariano Altuna (816) and Emiliano Spataro (702) at Santa Fe elevate the pair 674 and 839 places respectively, while the best-placed mover is Carl Edwards (9), who displaces NASCAR Sprint Cup rival Jimmie Johnson (10) as the US's top-ranked driver.

To see the full list, visit castroldriverrankings.com

BARBER

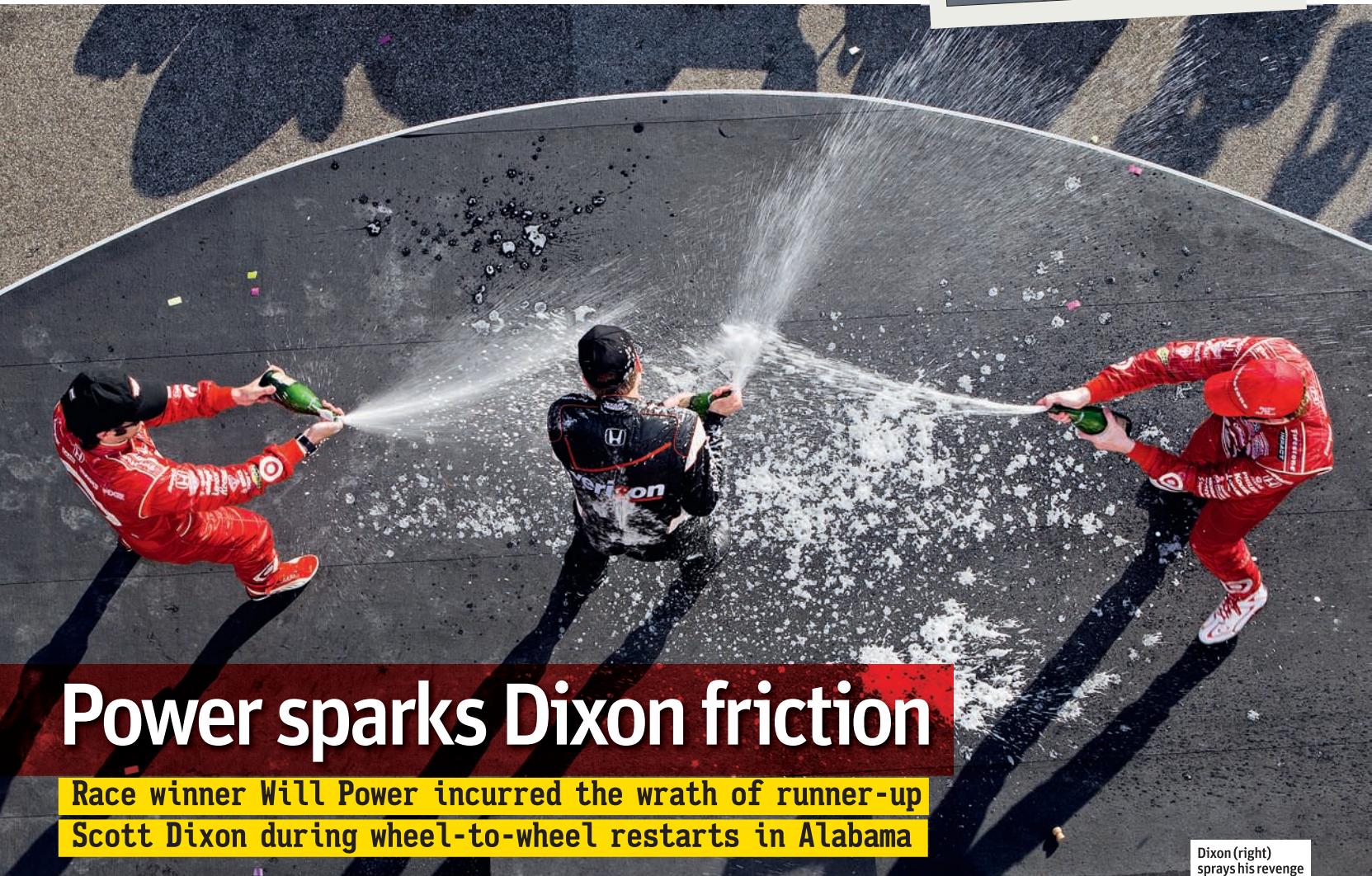
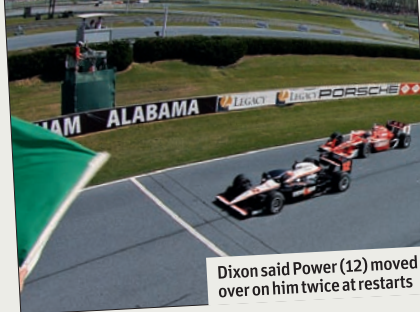
USA

April 10
IndyCar Series
Round 2/17



AT A GLANCE

- Winner **Will Power**
- Pole **Will Power**
- Most laps led **Will Power**
- Fastest lap **Scott Dixon**



Power sparks Dixon friction

Race winner Will Power incurred the wrath of runner-up Scott Dixon during wheel-to-wheel restarts in Alabama

Dixon (right) sprays his revenge

WILL POWER DOMINATED

from start to finish at Barber Motorsports Park, and while his drive was a picture of serenity — “I can’t think of race that I’ve ever been so cool and relaxed” — it was anything but behind him. From second-placed finisher Scott Dixon back, there was plenty of anger filling the paddock on Sunday evening in Alabama.

The source of Dixon’s ire was Power’s conduct at two successive restarts, when they ran side by side.

“It was a disaster waiting to happen,” moaned Dixon. “He picked to be on the left at the restart, but then took my line, and pretty much ran me to the grass, because there was rubber on the left [on the inside run to Turn 1]. I feel that he can’t have

the best of both worlds.”

Dixon and his Chip Ganassi Racing team complained to the stewards, and Ganassi himself reportedly made it clear in a pitwall confrontation with Power’s Penske Racing squad that if he moved across again, Dixon would take him out.

“I feel that Will should have been corrected for taking my line during those restarts,” added Dixon. “Brian [Barnhart, IndyCar’s president of competition] as usual did nothing. They tell us all these things in the drivers’ briefing, then do nothing about it.”

Power, on the other hand, didn’t think he’d done anything untoward: “The rule is that, after staying in rows before the line, you can do anything after the start/finish. I didn’t realise

I was putting him on the grass, the first I knew about it was when he took a big weave at me [under the next caution flag] — so I weaved back at him. Come to think of it, I owe Dario [Franchitti] one for almost putting me into the wall last time out.”

Third-placed Franchitti also got his elbows out during a robust drive from seventh to third, on a track where passes are earned rather than given. He too had a complaint against a Penske driver, Power’s team-mate Ryan Briscoe, after a lap-41 restart.

“Ryan drove me onto the grass [at Turn 1] like I wasn’t there,” said Dario. “Then he left the door open at Turn 2, so I went down his inside and then he closed the door.”

The cars touched, but

both continued. Briscoe wasn’t destined to finish, however, after a clash with Ryan Hunter-Reay’s Andretti Autosport car broke his right-rear suspension and pitched him into the gravel.

“It wasn’t a passing zone where we were — period — and he was just over-aggressive and drove into us,” said Briscoe. “He just stuck his nose in where it didn’t belong. That’s Hunter-Reay for you.”

Hunter-Reay countered: “I was right up his gearbox and then I popped out on him. When he lifted, I thought he was giving me the corner and then he shut the door, so I had to get on the brakes. By the time we made contact, it looked bad because I was back already from being on the binders.”

The only incident that



RACE RATING

★★★★☆

Much more passing than expected but middle of race disrupted litany of tedious cautions

MILESTONE

Series debutant Simon Pagenaud finished eighth on his first single-seater start since he raced Champ Cars in Mexico 2007

REPORT INDYCAR BARBER

CHUCK BRADBURY JR
reports

sparked a proper pitlane face-off between drivers was following EJ Viso's early spin at Turn 5, which resulted in him rotating into the path of series debutant James Hinchcliffe.

"When you're spinning you should hit the brake, not nail the throttle," railed Hinchcliffe. When asked if he was going to speak to Viso, he added: "No, if he's not learned it yet, he won't ever get it. But you learn that on day one at racing school." Moments later, he was in Viso's face and venting his frustration!

Simona de Silvestro, who clipped Viso into the spin in the first place, added: "I was sandwiched and EJ dive-bombed me on the outside. It was pretty dumb, I think. He's getting annoying."

All six cautions in the 90-lap race were caused by

accidents, mostly due to the controversial double-file restart procedures that were being used for the second time. Since the opening round, a reportedly heated pre-race drivers' briefing resulted in the acceleration zone being moved further (now 325 feet) from the startline, and at least a car's length was mandated between the rows, with the restart speed set at 80mph.

"I started in the same spot at the same speed at every restart," said pacesetter Power. "I didn't want more yellows, as the leader they are bad for me. I worry more about the restarts in Long Beach [this weekend] — they are going to be worse than St Pete."

"Anyway, we've gotta have a bit of friction between drivers. The fans love that sort of thing."



Kanaan heads Meira on charge to the front

TONY HAS TAKU'S TIGER IN HIS TANK

On a circuit where overtaking is realistically restricted to one downhill hairpin and a brave lunge at the double-file restarts, Tony Kanaan's charge from 24th to sixth was one of the best drives in recent IndyCar Series road-course history.

He struggled through practice and qualifying, but when he took team-mate Takuma Sato's set-up for the race, his car came alive.

"We'll make it exciting from the back," he promised.

Kanaan gained 10 positions on the opening lap alone, carrying huge corner speeds compared with those

around him: "I went down the inside at Turn 1 and around the outside of Turn 2," he said. "They were in a traffic jam, but I got a clean run on all of them. I was just hunting for gaps, and when I pull it off it looks good."

Now third in points, he's the closest challenger to Will Power and Dario Franchitti.

"I was dead-last in every session this weekend, but I didn't get down," he added. "Being disappointed doesn't fix your car's set-up. The race was a different game, and the double-file restarts played in my favour."

The other star of the race

was Simon Pagenaud, the ALMS racer finishing eighth on his series debut.

He chased home Helio Castroneves, who threw away third place early on when he ran wide at Turn 1 on a restart, and then damaged his front wing.

Besides Franchitti, it was a bad race for the Brits: Justin Wilson struggled with his broken left wrist, and went out after a late clash with Raphael Matos; Mike Conway crashed heavily after colliding with Andretti team-mate Danica Patrick; James Jakes retired in the pits on fire.



Franchitti heads the snarling pack

RESULTS

IndyCar Series, Barber Motorsports Park (USA), April 8-10, round 2 of 17

| GRID | |
|----------------------------|----------------------------|
| 1 POWER 1:11.4546 | 2 BRISCOE 1:11.7361 |
| 3 DIXON 1:11.8826 | 4 CASTRONEVES 1:12.1247 |
| 5 WILSON 1:12.3085 | 6 SERVIA 1:12.4394 |
| 7 FRANCHITTI 1:11.7090 | 8 HINCHCLIFFE 1:11.8183 |
| 9 ANDRETTI 1:11.8672 | 10 RAHAL 1:11.9712 |
| 11 SATO 1:12.1667 | 12 TAGLIANI 1:12.3485 |
| 13 SILVESTRO 1:12.2559 | 14 MATOS 1:12.4094 |
| 15 HILDEBRAND 1:12.2684 | 16 CONWAY 1:12.5191 |
| 17 H-REAY 1:12.3370 | 18 VISO 1:12.6582 |
| 19 MEIRA 1:12.5677 | 20 BOURDAIS 1:12.6896 |
| 21 KIMBALL 1:12.5857 | 22 PATRICK 1:12.7257 |
| 23 PAGENAUD 1:12.5900 | 24 KANAAN 1:12.8892 |
| 25 JAKES 1:12.7147 | 26 SAAVEDRA 1:13.0858 |

90 LAPS, 207.0 MILES

| POS | DRIVER (NATIONALITY) | TEAM | CAR | TIME | GRID |
|-----|--------------------------|----------------------------|---------------|---------------------|------|
| 1 | Will Power (AUS) | Team Penske | Dallara-Honda | 2h14m42.9523s | 1 |
| 2 | Scott Dixon (NZ) | Chip Ganassi Racing | Dallara-Honda | +3.3828s | 3 |
| 3 | Dario Franchitti (GB) | Chip Ganassi Racing | Dallara-Honda | +15.5243s | 7 |
| 4 | Marco Andretti (USA) | Andretti Autosport | Dallara-Honda | +28.9601s | 9 |
| 5 | Oriol Servia (E) | Newman/Haas Racing | Dallara-Honda | +29.8817s | 6 |
| 6 | Tony Kanaan (BR) | KV Racing Technology-Lotus | Dallara-Honda | +30.3853s | 24 |
| 7 | Helio Castroneves (BR) | Team Penske | Dallara-Honda | +30.7807s | 4 |
| 8 | Simon Pagenaud (F) | Dreyer & Reinbold Racing | Dallara-Honda | +31.2095s | 23 |
| 9 | Simona de Silvestro (CH) | HVM Racing | Dallara-Honda | +32.5812s | 13 |
| 10 | Charlie Kimball (USA) | Chip Ganassi Racing | Dallara-Honda | +35.0038s | 21 |
| 11 | Sebastian Bourdais (F) | Dale Coyne Racing | Dallara-Honda | +35.9883s | 20 |
| 12 | Vitor Meira (BR) | AJ Foyt Racing | Dallara-Honda | +42.6440s | 19 |
| 13 | JR Hildebrand (USA) | Panther Racing | Dallara-Honda | +44.2950s | 15 |
| 14 | Ryan Hunter-Reay (USA) | Andretti Autosport | Dallara-Honda | +1m00.7427s | 17 |
| 15 | Alex Tagliani (CDN) | Sam Schmidt Motorsports | Dallara-Honda | +1m10.6879s | 12 |
| 16 | Takuma Sato (J) | KV Racing Technology-Lotus | Dallara-Honda | +1m12.1719s | 11 |
| 17 | Danica Patrick (USA) | Andretti Autosport | Dallara-Honda | -1 lap | 22 |
| 18 | Graham Rahal (USA) | Chip Ganassi Racing | Dallara-Honda | -2 lap | 10 |
| 19 | Justin Wilson (GB) | Dreyer & Reinbold Racing | Dallara-Honda | 62 laps-accident | 5 |
| 20 | Raphael Matos (BR) | AFS Racing | Dallara-Honda | 62 laps-accident | 14 |
| 21 | Ryan Briscoe (AUS) | Team Penske | Dallara-Honda | 57 laps-accident | 2 |
| 22 | Mike Conway (GB) | Andretti Autosport | Dallara-Honda | 45 laps-accident | 16 |
| 23 | EJ Viso (YV) | KV Racing Technology-Lotus | Dallara-Honda | 40 laps-accident | 18 |
| 24 | James Hinchcliffe (CDN) | Newman/Haas Racing | Dallara-Honda | 40 laps-accident | 8 |
| 25 | James Jakes (GB) | Dale Coyne Racing | Dallara-Honda | 30 laps-engine fire | 25 |
| 26 | Sebastian Saavedra (CO) | Conquest Racing | Dallara-Honda | 27 laps-gearbox | 26 |

| CHAMPIONSHIP TABLE | | |
|--------------------|--------------|-----|
| POS | DRIVER | PTS |
| 1 | Power | 94 |
| 2 | Franchitti | 87 |
| 3 | Kanaan | 63 |
| 4 | Dixon | 54 |
| 5 | de Silvestro | 54 |
| 6 | Servia | 52 |
| 7 | Andretti | 44 |
| 8 | Sato | 44 |
| 9 | Tagliani | 43 |
| 10 | Meira | 42 |

Winner's average: 92.194mph.
Fastest lap: Dixon, 1m13.8666s, 112.094mph.
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.

