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# SCHUEY

## Time to quit?

- 23 races into his return
- No podiums, no poles
- Just 6 points this year

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### INSIDE FORCE INDIA

How new car will move  
di Resta up the order



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RACE REPORTS**

**WTCC**

Brit Huff doubles up



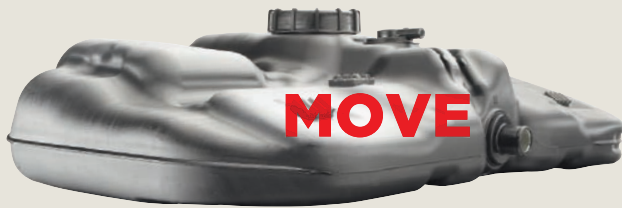
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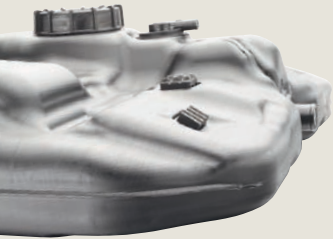
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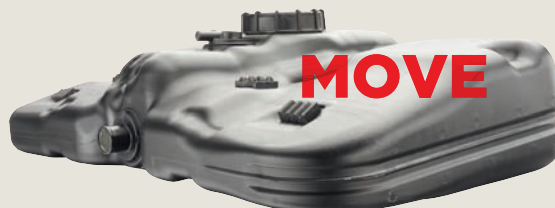
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**“I’m told I’ve been here before but I can’t remember a thing about it”**

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# Schumacher is still polarising opinion



## IN HIS TURKISH GRAND PRIX

report in our last issue, Mark Hughes described Michael Schumacher's collision with Vitaly Petrov as "cackhanded". It's almost certain that had the roles been reversed, Petrov would have received considerably more brickbats for the ill-fated manoeuvre.

The pre-season hopes that the new rules, specifically the new Pirelli tyres, would herald a return to the form reminiscent of the Schumacher of yore, have fallen flat. Four races in and he's been out-qualified by Nico Rosberg four times. Sure there have been some mitigating circumstances, but his racecraft in Turkey was a worrying sign that the driver who once steamrollered the opposition has lost his touch.

Whatever depths Schumacher's comeback plumbs, it won't detract from the sensational performances first time around. But if the fire to race burns as brightly as he claims – although it was ominous to hear him say post-Turkey that he's not getting "big joy" at the moment – perhaps he should consider joining brother Ralf in the DTM. I'm sure Mercedes would have him in an instant.

**Andrew van de Burgt, editor**

## BAMBER'S WEEK



**F3 EURO SERIES**

## Three into one does go – but only just!

Kimiya Sato (6) inches ahead of Canadian Motopark team-mate Gianmarco Raimondo and Prema Powerteam rival Daniel Juncadella on the run to Tarzan, the first corner at Zandvoort, at the start of last weekend's second F3 Euro Series race. Japanese driver Sato went on to take his maiden series win. Zandvoort report p52.

Picture: Thomas Suer/ts-photo.de





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# Schumacher 'must decide'

Seven-time champ should make up his own mind on future, stars tell EDD STRAW

**L**eading Formula 1 figures have urged Michael Schumacher to ignore the critics and make his own mind up on his future.

The 42-year-old has scored only six points with Mercedes this season, even though he is happier with the balance offered by the new Pirelli control tyres compared to the Bridgestones used in 2010, his comeback campaign after a three-year layoff.

Schumacher's poor start to the year has led to speculation in some quarters that he may walk away from the sport. But the seven-time world champion appears committed to his comeback.

Niki Lauda mounted F1's most-successful return, when he came out of retirement to win a further eight grands prix from 1982-85 and a third world championship in '84. He insists that the decision lies solely with Schumacher himself.

When asked whether Schumacher should retire, Lauda told AUTOSPORT: "No, and I stress again no. It's nobody's job to decide this except for Michael. He drives his own races, he takes his own decisions. It's totally up to him. He need not ask anyone."

Lauda's fellow Austrian Gerhard Berger, who quit F1 at the end of the 1997 season, believes that Schumacher can continue as long as Mercedes wants him.

"As long as he is keen on driving and there are people who want him in the car, everything is fine," said Berger. "It's not up to us to interfere with Michael's personal situation. Whatever he does it will be his decision and quite right."

Former world champion Nigel Mansell, who abandoned a Formula 1 comeback after two races with McLaren in 1995, believes Schumacher should take stock of the situation at the end of the year.

"A lot of people are having a go at him," said the 1992 world champion.

**"If things don't improve maybe he should take heed of what people are saying"**

Nigel Mansell

"We all expected Michael to do a lot better this year, and there are times where he's quick and then all of a sudden it goes wrong. By the time the end of the year comes, if things haven't improved then maybe he should take heed of what some people have been saying."

David Coulthard, who raced against Schumacher throughout his 12-season F1 career, suspects that even if his old rival sees out his Mercedes contract he is unlikely to continue beyond 2012.

The BBC carried an interview with the German after the Turkish Grand Prix in which Schumacher referred to getting no 'big joy' out

of the race. This further fuelled speculation about his future.

"He's obviously not enjoying himself that much," said Coulthard. "But what he said can be taken out of context – he didn't say, 'I'm not enjoying myself.' He may be enjoying himself, but not to the level that he wants."

"I'm not calling on Michael to retire – that's his call. But there are 35 races left of his contracted career and the question is whether he will see out all of those. Today, it's unlikely to imagine him signing on for a fourth year."

Mercedes team principal Ross Brawn believes that Schumacher's post-race comments in Turkey were taken out of context.

"That is definitely taking it too far," Brawn said. "When you have a race like that it's going to knock you back a bit, but Michael is pretty resilient."

Schumacher has been the subject of some criticism in his native Germany since returning. Former grand prix driver Christian Danner, who commentates for the RTL TV channel, hints that Mercedes may have to make the decision for Schumacher.

"Traditionally and historically, it is not up to the driver to decide when to quit or not," Danner told AUTOSPORT. "Drivers have the urge to go on forever, but time usually tells them when it's over. Michael's results are now self-explanatory."

## EXPERT VIEW

**"I expected to beat Nico, I didn't, so I retired from F1"**

**ALEXANDER WURZ**  
EX-GRAND PRIX DRIVER

The end of a career is a character-building moment and a decision for the sportsman to make and not others. It's crucial to find the right time, but perhaps if you aren't worried that you have dropped from total dominance to just a 'normal' competitor, why not continue until someone gives you the boot?

While my racecraft was equal or at times stronger than my Williams team-mate Nico Rosberg in 2007, he made life very hard in



Rosberg (r) got the better of Wurz in '07

qualifying. My passion was not at the maximum. It's not good when you can't deliver what you expect from yourself. I expected to beat Nico, I didn't, so I retired from F1 and found my love of racing again with sportscars at Le Mans.

If Michael is happy to be behind Nico, that's his call. Until a

talented young driver forces him out – like he did in his time – then it's simple.

We all agree that he is a master and that his seven world titles may never be repeated. But speed, passion and a race driver's career have an expiry date. There is no way around that.

## BY THE NUMBERS

How Michael Schumacher's second career in Formula 1 has shaped up so far

**4TH**

BEST FINISH SINCE HIS COMEBACK, ACHIEVED IN SPAIN, TURKEY AND SOUTH KOREA IN 2010

NUMBER OF STARTS SINCE SCHUMACHER WAS LAST ON THE PODIUM

**25**

**48%**

SCORING RATE FOR MERCEDES RELATIVE TO TEAM-MATE NICO ROSBERG



NUMBER OF POINTS SCORED SINCE RETURNING

**78**

**5TH**

BEST QUALIFYING POSITION SINCE RETURNING

NUMBER OF TIMES SCHUMACHER HAS MISSED Q3 SINCE HIS COMEBACK

**9**

**1691**

DAYS SINCE SCHUMACHER LAST WON A GRAND PRIX



## Previous spec



### NOSE AND FRONT WING

The front wing is central to the new aerodynamic regime. It was briefly tested in Turkey and featured a cleaner, three-element design and Red Bull-style endplates.

### DIFFUSER

The team believes that it has yet to get the maximum out of the exhaust-blown diffuser concept. Its new specification is set to be closer in design to Red Bull's and Ferrari's.



# Huge overhaul for Force India

British team heads to Spanish GP with almost a whole new car as part of a change in aerodynamic concept for 2011

**F**orce India's full-on 2011 car is set to appear for the first time at the Spanish Grand Prix.

The team had yet to finalise how much of what technical director Andy Green describes as "a completely new aerodynamic concept" will run in Spain. But the plan is to run as much of the package, which includes new front and rear wings, floor and an all-new exhaust-blown diffuser, as possible.

The aerodynamic specification of the car that has run so far this season has been a development of its 2010 machine. This has allowed the majority of its resources to be concentrated on developing the new aero concept.

Green hopes that the aero package will set the development path for the team for the next 18 months.

"It sets us up for the future," he told AUTOSPORT. "We did initial running with the front end on Friday in Turkey, just to check that its

performance matched expectations.

"The concept isn't brand new – it's one that's been used by some of the top teams for over a season. It's more in line with Red Bull and Ferrari. We're going to be a few steps behind them trying to play catch-up, but we can see the potential.

"In Barcelona, we hope to put the new front end together with the new rear end. That will be the basis for the remainder of this season and next year."

Depending on how much of the new package is ready for Friday, Green hopes to run one car in the old specification during the first free-practice session for a comparison. Both drivers will then run the updated car in the afternoon.

"I doubt whether we will hit the ground running because it's such a big change," said Green.

It's hoped that the new package will offer greater potential for overall downforce. Green believes that the

## Q&A

### DOMINIC HARLOW

#### HEAD OF RACE ENGINEERING

#### How do you view 2011 so far?

Winter testing was tough. The car was an evolution from our 2010 concept and, in the meantime, we worked on the fully evolved 2011 package. We had probably iterated to the far corners of our 2010 car and wanted to open things up.

#### Does the new aero concept have more potential?

It's about adding to the stability and the consistency of the aerodynamics. You have to start from a place where you know you can build.



#### Long-term, should this upgrade put Force India back in Q3 regularly?

Q3 is an important benchmark. As we saw in Turkey, it's possible to qualify on the edge of it, then not have a good Sunday and drop out of points contention. You need to be a bit further up the grid.

aero concept used from 2009 onwards had been developed to its maximum by the team.

"The team had extracted as much potential as they were going to get out of it," he said. "The Force Indias

**REAR WING**

A new rear wing will be included in the package. It will be modified to capitalise on what should be a cleaner airflow at the rear of the car.

**FLOOR**

Extensive changes have been made to the sculpting of the leading edge of the floor. This should improve airflow to the diffuser.

# Sutil complaint filed

**ERIC LUX, CEO OF RENAULT'S F1** team majority owner Genii Capital, has filed a criminal complaint against Force India driver Adrian Sutil for physical and grievous bodily harm.

The complaint relates to an incident that occurred on the evening of the Chinese Grand Prix.

A statement issued on behalf of Lux by the Lalive law firm said:

"In the view of the recent events which occurred in Shanghai on 17 April, Mr Eric Lux has decided to file a criminal complaint against Mister Adrian Sutil for physical assault and grievous bodily harm.

"As soon as the complaint is registered, the Federation Internationale de l'Automobile (FIA) and the team Force India will be notified.



Sutil is subject of a complaint

"Furthermore, please note that Mr Eric Lux does not exclude commencing an action against any other persons involved in this matter."

As AUTOSPORT closed for press, Force India had yet to make any comment on the matter.

## AUTOSPORT SAYS...

**EDD STRAW**  
F1 EDITOR

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**P**aul di Resta's superb start in Formula 1 came as no surprise to those paying attention to his career. But it's great to see the 2004 McLaren AUTOSPORT BRDC Award winner getting the recognition he deserves.

Too many ignore the junior ranks, which can tell you a lot about a driver's potential. In Formula Renault and F3, di Resta had the air of a man who was really going places, and he justified that belief with his DTM success.

In F1, di Resta's speed is a given, but what really impresses is the calm, intelligent approach he takes to the task in hand. Unlike some rookies, he didn't storm onto the grid with a do-or-die attitude — even when dicing with the likes of Michael Schumacher. There have been no crashes and smashes during races — no mean feat with the challenge of managing tyre degradation thrown in.

Most F1 drivers are, give or take, in a similar ballpark on ultimate lap speed. What makes the difference is combining consistent speed with intelligence.

Like the arch-calculator Fernando Alonso, you get the feeling that di Resta has his whole season planned out. Solid start... first points... no mistakes... leading the team by the second half of the season. He's already well-advanced with that checklist.

That's why the top teams are already taking notice of him.



Di Resta has made no mistakes so far

# McLaren pins hopes on major package



McLarens will be tweaked in Spain

**McLAREN WILL TRY A MAJOR** aerodynamic-upgrade package during Friday practice ahead of the Spanish Grand Prix.

The team had originally planned to try the package in Turkey, but opted to delay it in favour of only basic changes. The Spain package includes a modified front wing, as well as further tweaks to the exhaust-blown diffuser package.

The team hopes that the package will allow it to reassert itself over Mercedes and Ferrari. This follows Nico Rosberg outqualifying both McLarens in Turkey and Fernando Alonso comfortably beating them in the race.

Jenson Button believes that the lack of developments in Turkey hurt the team.

"The championship battle is basically a development race, and we stumbled a little bit in Turkey because the progress that we'd anticipated making

wasn't quite there," he said.

Lewis Hamilton is confident that there will be no repeat of the team's Turkey struggles. He suspects that even without the upgrades, the team didn't get the best out of its car at Istanbul Park.

"We saw how strong Mercedes and Ferrari can be when they have a clear run," he said. "But we know that we didn't really get the maximum from the package we expected to run in Turkey."

Ferrari is also hoping for a step forward in Spain. At the Turkish Grand Prix, it introduced a new front and rear wing, but the package was signed off before it had understood its windtunnel correlation problems. This weekend's developments, which will include further front wing changes, will be the first to be tried after Ferrari's troubleshooting exercise.



Fisichella took P2 in 2009 Belgian GP

tended to be quite efficient, quite good on the low- to medium-downforce tracks but when the team attempted to put more downforce on it tended to fail. That was part of the reason why last season tailed off."

Green estimates that "60 to 70 per cent" of the team's technical resources have been put into the new aero package since October. So significant is the change that the Silverstone-based outfit is expected to have to rework all of its set-ups, while its drivers will have to modify their driving style to adapt to its new characteristics.



**P38 FORCE INDIA'S AIM**

## BIG NUMBER

**343**

The number of races started by Force India in its various guises since its F1 debut as Jordan in 1991. Only seven teams have started more races than the team, which has also been called Midland and Spyker.

# Todt: I'll fly under radar

FIA president says he will keep up the low-profile approach that has worked for him after Mosley years



**F**IA president Jean Todt has declared that he will continue to keep a low profile in the role – in stark contrast to his predecessor Max Mosley.

Frenchman Todt, who was elected in October 2009, has largely shunned the media during his 18 months in charge of the FIA. He believes that his behind-the-scenes approach is the right one for the role.

By contrast, Mosley became an increasingly high-profile figure during his tenure as president of the FIA from 1993–2009 (after becoming president of FISA in '91).

"What I really like is action," Todt told AUTOSPORT. "I don't feel a need to publicise very much about what I

do. It has never been my approach.

"We have a saying in French – 'To live happily, you must live hidden' – which is not so easy in our business. But I do not think you need to focus on media."

Even so, Todt is known to monitor media coverage of the FIA closely and is keen to raise its profile of road safety work in particular.

## NEW TECHNOLOGY PRIORITISED

One of Todt's priorities over the next two and a half years is to introduce new technologies to motorsport.

Formula 1's turbocharged engines for 2013, which were given the green light last December, will include 'green' technology such as KERS and

turbo compounding as part of this agenda. Todt hopes to introduce similar things to other categories and cites it as one of the three targets.

"If you see the implementation of new technology in motor racing, which is adapting the rules to the

**"We have a saying in French - 'To live happily, you must live hidden'"**

Jean Todt

needs of society, it [my term as president] will be a success," he said. "If you see strong interests for our championships – F1, rallying, WTCC, sportscars – that will be a success. If you see a more comprehensive structure from karting to F1 [see panel, right], that will be a success."

## BACKING FOR BERNIE

Todt, the former Ferrari team boss and ex-Peugeot sporting chief/rally co-driver, has also backed Bernie Ecclestone's record on the commercial side of Formula 1.

This is despite Ecclestone being quoted in March describing Todt as "a poor man's Max Mosley".

"I read some of his comments, but

then if I speak to him he says, 'Sorry, I never said that,'" Todt added. "So do I believe what I read or what Bernie says to me? I don't know. One thing is for sure: nobody will make me react to this."

"Bernie has done some extraordinary work for F1. Not alone, because you never do things alone. But he has been a good director for F1 on the commercial side, although he also needed to have a strong governing body and strong people within the teams."

## SECOND TERM FOR TODT?

Todt has yet to decide whether he will stand again when his term as FIA president ends in 2013.

"It's far too early to start thinking about an election," he said. "The mandate is for 48 months and I've done 18 months. I would not say I have 30 months to decide, but I have another two years before I have to."

"I do not have any pressure. Maybe the good thing in being a 'volunteer' is that it's my choice whether I want to go for election or not."

With the political battle lines once again being drawn in F1 over the potential sale of the sport, the next two and a half years could present Todt with his biggest challenge.



Ecclestone gets Todt vote of confidence

# What has Todt done for WRC?

## JEAN TODT TALKS ABOUT AN

evolution in rallying. That's not quite right. What he wants is a reversion. He wants rally to mean rally again. He wants endurance back. And he's drafted in some of the sport's biggest names – including Michele Mouton and the WRC's leading commercial brain Jarmo Mahonen – to conduct an ongoing review into the World Rally Championship.

The biggest change Todt has brought is the return to long-distance rallies. Next year's WRC rounds in Sweden and Argentina are expected to be considerably longer than the current form. While the



Today's rallies are not gruelling enough

sport's promoter has had little option but to run with the (some would say curved) ball thrown from Paris, the manufacturers are not so keen on more miles. Citroen and Ford both bought into the late-1990s, David Richards-inspired cloverleaf format of rallies, with double-use of stages around a central service park.

"This is not rallying," said Todt. "While I hate saying, 'In the past it was better,' in the case of the WRC, I feel in some ways it was better."

The significant changes in the technical regulations for this year were well underway before Todt was voted in.  
*David Evans*

# Electric ambition for F1 ladder

## FIA PRESIDENT JEAN TODT IS

hoping to introduce an electric-powered single-seater series as part of the ladder to Formula 1 by "2013 at the latest".

The idea is currently in its embryonic stages, but Todt is determined to bring in such a category. It is not clear at which level it would be pitched.

"Whether this category becomes the second or third level is not so important, as long as it is part of the different categories that go from karts

to Formula 1," he said.

Such a category could slot in below GP2 and GP3 as an entry-level series on the F1 bill. This would fill the place previously occupied by Formula BMW. It would then allow a direct ladder entirely on F1 weekends, carrying drivers out of karting all the way to the pinnacle of the sport.

"Among the things I want to reassess is the path from the grass roots to F1," said Todt. "At the moment, the way you arrive [in F1] is too complicated.

Ladder is 'too complicated'



This is one of the reasons we created a Single-Seater Commission with [long-time international F3 coordinator] Barry Bland as commissioner."



Formulec is electric single-seater concept

## THIS WEEK IN F1



**RED BULL** Formula 1 supremo Bernie Ecclestone has not ruled out the circuit formerly known as the A1-Ring – now reopened as the Red Bull Ring – hosting an Austrian Grand Prix in the future. "Why not?" he said when asked about the possibility during Saturday's official opening.



**McLAREN** Driver Jenson Button believes that inexperience of the 2011 tyres is still affecting the team. "Turkey showed us that we are still on a learning curve with these Pirelli tyres," he said.



**FERRARI** Team president Luca di Montezemolo has not ruled out the possibility of forming a breakaway championship in 2013. "We have three alternatives – we renew with CVC, we create our own company to run the races and third, find a different partner," he said.



**RENAULT** The team hopes to have an aerodynamic upgrade package worth up to 0.2s per lap at this weekend's Spanish Grand Prix. The upgrade will include tweaks to the front wing.



**WILLIAMS** A new exhaust-blown diffuser will be introduced at the Spanish GP, as well as a modified version of the rear wing discarded before qualifying at the Turkish GP. The team has conducted a straight-line test to troubleshoot the exhaust.



**FORCE INDIA** Reserve driver Nico Hulkenberg has parted company with manager Willi Weber, the former manager of Michael Schumacher. He "takes management matters in his own hands", said a statement on the 23-year-old's website.



**SAUBER** A major upgrade package will be introduced at the Spanish GP, with a new front wing, updated brake ducts, modified bodywork and new floor detailing. The team will also try its experimental exhaust-blown diffuser again.



**TORO ROSSO** Under-pressure Jaime Alguersuari is determined to kick-start his season on home soil at Barcelona this weekend. "I hope to score points like last year," said the Catalan.



**LOTUS** Ex-Force India engineering director Mark Smith started work as technical director for Lotus on Monday. Smith has also worked for Jordan, Renault and Red Bull during his F1 career.



**VIRGIN** GP3 driver Adrian Quaife-Hobbs made his F1 test debut for Virgin at Idiada in Spain on Sunday. The team used the test to fine-tune its upgraded exhaust-blown diffuser, which it was unable to race at the Turkish GP.



**PIRELLI** The new hard-compound tyres, which were tested during Friday practice for the Turkish GP, will be used as the prime tyres for this weekend's Spanish GP. Pirelli has made the tyres more durable than the hards used so far this year.



# SPANISH GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



Turn 1 isn't usually an overtaking spot

## Is Spain's overtaking drought at an end?

Barcelona's circuit hasn't encouraged overtaking for 20 years, but the 2011 rules might change all that this weekend

**C**ould overtaking at Barcelona's Circuit de Catalunya really prove to be too easy on Sunday afternoon? That such a thing is conceivable is a sign of the extent to which Formula 1 has been transformed by the DRS wing and high-degradation Pirelli rubber.

Barcelona has largely been a no-overtaking area for the past two decades, making this race the sternest test of the rules so far.

The DRS activation zone has

been placed on the start/finish straight. The first corner is a reasonably quick third-gear right/left combination, meaning that last-gasp outbraking moves are difficult. Drivers will need to be at least alongside, or more likely ahead by the braking point to complete a move. That's why the FIA has allocated 830 metres of the 1047-metre start/finish straight as the overtaking zone – it's the longest passing zone used so far.

By way of comparison, Melbourne's main straight is only 735 metres long, meaning that a pass should be easier than it was at Albert Park. There's little doubt that DRS-assisted overtaking will not be as simple as it was in Turkey, as closely following a car through the flat-out final right-hander will be more difficult than hanging on through the chicane that preceded the zone in Istanbul.

As Williams driver Rubens

Barrichello explains, it's difficult to know exactly how tough it will be.

"Barcelona is one of the hardest circuits for overtaking," said the Brazilian. "If it was last year's tyres and rules, there would be none. This year, maybe there will be. But if you have a problem with traction in the last corner, the guy ahead is going to open a gap. Perhaps the different tyre strategies will create overtaking, but this race could be a true test of the rear wing."



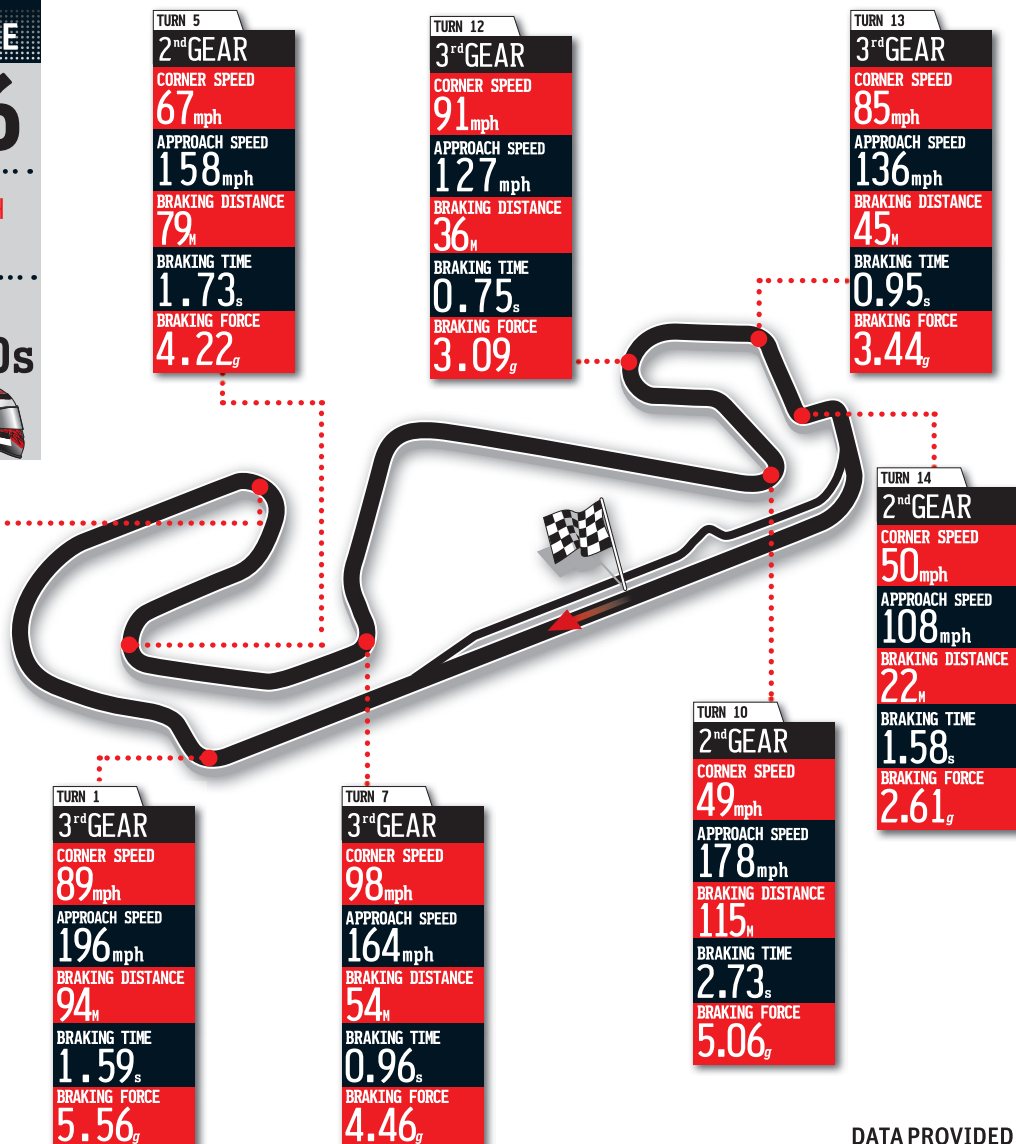
## TRACK GUIDE

NUMBER OF LAPS **66**

CIRCUIT LENGTH  
**2.892m**

LAP RECORD  
**1m21.670s**

**KIMI RAIKKONEN**  
(2008)



DATA PROVIDED BY



## KEY: DOWNFORCE



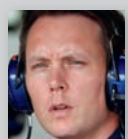
### HEIKKI KOVALAINEN

You need good high-speed stability and good grip to get the best out of the car. When you hook it all up and put in a quick time it's pretty rewarding. If you are quick there you can be quick everywhere, as it's demanding aerodynamically. If you struggle there you could have problems at a variety of circuits.



### JENSON BUTTON

Catalunya is a very unforgiving track that brings out the best in cars. The key to a quick lap here is good downforce; you need to feel confident in the high-speed corners.



### SAM MICHAEL

Barcelona is a circuit that demands good aero efficiency. It isn't a track that's hard on brakes, and with its long, high-speed corners, the aero efficiency of the cars can be the biggest performance differentiator.

## CLASSIC MOMENT

### SCHUMACHER BREAKS FERRARI DUCK

Michael Schumacher won 72 grands prix for Ferrari, but few were more unexpected than his first, at Barcelona in 1996. Driving the ungainly Ferrari F310, he recovered from a bad start to take the lead from Williams driver Jacques Villeneuve on lap 13. He went on to win by 45 seconds from Jean Alesi.



## BALLSY CORNER

### CAMPSA (TURN 9)

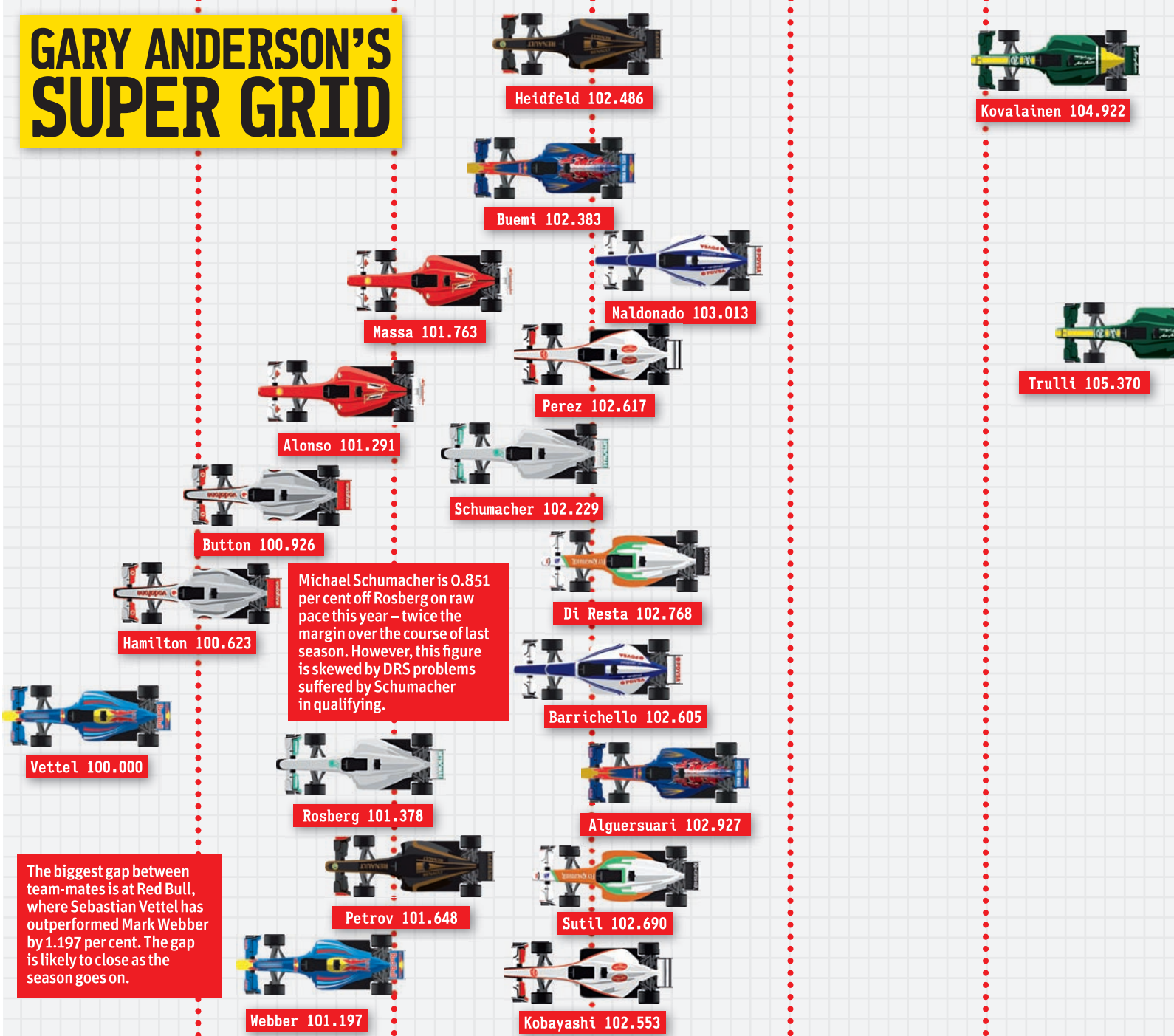
A fast, uphill right-hander which is taken flat out in either fifth or – if you have a Red Bull under you – sixth gear. If things go wrong here, you're heading for a big accident.



➔ **P16**

EXPERT  
VIEWS:  
GARY  
ANDERSON  
AND  
LUCAS  
DI GRASSI

# GARY ANDERSON'S SUPER GRID



## LAST YEAR

### WEBBER DOMINATES

Mark Webber ignited his title campaign with a lights-to-flag victory for Red Bull.

The Australian took pole position by one tenth of a second ahead of team-mate Sebastian Vettel and pulled away from the German at the start. Vettel then lost around four seconds during his pitstop with a sticking right-front wheelnut, allowing McLaren driver Lewis Hamilton to jump into second.

The top three held firm until lap 54, when Vettel went off with a brake problem. He pitted again and was sent back out with orders to nurse his car home as he slipped to fourth.

While Webber cruised home to an easy win, Hamilton suffered a spectacular wheel failure with two laps to go, costing him second. That promoted Fernando Alonso and Vettel to second and third respectively. **RESULTS:** 1 Mark Webber; 2 Fernando Alonso; 3 Sebastian Vettel; 4 Michael Schumacher; 5 Jenson Button; 6 Felipe Massa.



## TYRE ALLOCATION

TYRES USED THIS WEEKEND			
HARD	SOFT	MEDIUM	SUPER SOFT

## 2010 WINNER

MARK WEBBER



## 2010 POLE POSITION

MARK WEBBER





Glock 106.712



D'Ambrosio 106.793



Karthikeyan 108.949



Liuzzi 107.983

AUTOSPORT technical correspondent Gary Anderson has been 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 four races of the year. The theoretical absolute pace is expressed as 100.



**GARY ANDERSON**  
Technical consultant

## SUSPENSION

Barcelona is a fairly high-downforce track. But you also need the aero balance – and the mechanical balance – to be very consistent because of the 180-degree corners. Everyone criticises Barcelona as a track with no action when it comes to racing, but I don't think it's all about circuit design. It's more down to the teams pounding round during testing and optimising their set-up. This means that the cars

end up very much in speed order. But this year the tyres could change that.

## DOWNFORCE

Because of the high downforce levels, you need to run a stiffer-than-normal suspension set-up to achieve the stable platform that you need.

## TYRES

The Pirelli rubber will be the main talking point of the race. Turn 3 is car balance-dependent, meaning that if the car understeers, it will eat up the front tyre, but if it oversteers, which it will for most, the race could turn into a nightmare for the driver. I would not be surprised to see at least three and maybe even four pitstops.

Turn 3 will punish  
tyres this weekend



RACE ODDS (bet365)	
Vettel	5/6
Webber	9/2
Hamilton	5/1
Alonso	13/2
Button	11/1
Rosberg	20/1
Massa	25/1
Schumacher	66/1
Petrov	66/1
Heidfeld	66/1
Kobayashi	250/1
Barrichello	500/1
Buemi	500/1
Alguersuari	500/1
Di Resta	500/1
Perez	500/1
Maldonado	1000/1
Sutil	1000/1
Trulli	5000/1
Kovalainen	5000/1
Glock	5000/1
D'Ambrosio	5000/1
Liuzzi	5000/1
Karthikeyan	5000/1

## THIS IS THE MOST

aero-dependent track on the calendar, so backing anyone other than a Red Bull for victory is a long shot. Once again, there is value to be had on Mark Webber, who is at 9/2 and will win some time. But for the more adventurous, how about bet365's 'without Vettel' market? You can get Webber at 2/1 and, for a long shot, Nico Rosberg at 11/1.

HRT has made progress since its shambolic start to the season in Australia, where both drivers failed to qualify, but neither driver is yet within 107 per cent of the pace. Fortunately, the use of hard tyres in Q1 by most frontrunners means that they should make the grid in Spain this weekend.

