

# CRUCIAL MONACO GP PREVIEW

WHY IT'S A MUST-WIN RACE FOR MCLAREN THIS WEEKEND



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**“It’s shocking. When you race around so many people it’s like, ‘Wow, haven’t done that in a while - or ever’”**

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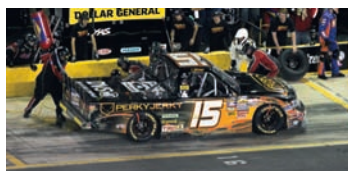
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## POLE POSITION

# Monaco GP and Indy 500: get ready for two thrillers



## THE SPANISH GP MIGHT HAVE

lacked the relentless pass and repass action of the previous two races, but that didn't stop it from being captivating.

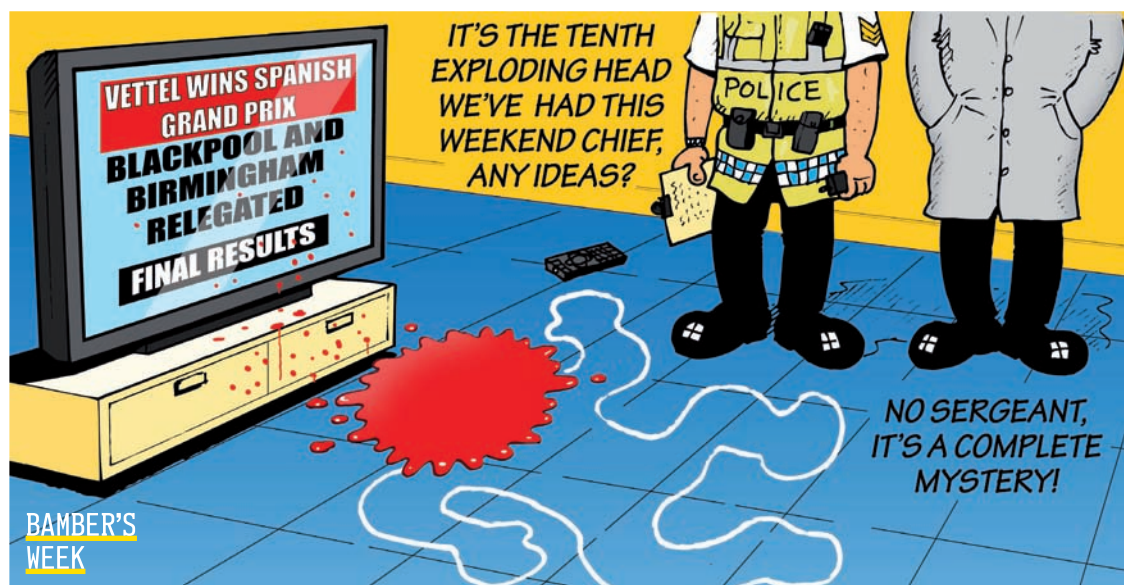
Sebastian Vettel surely confounded his remaining detractors, who claim he can't overtake, by pulling off two stunning quickfire moves on Jenson Button and Felipe Massa. Without these, he almost certainly wouldn't have won the race.

Lewis Hamilton's spirited charge to second in the revised McLaren shows that perhaps this season won't be a Red Bull walkover after all. But he'll need to carry that momentum to Monaco this weekend.

The street-track layout is famously a great car leveller, and it's opportunities like this that he must grab with both hands. We'll get to see Pirelli's super-soft tyre in action for the first time as well. Rumour has it that it's barely good for a lap – if that's the case it could create a strategic nightmare!

● On motorsport's best weekend of the year, it's also the 100th anniversary Indy 500. Qualifying produced a surprise result, and if the race is half as exciting it'll be a cracker, too.

Andrew van de Burgt, editor



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F1

## Matador eyes killer blow to charging Bulls

The front-row-starting Red Bulls of polesitter Mark Webber and his team-mate Sebastian Vettel charge down to the first corner at the start of the Spanish GP, with fourth-fastest qualifier Fernando Alonso lining-up his Ferrari to make *that* stunning pass for the lead. Spanish GP report p32.

Picture: Tee/LAT



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# Monaco: now or never for McLaren

Lewis Hamilton and Jenson Button know this weekend is a golden opportunity to beat Red Bull. By EDD STRAW

**M**cLaren heads into this weekend's Monaco Grand Prix knowing that it is a pivotal race in its fight to close the gap to Red Bull in the world championship.

The Monte Carlo circuit does not feature the kind of high-speed corners in which the Red Bull, the dominant car so far in 2011, enjoys its biggest advantage. McLaren has therefore thrown everything into winning in the Principality, and the MP4-26 has a raft of modifications for the second week running.

The team gained around half a second a lap from its major Spanish Grand Prix package last weekend. This included a new front wing, extended rear bodywork and repositioned exhausts.

Red Bull team principal Christian

Horner described McLaren's upgrade as "almost a b-spec car" after watching Sebastian Vettel hold on for a fourth victory of the season by only 0.6 seconds from McLaren's Lewis Hamilton.

Although McLaren was one second off the pace in qualifying in Spain, its race pace was arguably better than Red Bull's. This was partly due to McLaren dialling in understeer in qualifying to extend tyre life during the race.

Hamilton expects to be even more competitive this weekend, and potentially starts as favourite.

"Hopefully we will have something good coming in Monaco," said Hamilton in Spain. "It's good to come from this race on a positive footing going into Monaco, where a driver can make even more of a difference. Hopefully the gap will be even closer from me and Jenson to the Red Bulls."

Both Hamilton and team-mate Jenson Button have better records than Vettel in Monaco. Hamilton won the 2008 grand prix, and also triumphed in the Formula 3 Euro Series and GP2, while Button was victorious in 2009. Vettel, by contrast, has never won at the track, in F1, F3 or Formula Renault 3.5.

## WHERE RED BULL IS FASTER

Red Bull's downforce advantage meant that the RB7 was gaining half a second on Hamilton's McLaren in Barcelona's first sector, which includes the long, fast right-hander at Turn 3.

Hamilton is sure he would have been able to make a DRS-assisted pass for the lead with more downforce in the final corner. Monaco has few high-speed corners, which should negate this disadvantage.

Although Red Bull's extra

downforce should mean that it is kinder on its tyres, Hamilton appeared to have more grip during long runs on the prime tyre at the Circuit de Catalunya. This suggests that the McLaren is not using its rubber as aggressively as the RB7.

"They have got a lot more downforce," said Hamilton. "If you gave me more downforce, it would be a lot easier to look after the tyres. I'd be flat through Turn 3 and it would be much easier to do longer stints."

"Our race pace really has improved, but I wasn't able to follow Sebastian through Turn 3. It was incredible how much downforce he had, a good step on us, and also through Turn 9 and through the last corner. So I was never ever able to get close enough to maintain the gap to be able to use the DRS to get by."

Philosophically, the McLaren's



relatively long wheelbase should be disadvantageous around Monaco's tight turns, while it has also proven less stable over bumps, but the car is still expected to be competitive.

#### FERRARI IN THE HUNT

Monaco will also offer Ferrari its best chance so far this year of taking a grand prix win.

Fernando Alonso led the first 17 laps of the race in Spain, but he faded to a lapped fifth as the Ferrari was passed by both Red Bulls and both McLarens.

Last year Ferrari was strong in Monaco, but Alonso's Saturday morning crash at Massenet, which wrote off his chassis, condemned him to the back of the grid. With the Italian cars enjoying good mechanical grip, the track should suit them.

Alonso's team-mate Felipe Massa said: "It's difficult to have a clear idea of how we are going to be in Monaco. You don't need downforce so much. But I am more confident compared to Barcelona."

 **P32 SPANISH GP**

## ALONSO NARROWS HAMILTON'S OPTIONS

Lewis Hamilton's chances of driving for Ferrari in the next five years appear to have been ended by Fernando Alonso extending his contract to the end of the 2016 season.

Alonso, 29, claims that he will see out his Formula 1 career at the Scuderia, and did not rule out extending his deal further.

"At the end of 2016, it will be seven years at Ferrari," said Alonso. "In 2017 we will see – maybe another contract, if I am not too old at that point and if Ferrari are still happy with me."

Hamilton's McLaren contract expires at the end of next season and his management is understood to be chasing a new big-money deal. Give the problems between Hamilton and Alonso at McLaren in 2007, it is unlikely that the Spaniard would be willing for that partnership to be re-established at Ferrari.

But the unlikelihood of a Ferrari move does not guarantee that Hamilton will remain at McLaren in 2013. Red Bull has Sebastian Vettel under contract until '14, but has not ruled out a swoop for a big-name driver to partner him in future. Red Bull is known to be interested in Hamilton both for his driving ability and his promotional value, and is one of the few teams in a position to match – or even outbid – McLaren.



## McLAREN'S MUST-WIN RACES THIS YEAR

### MONACO

Red Bull finished one-two in Monaco last year, so will be tough to beat. But it will not enjoy the one-second qualifying advantage it had in Spain, and tyre wear will be a concern.



### CANADA

A low-downforce track where braking is more important than efficiency in high-speed corners. A Red Bull has never finished higher than third in Montreal, while Hamilton has three pole positions and two wins there.

### BELGIUM

The Red Bulls enjoy the fast corners in Spa's middle sector, but the long flat-out drag from La Source, through Eau Rouge and up the Kemmel straight is too much for the Renault engine. As is the long, flat-out climb to the end of the lap.

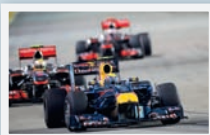


### ITALY

Traditionally Red Bull's worst race. It has never been on the front row at the Monza track, and Vettel's fourth place last year is its best result. Again, this is all about Renault's peak-power deficit.

### SINGAPORE

Another track where Red Bull has never won, although only a small error in qualifying stopped Vettel from doing so last year. Could be very tough for McLaren.



## AUTOSPORT SAYS...

**EDD STRAW**  
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**A**tiresome refrain in recent years has been that Formula 1 is all about the cars and not driver ability. But a side-effect of 2011's overtaking-friendly formula is that the 'great' drivers have had more opportunities to showcase their brilliance.

Sebastian Vettel's coolness under pressure late in the race and incisive overtaking moves when it mattered, Lewis Hamilton's fantastic pace on the prime tyre, Fernando Alonso's incredible 18-lap stint in the lead in an off-the-pace car, and Jenson Button's recovery charge from 10th to third on a brilliantly-managed three-stop strategy, showcased why all four are world champions.

Last year, with tyre management less critical, overtaking near-impossible and little difference between rubber compounds, only Alonso might have been so eye-catching. And Vettel would likely have walked the race in a way that was impressive, but not enthralling.

Drivers can no longer rely on speed at key moments to get a result. During the refuelling era, Vettel would still have taken the lead by passing Alonso in the pits, but he wouldn't have had to work so hard at the end.

The rules have their critics, but the driver is responsible for a larger proportion of the result than he has been in the past few years. And it's easier for the fans to differentiate between the great and the 'merely' very good.



Greats at work in Spanish GP

## ROLL OF HONOUR

Last weekend's Spanish Grand Prix featured the closest finish at the Circuit de Catalunya. It was the third-closest Spanish GP finish, behind the famous Jerez 1986 race, and Gilles Villeneuve's Jarama victory in '81 (below):

- 1986, Ayrton Senna/Nigel Mansell (0.014s)
- 1981, Gilles Villeneuve/Jacques Laffite (0.22s)
- 2011, Sebastian Vettel/Lewis Hamilton (0.630s)



Villeneuve, Laffite, Watson, Reutemann, de Angelis

**NICK HEIDFELD**

took the hot blown-diffuser concept to extremes during Saturday-morning practice in Spain. The fire was blamed on a cracked exhaust.



# Exhaust-gas diffuser row heats up

The dispute over the legality of off-throttle, exhaust-blown diffusers continues amid threats of FIA ban

**O**ff-throttle exhaust-blown diffusers could be banned ahead of next month's European Grand Prix after the FIA deemed that the systems contravene the ban on driver-influenced aerodynamics.

FIA technical delegate Charlie Whiting wrote to the teams in the build-up to last weekend's Spanish GP warning that any system that increased the gas flow through the exhausts while the engine was not under load, was illegal. He cited Article 3.15, which was changed ahead of this season to outlaw f-ducts by prohibiting "any car system, device or procedure which uses, or is suspected of using, driver movement as a means of altering the aerodynamic characteristics of the car".

The F1 technical working group will meet on June 16, ahead of the Valencia race, which could lead to a ban on using engine mapping to

drive the exhaust-blown diffuser when the driver is off throttle. The legality of the blown diffuser itself is not in question, but concerns that the introduction of hot blowing – whereby the engine map is set to fire fuel directly into the exhaust, which then ignites to increase airflow – have forced the FIA to act. Both hot, and the more orthodox cold blowing – whereby the throttle remains open to increase flow into the exhausts – would be reduced to a maximum of 10 per cent throttle if the FIA's plan comes to fruition.

It is believed that this could cost a second per lap in qualifying, when a hot-blowing system – dubbed an 'afterburner' by Renault's Vitaly Petrov – is beneficial. During the race, it is of limited benefit because of the amount of fuel required.

## MAJOR CONCERNS

As well as the question of whether the FIA allows it, there are three

main areas that the governing body is keen to prevent from escalating out of control.

Firstly, the deliberate burning of extra fuel to drive the aerodynamics rather than the engine flies in the face of FIA president Jean Todt's desire to make F1 more green. Secondly, the costs involved in developing this technology run to millions of pounds. The final concern is that the hot-blown diffuser concept will be exploited to a more advanced level as time goes on, radically changing the look of F1 cars – for example through concepts such as Renault's exhaust exits at the front of the sidepods – and further raising costs.

## PROTEST THREAT

Currently, only HRT and Virgin do not use off-throttle exhaust blowing, leading to Hispania Racing team Principal Colin Kolles's threat to protest at Monaco this weekend.

Whiting confirmed that teams were free to protest should they wish to do so, despite any rules-interpretation clarification not being issued until Valencia at the earliest. But Kolles, who considered a protest in Spain, is adamant that the technology is illegal.

"It is clear that the other cars are illegal," Kolles told the BBC. "We agree absolutely with Charlie Whiting's view and we are not the only ones who agree. If this is not stopped before Monaco then we have no other choice."

Although the FIA would have to take such a protest seriously and would presumably rule off-throttle blowing of the diffuser legal, Kolles may not make a protest in Monaco if he was given a guarantee that the technology will be banned for Valencia at the end of June. However, he has already written to FIA president Jean Todt to demand the systems are outlawed.

## HOW IT WORKS

The exhaust-blown diffuser uses hot, fast-moving exhaust gasses to increase the airflow to the floor of the car, increasing downforce. The FIA has no problem with teams doing this.

When the driver is off the throttle, when braking or early in the corner, the airflow from the exhaust reduces, cutting downforce. Last year, teams started to map the engine so that the throttles remained open during this phase, while cutting the spark and fuel. This has been dubbed cold blowing.

Teams are now utilising the more potent hot-blowing system. This is achieved by retarding the ignition, but still firing fuel through the valves into the exhaust. There, the heat of the exhaust ignites it, giving a massive increase in air flow and thereby increasing downforce.

## FERRARI'S WING DISPUTE EXPLAINED

**Illegal**



Ferrari was forced to take its new rear wing – estimated to be worth two-tenths of a second per lap – off its car after Friday practice for the Spanish Grand Prix.

The team had brought its design, which effectively extended the upper plane of the rear wing to 30mm higher than legal, to FIA technical delegate Charlie Whiting's attention at the start of the weekend. He allowed them to run the wing during Friday practice before ruling that it was in violation of Article 3.6 of the technical regulations, which states that "no part of the bodywork may be more than 950mm above the reference plane". Effectively, it ran bodywork around 980mm above the plane.

Ferrari contended that this part of the bodywork was exempt from Article 3.6, citing Article 3.10.3 of the technical regulations. This deals with the "rigid impervious

**Legal**



supports" between the planes of the rear wing – better known as the slot-gap separator – which are allowed to fall outside of the bounds set in Article 3.6. By extending the separator upwards and across the wing, it gained the extra 30mm. However, Whiting ruled that, although it was part of the slot gap separator, it was not integral to its function. AUTOSPORT understands that the decision did not come as a surprise to Ferrari.

AUTOSPORT's technical editor Gary Anderson said: "Ferrari was pushing the regulations to the maximum. The slot-gap separator was added to prevent teams allowing the rear flap to flex upwards, closing the slot and stalling the rear wing. Ferrari tried to use the requirement for the slot gap separator to allow them to have a larger and higher gurney flap, claiming it was part of it."

## PADDOCK REACTION...

From six F1 teams



**TIM GOSS**  
McLaren

“All the teams are up to the same tricks with engine mapping. We can react to whatever the FIA tell us reasonably promptly. This has been around for a while, but there had been nothing mentioned about clamping down on it before.”



**ERIC BOULLIER**  
Renault

“I understand the technical reasons of Charlie Whiting, but we are not on the same page on this. It's strange that this change of regulation comes out of the blue like this. Even if Charlie claims it's not a change of regulation, it effectively is.”



**CHRISTIAN HORNER**  
Red Bull

“The Technical Working Group is the right forum to discuss it. Whether it is something required for this year or next year, I doubt that you will get unanimous consent [on a ban] for this year.”



**ROSS BRAWN**  
Mercedes

“Some teams are not in agreement with what's happening but I don't have a problem with it. Cars have had blown diffusers for years. As is the nature of F1, we extract the maximum from it. I don't think we can put the genie back in the bottle, so thinking we will come up with rules that will stop people using technology they have discovered is naive.”



**SAM MICHAEL**  
Williams

“The cost of developing a hot-blown diffuser is in the millions. Anything under a million would only be a warm-up programme. You can apply the real-world and environmental argument. There is no road relevance at all and the concept goes completely the other way to where F1 wants to go on fuel use.”



**JOHN BOOTH**  
Virgin

“Article 3.15 is open to interpretation – and the FIA must interpret it. Our first stab at a hot-blown diffuser would cost £750,000 for the dyno programme. I'm sure the teams that have it sorted are spending more time on the dyno than that. If it were legal, we'd have to do it.”

## Q&A

### CHARLIE WHITING FIA TECHNICAL DELEGATE

#### How did this come about?

It became apparent that what we thought was a fairly benign feature was turning into something that was being used illegally. An exhaust system is there for the purpose of exhausting gases from the engine, so when you are off throttle it is not doing that. Therefore driver movement is being used to influence the aerodynamic characteristics of the car.

Teams have been running these systems since last year. Why not ban them then?

Simply because these things start off little and start off appearing to

be quite benign, but then they get worse and worse. Exhaust blowing is not new, it has been around for years, but I think Red Bull really took it to another plain with their low exhaust at the beginning of last year.

What could teams be asked to rectify - the engine mapping or the whole blown diffuser? Just the mapping.

What could teams protest - the blown diffuser itself or just when the throttle is off? They would be on fairly weak ground to protest a blown diffuser. It's the way the blown diffuser is

used with cold and hot blowing – that is what they would protest. We accept the fact that exhaust gases have to come out somewhere and teams will use them for their benefit. We have never tried to regulate exhaust positions.

How could you police the engine map?

Just through examining the data from the cars. We can see, for example, how much spark, how much retard, how much fuel, how much throttle opening there is.





Mercedes and Ferrari have engine doubts

# Fears over F1 engine future

Three of Formula 1's four engine suppliers are resisting the FIA's bid to change the rules for the 2013 season

**F**ormula 1 could face an engine-supply crisis in 2013, with several manufacturers opposed to building new 1.6-litre, turbocharged four-cylinder units.

The four engine manufacturers currently in F1 – Ferrari, Mercedes, Renault and Cosworth – met with FIA president Jean Todt in Spain on Saturday to discuss the situation. Craig Pollock, who is heading up the independent PURE manufacturer that plans to enter F1 in 2013 with a new engine, also attended.

AUTOSPORT understands that Mercedes and Cosworth have both expressed concerns about the cost of building the new units, while Ferrari has long been against them because four-cylinder engines have no relevance to its product range.

Ferrari president Luca di

Montezemolo has long been a critic of the new engines, re-iterating his position in an interview with CNN last week. Mercedes remains publicly committed, with team principal Ross Brawn saying in Spain: "The regulations say it's a four-cylinder turbo and we will have a turbocharged engine in 2013."

Cosworth, which played a key role in creating the regulations, has been unable to find a manufacturer partner to fund its new engine to date. It is believed to need to sign up at least three teams on long-term contracts to justify investing in the build of the new engine.

Despite this, all three companies are believed to be conducting preliminary work on the new technology and it is most likely that they will stay in F1 in 2013

even if the new engine goes ahead.

Renault remains fully committed to the new engine and hopes to supply up to four teams. The French manufacturer is now effectively only an engine supplier after selling control of its race team to Genii Capital and it is understood that it might reconsider its involvement in F1 if the 2013 powerplant is canned.

Renault F1 managing director Jean-Francois Caubet said: "Renault is very clear. We fully support the FIA. It makes sense for a car maker like Renault to be road relevant."

Todt re-iterated during the meeting that the FIA is unwilling to backtrack on the new engine, which was approved unanimously last December. The new rules set is a key component of the FIA's green agenda, with energy-efficiency

technology such as KERS and turbocharging compounding part of a package that is designed to cut fuel usage by up to 40 per cent.

Bernie Ecclestone has suggested that the current 2.4-litre V8 engines could be given a stay of execution and allowed to continue to race in 2013 alongside the four-cylinder turbos using an equivalency formula. The idea is not unprecedented, as Scuderia Toro Rosso was allowed to use rev-restricted three-litre V10 units in 2006, when the engine formula was changed to 2.4-litre V8s.

However, this solution would only defer the cost of a new engine, while its configuration would mean that cars running the old unit would be completely different from the ones running the new engine.

## Lotus steering fix for Canada

**LOTUS PLANS TO INTRODUCE A NEW** power-steering system at the Canadian Grand Prix.

Upgrades introduced at the Turkish and Spanish Grands Prix have not solved the problems with the steering, which both Heikki Kovalainen and

Jarno Trulli have complained is inconsistent and lacks feedback.

A new exhaust-blown diffuser package, reckoned to be worth a second per lap, was introduced in Spain following the major aerodynamic package that was run

for the first time in Turkey two weeks earlier. Despite this Kovalainen was still 3.5s off the pace in Q2.

"It's hard to quantify how much the package is worth," said Kovalainen. "Perhaps in the low-speed corners we are not there yet. In some corners we feel that we lost a little on the rear. We have not exploited this package to the maximum. But it's encouraging."



Lotus drivers have struggled in 2011

# DRS rules tightened after glitch

**RACE STEWARDS WILL PENALISE** any driver using their DRS outside of a designated overtaking zone during races in the future.

Fernando Alonso activated his DRS after the zone during last month's Chinese Grand Prix after a software glitch enabled it on the exit of Turn 14. But now the problems have been troubleshooted, drivers will be responsible for not using the DRS illegally, even if a timing-system problem enables it incorrectly.

FIA technical delegate Charlie Whiting said of Alonso's problem: "There was a bug. The software is a distance-based calculation and it suffered a 500-metre offset. He couldn't use it until 500m after the start of the activation zone, but could use it after the hairpin. That's why he was able to use it, although



it doesn't answer why he did. Although he was perfectly at liberty to.

"We are going to formally state in future where the wing can be used, just to be absolutely clear about it."

Whiting also confirmed that there will be two DRS zones at the Canadian GP, located on the back straight and the start/finish straight. For the European GP at Valencia, there

will also be two zones, one located between Turns 10 and 12 and one between Turns 14 and 17. Monaco's single DRS zone will be situated on the start/finish straight.

● Stewards also reprimanded Lewis Hamilton, Jenson Button and Mark Webber for not slowing adequately under yellow flags when Heikki Kovalainen crashed his Lotus in the Spanish GP.

## THIS WEEK IN F1



**RED BULL** The team suffered a recurrence of its KERS problems over the Spanish Grand Prix weekend. Sebastian Vettel couldn't use his during Q3, while both drivers had it available only sporadically during the race because of battery problems.



**McLAREN** Lewis Hamilton has hit out at complaints that the new rules have made overtaking too cheap. "People love to see overtaking," he said. "They don't like to see people following in a train and the new rules are enabling us to do it [overtake]."



**FERRARI** Technical director Aldo Costa has stood down following Ferrari's disappointing start to the season and will take on "new responsibilities within the company", according to a team statement. Costa was appointed to the role at the end of 2007.



**RENAULT** Robert Kubica is almost certain not to race this year, according to Renault team owner Gerard Lopez. However, the Pole could drive during Friday practice later in the season, provided he is fit enough to do so, to assist with any possible comeback.



**WILLIAMS** Both Rubens Barrichello and Pastor Maldonado raced with a new DRS rear wing in Spain. Tweaks had been made to the design since the Turkish Grand Prix to prevent airflow separation problems.



**FORCE INDIA** The Silverstone squad opted to drop its brand new aerodynamic package after Friday practice for the Spanish Grand Prix. The team remains optimistic that its Red Bull-style aero concept will allow it to move up the grid.



**TORO ROSSO** Jaime Alguersuari ran a new floor/diffuser package at last weekend's Spanish Grand Prix. The team plans to use the design as part of its major Monaco upgrade.



**LOTUS** A verdict in the Team Lotus versus Lotus Cars legal dispute is expected imminently. The case surrounds who is able to exploit the Team Lotus brand name in Formula 1 and could lead to either Renault or Lotus making branding changes to their cars.



**VIRGIN** Timo Glock ran Virgin's new Red Bull-style exhaust-blown diffuser during Friday practice in Spain. The team opted to remove it from the car before qualifying because of balance problems.



**FIA** The use of the DRS has been banned in the tunnel during practice and qualifying for this weekend's Monaco GP for safety reasons.

## Pete Lovely 1926-2011

Pete Lovely, who started seven world championship GPs from 1959-1971 in Lotus machinery, died last week. The American, who won the inaugural event at Laguna Seca, raced for 50 years, his final historic outing coming just three years ago.

### CURRENT CALENDAR

October 30	India
November 13	Abu Dhabi
November 27	Brazil

### ALTERNATIVE CALENDAR

October 30	Bahrain
November 13	Abu Dhabi
November 27	Brazil
December 3	India



## Doubts linger over Bahrain reinstatement

### FORMULA 1 TEAMS REMAIN

sceptical that the Bahrain Grand Prix should go ahead this year despite a proposal that it could be accommodated by a re-ordering of the final four races.

AUTOSPORT revealed last week that Bernie Ecclestone is considering giving Bahrain the Indian Grand Prix's slot on October 30. India would then switch to become the season finale on December 4, extending the season by a week.

But teams are unhappy with the prospect of Bahrain returning for several reasons. The most pressing

concern is whether security for team personnel can be guaranteed amid concerns that insurers will not allow them to go to Bahrain – the UK foreign office is still advising "against all but essential travel" to the kingdom.

Renault team principal Eric Boullier said: "If the FIA and FOM say we go and race, the first question is whether security is guaranteed. In the political context, do we have to race there? That is another subject."

The FIA has set a deadline of June 3 for Bahrain to decide whether it can stage the race. This is two days after

the planned end of the three-month state of emergency. The chairman of the Bahrain circuit, Zayed Rashed Al Zayani, told AUTOSPORT in Turkey that he considers the Sakhrir track to be ready.

There are also logistical problems to be tackled. Formula One Management has a policy of not placing any new race as part of a back-to-back double header because of the potential for delays with customs. The alternative calendar would require equipment to be transported 9000 miles from Sao Paulo to India.



# Qualifying tyres are back in Formula 1

Monaco is the setting for the race debut of the super-soft tyre, and it's going to shake things up this weekend

**P**irelli's super-soft tyre will make its race-weekend debut at the Monaco Grand Prix – and it could create one of the biggest upsets of recent years.

Why? Because it doesn't last very long. At all. Teams tried the super-soft compound during pre-season testing and many reported a single, very fast lap followed by an almost instantaneous drop-off of around three seconds. Although Pirelli believes that the degradation will not be as rapid as that, it is clear that this short-lived tyre will

make strategy decisions extremely difficult, especially for the top 10 who must start the race using the tyre on which they qualified.

The conundrum will be: do you qualify on the super-soft rubber, guaranteeing yourself a good grid position and run the risk of dropping behind those starting on softs? Or do you save the super-softs for later in the race?

"It is a qualifying tyre," Pirelli motorsport boss Paul Hembery told AUTOSPORT. "The drivers will love the grip of what is a very quick, peak-performance tyre. Then, in

seven or eight laps, you will want to change. But they will use it in qualifying because it's a track where start position is very important. They will use the [prime] soft tyre for most of the race."

The other strategic question is how long the prime softs will last. The race is 78 laps and if you can, as Hembery expects, do seven or eight laps on the super-soft, you will still need to do, on average, around 23 laps with each of the soft sets. That's a long way. This could also disadvantage those qualifying in the top 10, and therefore starting

on the super-softs, because that tyre is likely to last longer during the late stages of the race when there is the maximum rubber down on the track surface.

"Some are going to have to go on the super-soft right at the end of the race," says Hembery. "The low fuel load will help [degradation] as well, but it's hard to say how long it will last. Maybe on a street circuit, it will last longer than envisaged. It will have a big impact on strategy.

"I don't know about there being a shock result, but it will certainly mix it up."



## TRACK GUIDE

NUMBER OF LAPS **78**

CIRCUIT LENGTH  
**2.075m**

LAP RECORD  
**1m14.439s**

**MICHAEL SCHUMACHER (2004)**

Ste Devote

**3<sup>rd</sup> GEAR**

CORNER SPEED

**70 mph**

APPROACH SPEED

**173 mph**

BRAKING DISTANCE

**89<sub>M</sub>**

BRAKING TIME

**1.78<sub>s</sub>**

BRAKING FORCE

**4.5<sub>g</sub>**

Massenet

**4<sup>th</sup> GEAR**

CORNER SPEED

**112 mph**

APPROACH SPEED

**173 mph**

BRAKING DISTANCE

**56<sub>M</sub>**

BRAKING TIME

**0.9<sub>s</sub>**

BRAKING FORCE

**4.5<sub>g</sub>**

Casino

**4<sup>th</sup> GEAR**

CORNER SPEED

**83 mph**

APPROACH SPEED

**173 mph**

BRAKING DISTANCE

**24<sub>M</sub>**

BRAKING TIME

**0.5<sub>s</sub>**

BRAKING FORCE

**2.5<sub>g</sub>**

Mirabeau

**2<sup>nd</sup> GEAR**

CORNER SPEED

**47 mph**

APPROACH SPEED

**136 mph**

BRAKING DISTANCE

**77<sub>M</sub>**

BRAKING TIME

**2.0<sub>s</sub>**

BRAKING FORCE

**3.2<sub>g</sub>**

Loews

**1<sup>st</sup> GEAR**

CORNER SPEED

**33 mph**

APPROACH SPEED

**89 mph**

BRAKING DISTANCE

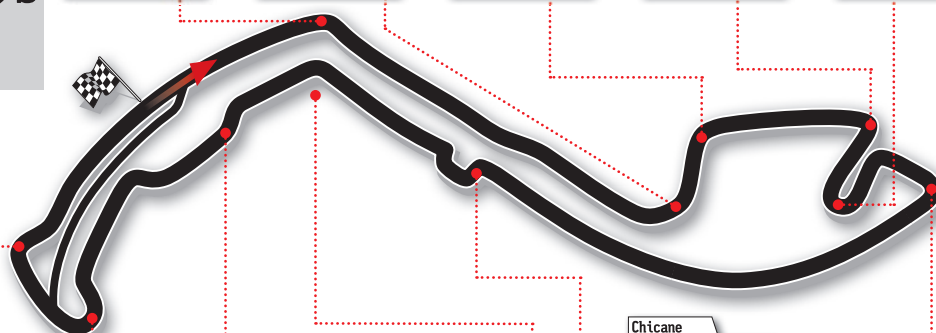
**45<sub>M</sub>**

BRAKING TIME

**1.7<sub>s</sub>**

BRAKING FORCE

**2.0<sub>g</sub>**



Anthony Noghes

**2<sup>nd</sup> GEAR**

CORNER SPEED

**59 mph**

APPROACH SPEED

**72 mph**

BRAKING DISTANCE

**12<sub>M</sub>**

BRAKING TIME

**0.4<sub>s</sub>**

BRAKING FORCE

**1.7<sub>g</sub>**

Rascasse

**2<sup>nd</sup> GEAR**

CORNER SPEED

**40 mph**

APPROACH SPEED

**120 mph**

BRAKING DISTANCE

**69<sub>M</sub>**

BRAKING TIME

**2.0<sub>s</sub>**

BRAKING FORCE

**2.7<sub>g</sub>**

Swimming Pool

**2<sup>nd</sup> GEAR**

CORNER SPEED

**70 mph**

APPROACH SPEED

**145 mph**

BRAKING DISTANCE

**71<sub>M</sub>**

BRAKING TIME

**1.5<sub>s</sub>**

BRAKING FORCE

**3.4<sub>g</sub>**

Tabac

**4<sup>th</sup> GEAR**

CORNER SPEED

**111 mph**

APPROACH SPEED

**142 mph**

BRAKING DISTANCE

**28<sub>M</sub>**

BRAKING TIME

**0.5<sub>s</sub>**

BRAKING FORCE

**3.4<sub>g</sub>**

Chicane

**2<sup>nd</sup> GEAR**

CORNER SPEED

**45 mph**

APPROACH SPEED

**174 mph**

BRAKING DISTANCE

**110<sub>M</sub>**

BRAKING TIME

**2.5<sub>s</sub>**

BRAKING FORCE

**4.5<sub>g</sub>**

Portier

**2<sup>nd</sup> GEAR**

CORNER SPEED

**60 mph**

APPROACH SPEED

**79 mph**

BRAKING DISTANCE

**16<sub>M</sub>**

BRAKING TIME

**0.5<sub>s</sub>**

BRAKING FORCE

**1.8<sub>g</sub>**

DATA PROVIDED BY

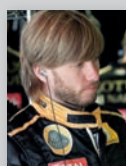


## TRACK TALK



### HEIKKI KOVALAINEN

You can try to pass under braking in Turn 1 if you can use the DRS to get alongside. But it is always very difficult and would be very risky. It's a slow corner onto the straight, so you can be close and the DRS will certainly help, but it's going to be tough.