LET THE DRIVING DO THE TALKING



Alex Brundle returns to F2 after a tough but productive year in British F3. And the pressure's on says famous father Martin. *By GLENN FREEMAN*

Being the son of a famous racing driver is not as easy as it sounds. With an instantly recognisable surname comes added expectation, and increased scrutiny. And it can be incredibly tough to deal with all that attention when the results aren't there to shout about.

On the eve of this year's Formula 2 season kicking off, that's the cloud hanging over Alex Brundle. The son of former grand prix driver and current BBC Formula 1 commentator Martin has had a tough first couple of years on the international single-seater scene, and as he returns to F2 after a year in British Formula 3, he feels that it's time to start making the most of his family ties.

"There are positives and negatives to being the son of a famous driver, but I've learned to deal with it now," says Brundle, who is understandably

in a pretty chirpy mood after going well in pre-season testing. "The negatives are expectations straight out of the box, when you're young and inexperienced and there's no reason you should be going quicker than everybody else. The positives are contacts and opportunities which, once you've got experience, can be massively useful. So hopefully now, moving past the early stages of my career, I've got most of the negatives out of the way and I'll be able to make use of the positives."

But if the pressure that comes with a famous name isn't enough, there's added heat coming directly from his Dad, who is actively involved in managing the 20-year-old's career.

"He's got to be on the podium, hasn't he?" says Brundle Sr. "And get some wins to show he's capable and investible for the future. There are people watching him. It's hard to deal

with the name and the expectation – he's not just another driver.

"I often say to Alex that I'm hard on him. I'm probably a bit too hard on him, and I ought to soften that off a bit! But I'm nowhere near as hard as the school I went through – Eddie Jordan, Ken Tyrrell, Frank Williams, Ron Dennis, Bernie Ecclestone, people like that. It probably hits him hard because it comes from his Dad, but he's a good kid and he's bright. There's a lot more potential in him than his racing CV suggests."

The Brundles walked away from F2 after 2009 to race for T-Sport in F3 last year. It was Alex's first experience of racing a single-seater outside of a centrally run series, which gave him the opportunity to work with a team and a race engineer. It was valuable experience, but the driver doesn't shy away from the fact that things didn't go to plan.

F2 CALENDAR

April 16-17
Silverstone
May 14-15
Magny-Cours
June 25-26
Spa
July 2-3
Nurburgring
July 23-24
Brands Hatch
August 27-28
Red Bull Ring
October 1-2
Monza
October 29-30
Barcelona



Silverstone hosts the opener this weekend

Brundle learned a lot in F3 last year



First season in F2 in '09 was tough



Brundle Jr has led the way in testing

F2 ENTRY LIST

| DRIVER (NATIONALITY) | 2010 ACHIEVEMENTS |
|-------------------------------|----------------------------------|
| 2 James Cole (GB) | 2nd in British F3 National class |
| 3 Armaan Ebrahim (IND) | 10th in F2 |
| 4 Mirko Bortolotti (I) | 11th in GP3 |
| 5 Alex Brundle (GB) | 17th in British F3 |
| 6 Miki Monras (E) | 10th in GP3 |
| 7 Ivan Samarin (RUS) | 12th in F2 |
| 8 Plamen Kralev (BG) | 21st in F2 |
| 9 Mihai Marinescu (ROM) | 11th in F2 |
| 10 Max Snegirev (RU) | 18th in British F3 |
| 11 Jack Clarke (GB) | 9th in F2 |
| 12 Kelvin Snoeks (NL) | 13th in F2 |
| 14 Alexey Karachev (RUS) | 2nd in German F3 Trophy class |
| 17 Will Bratt (GB) | 5th in F2 |
| 18 Tobias Hegewald (D) | 22nd in GP3 |
| 19 Christopher Zanella (CH) | 6th in Italian F3 |
| 20 Julian Theobald (D) | 4 races in F2 |
| 21 Thimo Storz (D) | 2 races in Formula Palmer Audi |
| 22 Johannes Theobald (D) | 4 races in F2 |
| 24 Tom Gladdis (GB) | 15th in F2 |
| 28 Benjamin Lariche (F) | 14th in F2 |
| 30 Sung-Hak Mun (ROK) | 10th in Formula BMW Pacific |
| 33 Parthiva Sureshwaren (IND) | 20th in F2 |
| 77 Natalia Kowalska (PL) | 19th in F2 |



Brundle Sr admits he's been tough on son Alex

"I took a lot from it, but to a degree 'experience' is what you get when you don't get what you wanted," he says. "It was a steep learning curve, but it's made me a much more complete driver. I've got a lot more knowledge about how to set up and drive a car properly – things that a lot of drivers would have already picked up in Formula Renault, so I was making up for lost ground. Now I feel pretty confident I can make amends for last year with some good results."

Martin agrees that 2010 was still a productive year for Alex. And while he has faith in his son's ability, he's kept him in education in case the dream does go up in smoke.

"I see too many kids who think they are going to be F1 drivers and they are almost all going to be disappointed," he says. "I've told Alex to keep his options open, and he's just finishing a very tough business degree at Nottingham University. If we ever needed proof of

that philosophy, look at [Force India F1 reserve driver] Nico Hulkenberg. When you see a driver with his CV on the sidelines, it sums up the problem."

So is F2 the answer? It wasn't the cup of tea the Brundles were looking for last year, but a re-jigged calendar and Alex's impressive testing form brought it into the middle of the radar.

"It's gaining credibility," says Alex. "We did the testing to keep my hand in over the winter because it was good value, and things went very well. The tracks are all current or former GP venues now, so the calendar is much improved. Then there's the Williams F1 test [for the champion], so we were really happy with it."

The price plays its part as well. Martin admits that if he had the budget to send Alex to Carlin for a season of British F3 then he would. F2 offers another platform, which is exactly why Jonathan Palmer revised the category. ❧

Dual focus for Dan the man

Daniel Ricciardo might be title favourite, but the F1 tester will miss some rounds. *By PETER MILLS*

This year's Formula Renault 3.5 season has something of a handicap feel to it. ISR's championship favourite Daniel Ricciardo will forego racing in the opening round at Aragon this weekend in order to pursue an opportunity to drive in free practice with Toro Rosso at the Chinese GP.

The buzz surrounding Ricciardo has intensified since his impressive showing in last year's Abu Dhabi young-driver test. Eclipsing the lap times set by Red Bull's world champion Sebastian Vettel in the preceding GP reflected well on Ricciardo's regular FRenault 3.5 series. However, with the 2010 runner-up's participation in the Barcelona finale also in doubt, extra spice has been added to this year's series. Indeed, mumblings that the championship could develop into a rather one-sided affair, in light of the Australian's dominant pre-season testing pace, have subdued.

An array of quality opposition, led by Carlin's and Fortec's pairings, can keenly anticipate taking advantage of Ricciardo's early absence. For ISR

founder Igor Salaquarda the scenario is all too familiar. His 2010 charge Esteban Guerrieri was prevented from driving in two rounds by a variety of circumstance, leaving the Czech with a pragmatic view of his new predicament.

"Our performance last year was quite strong, [Red Bull] believe we can win the championship even without those two races, but this is not so easy," explains Salaquarda. "I understand [Red Bull motorsport consultant Helmut] Marko and I understand Red Bull; it is more important for Daniel to do the Friday tests, even if maybe he is only there to set-up the car. I think the limited testing in F1 pushed him into the situation that Daniel must sit in the car. I think Daniel was quite competitive on his first Friday in Melbourne. We understand the situation and are happy to have him."

One of the reasons Salaquarda may so readily accept the situation is his history with the potential long-term beneficiary of Ricciardo's additional F1 experience. When ISR first branched away from its familiar background of Czech touring car racing into single-



The Aussie has set the Renault 3.5 pace for ISR



Hanging out with fellow Australian Mark Webber



Ricciardo 'tested' for Toro Rosso F1 in Melbourne



Wickens should star for Carlin

ENTRY LIST

| TEAM | DRIVER |
|----------------------------|--------------------------|
| Tech 1 Racing | Kevin Korjus (EST) |
| Tech 1 Racing | Arthur Pic (F) |
| ISR | Daniel Ricciardo (AUS) |
| ISR | Nathanael Berthon (F) |
| Carlin | Jean-Eric Vergne (F) |
| Carlin | Robert Wickens (CDN) |
| Fortec Motorsport | Alexander Rossi (USA) |
| Fortec Motorsport | Cesar Ramos (BR) |
| Comtec Racing | Daniel McKenzie (GB) |
| Comtec Racing | Daniel de Jong (NL) |
| EPIC Racing | Albert Costa (E) |
| EPIC Racing | TBA |
| International Draco Racing | Stephane Richelmi (MC) |
| International Draco Racing | Andre Negrão (BR) |
| Pons Racing | Oliver Webb (GB) |
| Pons Racing | TBA |
| Mofaz Racing | Chris van der Drift (NZ) |
| Mofaz Racing | Jake Rosenzweig (USA) |
| KMP Racing | Anton Nebylitskiy (RUS) |
| KMP Racing | Nelson Panciatici (F) |
| P1 Motorsport | Walter Grubmüller (A) |
| P1 Motorsport | Daniil Move (RUS) |
| BVM Target | Daniel Zampieri (I) |
| BVM Target | Sergio Canamasas (E) |
| Gravity-Charouz Racing | Jan Charouz (CZ) |
| Gravity-Charouz Racing | Brendon Hartley (NZ) |

seaters in 2002, current Red Bull F1 team boss Christian Horner's Arden F3000 concern provided technical help.

It could be said that maintaining and building on relationships is a Salaquarda trademark. The former mechanic forged links with Audi in Central-European Super Touring racing during the '90s, and he now presides over a successful VW/Audi dealership in Prague selling over a thousand cars a year. After getting to know his new driver during testing and a three-day visit to Prague for "seat fitting, lunches and disco," the astute team boss is in no doubt over Ricciardo's capabilities.

"He is concentrating and working 100 per cent. I know F1 is a different world but he is concentrating on his job," said Salaquarda. "He knows he must also perform in this. Even if everybody realises that maybe he is unable to win the title, I think he will be in F1 anyway. He is really good."

Ricciardo adds weight to the importance of his World Series role alongside the F1 commitments.

"Even if I miss the first round I think am still probably expected to win the

"Doing another year of World Series will help my racing finesse"

Daniel Ricciardo

championship," he says. "That's how they are at Red Bull, and fair enough. In testing we were really strong. If my approach is any different, it will be a little more aggressive, going for wins and hopefully making a bit of a statement rather than just trying to collect points here and there."

The Perth driver, understandably, would like to avoid arriving at his first race at Spa chasing a sizeable points' lead procured by one of his rivals.

"I will be watching [Motorland] with interest when I am in Shanghai, sort of hoping that no one does a double or anything like that and takes a big lead in the championship. It would be nice if the wins could be shared."

An indication of F1's demands came at the Australian GP three weeks ago. Experiencing track action during a GP weekend for the first time, Ricciardo

described the experience as "like a five-day weekend" owing to the incredible home-media interest. Monaco is expected to provide another busy weekend. Having already proved himself at the Principality with victory for Tech 1 last year, Ricciardo is relishing the prospect of doubling up driving F1 machinery and his regular mount. The Australian's easygoing personality gives a calm air of taking everything in his stride.

"This year it's just putting all the bits together and then really looking at 2012 and getting the F1 seat," continues Ricciardo. "Doing another year of World Series will help get my racing finesse up to scratch, I learned a lot last year, and doing the Fridays in F1 will give me the experience at getting the gig full time next year. That's where the sights are set. It could be quite fragile though if I do start to get a bit too indulged into the life in F1 here and don't start to take the World Series stuff seriously. I am sure it will be bite me. For me it is still my priority this year to win the championship, that's number one on my list." ❧

CALENDAR

Aragon
April 16-17
Spa
April 30-May 1
Monza
May 14-15
Monaco
May 29
Nurburgring
June 18-19
Hungaroring
July 2-3
Silverstone
August 20-21
Paul Ricard
September 17-18
Catalunya
October 8-9

Eurosport will show Saturday's opening race at Aragon live at 1300 (60 minutes), with half-hour highlights at 2300. Race two will be broadcast live at 1315 (60 minutes).

BRIT F3
season
preview
2011

Like father like son

Jan Magnussen is a legend of British F3.
Can teenaged son Kevin repeat his dad's
1994 title success? *By BEN ANDERSON*



The year 1994 is recalled as one of the darkest chapters in Formula 1 history, but as the world said a sad farewell to brilliant Brazilian Ayrton Senna, a young Dane was busy marking himself out as a potential successor.

Jan Magnussen dominated the '94 British Formula 3 championship – winning 14 times from 18 starts for Paul Stewart Racing.

His is a record tally of victories for a single season that still stands today, and a winning percentage that is unlikely ever to be beaten.

For those who were there at the time, Magnussen was *the* up-and-coming talent of the day. As one current F3 team boss told AUTOSPORT: “If someone had offered me a £10,000 bet on Magnussen being a future F1 world champion, I’d gladly have taken it.”

Despite his glaringly obvious talent, things didn’t work out for Jan. His F1 career was defined by brevity and unfulfilled potential.

He made his debut for McLaren in 1995, before racing in the last year of the DTM’s ITC era for Mercedes in

1996. He joined F1 newcomers Stewart for 1997, but was dropped midway through 1998. After just 25 races and a single points finish, it was all over – and Magnussen went off to make his name in sportscars.

Seventeen years later the Magnussen name has returned to British F3, with Jan’s son Kevin joining category kings Carlin to contest this year’s 10-event, 30-race championship. Magnussen Jr has not had an easy rise through the junior ranks so far, but has his sights fixed firmly on F1 and is determined not to repeat his father’s mistakes...

“The thing was, he just won – he didn’t know why, he just did it and won the championship,” says Magnussen Jr. “I asked him what happened and he just said, ‘I had the same car every time and just felt comfortable – I just did it and didn’t *do* anything.’

“When he was in F1, and had a good team-mate and a team that wasn’t just pushing for him, he had trouble because he struggled to work on himself. His fitness wasn’t



Magnussen Jr won races in German F3



Kevin felt the pressure in Formula Renault Eurocup

CV

KEVIN MAGNUSSEN

2010

3rd in German

F3 Cup

(3 wins)

12th in F3

Euro Series

(2 races, 1 win)

2009

7th in Formula

Renault Eurocup

(1 podium)

2nd in Formula

Renault NEC

(1 win)

2008

1st in Danish

Formula Ford

(11 wins)

7th in Brands

Hatch Festival

brilliant and he smoked – he didn’t really bother.

“Obviously times have changed – it’s not ’94 anymore. The teams are a lot better and you don’t just have to be naturally talented, you have to be very clever and learn a lot. You’ve got to be really fast, really focused, really prepared mentally – there are so many different areas you can improve. When he was driving, if you had big balls you could do it; I’m not saying it’s more difficult now, it’s just different.”