## THE DRIVER

**LUCAS DI GRASSI**

thedriver@autosport.com



## THE SPANISH GRAND PRIX IS GOING TO BE A

totally different race from what we saw in Turkey. Although Barcelona has many fast corners and is considered a high-energy tyre circuit, I don't believe we will have the same wear this weekend. I believe we can expect a race with fewer pitstops if we see low temperatures and some rubber going down.

Barcelona is not the easiest circuit for overtaking and downforce is predominant there, so that means it's looking really good for Red Bull.

A lot of testing happens there, so drivers and teams know the way around better than any other circuit on the calendar. Barcelona works like a baseline circuit to everyone. Most of the teams use it on the simulator to evaluate all performance upgrades. It's like a reference circuit, and because teams have been there three months ago, they can compare straightforward data to winter testing and really know how much time they have gained so far.

In my view it will be interesting to see how the tyres will behave with so many combined-g corners. Combined gs in motorsport language is the type of corner in which you brake and turn or accelerate and turn. Especially in combined-g traction, if the tyre has worn out, the driver can expect a massive loss of time. One good example is the exit of the last chicane together with the last corner.

I think this race is going to be a great reference for the real gaps between the teams and to forecast how the championship is shaping up.

TW STEEL LUCAS DI GRASSI



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# Straight talk David Coulthard

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

DC reckons this weekend's Spanish GP – at a circuit where overtaking doesn't happen much – will offer a fascinating insight into the relative worth of the new-for-2011 regulations

**T**his weekend's race in Spain is going to be a litmus test for Formula 1 2011's regulations. The Circuit de Catalunya is F1's proving ground because it's been used so much for testing. Historically, grands prix here have been predictable, but this year the racing has been anything but.

It's all about tyre management and getting in that one-second window for the DRS deployment, just as previous eras were about fuel management and use of turbo overboost. It's interesting to follow the debate on whether DRS and KERS have their place in F1. The purists might say no, but the people who got turned-off by F1's predictability would disagree.

Personally, I still defer to the fact

irrespectively, but for the health of F1 in general, we need as many people watching it as possible. Overtaking has always been difficult at Barcelona, so the DRS should come into its own.

These tools to aid overtaking are no different to the award of a penalty in a football match, so you're more likely to score without anyone defending the 'keeper. The skill is still there: put yourself in the fastest car, stick it on the front row, pull out at least a 1s gap by lap three (to avoid DRS vulnerability from behind) and win the race.

Apart from passing backmarkers, has Sebastian Vettel even touched his DRS yet in a race?

## THE TURN 1 HOTSPOT

The DRS deployment zone is going to be one of the biggest of the year on the start/finish straight. It's a very shallow braking into Turn 1, you generate reasonable load to begin with, but it's a very early turn-in to carry the speed in, which is why it's difficult to pass.

The DRS will exaggerate the slipstream effect, and give you the option of going past on the inside to make the move, but if someone defends the inside, it might be tricky to go round the outside. You'll also have to take into account the level of pick-up on the marbles on the inside.

Barca is hard on tyres because of the fast Turn 3 and the slower Turn 4, both very long, and both right-handed. That will work those Pirellis hard, but at least they have the knowledge from winter testing.

## VETTEL INTENDS TO STAY ON TOP

I phoned Sebastian on the Monday after the Turkish GP, because I happened to be in the area very close to where he lives, and thought we might have a coffee together. Turned out he was at the Red Bull factory in Milton Keynes, meeting with his engineers, using the simulator, preparing for this weekend. How impressive is that? No resting on his laurels there. We're only four races in, but he's obviously still pushing.

Mark Webber dominated in Spain last year, but has been magnanimous in acknowledging Seb has had the upper hand this season on Saturdays, although he has run him close on Sundays. What he needs to do is deliver what we know he can: a great performance in qualifying to maximise his race strategy chances.

McLaren has a big upgrade planned, which didn't happen in Turkey and it did seem to drop back relative to Red Bull's pace, with Nico Rosberg's Mercedes jumping ahead in qualifying. It needs to deliver the 'mega' upgrade, which it's already managed once this year. An average upgrade will bring the team back into line as main challenger, but a mega one will put Jensen and Lewis back in the fight at the front.

Ferrari had a reasonable winter testing, and looked very strong here, but fell back as the season began. Fernando Alonso usually pulls something special out for his home fans, so there's the potential for some serious fireworks. ❧

Barcelona has been guilty of processional F1 racing



PIC: DUNBAR/LAT

that anything that promotes the choice of fast-flowing, exciting sport is a good thing. People want to be entertained; they have a lot of channels of sport at their disposal. Hardcore fans will love it

**“McLaren requires a ‘mega’ upgrade to take on Red Bull”**



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# MPH Mark Hughes

AUTOSPORT grand prix editor

With the increased number of pitstops each team is having to make, the more chances there are for a crucial race-changing error

**A**t some point this season a race is going to be decided by a problem wheelnut. Up and down the pitlane it's become a dominant theme and it's clear now that as each car stops up to four times per race, the chances of a team's crew making all eight of those stops problem-free is virtually zero. Each car is serviced at the stops by the same crew and last year they were typically doing two stops per race and now they're doing between six and eight. It's inevitable something will give.

At Istanbul Felipe Massa's crew twice had problems attaching a wheel. At McLaren, Lewis Hamilton was delayed for over 10s as a wheelnut was cross-threaded, removed, replaced, cross-threaded again and only successfully applied at the third attempt. Jenson Button suffered a delay to the left-rear at his second stop, Mark Webber to his right-rear at his fourth stop. Paul di Resta's race came to an end as the Force India team realised a

wheel had not been tightened properly and they had to instruct him to stop out on the circuit (allowing the driver to try to limp back, as in the old days, is now frowned upon post-Massa Hungary '09 and would likely land a team in trouble). As it happened, none of these incidents significantly changed the outcome of the race, but it's only a matter of time before a similar occurrence does so.

The wheel rim is magnesium, the axle either steel or titanium, the nut usually titanium or aluminium. The expansion rates of the different types of metal are vastly different and so depending upon how hot they have got, things can get very sticky. There is also the matter of just how accurate the driver is in hitting his marks as he comes to a stop — if the gun has to be dragged forward a metre or so in a hurry, the chances of spinning the nut onto the wrong thread are obviously increased and indeed this was a contributory factor in one of Massa's problem stops in Turkey.

But given the enhanced importance of the task this year, teams are going to great lengths not just to practice their stops but also to design their wheelnuts and guns to minimise problems. Ferrari's wheels have long featured a sliding sleeve within the nut that pops out to unlock the nut as the gun goes over it, pops down to lock it in place as the gun is removed. Teams use guns with 'fingers' around the circumference that fit into similarly sized pockets within the nut's rim. Now that the requirement to homologate your wheels at the beginning of the year has been

dropped, Mercedes has been experimenting this year with wheelnuts that are already part of the rim, so they cannot be dropped. It's a trick they learned in DTM, but while it will probably speed up a routine stop in that it removes a movement from the operation, it's also riskier because if it's cross-threaded the whole wheel has to come off — and maybe even that of the other side because the tyres are balanced as sets.

Williams' former PR man Liam Clogger has digitally analysed pitstops during the season to date on his media site compelo.co. It makes for interesting reading. While the averages shown below take in only four races, bear in mind that equates to something in the order of 24 stops for most teams — typically six each in Australia and Malaysia, four in China and eight in Turkey — so statistical anomalies will be tending to iron out by now. The stop times shown include slowing down and speeding up into and out of the pitlane and so there is a small measure of car/driver performance included in the numbers. Ranking the teams in points order, the correlation between that and their pitstop performance is interesting.

TEAM	AV STOP TIME	AV TEAM RANKING
RED BULL	21.093s	1st
McLAREN	23.077s	3rd
FERRARI	24.117s	7th
RENAULT	23.449s	5th
MERCEDES	22.668s	2nd

It would seem that Red Bull is the fastest in the pits as well as on the track, Mercedes is next — and Ferrari is lagging some way behind. ☒



Something vital missing here...

**“It's only a matter of time before a wheelnut decides a race result”**

INDYCAR

## FUTURE GLIMPSE

Early iterations of Dallara's 2012 IndyCar bodykits were revealed for the first time last week. Concept versions of the aero kits for ovals (right) and road courses (left) were put on display at Indianapolis, to give fans an idea of the direction in which the new-generation cars are leaning. IndyCar 2012 project leader Tony Cotman confirmed that neither set of bodywork represents the final version.



INDYCAR

# Speed eyes IndyCar career

Ex-F1 driver nears 'life decision' on whether to abandon stalled NASCAR career in favour of single-seater return

**F**ormer Toro Rosso driver Scott Speed is weighing up a full-time return to single-seaters for the first time since his F1 career ended midway through 2007.

The 28-year-old American is in the process of preparing for his single-seater comeback at the Indy 500 with the Dragon Racing team.

Speed said that talks are under way with team owner Jay Penske about making the deal permanent in 2012. But he admitted to reservations about abandoning NASCAR, where he has been trying to establish himself since returning to the US.

"I don't know what's going to happen," said Speed. "I kind of feel like I'm giving up on stock car

racing just as I have it figured out, but Jay has given me a great opportunity and, if it feels good, I may have to stay here. I know this: I have to make a life decision in the next six months."

Speed drove the Dragon entry for the first time last week at Chicagoland Speedway, and said that it took some getting used to.

"I tested in Chicago and it was different," he said. "I was running 210mph around the bottom of an oval and it took six laps before I could run it wide open."

"I got to run about 50 laps and it started coming back, but if I had to run Sonoma [Sears Point], which I know very well, in an IndyCar I think I'd need a lot of practice. I know Indianapolis is going to be difficult and I've got to be patient."

Speed has been looking for a full-time drive since being dropped by long-time backer Red Bull last year in favour of Kasey Kahne, despite claiming to have signed a three-year contract extension. He is currently taking legal action



against the Austrian drinks giant.

"I had to completely change everything I knew about driving a race car for NASCAR and really learn to slow everything down," Speed said.

"So, just as I was getting comfortable, they tell me I no longer have a ride. That sucked and

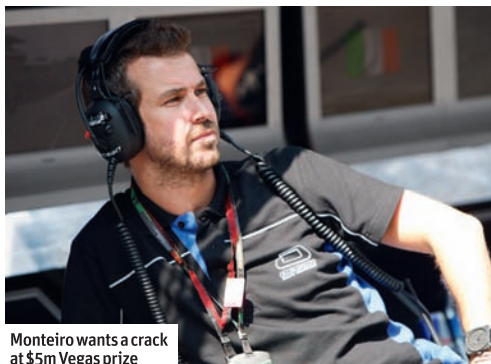
I'm suing Red Bull, but now I have another new opportunity with Jay so I feel pretty good again."

Speed has a two-race deal with Dragon, encompassing Indy and the season finale at Las Vegas. Penske Jr is understood to be trying to put together a deal to run veteran Paul Tracy alongside Speed next year.



**INDYCAR**

# Monteiro in frame for IndyCar Vegas



Monteiro wants a crack at \$5m Vegas prize

finished on the podium for Jordan in the infamous 2005 US Grand Prix and spent the 2003 season racing for the Fittipaldi-Dingman team in Champ Car, said that talks had begun for him to join the field.

"I know a few teams from my time there and some of them asked if I was interested," 34-year-old Monteiro told AUTOSPORT.

"I said 'yes' right away. Of course I would do it. Even if there was no \$5million, I would do it.

"The series will start to really finalise a short list of drivers in

July or August – I don't know if they are talking to 50 drivers, or 20 drivers, or what."

Monteiro, who races in the World Touring Car Championship in a SEAT, has not competed in single-seaters since his final F1 season in 2006, but believes that he would not take long to get back up to speed.

"I've done LMP1 – it's not a single-seater, but it's similar in terms of pace," he said. "At Magny-Cours we were a second faster than the GP2 car. I'm not fluent in single-seaters anymore, but something is still there."

**EX-FORMULA 1 AND Champ Car driver Tiago Monteiro is in discussions for an entry in this year's IndyCar season finale at Las Vegas.**

The series is offering

a \$5million bonus for any guest driver who can win the race, although ex-Toro Rosso and NASCAR racer Scott Speed is the only driver confirmed so far.

But Monteiro, who

## IN BRIEF



### WILSON ON FORM

Former McLaren AUTOSPORT BRDC Award winner Stefan Wilson was quickest in last week's Indy Lights test at Indianapolis after lapping at over 190mph in his Andretti Autosport car. Colombian Gustavo Yacamán and Spain's Victor Garcia were next up.

### CECCON JOINS GP2

Italian Kevin Ceccon will become the youngest-ever GP2 driver when he joins the Barcelona field this weekend. The 17-year-old (above), who scored a podium in last weekend's AutoGP round at Monza, will replace the injured Davide Rigon at Scuderia Coloni. He took part in the end-of-season test at Abu Dhabi with the team last November.

### LANCASTER IN F2

Briton Jon Lancaster was a late addition to the Formula 2 grid at Magny-Cours last weekend. The ex-Formula Renault 3.5 race winner, who ended the weekend with a sixth and a seventh, will remain on board for the rest of the season.

### BRADLEY, ASMER AT PAU

Entries for this weekend's International Formula 3 Trophy at Pau include reigning Formula BMW Pacific champion Richard Bradley at Carlin. The British-born driver is competing in the Japanese F3 Championship with TOM'S this year. Meanwhile, Double R Racing will run 2007 British F3 champion Marko Asmer on his comeback.

### FOYT ON VIRTUAL POLE

Indycar legends AJ Foyt, Rick Mears and Al Unser were given the front row in an all-time 'Greatest 33 Indy 500 Drivers' voted by fans.

### RIBBS STARTS A TEAM

Willy T Ribbs, the first African-American driver to race in the Indy 500, has started an Indy Lights team. Ribbs will run 21-year-old mixed-race stock-car convert Chase Austin at Indianapolis.

### CARLIN TO APPEAL

Formula Renault 3.5 team Carlin has appealed the result of the second race at Monza. The team's series leader Jean-Eric Vergne (below) received a 10-second penalty for cutting two chicanes that dropped him from first on the road to third.



**INDYCAR**

# Month of May gets under way



Tagliani took first blood at the Brickyard

### CANADIAN INDYCAR RACER ALEX

Tagliani was quickest in the first full practice day for the Indy 500 on Monday.

The Sam Schmidt Motorsports driver took advantage of the first day of dry running to emerge fastest with an average speed of 225.878mph.

Chip Ganassi Racing pair Scott Dixon and Graham Rahal were next, with Ryan Briscoe the highest-placed Team Penske driver in fourth.

Scattered rain had caused frequent interruptions during Saturday, and led to Sunday's running being called off altogether.

Meanwhile, the Indy 500 rookies underwent the mandatory orientation session last week, in which they are required to complete four phases of running at increasing speeds.

Most, including Renault F1 reserve driver Ho-Pin Tung, completed the entire programme, with Dale Coyne Racing's James Jakes still needing to tick off the fourth and final segment.

## AUTOSPORT SAYS...

**MARK GLENDENNING**  
**DEPUTY F1**  
**EDITOR**

mark.glendenning  
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Muller about to give Menu a punt

**C**hevrolet Europe's Eric Neve is arguably the most amiable motorsport manager for a manufacturer on the planet, although he could have been forgiven for losing his cool slightly when the gloves-off scrapping between his three Cruzes at the front of the WTCC field at Monza last weekend ended with Alain Menu being punted off by Yvan Muller on the last lap, derailing a 1-2-3 finish.

Even when Neve admitted his irritation at the incident to AUTOSPORT afterwards, he was still smiling. But his intention to continue letting Rob Huff, Menu and Muller race each other is absolutely the right call. The WTCC has enough work to do to improve its profile as it is – creating a situation where the dominant Chevrolets hold station after the first corner could very well force a redefinition of the word 'tedium'.

Quirky as it may seem, having the strongest package in a debilitated championship brings with it a sense of responsibility, and if fans don't have a fight between the Chevrolets to watch this season, then it's becoming hard to find many other reasons to tune in.

A new engine will help some independents, but it's not a complete solution. And yes, there will be scraps elsewhere in the field, but should an FIA world championship depend on a battle for fifth to make it worth following?

## ROLL OF HONOUR

**Chevrolet's Rob Huff became only the third driver to win both World Touring Car races in a single weekend at Monza last Sunday:**

- Jorg Muller (BMW), Magny-Cours 2005
- James Thompson (Alfa Romeo), Valencia 2007
- Rob Huff (Chevrolet), Monza 2011



Muller did the double in France

## IN BRIEF



## DTM TWEAKS FUEL-CAN RULES

Any DTM car found leaving the pits with a fuel can still attached will now be hit with a 10s penalty as standard. The new ruling, which was imposed ahead of last weekend's Zandvoort round, is in response to two such incidents occurring at the opening round at Hockenheim.

## ALLAM REPRISSES BTCC ROLE

The British Touring Car Championship has appointed 16-time race winner Jeff Allam as its new driving standards advisor. Allam, who held the same role during the 1990s, will advise the clerk of the course on issues of on-track behaviour.

## MONTEIRO FOR LE MANS

WTCC racer Tiago Monteiro will race at the Le Mans 24 Hours. The Portuguese, who dropped plans to contest the race when Signatech scratched its second ORECA-Nissan LMP2, will race in the lead LMP1 Pescarolo-Judd for the OAK team in place of the injured Matthieu Lahaye.

## HARVICK, BUSCH PUNISHED

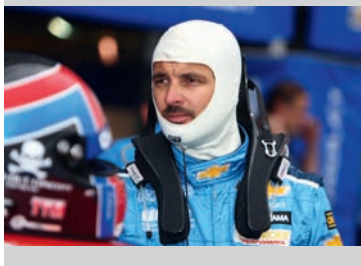
Kevin Harvick and Kyle Busch have been placed on four weeks' probation and fined \$25,000 for their pitlane altercation in the NASCAR Sprint Cup race at Darlington two weeks ago. Juan Pablo Montoya and Ryan Newman have escaped sanction for their own clash at Richmond a week earlier.

## BAYNE ATTEMPTS RETURN

Daytona 500 winner Trevor Bayne will test at Gresham this week before deciding upon whether he can participate in this weekend's NASCAR All-Star race at Charlotte. Bayne has been sidelined by an undisclosed illness in recent weeks.

## MULLER SUSPENDED PENALTY

WTCC Chevrolet works driver Yvan Muller has been handed a 10-place grid penalty, suspended for two races, after taking out team-mate Alain Menu late in the opening race at Monza on Sunday.



WTCC

## Chevrolet: no team orders

Cruze drivers will be allowed to keep fighting each other despite an own-goal at Monza

**C**hevrolet Europe motorsport manager Eric Neve insists that there are no plans to introduce team orders within his dominant WTCC squad despite the final-lap clash that cost it a 1-2-3 finish at

Monza last weekend.

Rob Huff, Alain Menu and Yvan Muller were running nose-to-tail at the head of the field in Sunday's opening race when Muller got a run on Menu at the exit of the second chicane. Menu tried to cover his line on the approach to Lesmo, but Muller caught the rear of his car, tipping it into the inside barriers before it rebounded back across the circuit.

Neve said that despite the incident the three Cruzes would be allowed to keep racing one another, but he warned that his drivers could not afford to keep throwing

away points.

"It's clear that we don't have any team orders and the biggest danger is within our team," Neve told AUTOSPORT. "We have to respect the drivers, but we also have to make sure that we don't go too far beyond the boundaries because that can backfire. We can't play with fire or else we will get burned. I think we've made the point that we don't want to make the racing boring by any means. We have a very strong package and we want to use it, so that's why we let the drivers race."

Menu told AUTOSPORT that he



WTCC

## Zanardi in WTCC comeback talks

**ALEX ZANARDI COULD RETURN TO** motor racing in the WTCC next year.

The 44-year-old last raced in 2009, following five years as a BMW driver in the WTCC. Since then he has turned away from motorsport to focus instead on contesting marathons in the

handbike class, with the aim of contesting the 2012 Paralympics.

However WTCC promoter Marcello Lotti told AUTOSPORT that he was speaking to the Italian in an effort to tempt him back.

"At the beginning [of the WTCC], I cannot say that Alex didn't help us," Lotti said. "He helped a lot when he decided to compete in the WTCC. And I have to tell you that we are working with Alex to have him back next year."

The two-time CART champion could

not be reached for comment, but he told AUTOSPORT late last year that he was optimistic of returning to the cockpit at some point.

"I am a very optimistic person," he said. "I think yes [I will come back], because what you lose with age is not the capability to be fast, it is the passion to play your role in motorsport in the same way that people in their 20s do."

Zanardi turned down an opportunity to race in the Superstars Series in 2010 to concentrate on his handbike career.



Chevys were class of the field at Monza

was disappointed with how his weekend had panned out, but was adamant that he and his team-mates should still be allowed to fight each other.

"I made the assumption that Yvan would lift, but he didn't," Menu said. "With hindsight I would have given him the room and taken third place. But there was no bad intention from Yvan. He was genuinely sorry afterwards. I don't think that the way we race should change.

"Monza is also different – with the long straight and the slipstream, you are much closer together in a race situation than you are at other tracks. I don't think people at RML and Chevrolet should over-react to the incident – it was Monza, and that kind of close racing is specific to Monza."



Zanardi may make return to the WTCC

**WTCC**

## Todt making WTCC popularity push

**FIA PRESIDENT JEAN TODT IS AIMING**

to elevate the WTCC to global prominence by drawing upon the best points of the various tin-top championships around the world.

The WTCC is going through a difficult phase, with the recent withdrawals of BMW and SEAT leaving Chevrolet as the only fully-committed manufacturer, and a series of calendar upheavals that resulted in three of the first four rounds of the current season being relocated. But Todt believes that the championship has the potential to create genuine global appeal.

"I have a lot of ambition for our championships, and I feel that touring cars will be a much more prominent category inside the FIA," Todt said at last weekend's Monza round.

"When I was in Australia I met with [V8 Supercar chairman] Tony Cochrane. I attended a NASCAR race last year. I had some meetings with the DTM and the Japanese [Super GT] people. I would like to take the best of each [national



Todt wants to increase the WTCC's profile

touring car championship] to make our FIA World Touring Car Championship".

Todt has charged recently-appointed FIA Touring Car Commissioner Alan Gow with investigating what can be done, but remains open to the possibility that the WTCC has already found its natural level.

"At the moment we have to secure the continuity and we have to secure what is in front of us," added Todt. "And that is

what we are analysing, making the inventory of this category, to see if we can. Maybe we will realise that we can't. But as I said, there is huge potential."

Todt added that finding the right balance of manufacturer and independent entries was one of the key aims, but refused to be drawn on whether the world championship could move away from production-based cars to a silhouette formula.



Liuzzi will swap F1 for V8 Supercars

**V8 SUPERCARS**

## Liuzzi for Gold Coast V8 race

**TONIO LIUZZI IS EXPECTED TO JOIN** the field for the V8 Supercar race on Australia's Gold Coast in October.

Australian publication Motorsport eNews reports that the HRT F1 driver will join series regular Tony D'Alberto in a Ford Falcon for the Surfers Paradise race on October 21-23. The Gold Coast 400 falls between the Korean and Indian GPs.

While several former F1 drivers took part in last year's race, Liuzzi will be the first current member of the F1 grid to do so. The Italian has some prior form in tin-tops, having taken three wins in the Speedcar Series in 2008/09. The Gold Coast 400, which pairs international guest drivers with full-time members of the V8 grid, was created to help fill the void left by the collapse of A1GP, which had been scheduled to replace the street circuit's Champ Car event.

**DTM**

## New Audi could test next month

**THE FIRST OF THE NEW-GENERATION**

DTM cars could be up and running as early as next month, according to Audi Sport boss Wolfgang Ullrich.

Existing manufacturers Audi and Mercedes, plus returning entrant BMW will next year all field new machines that will feature spec carbon chassis, reduced aero levels and improved side-impact protection.

"The planning is that in the middle of the year, we should have the first car running," Ullrich told AUTOSPORT. "It should be at the end of June."

Ullrich said that the 2012 technical regulations were "98 per cent there" but that it will be impossible to make final tweaks until each manufacturer has begun their testing programmes.

"There are some clarifications to be

made, but this is normal," he said. "I think the last little details will have to be adapted after each one [manufacturer] has had some testing with the new car. This is normal.

"You learn some things when you run a new car and these are things we have to know before we make the final clarifications."

Mercedes motorsport boss Norbert Haug, however, said that it would be at least another four months before Stuttgart's new machine would run. When asked by AUTOSPORT for an exact date on its testing debut, Haug said: "We've not decided. It will be later in the year – September or October."

Neither boss would confirm how many cars they will run next year, although BMW has already stated its intention to field six M3s across three teams.



Audi may run new-spec DTM car soon

LE MANS

# Turner sets half-distance target

Brit tells GARY WATKINS that the AMR-One will be lucky to last until 12 hours in next month's Le Mans 24 Hours



Turner reckons AMR-One is starting to come alive

**A**ston Martin Racing driver Darren Turner is not expecting the team's all-new AMR-One prototype to finish the Le Mans 24 Hours next month.

Turner, who will share the lead car with Stefan Mücke and Christian Klien, admitted that his hope was that it would "get to the 12-hour mark" in the wake of the team's latest test at the Motorland Aragon circuit last week. He said that a finish for either of the two AMR-One

LMP1s in the race on June 11-12 "would be a lovely surprise".

"People shouldn't have too high expectations for us," he said. "AMR is a small team and this project started very late."

AMR team principal George Howard-Chappell refused to make any predictions ahead of Le Mans.

"As far as speed goes, we won't know until after first practice on Wednesday," he said. "And on reliability, you never know when you have fixed your last problem."

Turner claims that AMR made a step in the right direction during a two-day test with both cars at the Spanish circuit last week. But he admitted that the car is still well short of its full potential.

"There is still a long way to go," he said. Turner was also optimistic about the progress that had been made with the engine, despite conceding that much remained to be done.

"A substantial step has been made on the engine in a relatively

short period," he said.

Engine revisions resulting in improved reliability at Aragon allowed the team to begin work in earnest on the set-up of the AMR-One.

"We've now been able to start working on performance, and the car has started to come alive," explained Turner. "At the start, we struggled to get the tyres to work, but at Aragon I didn't want to get out of the car. And that's a good sign."



Luhr last raced for Porsche in 2006

LE MANS

## Luhr back in the Porsche fold

**FORMER PORSCHE DRIVER LUCAS LUHR** will return to the wheel of one of the manufacturer's factory-backed cars at the Le Mans 24 Hours.

The German, who left Porsche for a four-year stint with Audi in 2007, will race a Porsche 911 GT3-RSR for the US Flying Lizards team next month. Luhr will share the squad's lead car with regulars Jorg Bergmeister and Patrick Long.

Luhr, who has also raced for the factory-affiliated Manthey team in the VLN long-distance series at the Nurburgring in 2010/11, said: "There were times when Porsche didn't like me, but now they do. I'm looking forward to racing a really competitive GT car."

This year's French endurance classic will be Luhr's first since contesting the race with Audi in 2009.

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LE MANS

# Brabham rues lost opportunity

**DAVID BRABHAM HAS NO DOUBTS**

that Highcroft Racing's HPD LMP1 challenger would have led the chase of the turbodiesel Audis and Peugeots at the Le Mans 24 Hours next month.

The 2009 Le Mans winner made the comments after the withdrawal of the car from the big race on June 11-12 at the start of this week. He said the HPD ARX-01e, which finished second at the Sebring 12 Hours in March, would have "been the fastest petrol-powered car" on the grid for the 24 Hours.

Brabham, who shared the car at Sebring with Simon Pagenaud and Marino Franchitti, said: "The power advantage of the diesels would have probably been too big for us, but I have no doubt that we would have been next.



Brabham: HPD would have starred at Le Mans

If the Peugeot or Audi had had any problems, they would have had us to deal with."

Highcroft and Honda Performance Development had jointly funded the Sebring race. The failure of the team to find sponsorship for Le Mans and HPD's inability to make up any shortfall in funds due to economic uncertainty in Japan resulted in the withdrawal,

just four weeks ahead of the race.

Because HPD is unable to provide any on-going factory support for Highcroft, the team has opted to end its relationship and begin the search for a new manufacturer deal.

Highcroft's withdrawal means that the Kronos Racing Lola-Aston Martin, to be run by Marc VDS, moves up from the reserve list.

WORLD GT1

# Zonta likely to split with Sumo GT1 squad

**FORMER GRAND PRIX DRIVER**

Ricardo Zonta appears unlikely to return to the Sumo Power Nissan FIA GT1 World Championship team after missing last weekend's Sachsenring round.

Zonta, who was paired with fellow Brazilian Enrique Bernoldi in the opening three rounds, informed the team over the course of the Portuguese event at the Algarve circuit that he would not be able to race in Germany.

Zonta had said that the world championship was his primary programme in 2011, but he told Sumo that the sponsor of his Brazilian Stock Car team had demanded that he race

at the Velopark circuit at Porte Alegre last weekend.

Sumo Power team owner James Rumsey said: "Ricardo has breached his contract, so it is down to us whether he continues. There are three more clashes [between GT1 races and Brazilian stock cars] and the most important thing is that we have continuity in such a strong championship."

Zonta said: "Stock cars has become my priority because of my championship position. I need to speak to Sumo again to see what they want to do."

Both sides said a decision is expected this week.



Warren Hughes replaced Zonta at the Sachsenring

V8 SUPERCARS

# V8s promise expansion



V8 Supercars are set to grow

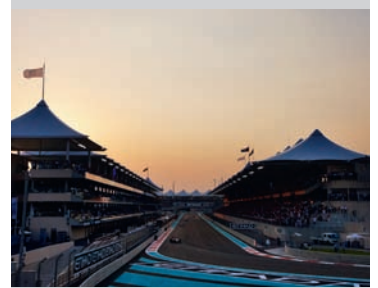
**V8 SUPERCAR CHAIRMAN TONY**

Cochrane has promised an expanded calendar with a greater international presence following the sale of a majority stake in the series earlier this week.

Investment company AMRP will own around 60 per cent of the championship when the deal is finalised later this month, with the remaining 40 per cent share to be owned by the teams and management. Previously, the teams held a 75 per cent stake, with the remaining 25 per cent held by SEL, an entertainment firm of which Cochrane is a director. Cochrane will remain in his current role with the series.

"From the fans' point of view, there will be more racing," Cochrane said. "Where fans will really notice a difference is in 2013, with firstly Car of the Future, and at least two, possibly three, brand new international venues in that year."

## IN BRIEF



### GT ENDURO FOR ABU DHABI

AUTOSPORT can reveal that an endurance race for GT cars is being planned for Abu Dhabi's Yas Marina in January next year. A feasibility study for the event, which would complement the 24-hour race at nearby Dubai Autodrome, is being drawn up by ex-Toyota F1 PR manager Andrea Ficarelli.

### CHAROUZ BACK WITH OAK

Renault F1 reserve driver Jan Charouz has rejoined OAK for the Le Mans 24 Hours. The Czech will drive the team's second LMP2 Pescarolo-Judd alongside Shinji Nakano and Nicholas de Crem.

### POULSEN WITH JETALLIANCE

Dane Kristian Poulsen, LMP2 winner at Le Mans in 2009, will race the second Jetalliance Lotus Evora in the 24 Hours. The current WTCC driver teams up with Oskar Slingerland and Martin Rich.

### CLAIRAY BACK IN ACTION

Frenchman Yann Clairay, a race winner in the FIA GT1 World Championship last year, drove at the Sachsenring for the Belgian Racing Ford squad in place of Martin Matzke, who will not return to the team. Clairay had already raced for sister team Marc VDS at the Algarve track the previous weekend.

### DKR SKIPS SACHSENRING

The DKR Engineering Chevrolet squad missed last weekend's Sachsenring round of the FIA GT1 World Championship after being involved in a fourth front-end shunt of the season at the previous week's Algarve event. The team, which blamed a lack of spares for its absence, expects to take part in the next round of the series at Silverstone on June 4-5.

### PATRICIA BRAULT

We regret to report the death last week of AUTOSPORT's former Mexican correspondent Patricia Brault, after a long battle with cancer. Married to driver Claus Schinkel - who competed in British F3 with Neil Trundle Racing in 1981 - Patricia was a popular commentator and anchor for Mexican TV's F1 coverage. She also worked for TV at the Football World Cup, and hosted motor-racing radio shows. AUTOSPORT sends its condolences to Claus and their children Claus Jr, who has also raced, and Stephanie.



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## Flashback

2003 CART season

### MONTEIRO'S AMERICAN FORAY

Tiago Monteiro is in talks to join the grid at the IndyCar season finale in Las Vegas (p23). Two years before his F1 debut with Jordan, he raced a season in the US with Fittipaldi-Dingman Racing.

## TOP FIVE

Zanardi moments

### 1 THE PASS

Ballsy lunge on Bryan Herta at Laguna Seca's Corkscrew in 1996 is stuff of legend.

### 2 LAUSITZ RETURN

Returns two years after 2001 accident to complete final 13 laps of fateful Lausitz race.

### 3 COMEBACK WIN

Takes first WTCC win in modified BMW at Oschersleben in 2005.

### 4 CLEVELAND

Rallies from back of the field to beat arch-rival Gil de Ferran at Cleveland in 1997.

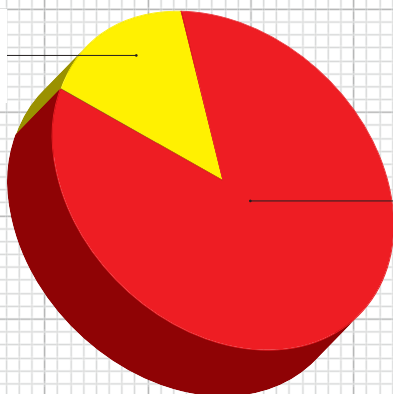


### 5 DONUTS

Exuberant trademark celebration followed each of his 15 CART wins.

## Weekly poll: Jean Todt

NO  
16%



We asked AUTOSPORT forum users whether Jean Todt has done a good job in his first 18 months as FIA president

YES  
84%

## top tweets



@JensonButton

I spent the day in the simulator driving Barcelona and think I completed more laps than I did in testing!!



@karunchandhok

Never ceases to amaze me just how far Norfolk is from....everything !



@paultracy3

Viso is mad at me for giving him crap on twitter , I miss little visolitto



@michaelmallock

New Snett is completely rubbish. What a waste of a good circuit. Nice one Palmer, at least you've got a corner named after yourself now



@MarioAndretti

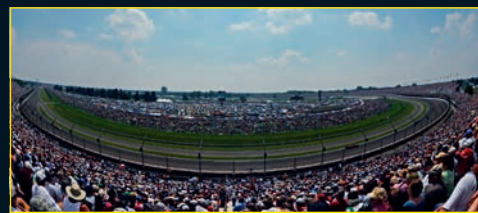
Driving from Ontario to Detroit to catch a flight home. So much traffic backed up on the bridge to the USA that I might miss the Indy 500



@PaulONeill29

Captain Jack Sparrow is the spit of James Thompson. Although to be fair Thommo is usually more pi\*sed than him and minces a lot more.

## NEXT WEEK



### INDIANAPOLIS 500 PREVIEW

It's the Centenary of the event they proclaim as 'The Greatest Spectacle in Racing'. Catch our full preview

### SPANISH GP

Find out the story behind the result from Circuit de Catalunya in our in-depth report



## PLUS

Raikkonen goes trucking; young guns in GP2 and GP3 action at Barcelona; Pau GP is revived

ON SALE  
MAY 26



Atkinson currently drives for Proton in the APRC

WRC


# Atkinson for Oz WRC comeback

Former factory Subaru WRC driver aims for a return to the top level in his home event, September's Rally Australia

**C**hris Atkinson will return to the World Rally Championship on September's Rally Australia in an attempt to revive his career at the highest level.

Atkinson hasn't competed in the WRC regularly since Subaru canned its programme at the end of 2008. The Queenslander is talking to Ford, Citroen and Mini about which car he will be driving on his home event, but Atkinson says he'll be happy with whatever World Rally Car he drives.