### NICK HEIDFELD

I don't think that the DRS on the start/finish straight will have any effect on overtaking, which is why most of the drivers agreed not to have it. Having KERS on board might help overtaking a little, but at Monaco it is very difficult. But we have to use it, so we just have to adjust. It will be interesting to see how the super-softs go, as it is into the unknown, even though we used them at Barcelona.



### VITANTONIO LIUZZI

The super-softs are going to make a big difference to the racing – even bigger than the DRS. On such a short straight, the DRS won't be a big help. But we will see some cars dropping off quite drastically because of the wear. We did a run on the super-softs in the Barcelona test and there was a lot of drop off after one lap. It will be a more exciting race than we have seen before at Monaco.

## CLASSIC MOMENT

### SENNA MAKES HISTORY WITH SIXTH WIN

Ayrton Senna's legendary status at Monaco was already guaranteed when he headed to the principality in 1993. The McLaren wasn't the best, but he still qualified third. When Alain Prost and Michael Schumacher hit trouble, Senna took a sixth win to eclipse Graham Hill's wins record.



## BALLSY CORNER

### SWIMMING POOL

Taken in sixth gear in qualifying trim, the left/right combination at Swimming Pool leaves no margin for error. The direction change asks as much of the car as the driver.



**P16**  
SUPERGRID  
PLUS GARY  
ANDERSON'S  
AND LUCAS  
DI GRASSI'S  
INSIGHTS

# GARY ANDERSON'S SUPER GRID

100%



Vettel 100.049

Vettel's 100 per cent record came to an end in Spain, but he is still streets ahead of the rest on pace over the year.



Hamilton 100.740



Webber 100.957



Button 100.992



Alonso 101.275



Rosberg 101.494



Petrov 101.686



Massa 101.881



Heidfeld 102.825



Buemi 102.462



Schumacher 102.201



Perez 102.683



Kobayashi 102.703



Maldonado 102.873



Barrichello 102.908



Alguersuari 103.012



Di Resta 103.042



Sutil 103.058

Perez's recent qualifying form has allowed him to nose ahead of team-mate Kobayashi. No wonder Ferrari is keeping close tabs on the Mexican.

Di Resta has had the measure of more experienced team-mate Sutil results-wise so far this season. Now he's edged ahead of him on raw pace too.

## LAST YEAR

### TWO IN A WEEK FOR WEBBER

Mark Webber completed his miracle week by leading every lap from pole position to make it back-to-back wins in Spain and Monaco. Sebastian Vettel couldn't match him all weekend and ended up second, but the real star of the race was Robert Kubica. The Pole qualified on the front row and opted for a very aggressive clutch set-up at the start in the hope of taking the lead in his Renault. He didn't, instead slipping behind Vettel and having to settle for third. There was controversy at the finish of the race, as an opportunist Michael Schumacher passed Fernando Alonso at the final corner as the safety car pulled into the pits just before the chequered flag came out. Schumacher waited until he was past the restart line before the final corner to make the pass for sixth place, but the stewards deemed the move illegal and gave the German a 20-second penalty. **RESULTS:** 1 Mark Webber; 2 Sebastian Vettel; 3 Robert Kubica; 4 Felipe Massa; 5 Lewis Hamilton; 6 Fernando Alonso.



## TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT



SOFT



MEDIUM



HARD



## 2010 WINNER

MARK WEBBER



## 2010 POLE POSITION

MARK WEBBER





Kovalainen 105.030



Trulli 105.664



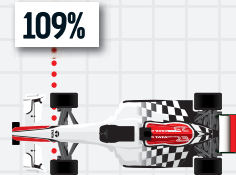
D'Ambrosio 107.306



Glock 106.934



Liuzzi 108.072



Karthikeyan 108.870

109%

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 five races of the year. The theoretical absolute pace is expressed as 100.



**GARY ANDERSON**  
Technical consultant

## SET-UP

Monaco requires as much downforce as possible, but more important than this is a reasonable balance on the car to allow the driver to exploit the maximum width of the track without clouting the barriers. The car needs a much-higher front ride height, around 15mm more than at most tracks. Because of the highly-cambered track surface, very bumpy sections of the track and the requirement to use a lot of kerb, a softer set-up is required. This

becomes a bit of a compromise as a soft front set-up is not ideal for good traction.

## DRS

If the DRS is used up the hill towards Casino it will be a bit of an eye opener. That and the ban on use in the tunnel only really leaves the pit straight, which is the most sensible place. It will bring a bit of excitement but I do hope it's not the sort of excitement that requires a safety car.

## TYRES

When the rear tyres go away traction will be a nightmare. This will be the best opportunity for someone to try different strategies and have a chance to do some overtaking.

RACE ODDS (Ladbrokes)	
Vettel	10/11
Hamilton	4/1
Webber	5/1
Alonso	7/1
Button	14/1
Rosberg	25/1
Heidfeld	33/1
Massa	40/1
Schumacher	50/1
Petrov	50/1
Kobayashi	150/1
Perez	200/1
Sutil	400/1
Buemi	400/1
Alguersuari	400/1
Barrichello	400/1
di Resta	400/1
Maldonado	500/1
Kovalainen	2000/1
Trulli	2500/1
Glock	3000/1
d'Ambrosio	3000/1
Liuzzi	5000/1
Karthikeyan	5000/1

## THERE'S LITTLE USE

backing Sebastian Vettel, but Mark Webber has shone in Monaco in the past so is very good value at 5/1. Lewis Hamilton is also worth a look, while Nick Heidfeld is a good outside bet for a podium finish. If Pastor Maldonado can keep it out of the barriers he is good value for a points finish – he has a good record at Monaco in the junior categories.

## THE DRIVER

### LUCAS DI GRASSI

thedriver@autosport.com



## IF THERE IS A TRACK I WILL REALLY MISS

racing at this year, it's Monaco.

The Monte Carlo circuit is the most special track of the year. It's a totally different driving experience from other street circuits like Valencia or Singapore. This track is old-fashioned, with very little run-off, lots of different types of corners – some faster than you expect, some slower. There are blind corners, bumps, quick changes of direction, changes in camber, the list goes on.

I cannot say it's the most technical, but I'd almost certainly say it's the most challenging.

Some drivers have been coming here for many years and know exactly what they have to do. This year they have a new challenge that may turn Monaco into an even more difficult race than it has been previously – tyre wear and tyre marbles.

The expected high tyre wear can lead to a very tricky car balance after a few laps. That makes it easier to make mistakes. Mistakes in Monaco mean crashes; crashes in Monaco mean safety cars; safety cars lead to a very difficult strategy forecast.

Overtaking will be more likely to happen this year than in past races at the circuit, although it will still be very difficult. There have been so many examples of a car four seconds slower holding up others. The only places I'd expect to see any overtaking are after the tunnel when the drivers are braking for the chicane, and after Casino Square, under braking for Mirabeau.



Traction is king around Monaco

## LIVE TV AND RADIO LISTINGS

### THURSDAY MAY 26

0855-1035 Free practice 1 LIVE (BBC red button and online)  
1255-1455 Free practice 2 LIVE (BBC red button and online)

### SATURDAY MAY 28

0955-1105 Free practice 3 LIVE (BBC red button and online)  
1210-1415 Qualifying LIVE (BBC1 & Radio 5 Live and online)

### SUNDAY MAY 29

1205-1520 Grand Prix LIVE (BBC1 & Radio 5 Live and online)



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5 night tour with Monschau and circuit excursion **£375**
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Ferrari Maranello option - visit the world famous 'Schlumpf' museum



Le Mans 24hr 11/12th June

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- Hospitality
- Circuit Camping

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# Straight talk David Coulthard

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

The two-time Monaco GP winner knows what's required to be properly hooked-up around the Principality – although he says predicting form for this year's race is tricky...

**M**onaco is a wonderful challenge. I can still visualise every inch of the track in my head, even though it has been three years since I last raced there.

What makes it so special is that it's not changed too much since the first grand prix there. It is an incredible feeling climbing the hill to Casino Square, allowing the car to find its own line when it's tracking over the undulations. There's nowhere that it's flat out like Eau Rouge, but while that gives you an adrenaline rush through one corner, at Monaco you get it for the whole lap.

Track knowledge is crucial. There are certain corners – Tabac for example – where you can turn-in what seems impossibly

I felt a greater sense of pride winning the Monaco Grand Prix twice than even my home grand prix at Silverstone.

## A DIFFERENT KIND OF RACE

This could be the most incident-packed Monaco GP for a long time. Pirelli's super-soft tyre is very fast, but goes off very quickly, so if you start the race on it you're going to have to pit early. In Barcelona, we saw people being willing to sacrifice a little in qualifying, but in Monaco I would want to qualify as high up as I could.

But it's still going to be a minefield. There are going to be a lot more blue flags, more pitstops and more marbles off line that will make the line narrower as the race goes on. And you wouldn't bet against the safety car appearing.

Overtaking is not easy. The key areas are the chicane and maybe into the first corner, which is where the DRS activation zone is. The track narrows as you pass the pits, so you have to be very well positioned to make a move there. If you do get stuck behind someone, you just have to be patient.

I was wedged behind Enrique Bernoldi's Arrows for 44 laps in 2001 after a software glitch put me to the back of the grid. In that situation, it's about damage limitation and you must be patient.

## RED BULL UNDER PRESSURE

It's difficult to know what to make of Red Bull's performance in Barcelona. Clearly, there is always an offset between qualifying pace

and what can be delivered consistently over a race, but it was extreme. In qualifying, Red Bull was dominant, yet Lewis Hamilton raced Vettel to the line. With a little more luck on his side, it could have been his second win of the year rather than Seb's fourth.

It's hard to see Red Bull with such a big qualifying advantage in Monaco, so we could see McLaren and even Ferrari in the hunt. The relatively slow sector 3 at Barcelona is a useful form guide, and we saw Red Bull and McLaren at the top of the timesheets last weekend. Ferrari was also strong there in the first part of the race, although Fernando Alonso's times for that sector aren't so impressive because of his prime-tyre struggles.

This could put Vettel under massive pressure. But write him off at your peril. In Barcelona, he withstood incredible pressure from Hamilton to win. Anyone who has driven a kart – or even on the M1 – will know what it feels like to

SECTOR 3 QUALIFYING		SECTOR 3 RACE	
1 WEBBER	27.881	1 HAMILTON	29.624
2 BUTTON	28.110	2 WEBBER	29.831
3 VETTEL	28.145	3 VETTEL	29.833
4 HAMILTON	28.227	4 HEIDFELD	29.835
5 PETROV	28.363	5 BUTTON	29.893
6 ALONSO	28.416	9 ALONSO	30.156

have a faster car right behind you.

But Monaco is less of an aero track and, with a good mechanical package, the driver can make a big difference. That makes predicting the outcome impossible – other than to say it could be a classic. 🏁

DC won Monaco in 2000 and '02 (below) for McLaren



PIG: LAT

early, but the momentum of the car will mean you understeer away from the apex. You need to do it to find the final few tenths and some never manage it. It's a leap of faith.

In terms of pure achievement,

**“There'll be more blue flags, pitstops and marbles off line”**

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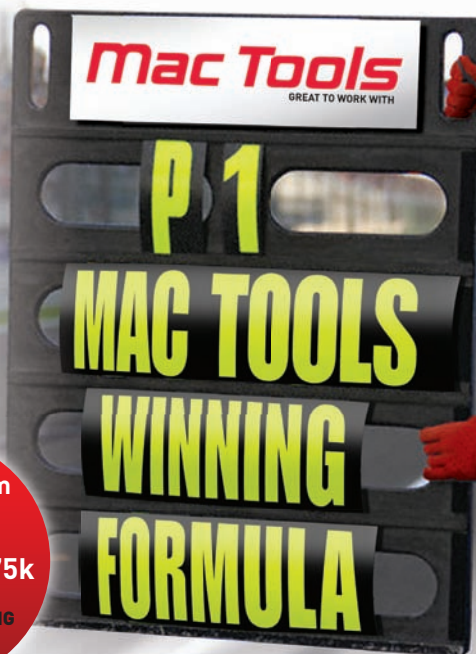
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# MPH Mark Hughes

AUTOSPORT grand prix editor

Hot-blown diffusers are going to be banned. It says much about the F1 teams' competitive instincts that finger-pointing about a leak was rife – before most fans even knew what hot-blown diffusers are

**I**t was at that early stage of the race weekend, when the teams have just set up after travelling, before the latest intelligence had been collated. The buzzing news concerned a new ruling that had been briefly introduced with immediate effect, then postponed until after next month's Canadian GP – that hot-blown diffusers were to be banned. Last Thursday at Barcelona no-one was quite sure what had triggered this bolt from the blue, and paranoia was rife.

The hot-blown diffuser is an evolution of the off-throttle blowing of diffusers that was introduced last year. The Renault Sport engineers at Viry-Chatillon realised that, rather than just blowing cold gas through to the diffuser when the driver was off-throttle, they could massively increase the flow if they ignited the mixture as it travelled down the exhaust. Cold-blowing involved cutting the spark and fuel and keeping the throttles 100 per cent open, even when the driver had lifted off the throttle pedal. With hot-blowing they introduce fuel but retard the ignition, the mixture ignites in the exhaust and the whole flow travels down the pipe and into

the diffuser at a much higher velocity, dragging the surrounding air through there faster with it.

It is a massively powerful effect – with up to 70 per cent more flow volume than cold-blown, something that is worth up to 0.5s per lap in qualifying. Its effect has dwarfed that of conventional aero development, but it cannot be used so much in the race because of the increase in fuel consumption.

Renault was the first with it but, F1 being what it is, Ferrari and Mercedes were soon onto it and had their own systems up and running very quickly. Hence the highly distinctive hacking noises of the engines off-throttle this year. All very well, but now the FIA has decided that the hot-blown diffuser contravenes the regulation that prohibits driver movement (ie, moving the throttle pedal) to influence the aerodynamic characteristics of the car.

"Who broke the story to the media?" asked a Ferrari person suspiciously, rhetorically, knowing that the answer was Ross Brawn, thereby implying that it must have been Mercedes behind all this, that the men in silver must be struggling to perfect the technology and had sought to have it banned instead. There was an appealing logic to that line of thinking: special ops fighting the fight off-track.

So walk into the Mercedes enclave, ask them about it. It's a raw nerve. There's a story in a German newspaper apparently confirming Ferrari's suspicions: "It's not us! We are very happy with our system. You have to think in these things, who would gain from it? Which of them

would gain from banning a feature that finds you a lot of lap time in qualifying but which cannot be used in the race? Which team has a car that struggles in qualifying but flies in the race?"

It was neither, but the fact that they each believed it to be the other tells you all you need to know about the competitive paranoia that's a default setting even in this age of FOTA cooperation. Which is just as it should be. The push actually came from Cosworth, via Williams. The cost of perfecting the technology, all those hours on the dyno, the blown engines as they find the limits of the mapping, was a major concern to the independent engine maker, so the legality of the principle was challenged. When Williams outlined to the FIA's Charlie Whiting the principle of the hot-blown diffuser, he acted and the wider world got to hear a new piece of F1 jargon.

So what happens now? Whiting is adamant that the feature will be banned this year, probably after the meeting with the teams in Canada. The teams therefore have several weeks' notice to reconfigure their engines. But will the whole principle of off-throttle blowing be banned or just the hot-blown? Probably the latter. Will it affect the competitive order? Don't bet on it. Renault, Ferrari and Mercedes are all satisfied with the effectiveness of their systems and there's no reason to suppose that one of them will lose significantly more than the others.

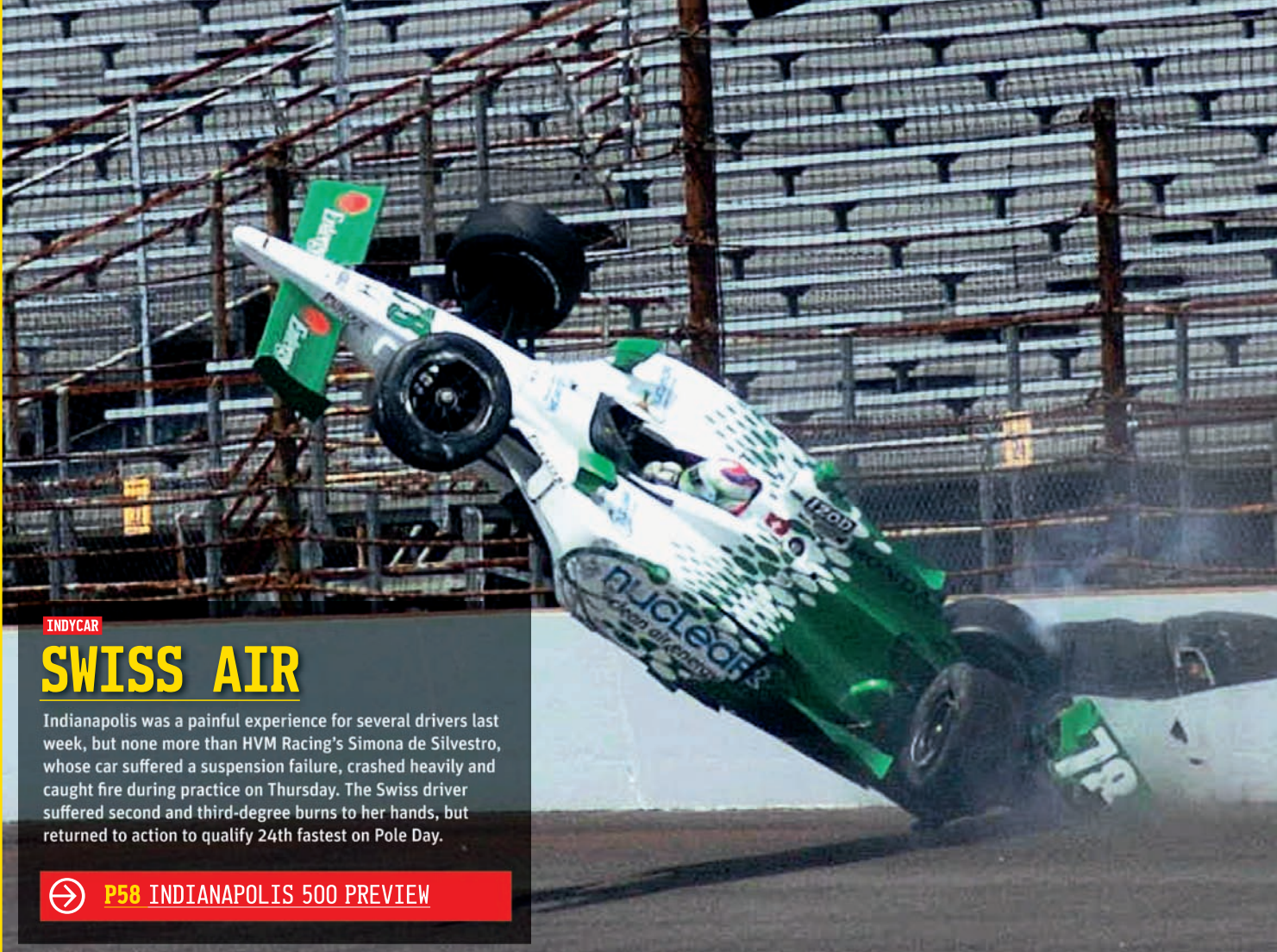
But the quixotic ingenuity of the concept – magic grip from nothing – and the forest-fire way it spread is as much F1 as the paranoia. It's great to be reminded of that spirit. ☼

PICTURE: FERRARI/LAT

"It wasn't us, it was Ferrari!"



**“Hot-blown diffusers – magic grip from nothing – are to be banned”**



INDYCAR

## SWISS AIR

Indianapolis was a painful experience for several drivers last week, but none more than HVM Racing's Simona de Silvestro, whose car suffered a suspension failure, crashed heavily and caught fire during practice on Thursday. The Swiss driver suffered second and third-degree burns to her hands, but returned to action to qualify 24th fastest on Pole Day.



**P58 INDIANAPOLIS 500 PREVIEW**

INDY 500

# Andretti counts the damage

Conway and Hunter-Reay fail to make cut for Indy 500, but the American gets in through the back door

**A**ndretti Autosport team principal Michael Andretti has described last weekend's Indianapolis 500 Bump Day as the worst in his career as a team owner after two of his five cars failed to qualify on merit.

Marco Andretti and Danica Patrick both managed to squeeze into the field late in the day, but the run that got Andretti back onto the 33-car grid came at the expense of team-mate Ryan Hunter-Reay. Briton Mike Conway also failed to make the cut. John Andretti was the only one of the team's five drivers to avoid Bump Day, for his first IndyCar start since last year's 500.

Team chief Michael Andretti — Marco's father and John's cousin

— said: "I knew I wasn't going to be happy either way. It was probably my worst day as an owner, for sure.

"I just knew somebody wasn't going to be happy in this team, you know, because our cars were too close together [around the qualification cut-off point]."

Andretti's cars had struggled for pace in the lead-up to qualifying, and the team boss said that he was at a loss to understand why.

"From the moment we unloaded, we had two fast cars, and we had three slow cars," he said. "We've gone through everything to try to figure it out. And we have not figured it out. That's just for speed. I really think once the race rolls around, that doesn't matter and it comes down to handling."

Hunter-Reay was thrown a lifeline on Monday when Andretti did a deal for the American to replace Bruno Junqueira in the #41 AJ Foyt entry. The car will carry both of the team's sponsors, and Hunter-Reay will start from the rear of the grid. Hunter-Reay wrote on his Twitter

Conway (l) and RHR (r) missed out, to chagrin of boss (centre)



account that the arrangement was "110 per cent a business/commercial team decision".

It is the second time in three years that former Champ Car stalwart Junqueira has been replaced for the Indy 500. The Brazilian was asked to move aside for Alex Tagliani at Conquest Racing in 2009.

Meanwhile, Andretti Autosport senior vice-president of competition Tom Anderson was fired on Monday following the team's disastrous performance in qualifying for the 500.

Anderson previously led Chip Ganassi Racing to four straight CART titles between 1996 and '99.

Junqueira has given up car to RHR



INDY 500

# Double-file restarts for Indy

**INDYCAR CEO RANDY BERNARD**

insists that he has no intention of dropping the controversial double-file restart procedure for the Indy 500, despite concerns from drivers about whether the system will be safe on the 2.5-mile oval.

The procedure has been used elsewhere by IndyCar this year, but Indianapolis will be the first race that it is used on an oval track.

The plan has been widely criticised by drivers due to the problems of cars on the outside being forced to run on the marbles, particularly late in the race. Penske's Ryan Briscoe was one of those who spoke out against it.

"This will be one of the most difficult tracks to implement this," said the Australian.

Bernard said that IndyCar officials had met last Friday to revisit the concerns, but remains adamant that the plan will go ahead.

Briscoe (leading) thinks this is a bad idea for Indy



"Our position is that it's going to happen, just like we said at the beginning of the season," he said. "I have a tremendous amount of respect for Chip Ganassi and Roger Penske, and this was their idea. This is racing."

● Bernard has confirmed that the

current-spec IndyCar will not be eligible once the new-generation cars are introduced in 2012 or '13, despite fears that the grid sizes could initially dip. "I don't think it's right to just let a car be grandfathered out there to compete if it's not competitive," he said.

INDY 500

## Minnows no shock to Chip

**TOP INDYCAR TEAM BOSS CHIP GANASSI SAYS** that he is not surprised by the 'upside-down' grid for this year's Indy 500 because teams now have so much experience with the current cars.

Alex Tagliani took a surprise pole with Sam Schmidt Motorsports and Ed Carpenter (Sarah Fisher Racing) managed to qualify eighth, while frontrunning teams such as Andretti Autosport failed to get all of their cars into the 33-strong field.

Ganassi, whose team has former winners Scott Dixon and Dario Franchitti in the top 10, said that a mixed grid was to be expected.

"Obviously we're at the end of a cycle with this car, and a lot of people have had opportunities to make mistakes running this car, so you know what not to do," he said. "A lot of people know how to make this car go fast. It's down to car set-up and then experience, and so you're seeing a lot of speeds up there. It's not that hard to go fast."



Ganassi: no Indy surprises



Carpentier failed to make it into field

INDY 500

## Carpentier crash slays Dragon

**DRAGON RACING FAILED TO MAKE THE FIELD FOR** the Indy 500 despite drafting in former Champ Car veteran Patrick Carpentier in an effort to get onto the grid.

The Jay Penske-owned team was forced onto the back foot when Renault Formula 1 reserve driver Ho-Pin Tung crashed heavily in qualifying on Saturday. His mild concussion ruled him out of participating in Bump Day.

Former Toro Rosso F1 driver Scott Speed had been hoping to make his single-seater comeback after a four-year absence in the team's other car. But, after Speed struggled for pace in the days leading up to qualifying, 39-year-old French-Canadian Carpentier was called up.

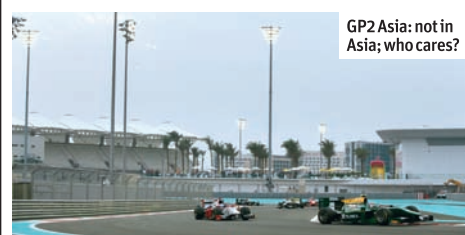
Carpentier's efforts also ended badly when he suffered an almost identical crash to Tung's during the morning warm-up on Bump Day. He was unhurt, but the lack of a back-up car ended the team's hopes of participating in the race.

"It's really disappointing," Carpentier said. "I know these guys had a tough month. I thought I'd come in and at least be able to post a time for qualifying."

## AUTOSPORT SAYS...

**GLENN FREEMAN**  
**NEWS EDITOR**

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GP2 Asia: not in Asia; who cares?

**T**his year's GP2 Asia series was only two rounds, but it was the most relevant of the four campaigns to have run under that name. That had nothing to do with the 'Asian' venues of Abu Dhabi and Imola being on the schedule, nor was there a plethora of young Asian talent on the grid.

The only reason this year's Asia series mattered was simply because it gave the teams and drivers the chance to get to grips with the new car/tyre package ahead of the races that counted towards the championship that really mattered.

Because of that, it meant we had the strongest Asia field ever, and for the first time nearly every driver signed up for both Asia and the main series.

But the races themselves, and the results, were relatively meaningless. Romain Grosjean admitted that he had little interest in winning that title for a second time, and those he defeated didn't lose any sleep over it — they were just happy to get extra track time to treat as testing.

Nobody has a problem with going to more far-flung circuits outside Europe — they'd just like it to mean a bit more. That's why the suggestion of one, expanded GP2 Series received so much support in the Barcelona paddock last weekend.

## REMEMBER WHEN...

AUGUST 23 2003



...Alex Tagliani last started from pole?

A couple of Canadian NASCAR races aside, Tagliani's Indy 500 pole ends an eight-year drought. His last came on home turf when CART visited Montreal in 2003.

## IN BRIEF



## VIETORIS TO MISS MONACO

GP2 racer Christian Vietoris (above) will miss this weekend's round in Monaco as he continues to recover from his accident in Turkey earlier this month. Vietoris, who sat out last weekend's Barcelona round, is dovetailing his GP2 season with DTM and expects to be back for next weekend's DTM race at the revamped Spielberg track.

## VEGAS ENTRY IN AUGUST

IndyCar CEO Randy Bernard expects the full list of guest drivers entered for the Las Vegas season finale to be announced on August 15. The current shortlist of around 25 names will be cut down to five, determined by both appeal and budget.

## INDY LOOKS TO GROW CALENDAR

IndyCar could expand to as many as 24 races in the future. CEO Randy Bernard said last week that a second race in Brazil, a race in China and a return to Phoenix were all on his wish list, but claimed that a stronger TV package would be needed to make it happen.

## LLOYD SCRAPES IN

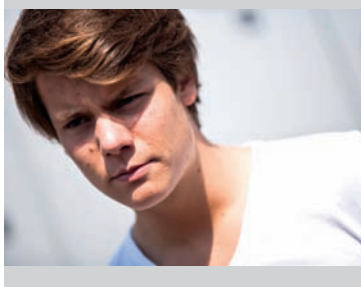
Former McLaren AUTOSPORT BRDC Award winner Alex Lloyd has described Indy 500 Bump Day as "the most stressful of my career". Lloyd just scraped onto the back row in his Dale Coyne Racing entry, in 31st.

## MORAD'S GP3 CAMEO

Canadian Daniel Morad returned to GP3 last weekend to replace Tom Dillmann at Carlin while the Frenchman was racing in the Pau International F3 race. Morad's best result was a 13th.

## TAMBAY FOR FR3.5 DEBUT

Auto GP racer Adrien Tambay will make his Formula Renault 3.5 debut in a one-off deal with Pons Racing in Monaco this weekend. The Frenchman (below) is competing to learn the circuit, and will join Briton Oli Webb at the Spanish team.



## GP2 SERIES

# GP2 could drop Asia Series

Category looks to incorporate 'flyaway' races into expanded main championship

**T**he GP2 Asia series could be scrapped in favour of an expanded main championship.

AUTOSPORT understands that GP2 bosses are weighing up whether to have one championship incorporating races outside Europe, instead of continuing with a short Asia series during the winter months. The 13 teams competing in GP2 have been made aware of the idea, and the reaction was positive in the Barcelona paddock last weekend.

One team boss said: "Asia hasn't really worked out, but an expanded main championship would make a lot of sense. That

way we can keep our foothold in that part of the world."

The number of races that would be added to the current Europe-only calendar has not been specified. Suggested additions include Bahrain, Abu Dhabi, India and Singapore. But while the teams support the plan, they are wary of adding too many races to the schedule, as it would push driver budgets for the season over €2 million.

Super Nova Racing boss David Sears said: "If we're going to do these races then I think it makes sense to have them in the main series. The races they are talking about would be good

additions to the schedule."

He added that a return to a single championship — after four years with GP2 Asia — would make life more straightforward for the teams.

"Asia didn't really attract Asian drivers as it was supposed to," said Sears. "One series would be better for the teams because we can just do deals with drivers for one championship, so there would be less messing about."

Some teams are wary of adding more than two flyaway races to the current schedule. A suggestion of book-ending the season with Bahrain and Abu Dhabi was a popular choice.

## NASCAR

## Raikkonen set for Nationwide

## FORMER WORLD CHAMPION

Kimi Raikkonen will make his NASCAR Nationwide Series debut at Charlotte this weekend in a car fielded by Joe Nemechek and Kyle Busch.

Raikkonen made his first appearance in the NASCAR Truck Series at the same venue last Friday, and survived a high-

attrition race to finish 15th — on the lead lap — after an early brush with the wall.

Now the Finn has been included on the entry list for Saturday's Nationwide event in a the Toyota normally raced by co-owner Nemechek, which is ranked 19th in owners' points.

"The racing was more fun than I expected," said Raikkonen. "You'd rather be higher up [in the order], but I'm pretty pleased with how [the truck] felt in the race. There's still a lot to learn and improve, but we didn't have any major issues."

Juan Pablo Montoya, who was Raikkonen's team-mate at McLaren in 2005 and '06, said that he was impressed with Raikkonen's first race outing in the stock car discipline.

"Kimi did really good," said Montoya. "He learned a lot. It's funny, because he started in the back and was patient, and he'll start getting it. I think when you follow people you learn what they do and you can pick it up a lot faster."

It is speculated that the Finn could make his Sprint Cup debut at the Sears Point road course next month.

**GP3 SERIES**

# GP3 driver changes likely for Valencia

**GP3 FRONTRUNNERS ANDREA**

Caldarelli and Dean Smith are both doubtful for the next round of the series in Valencia next month.

Italian Caldarelli sits second in the standings with Tech 1 Racing after the first two race weekends, but he is expected to abandon his campaign after rejoining Toyota to race in Formula Nippon in Japan.

The 21-year-old was part of the manufacturer's driver development programme until it pulled the plug on its Formula 1 team at the end of 2009.



"I'm happy to restart a collaboration with Toyota, and we are doing FNippon together," Caldarelli told AUTOSPORT. "It shows they still believe in me after they had to stop in 2009. We don't have a big budget for GP3 this year, and it's tough because I don't know if I will go to live in Japan."

Smith has entered the first two rounds of the year on a race-by-race deal with Addax, taking three points finishes in four starts.

But the Briton is yet to finalise a full-season deal with the Spanish squad.

"I hope I can continue with Addax. I'd love to commit to the whole year," said Smith, 23. "I went straight to Turkey [the first round] and I hadn't driven a GP3 car for eight months, so we're still getting the car closer to where we want it. It's thanks to the team that I've been able to drive, but I don't know about the rest of the year yet."



Racing Engineering did not compete in the first three GP2 Asia campaigns, but the Spanish squad would be happy to have non-European races added to an expanded championship.

Team boss Alfonso de Orleans Borbon said: "We definitely support this idea. If you only have one series, it is easier to sell that to sponsors. It makes more sense than a separate Asia series – for us the numbers never added up so it didn't make business sense."

"If it's only a couple of extra races, and they can keep the costs of doing those events in line with the cost of the European races, then I really hope it happens."

**P46 GP2 BARCELONA**

**SUPERLEAGUE**

# Superleague goes World Cup

**SUPERLEAGUE FORMULA CARS WILL** run in the colours of nationalities rather than football clubs in 2011.

Superleague competitions director Robin Webb explained that the move had come at the suggestion of race promoters and sponsors. But he insisted that the link with football clubs – such as Liverpool and AC Milan – on which Superleague was founded in 2008 was not being abandoned.