The parallels between father and son are striking: both signed for British F3’s top team for their first season in the championship (Magnussen Jr graduates from German F3, while his dad came from Vauxhall Lotus) and both caught the eye of McLaren on their way through the ranks. It’s ironic Magnussen Jr feels his place on McLaren’s Young Driver Programme is crucial to his future, given many argue that Jan’s 1995 test deal with the F1 squad actually hindered his progress.

“They are incredibly clever people and if I want to know something about aerodynamics, dampers, gearboxes or tyres, I can ask them,” he explains. “The programme helps with my fitness and eventually I hope it’s going to be my way into F1.”

But first there’s the small matter of British F3 and carving out his own place in the championship’s record books. Magnussen has joined Carlin’s six-car Dallara-Volkswagen line-up and knows he faces a tough fight to mark himself out as the team’s man to beat.

“In 2009 I went to Eurocup Formula Renault with Motopark, which was pretty much the place to be,” he recalls. “I was always really fast but put too much pressure on myself, so that every time I was in a position to win I would crash out, go off, or make a mistake.

“I learned that you can’t expect to win every race, it needs to be a special situation. Winning every race isn’t my aim [this year] – I’ve got to win the championship, and you can actually win it even if you don’t win a race! And if that’s the way I need to do it, that’s the way I’ll do it.

“I feel like a rookie – every track I go to I need a whole day or two to learn the circuit, which is a bit difficult, but I’m with the best team. The results speak for themselves, it’s the greatest people, the most experienced people, and I believe I have the best car.

“I’m not stupid, I know it’s going to be difficult and I’m not going to say, ‘I’m going to beat my dad’s record, blah, blah, blah!’ I know the [other] drivers are very good and I’m lacking a bit of experience, but I have to make up for it and I’m sure I can do it.”

A BIG FAN OF JAN

Ex-PSR engineer Andy Miller worked with Magnussen Sr during his dominant 1994 F3 campaign

“Initially he wasn’t right on the pace and [team-mate] Dario [Franchitti] won the first race, but once he’d learned the brakes and the grip he just never looked back.

“We’d had a run of success in F3, so we knew what to do with the car. Jan never really got in a car that needed sorting – I think that hurt him later on.

“He had an advantage with weight because it was the time before [minimum] weights were car-plus-driver. There was 15kg difference between him and Dario and nothing Dario could do about it.

“Jan was full of natural skill and ability, but should have done F3000. That’s all he missed, but



Jan (right) won 14 from 18

McLaren signed a test deal with him and who’s going to turn down a testing contract with McLaren?

“I think they learned from that because they then put [Nick] Heidfeld through their own 3000 team, rather than send him off to do DTM.”



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Team by team

BEN ANDERSON is your guide to this season's British F3 runners and riders

BRITISH F3 CALENDAR 2011

April 16-17
Monza
April 23-25
Oulton Park
May 14-15
Snetterton
June 18-19

Brands Hatch
July 2-3
Nurburgring
July 16-17
Paul Ricard
July 29-30
Spa

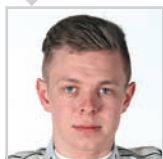
September 3-4
Rockingham
September 24-25
Donington Park
October 8-9
Silverstone

CARLIN DALLARA-VOLKSWAGEN



1 CARLOS HUERTAS (COL)
Age: 19
2010: 10th in British F3

Back for a third season and will need to make his experience count while newer rivals are getting up to speed.



2 KEVIN MAGNUSSEN (DK)
Age: 18
2010: 3rd in German F3

Magnussen name returns to British F3. Will have to overcome his lack of UK circuit knowledge for a title tilt.



21 RUPERT SVENDSEN-COOK (GB)
Age: 20
2010: 7th in British F3

Has returned to the series with a steely determination that should serve him well in Carlin's intra-team cauldron.



22 JAZEMAN JAAFAR (MAL)
Age: 18
2010: 12th in British F3

Made a combative start to his F3 career in 2010, but a few too many incidents hindered progress.

CARLIN DALLARA-VOLKSWAGEN



31 FELIPE NASR (BR)
Age: 18
2010: 5th in British F3
Ex-Formula BMW

Europe champ and top-placed of the returning British F3 drivers has forsaken move to GP3 for a title tilt.



32 JACK HARVEY (GB)
Age: 17
2010: 2nd in FBMW Europe
The step from

Formula BMW is a big one so this Racing Steps-backed racer will be given time to deliver results.

FORTEC DALLARA-MERCEDES



3 WILLIAM BULLER (GB)
Age: 18
2010: 8th in British F3
Buller's lary style

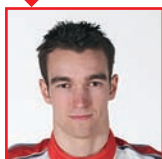
makes him formidable in adverse weather so watch out for some strong results if any of the races turn wet.



4 LUCAS FORESTI (BR)
Age: 18
2010: 13th in British F3

Roberto Moreno protege is quick in wet conditions and has usually been fastest Fortec driver in pre-season.

FORTEC DALLARA-MERCEDES



23 HARRY TINCKNELL (GB)
Age: 19
2010: 5th in FR UK

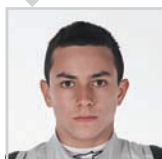
Tough 2010 in Formula Renault but is highly rated by engineer Mick Kourous.



24 FAHMI ILYAS (MAL)
Age: 19
2010: 13th in FBMW Europe
Late signing

faces an uphill struggle this year after missing all of the pre-season tests.

DOUBLE R DALLARA-MERCEDES



5 PIPO DERANI (BR)
Age: 17
2010: 10th in German F3

Quiet and serious racer has adapted well to British F3 and could surprise.



6 SCOTT PYE (AUS)
Age: 21
2010: 1st in British Fford
Hopes to break

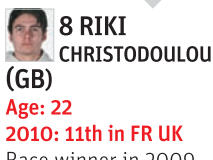
mould of recent Fford graduates who have struggled to cope with F3 step.

HITECH DALLARA-VOLKSWAGEN



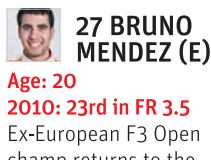
7 PIETRO FANTIN (BR)

Age: 17
2010: 9th in Sudam F3
Late convert to racing lacks experience but has surprised with pre-season pace.



8 RIKI CHRISTODOULOU (GB)

Age: 22
2010: 11th in FR UK
Race winner in 2009 has been slower than Fantin pre-season.



27 BRUNO MENDEZ (E)

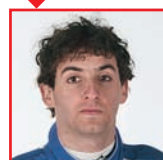
Age: 20
2010: 23rd in FR 3.5
Ex-European F3 Open champ returns to the category after difficult 2010 in World Series.

T-SPORT DALLARA-VOLKSWAGEN



15 YANN CUNHA (BR)
Age: 20
2010: 1st in Sudam F3
Progress will

depend on how he adjusts to Britain's more competitive F3 environment.



16 MENASHEH IDFAR (BRN)
Age: 20
2010: 1st in BF3 National Class

British-born Bahraini sticks with T-Sport for graduation to main class.

SINO VISION DALLARA-MERCEDES



11 HYWEL LLOYD (GB)
Age: 26
2010: 15th in British F3
Oldest driver on

the grid admits he didn't deserve to move up, so returns for a fourth year.



12 ADDERLY FONG (PRC)
Age: 21
2010: 16th in British F3
Having a full-time

team-mate should help owner/driver and his team progress faster this year.

T-SPORT DALLARA-MUGEN-HONDA



ROOKIE CUP
41 BART HYLKEMA (NL)
Age: 21
2010: 6th in FR Eurocup

The only full time Rookie Cup runner and thus the overwhelming favourite.



ROOKIE CUP
42 KOTARO SAKURAI (J)
Age: 16
2010: 7th in FBMW Pacific
Unlikely to

trouble Hylkema with late start and part-season fitted around GP3 drive.

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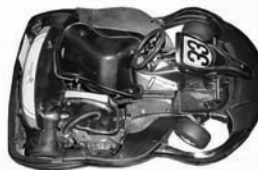
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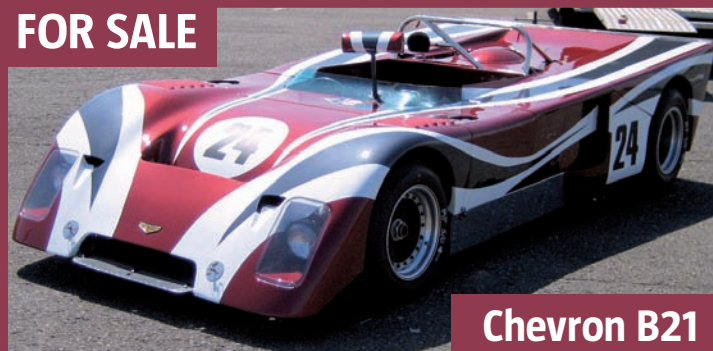


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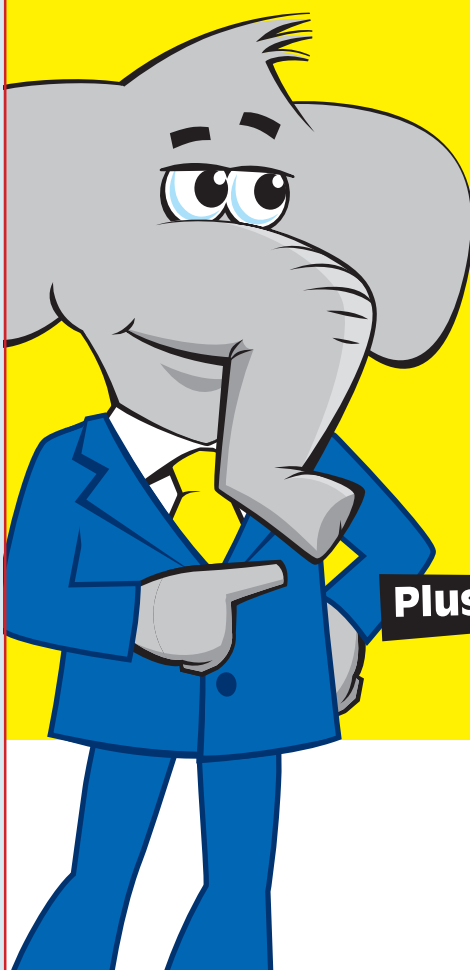
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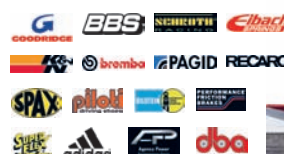
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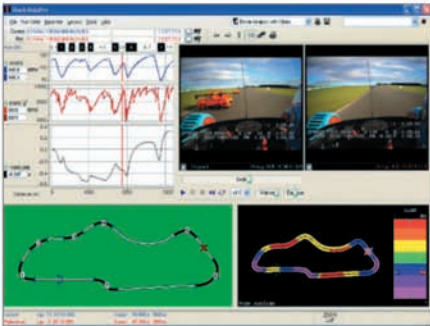


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Historic racers in epic battles at Catalunya Classic, p85



Malvern (left) and Uhrhane clashed in race two...

... and again in race three at Silverstone

New Ford rivals start rough

Jamun and JTR aces begin 2011 season with several bangs at Silverstone

BRITISH FORMULA FORD title protagonists Scott Malvern and Geoff Uhrhane are already at loggerheads after several clashes at the Silverstone season opener last weekend. Jamun Racing's Malvern narrowly beat Uhrhane's JTR Mygale in the first race on Saturday before things got rougher the following day. Malvern went off while the two fought for the race-two lead at Becketts, before he charged back up the field.

After catching Uhrhane, Malvern tried to pass around the outside at Brooklands, but the result was a clash at Luffield that put Malvern out and dropped the JTR machine down the field.

The duo then managed to collide again in race three. Malvern flew into retirement on the approach to Brooklands, while Uhrhane continued to take his first UK series victory.

RACE TWO CRASH

Malvern believed contact between the pair resulted in him falling to seventh at Becketts and blamed his Australian rival

for the crash at Luffield.

"I went down the outside of Brooklands and he decided to drive me to the dirt and then take his line [at Luffield]," said the former McLaren AUTOSPORT BRDC Award finalist.

By contrast, Uhrhane felt there was no contact at Becketts and blamed Malvern for the later accident. "We went side-by-side at Becketts," he said. "I braked and he just fired it off – there was no contact."

"At Brooklands he tried to go round the outside. I took the racing line and he drove onto the grass and drove into me."

The result of race two, which was won by Malvern's team-mate Jeroen Slaghekke, remains provisional but is unlikely to change.

FLYING IN RACE THREE

Malvern was second behind Uhrhane heading towards Brooklands in race three when they touched and he went over the top of the JTR machine.

"As I pulled out to show my nose in his mirrors, he pulled across and slammed on

the brakes – we were nowhere near the braking area," he said.

"I think I did three wishbones [in FFord] last year and I've done four in two races. At least I know where we stand."

Uhrhane again felt it was Malvern's mistake. "I was on the inside – there was nowhere to go," he said. "I had to brake and he climbed over the top of me."

FUTURE STRIFE?

The spat is the latest episode in the rivalry between Jamun and JTR, which began when current team boss Nick Tandy and Jamun lead driver Callum MacLeod clashed several times during the 2007 season.

Nevertheless, championship promoter Sam Roach does not believe the weekend is an indicator of how the 2011 fight will develop. "We had our judicial team view the incidents and I think the verdict is that they were racing incidents," he said.

"I saw both [clashes in the complex] and nothing I saw suggested it was anything other than the result of close racing."

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



A MOSLER, AN EX-V8 SUPERCARS

Ford Falcon, a Daihatsu Charade, and a Fiat Tipo. Not only were these at the same BRSCC Silverstone meeting last weekend, they were in the same race!

Okay, so the Mosler is not a regular fixture in the Euro Saloon and Sports Car Championship, but those four do illustrate the varied mix the series attracts.

I've long thought that a race needs one of two things to be interesting: close racing, or exciting cars that look or sound great (having both is even better!).

There were examples of both at Silverstone. As well as Euro Saloons, the OSS and Nippon Challenge showcased some great pieces of kit, while there was competitive action in the burgeoning Fiesta ST series – even if no one was able to get on terms with David Grady.

Closest of all were the British Formula Fords. The slipstreaming nature of the National layout helped keep the top runners together and the train at the front of race one was great to watch.

But the various clashes weren't so good. With lots of rookies and rusty drivers, incidents are to be expected, but let's hope things improve. As history shows, Jamun and JTR drivers don't need much excuse to increase Mygale's spares profits...

Extra contact details

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JAMUN v JTR: 'GREATEST HITS'

2006 Festival
Jamun's Nathan Freke helps JTR's Nick Tandy off the road at Druids in the wet final, sparking Tandy comeback drive.



2007 Snetterton
Start of Tandy-Callum MacLeod bitter rivalry. Tandy hits Jamun's MacLeod at Esses on opening lap of race two.



2007 Brands
Tandy is unhappy with MacLeod over race-one lead move, then flies over the back of him at Paddock Hill Bend in race two.



2007 Festival
Two clashes, one somehow under the safety car, allow Tandy to win after on-the-road victor MacLeod is handed a penalty.



2009 Brands
JTR's Josef Newgarden passes Jamun's James Cole on exit of Surtees. Cole then hits Newgarden's rear, but can't get by.