Atkinson said: "I'm determined to get back to the World Rally Championship and this is a step towards that goal. It's not decided yet what car I'll drive. I think it's fair to say all of the cars look pretty exciting. Right now, I'm focused on getting everything in place, the car I'm driving is integral to that, but




**SUBARU WRT – 2008**

**Chris Atkinson v Petter Solberg**

**Championship: 5th – 6th**

**Points: 50 – 46**

**Podiums: 5 – 1**



it's about getting the funding right."

The 31-year-old is in his second season driving Proton's Satria Neo S2000 in the FIA Asia-Pacific Rally Championship and he feels that experience will help him on his WRC return.

"One of the things in my favour is time in a Super 2000 car. When I was last in the WRC, I was taking podium finishes regularly and I'm more than capable of doing more of that. I feel I am a quicker and

more mature driver now than I ever have been and I have a huge amount to offer.

"Obviously, Australia's a new event for everybody, so from that perspective it is a level playing field, but don't forget those guys are out in their cars competing every three weeks – I haven't driven one yet. My focus this year is to win the APRC for Proton, but the bigger picture is about getting back to the WRC and competing on my

home round is a must."

Atkinson's only WRC outing since his Subaru career ended came in 2009, when he took a private Citroen C4 WRC to fifth on the season-opening Rally Ireland.

● Mini has recently been linked to a trip to Rally Australia with the factory squad, but David Richards said a seventh event would only be added if the sums made sense.

"If there was one event outside Europe we're likely to do, it would be Australia," admitted Richards. "Mini Australia are very enthusiastic. So if things are going very well, there's an outside chance [of doing the event]."

Richards added that Atkinson could be part of the plan, saying: "I've spoken to Chris about it and I'd welcome him back, if there's a budget to do it."



Mini WRC livery will change for each event

WRC

## Mini: no room for nostalgia

**THE MINI TEAM WILL TURN ITS BACK** on its retrospective approach to rallying in time for its return to the World Rally Championship in Finland this summer.

Prodrive chairman David Richards confirmed the use of #37 and #52 and the cars' red-and-white livery is likely to be changed for the Jyvasykla event.

"In Sardinia [on the team's debut], it was important for us to be corporate," said Richards. "We will revert to regular numbers. The corporate thing with Mini was for that event and the historical nod was important. But we have to look to the

future now. We could have different liveries on both cars on the same rally. And we'll run different liveries on each event. We'll preview each livery in the capital city of the country first and it'll start in Helsinki [ahead of Rally Finland]."

The Prodrive team will now switch its attentions to preparing the car for asphalt competition, with asphalt tests in Italy and Germany next in the schedule.

IRC

# Night-time stages for Rally Scotland



Change have been made to Rally Scotland route

**THIS YEAR'S RALLY OF** Scotland will include three stages in darkness after a major shake-up of the route for the penultimate round of the Intercontinental Rally Challenge.

The route for the 15-stage, October 7-9 event was released

earlier this week. Beyond the introduction of night-time forest stages, the main changes to the route are at the start and finish. Stirling Castle will now be used as the event start, with Scone Palace hosting the final two tests and the finish.

Following the Friday-evening start in the Castle, the crews will tackle two new stages in Carron Valley, just south of Stirling. Peugeot UK driver Guy Wilks has, however, identified a Saturday-night run through Drummond Hill as

being pivotal in the event's outcome.

"That's going to be the one," he said. "We'll be at a critical part of the event then and for me that's going to be the stage that decides the rally. Drummond Hill is so tricky in the daylight, never mind the dark. I think it's got the makings of a fantastic event, though. It sounds as though changes have been made for all the right reasons. We've seen from the Pirelli Rally in the past, how exciting it is to wait all day for the event to start and then for the drivers to be let loose into the forests – there'll be a real buzz about it."

## IN BRIEF



come back for the Acropolis with a new livery and a new start."

### ARAUJO EYES MINI RIDE

Double Production Car World Rally champion Armindo Araujo is aiming to contest all of next year's WRC in a top-line Mini. The Portuguese will tackle all the remaining European rounds of the 2011 WRC.

### TOUGH GIG FOR PROTON

Proton drivers Alister McRae and Chris Atkinson endured a tough weekend on the International Rally of Queensland, round two of the Asia-Pacific Rally Championship. Despite running one-two early on in the event, both Satria Neo S2000s were hit by alternator issues that ruled them out of the win. Atkinson retired and McRae finished fourth.

### BRACK TRIES ESCORT MK2

Former Indy 500 winner Kenny Brack last week tested the Ford Escort Mk2 he will drive on the Midnight Sun Rally. Swedish rally driver Kenneth Backlund helped Brack during the test of the Historic RallySport-built car.



IRC

## Wilks: I'm over-driving for Peugeot



Wilks is not yet fully at ease with the Peugeot 207

### PEUGEOT UK DRIVER GUY WILKS

says he needs to relax more in the team's 207 S2000 if he is going to avoid accidents like the one that ruled him out of last week's Tour de Corse.

Wilks was running third when he put the car off the road on the second day.

"I was trying to force the pace," said Wilks. "I'd been quickest on the stage before and, to be honest, I was surprised nobody beat that time, it didn't feel that quick to me. I'm not saying I haven't bonded with this car yet, but I don't feel completely relaxed all of the time. I need to feel comfortable all the time and I think the way to do that is to relax and just try to drive more naturally."

Wilks will be back in the 207 in two weeks time when he tackles the fourth IRC round of the year, the Yalta Rally.

## AUTOSPORT SAYS...

**DAVID EVANS**  
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**I**'m as obsessed as anybody with finding the next Colin McRae or Richard Burns. Who are they? Where are they? And when will they be champion? We all have our own thoughts on the above.

But, while we chase the future, we shouldn't ignore what's going on under our noses. I'm afraid I've been guilty of this recently. In one of my busiest non-rally weekends in ages, I was transfixed by the battle on Australia's Sunshine Coast.

And I have to say, I was delighted to see Mark Higgins winning the second round of the FIA Asia-Pacific Rally Championship. Higgins is in his 23rd year of competition – and it seems he's lost none of the edge that many thought would take him to the very top in the late 1990s. And his International Rally of Queensland success was not an isolated incident, either; he's been winning in China and Russia recently as well.

And so has his brother, David. A couple of weeks ago, we reported on the death of American competitor Matt Marker on the Olympus Rally. What we didn't report – but should have done – was that David Higgins won the event for Subaru USA. Higgins is a former American champion and looks a good bet to win it again, especially after his Oregon Trail Rally win last weekend.

As British rallying searches for its next star, let's remember the Higgins brothers who continue to fly the flag around the world.

Higgins won the APRC event in Queensland



## REMEMBER WHEN...



**A Brit last won the Tour de Corse?** Colin McRae dominated the wet/dry event in his Subaru Impreza WRC98, beating Gilles Panizzi's Peugeot 306 Maxi by almost half a minute on the French island. McRae's record remained safe when Guy Wilks dropped his Skoda from third last weekend.



GETTY

# “I still have that fire inside”

**He knows he's nearer the end of his Formula 1 career than the beginning, and could even be entering its twilight, but there's no holding Mark Webber back. By EDD STRAW**

**M**ark Webber headed into last year's Spanish and Monaco grands prix — on back-to-back weekends — reeling from a disappointing start to the season. But at the Circuit de Catalunya and Monte Carlo he turned it all around with two dominant victories from pole position to top the standings.

This year, Webber heads into the same double header reeling from another disappointing start to the season. He is 38 points off the championship lead (compared to 32 this time last year). His mountain to scale is a little higher than it was in 2010, but a repetition would put him right back into the hunt for the title.

But history counts for little in Formula 1 and there's no reason why Webber's 2010 week of wonder should be repeated. After all, last year his Red Bull stable-mate Sebastian Vettel wasn't heading to Spain with a full house of pole positions, and 93 out of 100 points on the scoresheet. But despite the divergence of the narrative, the bottom line is that Webber must once again slam down his title credentials after being beaten by Vettel not just since Australia in March, but ever since Monza last September.

The Australian has struggled to get on top of the new Pirelli rubber, but there is a growing body of evidence supporting the suggestion that, all things being equal, Vettel is that little bit faster. All the more reason for Webber to use memories of last year's purple patch to get on his team-mate's case and close a qualifying gap that needs to be nearer

to four hundredths than the four tenths we saw last time out in Turkey.

Spain and Monaco could prove to be a psychological trump card, a chance to prove that he's still capable of the 'not-bad-for-a-number-two' victories that took him to within touching distance of the title last year.

"Inevitably, there are tracks that just happen to be a bit easier for you than others," says Webber, going against the F1 driver 'magician's code' by suggesting that, just maybe, consistency in performance is not absolute. "It doesn't matter if you are Michael Schumacher, Valentino Rossi or whoever, there are circuits that you feel a bit more comfortable on. I wouldn't have said until a few years ago that Barcelona has been one of them, but recently it has been OK for me. Monaco has always pretty good going back to F3000. And I had a pretty strong race there with Williams and won last year. I'm going there with a little more confidence, but not much. Things can make a difference — different regulations, different tyres — but going in as a back-to-back winner is not a bad thing."

Webber has always been something of a specialist when it comes to playing psychological games with his team-mates. It's one of the reasons why he has seen off so many quick drivers in the past. But Vettel has been a bigger challenge. Last year, just as the 23-year-old looked to have cracked, he went on a spectacular run that arguably cost Webber the title. That has made Vettel even more relentless this year.

"The first year together [2009] and this ►



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His back's to the wall against Vettel

◀ year, he has had an advantage," admits the candid Webber. "Last year it was nip and tuck. We knew every lap that we did last year was virtually within a bee's dick. This year, particularly on Saturday, he looks comfortable. We know qualifying is less of a strength this year with the rules. But don't get me wrong, I'd rather have that strength and be lightning on Saturday..."

Webber doesn't complete his train of thought, perhaps stopping himself because he is one step away from probing Vettel's weaknesses. He has the air of a man who realises just how formidable a driver he is up against, but has zeroed in on the areas where he still has the chance to get the upper hand.

"To be up against the best and the quickest guys is what it's about," he says. "People say that he is pretty handy, but we will know in 10 or so years how good he really is. Obviously, he does a pretty good job but I'm not in awe of him. When you get it all right, he is beatable. You just need to get everything right, which is what you would expect to have to do against a world-class driver. He rarely has an off-day, but like every driver he has weaknesses and as a team-mate you see more of those than other drivers do."

"Experience is always nice to have, but he looks like he has a massive amount of it and is getting more all the time, unfortunately. I think maybe he just a little bit... [struggles with] ...dealing with unexpected plan changes during a grand prix. Things change, then it's about what we do now and dealing with stuff like that."

He doesn't want to explore the full implications of that weakness, but they are implicit. Webber believes that Vettel is brilliant while controlling the race, but less convincing when he doesn't have it all his own way. There were times when that was the case last year, such as the collision with Jenson Button in Belgium and a couple of ill-advised moves on the run to the first corner after a poor getaway, but what we don't know is whether the new, improved Vettel still has those problems. We haven't seen him in that situation so far



Webber took 2010 Spanish GP victory

this year because he has been utterly imperious. The only glimpse came in Turkey, where his big crash exiting Turn 8 robbed him of all but four and a half laps of running on Friday. But that made no obvious difference.

It's clear that Vettel isn't putting the pressure on himself. For Webber to approach the heights of last year, he needs to get into Vettel's head. The best way to do that is to revisit last year's double win from Spain and Monaco.

"I am still completely in it," says Webber, who has four top-five finishes to his name in 2011. "Seb has a nice buffer over all of us and if that continues, it will get dangerous. But if it doesn't and if the McLaren drivers or myself start to share the victories around, then things change. It's frustrating not to have started smoothly, but we've still got something out of it. In Malaysia, we had no KERS for the whole race... what can you do?"

"To have two podiums in the circumstances is not bad considering how fast McLaren have been. We've learned a hell of a lot and I'd have loved to have got more out of it, but I could be in a shitload worse position than I am now."

You sense that Webber means it about the championship not being over. He's not one for excessive PR speak, even though he's one of the most media-savvy drivers out there. He's always had a 'no-bullshit' air about him, perhaps ▶



## LEARNING FROM LAST SEASON

Last year was Mark Webber's big chance. After years of struggling in cars more worthy of points than podiums, he had a full season in the best machinery – the Red Bull RB6.

There were no mechanical retirements, and for much of the second half of the season he seemingly had one hand on the title. Yet in Abu Dhabi it all went wrong and he watched team-mate Sebastian Vettel nick the crown.

It was a crushing blow, but Webber doesn't dwell on that one weekend. Asking whether he choked – a dangerous piece of shorthand for the kind of performance anxiety that can make the most skilled professional transfer his skills from the unconscious mind to the conscious mind and lose his edge – seems fair. Webber thinks it was a different story.

"Abu Dhabi wasn't a good track for me the year before either," he says. "That's not an excuse – I just wasn't quick enough. Singapore is another track where I have to work hard with these second gear 90-right, 90-left, bends. I don't look at that one weekend. It would be like saying Chelsea lost the Premier League because they lost to Man United."

Webber lost the title by 14 points, on average less than one point dropped per race. It's the narrowest of margins over a year.

"Why did I crash in Korea? Well, I was on the limit. You can say that I could have got third place there and still won the championship. But that's retrospective and it's easy to say that. You're going to have non-finishes and I'm very happy with how I drove in Brazil and Suzuka, where I kept Seb extremely honest. In qualifying, Seb had half a tenth or a tenth."

It's no secret that Webber was very down after losing the title, retreating while the team celebrated the drivers' crown. He wouldn't have come back if he didn't believe he can go one step further this year. Maybe Vettel isn't the only one to have come out of last year's title fight a better driver...



more so than ever this year. After last year's Red Bull problems — Vettel wiping him out in Turkey, the Silverstone wing incident and, of course, his misguided outburst against the team in Brazil during the title run-in — Webber appears to have had his fill of intra-team politics.

More than ever, he is his own man this year, more often travelling to races independently of team management. He has admitted that getting a race-winning berth at another team after Red Bull is unlikely and seems determined to do things his own way.

Everyone is talking about his imminent retirement — many of them the same people who were convinced he planned to walk away at the end of last year. But there is a steel to Webber, a resolve to continue to

prove people wrong. Perhaps that's what motivated him not to simply walk away in the wake of the Abu Dhabi disappointment last year, a period during which those close to him indicate he seriously considered stopping. Why didn't he? Because of the seven or so hours that he's in the car during a grand prix weekend.

"I really enjoy it once I'm in the cockpit," says Webber. "When you're 21, you get bored of the arse-licking, but that's what has to be done. Over time, it wears thin and you get a little less tolerant of the off-track stuff. You still enjoy the driving, but in terms of constantly being asked your opinion on things... you know what? I'm actually not that bothered. The regulations for 2013? Whatever. Your eyes glaze over now, whereas before you'd take a real interest in that stuff!"

"I'm not at the start of my career, but I still have that fire inside to be competitive. While I have that, I'll still be here. There have been races this year where I've had every chance to throw in the towel, but you try and get something out of it. I still have a lot of good things to offer."

To those of you assuming that is just the

Chasing Vettel. Top left: at ease with Red Bull's Helmut Marko?

"You still enjoy driving, but in terms of being asked your opinion on things... I'm not that bothered. The rules for 2013? Whatever. Your eyes glaze over"



standard battle cry of a driver on his way out, think again. Webber's career has been all about upsetting the odds. Had he slid out of F1 after a few starts for Minardi in 2002, you could argue that he overachieved given the backing that he had. To have won six grands prix and come close to winning the world championship is more than most drivers can even dream of. If he's not quite as good as Vettel, if he's just lacking that last tenth to be able to beat a guy who you can lay money on becoming one of the grand prix greats, is that such a bad thing?

After all, stick him in the best car on the grid and repeat his 2010 season and, more often than not, Webber would have ended up with the title had he not been confronted with a field that many believe boasts the most strength in depth for decades. And anyone who has followed Webber's career would be foolhardy to think that he'll go down without a fight. But is it not strange that, 10 years into his F1 career, people are still writing him off, forcing him to try to upset the odds yet again in a category that he might never have reached in the first place?

"It's a good question," says Webber. "It has

been fascinating for me in the past week because I've been doing stuff with Mitch Evans [who drives for Webber's MW Arden GP3 team]. I see how far away from F1 he is and realise that I did all that. It really hits home to you how far the Robert Kubicas, the Fernando Alonsos, the Jenson Buttonns had to go to come through. All of us arrived here in different ways and there are a hell of a lot of guys who should have been on the grid that weren't — the Tom Kristenssens of this world.

"To realise how lucky I have been with the victories and the special moments is important. It's human nature to want more and more, but nothing lasts forever and there comes a point where you need to turn the page. It's a question of when you do that. You can't change people's opinions on you. He arrived, but he shouldn't have done... he did achieve a bit up against some good guys... he was supposed to be replaced by Kimi Raikkonen I don't know how many times! But you get to a point where you stop and people say, 'He was decent — he did really well with what he had.'

"Let's see. I might be talking to you here again next year." ☒



Vettel showed weakness in Belgium



With MW Arden GP3 boys Williamson (left) and Evans

## WEBBER'S BARCELONA HIGHS

### 2003 – First Jag points

Bagged his first points for Jaguar (below), finishing seventh from 12th on the grid.



### 2005 – Shock front row

Webber planted his Williams second on the grid, but finished sixth after a bad start.



### 2008 – Best of the rest

From seventh on the grid, won the midfield battle to take a best-possible fifth (above).

### 2010 – Domination

On pole by one tenth, he never looked like throwing it away on race day.

## WEBBER'S MONACO HIGHS

### 2001 – F3000 victory

Led from start to finish under pressure from Justin Wilson to win for Super Nova.

### 2005 – Maiden podium

After a stunning qualifying lap to start third, passed Fernando Alonso at the chicane to take his first F1 podium (below).



### 2006 – In the fight

In contention for an unlikely win for Williams when an exhaust problem forced his retirement.

### 2010 – Domination

Controlled the race from the front (below) after stunning lap to deny Robert Kubica pole.





# SPENT FORCE OR INDIAN SUMMER?

It's not been a great start to the season for Force India, but the team is optimistic that it's on the verge of turning a corner. By *EDD STRAW*

**S**ome have dismissed Force India's disappointing start to the 2011 season as proof that the ex-Jordan team has peaked. After all, with just four points, it's way off its pre-season target of making the top six of the constructors' championship.

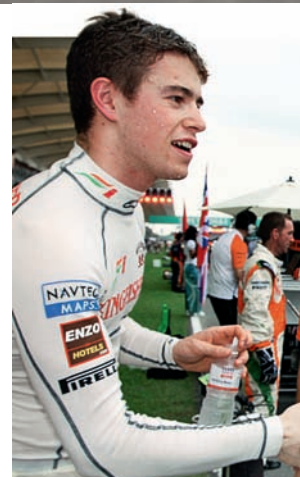
Superficially it's a fair conclusion to draw, considering the team had stocked up 18 points by the same stage last year. But you wouldn't judge a book by its prologue, and with the arrival of Force India's true 2011-spec car at this weekend's Spanish Grand Prix it could be a genuine case of 'the season starts here'.

Since morphing from Spyker into Force India ahead of the 2008 season, the Silverstone squad has come a long way. The team was perennial back-row fodder in '08, but the following year the combination of Mercedes grunt and aero efficiency allowed Giancarlo Fisichella to come close to winning the Belgian Grand Prix on merit. In '10 the Force Indias were consistent points scorers, but faded deep into the midfield late in the season. Small teams are expected to fade, but this wasn't about resources; it was about a team that needed to change direction.

"We had to go backwards before we went forwards," explains deputy team

principal Robert Fernley. "We lost our way in the last quarter of 2010, which cost us sixth in the constructors' championship. What you have seen in the first four races is an evolved version of the 2010 aero concept, and we believe that the 2011 concept will give us better development possibilities."

That the team can even contemplate such a fundamental change is proof of how far it has come since the underinvestment of the end of the Jordan era, which carried through its brief stints as Midland and Spyker. Dominic Harlow, circuit engineering director, has been there throughout the many changes in identity and played an



## FINDING A STAR ON THE SUB-CONTINENT

### UP UNTIL NOW, ONLY VIJAY

Mallya's majority ownership of Force India has justified the team's claim to be the country's national squad. The launch of its F1 Academy has changed all of that.

The hunt for 'one from a billion' kicked off in Mumbai last month, with hopefuls aged 14 to 17 put through their paces in karts. It's the first stage in a programme that could take an Indian driver all the way to F1. Another round was held in Goa last week, the second of seven regional shootouts from which 100 drivers will qualify for September's national final.

Those will be whittled down to 10, who will be flown to Silverstone for a six-day evaluation. Three winners will be selected, with one being given further karting training and the runner-up awarded a fully-funded racing programme in India. The winner will race in Europe in a category to be decided, based on age and development.

"The winner will be groomed for F1," explains Force India deputy team principal Robert Fernley. "It's not going to be a free ride. If they fail, they're going to be out, but the idea is that we take them all the way.



Will these karts carry an F1 driver?

"Where Karun Chandhok and Narain Karthikeyan struggled is that they didn't get exposure to Europe at an early age. That's what we'll be doing."

Force India plans to run the programme every couple of years, and most significantly it's not only about drivers. There is also a vocational training element designed to feed Indian mechanics into top-line motorsport. Next year, Fernley hopes to expand this side of the scheme further.

"Probably in April next year, we will launch the academic side," he says. "We want to help young Indians wanting to forge a career in motorsport who are maybe underfinanced for a degree. We will provide that finance and give them work experience at Force India."

Evidence that a Silverstone-based team can justifiably call itself the Indian national team. Give it seven or eight years and it may have a superstar Indian driver to complete the trick.

integral role in the team's revival.

"In 2008 we just built a simple, reliable car that was very safe and easy to operate," he says. "We were not going to push the envelope too hard and wanted to make sure that we could go racing. Once you establish what you can do that with the tools that you have, then you can develop those tools, the people, become more confident and try to go a step further. Now, that requires us to take a step back and start again on a different path."

It fell to new technical director Andy Green — whose on/off history with the team stretches all the way back to the founding of Jordan, when he worked under Gary Anderson on the design of the 191 — to oversee this process. After parting company with Mike Gascoyne at the end of 2008, the team lost technical director James Key to Sauber at the start of last year, before design director Mark Smith joined Lotus this year. All three had played central roles in Force India's rise, but changes in the way that the technical team is structured over the past few years have limited the damage of such restructuring, according to Fernley.

"Obviously that was a problem," says Fernley of losing Key and Smith. "But we had already taken the steps to reposition ourselves. Historically, ►

Di Resta has twice been in the points



Pitstop for di Resta in Australian GP

Sutil is in his fifth season with team



Team boss Mallya brought di Resta to F1

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“People haven’t given Vijay the credit he deserves. They see a wealthy guy playing”



The VJM04 hasn't been quick from the off

◀ Force India in its previous guise was a very hierarchical system, and what we wanted to introduce in 2009 was a flatter structure with more people responsible for developments. While it hurt us, it didn't disrupt us particularly because we had a wider depth of personnel to absorb such losses.”

In addition to that restructuring, improvements at Force India's Silverstone factory and expanded CFD capability – through a deal with Computational Research Laboratories – has increased its potential. Considering many scoffed when billionaire Vijay Mallya bought the team, expecting his tenure as controlling shareholder to be short-lived, he deserves credit for the scale of the investment. In addition to building up the team's resources, the McLaren-Mercedes partnership – which supplies the team with engine and drivetrain, allowing it to concentrate fully on finding aero and mechanical performance – has also been a key spend.

“People haven't given Vijay the credit he deserves,” says Fernley, who first got to know Mallya when he ran Formula 1 machinery for him 30 years ago. “He is absolutely committed to motorsport. Some people do look on the surface and see a wealthy guy wanting to play, but he's passionate about his sports – not just F1, but his Indian Premier League cricket team as well.”

That investment extends to drivers as well. Reigning DTM champion Paul di Resta has been promoted to the race team with huge success this year after driving during free practice eight times last year. Williams refugee Nico Hulkenberg has been brought in to succeed him as reserve driver, meaning that Force India has two of the best up-and-comers in the paddock on its

Fisichella starred in 2009 Belgian GP



books. The Scot scored a point in each of his first two grands prix and has outqualified more experienced teammate Adrian Sutil 3-1. No surprise that he has already caught the eye of some bigger teams. More of a surprise is how few teams have opted to capitalise on the chance to run reserve drivers during free practice, an investment that has paid dividends for Force India.

“To put a driver into F1 is a huge step,” explains Fernley. “It's not just about the bit on track. It takes a year to integrate someone and bring them up to the level you need. We believed that he had the talent to step up and he has rewarded us by doing a fantastic job. There have been rumours that Mercedes have provided us with KERS, money and all sorts of other things. That's nonsense – Paul is there on merit.”

And it seems that he will soon have a car worthy of his abilities. Although it's too much to expect that such a radical new package will live up to its potential in the next few races, there is an

expectation that by mid-season Force India will be climbing its way back into Q3 on merit. After a dismal pre-season test programme, where the attempt to eke the last few kilos of downforce out of an aero package that was pretty much maxed-out led to airflow-separation problems, the car was tweaked to create a solid package in the first few races. In that context, four points was probably more than the team hoped for, and Green has no doubts that making the top six in the points is still on.

“Definitely,” he says. “It's a long season and we will see the car come on in leaps and bounds over the next few races. Hopefully it will move us into the area we need to be in to be fifth or sixth. Fifth is an aggressive target, but I still believe that sixth is in our grasp. I'm up for that fight!”

If it does so, it would be a remarkable achievement. In terms of personnel and resources, there is a gulf between Force India and the top six teams (which include struggling Williams), but it still intends to fight with them. Whether it can do so depends on the new aerodynamic package, in which so much time and effort has been invested, being a success. Confidence is high and the Spanish Grand Prix could be the start of something big for one of F1's upwardly-mobile squads. ☒

Fernley (left) and Harlow: at cutting edge of step forward?



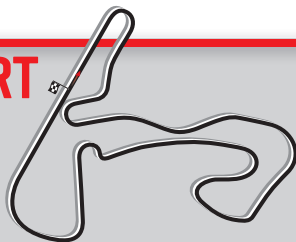
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F3 convert Mortara ran out of tyres but impressed

# Rocky scales the mountain

**In his second race in a top-spec Audi, Mike Rockenfeller finally reached the dizzy heights of DTM race winner**



Rocky broke his duck after four years trying

**IF THERE WAS A**

disconsolate face within the Audi camp after the opening round of this year's DTM at Hockenheim, it undoubtedly belonged to Mike Rockenfeller, even if he did hide it well.

Pumped full of adrenaline ahead of his first race in a bona fide 2009-spec A4 run by the Abt Sportsline squad, the optimism created by a fifth place in qualifying was totally undone by an ill-handling car in the race (later traced to a front-splitter problem) that the German ace described as "the worst I've ever driven".

Fast-forward two weeks and Rockenfeller's expression was a very different one – after all, he'd just taken his maiden series victory after more than four years of trying.

His win was a brilliant – if slightly unexpected – one, as his pace in practice and qualifying had marked him out as a podium finisher at best, while Timo Scheider and

Bruno Spengler led the way for Audi and Mercedes respectively. The biggest surprise for the man they call 'Rocky', was that it had taken so long.

"When I started in the DTM [in 2007], I got on the podium in my second race," he said. "So when that happened, I thought I would get a win pretty soon, maybe even in that year.

"Things didn't go so well with [Team] Rosberg [and, at best, a year-old Audi]. But it started to go a lot better last year with Phoenix in the DTM and, of course, I won the Le Mans and Daytona 24 Hour sportscar races too, and I had great support from Audi all that time.

"Crossing the line was a big release for me. I always knew I could do it and this now proves it to everybody."

The key factors in Rockenfeller's victory were his beating of Jamie Green's Mercedes into second place at the start, and the timing of his first pitstop. As soon

as the mandatory pit window had opened on lap 11, Abt had pulled him in, keen to equip his A4 with a fresh Hankook on each corner and replenish his fuel reserves.

Spengler, who had led the opening stages of the race from pole position in his Mercedes, should have been in on the following lap to cover off his charging rival, but things didn't quite go according to plan at HWA.

"I had a problem with the radio communication and didn't hear the call to pit until too late," the Canadian said. "I don't know if it cost me the race, but it definitely is what lost me the lead."

Indeed it did. On new tyres, Rockenfeller turned a one-second deficit into an advantage of more than 1.2s by the time Spengler emerged from the pitlane on lap 13. Although it would be another 18 laps before Rockenfeller actually led – thanks to a variety of different strategical thought processes being trialled –

he was controlling things from the front and was a deserved victor.

Last Sunday was definitely a day for the more unheralded members of the Audi clan to flex their muscles while the established top dogs, former double champions Timo Scheider and Mattias Ekstrom, were only able to score minor points.

Martin Tomczyk, reinvigorated since being demoted to a 2008-spec car with the Phoenix squad during the winter, was on even better form than at Hockenheim, and made three decisive overtaking moves during the race – each one at Tarzan bend.

His pass of Green's Mercedes was the best of them – and of the race

Tomczyk would eventually pass Green for third place



## RACE RATING

★★★★☆

Enthralling rather than exciting. The variety of strategies kept you guessing all race long

## MILESTONE

Mattias Ekstrom had his worst qualifying since the Nurburgring round in 2002



## REPORT DTM ZANDVOORT

JAMIE O'LEARY  
reports



full-stop – as the pair ran side-by-side through the banked hairpin and the left-hand kink that follows, Green eventually losing out at Gerlachbocht as he ran off the track on the right-hand side.

“That was fun,” said Tomczyk. “But all race my car was just fantastic. The balance did not change at all from the start to the end, whether on new or old tyres, or high or low fuel.

“Last year my engineer would be on the radio all the time telling me my times, my gaps, all of that... But I have a new engineer this year, and he did not talk much in the race. I radioed him to check he was still there and he said, ‘Martin, just keep doing what you’re doing. I don’t need to tell you anything.’”

But the man who really impressed Audi Sport’s head, Dr Wolfgang Ullrich, was not Rockenfeller or Tomczyk. Instead, it was Edoardo Mortara, who was starting just his second

DTM race for Team Rosberg. Like Rockenfeller, the F3 Euro Series champion and two-time Macau GP winner stopped for the first time on lap 11, but unlike the winner, he had no new tyres left for raceday, and performed terrifically on scrubbed Hankooks. That well-timed first stop vaulted him ahead of the Mercedes of Gary Paffett and Ralf Schumacher plus Tomczyk, although the latter’s fresh tyres helped him to overhaul the Italian at Tarzan on lap 19.

“I’m very pleased with that,” admitted Mortara. “But I think we should have had that result at Hockenheim too, had we not had the communication problem [Mortara was incorrectly identified as the leader by the safety-car driver and lost a bucketful of positions after what had been an impressive drive]. I wouldn’t say this makes up for that, but it’s a good result.”

## Slick strategy helps Audi duo to jump Mercs

Rocky/Tomczyk Audis beat Spengler off the line



**JUST AS AT HOCKENHEIM, THERE WAS NO** great abundance of overtaking at Zandvoort, but that didn’t mean the race was a dull one – far from it in fact.

The guessing game that was race strategy didn’t apply at the front, where the top-two finishers Mike Rockenfeller and Bruno Spengler stopped more or less when they were expected to.

Martin Tomczyk left it a few laps longer for each of his two stops, but like the other drivers of older Audi machinery, benefitted from the 25kg lower weight limit compared with the newer machines, and the lower wear rate on the outside of the front-left tyres that came with it. His podium finish was well-deserved.

Abt man Timo Scheider “didn’t quite have the car,” according to Audi Sport head Dr Wolfgang Ullrich, and was a solid, if unspectacular fifth – one place ahead of Edoardo Mortara’s Rosberg car.

After Abt discovered – and put right – the unexplained cause of Mattias Ekstrom’s dismal qualifying effort, the Swede was in charge mode. A 25-lap run on his first set of

tyres was 14 laps longer than Rockenfeller and helped him emerge eighth after his final stop.

Try as he did though, even fresh rubber could not get him past the excellent Maro Engel, who took his Persson Mercedes to his best result since Oschersleben in ’09.

There was a worrying lack of pace – and an even more worrying lack of an explanation for it – from the HWA Mercedes machines of Gary Paffett and Ralf Schumacher, both of whom were battling with Tomczyk when they made their first pitstops, but who dropped more than 18s to the German during the second half of the race while battling chronic understeer. They fell to ninth and 11th by the chequered flag.

Behind them, an entertaining scrap for 12th between the 2008 Mercs of Susie Stoddart and David Coulthard ended thanks to a drive-through for DC for pitlane speeding. Stoddart, who was prevented from reaching Q2 by just a thousandth of a second by Coulthard, got her revenge on the 13-time grand prix winner by passing him when they made their first stops together.



Podium trio – and Herr Abt – celebrate

## RESULTS

DTM, Zandvoort (NL), May 15-17, round 2 of 10

GRID	
1 SPENGLER 1:31.805	2 GREEN 1:31.940
3 ROCKENFELLER 1:32.017	4 TOMCZYK 1:32.063
5 PAFFETT 1:31.043	6 SCHEIDER 1:31.148
7 MORTARA 1:31.160	8 SCHUMACHER 1:31.387
9 MOLINA 1:31.329	10 ALBUQUERQUE 1:31.343
11 V D ZANDE 1:31.632	12 JARVIS 1:31.729
13 ENGEL 1:31.938	14 COULTHARD 1:32.007
15 STODDART 1:32.197	16 EKSTROM 1:32.236
17 VIETORIS 1:32.646	18 FREY 1:33.436

### 41 LAPS, 109.726 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Mike Rockenfeller (D)	Abt Sportsline	Audi A4 (2009)	1h05m23.514s	3
2	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+1.423s	1
3	Martin Tomczyk (D)	Phoenix Racing	Audi A4 (2008)	+1.865s	4
4	Jamie Green (GB)	HWA	Mercedes C-class (2009)	+6.957s	2
5	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+11.478s	6
6	Edoardo Mortara (I)	Team Rosberg	Audi A4 (2008)	+14.160s	7
7	Maro Engel (D)	Persson Motorsport	Mercedes C-class (2008)	+15.064s	13
8	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	+15.439s	16
9	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+19.482s	5
10	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+21.859s	12
11	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+28.435s	8
12	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+28.885s	15
13	Renger van der Zande (NL)	Mücke Motorsport	Mercedes C-class (2008)	+35.870s	11
14	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+37.268s	9
15	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	+38.901s	17
16	David Coulthard (GB)	Mücke Motorsport	Mercedes C-class (2008)	+49.548s	14
17	Rahel Frey (CH)	Phoenix Racing	Audi A4 (2008)	-1 lap	18
R	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	13 laps - overheating	10

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Spengler	18
2	Rockenfeller	10
3	Tomczyk	10
4	Ekstrom	9
5	Scheider	9
6	Green	7
7	Schumacher	6
8	Paffett	3
9	Mortara	3
10	Engel	3

KEY R=Retired  
Winner's average: 100.550mph.  
Fastest lap: Rockenfeller,  
1m33.410s, 103.142mph.

**MONZA**

Italy

May 14-15

WTCC

Round 3/12

**AT A GLANCE**

→ Race 1 Rob Huff

→ Race 2 Rob Huff

→ Pole position Rob Huff

→ Fastest laps Muller x 2



# Huff blows the house down

**Chevrolet's British star took a rare double in the WTCC at Monza, but there was some needle within the ranks**



Huff leads his team-mates

IF EVER A TEAM GOT BOTH ends of the stick, it was Chevrolet at Monza last weekend. Rob Huff reinforced the current superiority of the Cruze by becoming just the third driver in the history of the World Touring Car Championship to win both races in a single weekend, but the team was also left counting the cost of a friendly-fire incident late in the first race that derailed what would have been a comfortable 1-2-3.

Huff had to work hard for both of his victories. He started things off on the right foot by taking his third pole position in succession and leading the field through the first corner, but the sister cars of Alain Menu (for most of the race) and Yvan Muller (for the final lap) camped themselves firmly in his tow for more or

less the entire race distance.