"The national identity will be dominant, but football clubs will be on some of the cars as sponsors," he said. "We will be unveiling the liveries in the next week, but imagine a Corinthians logo on the front and rear wings and the rest of the car very Brazilian, and you won't be far out."

"Everyone agrees that this is the way to go. We are testing the market to see what happens."

The series has been rebranded as the Superleague World Cup for its fourth season in 2011, but Webb denied that it was copying the A1GP World Cup of Motorsport that ran from 2005 to '09.

"Our business model is totally different and so are our race formats," he said. "We have our own identity."

The Superleague World Cup begins at Assen in the Netherlands on June 4/5. Only four drivers had been announced for 2011 as AUTOSPORT closed for press, but Webb promised a minimum of 14 cars and a maximum of 16.

"We are cutting our cloth according to our financial circumstances, but 16

big, noisy Superleague cars will still provide a spectacle," he said.

Eight events are planned for 2011, although Webb said there could be more if Angolan oil company Sonangol re-signs as title sponsor.

The calendar includes a Brazilian double-header, with one event at Curitiba and one at the Autodromo Goiania near Brasilia. A planned race in the Middle East is likely to be replaced by a second event in China, alongside Beijing, at either Chengdu or Shanghai.

Webb revealed that he is talking to representatives of the Hampton Downs circuit in New Zealand. This could host next year's season opener after the cars have been stored locally in the wake of this year's finale at Taupo.



**P56 KIMI IN NASCAR**



Diesel racers will still outperform petrol cars

LE MANS

# Rule tweaks slammed

Changes to level out petrol and diesel at Le Mans fall short, according to (petrol) teams

**L**ate rule changes designed to close the gap between turbodiesel and petrol LMP1 machinery ahead of next month's Le Mans 24 Hours have been slammed for not going far enough.

Leading petrol-powered teams claim that the Automobile Club de l'Ouest, the race organiser, has failed to keep its promise to use new rules introduced for this season to ensure a level playing field between different fuel technologies. They argue that the changes will do little to reduce a gap between the fastest diesel and petrol cars that stood at nine seconds at April's Test Day.

Francois Sicard, managing director of the OAK Racing team, said: "This is only a small step; we believe it is

one third of the effort required."

Le Mans legend Henri Pescarolo, whose team is returning to the 24 Hours this year, said that the moves revealed to the teams in the middle of last week had "done almost nothing".

The rate at which diesel and petrol LMP1s can refuel has been changed under article 19 of the technical regulations, which is designed to equate engine performance only. The size of the refueling nozzle has been reduced by 3mm for diesels and increased by 10mm for petrol cars.

It has also invoked one of its sporting regulations that has the target of keeping the cars within a two-per cent spread. It has modified the air-restrictor sizes and removed

10kg from the base weight of petrol LMP1s that have contested at least two races this year.

The moves have also been criticised as hurting those who can least afford to make changes, although the rules clearly state that "the slowest technology will be adjusted".

Sicard said: "If you want to get the benefit of the air-restrictor change we will have to use more revs and that will have an impact on reliability. It would seem logical to insist that the manufacturers make the effort, not the privateers."

The ACO has reduced the minimum weight of the first-generation Peugeot 908 HDi run by ORECA from 930 to 915kg.

## AT A GLANCE

### What effect will changing the refuelling rate have?

The ACO says this could gain the petrol cars as much as 22s each time in the pits, though others suggest 16s. If the cars are doing 11-lap stints, the diesels will need to be 1.5s-2s per lap quicker.

### What will the restrictor changes mean?

Engine tuner Judd explains that +0.3mm and +0.5mm (if teams opt not to remove the 10kg) represent two and three per cent increases respectively. The latter could yield as much as 18bhp, which the Pescarolo squad has calculated would be worth 0.8s a lap.

### What's the total time gain for petrols?

As much as 3s per lap, but Pescarolo insists it will be no more than 2.5s, while OAK claims 2s.

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NASCAR

## '80s REVIVAL

Mark Martin revived Hendrick Motorsports' past when he swapped to the #25 car and adopted the late Tim Richmond's 1986 livery for the All-Star race. Martin will carry the colours for four more races.

## IN BRIEF



### AUTOSPORT BACKS SILVERSTONE

AUTOSPORT will return as title sponsor of the Le Mans Series Silverstone 6 Hours this year. The race, which is scheduled for September 11, will mark the fourth year that AUTOSPORT has backed the event.

### CORE STEPS UP TO LMP2

The new CORE Autosports team, which lies one-two in the LMPC class of the American Le Mans Series, has announced its intention to graduate to the LMP2 class in 2012.

### PEUGEOT FOR N24

French sportscar drivers Alex Premat, Bruce Jouanny and Jonathan Cochet will share a factory Peugeot RCZ in the Nurburgring 24 Hours next month. The two-litre turbodiesel has been developed by Peugeot's R&D department.

### BOOST FOR LMP2

Cost-capped LMP2 cars have been given a performance break ahead of the Le Mans 24 Hours. The organisers have increased the refuelling nozzle size to speed up pitstops. The Judd-tuned BMW V8 has also been given a larger diameter restrictor.

### BREAK FOR EVORA GTE

The Lotus Evora GTE contender has been granted a double performance break for Le Mans. The car can now run at 1195kg rather than 1245kg and can run a restrictor 1.4mm bigger.

### WOOD BROS SKIP ALL-STAR

Wood Brothers Racing opted not to replace Trevor Bayne for last week's NASCAR All-Star race. Bayne earned the team an entry by winning the Daytona 500, but has been sidelined recently by an illness.

### BATHURST DEAL EXTENDED

Bathurst will remain the centerpiece of the V8 Supercar calendar for the foreseeable future after a contract extension was agreed that secures the race until 2034.



LE MANS

# Hybrid cleared for Le Mans start



Hope passed hybrid test

**THE HOPE RACING LMP1 HYBRID** has been cleared to race in next month's Le Mans 24 Hours.

The Swiss team's Lehmann-engined ORECA chassis, which uses the British Flybrid energy retrieval system, has passed the test laid down by the Le Mans organisers. It ran for the necessary 400m at 60km/h (37mph) using only retrieved energy at the Lurcy-Levis circuit last Friday.

Team boss Benoit Morand said: "We needed to do the 400m in 24 seconds and we did it in 23.2, and we still had energy left."

Hope was scheduled to undertake its first proper tests with the hybrid this week. It had two days of running planned at Magny-Cours.

Former Le Mans class winner Casper Elgaard will race the Hope hybrid alongside Jan Lammers and Steve Zacchia.

LMP1

# HPD bullish over '11 return for its LMP1

## HONDA PERFORMANCE DEVELOPMENT

is hopeful that its ARX-01e LMP1 contender will race again before the end of the season.

HPD vice-president Steve Erikson explained that he was in discussions to lease the car with which Highcroft Racing finished second in the Sebring 12 Hours in March. The car is now available

because Highcroft withdrew from the Le Mans 24 Hours and called time on its relationship with HPD last week.

Erikson, who explained that the ARX-01e was in the process of being returned to HPD, said: "We are in discussions with a group that are talking about doing a couple of races this year."

"We are in a position to make

someone a smoking deal, but we cannot sponsor them."

It is understood that the group to which Erikson is referring is led by former Le Mans winner and grand prix racer Stefan Johansson. It is an open secret that the US-based Swede is working on a programme to return to the prototype ranks.



HPD may race again during 2011 season

# PIT BITS

This week's news in bite-sized chunks

## Flashback

May 30, 1999

### SCHMIDT LEADS AT INDY

Alex Tagliani will start this year's Indy 500 from pole for Sam Schmidt Motorsports. Schmidt himself led a lap in the 1999 race – his last before the testing accident that paralysed him.



## TOP FIVE

NASCAR interlopers

Following Kimi's Truck debut – here are NASCAR's top five 'outsiders'

### 1 TONY STEWART

Arrived in NASCAR having already won the 1997 IRL crown, and has since taken two Cup titles and 39 victories.

### 2 AJ FOYT

Four-time Indy 500 winner picked up seven NASCAR wins including the 1972 Daytona 500.

### 3 MARIO ANDRETTI

Only 14 NASCAR starts but still managed to win 1967 Daytona 500.



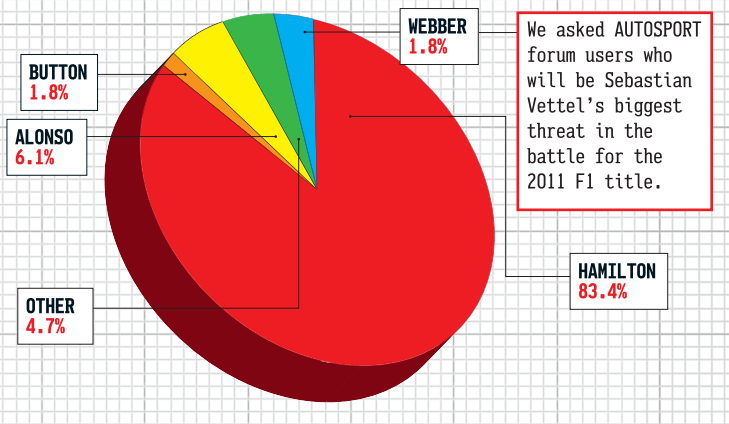
### 4 JP MONTOYA

Two NASCAR victories and counting for the seven-time grand prix winner.

### 5 MARCOS AMBROSE

Double V8 Supercar champion is now a regular Sprint Cup frontrunner.

## The burning issue



## top tweets



@AllanMcNish

Hey Dario, pity you ran out of fuel or pole could have been yours. Need a borrow of a can & \$5 for gas? (-: Go for it.



@maxpapis

I can't believe ancelpotti is out maybe now he can go to ROMA



@KevinHarvick

There are snakes all over the road...kinda wierd....



@GrahamRahal

Interesting. Guy robbing a bank across the street from me. Cop has him at gun point!



@MarioAndretti

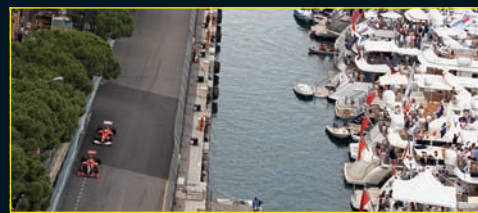
Watched the Spanish GP this AM. With all the sophisticated tools in F1, it still comes down to driver talent.



@HispaniaRacing

Narain out now and Tonio is in boxes

## NEXT WEEK



### MONACO GRAND PRIX ANALYSIS

Mark Hughes reveals all the secrets from the most famous race of them all on the streets of the Principality

### INDY 500

Find out what really happened in the 95th Indy 500 at the Brickyard



## PLUS

GP2/Renault 3.5 from Monte Carlo; World Rallying heads to Argentina; Get ready for World GT at Silverstone

# ON SALE JUNE 2

# Enough said.



Product and local stockist information, telephone 0800 515 779 or visit our website, [www.autoglym.com](http://www.autoglym.com).

DAKAR

# Mini in big push for Dakar win

X-Raid squad aims to run four Minis in South American marathon in a bid to overturn dominant Volkswagens

**F**our factory Minis are expected to start next year's Dakar Rally in the X-Raid team's biggest effort to win the marathon event to date.

Nine-time Dakar winner Stephane Peterhansel will spearhead the team's effort as the German-based outfit looks to break Volkswagen's three-year domination of the 5500-mile January event. Peterhansel, who has already won this year's Abu Dhabi Desert Challenge in a Mini, will contest the Silk Way Rally in July as further preparation for his first Dakar in one of the Countryman-based machines.

On the Mini's Dakar debut earlier

this year, Frenchman Guerlain Chicherit ran as high as ninth before crashing the car heavily during a mid-event test. Team boss Sven Quandt is confident the Mini will be challenging for victory on next year's Argentina-Chile-Peru event, which is why he has switched the focus away from BMW's X3.

"The story is about Mini and the Dakar," said Quandt. "The response we get from this car is amazing compared with the X3. Running the Mini was the best decision we ever made and that's why we're running more next year. We face a problem of production at the moment, but if we can we want four Minis and probably two BMWs."

Having been developed in just 90 days for this year's Dakar, the Mini suffered teething troubles, but Quandt believes those have been ironed out.

"The only issue we have now is of some overhang at the front and rear," he said. "Otherwise, the finish of the car is very nice. We got compliments from everybody last year — even Volkswagen!"

Despite VW confirming it will not contest next year's Dakar as a works team, Quandt says there will be no noticeable difference from last year's effort by the Race Touaregs.

"I will only believe this when I see them competing," said Quandt.

"It will be the same as before [for VW] with maybe one car less, but the same engineers."

Quandt added that he remained relaxed about what he sees as VW's stealth factory squad.

"It makes it more of a challenge for us to have VW there," he said. "The challenge pushes you and it can make the victory sweeter. In 2010, we were easily faster than them, but we had bad luck. This year they were undoubtedly faster. Next year, we will see."

VW motorsport director Kris Nissen has always stated that he feels the Race Touareg 3 has sufficient development to win next year's rally in private hands.

X-Raid hopes to take four Minis to Dakar in January



Block is not a fan of endurance events

WRC

## Block: I won't do the longer rallies

### MONSTER WORLD RALLY TEAM

driver Ken Block says he has no interest in competing on endurance-style events in the World Rally Championship.

The American says he will boycott

next year's Rally Argentina — which is expected to be the first five-day, multi-country event that breaks with a largely standardised WRC format that has been in place since 1997.

Block said: "I'm really not a fan of that kind of event. It doesn't really make sense to me that the sport's going to go back in time to this kind of thing. Rally right now is about delivering up-to-the-second results. You know, you can go

on-line and watch these events playing out, but if we go to these really long events, it makes that kind of coverage really tough, and I won't do those rallies."

Block is contesting nine WRC events this season, with his next outing coming in Argentina this week. Block has been unable to contest a full WRC programme due to his continued commitments at home in America and around the world.

# Rally Scotland bosses: 2011 is pivotal



This is year three of the current Scottish IRC deal

**RALLY OF SCOTLAND** clerk of the course Iain Campbell has admitted this October's IRC round is pivotal for the event's future.

Britain's IRC qualifier has lost money for the last two years and 2011 is the third and final year of the rally's Event Scotland backing and its

agreement with Eurosport Events to run as an IRC round.

Campbell said: "It's vital we put on a good show good this year. There's a strong desire from both Event Scotland and IRC to continue, but we need to show this event can stand on its own two feet."

As part of the build-up to the Perth-based IRC round, Rally of Scotland organisers have joined forces with the Colin McRae Forest Stages Rally team to put together a week of Scottish motorsport between the Scottish Championship round, which runs on October 1,

and the start of the IRC event the following Friday evening (October 7). A variety of promotional activities, including events at Knockhill, an autotest in Stirling town centre and an IRC driver forum at Glasgow's Museum of Transport are currently under discussion.

Running just a week after the Colin McRae Forest Stages Rally did cause Campbell some concerns for the roads. He added: "We're talking to the Forestry Commission and we have plans to work on the roads in the week between the two rallies if there's a lot of rain and the stages cut up."

## IN BRIEF



### SOLBERG TESTS IN FRANCE

Petter Solberg tested for a day in France ahead of this week's Rally Argentina. The Norwegian (above) admitted the conditions were a little too dry to be totally representative, but he felt he had made a good step, saying: "I made some quick set-up changes during the test and this can help me in Argentina if the conditions change quickly."

### LONG TEST FOR ARGENTINA

This week's Rally Argentina will include what's likely to be the longest stage of the season. Sunday's Ascunchinga test is 29.95 miles in length. Conversely, the Cabalango-Villa Garcia stage will be the one of season's shortest Powerstages at just 2.4 miles.

### ROSSETTI WINS CROATIA

Italian driver Luca Rossetti won last week's Croatia Rally, round two of the European Rally Championship. The Fiat Grande Punto S2000 driver was close to two minutes

ahead of Luca Betti's Peugeot 207 S2000. Following Rossetti's round-one win, he now holds a commanding lead in the ERC.

### SNIJERS FOR YPRES MINI

Patrick Snijers will drive a Mini S2000 on the Ypres Rally, round five of the Intercontinental Rally Challenge. The Belgian star won't be eligible for IRC points, however, as turbocharged S2000 cars aren't included in this year's series.

### MILLIONS CATCH CORSICA

More than five million people watched Eurosport's live coverage of the Tour de Corse earlier this month. The next IRC round with significant live coverage will be the Rally of Scotland in October.

### FORD DUO IN GREEK TEST

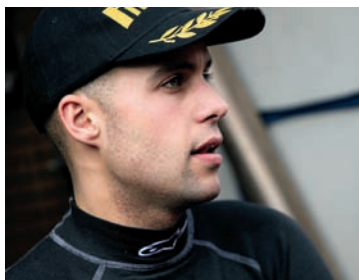
Ford drivers Mikko Hirvonen and Jari-Matti Latvala carried out their Acropolis Rally test last week. The pair completed more than 600 miles of testing in four days in the test Fiesta RS WRC. Latvala has also confirmed he will drive a Ford Escort Mk2 on the Pankki Sm-ralli in Finland on June 11.

### LOEB APPAREL IS LIVE

Sebastien Loeb has revealed his 2011 range of clothing, including T-shirts that celebrate his seventh world title and boxer shorts. See [sebastienloeb.com](http://sebastienloeb.com) for more details.

BRC

## Bogie eyes maiden BRC asphalt win



BRC points leader Bogie hasn't yet won on asphalt

### DAVID BOGIE WILL AIM TO EXTEND

his advantage at the top of the British Rally Championship table on this week's Jim Clark International Rally.

The Mitsubishi-driver has won two of the first three BRC rounds this season and holds an eight-point advantage over Elfyn Evans's Subaru. The Jim Clark is the first of three asphalt rounds to come – and Bogie hasn't won on this surface at the highest level of British rallying. Only Craig Breen has won on asphalt previously, but the Northern Irishman is highly unlikely to repeat that win driving his two-wheel-drive Fiesta.

The Jim Clark starts from Duns on Friday afternoon and finishes just over 24 hours later in the same place, following 140 competitive miles in the lanes of the Scottish Borders.

## AUTOSPORT SAYS...

**DAVID EVANS**  
RALLIES EDITOR

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**M**anchester City were still playing at Maine Road the last time a manufacturer other than Citroen won Argentina's round of the World Rally Championship. Just.

The same day that Marcus Gronholm celebrated his 2003 success in Villa Carlos Paz, City fans said goodbye to their home for the past 80 years (by losing to Southampton...). The French are fairly strong in South America. Carlos Sainz won once, but Sebastian Loeb has won the past five.

This should and will concern Ford. But what should and will concern Malcolm Wilson and his men more is that the Fiesta RS WRC has yet to win on gravel. In fact, Ford has to go back 10 months to Finland last year to spot its last gravel victory.

The upside for Ford is that Sardinia showed how close Mikko Hirvonen and Jari-Matti Latvala are, with Hirvonen finishing just a handful of seconds behind Loeb and Latvala winning seven of the 10 stages run on Saturday and Sunday. Converting that potential into looking down on everybody else on the podium will not be easy this week. The WRC's first trip south of the equator means lower temperatures and a good chance of rain, both of which mean Loeb's position at the front of the field the favoured one. Oh, and then there's the 50 miles of asphalt drafted into the route for the first time.

For those of you who have been in outer space for the past decade, Loeb's quite good on asphalt...

May 2003: last non-Citroen Argentina win



## WRC PREVIEW

Event	Rally Argentina
Based	Villa Carlos Paz
Date	May 26-29
Round	6/13
Surface	gravel
Stages	19
Mileage	234.98
Last year's winner	Hanninen (IRC)
Championship leader	Sebastien Loeb





#### SPANISH GP

Circuit de Catalunya,  
May 22

**ROUND** 5/19

**LAPS** 66

#### WINNER

Sebastian Vettel  
1h39m03.301s

#### POLE POSITION

Mark Webber  
1m20.981s

#### FASTEST LAP

Lewis Hamilton  
1m26.727s

#### RACE RATING

★★★★★

Vettel again, but he did some great post-stop passing

#### DRIVERS STANDINGS

Vettel	118pts
Hamilton	77pts
Webber	67pts

#### MILESTONES

- First Spanish GP not won from pole since 2000
- Closest-ever GP finish at this track



# VETTEL IS BEST BULL FIGHTER IN SPAIN

The world championship leader lost pole position to Red Bull team-mate Webber, but was assertive, feisty and fast in the race. By MARK HUGHES



# QUALIFYING

Webber breaks Vettel's run to take his first pole since last August

There's something about sector three here that Mark Webber has got absolutely nailed. If you saw footage of Sebastian Vettel poring over telemetry data during the weekend, it's odds-on he was looking at the overlay, trying to understand why every time they come here Mark can find just that tiny fraction more. It happened again on Saturday and Webber took his first pole of the year, though on this occasion his advantage was flattered by Vettel's KERS unit being inoperative. The closest non-Red Bull was 1s away and, just as in Turkey, Webber and Vettel called it a day after just one Q3 run apiece, the better to save a valuable set of softs.

Most KERS systems are worth around 0.5s per lap, and the common supposition was that Vettel, exactly 0.2s down on Webber, had actually done a better lap. Not so. The Red Bull KERS system was buying it only something between 0.1-0.2s, and Vettel hinted as much afterwards: "No, it's not fair to say Mark only won pole because I didn't have my KERS. He did a better job than me today." Mark seemed relieved to have got the monkey off his back. Uniquely, the RB7s were able to take the final corner with the DRS wing open, so smothered in downforce is the car.

Lewis Hamilton emerged best of the rest, but only marginally. Unlike at Istanbul Park, McLaren was never in with a shout of splitting the Red Bulls and so went into Q3 determined this time to make only one run, saving a set of tyres. Both cars made their runs early in the session. In morning practice Hamilton had too much oversteer and he went into qualifying with quite a substantially changed set-up. As he ran wide in Turn 7 in Q1, so he realised he now had a lot of understeer. "I balanced it out with the wing and the diff as best I could through the rest of qualifying," he related, quite philosophical about being 1s off the Red

Maldonado: not pretty, but fast



Bulls but looking forward to Turn 1.

Jenson Button was just 0.03s slower but remarkably that was a big enough gap for Fernando Alonso to slot his Ferrari between. He was buzzing about what had been a very special lap indeed, the Ferrari having been 0.8s adrift of the McLarens in Q2. "If I did it another 20 times I don't think I could repeat that lap," he raved. "I was absolutely on the limit in every corner. It was a really special feeling." He'd been helped by the fact that the wind direction had changed favourably since earlier in the session. Both Ferraris had used up a set of softs in Q1, though in hindsight only Felipe Massa had needed to do so. The big difference between the soft and the new hard (between 2.0 and 2.3s) meant only Red Bull and McLaren were able to comfortably get through that first hurdle without using up a set of softs. Massa never

really got a handle on it this weekend, didn't find a balance he could live with and only just scraped into Q3. He then qualified eighth, almost 1s adrift of Alonso.

The punishing aerodynamic demands of this track stretched the competitive ranking out further than at anywhere else to date. Vitaly Petrov's Renault was 1.5s slower than the identically-powered Red Bull rather than the usual 1s, but that was good enough for sixth. This was a generally fault-free, Melbourne-like performance from the Russian, working away fine-tuning the car into having a good balance. On his solitary Q3 run he lost a couple of tenths in the middle sector with an upchange glitch.

Team-mate Nick Heidfeld could take no part in qualifying after a major fire in morning practice from a cracked exhaust. The car uses more off-throttle fuel flow for the 'hot-blown' diffuser than any other, on account of its unique exhaust positioning, and this possibly played its part in the crack having such a fiery effect. The engine and car were each fire-damaged and the engine change and repairs could not be completed in time for qualifying.

Mercedes' updates – which were more remedial in nature than progressive – seemed to find less time than McLaren's, Ferrari's and Renault's, slipping the team down the order from its recent form. Both cars graduated to Q3. Nico Rosberg qualified on the softs in Q3, slotting into seventh, whereas Michael Schumacher didn't even complete a single hard-tyred lap, leaving him 10th. The cars had been set up with a significant measure of understeer to protect the rear tyres in the race.

Pastor Maldonado gave Williams its first Q3 of the season, and he proceeded to qualify ninth on his solitary run, just a couple of tenths adrift of Massa's Ferrari. Switching to the new rear wing into qualifying found him a chunk of time. Rubens Barrichello in the other FW33 failed even to make it out of Q1 after a gearbox failure.

Sebastien Buemi did a great Q2 lap to get the Toro Rosso within 0.2s of Q3, lining him up 11th, around 0.4s faster than the upgraded sister car of Jaime Alguersuari, which was a couple of places back. The Sauber of Sergio Perez was between them, the Mexican not happy with his understeery balance but a couple of places ahead of team-mate Kamui Kobayashi, who was delayed on his critical lap by Adrian Sutil's Force India getting crossed up in front of him under braking for Turn 10.

Force India had removed its update kit after Friday and elected to run both cars on hard tyres in Q2, reasoning that it wasn't going to progress to Q3 anyway and so was better off with new soft tyres for race day. Paul di Resta outqualified Sutil but they were both bettered by the soft-tyred Lotus of Heikki Kovalainen. Using tyres 2s quicker enabled him to lap 0.7s faster than the Force India.



Rarely-seen cheesy grin for Webber





Alonso and Vettel mug Webber into first turn



## RACE CONDITIONS

Held in sunny conditions, with track temperatures in the mid-30s throughout

**A**fter making the perfect qualifying lap the day before, Fernando Alonso made the perfect start, snaking the Ferrari from fourth on the grid, exquisitely second-guessing the duelling Red Bull drivers. He split to the right at the precise same split-second when Sebastian Vettel veered to the left of Mark Webber, then went wheel-to-wheel with Seb and into the lead even before they turned in.

The whole place erupted, a Latin *basso* that shook the rafters, audible above the screaming engines. It was like a Mexican wave of sound as all around that opening lap the next set of fans beheld what they could never have imagined — their man leading the pack, ahead of the Red Bulls, Lewis Hamilton and the rest. It sent shivers up the spine, one of those special sporting moments of sheer competitive will, a driver at the very height of his considerable powers and an adoring home crowd responding with rare passion. For two short opening stints the red car magnificently led the pack, but it was a cruelly deceptive picture.

As those fans made their way home in more subdued mood, it was surely incomprehensible to them how their man could have ended up a lapped fifth. He had no mechanical problems, no botched pitstops; that's just where the car — on these tyres, around this track — was at, the same

car that had been fully competitive just two weeks ago. From losing the lead at the end of that second stint to being lapped 48 laps later, he'd lost an average of almost 3s per lap. The first part had been just a beautiful illusion borne of a double whammy of human brilliance, one on Saturday, another on Sunday.

There were other anomalies too and, like the Ferrari's performance, they were all to do with these wonderfully crazy tyres. If it wasn't for the singular traits of the Pirellis, even Hamilton would surely never have been able to force Vettel into as great a drive as he delivered — and Lewis too was at his very greatest. Barcelona didn't produce the frantic passing action of Turkey or China — the corner onto the pit straight was too fast for that — but it did give a fascinating contest and, crucially, allowed three great drivers to demonstrate just how special they are, no longer constrained by being trapped into position. The strategy variations as Red Bull, McLaren and Ferrari each reacted to what the other did created the space for these artists to display their very best stuff.

The Ferrari was OK on the soft tyre, horrific on the hard. The Red Bull was nowhere near the dominant device of Saturday. The McLaren was quick, the quickest of all toward the end of the stints, when it was sliding visibly less than the Red Bull. Juggle them all up with the dynamics of the first lap, and it actually helped that the DRS zone didn't really facilitate overtaking here. It kept the leading pack together and thereby created the strategic dilemma: do you go for track position by pitting before the guy you're racing, or do you hold

your nerve, trusting that the moment of reckoning will be later on, not now as the window for the first stops begins to peep open? Is four stops better than three? You cannot know the correct answer in real time.

Webber's poor getaway from pole was another part of the opening-lap choreography that locked in the key circumstances of the race. So intent was he on squeezing Vettel subsequently — the two Red Bulls moving diagonally as they jostled each other and thereby gifting Alonso — that he lost out doubly, exiting Turn 1 in third place. Red Bull now had the tactical conundrum of trying to jump Alonso by pitting Vettel earlier, but thereby consigned Webber into pitting on the same lap as Alonso. Webber's failure to pass Alonso either on track or at the stops for the next 30-odd laps would lose the poleman around 50s over the distance. That start did for his race. In hindsight, maybe he'd have been better served by doing a three-stop rather than a four, but

it seemed no matter what he did he was tracked by Ferrari.

For that first stint they screamed round as a high-speed quartet — Alonso, Vettel, Webber, Hamilton — that quickly pulled away from a pack initially led by Vitaly Petrov's Renault. Just behind, Michael Schumacher had squeezed his Merc ahead of team-mate Nico Rosberg through Turns 2/3 for the first time, as Nico was forced to lift to avoid a wildly oversteering Petrov. Behind them, and forming the tail end of the second group, were Felipe Massa's Ferrari and Jenson Button's McLaren, once the Brit had scoured his way past Sebastien Buemi's Toro Rosso after a terrible start.

The leading cars were on their rev limiters well before the braking zone for Turn 1 and that, combined with them not being able to get close to the car ahead through the final corner, prevented any passing up front. Pitstops were going to be the only way to break that stalemate. How early dare you pit? The ►

Schumacher used his guile to beat Rosberg





Heidfeld had to fight through the minnows



Vettel scythed past Button and Massa



Perez scored points – and kept them this time

## DRIVER BY DRIVER by Edd Straw

**1**  **10/10**  
Event rating

### SEBASTIAN VETTEL

**Red Bull-Renault RB7-3**  
**Start: 2nd. Finish: 1st**  
Couldn't quite overcome loss of KERS in qualifying, allowing Webber to end his pole streak. Ran second to Alonso, undercutting him at the second stop. From there, had to absorb pressure from Hamilton during the final stint, but never looked seriously threatened.

**2**  **7/10**  
Event rating

### MARK WEBBER

**Red Bull-Renault RB7-4**  
**Start: 1st. Finish: 4th**  
More at ease with the new Pirelli rubber, meaning he seized his first pole position since last year's Belgian Grand Prix. Dropped to third early on, and time lost stuck behind Alonso in the middle of the race allowed the three-stopping Button to pass him.

**3**  **10/10**  
Event rating

### LEWIS HAMILTON

**McLaren-Mercedes MP4-26-03**  
**Start: 3rd. Finish: 2nd**  
Worked on a set-up that extended the tyre life in knowledge that he couldn't outqualify the Red Bulls. Ran behind Alonso and Vettel early on, passing the Spaniard for second during the second round of stops and harrying Vettel to the flag in the final stint.

**4**  **9/10**  
Event rating

### JENSON BUTTON

**McLaren-Mercedes MP4-26-04**  
**Start: 5th. Finish: 3rd**  
Bitterly unlucky in qualifying, where a deficit of 0.035s to Hamilton made a difference of two places on the grid. Was hung out to dry at the first corner and plunged to 10th, but fought his way up to third on a three-stopper, passing Alonso and Webber in short order.

**5**  **10/10**  
Event rating

### FERNANDO ALONSO

**Ferrari 150° Italia-288**  
**Start: 4th. Finish: 5th**  
Followed one of the best qualifying laps of his career with one of the best starts, seizing on the Ferrari-sized gap that Webber left on the run to Turn 1. Led the first 18 laps, but the car didn't have the pace. Not disappointed with a lapped fifth, which was the limit for the car.

**6**  **4/10**  
Event rating

### FELIPE MASSA

**Ferrari 150° Italia-289**  
**Start: 8th. DNF**  
Was 0.9s off Alonso in Q3, blaming the lack of balance. Mixed it in middle of the points places in first half of the race, but again struggled badly on the prime rubber, which he used for final 30 laps. Was just about to drop out of top 10 when he retired with a gearbox problem.



Shock: Barrichello started the race behind Kovalainen



◀ four-stop window opened at around lap nine, the three-stop at around lap 13. Which was better depended not just on where you were, and which traffic gaps you'd drop into, but also on how many tyres you had available, and of which type. The hard was expected to be around 1.5s per lap slower than the soft in race conditions.

Red Bull blinked first, bringing Vettel in at the end of the ninth lap. It certainly caught Ferrari by surprise, for Vettel had been only 17s in front of the back of the second group – not enough to clear it after

**“Second place would surely be considered a great performance. But, Lewis being Lewis, he wasn't satisfied with that”**

stopping. He exited behind Button, knowing he really had to make passes to have any chance of jumping the Ferrari. On his fresh softs he nailed the McLaren into Turn 5, and two turns later he was past Massa too. Yes, he had a grip advantage on his newer tyres but this was still impressive, incisive stuff and he was quickly closing down now on Rosberg. Ferrari, meanwhile, stopped Alonso in response the following lap, with Webber coming in too, a couple of seconds back.

A great in-lap from Alonso, and the delays Vettel suffered in passing Button and Massa, ensured Alonso exited the pits and arrived at Turn 1 still ahead. Just behind, Vettel was passing Rosberg into the turn as Alonso was accelerating out of it.

McLaren was in a tricky position at this point: it might have been expected to have brought Hamilton in at the same time as Alonso and

Webber on lap 10, but that would have brought Lewis out behind team-mate Button, and the plan was for Jenson to run quite a few laps longer, for he was on a three-stop. So Lewis was brought in on lap 11, with the intention of giving him a shot at the Red Bulls at the next stop. But remarkably, he jumped ahead of Webber despite stopping a lap later – and the reason for that was that Webber had not quite cleared Button either and was therefore consigned to JB's worn-tyre speed on his out-lap, just as Hamilton was making a great in-lap. Alonso-Vettel-Hamilton-Webber they now ran, virtually nothing between them.