2011 Silverstone
As well as the various Malvern-Uhrhane incidents, Dan de Zille (JTR) hits Nick McBride (Jamun) at Luffield and spins.



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Ex-Schumacher car is among Brown's stable

Legends of Motorsport

Stars sign up for US historics

Cheever, Luyendyk, Blundell and Johansson to race in Legends of Motorsport series



FORMER INDY 500 WINNERS

Eddie Cheever and Arie Luyendyk and Le Mans 24 Hours victors Mark Blundell and Stefan Johansson will race in Legends of Motorsport historic events in the United States this year.

The big names have been signed up by series prime mover Zak Brown's United Autosports team, which is planning to

field its fleet of cars across the Legends events. On its books are a recently restored ex-Michael Schumacher Benetton-Ford B191, a McLaren-Cosworth M28 and an ex-Dyson Racing Porsche 962.

Cheever, Luyendyk, Blundell and Johansson have been brought on board for the three-race Legends series after signing up to be part of United

Autosports' attack on the Spa 24 Hours in July. They are spread across the Anglo-American team's three-car squad of Audi R8 LMS GT3 contenders.

Johansson, Le Mans winner in 1997 and a former Ferrari and McLaren Formula 1 driver, said: "Zak asked me if I wanted to do these events, and I said, 'Of course'. I drove the Blaupunkt Porsche at Laguna Seca last year, but this time I

fancy having a go in the Benetton.

"I've driven one of my old Ferraris up the hill at Goodwood, but I haven't driven an F1 car in anger since I did some testing for McLaren in the early 1990s. It would be great to drive that car."

The three-race Legends series kicks off at Barber Motorsports Park on May 21-22.



Johansson fancies B191

British GT

Kane and Chad to British GT

FORMER BRITISH TOURING CAR

racer Steven Kane will be part of Chad Racing's British GT attack this season.

Chad, which was a race winner in the series last year, will run a Ferrari 430 Scuderia for team regular Iain Dockerill.

Kane, who raced with Dockerill in Belgian GT last season, will share the car when other commitments allow.

Dockerill said: "Steven has some clashing commitments, so I will need to find an alternative team-mate for those, but he will be there to help for most of them. Ours is a good partnership and I have learned a lot from him."

Dockerill feels the 430 will still be

competitive, despite the influx of new machines such as the Ferrari 458 and Mercedes SLS AMG GT3.

"It's a proven commodity, unlike the new 458, and I think that will be an advantage for us," he said.

"The field is looking extremely competitive for 2011 and with a lot of new cars it's all very unpredictable, although the Balance of Performance programme should even things out."



Chad will be back in Brit GT this season



Latest Ferrari GT3 racer moves closer to British debut

British GT squad Scuderia Vittoria took delivery of its new Ferrari 458 GT3 machine this week. The squad was due to test at Adria on Tuesday with Michael Lyons and Charlie Bateman (who will share it in the UK), and Matteo Bobbi

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British Formula Ford

Old Fords will live on in new era

CURRENT DURATEC FORMULA

Fords will be eligible for the British championship next season, despite the move towards the new 1.6-litre EcoBoost engine.

The 1600cc Duratec has been the main engine in British Formula Ford since 2006. It will be replaced by the turbo next season as part of new category regulations, but organisers will allow the cars to continue in an

as-yet-unnamed secondary class within the championship.

Ford's Mike Norton said: "We're not going to ditch all those cars. There's no reason they can't carry on in a class B."

Engine specialist AER is developing the new turbo, which is already producing 190bhp. It is expected the unit will be pegged back to around 160bhp – the power of the current Duratec. Control ECUs and six-speed sequential gearboxes are also part of the package, and car bodywork will also be modified.

It is hoped the first engine will run in a car in September.

● British Formula Ford will change its clutch and flywheel regulations from the Snetterton round in May. The move is in response to failures suffered by several runners in recent months.



Duratecs will be on Ford grid in '12

British Formula Ford

Latest Ray is 'quick enough' says team boss on new car's race debut

RAY FORMULA FORD

boss Gavin Ray believes his new British Formula Ford challenger can take the fight to category benchmark Mygale, despite a mixed debut at Silverstone last weekend.

The works Ray team prepared a GR11 for Finn Jesse Anttila, while Cliff Dempsey Racing ran a second car for reigning Irish FF1600 champion Jonathan McMullan.

Anttila qualified best in 12th, 0.8 seconds slower than Jeroen Slaghekke's polesitting Mygale, and behind CDR's older Ray driven by Neil Alberico.

Incidents meant McMullan failed to finish any of the three races, but Anttila took fifth in race two. McMullan, who

is driving with CDR on a race-by-race basis as he tries to find a budget, set a best race lap of 58.464s. The fastest race lap of the weekend, by Slaghekke, was 58.200s.

Gavin Ray said: "It was quick enough. It's quicker in a straight line [than the old car] and mechanically it's as good as last year, so it's an improvement."

Anttila, who is planning to complete the season with the works Ray squad, added: "The car was great – we can fight for podiums. We just need more miles."

Rays have won 16 of the 123 championship races since the Duratec was introduced in 2006. Mygale has taken 94 victories, Van Diemen 10 and Spectrum three.



New Ray GR11 showed promise

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Pye enjoyed Group C test at Donington

Conventional wisdom asserts that duplicating any product in the marketplace can only dilute its sales, so Group C racing must be unconventional. The announcement of a second 'historic' outlet for the sensational sports prototypes of the 1980s and early '90s for 2011 has strengthened the original (see page 84).

Our first chance to see the C-cars and their IMSA GTP cousins from the equivalent American series in Britain will be at the new Donington Historic Festival on April 30-May 1. Established by circuit owner Kevin Wheatcroft and Duncan Wiltshire of Motor Racing Legends, promoter of Le Mans 24 Hrs support races for a decade, the event looks unmissable.

Fourteen of the technical *tours de force* were out testing last week at the circuit, now looking better by the week following winter maintenance work. Seeing the quality of the hardware, and the commitment of owners and support teams to run it, fans are in for one hell of a season.

Group C and IMSA GTP cars – especially the later chassis that generate enormous downforce – are incredible to behold plunging flat-out through the Craner Curves. With FIA Historic Formula 1 race winner and reigning Historic F2 champion Katsu Kubota out in a Nissan this term, it's going to get even tougher at the top. Sauber-built Mercedes-Benz, Jaguar (V12s and V6 turbocars), Porsche 962, Peugeot 905, Spice C1 and Courage

chassis guarantee fireworks.

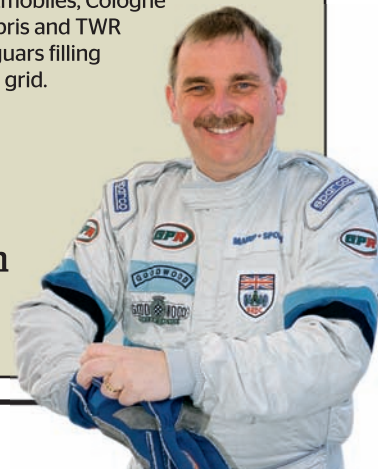
F2 has really taken off this year too, indeed Brits Mike Catlow, David Methley, Hugh Price and Andy Smith are among numerous capable competitors joining the international fray for round two at Donington (p85). The Lurani Trophy Formula Junior battles will be no less fraught.

The meeting also features the first 250km leg of a four-event series for Pre-1972 World Endurance Championship cars. Brainchild of Carol Spagg and Jason Wright, it promises wailing Ferrari, Alfa Romeo and Matra-Simca exotica going head-to-head with thuggish Chevrolet V8-powered Lola T70s.

Pre-'61 sports racers will contest the Stirling Moss Trophy race, Pre-'55 machinery has its own enduro under the Royal Automobile Club Woodcote Trophy banner and the 'Mad Jack' race, honouring Richard Shuttleworth – who won the inaugural Donington GP in 1935 – is for Pre-War two-seaters.

The Pre-'63 GT event showcases a magnificent multi-marque pack with Ferraris, Aston Martins and Jaguars to the fore. Saloon enthusiasts also have contrasting sets to enjoy, the popular U2TC series for Pre-'65 cars being joined by the inaugural JD Classics Challenge for Groups 1, 2 and A cars from 1972-85. Expect to see BMW Batmobiles, Cologne Capris and TWR Jaguars filling the grid.

The later Group C chassis are incredible to behold plunging flat-out through the Craner Curves"

AUTOSPORT
GOLDEN HELMET

OUR FIRST WINNERS TABLE

for UK/Irish races in 2011 is topped by ex-Aussie V8 Supercar part-timer Adam Sharpe, thanks to victories at Snetterton and Donington. Formula Fordster John Murphy has actually taken six wins, but two of them were class wins at Oulton where his class had only two starters – and a minimum six starters is required for inclusion on this table.

| POS | DRIVER (CAR/CARS) | O/ALL | CL | TOT |
|-----|---|-------|----|-----|
| 1 | Adam Sharpe (BMW M3) | 4 | 0 | 4 |
| 2 | Rob Spencer (Stuart Taylor Locosaki) | 4 | 0 | 4 |
| 3 | John Murphy (Van Diemen RF90) | 2 | 2 | 4 |
| 4 | Ben Winrow (BMW 320i) | 3 | 0 | 3 |
| 5 | Tom Sharp (Ginetta G55) | 3 | 0 | 3 |
| 6 | Steve Dance (SHP Pickup) | 3 | 0 | 3 |
| 7 | Dominic Evans (Caterham CSR 260) | 3 | 0 | 3 |
| 8 | Ken Savage (Lotus Elise S1) | 2 | 1 | 3 |
| 9 | Tristan Cliffe (Dallara F398) | 2 | 1 | 3 |
| 10 | Lewis Hopkins (Volkswagen Golf GTI Mk2) | 1 | 2 | 3 |
| 11 | Rob Boston (Mazda MX-5 Mk3) | 2 | 0 | 2 |
| 12 | Andy McLennan (Suzuki Swift GTi) | 2 | 0 | 2 |

Repechage, consolation, 'overflow entry' and handicap races not included. Races/classes must have minimum six starters. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

Donington Historic Festival

Famous Rover P6 reappears on track

THE FAMOUS EX-BILL

Shaw Racing Rover P6 broke cover at Donington Park last Thursday after a four-year restoration.

Current owner Ian Giles has had the car painstakingly restored after it was discovered in a lock-up garage in Exeter. He plans to race it in the new JD Classics series this season.

Although running at Donington was curtailed after a single lap due to engine maladies, he went on to drive the car again at Silverstone last Friday.

The unique car was built in 1970 as a prototype, powered by a Traco V8 engine, with a view to Rover entering

the 1971 British Saloon Car Championship. Built by Bill Shaw Racing on behalf of the British Leyland competitions department, it was raced in 1970 club events by Roy Pierpoint.

Despite some success, the project was axed at the end of the year when the BL competitions department was disbanded. The Rover was sold to Alec Poole, who then had some success racing with the car in Ireland.

Giles hopes to race it for the first time at the Donington Historic Festival on the weekend of April 30-May 1.



P6 only managed one lap at Donington

Porsche takes on BMW in Snetterton saloon thrash

The new CSCC Deutsche Marque series got off to a steady start at Snetterton last weekend. Thirteen cars qualified and 12 started the race, which was won by George Mutteen's Porsche 944 (third in pic).



Knapfield will race Kremer-Porsche 962

Group C/GTP

Kremer-Porsche is back

Long-time historic racer Paul Knapfield purchases striking Le Mans racer for Group C events as 26 cars get set for 2011 season opener



SUCCESSFUL HISTORIC RACER PAUL Knapfield is set to make his debut in the Group C/GTP Racing series this season with an Kremer-Porsche 962CK.

The 61-year-old, who is best-known for racing the Can-Am Ferrari 712 and a Ligier-Cosworth JS2, has purchased two Kremer-Porsches together with a consortium of collectors. Knapfield expects to race one of them, chassis CK6-09 formerly owned by Don Grice, in the Group C/GTP series later this year.

Knapfield, whose Porsches will be looked after by Group C restoration expert Phil Stott, said: "There's something about a Porsche; the 962 is an iconic car. The plan is to race the car some time this season."

The German Kremer team developed its own version

of the successful 962 around a TCP Prototypes-built aluminium honeycomb monocoque. Chassis 09 raced at Le Mans in 1991 and '92 in Canada Shoes and Hawaiian Tropic liveries respectively.

Knapfield's earlier car, a Leyton House-liveried 1989 car, was tested by Stott at Donington Park, scene of the series opener on April 30/May 1, and for which 26 cars are entered. The car suffered a minor engine glitch.

Also out at the test was the first Spice chassis, SE86C-001, which won the Group C2 section of the 1986 World Sports-Prototype Championship with Gordon Spice and Ray Bellm. The car will be driven in selected Group C/GTP events by its new owner, Porsche Carrera Cup regular Tommy Dreelan, and GT racer Aaron Scott.

Historic Formula 2

Catlow to race Historic F2 Ralt

FORMER SINGLE-SEATER AND

sportscar racer Mike Catlow is among a number of new entries to European Historic Formula 2 this season.

Catlow will drive a Ralt RT1 in the category from round two, the Donington Park Historic Festival at the end of the month.

GP Masters race winner Dave Methley (ex-Kim Mather Chevron B35D) and Hugh Price (Chevron B42) are also

set to join the series at Donington.

All three shook down their cars last week, along with other entries preparing for the season opener at Hockenheim this weekend.

Leading runners include Matthew Watts (March 772) and 2009 champion Martin Stretton (March 742), while Richard Eyre (ex-Alex Ribeiro March 782) and Steve Tandy (Chevron B40) are new combinations in the pack.

Catlow has tested lurid green RT1



IN BRIEF

GT ACE Phil Keen drove the Moore Racing Mosler MT900 (below) in the first BRSCC Euro Saloon and Sports Car race



at Silverstone last weekend, in preparation for a Belcar campaign. Keen qualified on pole by 3.7

seconds and dominated the race, but was not eligible for points.

FORMER GINETTA Junior racer David Moore scored a best result of 15th on his British Formula Ford debut at Silverstone last weekend. His Tockworth Motorsport Ray team-mate Jacob Jackson took a best of 14th.

REIGNING MGOC champion Martin Wills has shelved plans to switch to Mini Miglias this season (see AUTOSPORT, November 4 2010). Having retained his title-winning MGF and scored a win at Brands Hatch last weekend, he plans to contest a selected programme of MGOC races instead.

IRISH ROADSPORTS racer Brian McGoldrick, who was critically injured in a crash at Kirkistown last month, is recovering. His speech has improved, but potential visitors have been asked to stay away until he has recovered further.

FORMER BRITISH Saloon Car racer Colin Youle returned to Snetterton last weekend – 50 years to the day from his first motor race. “It was just lovely to finish. Fifty years ago, I never thought I’d be here today,” said Youle, who drove a Jaguar XK120 in Classic K.

EX-FORMULA 1 racer-turned-TV presenter Tiff Needell is to take part in a hillclimb at Gurstons Down this Saturday. He will share a three-litre Yamaha V8-powered Ariel Atom with Jonathan Smith for a feature in an upcoming edition of TV programme *Fifth Gear*.

SUCCESSFUL CSCC racers Simon Taylor and John Hammersley debuted a newly restored Vauxhall Astra GTE in the Future Classics race at Snetterton last weekend (above). The 20-year-old former rally car has been extensively renovated by Fives Garage.