The Briton resisted several challenges from his stablemates by remaining planted to the inside and letting them take their chances, although he had to deal with one worrying moment when he braked slightly early for Ascari just as Menu was braking slightly late right behind him, resulting in a hard tap that sent Huff into a high-speed wobble that he was fortunate to catch.

"I think I spent about 90 per cent of the race looking behind me," Huff said. "It was the toughest race I've had all season."

Safe to say that Menu's was tougher. The Swiss had taken advantage of a failed attempt by Muller to overtake Huff at the Parabolica at the end of the first lap to get a run on his French counterpart and pass

him into the first chicane. The Chevrolets ran in a tight pack for much of the race, with Menu forced to juggle attack and defence as he looked for a way to get around Huff without leaving the door open for Muller.

The racing between the trio was hard enough to discount any thought of team orders. But, with experienced heads at the command of all three cars, Chevy Europe motorsport chief Eric Neve looked relatively calm on the pit wall right up to the moment that Muller put Menu into the wall.

Menu had been looking for a way past Huff on the final lap when he realised that Muller had got a run on him out of the second chicane. He tried to defend on the approach to the first Lesmo, but was tagged from behind by the reigning

world champion and spat into the wall.

"Unfortunately at the end at the second chicane he went off the corner a bit slower than me," Muller said. "I tried to cross inside but he closed the door and we had a small contact. Not big, but big enough."

That was an understatement. Neve said afterwards that he'd taken the opportunity between races to remind the trio of what was acceptable and what was not.

"We spoke to them individually and then together as well, and that [incident] was... he said. "We want them to race each other, but we don't want them to come into contact. Although the racing was clean, the incident with Yvan and Alain shows that there are limits, and that one went too far."

The clash derailed Menu's weekend completely. Things had started badly on Saturday when Menu felt aggrieved by what he



## RACE RATING

★★★★☆

Thank goodness Chevrolet management let their drivers race each other

## MILESTONE

BMW privateer Kristian Poulsen bags his first overall podium



## REPORT WTCC MONZA

MARK GLENDENNING  
reports



Menu is dispatched to scenery by Muller



considered to be an inadequate tow from Huff in qualifying. "The only thing we could see was that Rob was a bit conservative on the approach to the first Lesmo," said Neve. "But it was his first lap on new tyres." Then, in addition to losing a near-certain race-one podium, the work that needed to be done to his car afterwards meant Menu fell foul of the parc ferme rules and had to start the second race from the back of the grid. He rallied to fifth but, given the potential of the car that he had, it was a poor return on the weekend.

Despite the wake-up call delivered to the Chevrolet line-up between races, the team was lucky to escape another incident in the second race when Huff, who'd capitalised on a poor start from polesitter Tiago Monteiro to take the lead,

was hit hard from behind by Muller while braking for the Parabolica a couple of laps before the end.

"Yvan was very quick out of Ascari," Huff said. "I moved to the inside, the dirty side, and braked quite early because I was worried about the dirt on the tyres. Obviously that caught him by surprise. I think my rear wheels were about a foot in the air when he hit me."

Muller reacted immediately with a nice bit of sportsmanship by allowing Huff to gather himself back together and keep the lead rather than take advantage of nearly firing him into the gravel.

Chevrolet proved again at Monza that it has nothing to fear from its rivals in purely mechanical terms. Now it has to make sure it can deal with the threat from within. ☒

## New turbos: not the panacea to cure all?

**MONZA'S DEMANDS FOR OUT-AND-OUT** power made it a natural target for the SUNRED SEAT and Polestar Volvo teams to have their new-spec turbo engines ready.

In the event, neither made it – Polestar's track-testing and SUNRED's bench-testing left both teams feeling that more work was needed before the engines could be raced.

But would it have made any difference? SUNRED's Tiago Monteiro was ambivalent.

"Everyone talks about the new engine," he said. "But it's not just a matter of putting it in and going faster – it will change the set-up, the gearing, everything. It could take time to make it work."

Monteiro capitalised on the new qualifying system, whereby the top 10 in the first qualifying session is inverted to determine the top of the race-two grid, by taking pole for the second race. But rather than celebrating, the Portuguese added his voice



Monteiro ambivalent on turbos

to the chorus of criticism of the system.

"I was lifting on the straight," he said. "And I was on old tyres. Is this really the best system for qualifying?"

The Italian circuit was also the first of the 2011 season to feature weight corrections, with the dominant Chevrolets saddled with an additional 40kg. This added an estimated 0.6s to lap time, but was almost completely cancelled out by the slipstreaming effect that the three Cruzes were able to generate.



SEATs battled with BMWs

## RESULTS

World Touring Car Championship, Monza, May 14-15, round 3 of 12

GRID RACE 1						RACE 1 - 9 LAPS, 32.396 MILES						GRID RACE 2						RACE 2 - 9 LAPS, 32.396 MILES						CHAMPIONSHIP TABLE					
2 MULLER 1:59.131	1 HUFF 1:59.034					POS DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	1 MONTEIRO 2:00.549	2 HUFF 2:00.515	POS DRIVER	TIME	GRID	POS DRIVER	PTS												
4 NICHOLISZ 1:59.458	3 MENU 1:59.433					1 Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze 1.6T	18m07.398s	1	3 TARQUINI 2:00.511	4 MULLER 2:00.382	2 Muller	+0.242s	4	2 Muller	84												
6 O'YOUNG 1:59.866	5 MONTEIRO 1:59.574					2 Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze 1.6T	+1.291s	2	5 BENNANI 2:00.287	6 O'YOUNG 2:00.030	3 Poulsen	+3.559s	7	3 Menu	79												
8 CORONEL 2:00.244	7 POULSEN 2:00.010					4 Norbert Michelisz (H)	Zengo Dension Team	BMW E90 320 TC	+4.269s	4	7 POULSEN 2:00.005	8 NICHOLISZ 1:59.961	4 Monteiro	+6.211s	1	4 Monteiro	58												
10 TARQUINI 2:01.073	9 BENNANI 2:00.930					5 Tom Coronel (NL)	ROAL Motorsport	BMW E90 320 TC	+4.499s	8	9 CORONEL 1:59.907	10 VILLA 2:00.803	5 Menu	+8.896s	21	5 Tarquini	52												
12 ORIOLA 2:00.861	11 VILLA 2:00.803					6 Kristian Poulsen (DK)	Liqui Moly Team Engstler	BMW E90 320 TC	+5.509s	7	11 ORIOLA 2:00.861	12 ENGSTLER 2:00.912	6 O'Young	+10.089s	6	6 Poulsen	41												
14 NYKJAER 2:00.971	13 ENGSTLER 2:00.912					7 Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Cruze 1.6T	+10.506s	6	13 NYKJAER 2:00.971	14 TANIGUCHI 2:01.534	8 Michelisz	+10.780s	8	7 Coronel	40												
16 DAHLGREN 2:01.823	15 TANIGUCHI 2:01.534					8 Javier Villa (E)	Proteam Racing	BMW E90 320 TC	+10.798s	11	15 DAHLGREN 2:01.823	16 BARTH 2:02.008	8 Villa	+11.054s	10	8 Michelisz	28												
18 DUDUKALO 2:02.009	17 BARTH 2:02.008					9 Franz Engstler (D)	Liqui Moly Team Engstler	BMW E90 320 TC	+11.492s	13	17 DUDUKALO 2:02.009	18 LEE 2:04.088	9 Engstler	+11.056s	12	9 O'Young	27												
20 S'EREGGER 2:04.682	19 LEE 2:04.088					10 Fredy Barth (CH)	SEAT Swiss Racing by SUNRED	SEAT Leon 2.0 TDI	+15.366s	17	19 S'EREGGER 2:04.682	20 OKYAY 2:04.790	10 Tarquini	+12.800s	3	10 Bueno	25												
22 FABIANI 2:08.789	21 OKYAY 2:04.790					11 Mehdi Bennani (MA)	Proteam Racing	BMW E90 320 TC	+18.439s	9	21 MENU 2:00.279*	22 FABIANI 2:08.789	11 Taniguchi	+19.420s	14	INDEPENDENTS													
						12 Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon 2.0 TDI	+18.873s	14			12 Oriola	+21.519s	11	POS DRIVER	PTS												
						13 Yukinari Taniguchi (J)	Bamboo Engineering	Chevrolet Cruze 1.6T	+19.286s	15			13 Dahlgren	+23.532s	15	1 Poulsen	45												
						14 Pepe Oriola (E)	SUNRED Engineering	SEAT Leon 2.0 TDI	+20.070s	12			14 Lee	+27.912s	18	2 Michelisz	33												
						15 Robert Dahlgren (S)	Polestar Racing	Volvo C30	+30.709s	16			15 Coronel	+28.095s	9	3 O'Young	33												
						16 Ibrahim Okayay (TR)	Borusan Otomotiv Motorsport	BMW E90 320si	+58.046s	21			16 Okayay	+48.069s	20														
						17 Urs Sonderegger (CH)	Wiechers-Sport	BMW E90 320 TC	+59.018s	20			17 Sonderegger	+52.972s	19														
						18 Fabio Fabiani (I)	Proteam Racing	BMW E90 320si	+1m25.422s	22			18 Fabiani	+1m27.890s	22														
						19 Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze 1.6T	8 laps-accident	3			19 Barth	7 laps-fuel pres	16														
						20 Marchy Lee (PRC)	De Team KK Motorsport	BMW E90 320 TC	- 1 lap	19			20 Bennani	7 laps-acc dam	5														
						R Gabriele Tarquini (I)	Lukoil-SUNRED	SEAT Leon 2.0 TDI	5 laps-acc dam	10			R Dudukalo	1 lap-acc dam	17														
						R Aleksei Dudukalo (RUS)	Lukoil-SUNRED	SEAT Leon 2.0 TDI	2 laps-accident	18			R Nykjaer	0 laps-engine	13														

KEY R=retired; \*grid penalty. **Race 1** Winner's average: 106.61mph. Fastest lap: Muller, 1m59.960s, 108.02mph. **Race 2** Winner's average: 106.36mph. Fastest lap: Muller, 1m59.355s, 108.57mph.



Neuville starred on Tour de Corse's classic stages

INTERCONTINENTAL RALLY CHALLENGE TOUR DE CORSE (F), MAY 12-14, RD 3/12

## Neuville becomes youngest-ever IRC winner

**FRESH OFF THE BACK OF A** podium in the previous Intercontinental Rally Challenge round on the Canary Islands, Peugeot Belgium-Luxembourg driver (and Citroen protege) Thierry Neuville became the youngest-ever winner of an IRC round on the legendary Tour de Corse.

"I honestly don't know what has made the difference recently, but something has clicked in my head," said Neuville. "This is the best day of my career so far. I'd like to think that I could challenge for the title this year, but I know it will be tough."

The 22-year-old claimed the lead on the opening day, but third place for Skoda's Freddy Loix means that the experienced Belgian moves into the lead of the IRC standings, five points ahead of Neuville and factory

Skoda driver Jan Kopecky.

The Tour de Corse joined the Eurosport-backed series in a three-year deal starting from this season, with the rally returning to its roots using classic stages in the north of the island around Calvi and Corte, as well as the more familiar tests close to Ajaccio. One of the road sections close to Corte even ran past the memorial to Henri Toivonen, marking the spot where the brilliant Finn was killed in a fiery accident 25 years ago.

Neuville won both of the opening tests on Thursday, which took in the first 55 competitive kilometres out of a mammoth total of 320.

When the action resumed on Friday, Peugeot UK driver Guy Wilks became the first big name to come to grief, having moved up from an overnight sixth to challenge for third, thanks

to a fastest stage time on SS3. But by the end of the following stage it was all over. "I just braked too late on a downhill right-hand bend," said the Briton.

"The back of the car touched the grass, swapped ends and ended up five metres off the road."

He was not the only one to hit problems. Monte Carlo Rally winner Bryan Bouffier took advantage of a spin for Neuville to take the lead from an overnight third after going fastest on SS4.

But his lead was short-lived as he lost more than a minute with a rear-left puncture on SS5, putting Neuville back in front. This also promoted Skoda UK driver Andreas Mikkelsen to third overall behind Kopecky. Mikkelsen, under strict instructions to bring his Fabia home to the finish, enjoyed an intense battle

with Loix, who reclaimed the final provisional podium slot by just 1.3 seconds on the last stage of the day.

The final day of the rally took in six stages and nearly 140 competitive kilometres. Kopecky won the opening stage after Neuville reported a lack of confidence in the handling of his 207, but the Belgian hit back in style to claim the next three stages and seal his victory.

Mikkelsen was set for a podium after getting the better of Loix, but the Norwegian picked up a puncture on SS12 and lost more time with a problem changing the wheel. After dropping to eighth, he fought his way back to sixth, setting the fastest time on the final stage.

The last stage was the scene of the biggest drama of the rally though. Bouffier had battled back to fourth after his puncture, but slid off the road in the first half of the stage, robbing himself of a frontrunning championship position.

Bouffier fought with Corsica's Pierre Campana, who delivered an excellent IRC debut performance in a Peugeot 207 to claim fourth overall, despite a puncture on the final stage.

● Anthony Peacock

### RESULTS

#### 1 Thierry Neuville/Nicolas Gilsoul (Peugeot 207 S2000).

3h20m51.0s; 2 Jan Kopecky/Petr Stary (Skoda Fabia S2000), +15.5s; 3 Freddy Loix/Frederic Miclotte (Skoda Fabia S2000); 4 Pierre Campana/Sabrina de Castelli (Peugeot 207 S2000); 5 Bruno Magalhaes/Paulo Grave (Peugeot 207 S2000); 6 Andreas Mikkelsen/Ola Floene (Skoda Fabia S2000).

**Points** 1 Loix, 45; 2= Kopecky & Neuville, 40; 4 Juho Hänninen, 33; 5 Bouffier, 31; 6 Wilks, 25.



Mikkelsen avoided locals on way to top six



1	Sebastian Vettel	↔	26,463
2	Mark Webber	↔	22,356
3	Sebastien Loeb	↔	20,139
4	Fernando Alonso	↔	20,034
5	Lewis Hamilton	↔	19,942

### Ranking the world's best drivers

#### WHAT HAPPENED THIS WEEK

There are some big changes for the IRC drivers – especially the Belgians. Peugeot driver Thierry Neuville is the highest jumper in the top 300 – up 113 places to 162nd – while Skoda's Freddy Loix is up 29 to 100th. In NASCAR, Marcos Ambrose is a high riser to 76th.

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



**FIA GT1 World  
Championship**



**FIA GT3 European  
Championship**

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One Artist..... One Iconic race

# THE ART of *Colin Carter* CELEBRATING

Internationally renowned artist Colin Carter has spent the last four years working closely with the legendary drivers who took part in the Indy 500 to produce a unique and highly collectable series of driver signed artwork in partnership with Bill Daniels Sports Collectibles of Indianapolis. We hope you share our passion for this historic event and for the cars and drivers who raced at the famous 'Brickyard'.



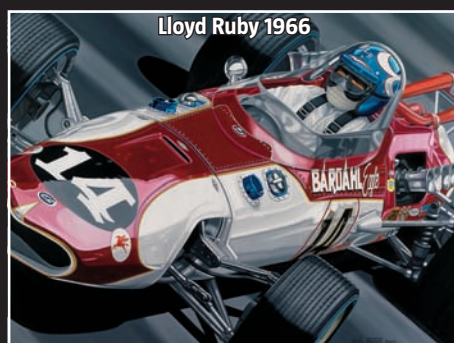
Jim Rathmann 1960

10 AP	Canvas Giclees	signed by Jim and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
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850	Litho prints	signed by Jim and Colin	£120.00



Parnelli Jones 1963

10 AP	Canvas Giclees	signed by Parnelli and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by Parnelli and Colin	£200.00
850	Litho prints	signed by Parnelli and Colin	£120.00



Lloyd Ruby 1966

10 AP	Canvas Giclees	signed by the late Lloyd Ruby and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by the late Lloyd Ruby and Colin	£200.00
850	Litho prints	signed by the late Lloyd Ruby and Colin	£120.00



A.J. Foyt 1967

10 AP	Canvas Giclees	signed by A.J. and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by AJ and Colin	£200.00
850	Litho prints	signed by AJ and Colin	£120.00



Mark Donohue 1972

10 AP	Canvas Giclees	signed by Mark's two sons and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by Mark's sons and Colin	£200.00
850	Litho prints	signed by Mark's sons and Colin	£120.00



'Janet Guthrie' 1977

10 AP	Canvas Giclees	signed by Janet and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by Janet and Colin	£200.00
850	Litho prints	signed by Janet and Colin	£120.00



'Johnny Rutherford' 1980

10 AP	Canvas Giclees	signed by Johnny and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by Johnny and Colin	£200.00
850	Litho prints	signed by Johnny and Colin	£120.00



'Tom Sneva' 1983

10 AP	Canvas Giclees	signed by Tom and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by Tom and Colin	£200.00
850	Litho prints	signed by Tom and Colin	£120.00



'The Unser Family'  
(A Tribute)

250	Canvas Giclees	signed by Colin	£530.00
850	Litho prints	signed by Colin	£100.00

(All lithos size: 22.5")  
(All canvas giclees size: 22.5")

*Colin Carter*

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**Dan Gurney 1963**

10 AP	Canvas Giclees	signed by Dan and Colin	£750.00
250	Canvas giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by Dan and Colin	£200.00
850	Litho prints	signed by Dan and Colin	£120.00



**A.J. Foyt 1964**

10 AP	Canvas Giclees	signed by AJ and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	Signed by AJ and Colin	£200.00
300	Litho Prints	signed by AJ and Colin	£120.00
550	Litho prints	signed by Colin	£100.00



**Jim Clark 1965**

250	Canvas Giclees	signed by Colin	£475.00
500	Litho prints	signed by Colin	£100.00



**Bobby Unser 1968**

10 AP	Canvas Giclees	signed by Bobby and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Lithos	signed by Bobby and Colin	£200.00
850	Litho Prints	signed by Bobby and Colin	£120.00



**Mario Andretti 1969**

10AP	Canvas Giclees	signed by Mario and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Lithos	signed by Mario and Colin	£200.00
850	Litho prints	signed by Mario and Colin	£120.00



**Al Unser Snr 1970**

10 AP	Canvas Giclees	signed by Al and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by Al and Colin	£200.00
850	Litho prints	signed by Al and Colin	£120.00



**'The Four Time Winners'**  
(A tribute to Rick Mears, Al Unser Snr and A.J.Foyt)

250	Canvas Giclees	signed by Colin	£530.00
850	Litho prints	signed By Colin	£100.00



**'A.J.Foyt' 1977**

10 AP	Canvas Giclees	signed by A.J. and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by AJ and Colin	£200.00
100	Litho prints	signed by AJ and Colin	£120.00
750	Litho prints	signed by Colin	£100.00



**'Rick Mears' 1979**

10 AP	Canvas Giclees	signed by Rick and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho Prints	signed by Rick and Colin	£200.00
850	Litho prints	signed by Rick and Colin	£120.00



**'Danica Patrick' 2008**

10AP	Canvas Giclees	signed by Danica and Colin	£750.00
250	Canvas Giclees	signed by Colin	£530.00
50 AP	Litho prints	signed by Danica and Colin	£200.00
850	Litho prints	signed by Danica and Colin	£120.00

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5 inches x 31 inches)  
e prints 4ft x 3ft)

Colin Carter



## LOEB UP TO THIRD

Sebastian Loeb (above) took his Citroën to victory on the gravel at Rally d'Italia, and boosted his Castrol EDGE Rankings position in the process. The win was enough for him to leap over F1 drivers Fernando Alonso and Lewis Hamilton, to move from fifth to third in the Rankings table.

Rival Petter Solberg was also up, his third place in Sardinia moving him up from 27th to 22nd spot, though his brother Henning plummeted 26 places to 125th.

## ALONSO PASSES RIVAL BUT REMAINS FOURTH

### Podium place in Turkey lifts the Spaniard ahead of Hamilton

Fernando Alonso's improved form paid off not only with third place in the Turkish Grand Prix, but also by leapfrogging Lewis Hamilton in the Castrol EDGE Rankings.

Alonso qualified fifth in Istanbul, while Hamilton was fourth place on the grid and finished fourth in the race. Under the 12-month rollover system, Alonso discarded fewer points from the corresponding race in 2010, the Chinese Grand Prix.

But although Alonso vaulted Hamilton, he remains in fourth place after both drivers were leapfrogged by Sebastian Loeb, whose victory for Citroën on the Rally d'Italia moves him up from fifth to third in the Castrol EDGE Rankings. Hamilton was the big loser, dropping from third to fifth.

Sebastian Vettel's victory in Turkey means he now leads the EDGE Race for 2011, with Loeb second and Carl Edwards third.

### CURRENT STANDINGS

1	◀▶	Sebastian Vettel	F1	26,463
2	◀▶	Mark Webber	F1	22,356
3	▲	Sébastien Loeb	WRC	20,139
4	◀▶	Fernando Alonso	F1	20,034
5	▼	Lewis Hamilton	F1	19,942
6	◀▶	Will Power	IndyCar	18,423
7	▲	Dario Franchitti	IndyCar	17,042
8	▼	Jenson Button	F1	16,555
9	◀▶	Carl Edwards	Sprint Cup	16,197
10	◀▶	Jimmie Johnson	Sprint Cup	15,628

DATA CORRECT AS OF 8 MAY 2011

## BEST WEEKEND YET FOR GRAND PRIX PREDICTOR



With few real surprises in the top 10 of the Turkish Grand Prix, there were some high scores in the Castrol EDGE Grand Prix Predictor. The Predictor itself scored 45 points – its best tally of the season – after getting four of the top 10 spot on.

Over 100 players correctly guessed the podium finishers in order and received double points for their efforts. Top scorer was 'Webster' with 100 out of a possible

130 points, after correctly predicting the top six places. 'Domenech Racing' was second on 97, while 'RPM King' scored 96.

The new overall leader is '#qfm' with 201 points. Though level with 'Team Bow', '#qfm' leads by virtue of having scored highest at the season-opener in Australia. To view the full leaderboard, the Predictor's picks and the expert panel's choices, go to: <http://predictor.castroledgerankings.com/>

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# BEAT THE GRAND PRIX PREDICTOR

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- Winner **Matt Kenseth**
- Pole position **Jimmie Johnson**
- Most laps led **Jimmie Johnson**



Great racing in the middle stages, but a flat ending

NASCAR SPRINT CUP DOVER (USA), MAY 15, RD 11/36

## Kenseth gets a grip on Monster Mile

**JIMMIE JOHNSON AND** Carl Edwards dominated the Sprint Cup race at Dover, yet neither was a factor in the 33-lap dash to the flag that would ultimately decide its outcome.

The reason was that both their crew chiefs opted to give them four new tyres during the final caution of the race, caused when Juan Pablo Montoya finally lost control of his battered Ganassi Chevy and spun into the wall.

What seemed like the logical call backfired when Mark Martin's Hendrick team opted to leave him out on old tyres to gain track position, while a dozen squads made a two-tyre call, relegating the erstwhile race leaders to midfield runners.

Martin made a great restart in his Chevy, but was powerless to resist the challenge of Matt Kenseth's Roush Ford and its superior grip. Having been little more than a solid top-10

runner, Kenseth was now the class of the field, while Edwards and Johnson struggled to make up positions in the pack.

Kenseth eventually came home over two seconds clear of Martin for his 20th Cup win.

"When I was [up] on the jack, I asked if he [crew chief Jimmy Fennig] was sure we didn't want to try two and he said to put two on," Kenseth said. "It was really Jimmy's call and a

good suggestion by me."

Roush team-mate Edwards fought his way back to seventh, while Hendrick's five-time champion Johnson could only get up to ninth.

There was a strong showing by Richard Petty's Ford team. AJ Allmendinger was challenging the leaders when his engine blew, but team-mate Marcos Ambrose saved the day with a great run to third.

Joe Gibbs Toyota driver Kyle Busch raced to fourth from the back of the grid following an engine change, while Brian Vickers survived a brush with the

inside wall on the opening lap to bring his Red Bull Toyota home fifth.

● Connell Sanders Jr

### RESULTS

**1 Matt Kenseth (Ford Fusion)**, 400 laps in 3h11m07s; 2 Mark Martin (Chevrolet Impala), +2.122s; 3 Marcos Ambrose (Ford); 4 Kyle Busch (Toyota Camry); 5 Brian Vickers (Toyota); 6 Clint Bowyer (Chevy); 7 Carl Edwards (Ford); 8 Martin Truex Jr (Toyota); 9 Jimmie Johnson (Chevy); 10 Kevin Harvick (Chevy).  
**Points** 1 Edwards, 416; 2 Johnson, 392; 3 Kyle Busch, 379; 4 Dale Earnhardt Jr, 364; 5 Harvick, 362; 6 Kenseth, 342; 7 Ryan Newman, 340; 8 Bowyer, 336; 9 Kurt Busch, 336; 10 Tony Stewart, 328.



Kenseth celebrates 20th top-level win

### EDWARDS PREVAILS AFTER CLOSE CALL WITH LOGANO

Carl Edwards won Saturday's Nationwide race at Dover after Joey Logano (20) hit the wall and was collected by Clint Bowyer, who almost flipped over. Kyle Busch finished second



FORMULA NIPPON SUZUKA (J), MAY 15, RD 1/7

## Lotterer rebounds to Suzuka victory

**ANDRE LOTTERER'S** Toyota-powered, TOM'S-run car won the first round of Formula Nippon at Suzuka last Sunday.

The German only started from sixth on the grid, after struggling on the 2011 Bridgestone tyres, which offer less grip than before. He leapt to second on the

opening lap and led after the mandatory pitstops. Takashi Kogure's Nakajima Honda entry led the first stint, but lost vital time in a botched pitstop. He then struggled with a flat-spotted tyre, 16s in arrears but still in second place.

Ex-Williams F1 racer Kazuki Nakajima (TOM'S)

bounced back from a disastrous qualifying, surging from 14th on the grid to finish third thanks to an early pitstop strategy.

Last year's champion Joao Paulo de Oliveira went off avoiding a collision in front of him. After dropping to 15th, he recovered to finish sixth.  
● Jiro Takahashi

### RESULTS

**1 Andre Lotterer (Swift-Toyota)**, 38 laps in 1h08m16.849s; 2 Takashi Kogure (S-Honda), +16.619s; 3 Kazuki Nakajima (S-T); 4 Takuya Izawa (S-H); 5 Kazuya Oshima (S-T); 6 Joao Paulo de Oliveira (S-T).  
**Points** 1 Lotterer, 10; 2 Kogure, 8; 3 Nakajima, 6; 4 Izawa, 5; 5 Oshima, 4; 6 de Oliveira, 3.



Lotterer fared well in race to take win

BRAZILIAN STOCK CARS VELOPARK (BR), MAY 15, RD 4/12

## Controversial win for Abreu

### ATILA ABREU SCORED

his second win of the season at Velopark to back up his victory at Ribeirao Preto two weeks earlier.

This time Abreu had to fight hard with Thiago Camilo and only took the lead with one lap to go.

At the start, poleman Caca Bueno looked the man to beat. He was followed by the surprising Julio Campos, who used his push-to-pass to jump from 11th to second.

First into the pits for the mandatory refuelling, Camilo emerged ahead of Abreu, who had run fourth in the early stages. Ricardo Mauricio was third, having also jumped Bueno in the pits.

Camilo seemed set for his second victory of the season until drizzling rain, which had been falling from the

start, became a storm.

With five laps to go, Abreu used his push-to-pass to take the lead and then benefited from the decision to send the safety car onto the track just as Camilo was repassing him — he was then ordered to give the place back. Mauricio held the upper hand in the fight for third place when Bueno spun and came home in a below-par seventh.  
● Lito Cavalcanti

### RESULTS

**1 Atila Abreu (Chevrolet Vectra)**, 44 laps in 48m50.473s; 2 Thiago Camilo (Chevy), +0.768s; 3 Ricardo Mauricio (Chevy); 4 Felipe Maluhy (Chevy); 5 Marcos Gomes (Peugeot 408); 6 Duda Pamplona (Chevy).  
**Points** 1 Abreu, 71; 2 Camilo, 67; 3 Caca Bueno, 55; 4 Max Wilson, 52; 5 Mauricio, 44; 6 Popo Bueno, 30.



Melker won race one

F3 EURO SERIES ZANDVOORT (NL), MAY 14-15, RD 3/9

## Wittmann comes good when it matters most

**MARCO WITTMANN** bounced back from a disastrous opening Formula 3 Euro Series race at Zandvoort to take his and the Signature team's first victory of the year in the showpiece race last Sunday. Wittmann (Dallara-

Volkswagen) had been given a drive-through penalty – which he felt was wrong – for pitching his team-mate Daniel Abt into the barriers on the back straight as the pair squabbled over sixth place, and had only 10th and sixth

finishing spots to show for his weekend's efforts as Sunday dawned.

But from pole position the German was victorious, even if he did almost put runner-up Felix Rosenqvist into the pitwall on lap two as the Mucke Motorsport driver attempted to draw alongside his rival.

Rosenqvist (Dallara-Mercedes) was a sensation. The Swede had never been to Zandvoort, but finished on the podium in all three

races. He moves up to third place in the championship, a point ahead of team-mate Nigel Melker.

Melker, who was added to the Mercedes junior programme last week, kicked off on home ground with his second F3 win of the year from pole in race one, leading home Rosenqvist for Mucke's first one-two finish in the Euro Series since 2003. But he was given a drive-through penalty in race two for jumping the start, then drove off the track momentarily in race three while pressuring Rosenqvist for second.

Roberto Merhi (Dallara-Merc) failed to show the explosive speed that was abundant at Hockenheim, but the Prema Powerteam driver still managed to increase his championship lead to 23 points over new second-placed man Wittmann. Race one provided the Spaniard's best result as he recovered from a mistake in qualifying to rocket up from seventh

to third by the first corner.

The reversed-grid race was won by Kimiya Sato (Dallara-VW), who led home Gianmarco Raimondo to record his maiden series win and the first one-two finish for the Motopark squad. An ambitious move by Daniel Juncadella to pass both around the outside of Tarzan failed to come off and resulted in the Spaniard dropping back to fourth.

● Jamie O'Leary

### RESULTS

**Race 1 1 Nigel Melker (Dallara-Mercedes)**, 26 laps in 39m57.293s; 2 Felix Rosenqvist (DM), +3.300s; 3 Roberto Merhi (DM); 4 Laurens Vanthoor (D-Volkswagen); 5 Daniel Juncadella (DM); 6 Carlos Munoz (DV). **Race 2 1 Kimiya Sato (DV)**, 13 laps in 20m07.409s; 2 Gianmarco Raimondo (DV), +0.976s; 3 Rosenqvist; 4 Merhi; 5 Vanthoor; 6 Marco Wittmann (DV). **Race 3 1 Wittmann**, 26 laps in 40m02.351s; 2 Rosenqvist, +1.345s; 3 Melker; 4 Merhi; 5 Daniel Abt (DV); 6 Vanthoor. **Points** 1 Merhi, 127; 2 Wittmann, 104; 3 Rosenqvist, 94; 4 Melker, 93; 5 Juncadella, 88; 6 Vanthoor, 58.



Wittmann (1) duels with his nemesis Rosenqvist

GRAND-AM VIRGINIA INTERNATIONAL RACEWAY (USA), MAY 14, RD 4/12

## Barbosa hits the jackpot

**THE PROMISE OF A** \$25,000 bounty to the first team to beat Chip Ganassi's powerhouse team of Scott Pruett and Memo Rojas inspired several challengers last Saturday at the scenic and demanding VIR road course, but each of their rivals slipped from contention – except one.

After claiming a second straight pole, the Spirit of Daytona Coyote-Chevy of Paul Edwards and Antonio Garcia slipped back into

the pack during the treacherous early laps, most of which were run under caution due to heavy rain. A slow changeover from Ricky Taylor to Max Angelelli cost the SunTrust team some time, whereupon Jon Fogarty slid off the road after building up a useful cushion in the Gainsco Riley-Chevy he shared with Alex Gurney.

Once all the pit stops had been completed, Joao Barbosa found himself in

the lead with the Action Express Riley-Porsche he shared with JC France and Terry Borcheller. Pruett's Riley-BMW was hot on the Portuguese driver's tail throughout the closing stages, but Barbosa made no mistakes and actually posted the fastest lap while holding on for a fine – and lucrative – victory.

Jordan Taylor and veteran Bill Lester scored Chevy's first GT class win of the season.

● Jeremy Shaw

### RESULTS

**1 JC France/Terry Borcheller/Joao Barbosa (Riley-Porsche MkXI)**, 62 laps in 2h46m05.905s; 2 Memo Rojas/Scott Pruett (Riley-BMW MkXX), +0.270s; 3 David Donohue/Darren Law (Riley-Porsche); 4 Ricky Taylor/Max Angelelli (Dallara-Chevy DP-01); 5 Henri Richard/Brian Frisselle (Dallara-Ford); 6 John Pew/Ozzie Negri (Riley-Ford) **Points** 1 Rojas/Pruett, 137; 2 Borcheller/France/Barbosa, 115; 3 Donohue/Law, 110; 4 Angelelli/Taylor, 104.



Action Express #9 beat Ganassi crew

VLN NURBURGRING NORDSCHLEIFE (D), MAY 14, RD 3/10

## Historic victory for Ferrari



Ferrari beat Porsche, BMW

### HANKOOK TEAM

Farnbacher achieved Ferrari's maiden victory in the VLN series' 35-year history last weekend.

The team's F458 fended off fierce competition from Porsche specialists Marc Lieb, Timo Bernhard and Arno Klasen in the Manthey Racing 911 GT3 RSR. That trio finished just 0.814 seconds behind the winning Ferrari of Marco Seefried and Jamie Melo after six hours and nearly 1000km of racing.

Augusto Farfus, Pedro Lamy and Jorg Muller finished third in their works BMW M3, but the sister car crashed heavily

when Andy Priaulx suffered a rear-suspension failure.

The three leading teams were left with work to do, after the running order was turned upside down in the early stages of the race with two cars – including the entire overall top 10 – handed one-lap penalties for 'non-respect of flag signals'.

"We do not want to put the marshals into any kind of danger," said Muller. "We all slowed down – but not enough. The penalty was OK." ● Jurgen Stiftschraube

### RESULTS

**1 Marco Seefried/Jaime Melo (Ferrari F458)**, 40 laps in 6h04m20.632s; 2 Marc Lieb/Timo Bernhard/Arno Klasen (Porsche 911 GT3), +0.814s; 3 Jorg Muller/Augusto Farfus/Pedro Lamy (BMW M3); 4 Marco Schelp/Hubert Haupt/Klaus Rader (Mercedes-Benz SLS); 5 Chris Mamerow/Armin Hahne/Pierre Kaffer (Mercedes); 6 Thomas Mutsch/Franck Mailleux/Frederik Ekblom (VW Golf).

- Race 1 winner **Giovanni Venturini**
- Race 2 winner **Fabio Onidi**
- Pole position **Venturini**



First race was interesting, but second let it down

**AUTO GP MONZA (I), MAY 14-15, RD 1/7**

# Venturini gets title bid off to a flying start

**GIOVANNI VENTURINI** couldn't have hoped for much more from his Auto GP debut at Monza last weekend, the young Italian capitalising on a solid driving performance and a few missteps by his rivals to secure a comfortable win.

The Durango-run Formula Renault graduate had been dominant through the opening sessions, topping the times in practice, then securing pole. But things were less straightforward when the racing kicked off, with Adrien Tambay making a great start to run side-by-side with Venturini on the charge to the first corner, only to miss his braking marker and shortcut the chicane.

Tambay immediately handed the lead back to Venturini, but in doing so he found himself in the path

of Fabrizio Crestani, who was charging towards the second chicane with his eyes on his mirrors as he sought to defend.

By the time Crestani realised that Tambay had appeared ahead of him it was too late and he clipped the back of the Frenchman's car, putting himself out of the race and leaving Tambay with a flapping rear wing that eventually got him flagged out of second place.