Button, going for one stop fewer than those in front, pitted from fifth at the end of lap 14, having earlier passed Massa around the outside of Turn 1. He kept his tyres in good enough shape to maintain a strong pace for the last few laps and this leapfrogged him ahead of Rosberg. He exited his stop now just behind Schumacher, and on brand new softs almost immediately passed him between Turns 3 and 4, leaving Schuey to fend off Merc team-mate Rosberg once Nico had overtaken Petrov. Nico was all over Michael virtually throughout this race, several times getting alongside and looking like he'd be able to go faster if only he could pass. But Michael placed his car perfectly and, as the car in front, got to pit first, therefore always had strategic priority. Furthermore, Rosberg had lost radio contact with the team and his DRS was playing up.

Up front, stalemate again until the second round of stops. Red Bull again broke the deadlock by bringing Vettel in at the end of lap 18, and this time everything went perfectly: a good stop of 3.6s, a brand-new set of softs fitted, under way and out into clear air. Ferrari responded the following lap with Alonso, Fernando doing another terrific in-lap, the

stop 0.3s slower than Red Bull's. It wasn't quite enough – Vettel was comfortably ahead screaming down the pit straight as the Ferrari exited the pitlane. At this point Seb must have thought he had the back of the race broken – but he was in for a surprise. Meanwhile, Webber came out on his new softs, still just behind the Ferrari and therefore stuck to its used-soft pace, unable to access his new-tyre grip.

All this put Hamilton into a temporary lead as McLaren again left its man out a little longer, letting him run until lap 23. So good was the McLaren at the end of the stints that Lewis was able, in those four extra laps, to lap slightly quicker than Alonso – and therefore Webber – was managing on his fresher rubber. Usually, the tyre degradation is high enough for fresh tyres to be 3-4s faster than those used at the end of a stint. But Hamilton's tyres, brand-new when fitted, were only eight laps old by the time Alonso had fitted his fresh ones – which were not new, having done two laps in qualifying. With difference in tyre life of just six laps, it was enough.

Lewis's in-lap was spectacularly good, a full 1.2s faster than Alonso had managed a few laps before. These were the crucial big points and Hamilton was playing them fantastically well. Combined with another good McLaren stop (3.9s, despite a change of gun for the right-rear wheelman), it enabled him to get out ahead of Alonso/Webber and now in second, 4.9s behind Vettel at the end of the 24th lap.

Second place, splitting the Red Bulls – as he was doing here last year before his wheel failure – would surely have been considered a great performance. But, Lewis being Lewis, he wasn't satisfied with that. The day before, shortly after having qualified 1s behind the Red Bulls, he said he planned to win the race. It ▶

**7**  **8/10**  
Event rating

**MICHAEL SCHUMACHER**  
Mercedes MGP W02-01  
Start: 10th. Finish: 6th  
The 42-year-old enjoyed a revival in Spain. Lost KERS in Q3, and didn't have any fresh option rubber left, so opted not to set a time, but made a great start to run sixth. Made a three-stopper work and absorbed pressure from the DRS-less Rosberg for a best finish of the year.

**8**  **8/10**  
Event rating

**NICO ROSBERG**  
Mercedes MGP W02-07  
Start: 7th. Finish: 7th  
With focus on race pace, the German wasn't too unhappy with seventh on the grid and was confident of going forward. He lost radio early on and his DRS broke, condemning him to an afternoon stuck behind Schuey. A good salvage job in the circumstances.

**9**  **9/10**  
Event rating

**NICK HEIDFELD**  
Renault R31-04  
Start: 24th. Finish: 8th  
Proved again how good he is at recovering from a disaster in qualifying with a strong drive to eighth. Unable to qualify after a cracked exhaust set fire to his car in FP3, he ran 21 laps on the primes from the start. From there had three fresh option sets, used to great effect.

**10**  **6/10**  
Event rating

**VITALY PETROV**  
Renault R31-03  
Start: 6th. Finish: 11th  
Lost a couple of tenths in Q3, but his sixth on the grid was the maximum for Renault. Climbed to fifth place with a good start, but lost time during his second and third stints, blaming the tyres. That, and a pitstop delay, added up to a pointless afternoon.

**11**  **5/10**  
Event rating

**RUBENS BARRICHELLO**  
Williams-Cosworth FW33-03  
Start: 19th. Finish: 17th  
Another disastrous weekend for Rubens, who probably would have made Q3 but for a gearbox problem in Q1. Started on primes, but was never able to climb out of the lower-midfield, especially with the time lost to a KERS problem and a troubled pitstop.

**12**  **7/10**  
Event rating

**PASTOR MALDONADO**  
Williams-Cosworth FW33-02  
Start: 9th. Finish: 15th  
After customary Friday visit to the gravel, he excelled on Saturday by making Q3 for the first time – boosted by running Williams's new rear wing with enhanced DRS. Had a bad first lap, slipping to 13th, and his four stops handed initiative to three-stoppers he was battling.

◀ showed great spirit, but didn't seem entirely realistic. Well here he was, having fought his way through to second. Now he began to close the gap to Vettel.

Seb wasn't having an easy time of it actually. Inevitably, his KERS was playing up again, its battery modules having been replaced in *parc ferme* after failing in qualifying. It had worked fine for a while before then overheating, as it is wont to do. As it reached critical temperature he would be instructed to turn it off. This also entailed moving the brake distribution to the appropriate setting. A few laps of cooling down and the unit would be available for use again. Hamilton was having no such distractions, just charging along, taking 0.7s off here, half a second there until he was within 1s. They'd catch traffic, Seb would pull out a gap – and Lewis would slice it right back down again.

**“Button kept up more momentum and bravely turned in, his right-rear within millimetres of Webber's left-front”**

“I think we were genuinely faster,” said Lewis. “If I'd been able to pass I think I'd have pulled away. But I was losing at lot of time to Seb through the high speed corners – Turns 3, 9 and the last corner. It's incredible how much downforce he had there. But we were quicker through other corners, so it was almost balanced.”

“We were hoping for a little bit of a different race,” said Vettel, “so we need to see where our pace went.”

By lap 28 the dicing pair had pulled out 11s over Alonso and Webber, who were each brought in on the next lap. The Red Bull stop

was a full second faster than the Ferrari one and Webber was first to get under way, but with the Ferrari box further up the pitlane, Alonso was able to make a spectacular sideways exit and emerge slightly ahead as they went down there side by side. Both were now on the hard tyres – there were no more softs left – and there were another two stints to go. Yet again Webber was left frustrated, consigned to staring at the back of the Ferrari for another few laps, but this time it was much worse as the Ferrari was drastically lacking in grip on this tyre. Several times Webber would get partly alongside into Turn 1, but never quite enough. On the 33rd lap Mark made a late-braking move down the inside of Turn 10 that got him momentarily ahead but ran him out wide on the exit, enabling Fernando to sneak back ahead, wheel-to-wheel through the kink of 11, Webber having to back out of it.

So dire was the Ferrari's lack of grip on the hard that Button, on his softs, was catching them at 2s per lap. He'd be with them within three laps, and as soon as he arrived he was devastatingly precise and committed. He used his DRS on Webber down the pit straight, but Webber in turn was using his own DRS because he'd been within 1s of Alonso at the measuring point. The McLaren was on the outside as they arrived at the Turn 1 braking zone, Button kept up more momentum and bravely turned in, his right-rear within millimetres of Webber's left-front. He was through and now chasing the Ferrari, which he zapped into Turn 10 on the same lap. They exited there side-by-side – just as Alonso and Webber had done a few laps earlier – but Button, unlike Webber, had KERS at his disposal, squeezed it, and gave himself the necessary momentum



Respect between Hamilton, Vettel



Button made superb move on Webber

## DRIVER BY DRIVER by Edd Straw

**14**  **7/10**  
Event rating

**ADRIAN SUTIL**

Force India-Merc VJM04-04  
Start: 17th. Finish: 13th  
Didn't appear to be overly-distracted by off-track concerns, but couldn't match team-mate on hard tyres during Q2. Starting on primes made his life difficult at the start and he probably ran a few laps too long on the slower tyre. Solid result for the car nonetheless.

**15**  **8/10**  
Event rating

**PAUL DI RESTA**

Force India-Merc VJM04-02  
Start: 16th. Finish: 12th  
The team is struggling, but that isn't stopping the Scot from showing his class. Took qualifying score to 4-1 over Sutil and flirted with points mid-race. Ended up 12th and, despite losing some time stuck behind various Toro Rossos, executed his three-stopper to perfection.

**16**  **8/10**  
Event rating

**KAMUI KOBAYASHI**

Sauber-Ferrari C30-04  
Start: 14th. Finish: 10th  
Complained about traffic for costing him a shot at Q3, and things got worse when he was hit and suffered a left-rear puncture on lap one. From dead last it was typical Kobayashi, lapping consistently, passing when he needed to and ending in the points.

**17**  **9/10**  
Event rating

**SERGIO PEREZ**

Sauber-Ferrari C30-03  
Start: 12th. Finish: 9th  
Wasn't happy with missing Q3, but a scruffy lap still allowed him to match his best qualifying performance of the year. An early first stop to switch to primes allowed him to capitalise on the pace of the softs late on and take his first F1 points with some late-race passes.

**18**  **7/10**  
Event rating

**SEBASTIEN BUEMI**

Toro Rosso-Ferrari STR6-02  
Start: 11th. Finish: 14th  
Wasn't too disappointed to miss Q3 by a couple of tenths, as it meant he saved a set of option tyres for the race. Made another good start to run eighth, but short first stint compromised his three-stopper, giving both Force Indias the chance to jump him later in the race.

**19**  **5/10**  
Event rating

**JAIME ALGUERSUARI**

Toro Rosso-Ferrari STR6-01  
Start: 13th. Finish: 16th  
Trialled Toro Rosso's new floor/diffuser package and struggled for balance in the slow corners in qualifying on way to being outqualified by Buemi for the fourth time in five races. Ran 12th early on, but struggled for pace in the race and was again the second-best STR.



losing battle with the Mercs when on the softs, and was falling away even from them on the hards. "On the hard tyre I was having trouble even keeping the car on the road," he reported. In fact he wasn't always successful in this task. It was probably a relief when the gearbox later failed. Even had he been able to keep going he was on course to have been passed before the end by the Renault of Nick Heidfeld, which had started from the back. Heidfeld had driven a very strong race, taking full advantage of his three brand-new sets of soft tyres, and would soon pass team-mate Petrov, who'd started from the third row.

Red Bull brought its guys into the pitlane on the 39th lap, fooling Ferrari into believing the team was calling in Webber in an attempt to undercut Alonso, with the result that the Spaniard was pulled in. The Ferrari veered across into the pitlane entry, but the Red Bull kept going – and would do so for another nine laps, during which time Webber would comfortably do enough to buy his fourth pitstop and finally come out ahead. In the race's 18 remaining laps he'd pull out a minute on the Ferrari... "We did not provide Fernando with a car worthy of his calibre," said team chief Stefano Domenicali. "On a track that demands a lot of downforce we are lacking, and the effect of that was multiplied on the hard tyre, made even worse by the new harder type Pirelli brought here."

Vettel made his final stop on the 48th lap, Hamilton a lap later. There were 18 laps remaining for Lewis to find a chink in Sebastian's defences and, despite the hard tyres, he set the race's fastest lap in his chase, 0.4s quicker than Vettel's best.

With only intermittent use of his KERS, Seb was feeling vulnerable: "I could feel my tyre grip starting to go and I was praying it wasn't going to

be like China again. Then with 10 laps to go you really don't want to hear the message not to use the KERS; it wasn't what I was hoping for. I knew that's what McLaren would be waiting for."

Hamilton at this point was using a double boost of KERS, once before the start/finish line and once again afterwards. This in addition to DRS still wasn't enough to bring him properly alongside – simply because there was no way of getting quite close enough through the quick final turn as the McLaren would wash out, robbed of front downforce by the Red Bull's wake. Besides, the RB7 was devastatingly fast through there, even though into the slow and medium corners the McLaren was visibly sliding less. It remained this way to the flag, where the McLaren was 0.6s behind. It was the fourth Vettel victory in five races but surely the hardest-fought.

Finally clear of Alonso, Webber got within 5s of Button, but when Jensen then responded with some quick times Mark was told to switch off the KERS and turn everything else down. The final podium place was Button's. Alonso was a lapped fifth, poor reward for a magnificent performance, while Schumacher managed to keep Rosberg behind him to the end for sixth. Another couple of laps and Heidfeld might have passed both Mercs, but eighth, ahead of the Saubers of Sergio Perez and Kamui Kobayashi, was a fair result from last on the grid. All to do with tyre usage.

So why was a car that was unable to get within 1s of a Red Bull on Saturday able to race the RB7 so hard on a Sunday? "It's all about these tyres," replied Red Bull team boss Christian Horner. "You can get a lap from them in qualifying but you cannot abuse them in the race." Tyres – scant solace for those disappointed Alonso fans. ☒

**20**  **5/10**  
Event rating

**HEIKKI KOVALAINEN**

Lotus-Renault T128-04  
Start: 15th. DNF

On paper, 15th on the grid and a Q2 slot was a step forward, but the Finn owed his starting position largely to problems for others, plus Force India's decision to run on hard tyres in Q2. Was running 16th when he lost it on the entry to Turn 4 and speared into the wall.

**21**  **7/10**  
Event rating

**JARNO TRULLI**

Lotus-Renault T128-03  
Start: 18th. Finish: 18th

Still unhappy with power-steering system, and got stuck in second gear before he could attempt a second run in Q1. Got ahead of Kovalainen at the start and mixed it in midfield before slipping back because of exhaust problems and lack of prime-tyre pace.

**22**  **6/10**  
Event rating

**NARAIN KARTHIKEYAN**

HRT-Cosworth F111-03  
Start: 22nd. Finish: 21st

Considering it's only his fifth grand prix back after five years in the F1 wilderness, to be a tenth off Liuzzi in qualifying was a creditable effort. Stuck at it during the race despite "unbearable" pain from overheating at the back of his seat, but ended up a distant last.

**23**  **7/10**  
Event rating

**VITANTONIO LIUZZI**

HRT-Cosworth F111-02  
Start: 21st. DNF

Got within 0.5s of Glock in qualifying, a good effort even though he probably gave away a couple of tenths. Ran ahead of both Virgin's early on before slipping behind Glock as gearshift problems, which would end his race after 28 laps, set in.

**24**  **6/10**  
Event rating

**TIMO GLOCK**

Virgin-Cosworth MVR-02-02  
Start: 20th. Finish: 19th

Spent Friday trying Virgin's new Red Bull-style exhaust-blown diffuser, but reverted to old spec for qualifying. Dropped behind Liuzzi at the start, but passed the Italian in the second stint. That put him in pretty much the best possible position given his machinery.

**25**  **5/10**  
Event rating

**JEROME D'AMBROSIO**

Virgin-Cosworth MVR-02-01  
Start: 23rd. Finish: 20th

A hydraulic fault restricted him to a single run in Q1. Couldn't match Glock's pace in the race, although this was partly down to a braking-stability problem. Passed Karthikeyan early on and capitalised on Liuzzi's retirement to follow Glock home.

**FREEZE  
FRAME**

# Passing problem

**The DRS wing offered no advantage to pursuing cars during the Spanish GP, as MARK HUGHES explains**

## IT'S FOLLOW-MY-LEADER IN SPAIN

Fernando Alonso's Ferrari led the faster Red Bull of Mark Webber for 39 laps in Spain with the drag-reduction system (DRS) wing unable to offer a passing opportunity. Similarly, Lewis Hamilton was unable to put a move on Sebastian Vettel despite the advantage of a double hit of KERS and DRS, both unavailable to Seb. F1 technical delegate Charlie Whiting defended the placing of the DRS zone.

"Our view has always been we shouldn't make it easy, we should make it possible. Turkey was, I think, the right length but it was quite clear that in the early laps Nico [Rosberg] was overtaken twice. I thought that looked a bit easy, but when you actually replay it, you can see very clearly that he had a massive speed disadvantage before he got to the DRS sector."

Williams technical director Sam Michael offered: "This is the biggest test for the DRS because the corner leading onto this straight is too quick and the chicane at the end of it makes it too easy to block. Chicanes are terrible things for passing because all the driver in front has to do is stop at the apex and the other guy can't get a run on him. That's not the case at a hairpin or any other type of corner. But the main thing is the speed of the final corner."

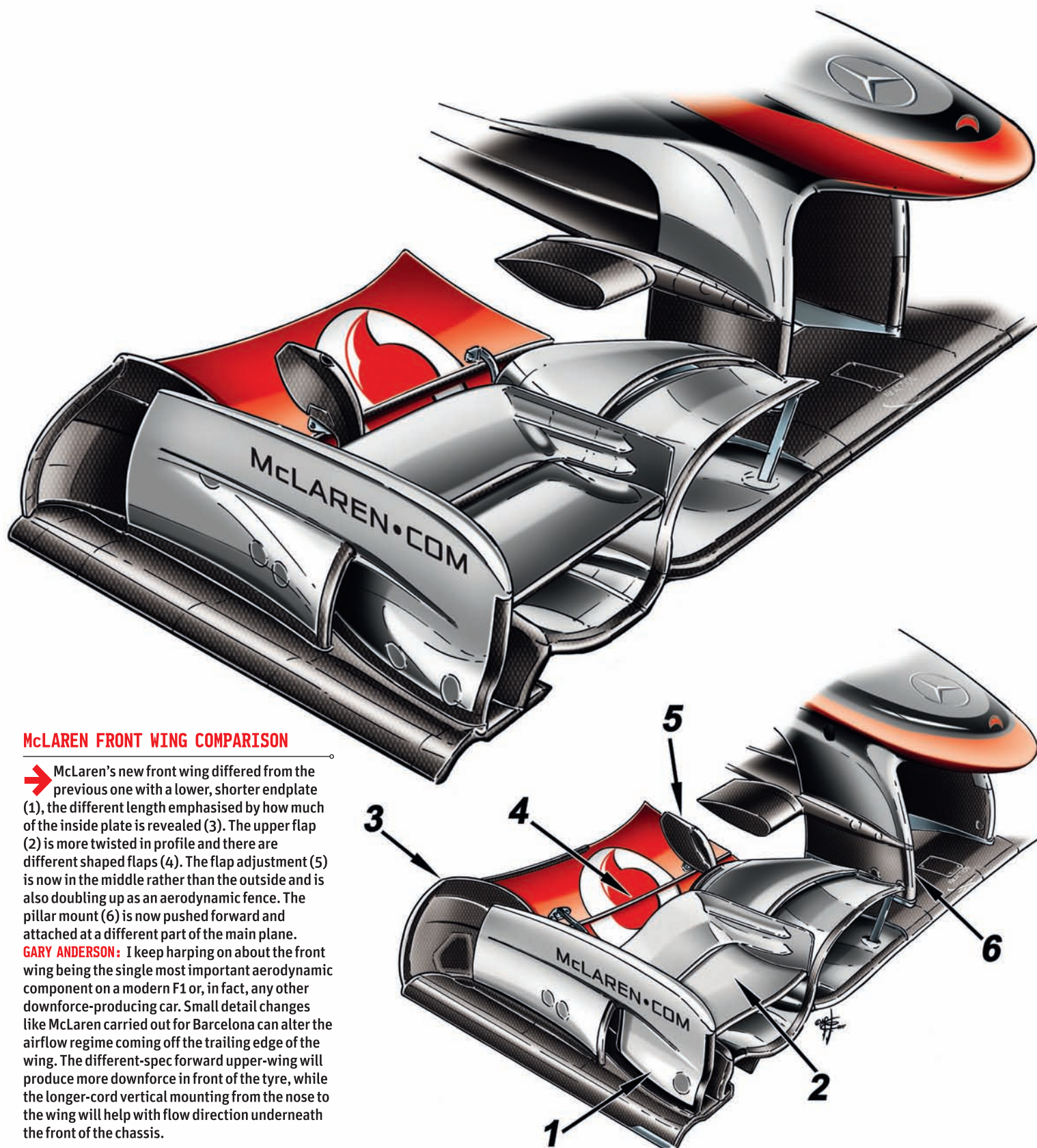




# Drawing board



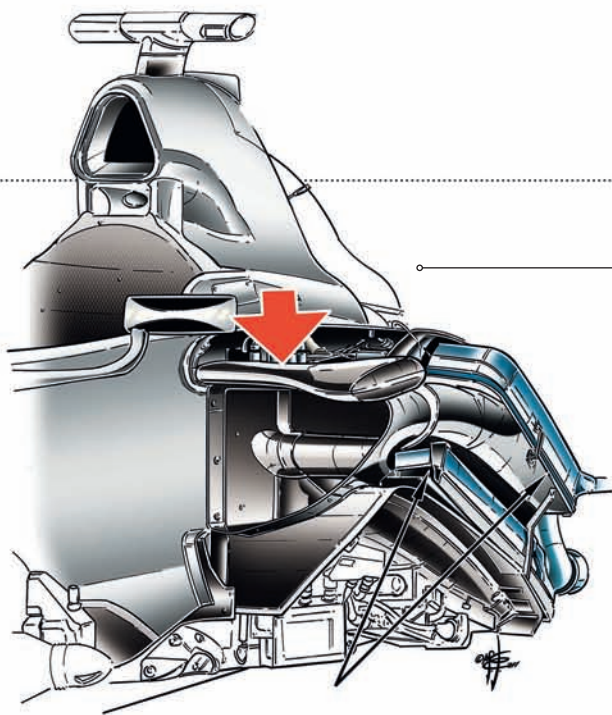
Gary Anderson, Mark Hughes and Giorgio Piola explain some of the key tweaks made by Ferrari, McLaren, Mercedes and Toro Rosso for the Barcelona weekend



## McLAREN FRONT WING COMPARISON

➔ McLaren's new front wing differed from the previous one with a lower, shorter endplate (1), the different length emphasised by how much of the inside plate is revealed (3). The upper flap (2) is more twisted in profile and there are different shaped flaps (4). The flap adjustment (5) is now in the middle rather than the outside and is also doubling up as an aerodynamic fence. The pillar mount (6) is now pushed forward and attached at a different part of the main plane.

**GARY ANDERSON:** I keep harping on about the front wing being the single most important aerodynamic component on a modern F1 or, in fact, any other downforce-producing car. Small detail changes like McLaren carried out for Barcelona can alter the airflow regime coming off the trailing edge of the wing. The different-spec forward upper-wing will produce more downforce in front of the tyre, while the longer-cord vertical mounting from the nose to the wing will help with flow direction underneath the front of the chassis.



### MERCEDES RADIATORS

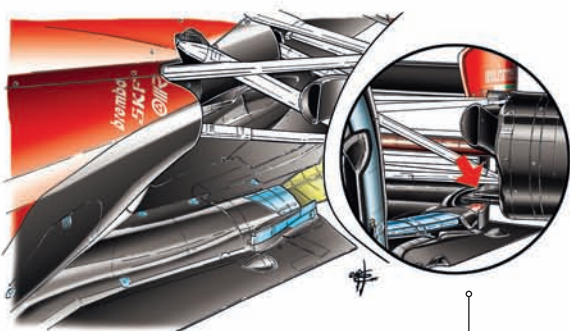
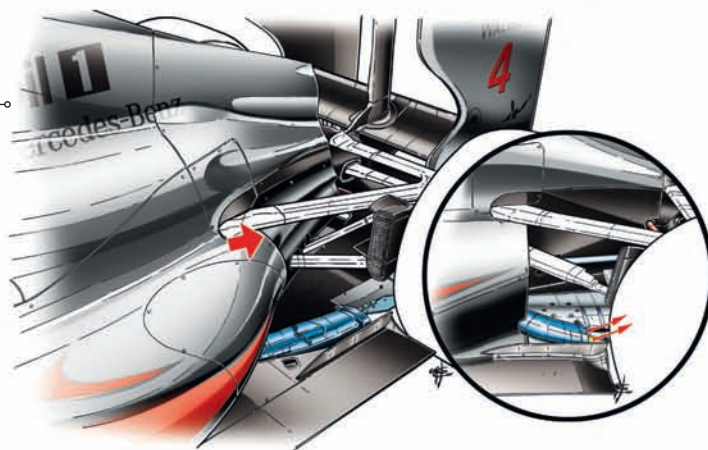
➔ Mercedes repackaged the radiator/sidepod part of its car for Spain, this attending to an inherent cooling issue it has had since its introduction. The twin-radiator layout has been part of the car since conception, allowing a more intricate placing of the radiator surfaces, though presumably with some weight penalty.

**GARY ANDERSON:** The packaging of an F1 car is like trying to fit a size 11 foot into a size-six shoe, and to add to the complication, the correct compromise of cooling versus downforce needs to be met. Mercedes started the season with a bit of a problem in this area which left it with insufficient cooling for the water, oil, hydraulic fluids and the KERS battery pack, but engineers are never keen to give anything away so with a bigger shoehorn the team managed to get a different-specification, twin-radiator configuration into more or less the same aerodynamic envelope, giving it the extra cooling required without compromising the aerodynamic performance. The repackaging of this radiator solution required Mercedes to re-design the side-impact tubes (arrowed) and do a new side-intrusion test – a test that no team wants to do too often.

### McLAREN REAR BODYWORK

➔ McLaren's update package centred upon its new front wing, extended sidepods/rear bodywork and a different angle for the exhaust routing.

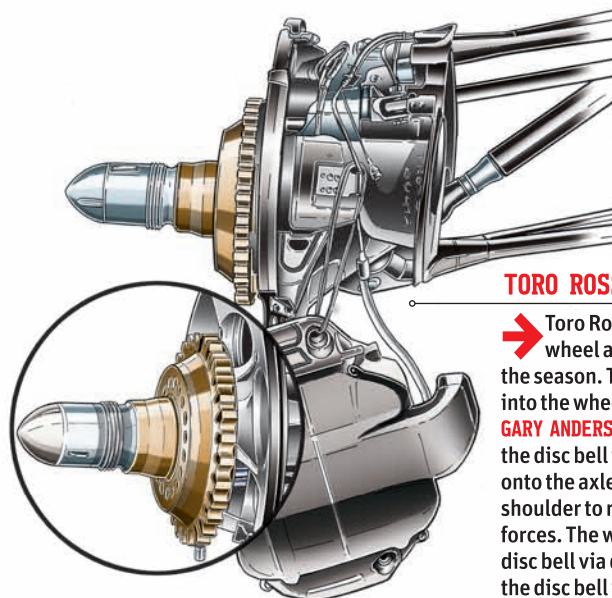
**GARY ANDERSON:** McLaren is still chasing Red Bull but the thing it and most other teams are missing is: 'what is the driving force behind the Red Bull concept?' Red Bull runs the car very differently from other teams in that its aerodynamic platform works at higher rear ride heights so their aero map would look completely different to other teams. The exhaust location and floor detail will be a very important part of how that aero map is created, yet teams seem to want to copy them and hope that it will close the gap. It's a bit like trying to finish a jigsaw with parts from a different jigsaw...



### FERRARI EXHAUSTS

➔ Now that Ferrari, like most other teams, has a more powerful off-throttle exhaust flow from its hot-blowing engine mapping, it has trained the exhaust on different downforce-producing components.

**GARY ANDERSON:** Interestingly, from this picture it can be seen how the exhaust exit points towards the downforce-producing devices mounted on the inner surface of the rear brake ducts. Producing downforce from the brake ducts, which are mounted directly on the upright assembly, means the forces don't go through the suspension medium so it's more instantaneous and directly into the tyre contact patch, giving more grip. Having the high-speed, high-energy exhaust gasses trained on this component will improve performance tenfold. This will help rear-end stability, especially under braking when weight transfer created by 5g forces makes the rear very light.



### TORO ROSSO WHEEL ASSEMBLY

➔ Toro Rosso has had this unique wheel assembly since early in the season. The bell is incorporated into the wheel hub, saving weight.

**GARY ANDERSON:** The axle will be steel, the disc bell titanium, which will press onto the axle. There will be a small shoulder to react to the wheel-clamping forces. The wheel is connected to the disc bell via drive pegs and the disc to the disc bell via the tooth drive, so the braking torque will be taken through these two drive mediums. The gold coating on the disc bell is used to harden the surface on titanium because of its stability at high temperature. Steel is used for the axle because of its stiffness.

# SPANISH GP RESULTS



## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	WEBBER	1m25.142s
2	VETTEL	1m26.149s
3	ROSBERG	1m26.379s
4	ALONSO	1m26.480s
5	PEREZ	1m26.738s
6	HAMILTON	1m26.988s
7	SCHUMACHER	1m27.016s
8	HEIDFELD	1m27.132s
9	BUTTON	1m27.138s
10	BARRICHELLO	1m27.212s
11	PETROV	1m27.241s
12	RICCIARDO	1m27.471s
13	MALDONADO	1m28.005s
14	HULKENBERG	1m28.027s
15	SUTIL	1m28.163s
16	MASSA	1m28.654s
17	KOBAYASHI	1m28.819s
18	ALGUERSUARI	1m28.995s
19	KOVALAINEN	1m29.231s
20	D'AMBROSIO	1m30.896s
21	GLOCK	1m31.235s
22	LIUZZI	1m31.268s
23	TRULLI	1m31.418s
24	KARTHIKEYAN	1m32.106s

Weather: dry

## PRACTICE 2 - Friday

POS	DRIVER	TIME
1	WEBBER	1m22.470s
2	HAMILTON	1m22.509s
3	VETTEL	1m22.826s
4	BUTTON	1m23.188s
5	ALONSO	1m23.568s
6	ROSBERG	1m23.586s
7	SCHUMACHER	1m23.981s
8	MASSA	1m24.278s
9	KOBAYASHI	1m24.290s
10	HEIDFELD	1m24.366s
11	PEREZ	1m24.483s
12	PETROV	1m24.786s
13	BUEMI	1m25.296s
14	BARRICHELLO	1m25.303s
15	ALGUERSUARI	1m25.457s
16	MALDONADO	1m25.603s
17	DI RESTA	1m26.073s
18	KOVALAINEN	1m26.417s
19	SUTIL	1m27.123s
20	TRULLI	1m27.189s
21	D'AMBROSIO	1m28.036s
22	GLOCK	1m28.062s
23	KARTHIKEYAN	1m29.469s
24	LIUZZI	1m29.476s

Weather: dry

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m21.707s
2	WEBBER	1m21.791s
3	SCHUMACHER	1m23.057s
4	HAMILTON	1m23.068s
5	BUTTON	1m23.214s
6	ROSBERG	1m23.397s
7	KOBAYASHI	1m23.669s
8	PETROV	1m24.043s
9	ALONSO	1m24.270s
10	BARRICHELLO	1m24.318s
11	MASSA	1m24.322s
12	PEREZ	1m24.329s
13	MALDONADO	1m24.399s
14	BUEMI	1m24.535s
15	SUTIL	1m24.695s
16	ALGUERSUARI	1m24.722s
17	DI RESTA	1m25.223s
18	KOVALAINEN	1m26.236s
19	TRULLI	1m27.000s
20	GLOCK	1m27.706s
21	LIUZZI	1m28.330s
22	D'AMBROSIO	1m29.057s
23	HEIDFELD	1m29.200s
24	KARTHIKEYAN	1m29.562s

Weather: dry

## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m23.619s	1m21.773s	1m20.981s
2	VETTEL	1m24.142s	1m21.540s	1m21.181s
3	HAMILTON	1m24.370s	1m22.148s	1m21.961s
4	ALONSO	1m23.485s	1m22.813s	1m21.964s
5	BUTTON	1m24.428s	1m22.050s	1m21.996s
6	PETROV	1m23.069s	1m22.948s	1m22.471s
7	ROSBERG	1m23.507s	1m22.569s	1m22.599s
8	MASSA	1m23.506s	1m23.026s	1m22.888s
9	MALDONADO	1m23.406s	1m22.854s	1m22.952s
10	SCHUMACHER	1m22.960s	1m22.671s	no time
11	BUEMI	1m23.962s	1m23.231s	-
12	PEREZ	1m24.209s	1m23.367s	-
13	ALGUERSUARI	1m24.049s	1m23.694s	-
14	KOBAYASHI	1m23.656s	1m23.702s	-
15	KOVALAINEN	1m25.874s	1m25.403s	-
16	DI RESTA	1m24.332s	1m26.126s	-
17	SUTIL	1m24.648s	1m26.571s	-
18	TRULLI	1m26.521s	-	-
19	BARRICHELLO	1m26.910s	-	-
20	GLOCK	1m27.315s	-	-
21	LIUZZI	1m27.809s	-	-
22	KARTHIKEYAN	1m27.908s	-	-
23	D'AMBROSIO	1m28.556s	-	-
24	HEIDFELD	no time	-	-

Weather: dry

## QUALIFYING

Head to head		
VETTEL	4	1
HAMILTON	4	1
ALONSO	5	0
SCHUMACHER	0	5
HEIDFELD	1	4
BARRICHELLO	3	2
SUTIL	1	4
KOBAYASHI	2	3
BUEMI	4	1
KOVALAINEN	5	0
KARTHIKEYAN	0	5
GLOCK	3	2
WEBBER		
BUTTON		
MASSA		
ROSBERG		
PETROV		
MALDONADO		
DI RESTA		
PEREZ		
ALGUERSUARI		
TRULLI		
LIUZZI		
D'AMBROSIO		



## THE GRID

2 <b>VETTEL</b> RED BULL 1m21.181s Soft	1 <b>WEBBER</b> RED BULL 1m20.981s Soft
4 <b>ALONSO</b> FERRARI 1m21.964s Soft	3 <b>HAMILTON</b> McLAREN 1m21.961s Soft
6 <b>PETROV</b> RENAULT 1m22.471s Soft	5 <b>BUTTON</b> McLAREN 1m21.996s Soft
8 <b>MASSA</b> FERRARI 1m22.888s Soft	7 <b>ROSBERG</b> MERCEDES 1m22.599s Soft
10 <b>SCHUMACHER</b> MERCEDES no time Soft	9 <b>MALDONADO</b> WILLIAMS 1m22.952s Soft
12 <b>PEREZ</b> SAUBER 1m23.367s Soft	11 <b>BUEMI</b> TORO ROSSO 1m23.231s Soft
14 <b>KOBAYASHI</b> SAUBER 1m23.702s Soft	13 <b>ALGUERSUARI</b> TORO ROSSO 1m23.694s Soft
16 <b>DI RESTA</b> FORCE INDIA 1m26.126s Soft	15 <b>KOVALAINEN</b> LOTUS 1m25.403s Soft
18 <b>TRULLI</b> LOTUS 1m26.521s Soft	17 <b>SUTIL</b> FORCE INDIA 1m26.571s Hard
20 <b>GLOCK</b> VIRGIN 1m27.315s Soft	19 <b>BARRICHELLO</b> WILLIAMS 1m26.910s Hard
22 <b>KARTHIKEYAN</b> HRT 1m27.908s Soft	21 <b>LIUZZI</b> HRT 1m27.809s Soft
24 <b>HEIDFELD</b> RENAULT no time Hard	23 <b>D'AMBROSIO</b> VIRGIN 1m28.556s Soft

**THE RACE: 66 LAPS, 190.834 MILES**

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PIITSTOP	FASTEST STOP
1	VETTEL	RED BULL-RENAULT	66	1h39m03.301s	1m27.162s	4	19.89s
2	HAMILTON	McLAREN-MERCEDES	66	+0.630s	1m26.727s	4	19.76s
3	BUTTON	McLAREN-MERCEDES	66	+35.697s	1m27.518s	3	20.02s
4	WEBBER	RED BULL-RENAULT	66	+47.966s	1m27.187s	4	19.98s
5	ALONSO	FERRARI	65	-1 lap	1m28.737s	4	20.24s
6	SCHUMACHER	MERCEDES	65	-1 lap	1m29.463s	3	20.08s
7	ROSBERG	MERCEDES	65	-1 lap	1m29.155s	3	19.53s
8	HEIDFELD	RENAULT	65	-1 lap	1m26.958s	3	20.80s
9	PEREZ	SAUBER-FERRARI	65	-1 lap	1m27.247s	3	21.14s
10	KOBAYASHI	SAUBER-FERRARI	65	-1 lap	1m27.615s	3	20.50s
11	PIetrov	RENAULT	65	-1 lap	1m29.592s	3	21.74s
12	DI RESTA	FORCE INDIA-MERCEDES	65	-1 lap	1m29.469s	3	20.07s
13	SUTIL	FORCE INDIA-MERCEDES	65	-1 lap	1m28.791s	3	20.27s
14	BUEMI	TORO ROSSO-FERRARI	65	-1 lap	1m30.049s	3	20.82s
15	MALDONADO	WILLIAMS-COSWORTH	65	-1 lap	1m29.391s	4	21.57s
16	ALGUERSUARI	TORO ROSSO-FERRARI	64	-2 laps	1m29.132s	4	20.74s
17	BARRICHELLO	WILLIAMS-COSWORTH	64	-2 laps	1m26.891s	4	20.64s
18	TRULLI	LOTUS-RENAULT	64	-2 laps	1m30.783s	3	21.72s
19	GLOCK	VIRGIN-COSWORTH	63	-3 laps	1m31.635s	3	21.17s
20	D'AMBROSIO	VIRGIN-COSWORTH	62	-4 laps	1m32.549s	3	21.71s
21	KARTHIKEYAN	HRT-COSWORTH	61	-5 laps	1m32.848s	3	24.30s
R	MASSA	FERRARI	58	gearbox	1m29.081s	3	20.80s
R	KOVALAINEN	LOTUS-RENAULT	48	crash	1m30.618s	3	20.81s
R	LIUZZI	HRT-COSWORTH	28	gearbox	1m33.884s	1	23.16s

Weather: dry. Fastest lap: Lewis HAMILTON 1m26.727s (120.071mph) on lap 52. Lap leaders: 1-10 Alonso; 11 Hamilton; 12-18 Alonso; 19-23 Ham; 24-33 Vettel; 34-35 Ham; 36-47 Vettel; 48-49 Ham; 50-66 Vettel.