JUST FIVE cars started the CSCC’s Magnificent Sevens race at Snetterton last weekend. The event (won by Grahame Tilley’s C400) was held back to the end of the meeting following two red flags on Saturday. The delays to the programme also forced the cancellation of the first Sports V Saloons race.

Masters Historic Racing

Voyazides and Hadfield star in Catalunya

LEO VOYAZIDES AND SIMON

Hadfield were the stars of the Catalunya Classic Revival at Barcelona last weekend as they teamed up to take three wins from a busy programme.

Their first victory came on Sunday morning, as they annihilated the Pre-66 Touring Car field in Voyazides’s Ford Falcon Sprint. The Bruce Stevens-prepared car had to fend off the similar model of Rob Hall in the opening stint, but once Hall handed over to owner Martin Melling,

Hadfield was able to power away.

More success came in the second Gentlemen Drivers Pre-66 GT race on Sunday. Having been vanquished by Martin Stretton/Jon Minshaw (Jaguar E-type) in Saturday’s two-hour event, their AC Cobra fended off the Jaguar in the 40-minute race. Minshaw’s E-type was struggling to pick up out of the corners, meaning Stretton was unable to challenge Hadfield.

Win number three came in the World Sportscar Masters race for Pre-74 sports

cars, in which Voyazides had to work hard in the opening stint to fend off the similar Lola T70 Mk3B of Dutchman David Hart. They ran together for the race’s first half, blighted by a safety-car period for oil dropped by Jamie Boot’s Chevron B16. Hart raced solo in the 26-degree heat and could not match Hadfield’s pace in the second stint.

Ian Khan (Osella PA1) ran with the more powerful Lolas early on, only for the throttle to jam open. Khan had to park the car before GT ace Allan Simonsen could get on board, although the Dane had qualified second.

Rob Hall (Matra MS670B) won both Interseire Revival races, while Christian Glasel defeated fellow Brabham BT49 driver Joaquin Folch for a GP Masters double. They teamed up in Glasel’s Mercedes C11 to blitz the inaugural Masters Sports-Prototype races for Group C/GTP machines.



Ford Falcon annihilated Pre-66 touring car field

P94 Ford Mustang fever

Knockhill

New kerbs cause fresh controversy

SCOTTISH CIRCUIT

Knockhill has reprofiled some of its kerbs in an effort to stop drivers cutting corners, but has caused some to raise fresh safety concerns.

New raised mounds of asphalt have been placed on the inside of some existing kerbs at the track to act as a deterrent. The kerbs are part of £100,000 of safety works at the track for this season.

Circuit manager Ian Forrest explained the need to provide a level playing field for drivers and put an end to the

controversy of corner cutting, which had become a significant problem at the Fife track.

Opinions were divided on the success of the new ‘hot dog’ kerbs, with some competitors at the first SMRC meeting of the year last weekend saying the new kerbs acted as launching ramps.

Fiesta ST racer John Sheridan wrote his car off in a multiple barrel roll at the chicane. Contact with George Orr caused Sheridan to strike the kerb, which launched his Fiesta into a series of rolls.

Guards Trophy

Porsche 910 set for UK races

A PORSCHE 910 WILL RACE

in Britain this season, in the hands of London restaurateur Rainer Becker.

Powered by two-litre and 2.2-litre engines, the model was successful in international sportscar racing in the 1960s. Its finest hours were 1-2-3s in the Targa Florio and Nurburgring World Sportscar Championship rounds in 1967.

Becker, who tested his two-litre version at Donington Park last week, will appear at the circuit’s Historic Festival later this month.

He also plans to contest the Silverstone round of the Historic Sports Car Club’s Guards Trophy. It will be the first time a 910 has taken on the dominant Chevrons in the series.

Becker will take on B8s in Guards Trophy



Formula Ford 1600

US racing convert impresses on FF1600 debut



Ahmed went well in Hardman’s Ray

FORMER SKIP BARBER RACER Abdul Ahmed made his UK racing debut at Silverstone last weekend, driving the ex-Jordan Skinner Ray for Don Hardman Automotive in the BRSCC FF1600 Triple Crown event.

The aerospace engineer, who was born in India and grew up in Libya before going on to study in the US, will commute across the Atlantic for each race weekend.

“I was told that if I could do well racing in the UK, I would be able to do well anywhere,” said Ahmed.

“So I looked on the internet at Formula Ford, saw Don’s name and contacted him.”

Ahmed – who plans to contest further BRSCC and other major FF1600 events – finished the first race in second, but tangled with Oliver White in the sequel.

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Slaghekke took early title lead

IN BRIEF



NIPPON CHALLENGE

Jason West (Nissan 200SX) controlled race one until his engine dropped a cylinder, allowing Andy McLennan through to the first of two wins in his Suzuki Swift (above). Ben Anderson (Subaru Impreza) led race two, but broke a driveshaft.

OPEN SPORTSCARS

Graham Cole lapped in the 53s bracket as he twice defeated 2010 champion Tony Sinclair. Behind the Jades, best of the rest was the Radical SR8 of Alan Hogg.

EURO SALOONS

Dave Cockell effectively won both races in his Ford Escort Cosworth, although the non-points-scoring Mosler of Phil Keen finished ahead in the first race. Nick Williamson headed Cockell on Saturday until gremlins struck at the end. Andy Robinson powered his Falcon from 32nd to second on Sunday.

FIESTA SI/ZETEC

The slim entry could have fitted onto the back of the ST grid, but that would have denied 26-year-old karting graduate John Langridge outright wins in each of his first two car races.

BRSCC PORSCHE

The expanding Boxster line-up was headed by Dave Clark, who had the edge over Gerry Taylor all weekend. Jayson Flegg was the best 924 driver.

FF1600 TRIPLE CROWN

Having stepped back from Duratecs, Cormac O'Neill (below) got a confidence-boosting maiden double in Kents. The margin was 8s in the first race, but newcomers Abdul Ahmed and Oliver White were poised to challenge O'Neill on Sunday until they tangled.



BRITISH FORMULA FORD, SILVERSTONE, APRIL 9-10

Fight starts early in Formula Ford

JAMUN RACING VS JTR.

It's been one of the hardest-fought rivalries of British Formula Ford since 2007 and, if Silverstone's opening round is anything to go by, the battle may go up a notch this season.

The two Mygale squads dominated proceedings, filling the podium between them across the three races. And, not for the first time, there was controversy.

Things were relatively civil in race one. Snap oversteer limited 2010 series runner-up Scott Malvern to third in qualifying – to team-mate Jeroen Slaghekke and JTR's Geoff Uhrhane – and hampered him in race one, but he grabbed an early lead.

As he struggled to hold off Uhrhane, a tight bunch formed behind them, and the top six ran as one for much of the race. Uhrhane

edged ahead a couple of times, but Malvern was able to respond and hold on to victory by less than a tenth.

While they kept it clean JTR's Dan de Zille found himself "boxed into a move I didn't want to make" and ended up hitting the side of Jamun's Nick McBride at Luffield, though McBride survived to secure third.

Things got worse in race two. Malvern again grabbed the lead, only to fall to seventh after a tussle with Uhrhane at Becketts. He charged back to second, then tried a move around the outside at Brooklands. Uhrhane ran him out wide and Malvern wouldn't back off. He went across the grass and into the side of his rival, putting himself out and delaying Uhrhane.

Slaghekke, who had been shuffled back to fifth in race one, took the lead and held



Uhrhane impressed on Brit Fford debut

off de Zille and Tristan Mingay for his first win.

Slaghekke fought Uhrhane for the lead in race three, but only after more contact between the Aussie and Malvern had forced the Briton out at Brooklands.

Uhrhane later pulled clear, leaving Slaghekke to fall prey to de Zille. Third was nevertheless enough for the Dutchman to top the table by staying out of trouble.

● Kevin Turner

RESULTS

RACE 1 (19 LAPS) 1 Scott Malvern (Mygale SJ11); 2 Geoff Uhrhane

(Mygale SJ09) +0.077s; 3 Nick McBride (Mygale SJ11); 4 Antti Buri (Mygale SJ08); 5 Jeroen Slaghekke (Mygale SJ11); 6 Richard Goddard (Mygale SJ11). **Fastest lap** Slaghekke 58.200s (101.38mph) **record.**
RACE 2 (18 LAPS) 1 Slaghekke; 2 Dan de Zille (Mygale SJ09) +0.225s; 3 Tristan Mingay (Mygale SJ09); 4 Philippe Layac (Mygale SJ10); 5 Jesse Anttila (Ray GR11); 6 Goddard. **FL** Malvern 58.250s (101.29mph).
RACE 3 (17 LAPS) 1 Uhrhane; 2 de Zille +1.980s; 3 Slaghekke; 4 McBride; 5 Buri; 6 Luke Williams (Mygale SJ10). **FL** Uhrhane 58.313s (101.18mph).
Points 1 Slaghekke, 75; 2 Uhrhane 68; 3 de Zille, 62; 4 Goddard, 52; 5 Mingay, 50; 6 McBride, 46.

FORD FIESTA ST, SILVERSTONE, APRIL 9-10

Grady is best of the bunch as new blood hits Fiestas

AN IMPRESSIVE LINE-UP of newcomers could not prevent top returning driver David Grady from completing a double Ford Fiesta ST win in what is becoming an increasingly credible alternative to the Renault Clio Cup.

The Leicester driver was not headed during any of

the 36 laps, and seemed capable of controlling the gap back to his rivals.

His nearest challengers proved to be the Cockill brothers, with last year's Zetec champion Harry finishing second in both races. He admitted to making the odd mistake in race one, but still finished 11

seconds clear of brother Edward (winner of the 2010 Si title), whereas in the second race the gap between the brothers was a fraction of a second at the end.

Ex-Combe champion Jason Cooper ran in the top three of race one but was hauled in for a drive-through penalty for going off-piste

too often, although he was adamant that he had not gone 'four wheels off'. He therefore started from row eight for the second race, and was up to fifth when Mike Bushell tangled with him at Luffield, relegating Cooper to seventh.

Formula Vee and Stock Hatch graduates Ash Sutton and Matthew Foley ran in close proximity in both races, with Sutton getting the best result – fourth in race two, after passing Bushell at Brooklands.

● Ian Sowman

RESULTS

RACE 1 (18 LAPS) 1 David Grady; 2 Harry Cockill +2.454s; 3 Edward Cockill; 4 Michael Bushell; 5 David Abbott; 6 Matthew Foley. **FL** Grady 1m09.533s (84.85mph).
RACE 2 (18 LAPS) 1 Grady; 2 H Cockill +3.543s; 3 E Cockill; 4 Ashley Sutton; 5 Bushell; 6 Foley. **FL** Grady 1m09.648s (84.71mph).



Grady topped fine Fiesta ST entry



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Touring Greats got off to a flying start

BRANDS IN BRIEF



PETER BEST CHALLENGE

Ex-Metro charger Dan Ludlow (70) made a smooth transition to his new ZR and won both races. Ludlow fought back well after a poor getaway in race one and was never headed in race two.

MG TROPHY

Former champ Christopher Bray and reigning incumbent Paul Streather shared the spoils. The ZR-mounted duo took a win and a second place apiece following two crowd-pleasing tussles.

PORSCHE GT3 CHALLENGE

You don't win five titles without a decent degree of ability, and Mini Challenge ace Oly Mortimer looked like he'd been driving big, potent Porsches all his life as he bagged both race wins from returnee Graeme Mundy.

EQUIPE GTS

James Cottingham (MGB) won both encounters in impressive style. His winning margin in Sunday's race was stretched further when Brian Lambert misunderstood a flag signal and completed an unnecessary drive-through penalty.

TIN TOPS

Polesitter Richard Brent (Peugeot 205 GTi) was never headed en route to two wins. Entertaining race-long scraps for second place, between Andy Woods-Dean and David Cox, went AW-D's way both times.

MGOC

Despite his water temperature gauge going into orbit, Martin Wills (MGF) held off Will Sharpe (ZR160) to win race one. With Wills (below) sidelined due to a blown head-gasket, Sharpe went one better in the later race.



MG METRO CUP BRANDS HATCH INDY, APRIL 9-10

Honours shared in Metro thrillers

JAMES DUNKLEY and Mike Williams both claimed a win as the 2011 MG Metro Cup got underway last weekend.

And in an age of shortlived sponsorship deals, Drayton Manor Park's 16-year tenure with the series is a remarkable rarity, its loyalty being rewarded with decent sized grids of well presented cars.

In race one, the top four circulated as one before splitting into pairs, Dunkley asserting his authority over erstwhile leader Williams at one-third distance.

Williams then came under attack from Mark Bellamy – and also the race organisers, who weren't impressed with his (lack of)

respect for the track's limits. A drive-through penalty cost him dear and he finally came home fifth. Things went little better for Bellamy, who lost drive on the final lap and coasted home fourth, behind Andrew Ashton and Dick Trevett.

Now well aware of the white lines, Williams made no such errors in race two. A crisp start from pole helped him to control the pace from the outset and, having seen off the early advances of both Dunkley and Ashton, he slipped clear.

With Dunkley staking his claim to second, Ashton then came under attack from Bellamy, but he held his nerve to secure the final



Metro Cup produced two dramatic races

podium spot. Trevett was a lonely fifth, while fellow long-time Metro racer Tony Howe made amends for his early retirement from race one by finishing sixth.

Just outside the top six in both races, Iain Patterson wrapped up Class B honours both times to lay down an early marker to his rivals.

● Dud Candler

RESULTS – RACE 1 (16 LAPS)

1 James Dunkley (Turbo); 2 Andrew Ashton (GTi) +8.654s; 3 Dick Trevett (Turbo); 4 Mark Bellamy (Metro); 5 Mark Williams (Rover 100); 6 Paul Ashton (Metro).

Fastest lap Ashton 58.889s (73.27mph). **RACE 2 (16 LAPS)**

1 Williams; 2 Dunkley +3.607s; 3 Ashton; 4 Bellamy; 5 Trevett; 6 Tony Howe (Turbo). **FL** Williams 58.597s (73.63mph).



Elderly 911 Carrera won in Porsche Club

PORSCHE CLUB BRANDS HATCH INDY, APRIL 9-10

Paragon man doubles up as Porsches reach curfew

WITH HIS NEW CAR not ready, Paragon boss Mark Sumpter wheeled out his elderly 911 Carrera to win both races.

Returnee Ben Demetriou (in a new 968CS) gave him plenty to think about, as a combined winning margin of just 1.6 seconds reflects.

Peter Morris led the pursuers in race one until clutch failure sidelined him. Demetriou then took up the cudgels. Miles Masarati then ran third until gearbox failure.

His misfortune elevated Kevin Harrison, who'd undone a ballistic start (row four to second into

Paddock) with a grassy off at Graham Hill Bend.

The circuit curfew cut short race two, in which James Hilliard reversed earlier form with Harrison for the final podium spot.

● Dud Candler

RESULTS – RACE 1 (28 LAPS)

1 Mark Sumpter (911 Carrera); 2 Ben Demetriou (968CS) +0.557s; 3 Kevin Harrison (964 C2); 4 James Hilliard (968CS); 5 Paul Winter (968CS); 6 Richard Ellis (993 C2). **FL** Sumpter 54.275s (79.50mph).