GP2 veteran Luca Filippi was Venturini's main threat after that, having moved into podium contention when Fabio Onidi was delayed by a stuck wheelnut in the pits while running third. Filippi had the pace to win, but thwarted his chances by slowing to come into the pits a lap earlier than he was meant to, costing himself



Venturini heads Tambay, Filippi

enough time to hand Venturini a buffer.

Completing the podium was Samuele Buttarelli, who earned his third place by passing Sergei Afanasiev at mid-distance.

Among those counting their losses were former GP2 and A1GP racer Adrian Zaugg, who made a severely-delayed start from pitlane, and GP3 frontrunner Rio Haryanto, who was taken out by Giuseppe Cipriani.

Sunday's race was more straightforward, with Onidi

taking a dominant flag-to-flag win ahead of Tambay and Kevin Ceccon.

● Mark Glendenning

## RESULTS

**Race 1** 1 Giovanni Venturini, 16 laps in 26m43.146s; 2 Luca Filippi, +1.184s; 3 Samuele Buttarelli; 4 Sergei Afanasiev; 5 Kevin Ceccon; 6 Marco Barba. **Race 2** 1 Fabio Onidi, 13 laps in 21m15.981s; 2 Adrien Tambay, +3.076s; 3 Ceccon; 4 Barba; 5 Venturini; 6 Filippi. **Points** 1 Venturini, 32; 2 Filippi, 23; 3 Onidi, 22; 4 Ceccon, 20; 5 Buttarelli, 16; 6 Barba, 16.

**GERMAN F3 SACHSEN RING (D), MAY 14-15, RD 3/9**

# Stanaway shunts but scores

**ONLY ONE WEEK** after his win and second place at Spa, Van Amersfoort Racing driver Richie Stanaway continued his winning streak in the German F3 Cup at Sachsenring.

In the first race, he started from pole and scored his fourth win of the season, despite a big shunt in qualifying, which heavily damaged the right side of his car. The Kiwi was followed home by Brandl Motorsport's Marco Sorensen and URD Racing's Klaus Bachler.

In race two, Bachler

scored his maiden F3 win ahead of Sorensen and Tom Blomqvist, the Brit having blown his chances in race one when he inadvertently turned the power off. Polesitter Alon Day messed up the start and dropped back to fifth.

Stanaway started only sixth and finished fourth.

● Rene de Boer

## RESULTS

**Race 1** 1 Richie Stanaway (Dallara-Volkswagen), 24 laps in 30m21.170s; 2 Marco Sorensen (Dallara-Mercedes), +0.609s; 3 Klaus Bachler (DM); 4 Alon Day (DV); 5 Patrick Schraner (DV); 6 Riccardo Brutschin (DV). **Race 2** 1 Bachler, 25 laps in 31m12.307s; 2 Sorensen, +4.085s; 3 Tom Blomqvist (DV); 4 Stanaway; 5 Tony Halbig (DV); 6 Schraner. **Points** 1 Stanaway, 56; 2 Sorensen, 52; 3 Bachler, 28; 4 Blomqvist, 24; 5 Day, 23; 6 Rene Binder, 14.



L-r: Sorensen, Bachler, Blomqvist



Mancinelli was peerless in the wet

**ITALIAN F3 FRANCIACORTA (I), MAY 15, RD 1/8**

# Mancinelli stars in rain

**DANIEL MANCINELLI** WAS the star turn of the opening Italian F3 race of the season, surging to victory from 11th on the grid.

In a wet race, Mancinelli wasted no time in rocketing into the lead by lap three, and came home five seconds clear of Maxime Jousse and Raffaele Marciello.

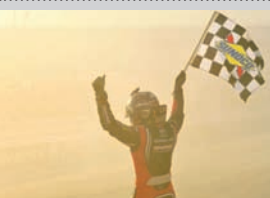
In race two, Brandon Maisano was the victor by just over half a second from Victor Guerin and Michael Lewis. Mancinelli could only manage eighth place.

● Carlo Bradlinelli

## RESULTS

**Race 1** 1 Daniel Mancinelli (Dallara F308), 22 laps in 29m49.345s; 2 Maxime Jousse (D F308), +5.644s; 3 Raffaele Marciello (D F308); 4 Edoardo Liberati (D F308); 5 Kevin Giovesi (D F308); 6 Eddie Cheever (D F308). **Race 2** 1 Brandon Maisano (D F308), 27 laps in 30m08.718s; 2 Victor Guerin (D F308), +0.643s; 3 Michael Lewis (D F308); 4 Giovesi; 5 Cheever; 6 Marciello. **Points** 1 Mancinelli, 23; 2 Marciello, 17; 3 Jousse, 16; 4 Giovesi, 15; 5 Maisano, 14; 6 Guerin, 13.

## IN BRIEF



### NASCAR TRUCKS

Kyle Busch (above) outran Red Bull rookie Cole Whitt at the final restart to win Friday's NASCAR Truck Series race at Dover.

### JAPANESE F3

Hideki Yamauchi and Hironobu Yasuda won the opening rounds at Suzuka. Yasuda made a jumped start from pole in race one, his drive-through dropping him to eighth. Yasuda made no mistake from the front row in race two, and his Three Bond Dallara-Nissan beat Yamauchi (Hanashima Dallara-Toyota) by 3.9s. Expat Brit Richard Bradley finished third and fourth.

### GT OPEN

Andrea Montermini and Emanuele Moncini won Saturday's GT Open round at Magny-Cours after avoiding a first-corner pile-up, finishing ahead of another Ferrari 458 of Ralph Firman and Ange Barde. Juan Manuel Lopez and Marco Frezza (Ferrari 430) won race two on Sunday, ahead of Raffaele Giammaria and Miguel Ramos.

### GERMAN PORSCHE CUP

After rolling his Konrad car in practice and being banished to the back of the grid for ignoring yellow flags in qualifying, Nick Tandy turned in a sensational drive to finish third at Zandvoort and maintain his series lead. Jeroen Bleekemolen won the race by 3s from Martin Ragginger.

### ARCA

Rookie Ty Dillon spun out nine-time series champion Frank Kimmel to score his second win of 2011 at Toledo Speedway. Kimmel grabbed the chequered flag out of Dillon's hand as he celebrated after the race, and threw it on the ground.

### FORMULA RENAULT NEC

Carlos Sainz Jr's superb season continued with two more wins at the Nurburgring VLN support. He beat Robin Frijns and Oscar Tunjo in race one, Norman Nato and Stoffel Vandoorne in race two.

## SACHSENRING

Germany

May 14-15

FIA GT1 World Championship  
Round 4/10



### AT A GLANCE

- **Winners** Andrea Piccini/  
Christian Hohenadel
- **Q-race** Makowiecki/Martin
- **Pole** Dominik Schwager



Piccini back in the winners' circle

# Piccini bins it, Hohenadel wins it

Even Andrea Piccini himself admitted that his lesser-known team-mate was the star turn. Not to mention the ever-brisk Hexis Aston pit crew



Hohenadel leads  
Mucke and Schwager

**ANDREA PICCINI** WAS mortified after binning his Hexis Aston Martin in qualifying at the Sachsenring last weekend. Surely he was right in thinking that the resulting back-of-the-grid starting position would rule out a decent result for the Italian and German team-mate Christian Hohenadel... Not at all. A day and a bit later they were celebrating victory in the main race.

Piccini and Hohenadel's charge from the back to victory in Sunday's championship race belies the myth that qualifying is the key to success over an FIA GT1 weekend. The old hand (a winner of six FIA GT races) and the newcomer (Hohenadel used his prize for winning last year's FIA GT3 European Championship to

buy his drive) showed there's much more to it than that.

The Hexis duo proved that overtaking was possible around the tight, twisty and very narrow Sachsenring, most spectacularly Hohenadel's move for the lead of the championship race. They brought their Aston DBR9 cleanly through two incident-packed one-hour races, and then there was their French team's pitstop. Hexis showed once again that it has the edge, and consistently so, on everyone else in the pits.

Piccini held his hand up for the shunt in the second qualifying segment, which turned out to be a double whammy. Not only did it mean he didn't progress to Q3, but the team's decision to retrieve the car to start repairs

before the end of the parc-ferme period resulted in the Aston dropping to the back of the grid.

"I was so pissed off that I didn't want to talk to anyone straight afterwards," he said, "but the key to our success in the races was that we made zero mistakes, and most of the others didn't."

And that included a number of potential winners who had faster machinery

around the quirky 2.26-mile German circuit than Piccini and Hohenadel enjoyed with their Aston DBR9.

The starts of both the Saturday and Sunday races were marred by accidents that brought out the safety car both times, though Piccini and then Hohenadel came through each of the melees unscathed.

Piccini made it up to 11th in the qualifying race, and

then a superfast turnaround in the pits propelled his team-mate to sixth. Hohenadel took a place from Lucas Luhr's JRM Nissan before the chequered flag, giving him fifth on the grid for the main race — just the kind of position Hexis always seems to be able to exploit in the pits.

This time the Hexis car was into the lead before the pitstops. Hohenadel emerged from the first-corner fracas in second. After this the German, racing at such a high level for the first time since a stint in V8STAR at the start of the Noughties, had the edge on Stefan Mucke, who had got away in front.

The Young Driver Aston racer was struggling to get his tyres up to temperature after the safety car, allowing

Delight for winners  
Hohenadel/Piccini



## RACE RATING

★★★★☆

The Sachsenring made for plenty of incident that ultimately robbed the races of potential frontrunners

## MILESTONE

Christian Hohenadel became the first winner of the FIA GT3 European Championship to triumph in a GT1 World series event

## REPORT GT1 SACHSENRING

**GARY WATKINS**  
reports



Hohenadel to sweep past into Turn 1 and then disappear up the road. He was a second up after a lap and continued to pull away from All-Inkl Lamborghini driver Dominik Schwager, who had followed Hohenadel past Mucke.

"The car felt good, so I pushed hard," said Hohenadel. "I passed him, felt I was much quicker and pushed again to build a gap."

That gap stood at more than three seconds by the time the pitstop window opened. Given Hexis's superiority on the wheelguns, the race for the lead was as good as over.

The Aston emerged with a six-second advantage, and Piccini was able to cruise to victory ahead of the Lamborghini Murcielago

R-SV that Nicky Pastorelli shared with Schwager.

Piccini seemed almost as embarrassed about his part in the triumph as he did about his gaffe in qualifying.

"I had the smallest part in our victory today," said the Italian. "Christian did an amazing job and the pitstop was once again perfect. It was quite easy for me."

Piccini and Hohenadel have vaulted into the lead of the world championship points table, despite a disastrous start to a weekend on a track that wasn't expected to favour the Aston. Silverstone, scene of the next round on June 5, is very much DBR9 territory, so on last weekend's form they could probably start from Brackley and still win. ☒

Hennerici (left) and Ickx out of qual race



## Martin loses likely win for Ford

Marc VDS Ford took qualify race honours



**FREDERIC MAKOWIECKI** WAS almost as despondent as Andrea Piccini after Q2. The Frenchman had gone off, and wasn't enthusiastic about the chances of him and Maxime Martin making the most of the clear performance advantage of their Ford GT at the Sachsenring. The manner of the victory for the Marc VDS duo in the qualifying race suggested he was being overly pessimistic.

A car more than one driver described as "passing me like a prototype" made quick

progress up the order after the safety car. Makowiecki was sixth when the leaders stopped. His speed on a clear track over the next four laps, plus a quick stop, got Martin out just in front of the Hexis Aston driven by Stef Dusseldorp.

Martin and Makowiecki should have dominated the main race, only for the Belgian to get involved in a first-corner incident that may or may not have been of his making.

Martin drifted wide into

Dusseldorp as he defended his inside line. Martin claimed he had been punted up the rear by Stefan Mucke, whereas the German claimed the Ford had locked up and that he'd only touched the car after it had made contact with the Hexis DBR9.

The incident resulted in the Ford going out with suspension damage, while the Aston that Dusseldorp shared with Clivio Piccione lost time with a puncture. And that left the way clear for Piccini and Hohenadel.

## RESULTS

GT1 World Championship, Sachsenring (D), May 14-15, round 4 of 10

42 LAPS, 95.126 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Christian Hohenadel (D)/Andrea Piccini (I)	Hexis AMR	Aston Martin DBR9	1h00m27.349s
2	Dominik Schwager (D)/Nicky Pastorelli (NL)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+2.523s
3	Stefan Mucke (D)/Darren Turner (GB)	Young Driver AMR (Fischer)	Aston Martin DBR9	+4.218s
4	Warren Hughes (GB)/Enrique Bernoldi (BR)	Sumo Power GT (JRM Group)	Nissan GT-R	+22.861s
5	David Brabham (AUS)/Jamie Campbell-Walter (GB)	Sumo Power GT (JRM Group)	Nissan GT-R	+23.547s
6	Mike Hezemans (NL)/Nicky Catsburg (NL)	Exim Bank China (Selleslagh)	Chevrolet Corvette C6.R	+23.867s
7	Richard Westbrook (GB)/Peter Dumbreck (GB)	JR Motorsports (JRM Group)	Nissan GT-R	+24.287s
8	Bas Leinders (B)/Marc Hennerici (D)	Marc VDS Racing Team	Ford GT	+25.272s
9	Lucas Luhr (D)/Michael Krumm (D)	JR Motorsports (JRM Group)	Nissan GT-R	+26.477s
10	Yann Clairay (F)/Antoine Leclerc (F)	Belgian Racing (Marc VDS)	Ford GT	+29.419s
11	Stef Dusseldorp (NL)/Clivio Piccione (MC)	Hexis AMR	Aston Martin DBR9	+55.554s
R	Markus Winkelhock (D)/Marc Basseng (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	19 laps-wheelnut
R	Maxime Martin (B)/Frederic Makowiecki (F)	Marc VDS Racing Team	Ford GT	9 laps-suspension
R	Vanina Ickx (B)/Christoffer Nygaard (DK)	Belgian Racing (Marc VDS)	Ford GT	2 laps-accident damage
R	Karl Wendlinger (A)/Peter Kox (NL)	Swiss Racing Team	Lamborghini Murcielago R-SV	0 laps-accident
R	Tomas Enge (CZ)/Alex Muller (D)	Young Driver AMR (Fischer)	Aston Martin DBR9	0 laps-accident
R	Max Nilsson (S)/Jiri Janak (CZ)	Swiss Racing Team	Lamborghini Murcielago R-SV	0 laps-accident

### CHAMPIONSHIP TABLE

POS	DRIVERS	PTS	POS	DRIVER	PTS
1	Hohenadel/Piccini	61	6	Krumm/Luhr	39
2	Winkelhock/Basseng	57	7	Schwager/Pastorelli	32
3	Mucke/Turner	56	8	Brabham/C-Walter	31
4	Piccione/Dusseldorp	42	9	Wendlinger/Kox	31
5	Dumbreck/Westbrook	39	10	Martin	27

### GRID

2 DUSSELDORP 1:19.028	1 SCHWAGER 1:18.763
4 HUGHES 1:19.605	3 MUCKE 1:19.471
6 LEINDERS 1:19.739	5 WESTBROOK 1:19.634
8 LUHR no time	7 HEZEMANS 1:18.714*
10 MULLER 1:19.652	9 KOX 1:19.605
12 LECLERC 1:19.922	11 C-WALTER 1:19.820
14 MAKOWIECKI no time	13 PICCINI 1:20.075
16 ICKX 1:20.165	15 WINKELHOCK 1:20.015
	17 NILSSON 1:21.115

QUAL RACE: 43 LAPS, 97.390 MILES

POS	DRIVERS	TIME
1	Makowiecki/Martin	1h00m22.375s
2	Piccione/Dusseldorp	+6.683s
3	Turner/Mucke	+20.166s
4	Bernoldi/Hughes	+24.041s
5	Piccini/Hohenadel	+33.083s
6	Dumbreck/Westbrook	+34.907s
7	Pastorelli/Schwager	+38.325s
8	Campbell-Walter/Brabham	+39.397s
9	Basseng/Winkelhock	+39.884s
10	Muller/Enge	+40.376s
11	Krumm/Luhr	+48.863s
12	Kox/Wendlinger	+48.991s
13	Leclerc/Clairay	+51.058s
R	Janak/Nilsson	25 laps-accident
R	Catsburg/Hezemans	4 laps-spun off
R	Hennerici/Leinders	0 laps-accident
R	Nygaard/Ickx	0 laps-accident

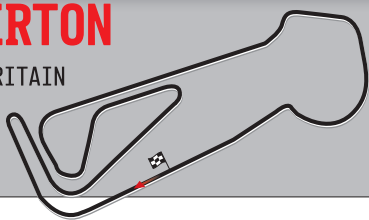
Winners' average: 94.41mph. Fastest lap: Hezemans, 1m19.602s, 102.43mph. Qualification race winners' average: 96.79mph. Fastest lap: Enge, 1m19.820s, 102.15mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Finishing order of qualification race determined grid for main race.

\*Grid penalty.

# SNETTERTON

GREAT BRITAIN

May 14-15  
BRITISH F3  
Round 1/10



## AT A GLANCE

- R1 winner **Kevin Magnussen**
- R2 winner **Lucas Foresti**
- R3 winner **Magnussen**



Foresti scored reversed-grid success in race two

# Magnussen fights back in style

**After a tough start, Kevin Magnussen sparked his season into life by scoring two breakthrough wins on Snetterton's new 300 circuit**



Magnussen (right) and Nasr go wheel-to-wheel

**KEVIN MAGNUSSEN HAS NOT** enjoyed the easiest start to his British Formula 3 career. A driver who many tipped to be a feature in the title fight this year failed even to make the podium during the first two rounds at Monza and Oulton Park.

The young Dane has not suffered from a shortage of pace – he qualified on the front row (impressively without the aid of an aerodynamic tow) in Italy, and led the way again at Oulton until crashing heavily at Cascades. And therein lies the problem: the son of 1994 champion Jan has made too many costly mistakes at crucial moments.

Two contact incidents ruined his races at Monza, while lowly grid positions at a track like Oulton were always going to be tough to overcome – even without then stalling from a handy reversed-grid pole! Engine

problems for the rest of that weekend merely served to compound Magnussen's misery and he headed to Snetterton for round three last weekend as something of a tortured soul.

"I've been feeling quite confused," he confessed. "I couldn't understand what was going wrong and I've been thinking about every little detail so much. I felt that I've taken the same chances that everyone else has, but it just hasn't gone my way. Then I got nervous with things and put too much pressure on myself; I made mistakes, so more pressure – a bad circle."

Magnussen has been here before: he spoke before the season about how he suffered with pressure in the Formula Renault Eurocup in 2009 – when he was quick for top team Motopark Academy, but threw away too many results with

mistakes and crashes.

Now in British F3 two years later, history looked to be repeating itself, but this time Magnussen managed to break free from the "bad circle" to claim a pair of highly impressive breakthrough victories and kick his season into life.

"It was the same as in 2009," he admitted. "But when I had that problem last time I wasn't able to break out of the circle. Hopefully, this will be the turning point and everything will be OK from now on."

Both wins were achieved with super-brave round-the-outside moves into Riches on points leader Felipe Nasr. After digging deep to deny Magnussen two pole positions in qualifying, Nasr led both of the main points payers but lost out twice to his team-mate at restarts.

The move (which Magnussen also pulled on

Hitech's much-improved Riki Christodoulou in race one), reminded many of his father Jan's bold racing here in 1994. Magnussen Jr is determined to stay out of his dad's shadow and forge his own reputation in the category, but this ballsy overtaking did nothing to quell the comparisons.

One thing Magnussen wouldn't mind emulating is his father's title success, but he faces a tall order to catch

runaway leader Nasr, who still extended his championship lead despite enduring his least successful weekend thus far, and failing to win a race for the first time this year.

He was helped by nearest chasers Lucas Foresti (Fortec) and Jazeman Jaafar (Carlin) both suffering their worst meetings of the campaign. Reversed-grid race winner Foresti went off in qualifying, which



Christodoulou (8) was on better form

## RACE RATING

★★★★☆

More drama than usual for Snett, plus some ballsy passing moves, kept spectators entertained

## MILESTONE

Kevin Magnussen's double win means he's the first Dane to win a British F3 race since Christian Bakkerud in 2006

## REPORT BRIT F3 SNETTERTON

**BEN ANDERSON**  
reports



Huertas took his best results of the season

consigned him to row-seven and eight starts for the main events and left him struggling to salvage a handful of extra points.

Meanwhile, gearbox problems and engine misfires (which also ruined Rupert Svendsen-Cook's weekend) kept Jaafar off the podium for the first time this season. Conversely, Colombian Carlos Huertas enjoyed his strongest outing of the year (with two podiums), allowing him to leapfrog Jaafar to lie joint second in the points.

Hot on their heels now is Magnussen, who despite turning around his recent rotten run is under no illusions about the tall order he faces if he is to deny Nasr the crown.

"I think we are going to see a fight, but it's going to be really tough to win the championship now," he said.

"Even if I win all the races and he finishes second I can't do it. But what I can do is show I'm the best. Nasr is one of the best drivers around, but I am better than him and I can beat him."

## Nasr left cursing the safety car

**TWO WORDS ULTIMATELY** defined Felipe Nasr's weekend at Snetterton: safety car. Without the appearance of the flashing amber lights in each of the main points-paying races, he might well have increased his season's tally of victories from three to five. Instead he left Norfolk winless, although with the welcome consolation of an extended lead in the title race.

Even F1 world champions can make a mess of restarts and Nasr was easy meat for Carlin team-mate Kevin Magnussen in race one.

The Dane stayed close enough out of the last corner to make use of a tow from Nasr through the headwind that swept the start-finish straight, before going round



Nasr led twice but didn't win a race

the outside into Riches.

Mindful that he had been somewhat mugged on that occasion, Nasr changed tack when the safety car erased his early advantage in race three. This time he backed the pack up at Bomb Hole, before bolting through Coram. Unfortunately, he misjudged the distance and found the safety car in his way again at Murray's.

Nasr slammed on the brakes and Fortec's Harry Tinncknell went off as the rest of the field bunched in response.

Officials later slapped Nasr with a drive-through penalty for performing an unsafe restart, but it proved somewhat moot because he lost out to Magnussen in a repeat of the Dane's race-one Riches move, before pitting to replace a punctured tyre.

## RESULTS

British F3, Snetterton (GB), May 14-15, round 3 of 10

RACE 1 - 17 LAPS, 50.47 MILES					RACE 2 - 11 LAPS, 32.66 MILES				
GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME
1 NASR	1	Kevin Magnussen (DK)	Carlin	DVW F308	30m54.041s	2	1	Foresti	18m38.889s
2 MAGNUSSEN	2	Felipe Nasr (BR)	Carlin	DVW F308	+0.616s	1	2	Tinncknell	+5.395s
3 CHRIST*LOU	3	Carlos Huertas (CO)	Carlin	DVW F308	+3.373s	4	3	Buller	+7.594s
4 HUERTAS	4	Rupert Svendsen-Cook (GB)	Carlin	DVW F308	+5.255s	5	4	Fantin	+7.955s
5 S-COOK	5	Riki Christodoulou (GB)	Hitech Racing	DVW F310	+8.051s	3	5	Lloyd	+9.245s
6 FANTIN	6	Pietro Fantin (BR)	Hitech Racing	DVW F308	+8.542s	6	6	Nasr	+10.415s
7 JAAFAR	7	Hywel Lloyd (GB)	Sino Vision Racing	DMB F308	+11.238s	8	7	Christodoulou	+10.898s
8 LLOYD	8	Harry Tinncknell (GB)	Fortec Motorsport	DMB F311	+11.906s	11	8	Magnussen	+11.910s
9 DERANT	9	William Buller (GB)	Fortec Motorsport	DMB F311	+12.016s	10	9	Cunha	+13.396s
10 BULLER	10	Lucas Foresti (BR)	Fortec Motorsport	DMB F311	+13.427s	15	10	Huertas**	+14.574s
11 TINCKNELL	11	Yann Cunha (BR)	T-Sport	DVW F311	+15.210s	14	11	Pye	+14.789s
12 IDAFAR	12	Adderly Fong (PRC)	Sino Vision Racing	DMB F308	+19.791s	18	12	Derani	+20.757s
13 PYE	13	Pipo Derani (BR)*	Double R Racing	DMB F308	+23.081s	9	13	Ilyas	+25.528s
14 CUNHA	14	Menasheh Idafar (BRN)	T-Sport	DVW F311	+23.729s	12	14	Fong	+25.905s
15 FORESTI	15	Jack Harvey (GB)	Carlin	DVW F308	+26.026s	16	15	(R) Sakurai	+1m04.682s
16 HARVEY	16	Jazeman Jaafar (MAL)	Carlin	DVW F308	+26.952s	7	16	Jaafar	-1 lap
17 ILYAS	17	(R) Bart Hylkema (NL)	T-Sport	DMH F307	+28.744s	19	17	Idafar	-1 lap
18 FONG	18	(R) Kotaro Sakurai (J)	Hitech Racing	DMH F307	+34.746s	20	R	Svendsen-Cook	0 laps-misfire
19 HYLKEMA	19	Scott Pye (AUS)	Double R Racing	DMB F308	6 laps-engine	13	R	Harvey	0 laps-off
20 SAKURAI	20	Fahmi Ilyas (MAL)	Fortec Motorsport	DMB F311	4 laps-crash	17	R	(R) Hylkema	0 laps-off

### CHAMPIONSHIP

POS	DRIVER	PTS
1	Nasr	114
2=	Foresti	71
2=	Huertas	71
4	Jaafar	68

### CHAMPIONSHIP

POS	DRIVER	PTS
5	Magnussen	57
6	Fantin	52
7	Christodoulou	51
8	Svendsen-Cook	45
9	Buller	42
10	Tinncknell	33

### CHAMPIONSHIP (ROOKIE CUP)

POS	DRIVER	PTS
1	Hylkema	130
2	Sakurai	72

Key: D=Dallara; VW=Volkswagen/Brown; MB=Mercedes-Benz/HMA; MH=Mugen Honda/Brown; (R)=Rookie Cup. \*Drive-through penalty; \*\*second penalty

KEY R=retired; NS=non-starter

Race 1 Winner's average: 98.00mph. Fastest lap: Nasr, 1m40.103s, 106.77mph.

Race 2 Winner's average: 105.07mph. Fastest lap: Magnussen, 1m40.181s, 106.68mph.

Race 3 Winner's average: 99.42mph. Fastest lap: Nasr, 1m39.933s, 106.95mph.



## 2012 Sunoco Rolex 24 At Daytona Challenge

Felipe Nasr maintains his lead in the Sunoco Daytona Challenge; however he lost out on points due to a slow puncture. Matt Bell & Michael Guasch in British GT have increased their average point score and are in joint third place catching up quickly. It's still all to play for! For updates see [www.sunocodaytonachallenge.com](http://www.sunocodaytonachallenge.com)

1 Felipe Nasr	Carlin/F3	95.00	6 Sean Mcderney	Eclipse/Britcar	66.66
2 Javier Morcilo	Azteca/Britcar	83.33	7 Michael Mcderney	Eclipse/Britcar	66.66
3 Matthew Bell	United Autosports/GT3	76.67	8 Jay Shepherd	Hawthorns/Britcar	63.16
4 Michael Guasch	United Autosports/GT3	76.67	9 Morgan Jones	Eurotech/Britcar	59.83
5 Keith Robinson	MJC/Britcar	68.33	10 Gareth Jones	Eurotech/Britcar	59.83

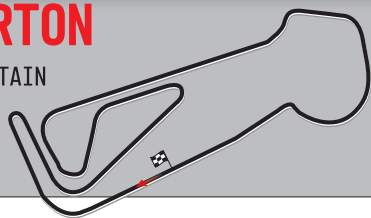


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# SNETTERTON

GREAT BRITAIN

May 14-15  
BRITISH GT  
Round 2/10



## BRITISH GT AT A GLANCE

- **Winners** Bell/Guasch
- **GT4** Clutton/Belshaw
- **Pole** Glynn Geddies
- **FL** Matt Griffin



Ashburn collided with sister 997

BRITISH GT SNETTERTON 300, MAY 14-15

# Audi wins at last as fast Ferraris hit trouble



Bell/Guasch fought hard for team's first GT3 victory

**AUDI SCORED ITS** first British GT win in Snetterton's two-hour enduro on Sunday, thanks to United Autosports pairing Michael Guasch and Matt Bell. It was also partly the result of a bizarre race that was only decided in the R8's favour on the final lap.

The squad, which made its race debut last year, has worked hard on improving its one-lap pace and Bell managed to qualify second. Guasch started the car and a good stint – aided by a long safety car period – allowed him to fight the Scuderia Vittoria Ferrari 458 Italia of Charles Bateman for second right up to the fuel stops.

Leading throughout the early stages was Stuart Hall in Vantage Racing's Aston Martin DBRS9. He built a small lead despite an off at the Esses, but his co-driver Tom Black was never going to be able to keep the car at the front and the second half of the race was all about Ferrari versus Audi.

With the Bateman/Michael Lyons car having to spend 10 seconds longer in the pits than the R8 thanks to its Oulton Park success,

things looked good for UA. Bell found himself with a lead of around 15 seconds over the CRS 458, which Glynn Geddies had put on pole and father Jim started.

But then Bell was handed a stop/go penalty: UA's stop had been six seconds too fast. Geddies Jr swept by into the lead, chased by Matt Griffin's MTECH example, while Bell returned to fight Lyons for third.

That was until the pair clashed exiting the left at Agostini. Exit one 458.

At the front, Griffin didn't close on Geddies initially, but moved in as the stint wore on. With half an hour to go they were together.

Then the duo caught Black approaching Riches. It could be argued Geddies should have given the Aston more room, but it's also fair to say Black could have backed off before the three cars reached the corner. Neither happened.

Black braked, possibly after – or to avoid – contact with Geddies, leaving Griffin no option but to hit the Aston. Two 458s down.

Bell was still over half a minute behind Geddies, but

soon the leader would be struggling as the front bodywork/floor started to flap, possibly the legacy of damage from a previous event. Just as the Audi got its second chance, it also got a second penalty, this time a drivethrough for passing a backmarker under yellows.

That dropped Bell more than 40s behind Geddies, but the Ferrari still looked fragile. Eventually the officials showed Geddies the meatball flag to bring him in for repairs. He left it three laps, raced in, tape was applied, and he shot out just as Bell stormed past onto the final lap.

While a disappointed CRS still took second, UA's first win gives Guasch/Bell a strong lead in the title race.

Clutton/Belshaw X-Bow took GT4 despite penalty



Allan Simonsen and Hector Lester completed the podium after another fine comeback from the Dane. The 430 Scuderia is showing its age, but Simonsen overcame the new Mercedes SLS of Godfrey Jones, ably brought up from 14th to sixth early on by brother David, with three laps to go.

The other leading contenders should have been the two Trackspeed Porsches, particularly the David Ashburn/Phil Keen machine that had proved rapid in practice. Remarkably, the team lost both cars in one go when Ashburn lost control at the fast Williams right-hander and Gregor Fiskien hit him in the sister 997!

GT4 was equally dramatic.

The leading Ginetta G50s of Century Motorsport and Scuderia Vittoria clashed, while the Lotus Evoras didn't have the pace to prevent the Peter Belshaw/Michael Clutton ABG KTM X-Bow from recovering from a pitstop penalty to take class honours.

● Kevin Turner

## RESULTS (2 hours – 58 laps)

**1 Michael Guasch/Matt Bell (Audi R8 LMS);** 2 Jim Geddies/Glynn Geddies (Ferrari 458 Italia) +2.946s; 3 Hector Lester/Allan Simonsen (Ferrari 430 Scuderia); 4 David Jones/Godfrey Jones (Mercedes AMG SLS); 5 Jay Palmer/John Bintliffe (R8 LMS); 6 Iain Dockerill/Steven Kane (430 Scuderia); 7 Andrew Howard/Jonathan Adam (Aston Martin DBRS9); 8 John Dhillon/Aaron Scott (Ferrari 430 GT3); 9 Peter Belshaw/Marcus Clutton (KTM X-Bow); 10 Leyton Clarke/Freddy Nordstrom (Lotus Evora GT4). **GT4** Belshaw/Clutton. **Fastest lap** Matt Griffin (458 Italia) 1m51.640s (95.73mph). **GT3 Points** 1 Bell/Guasch, 70.5; 3 Jones/Jones, 46; 5 Geddies/Geddies, 41; 7 Simonsen/Lester, 40.5. **GT4** 1 Clutton/Belshaw, 62.5; 3 Nordstrom/Clarke, 55; 5 Michael Mallock/Athanasios Ladas (KTM X-Bow), 45.

## MILESTONE

Scott Malvern's seven wins from the first nine races is the best start to a season since Wayne Boyd did the same in 2008

## BRITISH FORMULA FORD AT A GLANCE

- Race 1 **Scott Malvern**
- Race 2 **Scott Malvern**
- Race 3 **Scott Malvern**
- Points leader **Jeroen Slaghekke**

## REPORTS SNETTERTON



Malvern was the class of the field

F3/GT SUPPORTS SNETTERTON 300, MAY 14-15

# Malvern takes another Ford treble

### SCOTT MALVERN

followed up his clean sweep at Oulton Park with another treble on the new Snetterton 300 circuit. Beaten to pole by JTR rival Geoff Uhrhane, the Jamun Mygale driver was on fine form as he hauled himself further into title contention.

All three races followed a similar pattern, with Malvern fighting Uhrhane, chased by the rest, usually led by Jeroen Slaghekke.

In race one Malvern squeezed past Uhrhane into Riches at the start, lost out at the same place a lap later, then took the lead for good around the outside at Brundle (nee the Esses).

He then edged away, with Uhrhane feeling the Jamun car's shorter gear ratios were giving Malvern the edge.

With two laps to go an earth lead came off the JTR Mygale. A frustrated Uhrhane ground to a halt, promoting a close battle between Slaghekke and team-mate Nick McBride for second, a fight the Dutchman won.

Despite changing his ratios, Uhrhane couldn't quite match Malvern in race two, his situation not being helped by a fight with Slaghekke that allowed Malvern to make a break.

The order behind the top three changed regularly,

a mistake by Matt Parry (works Van Diemen) at the last corner finally allowing JTR's Dan de Zille to secure fourth after starting eighth.

Uhrhane's title chances took another hit in race three when too many cars into Riches resulted in the Aussie spinning out. Slaghekke was also delayed, leaving Malvern free.

McBride pipped Antti Buri for third, while Slaghekke recovered to fourth to retain his points lead. But Malvern is coming up fast.

Sean Huyton had a weekend to remember with double top in the Ginetta Challenge. In a frantic first race, he stormed from 12th on the grid to claim victory ahead of Ryan Ratcliffe, while polesitter Ben Anderson recovered from a first-lap spin to take third.

A late safety car period meant race two was decided by a one-lap dash. Long-time leader Richard Sykes came off worst, tumbling down the order with a mistake at the final corner

responding to Huyton's brave move into Coram. That left Huyton and Ratcliffe to secure another one-two.

Steve Chaplin proved his Beetle was a match for Steve Wood's turbo Golf in the opening VW race, holding off its race-long attentions to win. Having been clouted by Joe Fulbrook's errant Bora on lap one, Aaron Mason's Golf fought back to salvage a fine third.

Chaplin looked on course for a repeat in race two after demoting leader Mason into Riches on lap four. But a slip at Williams let his rival back ahead, and Mason defended stoutly to win.

Reigning Caterham Supersport champion Jamie Orton bagged top spot in the opening R300 race thanks in part to a rapid start that earned him enough of a gap to keep hard-charging Paul Wilson at bay. After some eventful early jousts, Matt Shaw set fastest lap on his way to third. Orton and Wilson ran in close formation at the front throughout race two, with Orton stealing past at the last corner to win again.