## TYRE CHOICE

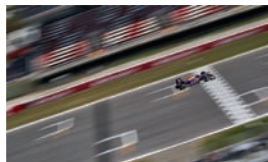
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Option tyre in bold; new set in red,  
used set in black

### SEASON SO FAR - Points and positions

POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	RK	IND	UAE	BR
1	VETTEL	118	1 <sup>st</sup>	1 <sup>st</sup>	2 <sup>nd</sup>	1 <sup>st</sup>	1 <sup>st</sup>														
2	HAMILTON	77	2 <sup>nd</sup>	8 <sup>th</sup>	1 <sup>st</sup>	4 <sup>th</sup>	2 <sup>nd</sup>														
3	WEBBER	67	5 <sup>th</sup>	4 <sup>th</sup>	3 <sup>rd</sup>	2 <sup>nd</sup>	4 <sup>th</sup>														
4	BUTTON	61	6 <sup>th</sup>	2 <sup>nd</sup>	4 <sup>th</sup>	6 <sup>th</sup>	3 <sup>rd</sup>														
5	ALONSO	51	4 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	3 <sup>rd</sup>	5 <sup>th</sup>														
6	ROSBERG	26	ret	12 <sup>th</sup>	5 <sup>th</sup>	5 <sup>th</sup>	7 <sup>th</sup>														
7	HEIDFELD	25	12 <sup>th</sup>	3 <sup>rd</sup>	12 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>														
8	MASSA	24	7 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	11 <sup>th</sup>	ret														
9	PETROV	21	3 <sup>rd</sup>	17 <sup>th</sup>	9 <sup>th</sup>	8 <sup>th</sup>	11 <sup>th</sup>														
10	SCHUMACHER	14	ret	9 <sup>th</sup>	8 <sup>th</sup>	12 <sup>th</sup>	6 <sup>th</sup>														
11	KOBAYASHI	9	dsq	7 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>	10 <sup>th</sup>														
12	BUEMI	6	8 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	9 <sup>th</sup>	14 <sup>th</sup>														
13	SUTIL	2	9 <sup>th</sup>	11 <sup>th</sup>	15 <sup>th</sup>	13 <sup>th</sup>	13 <sup>th</sup>														
14	PEREZ	2	dsq	ret	17 <sup>th</sup>	14 <sup>th</sup>	9 <sup>th</sup>														
15	DI RESTA	2	10 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	ret	12 <sup>th</sup>														
16	ALGUERSUARI	0	11 <sup>th</sup>	11 <sup>th</sup>	ret	16 <sup>th</sup>	16 <sup>th</sup>														
17	BARRICHELLO	0	ret	ret	13 <sup>th</sup>	15 <sup>th</sup>	17 <sup>th</sup>														
18	TRULLI	0	13 <sup>th</sup>	ret	19 <sup>th</sup>	18 <sup>th</sup>	18 <sup>th</sup>														
19	D'AMBROSIO	0	14 <sup>th</sup>	ret	20 <sup>th</sup>	20 <sup>th</sup>	20 <sup>th</sup>														
20	KOVALAINEN	0	ret	15 <sup>th</sup>	16 <sup>th</sup>	19 <sup>th</sup>	ret														
21	MALDONADO	0	ret	ret	18 <sup>th</sup>	17 <sup>th</sup>	15 <sup>th</sup>														
22	GLOCK	0	nc	16 <sup>th</sup>	21 <sup>st</sup>	dns	19 <sup>th</sup>														
23	KARTHIKEYAN	0	dnq	ret	23 <sup>rd</sup>	21 <sup>st</sup>	21 <sup>st</sup>														
24	LIUZZI	0	dnq	ret	22 <sup>nd</sup>	22 <sup>nd</sup>	ret														

Two female race promoters are standing on a racetrack. They are wearing red dresses with a white bow at the waist and the 'Santander' logo. The woman on the left is holding a Spanish flag. In the background, there is a large grandstand filled with spectators under a clear sky.



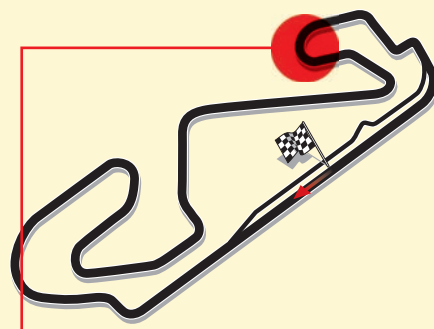
### SEASON SO FAR - Points and positions

POS	TEAM	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR
1	RED BULL	185	35	37	33	43	37														
2	McLAREN	138	26	22	37	20	33														
3	FERRARI	75	18	18	14	15	10														
4	RENAULT	46	15	15	2	10	4														
5	MERCEDES	40	0	2	14	10	14														
6	SAUBER	11	0	6	1	1	3														
7	TORO ROSSO	6	4	0	0	2	0														
8	FORCE INDIA	4	3	1	0	0	0														
9	WILLIAMS	0	0	0	0	0	0														
10	LOTUS	0	0	0	0	0	0														
11	VIRGIN	0	0	0	0	0	0														
12	HRT	0	-	0	0	0	0														



## TRACKSIDE VIEW

**Mark Hughes**  
Grand prix editor



Friday morning and the wind's blowing hard down the valley, heading back towards the Pyrenees, but no clouds block out the blue sky, only a thin contra trail of an easyJet heading back to Britain, doubtless having deposited a fresh load of race fans at the airport. Turn 12's an innocuous-looking, long, slightly uphill right-hander, part of the little complex that feeds the cars from the back straight onto the twisty slow section at the end of the lap. There's a no-man's land part to the turn, before they can get properly on the power, the car still unsettled. The off-throttle lisp of the engine betrays the hot-flow mapping. The driver has to stay patient here, wanting nothing more than to nail the gas and feel the accelerative rush, but it's too early, the long corner teases him and the engine note slowly falls, falls, falls, some dabbling on-off, hustling, like Rosberg and Webber. A Lotus bursts out of Turn 10 in a blaze of wheelspin, then Massa's Ferrari too. A Red Bull is like

**“Webber, like a shark among minnows, passes HRT and Lotus”**

a shark through minnows as Webber slices his way through a shoal comprising Toro Rosso, HRT and Lotus. Then Vettel joins in, dancing the RB7 on the edge almost immediately, filling in every bit of spare grip with the throttle, getting the car pointed early and then nailing it. At places where the others are point-and-squirt he's squirt-and-point, using the throttle early in the corner to get the yaw he wants, dominating the car, improvising. Heidfeld leaves a smoky wisp of blue from a briefly locked inner-left into the tight downhill of 13, the off-throttle note particularly distinctive with its forward exhaust and heavy off-throttle fuelling. The wind carries that rubber smoke northwards, leaving behind all the noise.



# BARCELONA

Spain  
May 20-22  
GP2 Series  
Round 2/9



## AT A GLANCE

- Race 1 **Charles Pic**
- Race 2 **Fabio Leimer**
- Pole position **Giedo v.d Garde**
- Fastest laps **van der Garde/Pic**



Van der Garde scored a pole



Pic defeats van der Garde in first race

# Pic a winner as Addax hits form

**Frenchman triumphs as unpredictable GP2 season takes another twist in Spain**



Pic's first GP2 win since Barcelona '10

**ADDAX DRIVERS CHARLES PIC** and Giedo van der Garde headed into the second round of the GP2 season refuting claims that their cars had been two of the best on the grid in the opener in Turkey. The Spanish squad came away from Istanbul Park leading the teams' championship after both drivers picked up two points finishes each.

But their expressions in response to suggestions that they looked in good shape made it clear that they were not satisfied that they were well set for 2011.

Cue a week of hard work in Spain with the team, working on getting a good car to back up the solid results they had taken away from Istanbul Park. Both drivers went to the factory in Valencia to do their bit,

and the results last weekend were very impressive. While neither Pic nor van der Garde felt their cars were anything special in Turkey, both were convinced that they were indeed at the wheel of some pretty potent kit last weekend. After their performance in the main race on Saturday, it would have taken some nerve for them to climb off the top two steps of the podium and claim otherwise.

The GP2 sweet spot in 2011 is a moving target. Teams are still learning the nuances of the new-car package, while tyres remain the biggest talking point over a weekend. But there's only so much discussion of black, round objects that anyone can handle. What was more interesting last weekend was judging the fluctuating

form of the teams.

In Turkey, the suspicion was that iSport had the best handle on being strong over a race distance. Somehow, Romain Grosjean had held on for victory in the season opener, but only just. Sam Bird looked to be holding all the serious cards heading to Spain, and his team remained quietly confident. But iSport's form had not escaped its former driver van der Garde, who brought as much knowledge with him as he could when he turned up at the Addax factory.

"In Turkey I took 10 points, but with the pace we had it should have only been five or six," said van der Garde. "We saw that iSport were extremely fast there, especially with looking after the tyres. Of course, I know a little bit about their set-up

philosophy because I used to race there, so I talked with the team and we made some changes. It worked out perfectly, we made a big step and we had the best car here."

Van der Garde got a slice of luck when Jules Bianchi was stripped of pole position for ignoring yellow flags in qualifying, leaving the Dutchman on pole. With Pic bumped up to third, Addax was in very good shape for the race. While van der Garde charged off out front

— second-placed Bird was convinced he was going too quickly to make his tyres last — Pic decided that he would take things easy behind the Briton, enabling him to only change rear tyres at his pitstop, gaining him around four seconds on those who changed all four.

That, combined with Bird hitting traffic and van der Garde getting delayed at his stop, was enough to put the Frenchman in the lead by the narrowest of

Third and Bird: podium man pits



## RACE RATING

★★★★☆

Usual story for this track. No real action at the front. Turkey mayhem seems a long time ago

## MILESTONE

Pic (right) and Leimer won the corresponding races at Barcelona last season as well



## REPORT GP2 BARCELONA

GLENN FREEMAN  
reports



margins as the two white cars arrived at Turn 1 side-by-side. From there, Pic duly led home a one-two on his team's home soil.

"In Turkey we could not fight for pole or the win, but here we could do both," said the winner. "We reacted quickly to what we learned in Turkey, which is positive, but we have to keep this level up now and that will be harder."

Bird could do nothing once he found himself in third, but there was still a

suspicion at iSport that the Spanish team's cars were helped by safety-car periods early and late in the race.

"Addax were quick here but I think we still had something over a stint," said Bird, who shares the championship lead with van der Garde. "It would have been a different story [at the end of the race] if there hadn't been a second safety car. But it shows that people are getting their heads around this and it's very close now. But I'll take

nothing away from these guys — they have done a better job here."

As for the rest of the grid, their pursuit of the sweet spot brought a mixed bag of feedback. Racing Engineering and AirAsia were two of the teams worst hit by tyre troubles in Turkey, and both made significant progress.

Arden gambled on saving tyres in practice to execute a two-stop strategy with Jolyon Palmer in the race, but the two safety-car periods negated any potential for that plan to work.

ART's form will remain a bit of a mystery until Jules Bianchi has a clean weekend (a 10-place grid penalty and race-two start crash was some way off that), while DAMS driver Romain Grosjean was quiet in race one, before losing his fourth place after scrutineering.

There were ominous signs in race two though, where Grosjean loitered towards the back of the field until eight laps to go, when he pulled the pin and drove from 19th to ninth, passing people wherever he wished.

And what of reigning champion team Rapax? A glance at the panel to the right will tell you Fabio Leimer's remarkable story... ❧

## Rapax man scythes from last



Leimer leads Clos on way to victory

**WHEN FABIO LEIMER TOOK UP THE FINAL GRID SLOT FOR Saturday's main race, there was no way he could imagine that he'd be taking a dominant lights-to-flag victory from pole position the next morning.**

The Swiss driver's Rapax car had gone into safe mode due to falling oil pressure in qualifying, meaning he was unable to set a time. But while Addax was taking all the plaudits after taking a one-two finish, it was noteworthy that Leimer had climbed to ninth by the end. He'd been helped by having nothing but brand-new tyres available thanks to no running in qualifying, but it was an impressive drive that hinted that last year's championship-winning team had, like Addax, done its homework since the season opener.

When Romain Grosjean's car failed a ride-height test post-race, Leimer was promoted to eighth, giving him pole for race two. He stormed away, and even had the nerve to push in the closing stages to prove just how good his car was.

"My aim was to finish the first race eighth, but it's difficult to do that," said Leimer. "We did a perfect job to get to ninth, and then I got lucky [with Grosjean's exclusion] and got P8. Then from pole it was quite an easy race. I was watching [second-placed] Dani Clos in the mirrors, and when I saw he couldn't go any faster I started saving my tyres. Then when he really started to struggle I pushed a bit more. It was the perfect strategy."



Bianchi's race two ended like this



Grosjean charged past Palmer, Aleshin

## RESULTS

GP2 Series, Barcelona (E), May 20-22, round 2 of 9

GRID	
1 V.D. GARDE 1:30.473	2 BIRD 1:30.488
3 PIC 1:30.616	4 GROSJEAN 1:30.807
5 VALSECCHI 1:30.820	6 CLOS 1:30.927
7 ERICSSON 1:30.935	8 COLETTI 1:30.974
9 FILIPPI 1:31.084	10 CHILTON 1:31.192
11 BIANCHI 1:30.369*	12 KRAL 1:31.447
13 RAZIA 1:31.513	14 HERCK 1:31.527
15 PARENTE 1:31.636	16 GUTIERREZ 1:31.645
17 CECCON 1:31.670	18 GONZALEZ 1:31.694
19 MIROCHA 1:31.757	20 VARHAUG 1:31.779
21 FAUZY 1:31.821	22 PALMER 1:31.822
23 ALESHIN 1:31.977	24 CECOTTO 1:33.246
25 LEAL 1:32.934*	26 LEIMER no time

RACE 1 - 34 LAPS, 98.266 MILES				
POS	NAME	TEAM	TIME	GRID
1	Charles Pic (F)	Addax Team	1h00m32.817s	3
2	Giedo van der Garde (NL)	Addax Team	+1.444s	1
3	Sam Bird (GB)	iSport International	+2.773s	2
4	Davide Valsecchi (I)	Team AirAsia	+10.011s	5
5	Marcus Ericsson (S)	iSport International	+10.518s	7
6	Dani Clos (E)	Racing Engineering	+16.534s	6
7	Jules Bianchi (F)	ART Grand Prix	+16.979s	11
8	Fabio Leimer (CH)	Rapax	+17.419s	26
9	Josef Kral (CZ)	Arden International	+21.726s	12
10	Stefano Coletti (MC)	Trident Racing	+24.492s	8
11	Alvaro Parente (P)	Racing Engineering	+24.715s	15
12	Max Chilton (GB)	Carlin	+25.349s	10
13	Fatruf Fauzy (MAL)	Super Nova Racing	+25.841s	21
14	Johnny Cecotto Jr (YV)	Ocean Racing Technology	+28.469s	24
15	Pal Varhaug (N)	DAMS	+35.890s	20
16	Mikhail Aleshin (RUS)	Carlin	+37.837s	23
17	Julian Leal (CO)	Rapax	+38.135s	25
18	Jolyon Palmer (GB)	Arden International	+38.723s	22
19	Kevin Ceccon (I)	Scuderia Coloni	+39.033s	17
20	Rodolfo Gonzalez (YV)	Trident Racing	+41.999s	18
21	Kevin Mirocha (D)	Ocean Racing Technology	-1 lap	19
R	Michael Herck (RO)	Scuderia Coloni	21 laps-accident	14
R	Esteban Gutierrez (MEX)	ART Grand Prix	21 laps-accident	16
R	Luiz Razia (BR)	Team AirAsia	11 laps-gearbox	13
R	Luca Filippi (I)	Super Nova Racing	0 laps-accident	9
EX	Romain Grosjean (F)	DAMS	+7.958s	4

RACE 2 - 26 LAPS, 75.126 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Leimer	45m26.885s	1
2	Clos	+10.190s	3
3	Ericsson	+20.711s	4
4	Valsecchi	+20.926s	5
5	Bird	+27.339s	6
6	Fauzy	+38.974s	13
7	Parente	+40.280s	11
8	Varhaug	+41.855s	15
9	Grosjean	+41.925s	26
10	Gonzalez	+51.503s	20
11	Chilton	+52.553s	12
12	Gutierrez	+1m02.219s	25
13	Cecotto	+1m03.298s	14
14	Leal	+1m03.416s	17
15	Ceccon	+1m03.604s	19
16	Mirocha	+1m04.895s	21
17	Palmer	+1m05.099s	18
18	Aleshin	+1m19.938s	16
19	Pic	+1m26.905s	8
20	Coletti	24 laps-accident	10
21	Kral	24 laps-accident	9
R	Razia	22 laps-accident	23
R	Filippi	21 laps-accident	24
R	Herck	12 laps-accident	22
R	Bianchi	0 laps-accident	2
R	van der Garde	0 laps-accident	7

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1=	van der Garde	21
1=	Bird	21
3	Pic	15
4	Grosjean	13
5	Coletti	10
6	Clos	9
7=	Leimer	8
7=	Ericsson	8
7=	Bianchi	8
7=	Valsecchi	8
POS TEAM PTS		
1	Addax Team	36
2	iSport	29
3	DAMS	13
4	Team AirAsia	11
5	Trident Racing	10
6	Racing Engineering	9

KEY R=retired; EX=excluded;  
\*10-place grid penalty.  
Race 1 Winner's average speed:  
97.378mph. Fastest lap: van der  
Garde, 1m33.959s, 110.824mph.  
Race 2 Winner's average speed:  
99.180mph. Fastest lap: Pic,  
1m33.725s, 111.100mph.

## BARCELONA

 Spain

May 20-22  
GP3 Series  
Round 2/8



### QUICK RESULTS

- Race 1 winner **Mitch Evans**
- Race 2 winner **Tamas Pal Kiss**
- Pole position **Mitch Evans**
- Fastest laps **Bottas/Caldarelli**



A Barcelona podium man. And Mark Webber

# Webber's protege makes a splash in Europe

Sixteen-year-old Kiwi takes his dominant first win for Red Bull star's GP3 team



Winner Evans drives away from Calado



Vainio holds off team-mate Caldarelli

### KIWI MITCH EVANS

announced his arrival in European motorsport at Barcelona last weekend, on just his second competitive outing since taking his racing career away from the Southern Hemisphere.

The MW Arden driver edged championship frontrunner Andrea Caldarelli by one thousandth of a second in qualifying, but there were no such small margins in the race. The 16-year-old protege of Mark Webber didn't put a wheel wrong on his way to a landmark victory that he made look very straightforward.

"This is very special," said the winner, who celebrated

on the podium with team co-owner Webber looking on. "My first win in Europe, it's huge. It's going to be one of the most special moments of my career so to share it with Mark is just amazing."

Evans had enough in hand that he could manage the race throughout, mindful of the tyre-wear problems that had blighted much of the field first time out in Turkey. He stretched the gap to nearly three seconds before backing off to bring it home, and he admitted that he always had it under control.

"We had a fair bit of pace up our sleeve," he added. "The car was good throughout the race, so I was just trying to control



**RACE RATING** ★★★★★ GP3 is a rival to Formula 3 - and the racing's just like it as well

**"I didn't think I had the speed to win, so this is unbelievable!"**

Tamas Pal Kiss surprises himself in reversed-gridder

## REPORT GP3 BARCELONA

**GLENN FREEMAN**  
reports



PORSCHE SUPERCUP BARCELONA (E), MAY 22, RD 2/9

# Edwards is the guy to beat handy Tandy

SEAN EDWARDS AND NICK TANDY made it a one-two for Brits in the Porsche Supercup race at Barcelona. For Edwards the win made up for last year, when he lost victory after being penalised for a late-race clash with Jeroen Bleekemolen.

Edwards and Tandy shared the front row after qualifying, the latter struggling with a recurring tonsil problem that left him feeling under the weather. At the start Edwards got away perfectly, but Tandy was squeezed out by Kuba Giermaziak, and then found himself dumped down to fourth by Kevin Estre.

"I put myself in the wrong position through Turns 1 and 2," he said. "I thought Kuba would give me room on the exit, but it was his option to take the line and squeeze me out, which dropped me behind Kevin as well."

With his main rival stuck, Edwards was able to control his pace on his way to a straightforward win, his main concern avoiding any speeding penalties when a yellow flag flew for several laps.

"It was a perfect weekend really," he said. "It was similar to last year, except that this year there was no battle on the last

lap! The start was key, just getting to the first corner first, and then Tandy had a bit of a duel with some of the guys and I had a big gap."

Meanwhile, Tandy overcame his illness to pass Giermaziak and Estre in what was a good exercise in damage-limitation. "To be honest I felt at my best in the race car, because I didn't really think about it then," he said. "Sean was just a bit too good this weekend."

Bleekemolen struggled with handling problems on the way to fifth, ahead of Stefan Rosina,

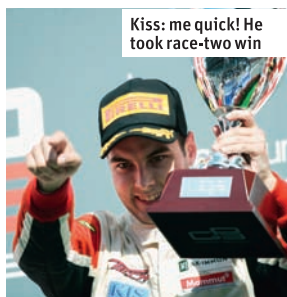
champion Rene Rast and Norbert Siedler. It says a lot about the competitiveness of the series that Istanbul Park winner Christian Engelhart could not better ninth.

● Adam Cooper

### RESULTS

**1 Sean Edwards**, 14 laps in 26m33.468s; 2 Nick Tandy, +5.581s; 3 Kuba Giermaziak; 4 Kevin Estre; 5 Jeroen Bleekemolen; 6 Stefan Rosina; 7 Rene Rast; 8 Norbert Siedler; 9 Christian Engelhart; 10 Patrick Huisman. **Points** 1 Edwards, 36; 2 Tandy, 36; 3 Engelhart, 29; 4 Giermaziak, 25; 5 Siedler, 24; 6 Estre, 22.

Edwards (right) sprays Tandy



Kiss: me quick! He took race-two win

the guys behind. The tyres weren't too bad compared to Turkey, so I could push at the end if I wanted to."

Of the 16 laps on Saturday, the only time Evans came under any pressure was on the run to the first corner. His getaway wasn't great - in his own words he "made a meal of it"

- but Caldarelli was unable to capitalise despite initially getting slightly ahead as the drag race to Turn 1 got under way. Evans's recovery looked surprisingly easy, but the Italian offered an explanation.

"The temperatures were too high in the engine, so I lost power," said Caldarelli, who sits second in the championship but is expected to abandon his GP3 campaign to race in Formula Nippon with Toyota. "Maybe I pushed too much on the warm-up lap. With every gear change I lost a little bit more."

Things got worse for Caldarelli, as ART-run Briton James Calado pulled

off a brave move around the outside into Turn 1 to take second, and a mistake by the Italian further round the lap allowed Tech 1 team-mate Aaro Vainio into third. The scrap for the final podium spot was about as close as the race got to providing any entertainment after that, but Vainio somehow held on despite managing to lock his left-front wheel at every opportunity in the closing laps.

The third Tech 1 car got in on the act on Sunday, as Hungarian Formula Renault UK graduate Tamas Pal Kiss turned a reversed-grid pole position into a straightforward victory. Behind him, championship

leader Nigel Melker pipped Dean Smith at the start to grab second, as the Dutchman continued the momentum he built up in the first weekend to make it three podium finishes from four starts. But despite another solid points haul, Melker was frustrated by an early-race safety-car period for a dramatic startline crash, in which Marlon Stockinger and Alexander Sims hit the stalled Nico Muller.

Melker, like most of the field, bemoaned how hard it was for cars to follow each other closely last weekend. That came as a little bit of a surprise as it hadn't been the case in Turkey.

Everyone will be hoping that the racing is a bit more open when GP3 returns to action on the streets of Valencia, supporting the European Grand Prix, in one month's time.

### RESULTS

**Race 1 1 Mitch Evans**, 16 laps in 27m19.175s; 2 James Calado, +1.885s; 3 Aaro Vainio; 4 Andrea Caldarelli; 5 Nico Muller; 6 Nigel Melker; 7 Dean Smith; 8 Tamas Pal Kiss; 9 Vittorio Ghirelli; 10 Valtteri Bottas. **Race 2 1 Kiss**, 16 laps in 31m08.280s; 2 Melker, +1.294s; 3 Smith; 4 Caldarelli; 5 Evans; 6 Gabby Chaves; 7 Bottas; 8 Ghirelli; 9 Lewis Williamson; 10 Zoel Amberg. **Points** 1 Melker, 22; 2 Caldarelli, 20; 3 Evans, 17; 4 Alexander Sims, 8; 5 Calado, 8; 6 Tom Dillmann, 8.



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Championship**



**FIA GT3 European  
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FIA F3 INTERNATIONAL TROPHY

Round 2/6

**AT A GLANCE**

- Winner **Marco Wittmann**
- Pole position **Marco Wittmann**
- Fastest lap **Marco Wittmann**

**REPORT**  
INTERNATIONAL F3 PAU**PETER MILLS**  
reports

# Marco Pau-lo!

**Wittmann made his first visit to the French street track, and took victory with the local-leviathan Signature team**

**Wittmann leads**  
forlorn chaser Merhi

**AFTER A TRYING START** to the season, reigning Euro Series champion team Signature was boosted in its preparations for its home event in Pau by Marco Wittmann's victory at Zandvoort a week prior to the race.

Journeying to the foot of the Pyrenees for the second round of the FIA International Trophy, Philippe Sinault's team had an expectant local crowd and continued pressure from VW to satisfy. But with eight Formula 3 victories at the Bearn capital already to its name, the setting was ideal for the four-car squad to continue its new-found momentum.

While Wittmann was perhaps expected to lead the charge, team-mate Carlos Munoz raised Gallic

eyebrows with his pace through practice.

The Colombian could count on valuable track experience from a distant Formula Renault WEC meeting, and secured provisional pole in first qualifying. But Wittmann was always in touch and responded during Saturday afternoon's humid final session to steal pole by a tenth. Critically, on such a tight circuit, Signature had locked out the front row.

The Mercedes-powered Prema cars lined up directly behind. Worryingly for team boss Angelo Rosin, there was little sign that his Spanish pairing, Daniel Juncadella ahead of FIA points leader Roberto Merhi on this occasion, had much to offer in response.

Revelling in the F3

qualifying action at the spectacular Foch sequence, Sinault was ebullient: "I go to watch there whenever I can as it's really where you see the human element in F3. I was delighted with Carlos's performance."

Sadly the start would pose trouble for Munoz. He was extremely slow away, slipping to fifth, and provided Merhi's reflexes with an inopportune workout. The Valencia driver just avoided contact, and still appeared to be operating on instincts when he darted around the outside of Juncadella for second at Virage Gare.

Hopes that an entertaining race might be in prospect were tempered by recollections of Merhi's difficulties in qualifying. On old tyres, Merhi had held P1 midway through the decisive final session. But a new-tyre run failed to bring expected gains. The suspicious Yokohamas in question were duly rejected prior to the race in favour of a proven set, but the decision would have consequences as Merhi explained: "It meant I

started on tyres that had done, if not 15, at least 10 laps more than the others."

The leading trio pulled rapidly away from fourth-placed Daniel Abt (Signature). On lap two, Merhi was tucked behind Wittmann as the pair raced past the pits. The leader was forced to cover the inside line, and in doing so suddenly locked up all four wheels. "It was a bit of a shock – the mistake was just down to being on the dirt off line," said Wittmann.

Having evaded flat-spotting his tyres, the German knuckled down to some precision racecraft and superlative lap times. A considerable distance to the Prema pair was stretched as Merhi began to encounter trouble. "From lap 16 I was really struggling for grip," Merhi admitted.

Juncadella circulated inches from his team-mate's gearbox, but a passing opportunity didn't materialise. Merhi was some 15s adrift at chequered flag but, with Wittmann not registered for the FIA Trophy, Merhi extends

his points lead to 33.

Laurens Vanthoor was the only Signature driver not to finish. The Belgian was recovering ground after being forced to start last, following an engine-change penalty, when he found the barriers on the approach to the Foch chicane.

Tom Dillmann's switch to Motopark (after driving for Carlin at Hockenheim) ended in disappointment. The only Frenchman in the field ground to a halt when sixth. Marko Asmer, 2007 British F3 champ, recovered to seventh behind Double R team-mate Pipo Derani after dropping to last at the start.

**RESULTS**

**1 Marco Wittmann (Dallara-VW F308)**, 35 laps in 42m01.758s; 2 Roberto Merhi (D-Mercedes F308), +14.943s; 3 Daniel Juncadella (DM F309); 4 Daniel Abt (DV F308); 5 Carlos Munoz (DV F308); 6 Pipo Derani (DM F308); 7 Marko Asmer (DM F308); 8 Kimiya Sato (DV F308); 9 Carlos Huertas (DV F308); 10 Richard Bradley (DV F308). **Fastest lap** Wittmann, 1m11.228s, 86.68mph. **Points** 1 Merhi, 68; 2 Juncadella, 35; 3 Abt, 32; 4 Munoz, 16; 5 Vanthoor, 15; 6 Sato, 5.

**Wittmann celebrates**  
with team boss Sinault

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## INTERNATIONAL RACES & RESULTS

### NASCAR SPRINT CUP

Charlotte (USA), All-Star Race

## QUICK RESULTS

- Winner Carl Edwards
- Winner seg 1 Greg Biffle
- Winner seg 2 Carl Edwards
- Winner seg 3 Carl Edwards

**RACE RATING** Great format, but  
★★★★☆ Edwards was just  
too quick up front

## REPORTS

### WORLD OF SPORT

Edwards 'drained' after post-race accident



NASCAR SPRINT CUP CHARLOTTE (USA), MAY 21, ALL-STAR RACE

# Edwards: a flickback, a near-flip and a backflip

IT WAS A PURE QUESTION of Sport 'What Happened Next?' moment. Carl Edwards had just radioed into his Roush Fenway team to check that he had indeed just won the million-dollar NASCAR All-Star race. On hearing the affirmative he turned his Ford Fusion hard left onto the infield, where a controlled spin across the grass would have been a fitting celebration following a race he had utterly dominated.