RACE 2 (18 LAPS) 1 Sumpter;

2 Demetriou +1.108s; 3 Hilliard; 4 Harrison; 5 Chris Dyer (944 S2); 6 Paul Follett (968CS). **FL** Demetriou 54.207s (79.60mph).

HRDC BRANDS HATCH INDY, APRIL 9-10

Good start for Thurgood

STRONG FIELDS FOR Julius Thurgood's new HRDC series brought out cars rarely seen outside major historic meetings.

A cracking lead battle in Grand Touring Car Greats between the Austin-Healey Sprite variants of Rae Davis and Shaun Rainford paved the way. They traded the lead on numerous occasions until Davis's engine went off song, even if he did manage to keep going in a distant second. Almost unnoticed and around three-quarters of a lap adrift, Gordon Elwell was third.

The Touring Greats field was bigger and more diverse. Conditions became tricky when fifth-placed Richard Butterfield's Jaguar 3.4 Mk1 dumped an oil slick from Clark Curve to Paddock Hill Bend.

Turning back the clocks to the times of legendary Austin A40 giant-slayers Doc Shepherd and Mick Cave, fellow A40 Farina pedaller Mark Daniell was never headed.

John Burton (the only XK driver in the field) led the chasers at a respectful distance, with Mk1-saloon-mounted Nigel Webb allowing his fellow Jaguar driver precious little respite.

Until he spun, the highly entertaining William Lynch (Austin A35) had kept Webb on his toes. Lynch got going having lost just one place, but finished the race at much reduced pace.

● Dud Candler

RESULTS – GRAND TOURING GREATS (30 LAPS) 1 Shaun

Rainford (Lenham SS); 2 Rae Davis (A-H Sprite) +16.621s; 3 Gordon Elwell (Sebring Sprite); 4 Paul Woolmer (Sebring Sprite); 5 Brian Arculus (WSM Midget); 6 Mike Haigh (Lenham Le Mans). **FL** Rainford 59.552s (72.45mph).

TOURING CAR GREATS (29 LAPS)

1 Mark Daniell (Austin A40 Farina); 2 John Burton (Jaguar XK120 FHC) +8.444s; 3 Nigel Webb (Jaguar 3.4 Mk1); 4 Nick Naismith (Austin A95 Westminster); 5 William Lynch (Austin A35); 6 James Turner (Ford Zodiac Mk2). **FL** Daniell 1m01.236s (70.46mph).



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Scragg's immaculate E-type won Classic K

IN BRIEF



MORGAN CHALLENGE

Russell Paterson survived a challenge from Matthew Wurr to win a lively race at Snetterton. Wurr filled Paterson's mirrors for much of the race before slowing with fuel issues, allowing early spinner Tom Andrew's Aero 8 to claim second on the final lap.

JAGUAR XJS/SALOONS

Having overhauled fast-starting Gail Hill for the lead early on, and put down a mid-race insurrection from Chris Palmer, Richard Dorlin won race one at Snetterton. A determined Palmer passed Dorlin at Agostini and held on to win race two.

FUTURE CLASSICS

With early leader Trevor Knight's Porsche 911 dropping out of contention after electrical problems at handover to Tony Jardine, Ed Mercer's Morgan took victory on the road at Snetterton. But exclusion for a yellow-flag infringement promoted Nick Olson's Lotus Esprit to top spot.

SPORTS V SALOONS

Despite tumbling down the order at the start, poleman Pascal Green (Caterham) recovered from fifth on the first lap of Snetterton to overhaul Russell Paterson's Morgan and win. "I forgot it was a rolling start!" he admitted.

CLASSIC K

Chris Scragg was a sure-footed Snett victor at the wheel of his immaculately prepared E-type. The late retirement of Allen Tice/Chris Conoley's Marcos from second rewarded the impressive charge of John Bussell's E-type.

CLASSIC FF2000

Ian Pearson's first showing of the season heralded two victories at Pembrey, after entertaining battles with Tom Pope.

WELSH SPORTS/SALOONS

Dom Evans (Caterham CSR 260) took three convincing wins at Pembrey, each time ahead of David Krayem (Ginetta G50).

SWINGING SIXTIES SNETTERTON, APRIL 9-10

Terrific Triumph tussle at Snett

THE SWINGING SIXTIES started their new season as they ended 2010: as one of CSCC's most popular series.

Their entry was again split between two races, with the Triumph TR4s of Roy Chamberlain and Kevan Hadfield bringing the Group One event alive.

Chamberlain stole the early initiative, after the pole-winning Healey Sprite of Tim Cairns/Richard McKoen hit problems. But he soon found Hadfield in his wheeltracks, and it wasn't long before his rival squeezed past at Agostini.

Once the dust settled after the mid-race pitstops, they resumed their duel, which swung back in Chamberlain's favour when he inadvertently nerfed Hadfield out of the way.

"He couldn't get past, so he thought maybe Touring Car style would work!" Hadfield joked.

Undeterred, Hadfield set about hauling himself back into contention, and was helped when Chamberlain lost second and third gears

going onto the final lap. Hadfield edged past, only to lose third himself, allowing Chamberlain to sweep past for a remarkable triumph.

Mark Campbell (TR5) made it look easy in Group Two, leading from pole to flag and always in control. ● Oliver Timson

RESULTS

SWINGING SIXTIES - GROUP ONE

(18 LAPS) 1 Roy Chamberlain (Triumph TR4); 2 Kevan Hadfield (Triumph TR4) +2.619s; 3 Steve Chapman (Triumph TR4); 4 Steve

Adams (Triumph Spitfire); 5 Andy Vowell (Triumph Spitfire); 6 Glenn Canning (NSU TT). **Class winners** Adams; Canning; Chris Blewett (Ginetta G4). **Fastest lap** Hadfield 2m22.365s (75.07mph). **GROUP TWO (18 LAPS) 1 Mark Campbell (Triumph TR5); 2 Simon Lane (Chevrolet Camaro) +50.191s; 3 Al Fleming (Lotus Elan 26R); 4 Richard Plant (Morgan Plus 8); 5 Wayne Langridge (Ford Mustang); 6 Philip Rothwell (Lotus Elan S3). CW Lane; Fleming; Jon Wolfe/David Thompson (Ford Falcon Sprint); Michael Gray/Kallum Gray (Jaguar E-type). FL Campbell 2m13.603s (79.99mph).**



Chamberlain leads Hadfield's similar TR4

PICKUPS PEMBREY, APRIL 9-10

Grindrod gets a double

NIC GRINDROD CAME out on top at Pembrey after his title rivals hit trouble.

After an early safety car in race one — caused by rookie Nick White going off at Honda — Grindrod made a break at the front.

Points leader Steve Dance banged wheels with Carl Boardley at Brooklands, which gave Dance a puncture and dropped him to 11th.

Dance resisted a last-lap lunge from Grindrod to win race two, after a three-truck fight with Boardley.

Simon Carr initially held the lead from pole in the

final race, before eventually being overhauled by Grindrod and Dance.

● Jack Nicholls

RESULTS

PICKUPS

RACE 1 (15 LAPS)

1 Nic Grindrod; 2 Michael Smith +8.65s; 3 Lee Rogers; 4 Carl Boardley; 5 David Longhurst; 6 Neil Tressler. FL Grindrod 1m04.55s (81.20mph). RACE 2 (12 LAPS)

1 Steve Dance; 2 Grindrod +0.34s; 3 Boardley; 4 Phil White; 5 Smith; 6 Simon Carr. FL Grindrod 1m04.46s (81.32mph). RACE 3 (16 LAPS)

1 Grindrod; 2 Dance +0.40s; 3 Carr; 4 White; 5 Longhurst; 6 Smith. FL Boardley 1m04.32s (81.49mph).



Pickup field produced three fine Welsh races

TIN TOPS SNETTERTON, APRIL 9-10

Tin Tops all change at the end with last-lap Broadside

THE TIN TOPS PUT ON a great show, with four cars vying for the lead going onto the final lap.

It was Hondas to the fore, as Nigel Ainge's Integra and Simon Taylor's Civic were separated by less than a second for the first half. Not far behind, Mark Livens (Civic) held off Rob Addison (MGZR).

Ainge's team-mate Alan Broad fell to fourth at the stops, so Taylor's partner John Hammersley led from Robert Dyball (who replaced Livens) and soloist Addison.

A misfire threatened to stymie Hammersley's progress, allowing Dyball to snatch the advantage.

"I tried turning all the pumps on and off, and was ready to pull off, but when I turned them back on again it cleared!" he said.

Onto the penultimate lap, Dyball, a reinvigorated

Hammersley and Addison were tied together, with Broad closing fast. The feisty Hammersley retook first as the leaders sped out of Agostini for the last time, with Broad snatching third from Addison.

They hurtled together down the Bentley Straight, with an inspired Broad surging into the lead under the bridge for a dramatic win.

● Oliver Timson

RESULTS

TIN TOPS (17 LAPS) 1 Nigel Ainge/Alan Broad (Honda Integra DC5);

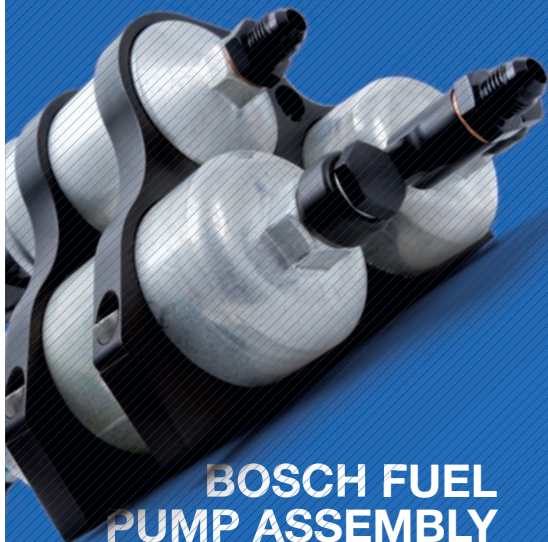
2 Simon Taylor/John Hammersley (Honda Civic Type R) +1.105s; 3 Mark Livens/Robert Dyball (Honda Civic Type R); 4 Robert Addison (MG ZR160); 5 Joe Gatt/Tom Gannon (Honda Integra DC5); 6 Thomas Barley (Peugeot 205 GTi). CW Addison; Alex Daly (VW Golf Mk1); Marshall Groves (Alfa Romeo 33); Ray Kershberg (Austin Metro). FL Broad 2m13.158s (80.26mph).

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| Sunday April 17th | Sandown Park |
| Sunday May 15th | PF International |
| Sunday June 12th | Milton Keynes |
| Sunday July 24th | Lydd |
| Sunday Aug 21st | Wilton Mill |
| Sunday Sept 11th | Milton Keynes |
| Sunday Oct 9th | Sandown Park |
| Sunday Nov 13th | Milton Keynes |



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IN BRIEF



CLASSIC SPORTS/SALOONS

Andrew Smith (above, right) might have taken both wins at Knockhill, but last year's overall champion John Marshall (above, left) was the star in the first race. He risked all on an oily track and grabbed the lead only to slow with low fuel late on.

SCOTTISH FIESTAS

Dave Colville took both wins at the wheel of his XR2. The races at Knockhill were beset with incident as Peter Cruickshank and Russell Milloy clashed, the latter excluded from race one.

FORMULA LIBRE

A non-start from Sylvie Mullins allowed Dan Daly to take an easy race win from Donal Griffin in the first race at Mondello. Mullins returned for a tighter second race, as he fended off stiff pressure from Daly.

FORMULA VEE

Some audacious passes allowed Paul Heavey to recover from a bad start at Mondello to finish third. Lee Newsome took the race win despite a last-gasp push from Ray Moore.

MERIDIAN CHALLENGE

Two interesting duels brightened up the inaugural Meridian 14/16 Challenge at Lydden. Ken Welch (Mini) eventually squeezed past early leader Stephen King to claim victory, while Tristram Barden completed a Mini 1-2-3 once he had overcome the twitchy Peugeot of William Hornsey.

LYDDEN SPORTSCARS

Mark Burton's Jade Trackstar (below) stormed away to win both rounds of the SEMSEC Sports Racing Championship from Charles Harvey-Kelly (Radical SR4). The same duo also dominated the South East Challenge encounter.



SCOTTISH MINI COOPER CUP KNOCKHILL, APRIL 10

Sleighs bring new threat to Covey

SCOTTISH MINI

Coopers look in good health as the series opened the curtain on the 2011 Scottish Motor Racing Club season.

Twelve newcomers joined the 18-car field and last year's Scottish XR2 champion Tim Sleigh immediately rose to the top of the rookie pile.

Former champion Vic Covey qualified on pole but made a slow start in the first race and lost out to both Chris Smiley and a feisty Sleigh.

The newcomer was in no mood to settle for second and had a good run on the leader approaching the tight

Butchers corner. With an ever-decreasing gap, neither driver seemed prepared to concede and the subsequent contact sent Smiley into the tyre barrier.

Sleigh assumed the lead and held it to the flag but could not win the backing of the stewards, who gave him a driving standards penalty that dropped him down to fifth.

With an inherited win, Covey took a much feistier victory in the second encounter, topping a three-car battle with the Sleigh brothers. Tim snatched second from brother David on

Daly (1) was a Mondello winner



Tim Sleigh was quick and controversial

the drag to the line.

Tim went one better in the third race to make amends for his earlier disappointment, taking a comfortable win from his brother after an early challenge from Kyle Reid faded.

Smiley finally got a result his rapid pace deserved by taking the final podium place, behind the brothers. ● Jonathan Crawford

RESULTS – RACE 1 (8 LAPS) 1 Vic

Covey; 2 David Sleigh +1.297s;

3 Kyle Reid; 4 Adam Leitch;

5 Tim Sleigh; 6 Hamish Brandon.

Fastest lap T Sleigh 1m03.826s

(72.20mph). **RACE 2 (8 LAPS)**

1 Covey; 2 T Sleigh +0.394s;

3 D Sleigh; 4 Reid; 5 Leitch;

6 Steven Clarke. **FL** Chris Smiley

1m04.214s (71.76mph).

RACE 3 (8 LAPS) 1 T Sleigh;

2 D Sleigh +3.660s; 3 Smiley;

4 Leitch; 5 Covey; 6 Clarke.

FL Smiley 1m03.949s (72.06mph).



Hayden didn't even need to look ahead all the time

IRISH TOURING CARS MONDELLO PARK, APRIL 10

Hayden beats the pack but loses to a Honda Savage

THE DECISION TO SPLIT the ITCC into two classes provided the most exciting racing at Mondello last weekend, with the Touring class showing up the big names in Super Touring.

There was action to be had all over the track. To the forefront came a five-way duel between Paul Fitzpatrick, Robert Savage, Mark Nagle, Anthony Murtagh and Tommy Holmes in the midfield, but nothing could be done about the Honda Integra of Gareth Hayden. He finished over two seconds clear of David Walsh's Nissan Silva.

Walsh had a big impact on the second race, with a sizeable off bringing out

the safety car. This helped Hayden as he stormed through the field. A brave move got him past Norman Fawcett, but try as he might Hayden could not deny the Integra of Robert Savage a maiden victory.