● Kevin Turner & Oliver Timson

### RESULTS

#### British Formula Ford (10 laps)

**1 Scott Malvern** (Mygale SJ11); 2 Jeroen Slaghekke (Mygale SJ11) +5.508s; 3 Nick McBride (Mygale SJ11); 4 Antti Buri (Mygale SJ11); 5 Neil Alberico (Ray GR11); 6 Philippe Layac (Mygale SJ10); 7 Tristan Mingay (Mygale SJ09); 8 Dan de Zille (Mygale SJ11); 9 Cavan Corcoran (Mygale SJ07); 10 David Ellesley (Juno JA2010). **FL** Malvern 1m53.525s (94.14mph) establishes record.

**Race 2 (10 laps)** **1 Malvern**; 2 Geoff Uhrhane (Mygale SJ11) +2.748s; 3 Slaghekke; 4 de Zille; 5 Matt Parry (Van Diemen LA09); 6 McBride; 7 Buri; 8 Jake Cook (Mygale SJ11); 9 Layac; 10 Alberico. **FL** Slaghekke 1m54.157s (93.62mph).

**Race 3 (9 laps)** **1 Malvern**; 2 McBride +0.384s; 3 Buri; 4 Slaghekke; 5 Jesse Anttila (Ray GR11); 6 Corcoran; 7 Cook; 8 Parry; 9 Ellesley; 10 Ville Kivinen (Ray GR11). **FL** Malvern 1m54.416s (93.41mph). **Points** **1 Slaghekke**, 220; 2 Malvern, 216; 3 McBride, 186; 4 Buri, 175; 5 de Zille, 152; 6 Uhrhane, 145.

#### Ginetta Challenge (9 laps)

**1 Sean Huyton** (G40); 2 Ryan Ratcliffe (G40) +9.944s; 3 Ben Anderson (G40); 4 Mike Robinson (G40); 5 Graham Johnson (G40); 6 Thiago Calvet (G40).

**Class winner** Gary Simms (G20). **FL** Huyton 2m12.574s (80.61mph).

**Race 2 (9 laps)** **1 Huyton**; 2 Ratcliffe +1.485s; 3 Clive Richards (G40); 4 Johnson; 5 Mark Davies (G40); 6 Robinson. **CW** Stuart Pearson (G20). **FL** Davies 2m10.382s (81.97mph) establishes record.

**VW Racing Cup (10 laps)** **1 Steve Chaplin** (Beetle 3.2 RSI); 2 Steve Wood (Golf Mk5 GTI) +0.309s; 3 Aaron Mason (Golf Mk5 GTI); 4 Richard Walker (Golf Mk5 GTI); 5 James Walker (Golf Mk5 GTI); 6 Peter Lettinga (Golf Mk5 GTI). **FL** Wood 2m10.198s (82.09mph).

**Race 2 (10 laps)** **1 Mason**; 2 Chaplin +0.138s; 3 Wood; 4 R Walker; 5 J Walker; 6 Joe Fulbrook (Bora). **FL** Chaplin 2m09.549s (82.50mph) establishes record.

**Caterham Superlight R300 (15 laps)** **1 Jamie Orton**; 2 Paul Wilson +1.756s; 3 Mark Shaw; 4 Flick Haigh; 5 Stuart Simpson; 6 Gordon Sawyer. **FL** Shaw 2m05.730s (85.00mph).

**Race 2 (14 laps)** **1 Orton**; 2 Wilson +0.094s; 3 Simon Young; 4 Shaw; 5 JJ O'Malley; 6 James MacLachlan. **FL** Young 2m05.672s (85.04mph) establishes record.

Huyton passed a lot of cars to score double



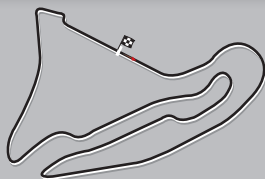
## MAGNY-COURS

France

May 14-15

Formula 2

Round 2/8



### AT A GLANCE

- Race 1 Christopher Zanella
- Race 2 Christopher Zanella
- Poles Alex Brundle/Zanella
- Fastest laps Zanella/Miki Monras



Race one podium finishers enjoy themselves

# Swiss ease

Christopher Zanella bagged two wins at Magny-Cours to move into the F2 title hunt



Zanella beat Brundle for race-two victory

IN MOST SPORTS, TALK OF form is always prevalent. Athletes train to peak for the major championships, footballers are picked and dropped according to how well they are playing, the fortunes of an entire cricket team can hinge on the side of the bed their key player stepped out of.

Yet, strangely, form is seldom mentioned in motor-racing circles. Drivers are expected to deliver to the same standard week-in, week-out regardless. This is clearly nonsense. We all have days that are better than others and on Saturday at Magny-Cours, everything clicked for Christopher Zanella and he romped to his maiden F2 win in the style

befitting a title challenger.

You have to go back to 2008 and the Swiss FRenault championship to find Zanella's last win. Two barren seasons racing in a variety of F3 series yielded just two podium finishes and one pole position. It's hardly an earth-shattering record, but a podium last time out at Silverstone hinted that perhaps, in F2, Zanella has found his level.

Things didn't start that well at Magny-Cours. Race one kicked off with a wet track and drizzle in the air. Conditions were slippery and Zanella wasn't alone in making a poor getaway.

A front-row start was squandered, dropping him to fourth and into an intense

## RACE RATING

★★★★☆

Slippery track made for entertaining race one; race two was a snore

## MILESTONE

Jon Lancaster (right) claimed two points finishes on his F2 debut; he was seventh in race one and sixth in race two



## REPORT F2 MAGNY-COURS



Double win gives Zanella points lead

fight with Ramon Pineiro, which succeeded in delaying them both badly. Up front poleman Alex Brundle was pulling away at a second a lap, while Zanella struggled to pass the Spaniard.

Brundle was nearly five seconds ahead of Miki Monras when Zanella finally passed Pineiro. He was a similar distance behind the second-placed man, but his first clear lap was nearly a second quicker, and within four laps the previously spaced-out top three had become a three-way fight for the lead.

Monras was dispatched with a solid move under braking into the Lycee hairpin, while Brundle put up a stern defence until he

ran off the track at Imola and handed Zanella the lead. With the rain now falling more heavily, Zanella wasted no time in pulling out a lead.

When the flag finally fell as the race reached its time limit, he was eight seconds to the good. But it wasn't Brundle in second, the Brit having overshot his braking point at the Adelaide hairpin, letting the charging Tobias Hegewald get through.

"To win was a great feeling for me and unbelievable given I had a really bad start," said Zanella. "I dropped to fourth and tried to stay with the others, then I tried to close the gap and find the best line. Then I overtook one after the other and that was really

good. It was a hard race and especially at the end when you're alone and you start to have some thoughts and that's very dangerous!"

With the monkey of a first win in over two years off his back, Zanella set pole position for race two the next morning. It was a cold, grey day, but the track was dry for the race. This time he made a great getaway, and scurried through the first corner ahead, despite a brave lunge by Brundle into the first left-hander.

From there on he was never challenged. In a race in which the only move among the top four came on the final lap, his biggest challenge came from within – keeping his concentration

and any distracting thoughts to the back of his mind.

"I like this track a lot and I'm very happy to be leading the championship," he said afterwards. "I had a good start in the race and had a little fight with Brundle going into the first corner. After that I pushed a bit for three or four laps to make a gap and then just tried to drive consistently."

Brundle held on for P2 – two podium finishes kickstarting his season after a miserable opening round at Silverstone. Mikko Bortolotti, winner of the first race last month, took third, while Monras – Silverstone's race-two winner – snuck by Mihai Marinescu on the last lap to take fourth. ☼

Bortolotti: top six in both races



Zanella certainly was the star



Brundle failed to keep Hegewald behind him

## RESULTS

FIA Formula 2, Magny-Cours (F), May 14-15, round 2 of 8

GRID	
1 BRUNDLE 1:30.754	2 ZANELLA 1:30.882
3 MONRAS 1:30.937	4 PINEIRO 1:31.116
5 BORTOLOTTI 1:31.191	6 HEGEWALD 1:31.208
7 CLARKE 1:31.291	8 BRATT 1:31.389
9 COLE 1:31.581	10 MARINESCU 1:31.626
11 LANCASTER 1:31.752	12 MAC 1:31.883
13 STORZ 1:31.944	14 JO THEOBALD 1:32.053
15 LARICHE 1:32.088	16 SNOEKS 1:32.488
17 EBRAHIM 1:32.661	18 JU THEOBALD 1:32.721
19 SNEGIREV 1:32.875	20 ABADIN 1:33.049
21 KOWALSKA 1:33.166	22 MUN 1:33.279
23 KRALEV 1:34.851	

RACE 1 - 21 LAPS, 57.558 MILES			
POS	NAME	TIME	GRID
1	Christopher Zanella (CH)	40m25.650s	2
2	Tobias Hegewald (D)	+7.937s	6
3	Alex Brundle (GB)	+9.382s	1
4	Miki Monras (E)	+11.707s	3
5	Ramon Pineiro (E)	+20.978s	4
6	Mirko Bortolotti (I)	+21.837s	5
7	Jon Lancaster (GB)	+22.492s	11
8	Will Bratt (GB)	+33.682s	8
9	Thiemo Storz (D)	+34.802s	13
10	Kelvin Snoeks (NL)	+39.729s	16
11	Benjamin Lariche (F)	+41.477s	15
12	Armaan Ebrahim (IND)	+1m02.112s	17
13	Jack Clarke (GB)	+1m03.515s	7
14	Johannes Theobald (D)	+1m14.960s	14
15	Mikkel Mac (DK)	+1m24.504s	12
16	Max Snegirev (RUS)	+1m28.439s	19
17	Julian Theobald (D)	+1m43.841s	18
18	James Cole (GB)	+1m46.974s	9
19	Sung Hak Mun (PRK)	-1 lap	22
R	Jose Luis Abadin (E)	17 laps	20
R	Natalia Kowalska (PL)	16 laps	21
R	Plamen Kralev (BG)	1 lap	23
R	Mihai Marinescu (RO)	0 laps	10

GRID	
1 ZANELLA 1:29.638	2 BRUNDLE 1:29.695
3 MARINESCU 1:29.766	4 BORTOLOTTI 1:29.813
5 MONRAS 1:29.855	6 PINEIRO 1:29.983
7 BRATT 1:30.083	8 LANCASTER 1:30.213
9 STORZ 1:30.267	10 HEGEWALD 1:30.378
11 CLARKE 1:30.443	12 LARICHE 1:30.472
13 SNOEKS 1:30.652	14 JO THEOBALD 1:30.845
15 EBRAHIM 1:30.919	16 MAC 1:31.102
17 KOWALSKA 1:31.155	18 JU THEOBALD 1:31.305
19 COLE 1:31.383	20 SNEGIREV 1:31.500
21 ABADIN 1:31.522	22 MUN 1:31.799
23 KRALEV 1:32.520	

RACE 2 - 24 LAPS, 65.781 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Zanella	37m08.229s	1
2	Brundle	+1.414s	2
3	Bortolotti	+2.815s	4
4	Monras	+6.136s	5
5	Marinescu	+8.767s	3
6	Lancaster	+11.864s	8
7	Bratt	+12.148s	7
8	Hegewald	+17.785s	10
9	Pineiro	+22.293s	6
10	Clarke	+23.075s	11
11	Jo Theobald	+36.115s	14
12	Mac	+36.555s	16
13	Lariche	+37.431s	12
14	Snegirev	+41.771s	20
15	Storz	+47.876s	9
16	Abadin	+52.167s	21
17	Cole	+1m04.706s	19
18	Kralev	+1m15.779s	23
19	Mun	+1m17.687s	22
20	Kowalska	+1m24.533s	17
R	Snoeks	8 laps	13
R	Ju Theobald	4 laps	18
R	Ebrahim	0 laps	15

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Zanella	71
2	Bortolotti	66
3	Monras	64
4	Hegewald	42
5	Brundle	33
6	Marinescu	32
7	Bratt	28
8	Pineiro	22
9	Lancaster	14
10	Clarke	13

**Race 1** Winner's average speed 85.42mph. Fastest lap: Zanella, 1m53.365s, 87.04mph.

**Race 2** Winner's average speed 106.28mph. Fastest lap: Monras, 1m32.085s, 107.15mph.



**PETER MILLS**  
reports

## MONZA

Italy  
May 14-15  
Renault 3.5  
Round 3/9



### AT A GLANCE

- Race 1 **Kevin Korjus**
- Race 2 **Daniel Ricciardo**
- Pole position **Cesar Ramos/Ricciardo**
- Fastest laps **Robert Wickens/Ricciardo**

# Red Bull youngsters duke it out

**Carlin's Jean-Eric Vergne lost his front wing and then victory to ISR's Daniel Ricciardo in the second of two Monza classics**



Vergne lost his wing – and then a victory

### THE FORMULA RENAULT

3.5 series returned to Monza after a two-year absence, and the Italian venue rewarded its reinstatement on the calendar by producing two dramatic races.

Aragon winner Kevin Korjus put his Tech 1 Racing crew's cardiologists on alert by disappearing down the Turn-1 escape road when on course for victory on Saturday. The Estonian set about trying to avenge his mistake and regain terms with new leader Robert Wickens, but the Carlin driver slowed with clutch and flywheel dramas before the lap was out. Korjus was thus

promoted into a lead he hung onto second time around, despite suffering from severe tyre vibrations.

Italian F3 champion Cesar Ramos started the race from pole, but the Fortec man scuppered his chances of victory by locking up severely into the Roggia chicane on the opening lap. From row two, Korjus' aggressive approach into Turn 1 gained him two positions. On lap five, a small mistake from Ramos allowed Korjus to take the lead, and the 18-year-old immediately began to extend his advantage.

Ramos swiftly came under pressure from Wickens, but by jinking

across the track to hug the pitwall on the run down to Turn 1 he determinedly held the Canadian at bay. Frustration may have been building when Wickens gave Ramos a gentle nudge mid-way through the first chicane on lap 10, sending the Fortec car spinning down the order to seventh. Wickens' manoeuvre landed him a four-place grid penalty for race two, while Ramos later picked up grass in his sidepods after cutting across the Ascari chicane.

Carlin's Jean-Eric Vergne overtook four cars on lap one to run seventh. The British F3 champion had qualified comparatively poorly after encountering problems with his steering rack, brakes and clutch. Now with a healthy car, Vergne expertly picked his way through to second ahead of Daniil Move.

The second race delivered the first head to head between the two Red Bull Junior drivers, ISR's Daniel Ricciardo and Vergne, this season. Ricciardo was

stripped of a front-row grid position for race one after eight bolts per sideskirt were found to have been loosely fitted in qualifying. He stormed through from the back of the field to finish sixth. Heading Vergne on the front row on Sunday, the "in-house" battle failed to disappoint.

In one of the most chaotic FRenault 3.5 starts on record, Korjus was ruled out of the equation when his right-rear tyre was punctured by Vergne. As a consequence of the accident, Vergne completed the remainder of the race with the sorry remnants of the left-side of his front wing sagging.

Vergne did well to maintain the lead and stave off any tyre wear issues. A four-car train, led by Ricciardo, formed behind him in the early laps, but was depleted when Wickens crashed out of third by misjudging the proximity of Epic Racing's Albert Costa at the Ascari chicane.

The moment of the race

came at the Roggia on lap 11. Ricciardo dived fully alongside Vergne for the lead, and the pair attempted to negotiate the chicane two-abreast. Vergne bowed out of the risky moment by completely cutting the exit of Roggia, and emerged with his lead secure. By failing to drop back, Vergne was issued with a 10-second penalty that handed victory to Ricciardo and promoted Alexander Rossi (Fortec) to the runner-up position.

### RESULTS

**Race 1 1 Kevin Korjus**, 28 laps in 46m33.880s; 2 Jean-Eric Vergne, +1.611s; 3 Daniil Move; 4 Chris van der Drift; 5 Brendon Hartley; 6 Daniel Ricciardo; 7 Stephane Richelmi; 8 Walter Grubmuller; 9 Oliver Webb; 10 Andre Negro.

**Race 2 1 Ricciardo**, 28 laps in 46m31.962s; 2 Alex Rossi, +2.565s; 3 Vergne; 4 Cesar Ramos; 5 Albert Costa; 6 van der Drift; 7 Nelson Panciatici; 8 Sergio Canamasas; 9 Arthur Pic; 10 Negro. **Points 1 Vergne 90**; 2 Rossi 73; 3 Wickens 71; 4 Costa 62; 5 Korjus; 6 van der Drift 39; 7 Ricciardo 36; 8 Move 33; 9 Panciatici 32; 10 Hartley 26.

Race-one winner Korjus (1) punctured in second race



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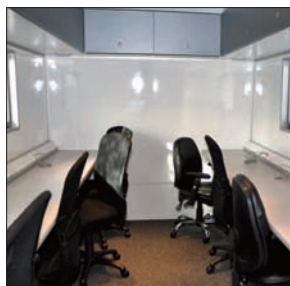
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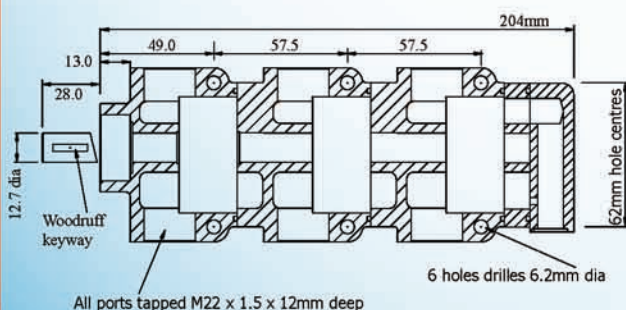
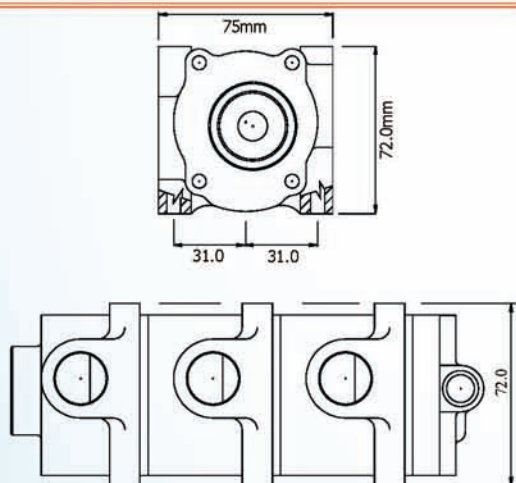
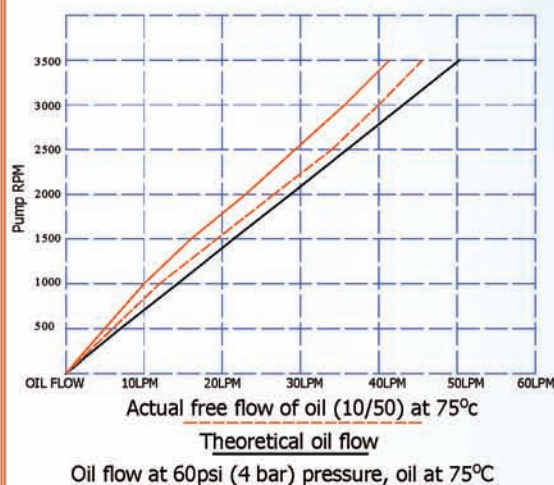


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The ideal candidate will be educated to graduate level or equivalent and will have a detailed knowledge of aerodynamic principles and wind tunnel test and CFD techniques. A good understanding of data analysis tools and techniques and other multi-disciplinary engineering skills, including CAD and basic vehicle dynamics is advantageous.

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# SportsExtra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB



**Geddies narrowly miss win on first Brit GT outing in 458, p76**



Reid (left) and Fitz will race tin-top clubbies

## Veteran stars to go club racing

**John Fitzpatrick to race with Masters at Brands as Anthony Reid gets set for MGLive at Silverstone**



**TWO OF BRITAIN'S MOST-**popular racing veterans are to compete at club level in the UK in the next two months.

John Fitzpatrick will race at Brands Hatch for the first time since 1983 – when he won the 1000km sportscar race with Derek Warwick in a Porsche 956 – with a BMW CSL in the Masters Historic Festival at the end of May.

Meanwhile, Anthony Reid will

compete at the MG Car Club's MGLive meeting on Silverstone's Grand Prix circuit on June 24-26.

Fitzpatrick, who has competed in historic events before, said: "I consider the Grand Prix circuit at Brands Hatch to be the best and most challenging circuit in the UK, and the most interesting for spectators."

"It brings back many good memories for me: I won my first race there in an 850

Mini back in the 1960s and I won my last international race there in 1983."

The 1966 BTCC champion also scored successes in CSLs, similar to the 3.5-litre Roger Wills-owned machine he will drive at Brands. "The BMW CSL is the best-handling touring car I ever drove," added the 67-year-old. "It took me to two of my best wins, the six hours of Nurburgring in '72 and Silverstone in '76."

Top Hat event manager James Beckett said: "It's great to have someone with John's reputation racing with Masters. Fitz is a legendary figure in touring cars and sportscar racing. It will be fabulous to see him reunited with the BMW."

Reid, who took six of his 15 career BTCC wins for MG, will race a ZS prepared by Vulcan Racing in the Peter Best Insurance Challenge at Silverstone.

"It's the same model that I raced in the BTCC so it feels really familiar," said the 54-year-old, who has already tested the car. "It's got the nice MG handling."

Reid, who is racing a works Chevron GR8 in British GT this season, also hopes the MG event will give him some extra experience of the GP track. "Any opportunity to get practice around the GP circuit is good for the British GT round later in the season," he added.

"MGLive is a tremendous event and I'm thrilled to be part of it. Of course, I'll be hoping to put on a good show for the MG fans – it should be good fun."

Vulcan's Peter Burchill added: "We wanted to do something special for MGLive and getting a driver like Anthony certainly ticks that box."

"It is terrific that Anthony wants to come and be part of the MG Car Club's Silverstone celebration."



Fitzpatrick took 1976 Silverstone 6 Hours in BMW

### AUTOSPORT SAYS...

**KEVIN TURNER**  
**NATIONAL EDITOR**

kevin.turner@haymarket.com



### SO WE'VE NOW HAD THE FIRST

British F3/GT meeting on the new Snetterton 300 circuit and reactions were mixed. The extended – and more technical – layout seemed to work well for the VW Racing Cup, Caterham R300s and the Ginetta Challenge. But British Formula Ford, which provided such great races on the old circuit, was decidedly tame. To be fair to Snetterton, a grid of 16 cars inevitably didn't help.

What the drivers thought also varied, with some liking the new challenge and others – particularly British GT drivers – feeling the infield section is too narrow for bigger cars.

As for watching the action, the new spectator banks definitely give more options, which is great, and from certain spots you can now see the cars for a lot longer. The only problem is that the lap is now pretty long. Even the British F3 racers were taking over 1m40s, with the quickest Ginettas and VWs taking 2m10s. That's a long wait, unless you've got a big field that spreads out quickly.

For international races and higher-level cars the 300 layout makes sense, which was owner and designer Jonathan Palmer's target, but I can't help feeling most clubs will end up opting for the smaller 200 configuration once they've all had a go at its bigger brother.

### Extra contact details

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SNETT SIX HOURS



British GT

# CRS in near-miss with new 458

Top squad loses victory with borrowed Ferrari; team could run McLaren in British GT

Bodywork damage cost CRS victory at Snetterton

CRS RACING NARROWLY missed out on a British GT victory in its first meeting in the series with a Ferrari 458 Italia at Snetterton last weekend, and has not ruled out running the new McLaren MP4-12C GT3 in the championship this season. CRS started the year with two 430 Scuderias while it awaited delivery of its new 458s. It had hoped to run the new GT3 Ferrari at Snetterton, but continued

delays resulted in a deal being brokered to run the AF Corse car that CRS driver Glynn Geddie races in FIA GT3. Geddie qualified the car on pole and he and father Jim looked set to win until being shown the mechanical warning flag late on due to flapping bodywork. Team boss Andrew Kirkaldy believes the damage was the legacy of an incident at a previous meeting. "We only got the car on the Friday night before Snetterton

and we did the best job we could," said Kirkaldy, who is hoping to take delivery of CRS's 458s in the next few weeks. "The front had dropped down, but I didn't really think it needed to be called in so close to the end." Kirkaldy believes the team will still be able to contend for the title, with the Geddies now 29.5 points behind leaders Mike Guasch and Matt Bell. "My only concern is that the 458 seems a bit fragile,

but it does appear to be the quickest car out there at the moment," he added. CRS is also helping to develop McLaren's first GT3 car. While its early race appearances are expected to be in the Blancpain Endurance Series, Kirkaldy confirmed Brit GT outings are possible. "There are plans to potentially run the McLaren," he said. "There's no rush to bring it out, so there could be an opportunity to run it in British GT"

Formula Renault BARC

## Lucky escape for marshals

**MARSHALS HAD A NARROW** escape following a startline incident during a Formula Renault BARC race at Brands Hatch last Sunday. Fifth-row qualifier Hector Hurst failed to get away at the start and was collected by Macauley Walsh, the impact ripping a front wheel from Walsh's car. Further back, the cars of Ivan Taranov and Russell Danzey both failed to get away, and the marshals found the field bearing down on them at the end of the opening lap as they tried to push these two cars off the grid. The pack narrowly avoided collecting the marshals and stranded cars. Clerk

of the course Ian Watson said the race had been stopped as the pack came onto the back straight, but race leader Kieran Vernon disagreed. "The first red flags were actually shown on the start line, which was past the accident," said Vernon. "I saw a

yellow flag at Clearways, came round and there were two cars pushed to the side of the track. "It was a bit of a shock to see drivers and marshals on the circuit. Luckily no one was hurt because it could have been nasty."



Leaders slow to avoid accident

British Formula Ford

## Alberico stops to help his rival

**BRITISH FORMULA FORD** racer Neil Alberico raced the new Ray at the Snetterton round last weekend, and stopped to help a rival in trouble in race three. Series rookie Alberico, who started the season in Cliff Dempsey Racing's GR10, switched to the new GR11. Despite qualifying only 12th of the 16 runners, the American scored a best finish of fifth in race one. He rose as high as seventh in race three before stopping to assist Philippe Layac's Enigma Mygale, which had caught fire.

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European Rallycross

## United States enjoys maiden ERC success as Foust wins in Portugal

### TANNER FOUST BECAME THE

first American to win a round of the European Rallycross Championship with victory at Montalegre in Portugal last weekend.

Foust, who made his rallycross debut a year ago, and Ford Fiesta team-mate Andreas Eriksson dominated round two of the 2011 season. Michelin-shod Eriksson was quickest in the first heat after Foust made a last-lap error, but fastest times in the second and third heats gave the American, running on

Avons, pole for the A final.

While Foust led from the start, Liam Doran's Citroen C4, which was suffering from a lack of power, looked set to challenge for a top-two place. But he clashed with team-mate Timur Timerzyanov, leaving Eriksson to follow Foust home with Timerzyanov third.

"When Andreas and I qualified first and second we decided that whoever led into the first corner would go for it and the other one would take the Joker Lap," said Foust. "It meant we would be racing each other but not directly and it worked."

Reigning champion Sverre Isachsen suffered an engine failure in the heats and failed to beat Frode Holte's Volvo in the B Final. He is now just one point ahead of Foust in the standings.



Foust led Ford Fiesta one-two

British GT

## Mullen misses out on Brit GT race

### FORMER BRITISH GT CHAMPION

Tim Mullen had a fraught return to the series at Snetterton last weekend.

The international GT ace partnered Andrew Tate in a CRS Racing Ferrari 430 Scuderia while regular driver Alex Mortimer raced in the International GT Open at Magny-Cours.

Brake-sensor issues restricted the car to 13th in qualifying and Tate retired early when the gearbox failed.

Mullen, who won the title in 2006 with Chris Niarchos, said:



"It's probably just a one-off and it's a shame because we could have had a third or a fourth. Andrew has done a good

job and the car was going well in the warm-up."

Mortimer is expected to return for the Brands Hatch round in June, by which time CRS is expecting to be running two 458 Italias.

Caterham Graduates

## Driver narrowly avoids disaster

### MARSHALS AND A

driver had to run for their lives at Brands Hatch last Saturday after two Caterham Graduate racers became stranded on the track at the foot of Paddock Hill Bend.

Simon Davey and Gareth Cordey were involved in a collision during the first Super Graduate event, and they came to a halt on the racing line at the exit of the corner.

Marshals were assisting the drivers when the leaders bore down on them at speed.

Davey and the track staff ran for cover, but several cars had to take to the gravel in avoidance and one of them only just missed

Davey. Cordey remained in his car until the race was red-flagged.

No drivers were penalised as a result of the incident.



Davey and marshals make a run for it

## MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



Pye raced 'Mr John of B's' 1500cc F1 car in 1999

I had not been to Pau since 1987, when I covered Formula 3000 for AUTOSPORT, thus was delighted to renew my acquaintance with the charming university town at last weekend's GP Historique. Under Peter Auto's umbrella, the event is building strongly. Two-hundred cars - beautifully showcased in a tented village within the central Parc Tissie - doubled last year's total.

The paddock atmosphere, particularly in the pre-grid area, where the aromatic waft of methanol as ERA R4D was warmed up (caged rear wheels held aloft in the time-honoured ritual that dates back to the current street circuit's 1930s birth), mesmerised onlookers.

Grand prix cars of yesteryear all have different personalities. But the sensual feast when machinery of the '30s, '50s and '60s is unleashed against such a charismatic backdrop is unmatched. While I adore ERAs (perhaps above all other single-seaters), for me the spectacle of the weekend was two ex-John Surtees Lola Mk4s, shrill Climax V8 engines singing in unison and echoing through the trees.

Redolent of 1962, the year in which I first remember attending a race meeting, it was magnificent. Mark Piercy and Frenchman 'Mr John of B' had great battles in 1500cc F1's 50th anniversary year. I can still hardly believe my great

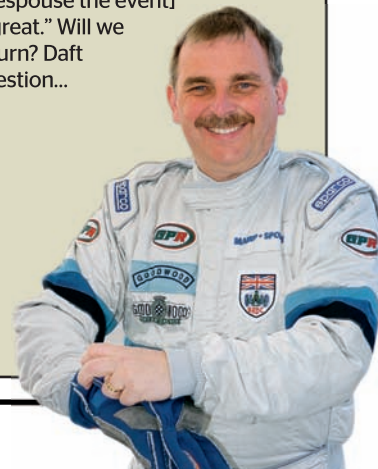
fortune in having raced the latter's BRGP42, then in Duncan Dayton's ownership, at Silverstone in '99.

The Formula Junior field was the event's biggest and included a few 1000cc F3 cars from France. It was grand to see the experience of Martin Walford - one of my Toyota F3 rivals in the late '80s - striking a blow for experience over youth in the second stanza. Indefatigable Scottish septuagenarian George Cooper was flying too, in his ex-Charlie Crichton-Stuart Cooper T59. Memories of Charlie, who regularly attended F3000 races, returned to me in flashback as I sat in the Glaswegian's car.

The British Mini racers were on top form too, battling away in a 20-car field. Top BMW A-series tuner Nick Swift binged his Cooper S against the barriers in practice, yet bounced back to win twice, easing away from the pack. But he made grid organiser Philippe Quiriere's day by sportingly lending him his spare engine for the races.

Camaraderie was everywhere at Pau, where promoters, the race logistics team and individual grid organisers enjoyed entente cordiale and the marshalling was superb all weekend. As one driver put it: "The circuit is better than Monaco, the people are friendlier and the town [which made huge efforts to espouse the event] is great." Will we return? Daft question...

“The sensual feast when machinery of the '30s, '50s and '60s is unleashed is unmatched”



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## IN BRIEF

### THE SPEEDWORKS MOTORSPORT

Chevrolet Corvette (below) of Piers and Ron Johnson failed to start the British GT race at Snetterton last weekend thanks to gearbox woes. That left 25 starters for Sunday's two-hour race.

### SPEED EUROSERIES RACER JOEY

Foster was released from hospital in Belgium at the end of last week. The 28-year-old is continuing his recovery from back injuries sustained during a Spa testing shunt in the UK.

### CHRIS MIDDLEHURST, SON OF

former BTCC racer Andy, took his first podium finishes in the FF1600 Triple Crown at Donington last weekend - in his fourth race meeting. The 16-year-old will either stay with FF1600 in 2012, or move up to British Formula Ford.

### EUROPEAN RALLYCROSS STAR

Liam Doran has signed a three-year deal with energy drinks firm Monster. Doran is the only UK driver to become a full 'Monster Army' athlete and ran his new livery (right) in Portugal's ERC round last weekend.



### RADICAL ACE ROSS KAISER HAD

his first race since his prize drive in the Daytona 24 Hours when he teamed up with novice James Ketchell in the Radical UK Cup at Oulton Park last weekend. They finished seventh and fifth in their SR3. Kaiser will partner Ketchell in the remaining rounds, with Tom Woods sharing in the European Masters.

### FORD FIESTA ST FRONTRUNNER

Harry Cockill crashed out of the first of two races at Donington last weekend. The impact (below), adjacent to Starkey's Bridge, also damaged the wall behind the barriers and the lunch break was taken early while it was repaired. Cockill had to spectate for race two.

### EX-CLUBMANS CUP RACE WINNER

Jonathan Hair has developed his Mallock Beagle and switched to the BRSCC Open Sportscar Series. "It has new bodywork and we have fitted it with a Ford Zetec two-litre engine," said Hair, who retired from both Donington races.

### FORMER DOUBLE VW CUP CHAMP

Phil House quit the Ginetta G40 Challenge before last weekend's second round at Snetterton. House took a sixth in the opener at Oulton Park last month before retiring from the second race.



Dowling's ERA leads the Alta of Nuthall

Pau Historique

# Dowling is street king at Pau

ERA racer the biggest winner in last weekend's French historic extravaganza

## THREE VICTORIES FROM FOUR

starts made Californian-based Irishman Paddins Dowling top gun in last weekend's 10th GP de Pau Historique.

Dowling drove the ex-Peter Whitehead ERA R10B to take both 'Legende' races and the first Trophee Argentin Pre-1961 Historic Grand Prix Car chequer on the French street circuit.

Dowling saw off a horde of Bugattis in the Pre-War plateaux but was harassed throughout the HGPCA races by Ian Nuthall in another Whitehead car, the 1952 F2 Alta. Nuthall outbraked his rival into the Station Hairpin for the final

time, only to be repassed on the climb out. But the ERA faltered as a half-shaft failed moments later.

Nuthall emerged victorious from the Cooper-Bristols of Belgian Paul Grant (ex-Rodney Nuckey) and Nick Eden (ex-Alan Brown/Juan Fangio), which passed the ERA before the finish line.

Peter Horsman (2.5-litre Lotus 18/21) triumphed in both Trophee de Pau HGPCA Pre-1966 rear-engined events, but was made to fight in the opener by Enrico Spaggiari (Cooper T53).

Horsman was grateful of a big lead in the finale when his gearbox jammed

in third. Jon Fairley (ex-Jack Brabham BT11) closed but needed one more lap.

Britons Nathan Kinch and Martin Walford stormed to Formula Junior wins in their Lotus 22s. Kinch screamed clear after Callum MacLeod (Caravelle) crashed on the opening lap of race one. Kinch shunted in race two, leaving Walford to boldly snatch the advantage from Stephane Rey (Lola Mk5A).

Nick Swift and Christian Devereux topped both Mini thrashes. The Phil Hill GT enduros were won by Yvan Mahe/Dominique Guenat (AC Cobra) and Christian Traber/Marc Devis (E-type).

British Hillclimb

## Barbon bounces back

### THE WESTMORLAND

Motor Club & Kirkby Lonsdale Motor Club successfully completed their British Hillclimb Championship rounds at Barbon Manor last Saturday, after two years of cancelled events.

In 2009 only one run-off could be completed after torrential rain and high winds, while in 2010 an on-track incident forced the cancellation of the championship round

after the sump plug of a car was torn away when the car struck a raised piece of road surface.

At the successful conclusion of last Saturday's Hillclimb, clerk of the course Phil Gough said: "The circumstances of last year have been the monkey on my back for 12 months.