But lurking in the grass was a drain cover, which he whacked at considerable speed. He was briefly pitched up into the air, coming inches from flipping, before the car crashed down to earth with substantial front-end damage. When the car finally rolled to a halt

he gave a sheepish wave to the crowd before indulging in his customary victory backflip from the roof of his battered winning machine.

"I feel so bad about tearing up the car," said a rueful Edwards, "but Bob [Osbourne, his crew chief] says he's got a faster one for next week, so I'm pretty excited. It's just unreal. It still hasn't sunk in. This is the All-Star Race and we just won it!"

Edwards also crossed the line first in two of the race's cash-paying segments, adding another \$150,000 to the prize pot, and no doubt easing team owner Jack Roush's rage at the repair bill. The only slice of the prize that didn't fall his way went to team-mate Greg Biffle, who comfortably led

the opening segment to pocket \$25,000. But the balance of his Ford deteriorated, leaving the Joe Gibbs Toyota of Kyle Busch to take the fight to Edwards.

Busch was sensational at the restarts, regularly shooting off into the lead when the green flag fell. But when it counted, ahead of the final 10-lap dash to the flag, Edwards nailed his getaway while Busch ran side-by-side with Biffle. Over the final two laps, Busch started to carve into Edwards' lead, but it was too little too late.

David Reutimann (Toyota) drove a strong final stint to take a great third for Michael Waltrip Racing while, on the day after his 40th birthday, Tony Stewart had a good run and took fourth.

David Ragan showed the strength of the Roush/Ford package by taking a comfortable win in the 40-lap Sprint Showdown qualifying race. He ran at the front for every one of

the first 20 laps prior to the enforced half-time break. Penske's Brad Keselowski shot to the front at the restart in his Dodge, and he and Ragan pulled comfortably away from the rest. Heading into the final lap, Ragan made the decisive move to take the win.

Dale Earnhardt Jr unsurprisingly won the fan vote to claim his place in the All-Star event, but the Hendrick Chevy driver made little impression and came home 14th.

Ragan fared better, climbing through the pack to eighth. This ensured that all four Roush cars made the top 10, as Biffle eventually came home fifth just ahead of the sister Ford of Matt Kenseth.

● Connell Sanders Jr

## RESULTS

1 Carl Edwards (Ford Fusion), 100 laps in 1h10m24s; 2 Kyle Busch (Toyota Camry), +0.443s; 3 David Reutimann (Toyota); 4 Tony Stewart (Chevrolet Impala); 5 Greg Biffle (Ford); 6 Matt Kenseth (Ford); 7 Denny Hamlin (Toyota); 8 David Ragan (Ford); 9 Kevin Harvick (Chevy); 10 Ryan Newman (Chevy).

**STENHOUSE BREAKS CUP DRIVERS' STREAK IN NATIONWIDE**  
Ricky Stenhouse Jr held off Roush Ford team-mate Carl Edwards to become the first Nationwide regular to beat the Cup stars in 15 months at Iowa Speedway on Sunday afternoon



Castrol **EDGE** Rankings

- |   |                  |   |        |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 26,884 |
| 2 | Mark Webber      | ◇ | 21,830 |
| 3 | Lewis Hamilton   | ▲ | 20,574 |
| 4 | Sebastien Loeb   | ▼ | 20,139 |
| 5 | Fernando Alonso  | ▼ | 19,639 |

Ranking the world's best drivers

## WHAT HAPPENED THIS WEEK

Away from F1 there wasn't much action at the top end of the table. Notable moves were made by NASCAR Truck debutant Kimi Raikkonen (154), Australian V8 Supercar dominator Jamie Whincup (68) and Scandinavian Touring Car victor Fredrik Ekblom (678).

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

Winner Bright chases Lowndes



V8 SUPERCARS WINTON (AUS), MAY 21-22, RD 5/14

## Whincup, Bright out of the darkness

**JAMIE WHINCUP AND** Jason Bright shared the V8 Supercar wins at Barbagallo last month, and they did it again at Winton Motor Raceway.

But the contrast between the two drivers' victories could not be greater. Whincup dominated

Saturday's 40-lap race, taking control early and leading the way to his fifth win in 11 starts this season in his Triple 8 Holden.

But on Sunday, while Whincup was fighting Garth Tander on the track and in the pitlane, Bright rode a different strategy and

his late-race tyre grip allowed him to fly through the top 10 to take the lead with two laps remaining. In fact, Whincup made the decision to let him past and held on to take second.

"We did it the hard way," said exhausted Brad Jones Holden driver Bright, who

battled his way through the 67 laps without a cool suit.

"We had a good car and good tyre life, but having to pass all of those cars around this joint was hard work."

Third was a great result for Tander, who had his tyres lose all their grip in the last three laps of Saturday's race. Overnight changes to the works Holden made a world of difference, and Tander passed Whincup for the lead twice. But by the end he was under pressure himself, and only just held off the Stone Bros Ford of Shane van Gisbergen for a podium finish.

Perhaps the story of the weekend though was who did not score well. Much was expected from defending champion James Courtney, who was so dominant on the track a year ago, but after salvaging eighth on Saturday he was out of contention early on Sunday after breaking his steering in a multi-car pile-up. The loss of points, and Whincup's one-two weekend, virtually rule HRT driver Courtney

out of title contention, even with more than half of the season remaining.

The second-biggest story of the weekend was the lack of inconsistency of speed shown by Ford Performance Racing. Mark Winterbottom started from pole in Sunday's race, but none of the three FPR cars showed anything like lap-to-lap speed. On the team's test track, it was a tough weekend for what is supposed to be Ford's marquee team.

● Phil Branagan

### RESULTS

**Race 1 1 Jamie Whincup (Holden Commodore)**, 40 laps in 1h01m09.0173s; 2 Lee Holdsworth (Holden), +4.8378s; 3 Steven Johnson (Ford Falcon); 4 Rick Kelly (Holden); 5 Paul Dumbrell (Ford); 6 Alex Davison (Ford). **Race 2 1 Jason Bright (Holden)**, 67 laps in 1h40m15.5814s; 2 Whincup, +1.5986s; 3 Garth Tander (Holden); 4 Shane van Gisbergen (Ford); 5 Fabian Coulthard (Holden); 6 Michael Caruso (Holden). **Points** 1 Whincup, 1234; 2 Craig Lowndes, 972; 3 Tander, 935; 4 Bright, 920; 5 van Gisbergen, 913; 6 Kelly, 887.

SUPER GT OKAYAMA (J), MAY 22, RD 2/8

## Winning Nissan survives Honda attack

**TSUGIO MATSUDA AND** Joao Paulo de Oliveira won the second round of Super GT at Okayama last Sunday for Kazuyoshi Hoshino's Impul Nissan team.

De Oliveira started from second spot and followed the pole-starting Honda HSV of Toshihiro Kaneishi. The Brazilian handed over to Matsuda on lap 30,

taking the lead after quick pit work by his crew.

Then Tsukakoshi hit Matsuda while he tried to pass at the hairpin. Both cars spun but there was no damage, although Tsukakoshi was given a drive-through penalty.

Takuya Izawa/Naoki Yamamoto (Honda) started from third spot and ran

steadily to finish second.

Tsukakoshi recovered to finish third, while top Lexus SC430 was the TOM'S-run car of Andre Lotterer/Kazuki Nakajima, who finished fourth.

● Jiro Takahashi

### RESULTS

**1 Tsugio Matsuda/Joao Paulo de Oliveira (Nissan GT-R)**, 68 laps in 1h41m19.273s; 2 Takuya Izawa/Naoki Yamamoto (Honda HSV), +3.336s; 3 Toshihiro Kaneishi/Kodai Tsukakoshi (Honda); 4 Andre Lotterer/Kazuki Nakajima (Lexus SC430); 5 Satoshi Motoyama/Benoit Treluyer (Nissan); 6 Masataka Yanagida/Ronnie Quintarelli (Nissan). **Points** 1 Motoyama/Treluyer, 26; 2 Matsuda/de Oliveira, 20; 3 Lotterer/Nakajima, 16; 4 Ito/Oshima & Izawa/Yamamoto, 15; 6 Kaneishi/Tsukakoshi, 14.

Impul Nissan was on top in Japan



SUPERSTARS ALGARVE (P), MAY 22, RD 3/9

## Biagi at the double in Portugal

### BMW DOMINATED

the Algarve round of the Superstars Series, with Thomas Biagi, Alberto Cerqui and Stefano Gabellini twice monopolising the podium for the Bavarian marque.

Reigning champion Biagi, who only started third on the grid for race one, benefited from a great start that propelled him to the front, ahead of his main rival for the weekend, Andrea Bertolini's Maserati. Bertolini dropped out of the podium positions with a puncture on the final lap, falling to fourth.

In race two, Bertolini led for a while but was forced to retire just before the halfway point, seconds after losing his lead to Biagi (now carrying 30kg of success ballast) due to oil on the

track surface. This gave the Roberto Ravaglia-run ROAL BMW squad another 1-2-3.

The Mercedes C63s were given smaller-diameter air restrictors for this round, so Luigi Ferrara finished fifth in both races, with fellow Merc man Max Pigoli grabbing fourth in race two. ● Carlo Bradlinelli

### RESULTS

**Race 1 1 Thomas Biagi (BMW M3)**, 15 laps in 28m15.249s; 2 Alberto Cerqui (BMW), +2.529s; 3 Stefano Gabellini (BMW); 4 Andrea Bertolini (Maserati Quattroporte); 5 Luigi Ferrara (Mercedes C63); 6 Fabrizio Armetta (Chevrolet Lumina CR-8). **Race 2 1 Biagi**, 15 laps in 28m23.229s; 2 Cerqui, +1.649s; 3 Gabellini; 4 Max Pigoli (Mercedes); 5 Ferrara; 6 Andrea Chiesa (Maserati). **Points** 1 Biagi, 76; 2 Ferrara, 67; 3 Pigoli, 57; 4 Gabellini, 52; 5 Bertolini, 48; 6 Cerqui, 48.

## INTERNATIONAL RACES & RESULTS

### STCC

Mantorp Park (S),  
Rd 3/9

## QUICK RESULTS

- Race 1 winner **Fredrik Eklblom**
- Race 2 winner **Jan Nilsson**
- Pole position **Fredrik Eklblom**
- Points leader **Tommy Rustad**

## RACE RATING

★★★★☆

Two very different results, and a great effort from Nilsson after qualifying 18th

## REPORTS

### WORLD OF SPORT



Race one podium, l-r: Rydell, Eklblom, Engstrom

SCANDINAVIAN TOURING CARS MANTORP PARK (S), MAY 21, RD 3/9

# Nilsson rolls back the years to win again

## RACING VETERAN JAN

Nilsson honoured his nom de guerre 'Flash' by winning the second STCC race at Mantorp in his faithful BMW, after the first race was won from pole by Fredrik Eklblom in his biogas-driven VW Scirocco.

Helped by turbo torque, Eklblom overcame maximum ballast to lead all the way, hotly pursued by Rickard Rydell's Chevrolet. Tommy Rustad was third in his Volvo until pushed down to sixth with two laps to go, as

on-form Tomas Engstrom (Honda) inherited third.

Martin Ohlin's BMW went off and collected Mattias Andersson's Alfa and Colin Turkington's BMW. Turkington was out on the spot, Ohlin got a stop-go penalty, and Andersson suffered a broken engine.

Points leader Johan Stureson retired his BMW after tangles with both James Thompson's Volvo and Rustad. Thompson claimed fifth, behind

Roger Eriksson (SEAT).

Nilsson climbed from 18th on the grid to seventh in the first race, and took the lead in the second race from second on the reversed grid, never to lose it despite the best efforts of Rustad.

Engstrom was again an impressive third, chased by Rydell, who fought his way to fourth from seventh on the grid. Thompson drove a strong race to claim fifth ahead of Eklblom, who drove tactically for safe points.

● Tege Tornvall

## RESULTS

**Race 1 1 Fredrik Eklblom (Volkswagen Scirocco)**, 14 laps in 20m28.050s; 2 Rickard Rydell (Chevrolet Cruze), +0.742s; 3 Tomas Engstrom (Honda Accord); 4 Roger Eriksson (SEAT Leon); 5 James Thompson (Volvo C30); 6 Tommy Rustad (Volvo).

**Race 2 1 Jan Nilsson (BMW 320si)**, 14 laps in 19m26.387s; 2 Rustad, +1.137s; 3 Engstrom; 4 Rydell; 5 Thompson; 6 Eklblom.

**Points** 1 Rustad, 72; 2 Eklblom, 67; 3 Rydell, 67; 4 Johan Stureson, 57; 5 Nilsson, 48; 6 Colin Turkington, 48.

TC2000 SAN JUAN (CRA), MAY 22, RD 4/12

# Rossi scores for Toyota

## TOYOTA RECRUIT

Matias Rossi led the San Juan final from start to finish, scoring his first win for the marque.

The two-time champion and reigning champion Norberto Fontana (Ford) claimed the early-morning heats, but it was Rossi who hit the front in the final. Rossi's team-mate Mariano Werner nipped at Fontana's heels throughout but couldn't find a way by.

Close behind them and battling for fourth were Jose Maria Lopez (Fiat),

Leonel Pernia (Chevrolet) and Gabriel Ponce de Leon (Fiat), until Lopez's engine failed as it did last time out. ● Tony Watson

## RESULTS

**1 Matias Rossi (Toyota Corolla)**, 34 laps in 42m37.592s; 2 Norberto Fontana (Ford Focus), +2.207s; 3 Mariano Werner (Toyota Corolla); 4 Leonel Pernia (Honda Civic); 5 Gabriel Ponce de Leon (Fiat Linea); 6 Juan Manuel Silva (Ford Focus). **Points** 1 Rossi, 93.5; 2 Silva, 64; 3 Pernia, 61.5; 4 Mariano Altuna, 61; 5 Fabian Yannantuoni, 43; 6 Werner, 42.5.

FORMULA RENAULT ALPS PAU (F), MAY 21-22, RD 3/7

# Tarancon at the double

## TECH 1 RACING'S JAVIER

Tarancon led every lap in the Formula Renault 2.0 ALPS meeting at Pau on his way to two comfortable wins.

In race one, front-row starter Yann Zimmer finished second for ARTA ahead of Tarancon's team-mate Paul-Loup Chatin. Monaco-based Briton Melville McKee staged a feisty recovery after a mistake in qualifying left him 10th on grid. The Imola double victor made up three places by taking the outside line at Virage Gare on the opening lap, before hauling

himself up to fifth.

Chatin completed a Tech 1 one-two on Sunday. Kevin Gilardoni held off a charging Zimmer for third.

● Peter Mills

## RESULTS

**Race 1 1 Javier Tarancon**, 21 laps in 26m49.636s; 2 Yann Zimmer, +4.090s; 3 Paul-Loup Chatin; 4 Kevin Gilardoni; 5 Melville McKee; 6 Thomas Jager. **Race 2 1 Tarancon**, 21 laps in 26m32.242s; 2 Chatin, +6.747s; 3 Gilardoni; 4 Zimmer; 5 Stefano Colombo; 6 Cristiano Marcellan. **Points** 1 Tarancon, 164; 2 Zimmer, 148; 3 McKee, 125; 4 Chatin, 124; 5 Jager, 106; 6 Marcellan, 77.

## IN BRIEF



## BLANCPAIN ENDURANCE

The Vita4One Ferrari 458 (above) of Michael Bartels, Frank Kechele and Nico Verdonck took its first victory in the Blancpain Endurance Series at Navarra, finishing 17s ahead of the Belgian Audi Club Audi R8 LMS of Stephane Ortelli, Bert Longin and Filipe Albuquerque. The AutOrlando Porsche 997 of opening-round winners Gianluca Roda, Raffaele Giammaria and Paolo Ruberti finished third to maintain their points lead.

## NASCAR TRUCKS

After an early spin, Kyle Busch passed fellow Sprint Cup star Clint Bowyer with seven laps remaining to win the Truck Series race on Friday night at Charlotte. Kimi Raikkonen finished 15th on his debut; Nelson Piquet Jr was a last-lap spinner and was classified 21st.

## ARCA

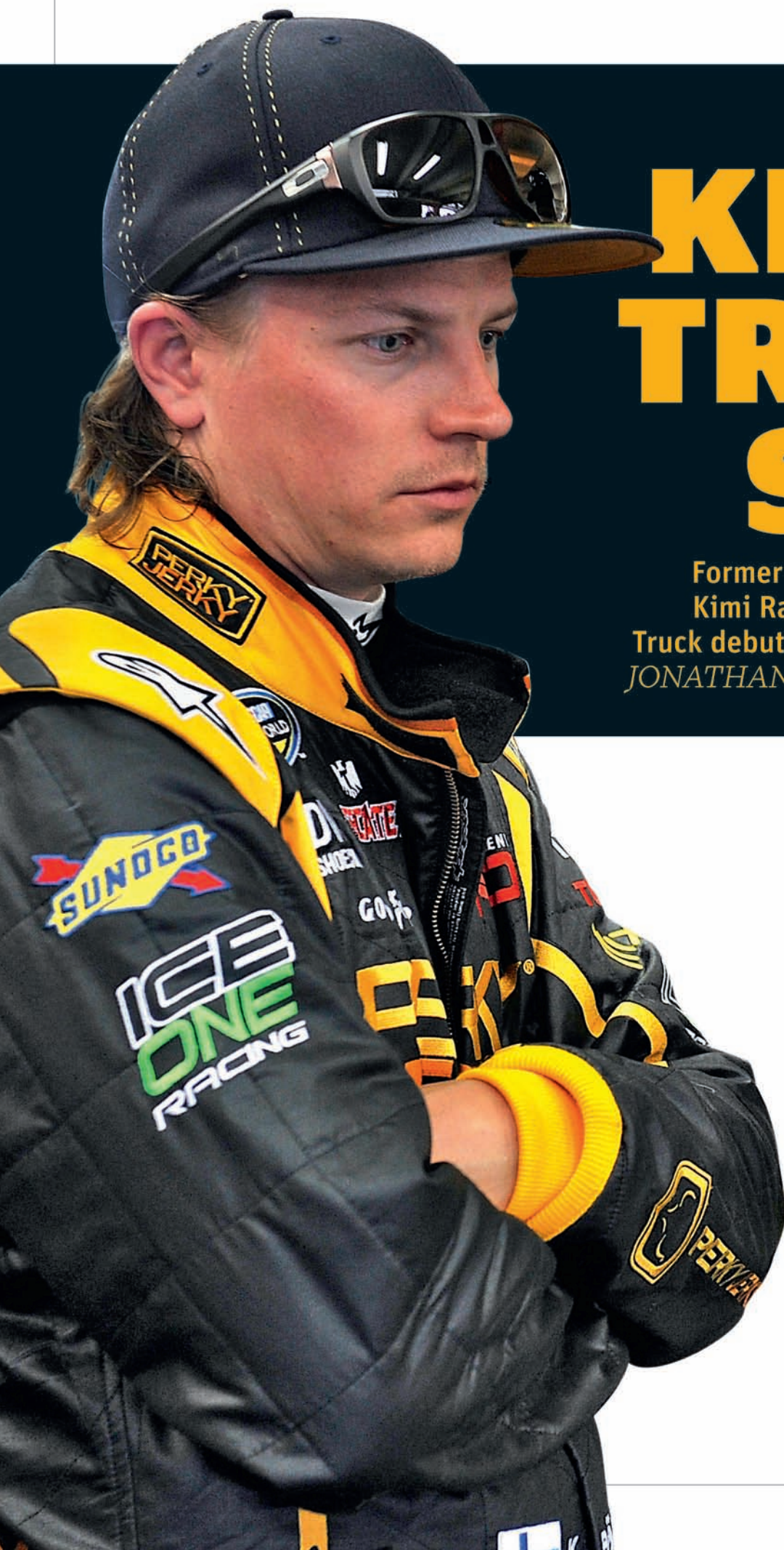
Former Champ Car racer Andrew Ranger won on his debut in the ARCA stock car series at New Jersey Motorsports Park's 2.25-mile road course. Ranger passed Australian George Mieddecke, also making his ARCA debut, on the final turn before the white flag. Ranger had started 31st of 35 cars after blowing his engine in qualifying.

## AUSTRALIAN F3

James Winslow leads the Formula 3 Australian Drivers' Championship after taking two race victories at Winton. Race three was cancelled due to a severe rainstorm.

## AUSTRALIAN FFORD

The third generation of Brabhams opened the win column at Winton. Matthew Brabham, the 17-year-old grandson of three-time world champion Sir Jack and son of Le Mans winner Geoff Brabham, won two of the three races in Australian Formula Ford.



# KIMI'S TRUCK STOP

Former Formula 1 world champion Kimi Raikkonen made his NASCAR Truck debut at Charlotte last weekend. *JONATHAN INGRAM* witnessed it all

**R**egarded as a bit of a curiosity by fans in Charlotte, Kimi Raikkonen was well received in the garage at his first NASCAR race.

Like many others, Jimmie Johnson had praise for the most recent F1 driver to consider a switch to tube-frame American specials. "I commend him for exploring and trying different things," says the five-time Sprint Cup champion, who entered NASCAR from the ranks of off-road racing.

"Keemi," as he is known in Charlotte parlance, was also well tweeted by the regulars in the NASCAR media, many covering the third-tier Camping World Truck Series race because of the former world champion's presence behind the wheel of a Toyota Tundra entered by Kyle Busch Motorsports.

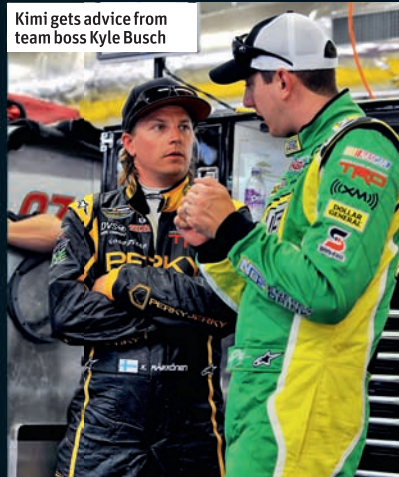
The Finn's debut was labour intensive at best. On a hot day that had him sweating noticeably during the two morning practice sessions, Raikkonen recorded lap times no higher than 30th and then qualified 31st under the series' one-day format. During the 200-mile night race, Raikkonen hit the wall twice and took the flag in 15th.

"In practice I was a bit disappointed about how things went," admits the laconic Finn, "but I was more happy after tonight's race." The world's least emotive racing champion was indeed upbeat compared with his mood

Raikkonen gets pitlane service from KBM team



Kimi gets advice from team boss Kyle Busch



Montoya stopped by to advise his old team-mate



following practice on the 1.5-mile oval. "If I suck," he had said, "there's not much reason for me to come back."

Raikkonen, who moved up as high as fifth when he misunderstood the radio command to pit early in the race, tackled one of the fastest tracks for NASCAR's trucks on tyres that even veterans agreed were too hard and unresponsive. "It's always been a pretty tricky race track," says Eric Phillips, who had directed Raikkonen's test on the mile oval at Rockingham.

Phillips, who is Busch's crew chief, compared Raikkonen's feel for the chassis with stock car superstars Johnson and Busch. "These trucks are a lot different aero-wise than an F1 car or probably anything he's ever driven." Although Busch went on to win the race, he suffered a big spin, narrowly avoiding disaster. Several other well-decorated veterans spun or hit the wall, including Timothy Peters, who had taken pole with an average lap speed of 177mph.

Both before the race and afterwards, hints from the driver and team owner abounded that Raikkonen's "truck stop" was merely the first step. A Nationwide Series ride is in the offing for this weekend in Charlotte, also under Perky Jerky sponsorship, but not yet officially confirmed by Busch.

"It will be a lot easier transition [in the Nationwide Series race at Charlotte] than it was tonight,"

says Busch in reference to tyres.

Raikkonen's second contact with the wall with 30 laps remaining was hard enough to do some damage to his Tundra and knocked the air hose loose from his helmet. His biggest complaint was "too many accidents" around him. It took five laps for his tyres to come up to the proper temperature and pressure, he said, and a race-record 10 cautions made it hard to find a rhythm.

As introductions go, it was a mixed bag from all perspectives. Raikkonen's PR man led the way to "part the seas" following his driver's introduction at the start-finish during the pre-race ceremonies, but onlookers were more intent upon seeing the familiar good ol' stars than crowding Kimi. He walked the 100 yards to the starting grid unimpeded. Once there the waifish F1 refugee was surrounded by video cameras, some sending images to two networks in Finland and six others in Europe.

Former McLaren F1 team-mate Juan Pablo Montoya warmly greeted Raikkonen and joked that he spent more time with him in the garage at Charlotte than during their entire stint with the Woking team. The Colombian counseled Raikkonen on getting seat time if he wanted to succeed in NASCAR, where mid-race chassis adjustments are a key.

"When you run open-wheel and I think what he has run in rallying,

there's not much you can do once the car is set," says Montoya. "Here, you can go from one end of the spectrum to the other during a race. I think here, the more he can learn, the more he and his team are going to get."

Former McLaren engineer Steve Hallam, now director of competition at Michael Waltrip Racing, stopped by for an extended visit on the starting grid.

"Kimi's provenance is beyond question," says Hallam when asked about Raikkonen's chances of success should he continue in NASCAR. "I think it's going to come down to the opportunity with the right team and how badly he wants to do it."

Hallam, in his third year at MWR, said he was pleasantly surprised by Raikkonen's decision to give NASCAR a try. "As long as I've known him, Kimi has always wanted to compete in different forms of motorsports, whether it was a snowmobile or anything else," adds Hallam.

The process began with a visit by the Finn to NASCAR's season finale last November at Homestead. But what the future holds for Raikkonen is unknown. When it comes to the possibility of a full-time ride in the Sprint Cup, Raikkonen has said all options are open, including an F1 return. "I have no plans for next year," he says. "I didn't really have any plans for this year before January. It might take some time to know exactly what I will do." ❧



# DARIO'S SPEEDWAY SECRETS

DARIO FRANCHITTI takes you on a lap of Indianapolis

**T**he Indianapolis Motor Speedway is a very special place to me. It's just steeped in history — Scott Dixon and I walked around the 70 winning cars they have on display in the museum the other night, and it's fantastic to be on the grid for this centennial race.

It's the first time I've come back here as the previous year's winner, because I went off and did NASCAR after I won the first time. With all the razzamatazz that comes with it, you've got to put it all out of your head and focus on driving the track and what you've got to do to be quick around it.

I've also got to forget what happened 12 months ago: you earn every mile-an-hour around here, and winning last year doesn't mean I start ahead of everyone else. I think that's what makes it so special about winning the 500, you've got to work so hard and it's so difficult to be fast here.

The physical scale of Indy is something that has to be seen to be believed. The 1.5-milers at Texas and Las Vegas are impressive, but Indy dwarfs them. How many holes of the golf course are inside the track? It's a monstrous facility, over a quarter of a million people will show up on Sunday to watch us race.

Qualifying last weekend didn't go to plan, but we mess up as a team and win as a team, and you could already feel the tension around the place. Now we've got to focus on the race.

If I could win it again, trust me, it would mean a hell of a lot.

## TURN 1

Your approach is governed by whether it's qualifying or the race, the wind direction and track temperature. Traditionally, it's the fastest corner on the track because the prevailing wind is behind you on the start/finish straight. There is somewhat of a hump on the entry to the corner, so you'll often be a bit oversteery. It's all about being fully committed here.

## TURN 2

You're approaching this corner a lot slower because of the speed you've scrubbed off through Turn 1, and your line is different so it changes the angle of entry. The key to this is exit speed, because of the long straight that follows. When you're running 228-229 into here, Turns 1 and 2 kind of become one corner. Anything north of that in a tow, it's definitely all one corner.

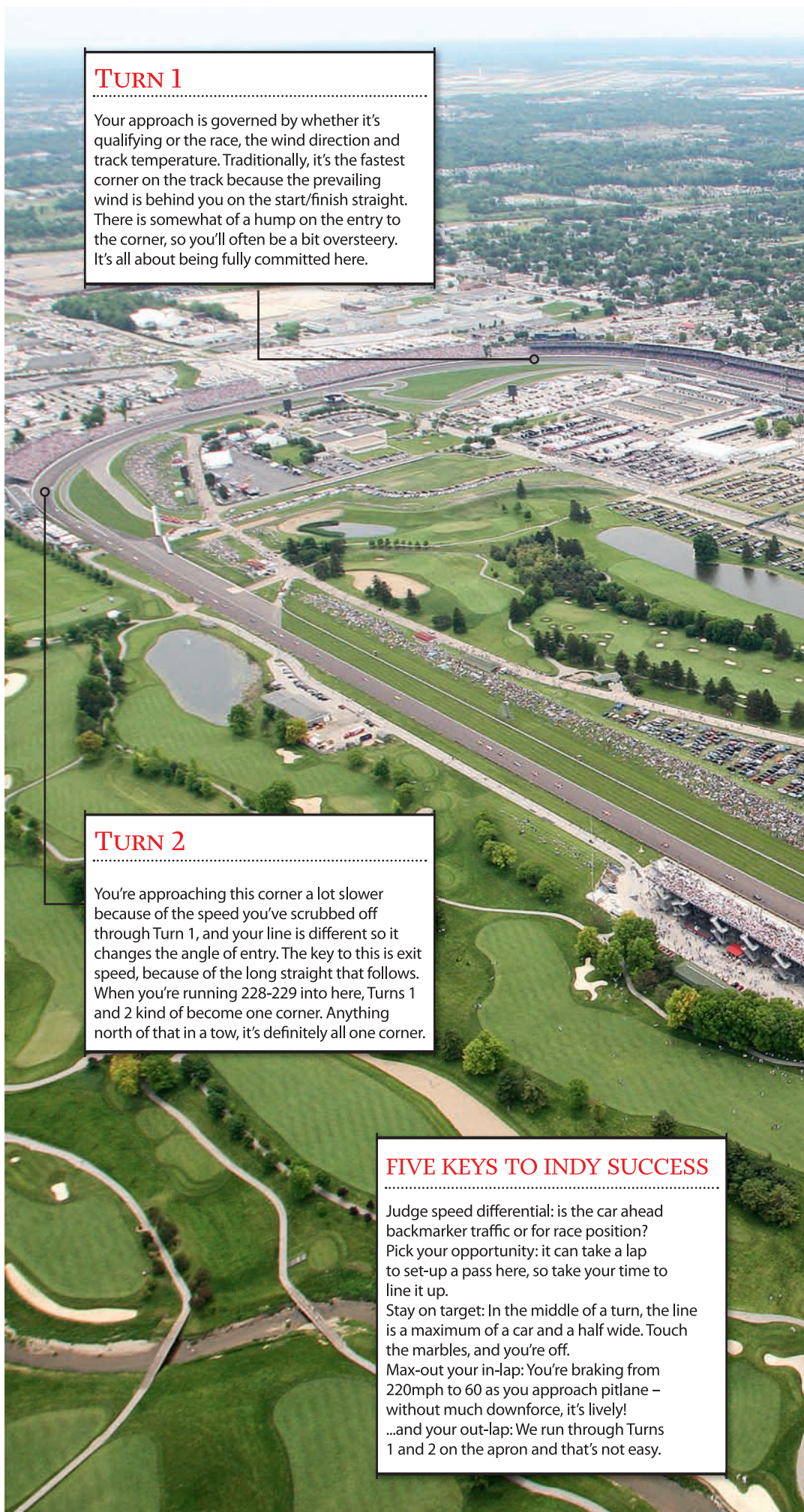
## FIVE KEYS TO INDY SUCCESS

**Judge speed differential:** is the car ahead backmarker traffic or for race position?  
**Pick your opportunity:** it can take a lap to set-up a pass here, so take your time to line it up.

**Stay on target:** In the middle of a turn, the line is a maximum of a car and a half wide. Touch the marbles, and you're off.

**Max-out your in-lap:** You're braking from 220mph to 60 as you approach pitlane — without much downforce, it's lively!

...and your out-lap: We run through Turns 1 and 2 on the apron and that's not easy.



## TURN 4

You see quite a few shunts here, and maybe it's because people release steering lock prematurely, or the wind catches them out. The walls have a magnetic attraction pretty much all the way around! It's all about precision, and if you take out just one or two degrees of steering angle it can throw the balance of the car out the window. It might look simple from above, but it's definitely the most difficult place I've ever been.

## TURN 3

In qualifying we were travelling at 235mph on the back straight just before we turn in, because the wind was blowing as hard as it usually does into Turn 1. You can feel the car in a controlled slide beneath you; you're right on the edge of the car's balance. You don't want to miss the turn-in point or get a gust of wind here! It's a little bit bumpy in the middle of the corner itself.

# Q&A

## A BRITON BACK WHERE HE BELONGS

Former Indy 500 winner Dan Wheldon tells GLENN FREEMAN he's out to make the most of this year's one-off at the Speedway

### How does it feel to be preparing for your first race of the season?

It's been different. I think this is the first time in my career that I went into the off-season without a deal in place for the following year. It was good to spend some time with my family and to come back to Europe. In recent years we haven't done much off-season testing because of all the restrictions in place, so that didn't feel too dissimilar. But when that first race rolled around in St Petersburg, which is my home race too, it was incredibly difficult. It's at times like that you realise how much you love being a racing driver and how you want to be back in the car.

### How close did you come to getting a drive for this year?

I was pretty confident, but for whatever reason it didn't pan out. And as time went on, it didn't seem like the right thing to do.

### Did you ever have any doubts about getting a drive for Indy?

No, I had a lot of offers for Indianapolis. I wasn't too worried about that. But it's not about doing Indy just to do it. I've been blessed to be able to do well in the past, so I can be a bit more selective. I don't want to do Indy just to make up the numbers, I'd prefer to be at home rather than do that. I want to do it to be competitive.