● Paul Healy

RESULTS - RACE 1 (12 LAPS)

1 Gareth Hayden (Honda Integra);

2 David Walsh (Nissan Silva)

+2.25s; 3 David Clarke (VW

Golf); 4 James Mannion (Integra);

5 Fergal Bowes (Peugeot 306 GTi);

6 Brian Fitzpatrick (Honda Civic).

FL Clarke 1m03.75s (104.47mph).

RACE 2 (12 LAPS) 1 Robert Savage

(Integra); 2 Hayden +1.15s;

3 Norman Fawcett (Integra);

4 Mannion; 5 Eric Carroll (Honda

Integra); 6 Fitzpatrick. **FL** Hayden

1m03.85s (104.31mph).

SEMSEC SALOONS LYDDEN, APRIL 9

Richards just beats Craig

LYDDEN'S FIRST meeting of the season started with a cracking SEMSEC Saloon Championship round.

Bill Richards (Mini) took pole, but it was Nigel Craig (Subaru) who sped away at the start. Nevertheless, Richards soon closed in and seized the advantage at the hairpin on lap three.

Craig fought back immediately and for the remaining laps they chopped and changed: the Subaru had more power while the Mini could carry more corner speed.

At the last bend Craig shaped up to pass on the inside, but Richards had it covered and the Subaru was still a length behind as they flashed across the finish line.

"Nigel's certainly got some power in that bloody

thing," said Richards. "I had to drive really defensively."

Consequently Stephen King moved a lot closer towards the end but he ran out of laps and had to settle for third in his Mini.

In the second encounter Richards just held off Craig again, but this time Tony Skelton's Renault Clio demoted King to fourth.

● Kerry Dunlop

RESULTS - RACE 1 (12 LAPS) 1 Bill

Richards (Rover Mini Clubman);

2 Nigel Craig (Subaru Impreza)

+0.388s; 3 Stephen King (Rover

Mini); 4 Tony Skelton (Renault Clio

Cup). **Class winners** Craig; King;

Mary Grinham (Maguire Mini).

FL Richards 46.059s (78.15mph).

RACE 2 (15 LAPS) 1 Richards;

2 Craig +0.513s; 3 Skelton; 4 King.

CW Craig; King; Gareth Smith (Audi

S4). **FL** Craig 46.142s (78.01mph).



Richards and Craig put on a great show

Mighty Mustang racer



BEN ANDERSON jumped at the chance to handle a 1960s American muscle car in the Masters Historic season opener

British driver, in British team, wins British Touring Car title for American manufacturer. Sounds like a familiar story doesn't it? In 2010, the Jason Plato/Team RML/Chevrolet Cruze combination returned the United States of America to the top of the BTCC pile, after a long spell of Vauxhall, Honda (and BMW) domination, but the American marque most synonymous with success in the series is Ford, which first took control of the category in the 1960s.

Before the gigantic Ford Galaxie arrived in the British Saloon Car Championship in '63, you needed a Jaguar to be successful. But Jack Sears and Ford's 7-litre V8-engined monster changed all that, before handing the baton to the (relatively!) nimbler Mustang, which Roy Pierpoint used to lift the 1965 crown for Alan Mann Racing. In fact, the only person able to stop Mustangs cleaning up completely in '65 was legendary (and ex-Ford Galaxie, incidentally) racer Jim Clark – in a Ford Lotus Cortina.

Associations like Masters Historic

Racing are all about re-living the glory days of yore, and its 2011 season opener at Oulton Park (scene of a Pierpoint win in '65) set up a tantalising Cortina/Mustang re-match.

Former AMOC champion Roy Stephenson kindly agreed to share his race-winning '65 primrose-yellow Mustang with AUTOSPORT, and we are set to do battle with the hordes of Austin Mini Coopers and Lotus Cortinas that make up the bulk of the Masters Pre-1966 Touring Car entry. There's even a Ford Falcon, a Jaguar MK2 and a couple of Alfa Romeo Giulias thrown in for good measure!

"It's not the fastest car out there, but it's a straight, FIA Appendix K Mustang," explains Roy. "It will probably feel a bit soggy compared with what you're used to and it doesn't have a great deal of grip, but it's got plenty of grunt and is very predictable."

"It's quite a heavy [1250-1300kg] and muscular car and all the weight is in the wrong place. It doesn't really go in a straight line, and don't expect it to slow down, accelerate or go round corners."

MUSTANG BTCC RACE WINNERS 1965-1970

Frank Gardner **8**
Roy Pierpoint **6**
Jackie Oliver **4**
Jack Brabham **2**
Mike Salmon **1**

Roy and his long-time friend and mechanic Brian Morris have spent the week leading up to the race putting the finishing touches to a rebuild of our steed, so there's no time for any pre-race testing. As AUTOSPORT gets acquainted with the car for the first time, Roy and Brian are keen to emphasise the need for patience and finesse to avoid jamming the Mustang's agricultural four-speed, H-pattern Ford gearbox – especially when shifting between second and third. It proves a moot point, because the clutch stops working after only a handful of laps with Roy at the wheel.

Roy hands over and tells me to drive around in top to get familiar with the car. The V8's tremendous torque keeps it out of trouble through the high-speed stuff at Old Hall, Island and Druids, but the Mustang gets eaten alive through the slower bends. Rolling around with no gear shifts is like driving a gargantuan V8 kart!

The best I can do in 4th gear is a 2m15s, which is about eight seconds shy of the pole time set by Mike Dowd

MUSTANG TECH SPEC

| | |
|---------|----------------------------------|
| CHASSIS | 1965 FIA APPENDIX K FORD MUSTANG |
| ENGINE | 4.7-LITRE FORD V8 |
| GEARBOX | 4-SPEED FORD H-PATTERN |
| POWER | 370BHP |
| WEIGHT | 1300KG |
| TYRES | DUNLOP M SECTION |



Pierpoint took '65 BTCC crown in Ford Mustang



Race gets underway without AUTOSPORT



Mustang clutch did not behave itself



Anderson and Ford get acquainted

in Jeremy Cooke's similar Mustang. Roy manages a leisurely 2m10s on his first lap before the problem strikes, which proves enough for eighth on the grid, directly behind ex-F1 racer Roberto Moreno (fifth in Masters boss Ron Maydon's Mini) and Fortec team principle Richard Dutton, who qualifies sixth for his first race for three decades in a Cortina he shares with legendary engine builder Neil Brown.

After spending close to two hours removing the gearbox and replacing the apparently unblemished clutch, Brian realises a broken external mechanical linkage is to blame for our troubles. It's a simple welding job as it turns out, but there's no time to fix that and get the car out for the start. Brian and Roy work heroically (with a little help from their hapless apprentice) to get the car back together again and we eventually join the race half a lap down – and still stuck in fourth.

Then the exhaust falls off after a handful of laps. Unsure of this (and only knowing our V8 sounds as sick as a dog) I pit, but a quick look round the

car reveals nothing else awry and Roy waves me back into the race. Trying to haul this big V8 stallion – castrated by its broken clutch – around Oulton's twists and undulations without a full range of gears is no easy task, but as familiarity comes I manage to work down to a 2m12s before handing over to my co-driver. With a little help from attrition, Roy hauls the thing into the top 10 – lapping impressively and consistently in the 2m10s. He even posts a mighty 2m09.368s best, which puts him only 2.6s off the fastest lap of the race!

After Henry Mann leads David Hall home in a Lotus Cortina one-two, Brian and Roy rue “the race that got away” – especially with only three V8s (including our own) making the finish. Not our day, but that's motor racing – Dutton's Cortina hits trouble before the start and eventually drops out with halfshaft failure in the closing stages, while Moreno over-revs the engine in Maydon's Mini and retires after just three laps. Sometimes in motorsport it just isn't meant to be... ❧

YOUR SAY

What you think of the motorsport news of the past week



Catch me if you can! Vettel takes control in Malaysia

Is KERS just a waste of energy?

The fact that Red Bull is struggling with KERS may be a blessing. Surely, there is an argument to say that it's a distraction the driver doesn't need.

Sebastian Vettel has already shown – by winning back-to-back grands prix – that the technology can be surplus to requirements. For the time being at least, Vettel can rest assured that there's no need for technology designed to assist overtaking when you're leading from the front!

Peter Green

Saffron Walden, Essex

EDITORIAL CONTACT mail@autosport.com

Given all the fuss surrounding the adjustable rear wings, would it not be an idea for the FIA and Bernie to sit down with TV directors to explain this?

Numerous times during the Malaysian GP drivers were seen getting prepared to make their highly anticipated moves, only for the director to cut to a pitstop.

Granted, we were shown the replay, but that isn't really the point. Let's ensure we concentrate on the on-track action.

Guy Clark

By email

All great race drivers have to manage their equipment on the day, but starting a grand prix on tyres which will last at best 12 or so laps is pushing what is credible.

I want to see passing moves at the front created out of skill and daring, not drivers tap-dancing around the track trying to preserve a set of tyres for a dozen laps as happened on Sunday.

Phil Anderson

By email

Without doubt the rule makers of F1 have got it right when it comes to the new overtaking aids. And Pirelli has made a super effort in making more degradable tyres.

But this may be a victim of its own success because, as we saw in Malaysia, there are so many bits of discarded rubber off line, that drivers will not wish to pull out for fear of hitting these marbles and going off the track.

Luciane Sabiston

Didcot

What a relief that Donington Park was not lost after the debacle of the failed British GP bid.

Competing at the weekend reinforced my view that the Donington national circuit is the best flowing lap in the UK. Hats off to the team for resisting the temptation to mess with the layout (the only change at the esses makes the lap even better).

More room in the paddock and exceptional organisation by MSVR made this one of the best events I have attended.

Malcolm Cook

By email

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **BRAWN: TEAMS MAY NEED TO COPY RBR**
2. **RBR 'WARY' OF FERRARI AND McLAREN**
3. **HAMILTON, ALONSO ACCEPT PENALTIES**
4. **ALONSO: SEPANG PROVED FERRARI IS A CONTENDER**
5. **VETTEL CELEBRATES 'PERFECT' START TO 2011**

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TOP STORY ONLINE

TOP 10 MALAYSIAN GP MOMENTS

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

WIN!



ROAD ANGEL VANTAGE

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

CORRECTIONS AND CLARIFICATIONS

● On p41 of the March 24 issue we said that Sebastian Bourdais and Felipe Massa both picked up points despite having suffered late mechanical failures in the 2008 Australian Grand Prix. It was actually Bourdais and Kimi Raikkonen. Thanks to Jack Warwick, aged 13, for pointing that out.

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

THE LATEST GEAR

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



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We're big fans of the Uber 9 collection, which is growing on a daily basis. The Buckinghamshire-based set-up produces very high-quality Ts – they're 100 per cent cotton and pre-washed so they won't shrink. And all the traditional sizes are available.

Pictured here, clockwise from top left, are six of our favourite retro race and rally (and farming!) designs: the Lancia Fulvia HF, Vauxhall Magnum DTV, Triumph TR8, Porsche tractor, Alfa Romeo Tipo 33 SC12 and Renault 5 Turbo 2, some of which come on different-coloured backgrounds (see website for options).

Uber 9 also likes to hear suggestions and take commissions, so if you've got an idea and copyright laws aren't an issue, get in touch (again, via the website).



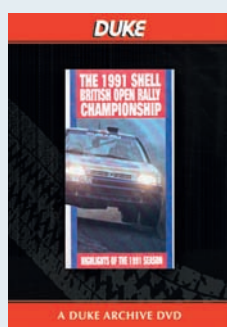
PORSCHE 917 CANVAS

EPOA

malquito.com

Malquito's garish acrylic-on-canvas pop art pieces celebrate iconic marques and moments in racing and rallying history. Subjects include the Porsche 917 (above), Jaguar D-type, Ford GT40 v Porsche 908, Mini Cooper S and Lotus 49 and are unique.

Check out the website for other examples.



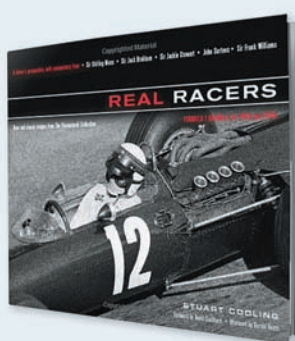
BRITISH RALLY '91 DVD

£19.99 (50 mins)

dukevideo.com

Twenty years ago a young Colin McRae blitzed the British rallying scene in his Prodrive-run Rothmans Subaru Legacy. McRae won four of the seven rounds (he'd win all six in '92) to lift his first title and mark himself out as a future star.

This Duke Archive review brings back great memories for McRae fans.



REAL RACERS BOOK

£27.50 (978 0 7603 3891 9)

[Scodling\(motorbooks.com\)](http://Scodling(motorbooks.com))

"A magnificent symphony of words and images." Not our appraisal, but that of author and ex-AUTOSPORT staffer Stuart Codling. And, gallingly, he's not wrong.

The book features biogs and commentary from the heroes of the 1950s and 60s and its real hook: rare and stunning imagery from the Klemantaski Collection.

HOT ON THE WEB THIS WEEK

YOUTUBE: BARBADOS SILHOUETTE RACING



SEARCH FOR: Bushy Park Group 4 Williams v Mayers (6:51)

Sadly not the Bushy Park near AUTOSPORT's Teddington base, but a rough-and-tumble venue in Barbados. And it plays host to some hairy cars (the Audi is an ex-Frank Biela BTCC A4) and hairy driving...

WHAT'S ON...

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



F2 is back in action at Silverstone

SILVERSTONE

MSVR/FORMULA 2

April 16-17

Admission £10 each day or £15 weekend ticket (advance purchase)

Tel: 0844 3728 200

The third season of Jonathan Palmer's revival of F2 starts at Silverstone this weekend. Mini Challenge, GT Cup, Lotus Elise Trophy, Radical UK Cup, Lotus Cup UK and Heritage GT will support Alex Brundle, James Cole, Jack Clarke *et al* across two days on the Grand Prix circuit.

DONINGTON PARK

TOCA

April 16-17

Admission £25 on the gate (Sunday only) or £30 weekend ticket

Tel: 01332 810048

The BTCC moves north for round two this weekend. Donington is a faster circuit than Brands, with longer straights, so reigning champion and early leader Jason Plato will be looking over his shoulder at the gaggle of turbo-powered cars hoping to topple him.

BRANDS HATCH

750MC

April 16-17

Admission £13 each day on the gate or £16 weekend ticket (advance purchase)

Tel: 01474 872331

Toyota MR2, MR2 GT, 750 Formula, Formula Vee, Formula 4, Bikesports, RGB, Kit Cars/SRG, Saxmax, Locost, Stock Hatch, 750 Trophy, Morgans, Allcomers and Austin 7 Invitation.

SNETTERTON

BARC

April 16-17

Admission £13 each day on the gate, or £16 weekend ticket (online purchase)

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Caterham Graduates, Classic Touring Car Racing Club, Mazda MaX5, Kumho BMW and Superkarts on the 300 circuit.

ROCKINGHAM

BRSCC

April 16

Admission £15 on the gate,

£10 in advance

Tel: 01536 500500

The British Endurance Championship, Britcar Production and Ma5da MX5s.