"I appreciate the faith that all have shown in coming back this year in the Diamond Jubilee of Barbon Manor Hillclimb."



## McLaren wins on Red Bull's home turf

Bobby Verdon-Roe steered his McLaren MP4 to two Historic F1 wins at the relaunch of the Red Bull Ring (nee A1 Ring) last weekend.

SEMSEC

## Low entries threaten SEMSEC events at Lydden



Chris Kite topped five-car single-seater field

### THE CONTINUING DEARTH OF

entries for South East Motor Sport Enthusiasts Club events at Lydden has now reached a critical stage.

Last Sunday's meeting attracted only 37 drivers for its nine races and the situation was even more dire for last month's SEMSEC meeting at the Kent venue. If grid sizes do not increase dramatically then the club has said

it will no longer run its own meetings at the circuit.

Chairman Ken Greenfield said: "We tried running on a Sunday rather than a Saturday to see if we could get more drivers to enter, but it made very little difference.

"Unless we get a lot more drivers for our next event at Lydden on June 4 we will have to stop."

**QUICK RESULTS**

→ Guards SR **Ed Lovett**  
→ Guards GT **Jon Minshaw**

**“That’s my first three  
overall race wins”**

Ed Lovett reflects on a superb weekend

Hadfield drove 904,  
then jumped in Cobra



HSCC SILVERSTONE, MAY 14-15

# Late win for Lovett in Chevron thrash

## THIS WAS THE

weekend when Ed Lovett came of age as a racer of historic sportscars. Two commanding wins in the inaugural races for the Martini Trophy came at the wheel of his Lola T296 and the first of those was immediately backed up by a hard-earned Guards Trophy success in his ex-John Lepp Chevron B8. “That was fantastic,” beamed a very hot Lovett after the 40-minute Guards Trophy contest. Having shown strong pace last season, this time he was able to temper that speed with a new-found consistency and it brought big rewards. With Donington victor Nick Fleming not able to match the front pace at Silverstone, the battle of the B8s was between Lovett and the car of Sandy Watson, which was started by former British F3 ace Martin O’Connell.

With the advice of team boss Simon Hadfield still ringing in his ears, Lovett

didn’t try to go after O’Connell, knowing that the race would come back to him once Watson took over the lead car. But, in truth, the gap went out a bit too far during O’Connell’s stint and it took Lovett until the penultimate lap to chip away Watson’s advantage. “If it had been a lap shorter it might have been a different result,” acknowledged Watson after a strong drive.

The GT division of the Guards Trophy, run as a separate race, presented Jon Minshaw with the first of two wins as he drifted his Jaguar E-type out of the clutches of the TVR Griffith of Mike Whitaker.

“We’ve struggled with the engine over the past 12 months but it’s beautiful now,” said Minshaw after an emphatic victory.

There was more to come on Sunday when Minshaw shared ’40 FN’ with Martin Stretton to blitz the GT and Sports Car Cup season opener. “That carried on

where we finished yesterday,” said Minshaw after a perfect weekend. Hadfield could have finished second and third, for in the first half of the race he put Irvine Laidlaw’s Porsche 904/6 onto the tail of the AC Cobra he would later take over from Leo Voyazides. It was a wonderful contest while it lasted, but a couple of spins for Laidlaw later dropped the Porsche down the order and offered rally

driver Andrew Haddon a podium place in his E-type.

For once, Benn Simms did not win the Classic F3 counter, as an inspired Jamie Brashaw drove a fierce race in the ex-Kenny Acheson March 793 to win after a titanic struggle. Simms’s early advantage was reined in by the Rotherham racer and it was nip and tuck over the closing stages as they sliced through traffic from the 51-car field.

It was so close on the final lap as the lead changed again, before Brashaw grabbed a memorable victory. “It was a fantastic race; it was toe-to-toe racing,” said Brashaw. Simms added: “It was a serious battle; full marks to Jamie.”

It was just as exciting in the concurrent Historic FF2000 race, as last-lap backmarkers decided the result. Ollie Thorpe led Russell Love past the Wing

Minshaw E-type took  
another two victories





Lovett (left) beat O'Connell/Watson

pit complex, but lost out badly to traffic in the Arena section as Love dived ahead.

There was another epic contest in the combined 70s and Historic Road Sports race, as Russell Paterson squeezed his Morgan Plus 8 ahead of Paul Tooms's Lotus Elan on the final tour. They were side-by-side into Luffield for the last time as Tooms tried to retaliate, but eight cylinders of V8 grunt



Paterson (right) outdragged Tooms for Road Sports win...



... and Brashaw pipped Simms on last lap of F3

trumped four cylinders of Lotus twin-cam on the sprint to the line. Julian Barter, best of the 70s pack, was with them at the close.

David Methley gave Ian Gray a shock in the Classic Racing Car thrash when the impudent one-litre F3 Merlyn loomed large in the mirrors of the more powerful Brabham BT16. On the opening lap, Methley had been dumped back to seventh down Hangar Straight by the more powerful cars. But once he was into his stride, Methley's mighty cornering speed took him right onto eventual winner Gray's gearbox.

Young Ben Mitchell seems to get quicker by the week and drove an assured race in Historic FF1600 to see off a persistent challenge from a flying David Wild, as Ian Ashley chased from a few yards back in third. Racing with a

maturity beyond his years, Mitchell fended off Wild, but it was still very close at the flag. "That was a fantastic race," said Wild.

Andrew Smith and Frank Lyons shared the Derek Bell Trophy wins, with Smith driving beautifully in his Formula Atlantic March 79B to win the opener. He handed the car back to its owner, Richard Evans, for the second race but an ignition problem prevented Evans starting the race. Having suffered fuel-pressure problems in race one, Lyons's pressure worries in race two came from Mark Dwyer, who was closing in fast until his March 782 had its second rose-joint failure of the day.

Wrapping up a fine weekend of racing were clear victories for Jon Milicevic in Formula Junior and Leo Voyazides in Historic Touring Cars.

● Paul Lawrence

MARTINI TROPHY SILVERSTONE, MAY 14-15

## Lovett's Lola takes first Martini victories

WITH A 20-CAR GRID, a raft of quality drivers and lots more interest, there was an encouraging start for the HSCC's Martini Trophy for two-litre sports-racing cars of the 1970s. While veterans Doug Hart and John Burton chased, it was the less-experienced Ed Lovett who took a double in his Lola T296.

However, things did not look so good for Lovett in testing on Friday afternoon when a wheel broke up and pulled the suspension out of the monocoque. Simon Hadfield's crew took the Lola back to base at Loughborough and had it fixed in time for qualifying.

Lovett got clear on the opening lap in both races and it was Hart who twice led the chase in his March 75S. But Lovett had the upper hand this time

around, leaving Hart to see off Burton's Chevron B26 for second.

The best action centred on the battle for the non-wing class and it ended fairly at a win each for Sandy Watson (Chevron B19) and Charlie Kemp (Lola T210). Saturday's race featured a glorious five-way contest until John Sheldon's Chevron B19 was torpedoed at Becketts by the Abarth-Osella of Manfredo Rossi.

### RESULTS (BOTH 12 LAPS)

**RACE 1** Edward Lovett (Lola T296); 2 Doug Hart (March 75S) +5.800s; 3 John Burton (Chevron B26); 4 Sandy Watson (Chevron B19); 5 Charlie Kemp (Lola T210); 6 Neil Primrose (Lola T212). **CW** Watson. **FL** Lovett 2m05.079s (91.06mph). **RACE 2** Lovett; 2 Hart +8.146s; 3 Burton; 4 Kemp; 5 Watson; 6 Primrose. **CW** Kemp. **FL** Lovett 2m04.820s (104.98mph).



Lola of Lovett beat March and Chevron

### GUARDS TROPHY-SPORTS RACING (17 LAPS)

**1** Edward Lovett (Chevron B8); 2 Martin O'Connell/Sandy Watson (Chevron B8) +4.054s; 3 Michael Schryver/Will Schryver (Chevron B6); 4 James Schryver (Chevron B8); 5 Nick Fleming (Chevron B8); 6 Stuart Tizzard/George Tizzard (Lenham Spider). **Class winners** Tizzard/Tizzard; Denis Welch (Lotus 23B); Lincoln Small/Nick Overall (Brabham BT8). **Fastest lap** O'Connell 2m16.448s (83.47mph).

### GUARDS TROPHY-GT (16 LAPS)

**1** Jon Minshaw (Jaguar E-type); 2 Mike Whitaker (TVR Griffith) +20.560s; 3 Leo Voyazides (AC Cobra); 4 Andrew Haddon (Jaguar E-type); 5 Mike Newman (Jaguar E-type); 6 Ian Cox (Marcos 1800GT). **CW** Whitaker; Cox; Tom Smith (MGB); Mark Hobble (Morgan Plus 4); George Nolte (Mercedes 300SL). **FL** Minshaw 2m27.310s (77.32mph).

### GT AND SPORTS CAR CUP (24 LAPS)

**1** Jon Minshaw/Martin Stretton (Jaguar

E-type); 2 Leo Voyazides/Simon Hadfield (AC Cobra) +30.286s; 3 Andrew Haddon (Jaguar E-type); 4 Manfredo Rossi de Montelera (Jaguar E-type); 5 Barry Cannell/Julian Bronson (Lister Jaguar); 6 Gary Pearson (Jaguar D-type). **CW** Cannell/Bronson; Franck Trouillard/Raphael Rondini (Lotus 11); Billy Bellinger/Keith Ahlers (Morgan Plus 4 SLR); Gareth Burnett/Paul Hocking (Simca Abarth); Laurence Jacobsen/Tim Jacobsen (Lotus Elite). **FL** Minshaw 2m27.916s (88.59mph).

### CLASSIC F3/HISTORIC FF2000 (9 LAPS)

**1** Jamie Brashaw (March 79B); 2 Benn Simms (March 803B) +1.329s; 3 Richard Trott (Chevron B43); 4 Russell Love (Reynard SF79); 5 Ollie Thorpe (Royale RP27); 6 Rudolf Ernst (Ralt RT1). **CW** Love; David Clark (Dulon MP21); David Methley (Merlyn Mk14); Albert Clements (Lotus 69); Martyn Donn (Supernova BH3). **FL** Simms 2m11.143s (99.92mph).

### 70s AND HISTORIC ROAD SPORTS (8 LAPS)

**1** Russell Paterson (Morgan Plus

8); 2 Paul Tooms (Lotus Elan) +0.105s; 3 Julian Barter (TVR 3000M); 4 Richard Plant (Morgan Plus 8); 5 Charles Barter (Datsun 240Z); 6 Peter Shaw (TVR Tuscan). **CW** Tooms; J Barter; Plant; Alan Harper (Lotus Elan); Chris Keen (Marcos 1800); John Thomason (Triumph GT6); Robi Bernberg (Porsche 911); Alex Childs (Alfa Romeo GT Junior); Ian Burford (MG Lenham Le Mans); Peter Adams (Turner Mk1); Ralph Harwood-Penn (MG Midget). **FL** Paterson 2m33.816s (74.05mph).

### CLASSIC RACING CARS (9 LAPS)

**1** Ian Gray (Brabham BT16); 2 David Methley (Merlyn Mk14A) +2.641; 3 Antony Ross (Lotus 59); 4 Michael Scott (Brabham BT30); 5 Richard Kendle (Brabham BT21B); 6 Nigel Bancroft (Chevron B17). **CW** Methley; Scott; Rudolf Ernst (Lotus 22); Roger Waite (Lola T200); Lincoln Small (Brabham BT10). **FL** Methley 2m20.627s (80.99mph).

### HISTORIC FF1600 (9 LAPS)

**1** Ben Mitchell (Merlyn Mk20); 2 David Wild

(Lola T200) +0.573s; 3 Ian Ashley (Lola T200); 4 Benn Simms (Alexis Mk14); 5 Stuart Baird (Merlyn Mk11A); 6 John Farrell (Merlyn Mk20). **FL** Wild 2m21.901s (92.34mph).

### DEREK BELL TROPHY (10 LAPS)

**1** Andrew Smith (March 79B); 2 Neil Glover (Lola T330/332) +59.801s; 3 Jeremy Wheatley (Surtees TS15); 4 Frank Lyons (Gurney Eagle); 5 Jim Blockley (Lola T460); 6 Tom Thornton (Lola T460/560). **CW** Glover; Wheatley; Mike Hickson (Mallock Mk20B); Amnon Needham (Van Diemen RF82); Allan Rennie (Lotus 35). **FL** Smith 2m02.041s (107.37mph).

### RACE 2 (10 LAPS)

**1** Lyons; 2 Glover +21.404s; 3 Wheatley; 4 Blockley; 5 Crispian Besley (Surtees TS15); 6 Steve Chaplin (Lola T332). **CW** Wheatley; Blockley; Needham; Ian Mitchell (CTG Mk8). **FL** Lyons 2m03.181s (106.38mph).

### FORMULA JUNIOR (8 LAPS)

**1** Jon Milicevic (Cooper T59); 2 Manfredo Rossi

de Montelera (Lotus 22) +10.177s; 3 Denis Welch (Lotus 22); 4 James Murray (Lola Mk5); 5 Andrew Hibberd (Lotus 22); 6 Simon Armer (Cooper T59). **CW** James Hicks (Caravelle Mk11); Robert Barrie (Lotus 18); Brian Mitcham (Mallock U2); Gordon Russell (Gemini Mk2); David Grunberg (Lotus 20); Malcolm Wishart (Cooper T65). **FL** Milicevic 2m26.130s (89.67mph).

### HISTORIC TOURING CARS (14 LAPS)

**1** Leo Voyazides (Ford Falcon); 2 James Dodd/Graeme Dodd (Ford Mustang) +24.000s; 3 Dan Cox (Lotus Cortina); 4 Steve Shuttleworth (Lotus Cortina); 5 Simon Miller/Barrie Williams (Ford Mustang); 6 Roger Cope (BMW 1800). **CW** Cox; Shuttleworth; Cope; Dave Brand (Mini Cooper S); Neil Davies/Scott Fitzgerald (Lotus Cortina); Colin McKay (Jaguar S-type); Paul Hocking (Fiat Abarth 1000TC); Roger Godfrey (Mini Cooper S). **FL** Voyazides 2m33.405s (85.42mph).

## NATIONAL RACES & RESULTS

MSVR  
OULTON PARK

### RADICAL CLUBMANS AT A GLANCE

→ Race 1 **Tony Wells**  
→ Race 2 **James Abbott**

**"All I could see was pound signs if I had another crash"**

Anley let Abbott go at the start of race two



Winstanley took surprise win

RADICAL CLUBMANS CUP OULTON PARK, MAY 14

# Wells wins but can't beat Abbott in the wet

**TONY WELLS AND** James Abbott shared the spoils in the Radical Clubmans Cup at Oulton Park last weekend.

With poleman Mark Smithson absent for the first race, Wells just held off fellow SR3 racer Abbott to lead into Old Hall.

Although Abbott persistently took the challenge to Wells, the leader's defence held tight and Wells collected his first win in only his third ever race. "I couldn't go any faster," Wells reckoned.

Mark Boot slotted into third but soon started to fall back from the lead duo. Steve Burgess rose from the fifth row of the grid to fourth in just one lap, but lost the place when his foot slipped off the brake pedal at Druids. "It was very frightening," he admitted.

With Simon Garmston

spinning at Shell too, what had been a fairly intense battle suddenly resulted in Gary Kane being left clear in fourth to chase Boot.

Kane snatched third into Shell with three laps remaining, leaving Boot to take fourth and a class win in his PR6.

Darron Anley had spun on the opening lap while challenging Boot. "He went loose, so I backed off and then spun and engaged neutral," he explained.

He then spun again on the last lap at Knickerbrook after recovering to fifth, leaving Paul Marsham to take the place.

The track was very wet for the second race. With Smithson and Wells both making slow getaways from the front row, Abbott and Anley dived between them and headed for Old Hall side by side.



Wells (35) and Abbott (74) took a win apiece

"James was more eager than I was, so I let him go," said Anley. "All I could see was pound signs if I had another crash."

Abbott then stormed to a comfortable win. "Once I had the lead I thought I would take it from here," he said. Smithson made up for his poor start and reeled in Anley. But it took until the last lap for a gap to

open for Smithson to snatch second, when Anley ran wide at Knickerbrook. "He went wide at the first chicane and that gave me a run on him," said Smithson.

Wells and Marsham held fourth and fifth respectively throughout, while Bradley Smith came through from 18th to finish sixth.

● Peter Scherer

### RESULTS – RACE 1 (12 LAPS)

**1 Tony Wells (SR3 RS)**; 2 James Abbott (SR3) +0.731s; 3 Gary Kane (SR3); 4 Mark Boot (PR6); 5 Paul Marsham (SR3); 6 Darron Anley (SR3). **CW** Boot; Jon Morris (Clubsport). **FL** Abbott 1m38.206s (98.68mph).

### RACE 2 (8 LAPS)

**1 Abbott**; 2 Mark Smithson (SR3) +8.104s; 3 Anley; 4 Wells; 5 Marsham; 6 Bradley Smith (SR3). **CW** Richard Stables (PR6); Morris. **FL** Abbott 1m51.378s (87.01mph).



Allen hit trouble in race one, but won later

MINI CHALLENGE OULTON PARK, MAY 14

# Former champions share Mini Challenge honours

**THE MINI CHALLENGE** champions of the past two years took one win each, but Luke Caudle and Lee Allen did so in very different conditions.

It was three abreast into Old Hall at the start of a dry race one between Arthur Forster, Chris Knox and Caudle. Only Caudle made it to the exit as the other two both spun. "I don't think I was hit, but I was on the racing line and just lost the back end," said Forster.

Caudle emerged with a lead he defended to the flag for his first win of the season. After consolidating second, Allen suddenly lost power and had dropped back to sixth by the flag.

A queue had formed behind the ailing Allen, but it was Chris Smith who emerged to secure second.

Stewart Lines escaped from the clutches of Jason Richardson for third, while Richardson just held off Martin Depper for fourth.

The second race was very wet and Allen led from pole for a lights-to-flag win. "Well if I can't do it from there..." he said. Richardson had challenged hard at the start and kept Allen honest, but he struggled as the weather worsened, eventually falling to fifth behind Smith, Lines and Chris Panayiotou.

The Club class was wheel to wheel in both races. Ant Whorton-Eales took the first win, but ended race two in the Old Hall tyrewall in his efforts to hold off Dean Raymond.

● Peter Scherer

### RESULTS – RACE 1 (11 LAPS)

**1 Luke Caudle**; 2 Chris Smith +3.799s; 3 Stewart Lines; 4 Jason Richardson; 5 Martin Depper; 6 Lee Allen. **CW** Gary Wardle; Ant Whorton-Eales. **FL** Caudle 1m56.348s (83.29mph).

### RACE 2 (8 LAPS)

**1 Allen**; 2 Smith +2.246s; 3 Lines; 4 Chris Panayiotou; 5 Richardson; 6 Arthur Forster. **CW** Bob Hosier; Dean Raymond. **FL** Richardson 2m04.897s (77.59mph).

GT CUP OULTON PARK, MAY 14

# GT win for Winstanley

**DANNY WINSTANLEY'S** TVR Sagaris was a surprise winner in the first GT Cup race, after Porsche 997 GT3 driver Alex Martin had looked home and dry.

Martin ousted poleman David Tomlin (Ferrari 430) into Old Hall on the second lap, and built a substantial lead, while Tomlin fended off Toby Tarrant-Willis's Ferrari. Winstanley split the pair on the charge down the Avenue on lap six and soon took second.

He was then handed victory as the leading Porsche went off. "I had backed off and still couldn't get around the corner," said Martin after ending his race backwards in the barriers at Shell on the last lap.

Andy Ruhan (Porsche)

led from the opening lap of race two, with Tomlin holding off Winstanley for second until the final lap, when he slid off exiting Cascades.

● Peter Scherer

### RESULTS – RACE 1 (15 LAPS)

**1 Danny Winstanley (TVR Sagaris)**; 2 David Tomlin (Ferrari 430) +20.551s; 3 Toby Tarrant-Willis (430); 4 Andy Ruhan (Porsche 997 GT3); 5 Michael Saunders (TVR Cerbera); 6 Michael Symons (BMW GTR E46). **CW** Colin Broster (Porsche 996 GT3); Andy Yool (Chevron GR8). **FL** Alex Martin (Porsche 997 GT3) 1m42.669s (94.39mph).

### RACE 2 (13 LAPS)

**1 Ruhan**; 2 Winstanley +1.467s; 3 Tarrant-Willis; 4 Don Grice (BMW M3 GTR V6); 5 Benjamin Harvey (KTM X-Bow); 6 Tom Andrew (Morgan Aero 8GT). **CW** Harvey; Mark Radcliffe (M3). **FL** Winstanley 1m44.465s (92.77mph).

BRITISH HILLCLIMB CHAMPIONSHIP BARBON MANOR/HAREWOOD, MAY 14-15

## Success for Adams as Moran extends lead

**THE LONG WEEKEND** delivered a first victory for 1600cc flyer Lee Adams and the first British Championship win for Trevor Willis's new OMS. Four 1600cc cars also led one run-off, but former champion Scott Moran still extended his lead at the top of the table.

Despite a wet start at Barbon, the track dried enough for the 1600cc record to fall four times and for Moran to win the second run-off, within 0.32 seconds of his own three-year-old hill record.

The first run-off featured a win for Willis in a car that only made its debut at Prescott two weeks before, but which had won two Midland championship run-offs at Shelsley Walsh on the intervening Sunday. His win came with a time

only 0.76s off the hill record and on a track that had hardly dried out. Moran won the second run-off to cap a good points haul.

Adams then took the first run-off at rain-affected Harewood, reward for his fine efforts in his GWR-Suzuki Raptor. “I thought I had lost it at Farmhouse but must have made up time earlier in the run,” said Adams, who will find it harder from now on

with many power hills upcoming, unless it rains.

The wet weather at Harewood prevented most unlimited-class runners from qualifying for the first run-off. Moran's four points for seventh were therefore a bonus over the non-qualifying Willis.

Moran did everything

he needed in the final run of the day, continuing to put light between himself and Willis. With the track drying by the minute he was content for even the smallest delay in the knowledge that it improved his chances, and he won comfortably.

● Eddie Walder



### BARBON MANOR

#### ROUND 31 Trevor Willis 3.2

OMS-Powertec) 21.26s; 2 Scott Moran (3.5 Gould-NME GR61X) 21.44s; 3 Roger Moran (3.5 Gould-NME GR61X) 21.56s; 4 Will Hall (1.6 Force-Suzuki PC) 21.76s; 5 Lee Adams (1.6 GWR-Suzuki Raptor) 21.90s; 6 Chris Merrick (4.0 Gould-Judd GR55) 21.91s; 7 Tom New (4.0 Gould-Judd GR55) 22.36s; 8 Alastair Crawford (2.8 Gould-NME GR55) 22.45s; 9 Eynon Price (1.6 Force-Suzuki PC) 22.58s; 10 John Bradburn (3.5 Gould-Cosworth HB GR55) 22.61s; 11 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 22.77s; 12 Mark Hemingway (1.6 Force-Suzuki

PS) 24.07s. **ROUND 41 S Moran 20.82s BTD.** 2 Willis 21.16s; 3 R Moran 21.52s; 4 Merrick 21.59s; 5 New 21.93s; 6 Price 21.97s; 7 Hall 22.23s; 8 Menzies 22.27s; 9 Bradburn 22.29s; 10 Ash Mason (4.0 Pilbeam-Judd MP97) 22.45s; 11 Crawford 22.69s; 12 Hemingway Fail.

### HAREWOOD

**ROUNDS 51 Adams 59.94s.** 2 Richard Spedding (1.6 Force-Suzuki PC) 60.43s; 3 Price 60.57s; 4 Jos Goodyear (1.6 DJ-Suzuki Firehawk) 61.51s; 5 R Moran 61.96s; 6 Steve Owen (1.6 OMS-Suzuki 25) 62.26s; 7 S Moran 62.82s; 8 Mark Coley (2.5 Gould-Cosworth GR55) 64.54s; 9 Tim Wilson (1.6 OMS-Suzuki

25) 64.89s; 10 Lee Griffiths (1.6 OMS-Suzuki 25) 65.35s; 11 Mike Manning (2.0t Ford Puma 4WD) 66.67s; 12 David Uren (1.1 Force-Suzuki HC) 70.15s.

### ROUND 61 S Moran 49.75s BTD.

2 R Moran 50.91s; 3 Spedding 51.41s; 4 Willis 51.46s; 5 Bradburn 52.02s; 6 Adams & Hall 52.26s; 8 Merrick 52.30s; 9 Price 52.47s; 10 Menzies 52.82s; 11 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 53.67s; 12 Owen 54.12s. **POINTS 1 S Moran, 53;** 2- Willis and R Moran, 42; 4 Adams, 39; 5 Spedding, 25; 6 Merrick, 24; 7 Price, 23; 8 Hall, 20; 9 Bradburn, 17; 10 New, 16.

HRCA HISTORICS MONDELLO PARK, MAY 15

## Doherty can't prevent Kessie's historic double

**THE QUICK-STARTING** Porsche 924 of Tommy Doherty got the jump on Jackie Cochrane off the line and was firmly tucked under the gearbox of the Gryphon C73 of Alan Kessie for the first part of the opening Historic race at Mondello.

Once Kessie reached the International loop, however, he was able to stretch the Gryphon's legs to head

off to victory.

Cochrane, having got his Sunbeam Tiger up to speed, swept past Doherty on lap two, leaving the 924 to deal with the MGB of Bernard Foley and Lotus 7 of Billy Crosbie. Doherty finally took fourth after Crosbie stole the final podium spot.

The main battle was then behind this trio, where the Austin Mini of John Cardoo

was punching above its weight to hold off the MkII Escort of Noel Collins. A brave move down the inside at the Esses allowed Collins through, before he set off on an unfruitful charge after Foley.

Cochrane again got jumped off the line in the second race, this time by Kessie in the Gryphon. With Cardoo vying for his

position, Cochrane was forced to go defensive rather than chasing after the series organiser. Eventually the power advantage of his V8 allowed Cochrane to ease away, dropping Cardoo into the clutches of Doherty and Crosbie, but there was no stopping Kessie.

Contact between Cardoo and Doherty ended the Porsche driver's race and handed another podium position to Crosbie.

● Paul Healy

### RESULTS – RACE 1 (7 LAPS)

**1 Alan Kessie (Gryphon C73);** 2 Jackie Cochrane (Sunbeam Tiger) +20.577s; 3 Billy Crosbie (Lotus 7); 4 Tommy Doherty (Porsche 924); 5 Bernard Foley (MGB) 6 Noel Collins (Ford Escort MkII). **FL Kessie 1m53.579s (69.00mph).** **RACE 2 (8 LAPS) 1 Kessie;** 2 Cochrane +12.14s; 3 Crosbie; 4 John Cardoo (Austin Mini); 5 Collins; 6 Foley. **FL Cochrane 1m56.862s (67.10mph).**

Kessie's Gryphon was unstoppable



## IN BRIEF



### LOTUS ELISE TROPHY

Both Lotus races at Oulton Park were won by Luigi Mazza (above). In the first he led from lights to flag, with Ken Savage second. Chris Dunster held the initiative in race two until lap four, when Mazza took charge and left the erstwhile leader to hold off Ben Hyland for second.

### RADICAL UK CUP

Manhal Allos won the first race at Oulton, from Roger Bromiley/Shaun Balfe and John Stanley/James Swift. Both Swift and Balfe had to serve late stop-go penalties after pitstop violations. Rob Wheldon/David Thorburn were declared race two winners, after a red flag. They were in the pits on countback but hadn't been passed. Allos was second.

### FIATS

John McCormack won race one at Mondello with some impressive moves around the outside of Barry Hallion and Barry-John McHenry. McCormack turned the tables in race two.

### NI SEVENS

A botched start from polesitter Ryan Magennis heralded a fight back to second, behind winner Alan Davidson, at Mondello. Magennis used this experience to fight from 13th on the grid to take the win in the second race from Jack Boal.

### IRISH FORMULA VEE

An enthralling battle between Ray Moore and Lee Newsome at the head of the field at Mondello was finally won by Newsome (below), posting a new lap record along the way. The man to watch was Kevin O'Hara, who having started from the back of the field climbed to eighth and was lapping at frontrunning pace despite negotiating traffic.





Rainer was untroubled in winning Blue Oval Saloons

## BRANDS IN BRIEF



### POST-HISTORIC TOURERS

Championship leader David Howard (Jaguar XJ12) added to his tally with a lights-to-flag victory (above). Mark Lucock led the chasers until clutch failure.

### CATERHAM GRADUATES

Points leader John Parker shared the victories with Paul Hawker in the Classics, while Reece Somerfield did the same with Toby Briant in the Supers. Myles Packman and Ian Anderson doubled up in the Megs and Sigmas respectively.

### BLUE OVAL SALOONS

The prospect of a race-long scrap between Craig Rainer (Escort) and Graham Wait (Sapphire) whetted the appetite, but Wait's engine cut out due to rotor-arm failure on lap two. Jeffery Windsor and Chris Lord led a distant pursuit of Rainer.

### PRE-'93 TOURERS

There were two super scraps between Colin Tester (Sierra Cosworth) and Jack Stanford (BMW M3). Turbo power kept Tester ahead on Saturday but, when he ran wide at Druids in Sunday's sequel, Stanford pounced to gain his revenge.

### KUMHO BMW

Somewhat predictably, Garrie Whittaker took wins number six and seven of the season. But the M3 driver is still only level on points with fellow Nottingham resident Paul Bellamy (318), who is regularly crushing his rivals in the better-supported Class D.

### CLASSIC THUNDER

The potent Mitsubishi Starion of series regular Neil Philpotts gave the guesting Rod Birley (Escort Cosworth, below) plenty to think about. Philpotts led, but the car wilted so Joss Ronchetti's Sunbeam Lotus chased Birley.



FORMULA RENAULT BARC BRANDS HATCH, MAY 14-15

# Vernon wins then hits the tyrewall

## YOUNG CHARGERS

Kieran Vernon and Dino Zamparelli took a win apiece, but for West Sussex lad Vernon it was a meet of mixed emotions.

Victory in race one plus the points for fastest lap temporarily moved him to the top of the points table, but then a jammed throttle in race two pitched him hard into the tyrewall. Fortunately, he escaped injury.

Slicks-and-wing categories at Brands Indy are all about qualifying and Vernon was on pole for race one — clear of the mayhem behind that led to a first-lap stoppage.

Closely shadowed by Josh Webster (whose Fortec crew had fitted a fresh engine and new wiring loom in a bid to avoid the mysterious cutting-out problem that cost him valuable points in the season opener), Vernon led all the way in the re-run. “He [Webster] sure wasn’t making it easy,” said the winner.

Archie Hamilton completed a Fortec 1-2-3, just ahead of the much-improved Kourosh Khani, Howard Fuller and Zamparelli.

Starting race two from pole, Zamparelli (Antel Motorsport) won easily



Vernon set the pace in race one

from points topper James Thorp, who'd qualified his Mtech entry poorly for race one.

Khani took third this time, while Vernon ran fourth until his off-track excursion. His mishap elevated Steven Durrant, who kept Webster and Hamilton at arm's length.

● Dud Candler

**RESULTS (19 LAPS)** 1 Kieran Vernon; 2 Josh Webster +1.168s; 3 Archie Hamilton; 4 Kourosh Khani; 5 Howard Fuller; 6 Dino Zamparelli. **FL** Vernon 45.427s (95.72mph). **RACE 2 (20 LAPS)** 1 Zamparelli; 2 James Thorp +2.907s; 3 Khani; 4 Steven Durrant; 5 Webster; 6 Hamilton. **FL** Victor Jimenez 45.709s (95.13mph). **POINTS** 1 Thorp, 99; 2 Zamparelli, 88; 3 Hamilton, 86; 4 Durrant, 83; 5 Webster, 82; 6 Vernon, 73.



TSA chased down the Ford Capri

CLASSIC TOURING CARS BRANDS HATCH, MAY 14-15

# Scott Andrews goes roving

## WHEN A RIVAL USED

Tim Scott Andrews's car for target practice during qualifying, it seemed as though the polesitter's day might be over early. But a Herculean effort by a number of helpers got his Rover Vitesse back into shape in time for the race.

Their efforts were rewarded as Scott Andrews went on to win, but only after catching and then unseating Jim McLoughlin, who made an early break for glory in his fast-starting Ford Capri.

At one stage, the lead changed hands three times in three corners, until Scott

Andrews finally pressed home his superiority.

William Jenkins moved into third around half distance, but the BMW CSL driver had to be on his toes, particularly in the later stages as David Howard (Jaguar XJ12); 5 Steve Cripps (Ford Escort RS2000); 6 Malc Best (Ford Capri). **CW** Howard; Cripps; Nic Strong (Fiat 128 3P Berlinetta). **FL** Scott Andrews 56.665s (76.74mph).

**RESULTS (21 LAPS)** 1 Tim Scott Andrews (Rover Vitesse); 2 Jim McLoughlin (Ford Capri) +4.458s; 3 William Jenkins (BMW 3.0 CSL); 4 David Howard (Jaguar XJ12); 5 Steve Cripps (Ford Escort RS2000); 6 Malc Best (Ford Capri). **CW** Howard; Cripps; Nic Strong (Fiat 128 3P Berlinetta). **FL** Scott Andrews 56.665s (76.74mph).

CLASSIC SALOONS AND HISTORIC TOURING CARS BRANDS HATCH, MAY 14-15

# Stanford's double haul as his rivals collide

ROGER STANFORD won both races but, as the Lotus Cortina driver put it after Sunday's stock car-like encounter: “They gifted it to me”.

Saturday's race, in which Brian Stevens (Lotus Cortina) led the pursuit of Stanford, offered no clues as to happenings a day later. This was tighter with Stanford, Stevens and Saturday spinner Roger Ebdon (Mini Cooper S) the main protagonists.

Stanford led early on, but was demoted in quick succession by Ebdon and Stevens. Stevens then set about ousting Ebdon, but his efforts would be more at home at Wimbledon.

Going down into Graham Hill Bend on lap six, Stevens dived inside and hit Ebdon until both went spinning. Stanford meanwhile sailed past.

Stevens got going quicker to salvage second,

while Ebdon's slower recovery left him propping up the top six.

Just as on Saturday, his recovery drive was spirited; this time too spirited. Quickly rising up the order, he clashed with third-placed Steven Sprigg, sending the hapless Sprigg into the Paddock Hill gravel trap.

● Dud Candler

## RESULTS (BOTH 15 LAPS)

**RACE 1** 1 Roger Stanford (Lotus Cortina); 2 Brian Stevens (Lotus Cortina) +5.136s; 3 Steven Sprigg (Lotus Cortina); 4 Roger Ebdon (Mini Cooper S); 5 Thomas Lailey de Ville (Lotus Cortina); 6 Jim Burrows (Mini Cooper). **CW** Ebdon; Burrows; Andy Messham (Mini Seven); Tim Dodwell (Mini Cooper). **FL** Stevens 59.048s (73.64mph). **RACE 2** 1 Stanford; 2 Stevens +14.635s; 3 Lailey de Ville; 4 Burrows; 5 Ebdon; 6 Julian Crossley (Morris Mini). **CW** Burrows; Ebdon; Messham; Dodwell. **FL** Stevens 58.186s (74.73mph).



Clark (leading) and Taylor  
battled for Boxster honours

FF1600 TRIPLE CROWN POST-'89 DONINGTON PARK, MAY 14-15

# White battles through for maiden win



White leads five-car  
Formula Ford train

**DONINGTON PARK** exhibited FF1600 racing at its very best last Saturday, with a huge lead battle eventually won by fourth-row starter Oliver White, the first single-seater victory for the 2009 Saxmax champion.

The win didn't come easily – 12 cars within a

second of the pole time, and 14 at least as close to the best race lap illustrates that perfectly. But it was richly deserved for the Bath 18-year-old, who had a rough time in his debut season at Castle Combe last year, then saved up to buy the ex-Matt Parr Van Diemen RFO1 for 2011.