### Once you knew you weren't going to have a drive for the start of the IndyCar season, how important was it for you to get a drive for the 500?

I love this race but, at the same time, you want to have the right package. When the opportunity came up with Bryan [Herta] I thought it was the right thing to do. We had some talks over the winter about a deal, not for the whole season but most of it. But it didn't seem to be the right opportunity. It wasn't a case of jumping at the first thing that was offered, it was about being selective and trying to get myself into a situation that was competitive and that I thought I would enjoy.

Wheldon gets up to speed with Bryan Herta's squad



### You must be pleased to be driving for Bryan then – he's somebody you know very well...

It was actually the quickest deal I think I've ever done! The great thing about Bryan is that he's a friend. But he's also an astute business person. He wouldn't do this if he didn't think he could do it right. And he has a canny ability of getting the right people to work for him. There's a good team here, but with Indy being our only race it just takes a little bit of time to get everyone working on the same wavelength. We haven't done any races together, so those initial things that normally happen in your first couple of races have happened to us in the first practice sessions. But I do feel that we will have all of those ironed out in a short period of time and then we'll be competitive. I wouldn't have done this deal if I didn't think that we could be competitive.

### What is a realistic goal for this year's race?

It's still early. It's difficult to judge exactly, but I'd certainly like to think that we can run at the front. It was always going to be difficult to qualify as competitively as the Penske and Ganassi cars. We're just a little bit behind, but the race is a great equaliser. If you get a good handling car, and make the right calls, I would hope that we can be running up front.

### How easy is it to get up to speed at Indy?

I've been around here a lot, so from an

experience standpoint I know what I need from the car. I don't think that's an issue. The main thing is the team and me gelling together in this short period of time. You've got to make sure you have a plan, and at Indy you have to be ready to adjust that plan because although you have a lot of time, it goes very quick. We've just got to get on the same wavelength, get a few of the new team issues out of the way and then I think we can feature strongly.

### What chance is there of you doing a few more races later in the year?

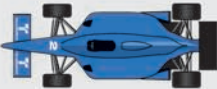

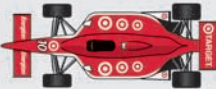


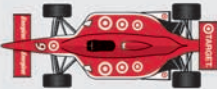
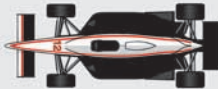

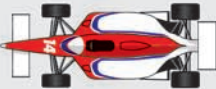






After this off-season, I don't really want to speculate! Sometimes when you think a deal is done, it turns out it's not. But I think the better I do here, the better the chance will be of something developing. But right now I just have a contract for Indy and then we'll see.

### Of all the places for you to have a one-off chance, it must be great that it's Indy...

I don't feel like I have to prove myself, I've done that over the years when I'm in the right car. I don't think that's the issue. Unfortunately, with the difficult economy it's incredibly tough for drivers who don't bring funding. The perfect scenario would be to have a great result with this team, which leads to a sponsor coming on board to allow us to do some races towards the end of the season, and then set-up something full-time for 2012. ❧

PICS: INDYPX.NET, BOYD



	 <p><b>3 ORIOL SERVIA</b> Newman/Haas Racing Speed: 227.168mph</p>	 <p><b>6 DAN WHELDON</b> Bryan Herta Autosport Speed: 226.490mph</p>	 <p><b>9 DARIO FRANCHITTI</b> Chip Ganassi Racing Speed: 226.379mph</p>	 <p><b>12 JR HILDEBRAND</b> Panther Racing Speed: 225.579mph</p>	 <p><b>15 DAVEY HAMILTON</b> Dreyer &amp; Reinbold Racing Speed: 225.250mph</p>
	 <p><b>2 SCOTT DIXON</b> Chip Ganassi Racing Speed: 227.340mph</p>	 <p><b>5 WILL POWER</b> Team Penske Speed: 226.773mph</p>	 <p><b>8 ED CARPENTER</b> Sarah Fisher Racing Speed: 225.121mph</p>	 <p><b>11 VICTOR MEIRA</b> AJ Foyt Enterprises Speed: 225.590mph</p>	 <p><b>14 BERTRAND BAGUETTE</b> Rahal Letterman Lanigan Speed: 225.285mph</p>
	 <p><b>1 ALEX TAGLIANI</b> Sam Schmidt Motorsports Speed: 227.472mph</p>	 <p><b>4 TOWNSEND BELL</b> Sam Schmidt Motorsports Speed: 226.887mph</p>	 <p><b>7 BUDDY RICE</b> Panther Racing Speed: 225.786mph</p>	 <p><b>10 TAKUMA SATO</b> KV Racing Technology Speed: 225.736mph</p>	 <p><b>13 JAMES HINCHCLIFFE</b> Newman/Haas Racing Speed: 225.572mph</p>

# QUALIFYING QUANDARIES

Securing a place on the grid for the 500 is tough, as this year's shootout proved. By CHARLES BRADLEY

**T**here might have been an element of fortune to Alex Tagliani's pole position for the centennial Indianapolis 500, following costly finger-trouble at Chip Ganassi

Racing, but you can't argue that Sam Schmidt Motorsports didn't deserve to bask in its moment of glory.

Team boss Schmidt, who was paralysed in an Indycar crash at Walt Disney World Speedway over a decade ago, bailed out the squad formerly known as FAZZT over the winter. He kept its core strength of team manager Rob Edwards, engineering guru Allen MacDonald and, of course, Tagliani behind the wheel. Tag's four-lap average of 227.472mph in the top-nine pole shootout pipped Ganassi's Scott Dixon by 0.132mph.

"Last year I started this team to be in a seat, but we didn't have a leader," said Tagliani, who was bumped from the field in 2009 and had to commandeer his team-mate's car for the race. "But now we have a leader in Sam, and we want to win for our leader. I wanted this one so bad, and I think there's more to come from this."

Schmidt added: "I've definitely had some rollercoaster moments in my life, where does that rate? It's for sure near the top. It's just really, really large."

Dixon had the speed to grab pole, but lacked

the gas. Staggeringly, one of the crew members had dumped fuel out of the car unbeknown to his colleague who believed he was simply topping the fuel up between qualifying runs. "Inexcusable" was Chip's summary.

"We lost nine-tenths of a mile an hour on the last lap," rued Dixon. "Our average should have been 227.5—something."

Even worse for Ganassi, it happened on both cars. Last year's winner Dario Franchitti failed to complete his run in the shootout, as his car was about two gallons short. He stomped away from his car "to have a private temper tantrum," and will start ninth on Sunday.

"I'm pissed off about it, but so is everyone on the team," said Franchitti. "It's no different from me screwing up, and I've done that on several occasions. But I'm more concerned about having a well-balanced race car."

Oriol Servia was the surprise driver who will start alongside Tagliani and Dixon for Newman/Haas. "To be on the front row is just unbelievable," he said.

In the first time since 2004 that a Penske car didn't qualify in the top three, Will Power will start fifth, behind the second Schmidt car of Townsend Bell, and ahead of 2005 Indy 500 winner Dan Wheldon, whose Bryan Herta-run car has also forged a technical allegiance with Schmidt's squad.

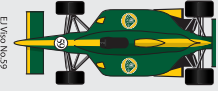
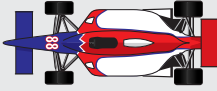
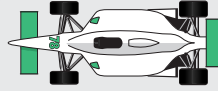
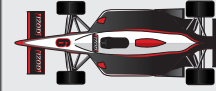
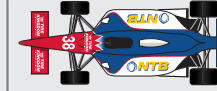
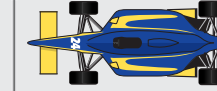
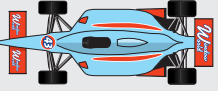


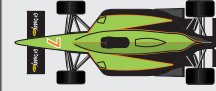
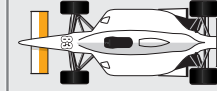
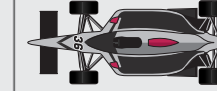
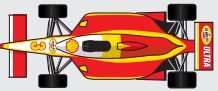

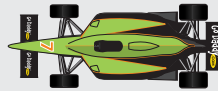
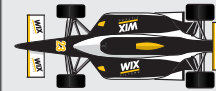


Wheldon summed it up best: "We are obviously collaborating with Sam's team and for them to achieve a pole against Penske and Ganassi is a heck of a performance and they should be very, very proud."

The big news wasn't so much as who did make the top-nine shootout, as who didn't. Penske's Helio Castroneves and Ryan Briscoe will start 16th and 27th respectively after hitting trouble. Castroneves just didn't achieve the speed he was expecting with the gear ratios he ran, while Briscoe had to qualify in his back-up car via Bump Day after a big shunt in Saturday morning practice.

Their woes were nothing compared with fellow grandee outfit Andretti Autosport, however, with only one-off driver John Andretti (17th) qualifying the easy way on Saturday, and then Ryan Hunter-Reay and

Tagliani will start from pole for Sam Schmidt (l)



 <p><b>18 EJ VISO</b> KV Racing Technology Speed: 224.732mph</p>	 <p><b>21 JAY HOWARD</b> Schmidt/Rahal Letterman Speed: 224.483mph</p>	 <p><b>24 SIMONA DE SILVESTRO</b> HVM Racing Speed: 224.392mph</p>	 <p><b>27 RYAN BRISCOE</b> Team Penske Speed: 224.639mph</p>	 <p><b>30 GRAHAM RAHAL</b> Chip Ganassi Racing Speed: 224.380mph</p>	 <p><b>33 ANA BEATRIZ</b> Dreyer &amp; Reinbold Racing Speed: 223.879mph</p>
 <p><b>17 JOHN ANDRETTI</b> Petty/Andretti Autosport Speed: 224.981mph</p>	 <p><b>20 JUSTIN WILSON</b> Dreyer &amp; Reinbold Racing Speed: 224.511mph</p>	 <p><b>23 TONY KANAAN</b> KV Racing Technology Speed: 224.417mph</p>	 <p><b>26 DANICA PATRICK</b> Andretti Autosport Speed: 224.861mph</p>	 <p><b>29 CHARLIE KIMBALL</b> Chip Ganassi Racing Speed: 224.499mph</p>	 <p><b>32 PIPPA MANN</b> Conquest Racing Speed: 223.936mph</p>
 <p><b>16 HELIO CASTRONEVES</b> Team Penske Speed: 225.216mph</p>	 <p><b>19 BRUNO JUNQUEIRA</b> AJ Foyt Enterprises Speed: 224.691mph</p>	 <p><b>22 TOMAS SCHECKTER</b> KV Racing Technology Speed: 224.433mph</p>	 <p><b>25 PAUL TRACY</b> Dreyer &amp; Reinbold Racing Speed: 224.939mph</p>	 <p><b>28 MARCO ANDRETTI</b> Andretti Autosport Speed: 224.628mph</p>	 <p><b>31 ALEX LLOYD</b> Dale Coyne Racing Speed: 223.957mph</p>

Mike Conway failing to make the cut on Bump Day. Marco Andretti (28th) only made it in with a literally last-minute attempt, but only at the expense of sending Hunter-Reay home. A total disaster.

On a weekend where the minnows prospered, the likes of Bertrand Baguette (14th for Bobby Rahal's team), Davey Hamilton (15th for Dreyer & Reinbold), Bruno Junqueira (19th for AJ Foyt), Alex Lloyd (31st for Dale Coyne) and Pippa Mann (32nd for Conquest) made the grade against the odds. After their disasters last year, Jay Howard (21st for Rahal/Schmidt) and Paul Tracy (25th for Dreyer & Reinbold) also got into the race.

The question now is: will the big boys bully their way to the front on Sunday, or will the little guys continue to shine? ☒



Franchitti: still a threat from the third row



# OVAL OFFICERS GO INTO BATTLE

Thirty-three cars have made the grade for the 95th Indy 500. CHARLES BRADLEY is your form guide

## POLE ALEX TAGLIANI (CDN) SAM SCHMIDT MOTORSPORTS

Indy 500 starts: 2 Best result: 5th (2010)  
Laps completed: 400 Laps led: 0

**WHAT A GREAT** story qualifying served up for this diminutive Canadian, who has been around for ages without actually winning much. The FAZZT team name from last year has gone, as well as Tag's co-ownership status, but little else is different behind the scenes. Paraplegic former racer Sam Schmidt knew a good thing when he saw it, and put his name to the squad that placed Alex on the second row last year. His car has been even quicker this time around, and if he can find a consistent race set-up to match its prodigious qualifying-spec speed, then look out for a true sporting shock. His engineer Allen MacDonald ran Dario Franchitti to Victory Lane here in 2007 - can he do the same for Tagliani? Tag's only ever won once at this level, at Road America in Champ Car in 2004.



## 2 SCOTT DIXON (NZ) CHIP GANASSI RACING

Indy 500 starts: 8 Best result: 1st (2008)  
Laps completed: 1450 Laps led: 220

**THE KIWI IS** always a force to be reckoned with around here, as his impressive 2008 victory shows. He's been a tad quicker than team-mate Franchitti throughout practice, but that form can be misleading come race-time. One of the coolest cats in the garage, if he gets a clean run at it, expect him to be in with a shout for another win. Spluttered with fuel starvation through Turn 4 to the finish line on his final qualifying lap, which undoubtedly cost him pole as he was ahead of Tagliani on the timing loop at Turn 3. The two-time series champion needs a decent result after a dismal start to the season: one second place finish is his only top-10 so far.



## 3 ORIOL SERVIA (E)

### NEWMAN/HAAAS RACING

Indy 500 starts: 2 Best result: 11th (2008)

Laps completed: 298 Laps led: 0

**THE CATALAN HAS** an excellent chance to shine this weekend, as Newman/Haas retains some shrewd operators who have made it one of American open-wheel racing's most prestigious outfits. He's enjoyed a decent start to the season, and felt at Long Beach that he had a better car than Penske or Ganassi for the first time in his career. His qualifying performance was nothing short of spectacular; consider him a genuine contender.



## 4 TOWNSEND BELL (USA)

### SAM SCHMIDT MOTORSPORTS

Indy 500 starts: 4 Best result: 4th (2009)

Laps completed: 760 Laps led: 0

**HANDS UP WHO** remembers when he was Bjorn Wirdheim's team-mate in Formula 3000? Or tested a Jaguar F1 car? His career has always been disjointed to say the least, with peaks like fourth place with KV here two years ago, but he drove a satellite Ganassi car last season without doing much with it. Despite being in the mainstream wilderness for ages, his speed in practice and qualifying has been pretty astounding.



## 5 WILL POWER (AUS)

### TEAM PENSKE

Indy 500 starts: 3 Best result: 5th (2009)

Laps completed: 600 Laps led: 5

**DON'T LISTEN TO** those who say he's not as quick on ovals as he is on road courses; Power will pose a big threat for honours this weekend. He's completed every lap of his three starts at Indy, and led for a time last year. A bungled pitstop ruined his shot then, but he seems more composed than ever, and would love to get one over Franchitti at Dario's favourite event as they once again vie for the IndyCar crown.



## 6 DAN WHELDON (GB)

### BRYAN HERTA AUTOSPORT

Indy 500 starts: 8 Best result: 1st (2005)

Laps completed: 1529 Laps led: 234

**IT'S A CRYING** shame that he's gone from series winner six years ago to only running as a one-off entrant here. Running for his old friend and team-mate Bryan Herta, the 2005 500 winner has all the skills and knowledge to put together a great underdog run - if he can get his crew up to a strong-enough level. Collaborating with the other Schmidt drivers Tagliani and Bell has provided mutual technical benefit.



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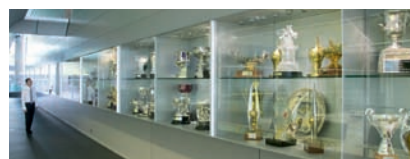
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**7 BUDDY RICE (USA)****PANTHER RACING**

Indy 500 starts: 5 Best result: 1st (2004)  
Laps completed: 849 Laps led: 99

**IT WASN'T SO** long ago that he was 'the man' at Indy, yet his star has waned to such an extent that he only merits a one-off start these days. But what better team to do it with than Panther, whose oval package is outstanding. Rice says he's felt comfortable with his new car "straight off the trailer". Definitely a dark horse and he certainly has the silliest facial hair on the grid.

**8 ED CARPENTER (USA)****SARAH FISHER RACING**

Indy 500 starts: 7 Best result: 5th (2008)  
Laps completed: 1223 Laps led: 3

**OK, HE'S TONY** George's stepson - get over it. He's a mighty fine oval racer and excels at the Brickyard - scoring a top-five finish not so long ago. Sarah Fisher's team might be one of the smallest on the grid, but Ed's made its car go far quicker than you'd expect. His team boss is pregnant, and watching her in qualifying brought new meaning to the phrase "having kittens".

**9 DARIO FRANCHITTI (GB)****CHIP GANASSI RACING**

Indy 500 starts: 7 Best result: 1st (2007/10)  
Laps completed: 1343 Laps led: 255

**AS MUCH AS** the weather played its part in his maiden 500 victory in 2007, last year's win was utterly dominant. He appears at ease with the Speedway, and a third win would put him up there with the true giants of the event's history. Struggled with the balance in practice, but Ganassi is well-honed at doing things right when it matters. Pre-race favourite, even after qualifying fuel error.

**10 TAKUMA SATO (J)****KV RACING TECHNOLOGY**

Indy 500 starts: 1 Best result: 20th (2010)  
Laps completed: 198 Laps led: 0

**ENJOYED A BREAKTHROUGH** performance last time out in Sao Paulo, where he was a genuine contender for victory until his team miscued on strategy. He's not quite got to grips with ovals yet, but his qualifying performance has been impressive and he's the quickest of KV's cars. Kept it out of the wall last year on his Indy debut, but lost a couple of laps.

**11 VITOR MEIRA (BR)****AJ FOYT ENTERPRISES**

Indy 500 starts: 8 Best result: 2nd (2005/08)  
Laps completed: 1423 Laps led: 15

**A BIG-HEARTED** little tough guy, Meira has twice come close to winning the 500, but has also broken his back here. He's due a break for the right reasons, and appears to have a great feel for the 2.5-mile Speedway - maybe that's rubbed off from his four-time-winning team boss AJ Foyt. As ever, Meira is battling against giants, but was delighted to qualify this high up.

**12 JR HILDEBRAND (USA)****PANTHER RACING**

Indy 500 starts: 0 Best result: N/A  
Laps completed: N/A Laps led: N/A

**THIS YOUNG AMERICAN** has a tough act to follow in the car that finished runner-up last year in Dan Wheldon's hands. Panther has always packed an impressive oval punch, and JR was straight into the 226mph range in practice, and with former winner Buddy Rice as team-mate, he's a Rookie-of-the-Year threat. Has already exceeded people's expectations thanks to qualifying effort.

**13 JAMES HINCHCLIFFE (CDN)****NEWMAN/HAAAS RACING**

Indy 500 starts: 0 Best result: N/A  
Laps completed: N/A Laps led: N/A

**THIS OPPORTUNITY HAS** been a long time coming for 'Hinch'. His enthusiasm, and willingness to stay involved via pitlane reporting on TV, has finally been rewarded with a drive with one of the finest teams in America. He's a clever dude too, canvassing as much advice as he could during practice. Fell on his face while 'planking' for Twitter, which caused much mirth.

**14 BERTRAND BAGUETTE (B)****RAHAL LETTERMAN LANIGAN**

Indy 500 starts: 1 Best result: 22nd (2010)  
Laps completed: 183 Laps led: 0

**HERE IS A TEAM** that needs to be in this series full-time. Bobby Rahal's outfit won this race just seven years ago and yet it's back with a one-off deal with a Belgian makeweight. But, hang on, the former F1 Renault 3.5 champion has shown pace hitherto unseen before - on an oval at least - and ran in the top five in 'Fast Friday' practice. Imagine what they'd do with a Wheldon or Rice?

**15 DAVEY HAMILTON (USA)****DREYER & REINBOLD RACING**

Indy 500 starts: 10 Best result: 4th (1998)  
Laps completed: 1590 Laps led: 3

**HE'S THE OLDEST** man in the field at 48, so you have to hand it to this diminutive racer, whose courage to come back to IndyCars after a terrible crash - that made him walk ever shorter - has to be admired. He's no slouch, and although his best shot at winning is behind him, don't rule out a top-10 finish. Keen to bounce back from his unfortunate first-lap exit in 2010.



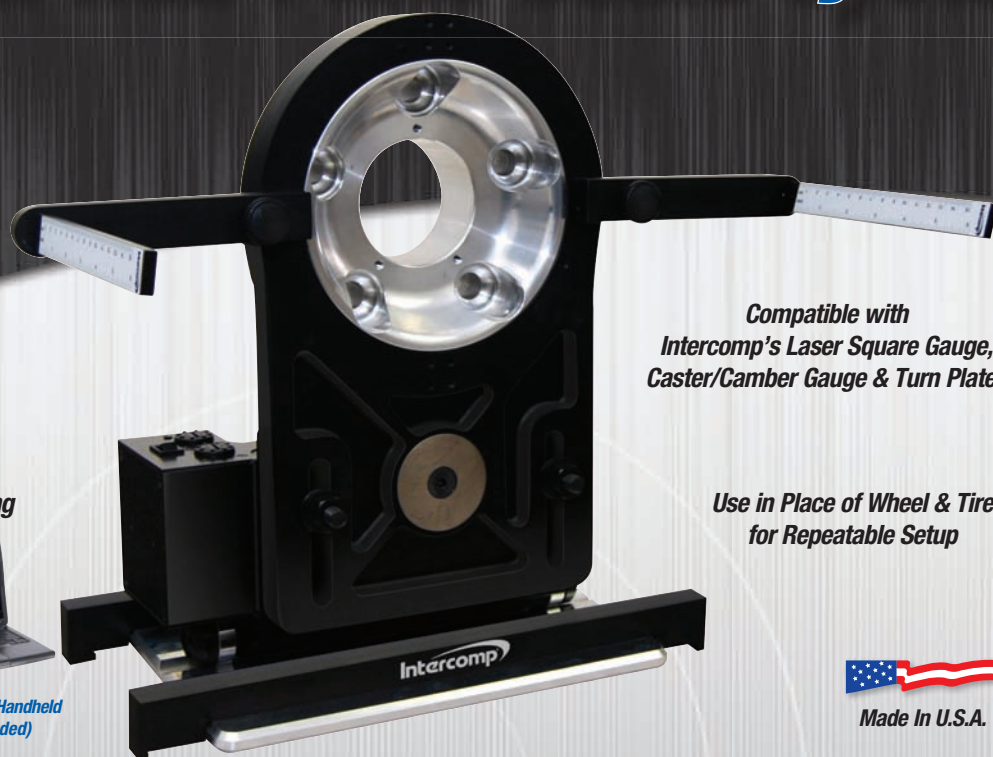
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## 16 HELIO CASTRONEVES (BR)

### TEAM PENSKE

Indy 500 starts: 10 Best result: 1st (2001/02/09)  
Laps completed: 1855 Laps led: 231

**IT'S A HAPPY** knack that Helio possesses – being quick and successful – at the Brickyard. His three 500 wins and four poles, all with Penske, grant him top-of-the-pile status in Captain Roger's Indy line-up. He's a driver who all the rest have to beat on Sunday if they want to win. His awful start to 2011 (mostly self-inflicted) was mirrored by under-par qualifying run.



## 17 JOHN ANDRETTI (USA)

### PETTY/ANDRETTI AUTOSPORT

Indy 500 starts: 11 Best result: 5th (1991)  
Laps completed: 1655 Laps led: 2

**THE SECOND-OLDEST** driver on the grid brings the coolest livery, thanks to the patronage of NASCAR legend Richard Petty. Amazing to think that he was the only first-day qualifier from Andretti Autosport, which shows just how much single-lap pace it has collectively lacked. Will make it a round dozen of Indy 500 starts this year, but it's hard to see him as anything but a midfielder.



## 18 EJ VISO (YV)

### KV RACING TECHNOLOGY

Indy 500 starts: 3 Best result: 24th (2009)  
Laps completed: 417 Laps led: 0

**GIVEN HIS PROPENSITY** for massive crashes, you often find yourself drawing breath when you see 'Ernie' out on track at Indy. Very solid qualifying performance, however. This is his fourth Indy 500, so he knows his way around the place now and it's about time he delivered a decent result here – at least get past Lap 139, on which he's retired in each of his three starts. Spooky!



## 19 BRUNO JUNQUEIRA (BR)

### AJ FOYT ENTERPRISES

Indy 500 starts: 7 Best result: 5th (2001/04)  
Laps completed: 734 Laps led: 52

**LACONIC BRAZILIAN KNOWS** all about how dangerous this place is – he still has the metal rods in his spine to prove it. Exited the race early last year, having been frustrated at his inability to match then-team-mate Alex Tagliani, but Foyt will give him a decent platform to prove he deserves a regular slot in front-line open-wheelers. Hopefully he'll stick around longer this year.



## 20 JUSTIN WILSON (GB)

### DREYER & REINBOLD RACING

Indy 500 starts: 3 Best result: 7th (2010)  
Laps completed: 492 Laps led: 11

**LED FOR A** while during an off-sequence pit strategy last year, and looked very solid when he did so. Wilson's oval results have never been a patch on his excellent road-course resumé, but that's something he says he's worked hard on for this year. If the situation presents itself, he could be a factor, but he'll need some cards to fall his way. Qualifying run solid if not spectacular.



## 21 JAY HOWARD (GB)

### SCHMIDT/RAHAL LETTERMAN

Indy 500 starts: 0 Best result: N/A  
Laps completed: N/A Laps led: N/A

**AFTER KNOCKING** on the door of IndyCars with precious little joy in the way of a response, the Essex racer has suddenly found himself in a great position as two of 2011's most impressive Indy teams have joined forces to give him a ride. He's repaid them by qualifying on the opening day, taking all the pressure off until the race. Good job so far, which makes up for 2010's disappointing DNQ.



## 22 TOMAS SCHECKTER (ZA)

### KV RACING TECHNOLOGY

Indy 500 starts: 9 Best result: 4th (2003)  
Laps completed: 1491 Laps led: 153

**YOU GET THE** feeling that here was a classic case of 'too much, too soon' for the son of the former world champion in his junior career. The Scheckter of 2011 is a much more rounded and balanced individual than previous versions as Jaguar F1 tester and Eddie Cheever's team-mate. He's got a decent record at Indy, too, so don't be surprised if he pops up in the top 10 at some point.



## 23 TONY KANAAN (BR)

### KV RACING TECHNOLOGY

Indy 500 starts: 9 Best result: 2nd (2004)  
Laps completed: 1437 Laps led: 214

**NEVER RULE THIS** guy out of anything. He magic-ed (or stole, according to Paul Tracy) a drive with KV out of thin air, and produced some vintage TK drives in the opening few rounds. KV's oval package is unlikely to allow him to enjoy the kind of car he's used to around here. But look at those stats: more than a whole race distance led, but only one P2 to show for it. Ouch!



## 24 SIMONA DE SILVESTRO (CH)

### HVM RACING

Indy 500 starts: 1 Best result: 14th (2010)  
Laps completed: 200 Laps led: 0

**THE QUALIFYING FEELGOOD** story: In practice left-rear upright failure pitched her into the Turn 3 wall and Turn 4 catchfencing, then she caught fire (again) as she somersaulted to a halt. Despite second-degree burns to her right hand, and minor burns to her left, she qualified her T-car – a '03-vintage chassis that's way heavier than her usual tub. Then she made the field at the first attempt – bravo!





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**25 PAUL TRACY (CDN)****DREYER & REINBOLD RACING**

Indy 500 starts: 6 Best result: 2nd (2002)  
Laps completed: 818 Laps led: 0

**STILL FEELS HE** won here in 2002, as do many others. Struggled in qualifying, after looking handy throughout practice. He's another driver who deserves a regular place on the grid, as his career nears its natural end, and this would be a great occasion for him to finally deliver on all that promise here. And just think how massive the party would be afterwards...

**26 DANICA PATRICK (USA)****ANDRETTI AUTOSPORT**

Indy 500 starts: 6 Best result: 3rd (2009)  
Laps completed: 1137 Laps led: 19

**IF ONLY PATRICK'S** Indy results were reflected elsewhere, then she'd be acclaimed as one of IndyCar's biggest stars. Her breakthrough run in '05 where she became the first woman to lead the 500, has been built upon with similar speed since then. The darling of the crowds will be keen to repay their faith. Big question is: will this be the last time they see her at Indy - in a single-seater?

**27 RYAN BRISCOE (AUS)****TEAM PENSKE**

Indy 500 starts: 5 Best result: 5th (2007)  
Laps completed: 883 Laps led: 16

**HAS NEVER QUITE** delivered on his promise at the Brickyard, despite having Penske cars at his disposal for his recent attempts. Last year's run ended with a severe interface with the Turn 4 wall, as he pushed a car that wasn't ready. The fact his best run here was his debut in a satellite Penske reflects the puzzling situation he's in. Practice crash put him on back foot for qualifying.

**28 MARCO ANDRETTI (USA)****ANDRETTI AUTOSPORT**

Indy 500 starts: 5 Best result: 2nd (2006)  
Laps completed: 818 Laps led: 31

**SEEMS BLESSED WITH** the Andretti speed/curse in equal measure. Some results have been excellent, some have been near-miss (in '06 he was on the wrong end of Indy's closest finish) and don't forget his amazing backflip on the back straight in '07. Could he put the family name in Victory Lane for the first time in over 40 years? He made the race easily, despite last-gasp Bump Day.

**29 CHARLIE KIMBALL (USA)****CHIP GANASSI RACING**

Indy 500 starts: 0 Best result: N/A  
Laps completed: N/A Laps led: N/A

**IGNORE THE DIABETES** reference that inevitably comes every time his name is mentioned, the young American - whose racing was schooled in Europe - has landed on his feet with his Ganassi satellite-team drive. Should be in with a shout for Rookie of the Year, given the car at his disposal. Qualifying didn't go exactly to plan, but he was never in danger of missing the cut.

**30 GRAHAM RAHAL (USA)****CHIP GANASSI RACING**

Indy 500 starts: 3 Best result: 12th (2010)  
Laps completed: 291 Laps led: 0

**PROBABLY STILL LIVID** about last year's penalty, which took him out of the reckoning, the second-generation Rahal is back - and how. His Ganassi team might be the poor relation of the Target-backed set-up, but it's still a healthy proposition. Felt he was faster than Franchitti when they ran the same set-up in practice... Qualifying afflicted by fuel-pump woes; expect more pace.

**31 ALEX LLOYD (GB)****DALE COYNE RACING**

Indy 500 starts: 3 Best result: 4th (2010)  
Laps completed: 551 Laps led: 0

**WAS ONE OF** the stars of last year, finishing fourth (he was briefly credited with third until they conveniently promoted Marco Andretti) with minnow squad Dale Coyne. Budgetary constraints have kept him away from road courses, in favour of Sebastien Bourdais, but the ex-McLaren AUTOSPORT BRDC Award winner just got in on a thrilling Bump Day, despite an engine vibration.

**32 PIPPA MANN (GB)****CONQUEST RACING**

Indy 500 starts: 0 Best result: N/A  
Laps completed: N/A Laps led: N/A

**MAKING THE GRID** in this quality of field, when the likes of Mike Conway and Ryan Hunter-Reay didn't make the grade, is a huge achievement for this rookie. She seems to have clicked with the Brickyard, having taken pole for the Lights race here last year. What a place to make your IndyCar debut. After this victory of sorts, everything that comes next will be a bonus.

**33 ANA BEATRIZ (BR)****DREYER & REINBOLD RACING**

Indy 500 starts: 1 Best result: 21st (2010)  
Laps completed: 196 Laps led: 0

**MADE A QUIETLY** competent Indy debut last year, and just squeaked onto the grid during a crazy Bump Day - but was lucky that Hunter-Reay in particular ran out of time. Like last year, don't expect too much outright pace from the Brazilian lady, especially as she's driving with a broken wrist, which could cause her a few problems given the long-distance nature of the event.