OULTON PARK

BRSCC

April 16

Admission £22 on the gate,

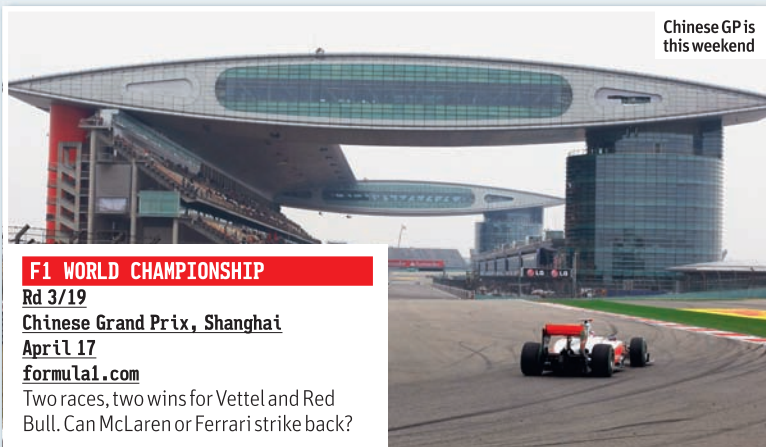
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Mighty Minis support Time Attack and Modified Live.



BTCC to fight it out at Donington



Chinese GP is this weekend

F1 WORLD CHAMPIONSHIP

Rd 3/19

Chinese Grand Prix, Shanghai

April 17

formula1.com

Two races, two wins for Vettel and Red Bull. Can McLaren or Ferrari strike back?

NASCAR SPRINT CUP

Rd 8/36

Talladega, Alabama, USA

April 17

nascar.com

NASCAR NATIONWIDE

Rd 7/34

Talladega, Alabama, USA

April 16

nationwide.nascar.com

INDYCAR SERIES

Rd 3/17

Long Beach, California, USA

April 17

indycar.com

AMERICAN LE MANS SERIES

Rd 2/9

Long Beach, California, USA

April 16

americanlemans.com

INDY LIGHTS

Rd 3/12

Long Beach, California, USA

April 17

indycar.com/roadtoindy

V8 SUPERCARS

Rd 3/14

Hamilton, New Zealand

April 16-17

v8supercars.com.au

WORLD RALLY CHAMPIONSHIP

Rd 4/13

Jordan Rally, Amman

April 14-16

wrc.com

FORMULA RENAULT 3.5

Rd 1/9

Motorland Aragon, Spain

April 16-17

worldseriesbyrenault.fr

FORMULA RENAULT EURO CUP

Rd 1/7

Motorland Aragon, Spain

April 16-17

worldseriesbyrenault.fr

BRITISH F3 CHAMPIONSHIP

Rd 1/10

Monza, Italy

April 16-17

fota.co.uk

BLANCPAIN ENDURANCE SERIES

Rd 1/5

Monza, Italy

April 17

blancpain-endurance-series.com

INTERCONTINENTAL RALLY CHALLENGE

Rd 2/12

Rally Islas Canarias, Gran Canaria

April 14-16

ircseries.com



British F3 under way – in Italy

Television

THURSDAY APRIL 14

2200-2230 ESPN
WRC: Rally Jordan day one
2235-2340 Motors TV
WRC: Rally Jordan day one

FRIDAY APRIL 15

0100-0200, 0900-1005, 1210-1310, 1545-1650 Motors TV
WRC: Rally Jordan day one
0230-0300, 0600-0630, 1330-1400 ESPN
WRC: Rally Jordan day one
0255-0435 BBCi LIVE
F1: Chinese GP first practice
0655-0835 BBCi LIVE
F1: Chinese GP second practice
2200-2230 ESPN
WRC: Rally Jordan day two
2235-2340 Motors TV
WRC: Rally Jordan day two
2315-2345 Eurosport
IRC: Gran Canaria day one

SATURDAY APRIL 16

0015-0045 ESPN
WRC: Rally Jordan day two
0100-0200, 0910-1010, 1215-1320 Motors TV
WRC: Rally Jordan day two
0355-0505 BBCi LIVE
F1: Chinese GP third practice
0600-0830 BBCi LIVE
F1: Chinese GP qualifying
0700-0730 Channel 4
British Formula Ford: Silverstone
0730-0800 Channel 4
The Grid
1300-1430 BBC1
F1: Chinese GP qualifying repeat

1300-1400 ESPN LIVE

WRC: Rally Jordan Power Stage
1300-1400 Eurosport LIVE
FRenault 3.5: Motorland Aragon race one
1350-1450 Motors TV LIVE
Formula 2: Silverstone race one
2145-2215 ESPN
WRC: Rally Jordan day three
2235-2340 Motors TV
WRC: Rally Jordan day three
2330-0000 Eurosport
IRC: Gran Canaria day two

SUNDAY APRIL 17

0700-1015 BBC1 LIVE
F1: Chinese GP
0910-1010, 1220-1320, 1910-2010 Motors TV
WRC: Rally Jordan day three
1015-1115 BBCi
F1: Chinese GP post-race forum
1100-1800 ITV4 LIVE
BTCC: Donington Park
1315-1415 Eurosport LIVE
FRenault 3.5: Motorland Aragon race two
1340-1535, 2100-2305 Motors TV
Formula 2: Silverstone
1400-1600 BBC1
F1: Chinese GP repeat
1515-1715 ESPN
Global Rallycross: Irwindale
1600-2100 Premier Sports LIVE
NASCAR: Talladega
1900-2000 BBC3
F1: Chinese GP highlights
2100-2330 Sky Sports 4 LIVE
Indycar: Long Beach
2300-2330 Eurosport
IRC: Gran Canaria review

Online

AUTOSPORT.COM

Coming up on the web this week

CHINESE GRAND PRIX

It is a busy weekend on the website as the Formula 1 calendar moves on to Shanghai, IndyCar to Long Beach and the World Rally Championship to Jordan. These will all be covered with our usual depth and in real time in the case of the Chinese Grand Prix. But that's not all: there are also IRC, NASCAR and ALMS events as well as the opening rounds of the British F3 and FIA F2 championships. Don't miss a beat by logging on to AUTOSPORT.com.



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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



This was EJ's Saturday shirt. Sunday's was even worse!

I CAN'T START THIS column without making mention of the blouse Eddie Jordan was wearing during last weekend's Malaysian Grand Prix. The last time I saw something so deplorably floral it was presenting *Deal Or No Deal*.

EJ's sartorial failings aside, the Beeb's F1 show goes from strength to strength following the switch-a-roo in the comms box. The pre-race, split-screen comparison of the qualifying laps of Hamilton v Button, the tiny but vital differences in line and tyre use, was brilliant. But the 'editing gallery' lets it all down.

The fact that it looks

cheap doesn't help, but having Martin Brundle literally paw his way over the highlights is like trying to watch the telly while Mrs Revved Up is hovering. The start was a prime example: it was physically impossible for him to point out what Heidfeld, Petrov, Schuey and Webber were all doing without covering one or more of them up at the same time.

What he desperately needs is a telestrator – one of those magic pens the rest of the world has been using since (well, according to Wikipedia) the days of Fangio and Moss! If it's good enough for *Strictly Come Dancing*:

It Takes Two, then surely it's good enough for F1.

Given that they're at Shanghai this week, surely a quick trip to one of those backstreet electrical retailers would solve the problem...

Also, they need to cover up that monitor in the background that allows you to see what the team in the paddock is up to. In a post-Rooney swearing-down-the-lens world, an oversensitive lip-reader picking up some of EJ's 'colourful' off-air language

is an apology-in-waiting.

Sticking with everyone's favourite former boss of Jordan, the impossible happened when he was finally lost for words. Jake and DC seemed to revel in his pain, but EJ had the last laugh. When he finally remembered to ask Jenson if his engineer had told him to settle for second in the race, he was repaid with the best answer in the show. And even I can't argue with that. *Revved Up*

"What Brundle desperately needs is one of those magic pens the rest of the world has been using for ages"

THE WEEK IN PICTURES

The lensmen pounding the beat from the Deep South to South-East Asia

FATHER AND SON AT SEPANG

They used to chat into the evening about kart set-ups for Rye House, but things have moved on somewhat for Anthony and Lewis Hamilton



WHOLLY 'SMOKE' - STEWART HAS DRAMA AT TEXAS SPEEDWAY NASCAR

Tony Stewart (14) drove into Dave Blaney in the pits, got a penalty, charged back up the order, and ran out fuel. All normal then...



POWER AGE, BACK IN BLACK, HIGHWAY TO HEAVEN

All these titles from Aussie rockers AC/DC fit for Queensland IndyCar hero Will Power after his domination last weekend



VISO DOES A WHEELIE AT BARBER MOTORSPORTS PARK

We looked long and hard for a KV/IndyCar/incident shot, and found one in two seconds. Here 'EJ' Viso does an odd move on JR Hildebrand



FROM THE ARCHIVE

Jason Plato, BTCC, Snetterton, 1997

"It was such an amazing release to get a good start, beat Alain, and get the monkey off my back"



Plato nailed start and held off Menu to win

JASON PLATO surpassed Andy Rouse's British Touring Car Championship wins record at Brands Hatch early this month, but it was at Snetterton where he started his tally.

Plato came into the BTCC with a bang in 1997, driving for the Williams Renault Laguna squad. The car was a sensation and Plato took pole position in each of his first three qualifying sessions!

But things didn't go so well in the races. Plato's experienced team-mate Alain Menu wasn't going to pass up the opportunity to take a long-awaited first title, and he had the edge over the rookie. Poor starts and the odd problem meant that Plato arrived at Snetterton in August – for rounds 17 and 18 – still winless, while Menu sat on 10 victories and the cusp of the crown.

"Those cars, with the way the engines were tuned and the clutches, were like switches," remembers Plato. "Alain was always better at the start and it became an issue in my mind. It took a while to get used to and what I needed to do was relax."

"I lost myself early on in the season – I couldn't find that extra tenth to beat Alain and I tried too hard."

Race one at Snetterton didn't really help either. While Menu took win number 11, Plato narrowly lost third to

reigning champion Frank Biela's Audi, after suffering from a slipping clutch.

Plato, then 29 years old, got another chance in race two, against a field that contained 11 past or future BTCC champions. He beat Menu off the line and held firm as his team-mate tracked him.

"The championship was basically Alain's so I could afford to be a little bit gloves off and I smelt an opportunity," says Plato. "There was never a nanosecond where it would occur to Alain to help me win – he was a little quicker than me in the middle of the race and I knew if I left the tiniest gap he'd be through."

Despite a clutch failure and a sticking throttle, not to mention a slow right-front puncture that was discovered afterwards, Plato pipped Menu (who clinched the title with second) and Honda's Gabriele Tarquini by 0.7 seconds to claim his maiden win.

"The field was so strong and I had to really fight for it, which made it all the sweeter," says the now double champion. "It was great for Frank Williams because he'd taken a chance with me and it paid off. It was such an amazing release to get a good start, beat Alain, and get the monkey off my back." 🐒

THIS WEEK IN...



APRIL 15 1971

SUPERFAST SWEDE Ronnie Peterson is pictured rounding the hairpin at Mallory Park in his works March Formula 2 car on our cover.


A month after that picture was taken we carried our report of the Thruxton round of the European championship, where Peterson was denied winning the Jochen Rindt Memorial Trophy by Graham Hill. The double F1 world champion's Rondel Racing Brabham BT36 (run by Ron Dennis) propelled him to a first win in Britain since 1967. Derek Bell, Francois Cevert, Tim Schenken and Wilson Fittipaldi completed the top six.

Pedro Rodriguez drove the new BRM P160 to victory on its European debut in the Rothmans International Formula 1 Trophy race at Oulton Park (below).

The Mexican drove "spectacularly" in seeing off Peter Gethin (McLaren M14A) and Jackie Stewart (Tyrrell 001). Both Rodriguez and Gethin also shattered Stewart's lap record by 1.6 seconds.




PLCS: LAT



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NICKY GRIST

■ Safari Rally ■ March 1-3, 1997 ■ Subaru Impreza WRC97 ■ 'Steering' Colin McRae to first of three Safari wins



McRae/Grist Subaru won on its third outing in 1997

THERE ARE two favourite events that I could choose: my first rally with Juha Kankkunen in Argentina in 1993, when we won first time out together, or Colin McRae's first Safari win in the Subaru in 1997.

I'll go for the Safari win because it was an event packed with drama that still had a happy ending.

It was our third event together and we'd not had a particularly good Monte [crash] or Sweden [fourth]. If there was one event you'd have said Colin wasn't going to win it was the Safari. He was 'Mr Maximum Attack' and the Safari needed a different approach.

On the recce we concentrated on making the pacenotes less racy – adding more detail and better descriptions. We worked really hard on that and once we got going it worked really well. We were leading right up to the end of the first day when, with about 50km left of the final stage, the alternator light came on. Cue major panic.

We radioed the team and asked what to do and they said, 'Don't talk, just conserve power.' They told us to pull fuses out here and there – there was even talk of me dismantling the battery from the wheelgun to rig up to the car. The

"I held the steering wheel while we were flat in sixth at over 100mph with animals, and locals on bicycles, in the road. Colin loosened his belts and tried to open the door"

support helicopter following us would buzz us when we had to reconnect or disconnect stuff.

It all worked and we made it to the end of day one in the lead.

Day two was a monster. We headed off at 5am onto what we nicknamed 'the road to hell'. It was 150km of mostly terrible surface – we didn't do more than 30mph

for most of it. Colin decided he needed to pee. 'No way,' I said, 'hold it in...' Not long after this lavatorial distraction, we got onto asphalt.

'Take the wheel!' Colin shouted.

'Eh?'

'Take the wheel!' he repeated.

So I held the steering wheel while we were flat in sixth at over 100mph with animals and locals

on bicycles in the road! Colin loosens his belts and tries to open the door. Not a chance, so he decides to just do it in the footwell. We still won the stage by over three minutes, so I told him I should drive more often!

Later on that day some kids had built an 18-inch/two-feet stone wall in the road. We hit it at full whack but it bent the suspension rather than holing the radiator, so we got away with it.

We held on to beat Richard Burns by over seven minutes.

I thought Colin really came of age on that rally. He drove with his brain, not just his right foot. People don't appreciate how tough the Safari was – and we won it twice more in the Ford Focus [in 2001/'02]. Happy days! 🍷 Nicky Grist was talking to Henry Hope-Frost

IN PROFILE



WELSHMAN NICKY GRIST gave up a professional golf career to pursue co-driving in the early 1980s. He rose quickly through the National and British ranks to land a professional WRC deal with Ford, alongside Malcolm Wilson, for 1990. He moved to Toyota in '93, winning first time out in Argentina with Juha Kankkunen. He stayed with the Finnish legend until 1997, before joining Colin McRae at first Subaru then Ford. The partnership lasted six years and yielded 17 WRC wins. Grist, now 49, still co-drives occasionally and works with the MSA to help nurture new talent.

NEXT WEEK
Tony ADAMOWICZ





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[^]Specifications may vary by model. *Lower CO₂ emissions based on the improvements made to the new SEAT Alhambra when compared to previous model. [†]Requires driver control. Model shown Alhambra SE Lux 2.0 TDI CR Ecomotive 140PS at £29,180 RRP with bi-xenon headlights (£805 RRP) and custom palette paint (£635 RRP).

Official fuel consumption for the SEAT Alhambra range in mpg (litres per 100km); urban 30.1(9.4) - 42.2 (6.7); extra-urban 42.8 (6.6) - 57.6 (4.9); combined 37.2 (7.6) - 50.4 (5.6). CO₂ emissions 178-146 g/km.

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