Poleman Martin Short's engine blew up seconds after the start of race one, leaving multiple champion Mike Bennett (Swift) and the season's form man John Murphy (Van Diemen) to trade the lead initially.

White had moved up to fourth from eighth (behind the Van Diemen of Rob Smith, another teen having the race of his life) by lap four, but had to do it again after being shuffled back at the chicane two laps later.

Chris Middlehurst (16) interrupted the Bennett/Murphy scrap at two-thirds distance, with White flying up to join him. The two teenagers were left out front with two laps to go, but it was White who emerged ahead. Murphy then split

them at the final corner.

White led throughout on Sunday, with Murphy spinning at Old Hairpin as he gave chase. Middlehurst took up the pursuit, but had to defend robustly to keep Abdul Ahmed at bay in the closing yards.

● Ian Sowman

## RESULTS (BOTH 16 LAPS)

**RACE 1** 1 Oliver White (Van Diemen RFO1); 2 John Murphy (Van Diemen RF90) +0.415s; 3 Chris Middlehurst (Van Diemen LA10); 4 Mike Bennett (Swift SC93K); 5 Rob Smith (Van Diemen RF99); 6 Oliver Bull (Swift SC92F). **CW** Murphy. **FL** Abdul Ahmed (Ray GRK09) 1m15.865s (93.91mph). **RACE 2** 1 White; 2 Middlehurst +3.456s; 3 Ahmed; 4 Bull; 5 Bennett; 6 Martin Short (Van Diemen RFO0). **CW** Bull. **FL** Murphy 1m15.348s (94.55mph).

FORD FIESTA ST DONINGTON PARK, MAY 14-15

# Ex-Combe champ Cooper ends Grady's win streak

**FORMER CASTLE** Combe Saloon champion Jason Cooper interrupted David Grady's winning streak at Donington, but the points leader insisted he was racing conservatively in damp conditions.

With the track not wet enough at the start to merit treaded tyres all round, most leading contenders opted for dry rubber. Grady led at first but lost places to Harry Cockill and Cooper on the second lap. Cockill made a short-lived break, but Cooper reeled him in and capitalised when Cockill made a mistake at Old Hairpin with five laps to go.

Further Cockill errors followed at Coppice and

then terminally at Craner Curves. The accident finished with a hole punched in the wall at Starkey's Bridge and left Cooper to lead Grady and Nicholas Bowers home.

Grady led a dry, safety-car-truncated second race all the way with Cooper latched onto his hatchback.

● Ian Sowman

## RESULTS – RACE 1 (14 LAPS)

**1 Jason Cooper**; 2 David Grady +3.403s; 3 Nicholas Bowers; 4 Edward Cockill; 5 Michael Bushell; 6 Matthew Foley. **FL** Cockill 1m27.473s (81.44mph). **RACE 2 (12 LAPS)** 1 Grady; 2 Cooper +0.354s; 3 Cockill; 4 Bushell; 5 Matthew Parr; 6 Foley. **FL** Grady 1m22.744s (86.10mph).



Audi RS4 leads  
Escort and Mini

SEMSEC SALOONS LYDDEN HILL, MAY 15

# Richards nets a double

**BILL RICHARDS** emerged a worthy winner of both SEMSEC Saloon rounds after two cracking, hard-fought races.

Gareth Smith's Audi RS4 seized the initiative in race one, chased closely by Nigel Craig (Ford Escort) and the Mini of Richards. All three were nose-to-tail over the first few laps until Richards slipped past Craig into Chesson's Drift. Then Tony Skelton moved up to join the battle for the lead.

Richards took the lead at half-distance, when Smith outbraked himself at the hairpin and fell to fourth.

Over the last two laps Skelton's Renault Clio homed in on Richards, but remained two lengths

adrift at the finish.

Smith also led from the start of race two, but Richards soon fought past Craig and then seized the lead by outbraking Smith at the Devil's Elbow.

● Kerry Dunlop

## RESULTS (12 LAPS)

**1 Bill Richards (Rover Mini Clubman)**; 2 Tony Skelton (Renault Clio Cup) +0.858s; 3 Nigel Craig (Ford Escort RS2000); 4 Gareth Smith (Audi RS4); 5 Stuart Gibbons (Ginetta G20); 6 Mary Grinham (Maguire Mini). **CW** Skelton; Smith; John Hill (Peugeot 205 GTi); Jonathan Nicholls (Ford Fiesta). **FL** Richards 46.841s (76.85mph). **RACE 2 (15 LAPS)** 1 Richards; 2 Smith +1.256s; 3 Craig; 4 Skelton; 5 Grinham; 6 Gibbons. **CW** Smith; Craig; Nicholls. **FL** Skelton 47.458s (75.85mph).



Cooper broke Grady's  
Fiesta ST dominance

## IN BRIEF



## OSS

Tony Sinclair (above) scored a win over Graham Cole's theoretically more potent version of the Jade after passing him through Craner Curves on lap four at Donington. Cole smoked back to the pitlane on Sunday, leaving Sinclair clear of the Chiron of Peter Hobday.

## BRSCC PORSCHE

After a tedious 20 minutes on Saturday, the Boxster crowd upped their game for race two at Donington. Dave Clark (race one victor) led at first, but Gerry Taylor passed him at the chicane on lap three. After a bit more swapping, Clark emerged triumphant again.

## FF1600 PRE-'90

John Loebell (Van Diemen RF89) finished well clear of Chris Stones (RF88) in the opener at Donington, while Nigel Dolan (RF86) was half a minute back in third. Dolan was rarely half a length behind Loebell in Sunday's damp contest, and pounced amid lappery at the Old Hairpin in the late stages.

## PORSCHE CLUB

Big grids provided excellent racing and two different winners. Peter Morris (968) used traffic to good effect to take race one at Donington. Morris started out of position for race two and was penalised, as Andy Purdie (964) fended off Ben Demetriou (968) and Mark Sumpter to win.

## JOHN TAYLOR HANDICAP

Orthopaedic surgeon Paul Gibb operated his Caterham HPC with admirable precision on his way to victory (below). If Lydden had a podium he would have been flanked by runner-up Darren Berris (Westfield V8) and Ian Swift (BMW Mini Cooper) who are both RAF officers.





# The power to endure

The 360MRC has turned an internet whim into a fully-fledged motor race. By BEN ANDERSON

**T**he internet has the power to do great things, or enormous harm, depending on how it's used. It also has the ability to create a real-life motor race out of nothing.

The Snetterton Six Hours, which last month ran for the second time, is billed as "endurance racing as it should be" by organiser the 360 Motor Racing Club. It is open to any saloon or GT car "that has come of age" (ie was built at least 21 years ago).

It attracted just eight cars to its inaugural running in 2010, but double that number turned out for this year's race – largely thanks to unrelated Masters Historic Racing clerks of the course Claire and John Smith. They have worked tirelessly to turn "a germ of an idea" into a fully-fledged motor racing event. And it all started as nothing more than a whimsical conversation on an internet forum in the summer of 2009.

"There was this thread – started by a guy from Ireland that we only know as Podd 37 – asking about the possibility of a six-hour event in this country," explains Claire, who like John had her enthusiasm for motorsport fired by the greatest endurance race of them all – the Le Mans 24 Hours. "It would be rather similar to the Spa Six Hours,

but with very relaxed rules. This was bandied about for ages before John said, 'Why don't we do it ourselves?'"

Within six months they had formed the 360MRC and set out to make this virtual idea a reality, but stumbled across immediate hurdles. "It wasn't the easiest plan to follow," says John, who has built up more than 20 years of experience as a CofC, following the tutelage of the late former BRSCC chief executive John Nicol. "Most clubs start because of a common theme – Ferraris, MGs, Reliant Scimitars – and we didn't have one, other than the desire to organise a six-hour endurance. And we didn't have any members!"

Making Claire chair of the club, while also putting in place a team of hardworking enthusiasts to labour under her, gave the project greater focus and allowed the 360MRC to press on. Staging an endurance event at Snetterton leads to obvious comparisons with the famous Willhire 24 Hour race (the 1989-winning Ford Sapphire Cosworth was on display at this year's Six Hours), but these links are more by accident than by design.

"We didn't even want it at Snett at first," reveals Claire. "We wanted it at Silverstone – purely because the race was six hours and we knew the track

would have live snatch vehicles.

"The only reason it came to Snett was because Donington Park had fallen apart and Silverstone was completely booked up.

"We looked at the culture of the Willhire and Snett, but the Willhire was for production saloons of the day – and that's already done by Britcar. We realised there were lots of people though who hadn't got 40, 50, 60, £70,000 to spend on a car – they had five or six grand and needed an event."

Judging by the paltry numbers that turned out for the inaugural running in 2010 you wouldn't have thought so, and it left the organisers with some serious soul searching to do.

"When this first started we had 43 people register on the website," recalls Claire. "A month before the race, 23 still planned to come, 12 eventually paid, and only eight turned up!"

"But let's be honest – no one actually knew us and didn't believe it would happen. We had 12 entries for the first event and we were in serious trouble. That's when John said we had three choices: one, do nothing and bury our heads in the sand; two, cancel it; or three, put our own money in and run it at a loss. That's when we came up with the three-year strategy."

Small field turned out for 2010 event...



# SNETT SIX HOURS WINNERS

## Overall and invitation class:

Euphoria ('Ford' Escort Mk1)

## Excessive '80s class:

Aston Madness  
 (Aston Martin V8 Vantage)

## Psychedelic '70s class:

Mallett Racing (Ford Capri 3.0 S GT)

## Super Sixties class:

Pace Products  
 (Alfa Romeo Giulia Ti Super)

## Perfect Prehistorics class:

Ed Simpson Racing (Jaguar Mk1)

# AUTOSPORT RACES IN THE SNETT SIX HOURS



Battle was joined in the '60s split

**THE SNETTERTON SIX HOURS IS** living proof of the power of the internet to bring together disparate groups of like-minded people.

Where else would you find CSCC Jags and Porsche 924s pitched against a TVR-engined Ford Escort and a rorty Aston Martin Vantage? Exactly...

Facing up to this mighty blend of classic styling and V8 grunt was a diminutive early 1960s Alfa Romeo

Giulia 1600 Ti Super, which AUTOSPORT was invited to race by historic car owner John Ruston - a fervent supporter of the 360MRC and the man who suggested including this year's 30-minute allcomers support race on the bill.

Our ex-Gabriel Kremer car was effectively an endurance version of an Italian Q-car - looking flimsy and flamboyant from afar, but built like a tank underneath. It only chucked out 160bhp, but carried over 100 litres of fuel and handled without vices, which made it a strong contender in the race.

The key to any successful run in an endurance event is minimising the time spent in the pits, and our Alfa ran trouble-free for six hours.

After a strong start by historic ace Gareth Burnett (who qualified

ninth fastest in the 16-car field), AUTOSPORT was relayed in under a well-timed safety car lying fourth.

My best efforts to undo all that good work, by running wide at the quick left-hand kink at Hamilton and breaking the right-front wheel, were negated by another two handy safety-car periods. I then redeemed myself somewhat by shaving six tenths off Burnett's best lap time, before handing over to the car's co-owner Michael Birch for the final two hours.

Despite a steady start that looked set to cede advantage in the '60s class to Gerald Dale's indecently-quick Mini Cooper, Birch defied his lack of experience to lap within 6.2s of the car's fastest time - more than enough to consolidate class victory with a fine fourth overall.



Pace Products Alfa ran faultlessly

This plan means the Six Hours, which costs around £1000 per team to enter, is set to run for at least one more season before the not-for-profit 360MRC will take stock of the situation and decide whether to continue on a longer-term basis.

The 360MRC's 'competitors-come-first' attitude has helped create a positive response from the motorsport community. This goodwill, coupled with that all-important year-on-year increase in entries (thanks in part to greater promotion), has given the organisers cause for optimism.

"I honestly believe there's room for it on the UK motorsport calendar," asserts Claire. "Not only as a one-off but as a regular annual event like the Silverstone Classic or Goodwood. I don't see why it can't be; there aren't enough endurance races in this country." ❧

**"I honestly believe there is space for it on the UK motorsport calendar"**

**Claire Smith is convinced the Six Hours will succeed**



Mighty TVR-engined Escort set the pace



...but the grid grew substantially in '11

## YOUR SAY

What you think of the motorsport news of the past week



### Something this good needs a name

Many of the Hermann Tilke-designed circuits that have opened in the last 10 years are often criticised for being bland and lacking challenge. Not so Istanbul Park and particularly its wow-factor Turn 8. But therein lies the problem – the name.

The more traditional circuits have features that all enthusiasts know: Parabolica, Eau Rouge, Becketts, Tabac, Mulsanne. Such a shame that Turkey's best feature is known only as a number. Here's hoping the circuit's owners can come up with some names and give the circuit the identity it deserves.

**Gareth Tarr** Chertsey, Surrey

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

**"The big joy** is not there right now." Sad words indeed from the former 'Red Baron'. But despite his disappointing return to Formula 1, Michael Schumacher has nothing to be ashamed of.

He knew that to emulate his past achievements would be a tall order and yet he accepted the risks and took on the challenge.

I think that shows grit, determination and character – the qualities of a true champion.

**Laura Bayntun**  
Saffron Walden, Essex

**My main memory** of the Turkish Grand Prix is one of embarrassment for Michael Schumacher.

It was painful to watch this shadow of his former self make schoolboy errors and seeming to make moves driven more in response to the impertinence of his fellow drivers who did not show him due deference.

The press is full of the suggestion that he should retire at the end of the season. I would suggest that the time to go is now.

**David Stubbley**  
Prestwick, South Ayrshire

**Will Red Bull's** demonstration run at Spielberg in Austria give us some hope of seeing the Austrian Grand Prix back on the calendar?

I loved the track's stunning backdrop, with its green and mountainous pastures.

Austrians have a great history in F1 and circuit owner Dietrich Mateschitz has a great opportunity to showcase his country by holding a grand prix there. Let's hope this one gains momentum.

**Brendan Budgen**  
Woodley, Berkshire

**While nobody** could take issue with having large run-offs on race tracks in the name of safety, I'm getting frustrated by the amount of drivers using them as part of the circuit.

In other sports, an error is punished with something like a free kick or a points deduction, but when a modern racer makes a mistake, they can keep their foot on the gas and bypass that part of the track so long as they don't gain an advantage. Where is the talent and the bravery in doing that?

**Steve Burden**  
Soutergate, Cumbria

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. **TRULLI – 'IT'S THE END OF QUALIFYING'**

2. **SUTIL TO FACE CRIMINAL COMPLAINT**

3. **FERRARI OPEN TO BREAK-AWAY CHAMPIONSHIP**

4. **DALLARA REVEALS 2012 INDY CONCEPT**

5. **TEAMS SET TO REJECT TESTING RETURN PLAN**

**AUTOSPORT.COM PLUS**

### TOP STORY ONLINE

**WHY SCHUMACHER'S NOT DONE YET**

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

**WIN!**



### ROAD ANGEL VANTAGE

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

**CORRECTIONS AND CLARIFICATIONS**

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

# THE LATEST GEAR

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



## ARI VATANEN FORD ESCORT 1:18 MODEL

£52.99

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

Sun Star's 1:18-scale model of the Ford Escort RS1800 used by 1981 World Rally champion Ari Vatanen to finish seventh on the following year's Circuit of Ireland Rally is limited to just 2399 examples. The highly detailed replica of the flying Finn's Shell Oils-liveried 'Black Beauty' features opening doors, bonnet and boot as well as working steering. Vatanen and Escort fans shouldn't hang about as this has proved to be one of the most popular large-scale models.



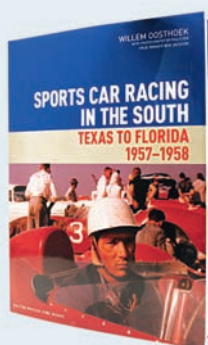
## JAMES HUNT T-SHIRT

£19.99

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

SoCal's T-shirt – Sex: *Breakfast of Champions* – is a replica of the iconic and mischievous design worn by original 1970s F1 playboy James Hunt, although it's not officially endorsed, approved or licensed by any rights.

Not suitable for modern F1 drivers, perhaps, but don't let that put you off...



## US SPORTSCAR BOOK

£80 (978 185443246-9)

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

A passionately researched book covering late-1950s sportscar racing on the airfields of Florida and Texas – a poorly-promoted era in which Ferraris, Jaguars, Maseratis and Porsches scrapped with local V8 specials.

Fascinating anecdotes from drivers and owners complement the great pics.



## SCALEXTRIC McLAREN

£36.99

[scalextric.com](http://scalextric.com)

The paint on the real thing is barely dry, but once again slot-racing guru Scalextric has got in on the act.

And, like the real McLaren MP4-12C, the mini racer is quick and fine-handling, with working lights and magnetic 'downforce'.

Drawbacks? Well, for £36.99 you don't get a carbonfibre chassis.

## HOT ON THE WEB THIS

### YOUTUBE: AMBER LE BON'S HIGH-SPEED RIDE



### SEARCH FOR: Amber and Andreas get lost in Goodwood (3:04)

Amber Le Bon, daughter of Duran Duran frontman Simon and fashion model Yasmin, breaks down on the Goodwood estate and flags down Skoda UK rally ace Andreas Mikkelsen for a lift to the house...

# WHAT'S ON...

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

## DONINGTON PARK

VSCC

May 21-22

Admission £15 on the gate, £12 in advance

Tel: 01332 810048

Donington Park is a natural home for the pre-war racers of the Vintage Sports Car Club, which hosts its flagship SeeRed vintage racing festival in Leicestershire this weekend. The meeting features 17 races across two days: Pre-1954 Racing Cars, Pre-1961 Sports and GTs, Williams Trophy (for Pre-1934 two-seater GP cars), Equipe GTS (Pre-1960 Sports and GTs), 500cc F3,

Formula Junior (front-engined), a Pre-war sportscar relay, 1950s Sports Racing Cars, Special Sportscars, the Seaman Trophy (Pre-1931 Racing Cars), Standard and Modified Sportscars, the Historic Seaman/Flockhart Trophies (Pre-1961 Racing Cars), two handicap races, and a short scratch race. A trade village and lunchtime parades will only add to the spectacle.



Pre-war action at Donington Park



## CADWELL PARK

MSVR

May 21-22

Admission £13 on the gate, £10 in advance, £16 weekend

Tel: 01507 343248

Monoposto, Production BMW, Racing Saloons, Golf GTi, Trackday Trophy, plus the Northern Saloon and Sports Car Championship.

## SNETTERTON

750MC

May 21-22

Admission £13 on the gate, £10 in advance, £16 weekend

Tel: 01953 887303

Toyota MR2, Allcomers, KitCars & SRT, Formula 4, RGB, Stock Hatch, Saxmax, Formula Vee, Bikesports, Locost and MG Midgets on the new 200 circuit.

## FORMULA 1 WORLD CHAMPIONSHIP

Rd 5/19

Spanish Grand Prix, Barcelona

May 22

formula1.com

The latest overtaking aids in F1 should add a new dimension to the Spanish Grand Prix, which has been one of the most predictable on the calendar for some time now. Expect lots more action into the Turn 1 braking zone...



Webber dominated last year at Barcelona

## GP2 SERIES

Rd 2/9

Barcelona, Spain

May 21-22

gp2series.com

## GP3 SERIES

Rd 2/8

Barcelona, Spain

May 21-22

gp3series.com

## PORSCHE SUPERCUP

Rd 2/9

Barcelona, Spain

May 22

porsche.com

## FORMULA 3 INT'L TROPHY

Rd 2/6

Pau, France

May 22

fia.com

## SUPER GT

Rd 2/8

Okayama, Japan

May 22

supergt.net/en

## SCANDINAVIAN TOURING CARS

Rd 3/9

Mantorp Park, Sweden

May 21

stcc.se

## INTERNATIONAL SUPERSTARS

Rd 3/9

Algarve, Portugal

May 22

superstars.it

## V8 SUPERCARS

Rd 5/14

Winton, Victoria, Australia

May 21-22

v8supercars.com.au

## TC2000

Rd 4/12

San Juan, Argentina

May 22

tc2000.com.ar

## NASCAR SPRINT CUP

Non-championship

Charlotte, N Carolina

May 21

nascar.com

## NASCAR NATIONWIDE

Rd 12/34

Iowa Speedway, USA

May 22

nationwide.nascar.com

## INDYCAR

Indianapolis 500

Qualifying

May 21-22

indycar.com

## BLANCPAIN ENDURANCE SERIES

Rd 2/5

Navarra, Spain

May 22

blancpain-endurance-series.com

## Television

### THURSDAY MAY 19

0930-1030 [Sky Sports 2](#) & 1730-1830 [Sky Sports 4](#)

British Motor Racing Hall of Fame  
Induction of Jack Brabham, Frank Williams, Jody Scheckter and Dario Franchitti.

1650-1750 [Motors TV](#)

British Rallycross: Blyton

2205-2305 [Motors TV](#)

WRC: Rally Italy highlights

### FRIDAY MAY 20

0855-1035 [BBCi LIVE](#)

F1: Spanish GP first practice

1255-1435 [BBCi LIVE](#)

F1: Spanish GP second practice

1545-1750 [Motors TV](#)

Formula 2: Magny-Cours

2205-2305 [Motors TV](#)

GP de Pau Historique

### SATURDAY MAY 21

0100-0600 [Premier Sports LIVE](#)

NASCAR Trucks: Charlotte

Watch Kimi Raikkonen's NASCAR debut in the third-tier Truck Series.

0505-0600 [Motors TV](#)

GP de Pau Historique

0700-0725 [Channel 4](#)

British F3: Snetterton highlights

0725-0755 [Channel 4](#)

The Grid

0900-1000 [ITV4](#)

Motorsport UK

0955-1105 [BBCi LIVE](#)

F1: Spanish GP third practice

1210-1415 [BBCi LIVE](#)

F1: Spanish GP qualifying

1310-1405 [Motors TV](#)

British F3: Snetterton

1435-2000 [Motors TV LIVE](#)

GP de Pau

Patrick Peter's revived street race. Coverage starts with F3 qualifying plus support action.

2200-2300 [Eurosport 2](#)

GP2: Barcelona race one

### SUNDAY MAY 22

0800-1025 [Eurosport 2 LIVE](#)

GP3 and GP2: Barcelona

Race one reruns followed by race two live.

0925-1135, 2155-2350 [Motors TV](#)

Superstars: Algarve

1045-1130 [Eurosport 2 LIVE](#)

Porsche Supercup: Barcelona

1200-1315, 1415-1530 [Motors TV](#)

Blancpain Endurance Series: Navarra

1210-1515 [BBCi LIVE](#)

F1: Spanish GP

1315-1415 [Motors TV LIVE](#)

FIA F3 International Trophy: GP de Pau

1515-1615 [BBCi LIVE](#)

F1: Spanish GP post-race forum

1530-1600, 2105-2155 [Motors TV](#)

GP de Pau: Support races

1805-1900 [Motors TV](#)

Ferrari Challenge Europa: Algarve

1900-2000 [BBC3](#)

F1: Spanish GP highlights

### MONDAY MAY 23

2130-2230 [Sky Sports 2](#)

NASCAR: Charlotte highlights

Action from the All-Star race.

## Online

## AUTOSPORT.COM

Coming up on the web this week

### SPANISH GRAND PRIX

The Circuit de Catalunya, near Barcelona, has never produced the most exciting F1 races historically, but the Pirelli tyre situation this year looks like it could change all that in 2011. As ever, AUTOSPORT.com will be on-site and online with live text commentary, the fastest news, reports and analysis, plus Mark Hughes's Friday form guide. Keep up to date with what's happening in Indianapolis 500 practice and qualifying too.



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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



Hammond explains F1 tech in layman's terms

AMAZINGLY, THERE ARE people who still pine for the old *Top Gear*, the show where the glove-compartment capacity of an Austin Maestro was considered useful info.

In the sepia-tinted world of nostalgia, it seems the reason the show was canned in the first place (no-one cared about glove-compartment dimensions) carries no weight. The reborn *Top Gear* succeeded because it left behind the tedium of road tests and focused on cars going fast.

When it comes to fast cars, the daddy is F1. Or, as Richard Hammond put it at the start of *Engineering Connections*:

"This is one of the most highly-tuned machines in the world. It was born for one reason and one reason alone – to race... and win." The tone is unmistakably Clarkson – the driving force behind *Top Gear*'s recent success, admired and despised in equal measure.

But for all the public-schoolboy antics, lazy stereotypes and lack of a serious appraisal of the latest Vauxhall Astra, Clarkson and co have opened the eyes of many TV viewers to some hardcore engineering, through spin-off projects.

Hammond's show, while filled with the gags and gaffes that alienate

tweed-wearers of a certain age, had some genuinely interesting information. From showing how 18th-century cannon designers combatted 'windage' – via a character straight out of *Camberwick Green* – and how this led to the honing of the internal-combustion engine, to the firing of a flaming arrow into a Kevlar-protected 'fuel tank' (actually a rubber ball full of petrol), there was plenty to keep the casual viewer interested.

The demonstration of

the strength of a carbon-fibre propshaft compared to a steel one of the same dimension was the best layman's description of the miracle of composites that I've seen.

There were things that grated – Hammond's hair for a start, which seems to grow more canine by the minute – while his assertion that drivers who are nervous about safety don't go as fast does a disservice to anyone who raced before 1996.

*Revved Up*

"The tone is unmistakably Clarkson, the man behind *Top Gear*'s success, admired and despised in equal measure"

# THE WEEK IN PICTURES

The lensmen pounding the beat from Aragon to Long Beach



## CHOPPER CHASES ISLAND CHARGERS IN CORSICA

Peugeot IRC driver Yazeed Al Rajhi holds up rival Jean-Dominique Mattei during last weekend's Tour de Corse island qualifier



## BEST OF BRITISH - AND DAVID CAMERON

Do you reckon Lewis Hamilton, Jenson Button and the PM chatted about F1 cuts?



**ALESI CHATS WITH EX-BOSS'S EX-MISSUS**  
Jean Alesi and ex-Benetton chief Flavio Briatore's old flame Naomi Campbell

## HAKKINEN HONOURS FANGIO ON MILLE MIGLIA RETROSPECTIVE

Former double Formula 1 world champion Mika Hakkinen pilots the ex-Juan Manuel Fangio #658 Mercedes 300 SLR on the recent Italian road-race retro



## MARTINI LANCIA WOWS CROWDS AT CORNBURY

The ex-Vic Preston Jr Safari-spec Lancia 037 gets airborne at last weekend's Rally Show at Cornbury Park. Any excuse for a pic of this...



# FROM THE ARCHIVE

Nick Heidfeld, Austrian GP, 2000



Heidfeld gets out of his stricken Prost

**WHEN NICK HEIDFELD WAS BARGED INTO THE** pit-entry road by Renault team-mate Vitaly Petrov during the Turkish Grand Prix, he was far from happy. Perhaps his mind briefly flashed back to the nadir of his maiden season in Formula 1 in 2000, when he was taken out of the Austrian Grand Prix by Prost team-mate Jean Alesi.

By the time he started his 42nd lap of the A1-Ring, Heidfeld – who had entered his rookie F1 season on a high as F3000 champion – already had nine and a half mediocre races behind him. The 2000 Prost was, frankly, dire and its position below Minardi in the constructors' championship was well deserved.

Heidfeld crossed the line with Alesi right behind him, and was taken by surprise as the veteran Frenchman dived out of the slipstream and launched his car up the inside into the second-gear right-hander at Turn 1.

Front-left wheel made contact with right-rear and both blue machines flew into the gravel. The two cars came to rest close to each other, while team patron Alain Prost put his head in his hands on the pit wall. On the positive side, the team had at least been put out of its misery for another race.

"I got on very well with Jean, but I have to say that he shouldn't have tried to overtake me," recalls Heidfeld.

"He was due to stop very soon and, considering that car, I was in a position to score a good result because I had already stopped. From a team's perspective, we didn't need him to attack me."

That Heidfeld reckoned being in 13th place during the second half of a race meant he was on target for a good result tells you everything you need to know about the 2000 Prost. This was the season that came close to killing his F1 career before it really got started, and only the good fortune of being picked up by Sauber for the following seasons saved him.

Heidfeld was angry, but he couldn't be too harsh on Alesi, having himself punted the Frenchman into a spin during the previous race while attempting to pass Giancarlo Fisichella: "The other side is that at Magny-Cours, I screwed up and tried to overtake one car and crashed into Jean. Afterwards, he said that it was OK, but as it was his home grand prix he could have chosen to kill me! That one was my mistake, so it was one each!"

Neither driver scored a point during 2000, or even came particularly close to doing so. While Alesi was condemned to another season driving for the ailing team, Heidfeld left for pastures new and landed on his feet at Peter Sauber's squad. 

## THIS WEEK IN...

**Autosport**



**Monaco: Pironi stars**  
In colour: de Cadenet and Alan Carter  
Manx Stages: Monte Carlo F3; Indy times

**MAY 22 1980**

**AFTER HIS** sensational win at Zolder, Didier Pironi was again the man to beat at the Monaco Grand Prix.

After taking pole, Pironi (seen rounding the Station Hairpin on our cover) led until gearbox problems in his Ligier JS11 caused him to crash out at Casino Square. This paved the way for Argentinian Carlos Reutemann to record his first win for Williams.

Mauro Baldi continued recent Franco-Italian domination of the F3 GP support race by scoring a flag-to-flag win in his Martini MK31 (below).

The Italian, 25 and a former Renault 5 champion, finished almost half a minute ahead of Michele Alboreto's Paolo Pavanella-run March-Alfa Romeo.

The similar car of Jean-Louis Schlesser completed the podium, while Vandervell British F3 points leader Kenny Acheson (March-Toyota 803) recovered from a troubled practice to claim a fine fourth.



PICS: LAT



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# KURT THIIM

■ Singen DTM ■ September 17, 1995 ■ Mercedes-Benz C-class ■ Kerb-hopping with Dario Franchitti



Thiim held off Mercedes rival Dario Franchitti

**FOR ME, MY DOUBLE WIN IN** the DTM at Singen in 1995 is very special. Firstly, it was in my favourite racing car, the 'Class 1' Mercedes, and secondly, I beat Dario Franchitti in the same car.

Dario used to phone me in the early days because he had trouble adapting to the German mentality, so he wanted to know how I'd managed it. Out of the cars we got on very well, but inside he was a rival, just like everyone else.

That day at Singen, he pushed me unbelievably hard. The race was maybe 40 minutes, but it felt like 40 hours because he was on my bootlid the whole time. Crossing the line was so satisfying after a race like that because, although he was a young guy, you knew he was going to have a very successful career.

Then in the second race [the DTM held double-headers back then], Dario had a problem quite early, so we didn't have much of a battle and I drove by myself. I remember my engine blew, but they red-flagged the race because someone had crashed on my oil, and that meant I'd won again. It was like something for

**"The race was maybe 40 minutes, but it felt like 40 hours because Dario Franchitti was on my bootlid the whole time. He pushed me very hard that day"**

the *Guinness Book of Records*.

Singen was such a narrow circuit; some tight corners and two really slow hairpins, but the real challenge was the chicanes. They were like these big plates in the middle of the road with big kerbs, and you had to really attack them, but not too much. That was the


big skill of driving street circuits, finding that narrow limit between hitting the Armco and missing it.

It wasn't easy driving with the mirror on the wall, as they say, but I had a little advantage over him because of my experience of street tracks, and because Zakspeed [the outfit Thiim drove for] had

Michelin tyres, which always had a very good feel on those circuits.

Dario [and the AMG squad] had Bridgestones, which were pretty new to the DTM, but getting better very quickly.

I had a lot of success on street tracks like Singen, Avus and the Norisring, which was strange, because we only had rear-wheel drive while Opel and Alfa Romeo had four-wheel drive.

I guess the key was that my driving style was all about being precise: about hitting the same mark lap after lap. That was always more important on street tracks than on regular circuits. I wish they still used those circuits now with the fans right on top of you – much better than Oschersleben.  Kurt Thiim was talking to Jamie O'Leary

## IN PROFILE

**DANE KURT THIIM** FIRST CAME TO prominence by winning the Nordic Super Vee title in 1979, and enhanced his reputation with German F3 honours five years later. He won the DTM for Rover at his first attempt in 1986, kicking off a decade in the series that yielded 18 wins. Since then he has races in international sportscar events, Danish touring cars and V8 STAR. Now 52, Thiim still competes for fun in the Nurburgring 24 Hours and the VW Scirocco R-Cup.



**NEXT WEEK**  
**Olivier PANIS**



# Luke flies!



Sunoco is the official fuel of



This weekend at Oulton Park played host to the second round of the Mini Challenge and GT Cup – both are part of the new and exciting Sunoco GRAND-AM 200 Challenge. Luke Caudle from Mini Challenge had a fantastic weekend after scoring points for pole, a race win and a fastest lap. In GT Cup Sunoco powered Andy Ruhen also took a race win.

Design by Paradisi • Photos by Oliver Read



## Sunoco GRAND-AM 200 Challenge – latest results\*



Driver standings – average per race [www.grand-am.com](http://www.grand-am.com)

\*correct at time of print

1 A Churchill	Courtenay Sport/PTC	116.00	6 A Ruhan	JMH/GT Cup class 1	78.50
2 A Steele	Grays Motorsport/MSV F3	100.17	7 W Gibson	Intersport/Britcar	66.67
3 J Richardson	Dart Motorsport/MINI	87.50	8 L Caudle	EXCELR8/MINI	63.75
4 K Clarke	Intersport/Britcar	86.67	9 C Needham	MSV F3	63.50
5 S Treherne	Handy Motorsport/Legends	85.83	10 Dean Brace	Legends	62.22

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Touring Car Trophy, Britcar  
Production and GT Cup

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## MONACO GRAND PRIX

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Yas Marina - 13 November

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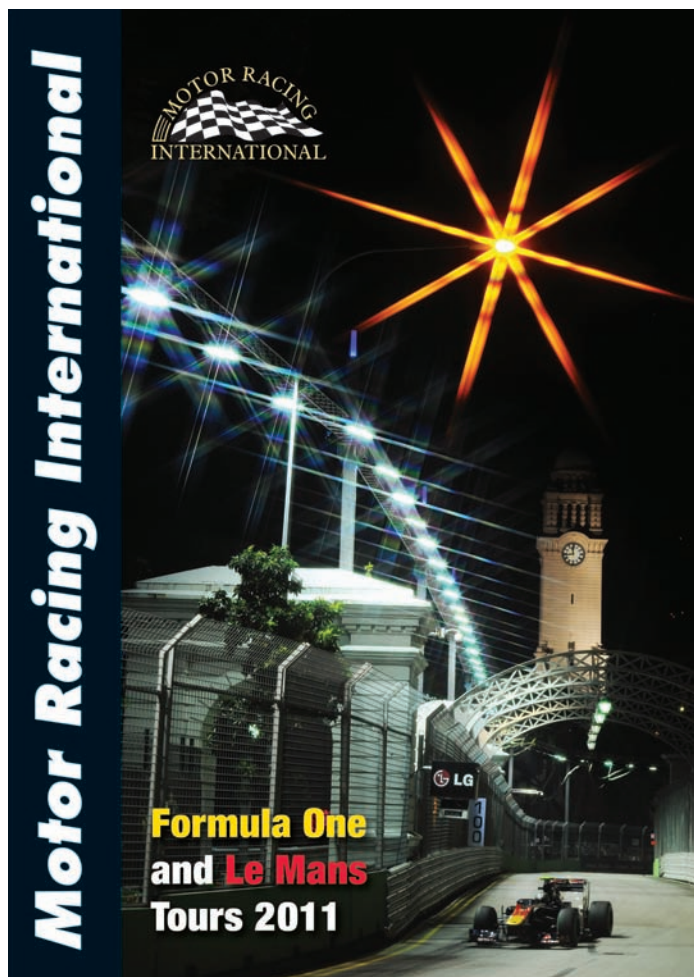
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