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8

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644

Most laps led – Al Unser Sr

22

Youngest winner – Troy Ruttman, 1952

6

Most poles – Rick Mears

15

Number of wins as an entrant by Roger Penske

## INDY TIMETABLE

### THURSDAY, MAY 26

Indy Lights Freedom 100 qualifying

### FRIDAY, MAY 27

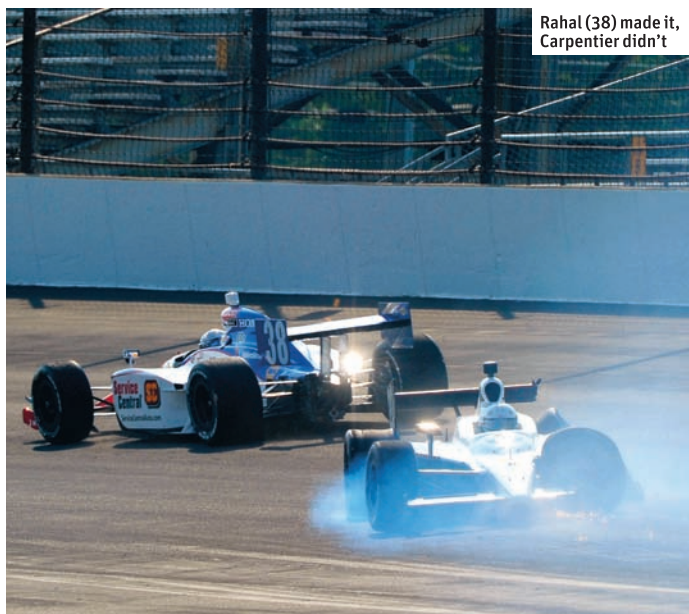
Indy 500 Carb Day practice; Indy Lights Freedom 100 race

### SATURDAY, MAY 28

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The 95th Indy 500, starts 1200ET (1700 BST), 200 laps



Rahal (38) made it, Carpentier didn't



Franchitti: the man they all have to beat

35

Most consecutive starts – AJ Foyt (1958-92)

26

Most cars running at finish, 1911

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Tagliani tastes the spoils of pole position

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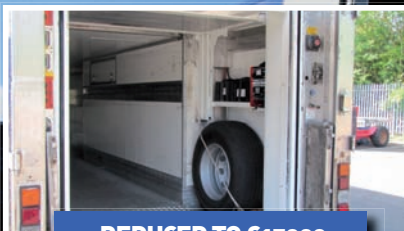


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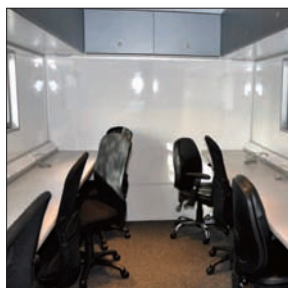
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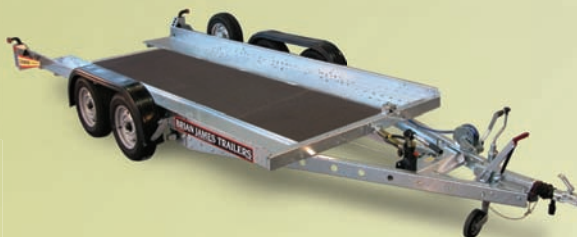
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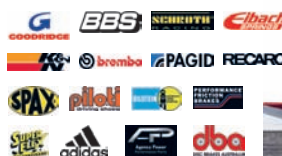
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## **MECHANICAL DESIGNER** JOB REF: TL/HR/MD/015/0511

We are looking for a dedicated, dynamic, highly motivated individual to join our Design Office, who will mainly be specialising in the design of the power steering and other hydraulic assemblies although may be required to work on other mechanical parts of the car.

The successful applicant must be able to demonstrate the ability to design, detail components and assemblies from concept through to race car use. This includes all associated jigs, tooling and test fixtures to progress their designs through manufacture and test. Ensuring the final product meets the requirements of the design and liaising with manufacturing, R&D, race team and external suppliers will be an important aspect of this role.

### **Essential Requirements-**

- Excellent knowledge of current F1 hydraulics and power steering systems.
- Experience of solid modelling and surfacing with 3D CAD (preferably Catia V5).
- Educated to degree level in a relevant engineering discipline.
- Excellent communication skills.
- Ability to deliver under pressure and compressed time lines.
- Flexible team player.
- Excellent problem solving ability.

## **R&D TEST ENGINEER** JOB REF: TL/HR/R&DTE/020/0511

- Experience in setting up & running hydraulic, & electro mechanical rigs within a motorsport environment
- Capable of testing a wide range of components, material types, & vehicle systems
- Knowledge of hardware configurations from suppliers such as MTS, Instron &/or Servotest
- Previous CAD experience, CatiaV5 preferred.

Knowledge of the following an advantage: FIA homologation procedures, Sensor wiring and calibration, High pressure hydraulics systems, Damper rebuilding.

## **EVENTS SHOW CAR SUPPORT / ELECTRONICS TECHNICIAN** JOB REF: TL/HR/ET/016/0511

We are looking for a self motivated individual that can fill a dual role within our team.

As part of the show car team you will be responsible for the set-up of the on car electrical and electronic systems as well as set-up of all electrical equipment at the events. This will involve calibration of sensors and set-up of the chassis control parameters. You will have a good understanding of race car data logging as well as knowledge of mains power distribution.

At the factory you will be responsible for the design and layout of all chassis looms and sensors. You will work closely with the drawing office regarding electrical equipment used on the cars. Responsibilities will also include the lifting and control of components used at events, as well as being responsible for fault analysis and rectification of any on car sensors issues.

Applicants should be experienced in all aspects of race car electronic systems. Knowledge of Atlas and System Monitor would be an advantage. You must have good communication skill and be able to work to tight timescales in a team environment.

## **EVENTS SHOW CAR - VARIOUS ROLES** JOB REF: TL/HR/ESCT/017/0511

We are looking for dedicated, dynamic, highly motivated individuals to join our Events Show Car Team in the following areas:

### **Events Team Gearbox Technician**

The successful applicant must be able to demonstrate comprehensive knowledge, understanding and experience of servicing F1 gearboxes or similar formulas. Designated to sub assembly duties at all events and responsible for supporting the car at the circuit with all gearbox requirements, as well as working within the realms of the gearbox/sub assembly department at the factory.

### **Events Team Hydraulic Technician**

You must be able to demonstrate comprehensive knowledge, understanding and experience of F1 Hydraulics. With designated responsibility for all hydraulic requirements of the car you will also be responsible for supporting the car at the circuit with all hydraulics. When not travelling, you will be working within the hydraulics department at the factory.

### **Events Team Garage Technician**

Previous F1 experience would be advantageous. You will be the responsible for all garage installations, set up and dismantling at all show car events. Packing, loading and unloading of sea freight. Whilst at events you will be responsible for checking and monitoring tyre pressures and temperatures, car refuelling as well as other garage technician duties as and when required. HGV licence is a must and ideally up to date forklift licence.

All these posts require travel, so the successful applicants will be flexible to support all job requirements.

**If you wish to be considered for any of these posts, please email [hr@teamlotus.co.uk](mailto:hr@teamlotus.co.uk), quoting the reference number and attaching an up to date CV. Closing date for applications: Friday 3rd June 2011.**

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Please apply in writing with current CV, salary expectations and quoting job reference number to:

#### Human Resources

**Lotus Renault GP Ltd**

**Enstone**

**Oxfordshire OX7 4EE**

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# SportsExtra

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Ford ace heads to Renault, **p88**



1963 Brands ETC race inspired Thurgood

## Thurgood launches new series for Euro tin-tops

Historic Racing Drivers Club adds extra contest for early 1960s tourers

» TOURING CARS FROM THE first era of the European Touring Car Championship will get a new series as the Historic Racing Drivers Club expands for 2012.

The TC63 Touring Greats will be open to Group 2 touring cars that appeared in the first season of the ETCC in 1963.

Club founder Julius Thurgood hopes to attract more standard models, such as the Jaguar Mk2, Lancia Flaminia, Alfa Romeo 2600, Vauxhall VX4/90, Mercedes-Benz 300SE, MG 1100, Mini 850, Ford Zodiac Mk3 and early Ford Cortina GT, than currently compete elsewhere.

The move follows Thurgood's successful introduction of the Touring Greats and Grand Touring Greats this year, both of which have attracted strong grids so far.

### BACK TO BASICS

Although several tin-top series for 1960s cars exist – including U2TC, the HSCC's Historic Touring Car Championship, and Masters Pre-1966 Touring Cars – Thurgood feels there is a gap for a category to cater for the older cars.

Their numbers have diminished with the increasing onslaught of V8s and 'homologation specials', such as the Ford Lotus Cortina and Mini Cooper S, which were built with racing in mind in period.

"It is clear certain models have become the weapons of choice in pre-'66 touring car races, so hardly any true-to-period variety is to be seen," said Thurgood. "If you remove the 'homologation specials' you release a whole group of cars."

"I know many early cars exist, but most have been mothballed by disheartened owners who have given up any hope of competing on a level playing field."

Thurgood already reports strong interest, including from the owner of the original Bill Blydenstein Vauxhall VX4/90 that appeared in the 1963 season. "Within hours [of announcing this] we'd had 25 registrations," he confirmed.

The first race for the new series is likely to be at the MG Car Club meeting on the first weekend of October. The inaugural event is expected to be a 30-minute race, but Thurgood hopes

to run longer contests, probably including driver changes, in 2012.

### TRACK RECORD

TC63 tourers will appear alongside the HRDC's Grand Touring Greats (for pre-'66, sub-1500cc GTs) and Touring Car Greats (for pre-'60 tourers) series, which Thurgood thinks are still growing.

"The progress has been phenomenal," he said. "The little GTs still aren't strong enough to fill a grid. We've got 25 and we're filling the entry with the smallest class from the Touring Car Greats. But there are a number of cars being built for the series so I don't think we'll have problems filling a grid next year."

The pre-1960 touring cars attracted 30 cars at the first race at Brands last month. "They were sitting in garages and they've come back in droves," said Thurgood.

Grand Touring Greats continues to grow



### AUTOSPORT SAYS...

**KEVIN TURNER**  
NATIONAL EDITOR

kevin.turner@haymarket.com



### NEW HISTORIC SERIES DON'T

necessarily dilute grids. That's partly because, by definition, the number of cars that count as 'historic' grows all the time, but it's also because certain classes can become dominated by the same machinery.

If you own a car that isn't one of those that sits perfectly into a given period and can't – or don't wish – to change it, then it can become difficult to remain competitive.

This is Julius Thurgood's argument behind his new HRDC TC63 Touring Greats. Don't allow later, more racing-orientated, touring cars (which are well catered for anyway) and you stand a good chance of attracting earlier, more standard, machinery.

That's not to say there is no duplication of historic categories: starting the season with two Group C series was daft, and you could argue Thurgood's Touring Greats is in competition with the Masters Oldies but Goldies. But a fresh historic category does not automatically add to the problem of too many series.

That problem undoubtedly exists. There are no fewer than 10 club race meetings planned for this weekend, providing 15 days-worth of action.

Some of those will undoubtedly be good, but it will be interesting to see how strong some grids are on such a busy weekend. And where spectators decide to head for their Bank Holiday fix.

### Extra contact details

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

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Formula Renault UK

# Cammish to Renault UK

Formula Ford ace joins Mark Burdett for assault on Formula Renault

**BRITISH FORMULA FORD** race winner Dan Cammish is set to graduate to Formula Renault UK for the rest of the season.

Cammish, 22, tested with Mark Burdett Motorsport in the official test at Snetterton last week and was 10th fastest. Team boss Burdett says he is "99 per cent sorted" for the remaining races, beginning at Oulton Park on June 4-5.

It is a belated start to the season for Cammish, who got mileage in MBM's old-spec Tatuus in the winter with a view to a full season in FRUK.

"It looks like we'll do the rest of the season with him," said Burdett. "He works well with Andy [Miller, engineer], Robbie [Kerr, driver coach] and Jack [Hawksworth, team-mate]. He's perfect for the team."



Cammish moves to FR

Fortec driver Alex Lynn topped the test after scything 0.4s from his previous best on the very last lap of the day to pip Atech Reid's points

leader Tio Ellinas, who was in the pits. Atech drivers Dan Wells and Oscar

King made a big step forward in competitiveness, while Manor was the only squad not to have previously tested on the long Snetterton 300 layout.

Manor's Jordan King had an eventful day to prop up the 13-car field: he missed the first two sessions due to a Maths exam, then lost time when he damaged his car due to decapitating a hare during the afternoon running.

## SNETTERTON 300 TESTING TIMES

POS	DRIVER (TEAM)	TIME
1	Alex Lynn (Fortec)	1m45.543s
2	Tio Ellinas (Atech)	1m45.731s
3	Jack Hawksworth (Burdett)	1m45.922s
4	Ollie Millroy (Manor)	1m45.939s
5	Dan Wells (Atech)	1m46.434s
6	Oscar King (Atech)	1m46.540s

SPEED EuroSeries

## WFR withdraws from SPEED

**TEAM WFR IS WITHDRAWING ITS** in-house race squad from the SPEED EuroSeries to concentrate on the manufacturer of its new WFO3 chassis.

The Yorkshire-based organisation, which grew out of owner Jonathan France's Embassy Racing team, scored two victories at the Paul Ricard SPEED opener with the WFO3 design before Joey Foster crashed heavily at Spa ahead of round two earlier this month. That crash and what WFR calls "significant customer interest" in the car has resulted in the withdrawal.

WFR managing director Myles Schofield said: "The build of the tubs is labour intensive and we don't have the

resources to build and run the cars."

Xero Competition, which was due to have given its WFO3 its debut before WFR withdrew its cars at Spa, has been named official agent for the Group CN design. The team will run a second car for the remainder of the season for WFR drivers Warren Hughes and Nigel Moore.

Foster is recovering at home from the accident in which he broke a vertebra. The 28-year-old is now able to walk unaided.



WFR will no longer run as a team in SPEED

EV Cup

## EV Cup cancels its 2011 UK races

**THE ELECTRIC VEHICLE CUP WILL** not kick off in the UK due to a delay in getting the cars ready.

The series, aimed at promoting electric alternatives to fossil-fuelled machines, had been scheduled to start at Silverstone on August 6 (see AUTOSPORT, January 20). But now the first event will take place at Laguna Seca in the US in November.

EV Cup MD Sylvain Filippi confirmed more preparation time was needed for the cars, which include the Westfield-based iRacer and THINK city car.

"The EV world is developing extremely quickly with technical



EV Cup has been delayed

advances happening almost on a daily basis," he said. "The requirements for safety aspects and the delivery schedule for race cars were not going to allow sufficient time for testing. We need to ensure that we are absolutely ready before we start."

Organisers still plan to run races in the UK in 2012, which are set to be run by MSVR.

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## British GT

## New McLaren GT3 car could make race debut in British series

### THE NEW MCLAREN MP4-12C GT3

could make its race debut in the British GT Championship this summer.

CRS Racing team principal Andrew Kirkaldy, whose company is developing the car in conjunction with McLaren, said that he hoped to give the MP4-12C a race outing ahead of its appearance in the Spa 24 Hours in July. He said this could be a round of the British series, in which CRS is a frontrunner with the Ferrari 458 Italia.

Kirkaldy explained that a race debut

in last weekend's Blancpain Endurance Series race at Navarra was called off in favour of further testing. The 24-hour round of the Blancpain series in Belgium is the next event on the list of races CRS has announced it will contest for development purposes.

"It would be ideal to race the car before Spa, but we are not sure exactly where," he said. "There's a British GT race at Spa three weeks before the 24 Hours and there's a strong possibility we will do that."

Kirkaldy said that he would like to run his development drivers – single-seater converts Alvaro Parente and Oliver Turvey – should the MP4-12C race in the British GT Championship. That would require CRS getting dispensation to run two professional drivers in the car.

New McLaren could appear in Spa Brit GT



## SEMSEC

## Lydden meet saved; future doubt

**THE SOUTH EAST MOTOR SPORT Club will run its Lydden meeting on June 4, but a lack of entries could still affect its other meetings.**

Poor grids this season had meant the June meeting was in doubt (see AUTOSPORT, May 19). Enough support has now been gained for the event to go ahead, but other rounds could still be cancelled.

A SEMSEC statement last week said: "Thanks to external support we are confident that the June 4

race meeting will go ahead and include races for the MGCC Midget Challenge, SEMSEC saloons and sports cars, sports racing and kit cars, and open single seaters.

"The board recognise that in these difficult times, and with the reduced support we have seen this year, the future viability of meetings is seriously affected.

"If support does not substantially improve for June 4 the rest of 2011 becomes uncertain."

## Classic F3

## Later F3 cars to get Brands GP run

### OWNERS OF F3 CARS

from the era of 1981 to '84 will get a rare chance to race on the Brands Hatch Grand Prix circuit during the HSCC's Historic Superprix in July.

The Classic Formula 3 Championship has a cut-off date of December 1980, but the Brands race will also be a round of the French Classic F3 Championship which, like the Monaco F3 race, accepts cars built up to the end of 1984, including the Ralt RT3.

CF3 championship manager Reg James is hopeful of a strong grid. "We expect to get around 10 cars from France, so I'd like to see over 30 cars on the grid,"

he said. "The race will celebrate 25 years of Classic F3."

British racers with suitable later cars are encouraged to contact the HSCC about entries.



Early 1980s F3 cars will get chance to race in UK

## MARCUS PYE

## HUMBLE PYE

The voice of club motor racing



Why not get VSCC racing on TV?

Motors TV's commitment to broadcasting racing from around the globe – including fringe quasi-international classes at obscure venues lacking entries or spectators – is applauded by enthusiasts everywhere, even if the Silverstone Classic coverage has fallen by the wayside. We British fans have become accustomed to a spread of high-profile championships, but can be particularly grateful for live club racing, an initiative which kicked off at Mallory Park last year.

Two accomplished racers – former Hyperion Motorsport boss Magnus Laird and Richard Hay of HayFisher, who directs his camera crews at trackside – have already brought us action from Castle Combe as it happened this term. Competitors have another chance to perform 'in your home' at Mallory this weekend, while a dedicated Live Raceday is scheduled for Donington in October.

In setting the programmes, media-savvy Laird knows that there is no shortage of choice in potential content. Having been badly let down (sometimes at the 11th hour) by 'promoters' of selected grids, however, he would be wise to start casting his net wider, looking outside the box for more unusual races to capture interest.

Casual TV viewers do not mirror the demographic of hardened motorsport fans of course. That is why FIA drag racing on quarter-mile strips from Scandinavia to Hungary (as well as our own historic venue Santa Pod) and,

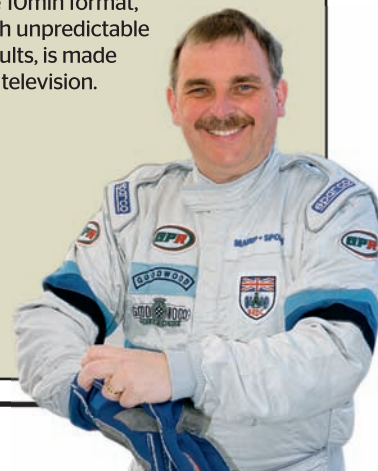
bizarrely, the extraordinary leisure pursuit of tractor-pulling consistently pull the ratings.

Back on the circuits, club racing's rich and diverse vein of machinery is crying out to be showcased. Reaction to the Mighty Minis and resident Saloon series at Combe was positive because the action was superb, but I reckon a selection of vehicles from the Vintage Sports-Car Club's unparalleled miscellany would be as compelling.

Just imagine the mightiest aero-engined machines doing battle... Down the years we have often seen the 27-litre Bentley-Napier or the Hispano Suiza-powered Bequet Delage being hounded by three-wheeled Morgan Super Aeros, but add in one of Mark Walker's crazy *bolides*, the GN Parker Special, Dougal Cawley's GN Ford and F1 engineer Robin Tulzie's Riley Menasco Pirate (now a winner!), plus the quickest sideways Frazer Nash chain-gangers, and a new fan base could emerge.

Back in the 1970s VSCC racing occasionally appeared on mainstream terrestrial channels on Saturday, with Bentleys and Bugattis to the fore. And short five-lap handicap races in which competitors set off at intervals, generally slowest first, are still run. If the maths are correct – which they never are, quite – everybody should finish at the same time, and the 10min format, with unpredictable results, is made for television.

“Club racing's rich and diverse vein of machinery is crying out to be showcased on television”





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## IN BRIEF

### GRAND PRIX WINNER AND BBC

commentator David Coulthard visited Shelsley Walsh recently and had a run up the legendary hill with British Hillclimb star Scott Moran. Coulthard's visit (left) was part of a feature for the BBC F1's coverage of National Motorsport week in June.



### KIT CAR COMPETITOR JAMES

Hamill raced his 1800cc Zetec-powered Saturn Sports for the first time in the Northern Sports & Saloons at Cadwell Park last weekend. The car was finished at midnight on the eve of the race. Hamill was seventh and last in class in the first race and retired from the second.

### A MULTI-CAR ACCIDENT BROUGHT

the opening Stock Hatch A race to a halt at Snetterton when contact at Riches left four cars badly damaged. James Gould (right) was reportedly taken to hospital with two cracked vertebrae.



### HISTORIC ACE ROGER WILLS IS

planning to contest all of the 15 races at the Brands Hatch Masters Historic Festival this weekend. As well as his fleet of machines, which include Williams FW05 and Lotus 92 F1 cars, Wills has rented a Van Diemen RF91 to take part in the Champion of Brands FF1600 race.

### HISTORIC RACER PHIL HALL HAS

added an F2 March to his stable to get more track time under his belt for his Arrows A3 GP Masters programme. The BMW-powered 752-11 has been hillclimbed in recent seasons.

### THE 24-LITRE NAPIER-RAILTON

in which John Cobb left the ultimate Brooklands outer circuit lap record at an average of 143.44mph returned to Donington Park last weekend for a repeat of its 1935 demo. Alan Wynne of the Brooklands Museum drove its star exhibit on both days of the VSCC's SeeRed event (above).



### THE LONDON ORGANISING

Committee of the Olympic Games and Paralympic Games (LOCOG) has announced that Brands Hatch will hold the Road Cycling events for the London 2012 Paralympics on September 5-8.

### STALWART CHEVROLET CORVETTE

racer Hal Danby lost his long battle with cancer last week, aged 71. Friends of the medical inventor are welcome to attend his funeral at St Gregory's Church, Sudbury, Suffolk, from noon this Saturday.



Moss tested Porsche at Silverstone this week

### Le Mans Legends

# Moss in Porsche at Le Mans

British hero will race his own car in the Le Mans Legends race on June 11

### SIR STIRLING MOSS WILL CONTEST

the Le Mans Legends race supporting the French 24-hour classic next month in his own Porsche RS61.

The 81-year-old bought the car back March 2010 and entered it at US track Laguna Seca last August, only for the gearbox to seize on the warm-up lap. As a result, Moss spun off and was hit by a Lotus that came off at the same corner, causing substantial damage to the

Porsche's front end.

The car was shipped to UK Porsche specialist Maxted-Page & Prill for repair, and will be seen back out on track – for its first race with Moss at the wheel – in the Le Mans event, which this year caters for sportscars and GTs that raced in the 24 Hours between 1949 and '65.

Moss will share the car, similar to that in which he and Graham Hill narrowly missed out on victory in the 1961 Targa

Florio, with Ian Nuthall in the class for 1959-1965 sports-racing cars. Also expected in the two-litre split are a Porsche RS60, Ferrari 206P, Lotus 15, and a later six-cylinder Porsche 904-6.

The event has already attracted a full 61-car entry and reserves.

Carlos Monteverde's Ferrari 250LM won the race in 2009, the last time the era was on the Le Mans bill. Moss finished 34th in that race in an OSCA.

### VSCC

## Karter wants more races after podium on debut

**KARTER WILLIAM NUTHALL** made an impressive car-racing debut at Donington Park last Sunday, driving father Ian's F2 Alta in the VSCC Flockhart Trophy event.

The 23-year-old, who works in the family IN Racing enterprise, drove the ex-Peter Whitehead car for the first time at Mallory Park the previous Wednesday.

He qualified second and his fastest race lap was only eclipsed by winner Eddie McGuire's more modern Lotus

Nuthall Jr impressed in Alta F2 car



16, which he shadowed to take second, late in the race.

"We had no doubts about William's racecraft, but he handled the car superbly," said Nuthall Sr. "He'll certainly have another go. He's already looking at the calendar to see what can be fitted in."

### Historic Touring Cars

## Wood gets new Anglia

### HISTORIC RACER

Neil Wood is preparing a new Ford Anglia for the HSCC's Historic Touring Car Championship.

Wood, who has raced his previous Anglia since the late 1980s, has fitted a Holbay downdraft cylinder head to improve

the power and torque of his 1500cc machine. It uses a new shell on the running gear of his old car.

"A recent shakedown at Brands Hatch proved encouraging and I hope to debut the car at the HSCC Snetterton meeting on June 12," he said.



Wood has already tested at Brands

### Champion of Brands

## Radical racer to take on Champion of Brands



Kapadia will race Ray at Brands this weekend

### RADICAL ACE ALEX KAPADIA

will contest the Champion of Brands FF1600 race this weekend.

The 30-year-old will drive a Ray GR97 run by Matt Rivett in the Kent-engined category on the Saturday of the Masters Historic Festival, which will use the Indy circuit.

"I did Formula Ford about 11 years

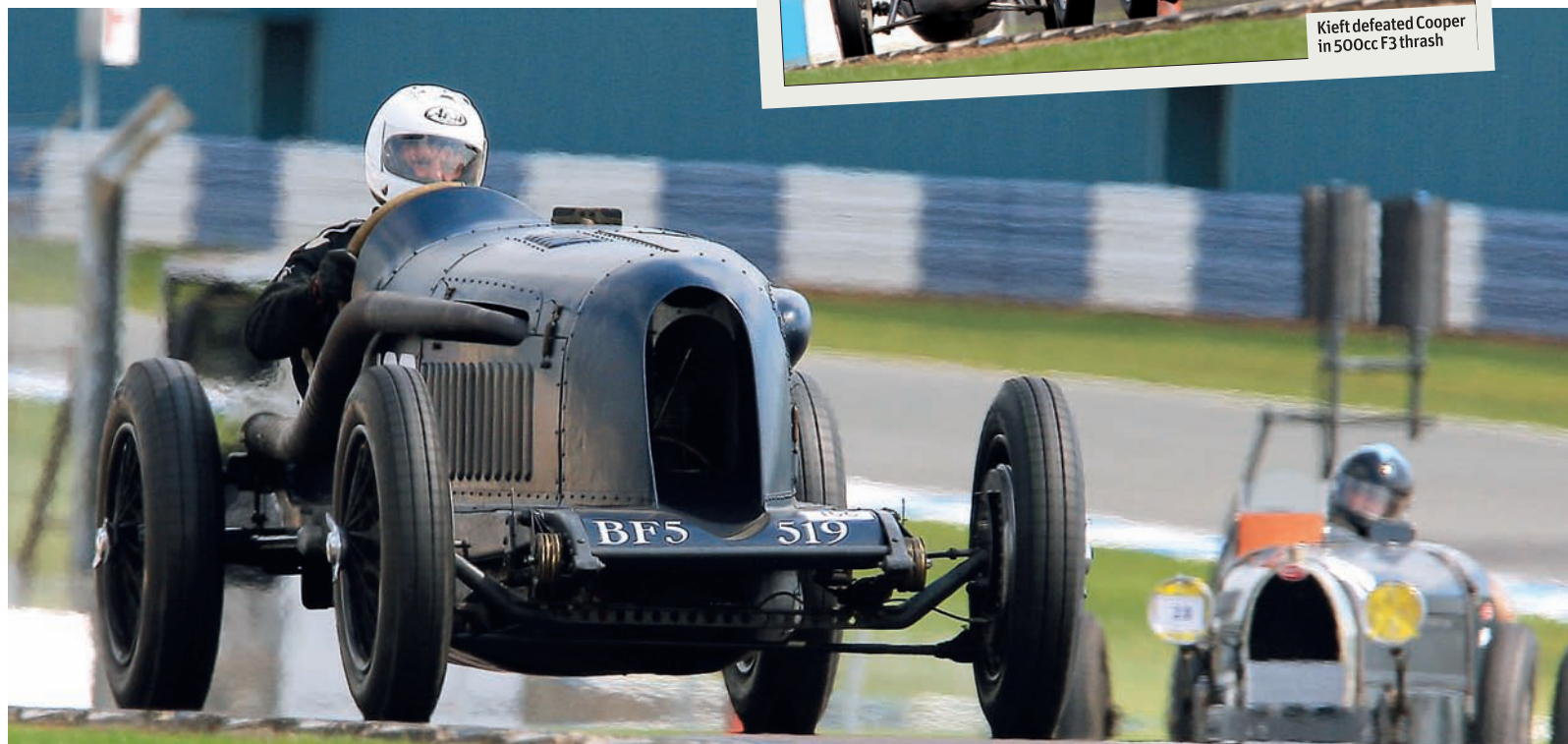
ago and it's the one category I didn't do very well in," said Kapadia. "I always fancied having another go.

"It's a one-off at the moment, but it should be entertaining and we'll see how it goes."

Kapadia did not rule out appearing in one of the CoB rounds to be held on the Grand Prix loop later in the year.

**QUICK RESULTS**

→ Vintage Seaman Tuluie  
→ Williams Trophy Hudson



VSCC DONINGTON PARK, MAY 21-22

# Merc man wins Seaman Trophy

Tuluie's 'Pirate' stole VSCC honours

**SEVEN MONTHS SINCE** its previous SeeRed showpiece, the Vintage Sports-Car Club's delicious brand of gung-ho racing graced Donington once again. Fittingly, one of its annual Richard Seaman Memorial trophies – celebrating the young British ace who died having crashed his Mercedes-Benz while leading the 1939 Belgian GP at Spa-Francorchamps – fell for the first time to Formula 1 engineer Dr Robin Tuluie, who joins the marque's GP team next month.

German-born Tuluie growled his Riley Menasco Pirate – an ingenious self-built concoction powered by a six-litre American aero engine – clear of a wonderful battle between previous winner Geraint Owen's Bugatti T35B and an even scarier Anglo-American hybrid, the Curtiss-powered GN Parker Special of extrovert handler Justin Maers. Behind them, the diminutive Morgan 'trikes' of Gary Caroline and Sue

Darbyshire were almost inseparable, watched by Chris Hudson in his pale green Bugatti T35B.

Tuluie was also first past the chequered flag in Saturday's Williams Trophy Race, although his machine was ineligible for the Bugatti Owners' Club's fabled award. That looked to be the property of Stephen Shoosmith (Bugatti T51) who raised his game to dispute the lead with Tuluie, only to career into the gravel pit at the chicane on the final lap when a brake grabbed. Michael Hudson (T35B), son of Chris, was thus overjoyed to enter the marque's annals as victor, over Duncan Pittaway (T35) and Willie Green, in John Polson's Talbot AV105.

The quest for Historic Seaman Trophy honours was embedded within the Ron Flockhart Trophy race for Pre-'61 racing cars and resulted in US commuter Paul Mullins entering the record books aboard the ex-Arthur Dobson ERA R7B. Out front, though, a

mighty scrap embroiled Eddie McGuire (Lotus 16), Michael Steele (Connaught) and car debutant William Nuthall in father Ian's Alta.

Steele derailed his glory bid by outbraking himself twice, thus fell to third, but Nuthall drove brilliantly to harass McGuire. Only experience kept the Irishman – undeterred by a starter-motor issue on the grid – in front in the ex-Graham Hill F2 car, now sporting London Rowing Club stripes on its nose. But Nuthall's talent is no longer unknown outside karting...

A fine field of 500cc

pip squeaks took onlookers back more than half a century to F3's infancy. As at Cadwell Park on Easter Sunday, a surprisingly relaxed-looking Richard Ellingworth worked overtime in his ex-Don Parker 'forward-control' Kieft to beat defending triple crown holder Nigel Ashman (Cooper Mk11).

Behind the double-knocker Norton-powered duo, John Turner cajoled his less-powerful Cooper-JAP – bought for £260 in 1969 and used continuously since – through to third ahead of invitee Fred Harper's 1100cc vee-twin

motivated version and classic-bike racer Gordon Russell's rare Mackson.

George Shackleton (Cooper Mk6 'stickleback') fell back through a super multi-car squabble for the minor placings, which lost Rod Delves's Kieft at the chicane. Conversely, Nigel Challis (Cooper Mk8) climbed from 11th to sixth.

The highlight of the front-engined Formula Junior season distilled down to another tussle between poleman Brian Mitcham (ex-Major John Harwood U2 Mk2, replete with droopsnoot nose) and Historic FF2000 aspirant

Lotus 16 of McGuire took pre-'61 racing cars event



“Stephen so deserved to win that race – and I think he would have”

Tuluie was generous after Shoosmith's error in Williams race



Tuluie passes the gravel-bound Shoosmith

## REPORTS SPORTS EXTRA



'50s Sports Racing field gets under way

Jack Woodhouse (Elva 100). Overturning his BMC engine's power deficit to Mitcham's Ford, and five decades' less experience, Woodhouse triumphed again, three days shy of his 21st birthday.

BMC also vanquished Ford in another clean duel for third, John Chisholm (Gemini) heading Simon Goodliff (Lola Mk2).

Mike Thorne romped the Pre-'61 Sports car race in his well campaigned Austin-Healey 100M. Lotus Elite men Robin Longdon and Brian Arculus fought a stonking battle in his wake, swapping places until the latter's engine “went off song” and he pitted, handing third to Mark Pangborn in his ‘left-hooker’ Healey.

In the Team Relay, the gangbusting pace of Skid Mark and the Well-Oiled Rear Ends' GN special tamers Dougal Cawley (3.4 Ford-powered ‘Piglet’),

Mark Walker (4.2 Thunderbug) and Justin Maeers (6.1 Curtiss aero-engined Parker) was too much for rivals. Defending champs the Two Dogs' Frazer Nash foursome led the chase until penalties bumped them to fourth behind the Life of Riley and Loulou's Lovelies FN teams.

Life of Riley's David Pryke, Tim Kneller, Richard Iliffe and Tim Hopkinson topped the handicap charts by a lap from five diverse squads. Vaguely Vauxhall's stately 30/98s of Hamish Monro, Noel Runnels-Moss, Phil Dobbin and Jamie Quartermaine were first of these home.

A superbly-executed run round the outside of Julian Majzub's unruly Sadler-Chevrolet earned Graeme Dodd the '50s Sports Racing garland in his Cooper Monaco. Barry Cannell's game little Willment-Climax kept third despite a misfire

towards the end. Best of three Kurtis 500s was Chris Keen's in fifth.

Dougal Cawley's spartan GN-Ford ‘Piglet’ and American Fred Wakeman (Frazer Nash Super Sports) returned to win the Donington and Redgate Mug races respectively, the latter after stalling on the grid. The apologetic Wakeman was pursued spiritedly by Richard Pilkington's Talbot.

Scot Tom McWhirter's fiendish Jaguar SS100 and Julian Grimwade's pretty Lagonda Rapier won a short squirt apiece. The final sprints were both delayed, however, when Robert Barbet's Riley burst into flames on the grid and Peter Morley rolled his Bentley after contact with Alan Chandler's spinning Lagonda V12 at Coppice. Stephen Pryke's Frazer Nash ‘Slug’ and Paul Mullins (ERA R7B) were the victors.

● Marcus Pye

EQUIPE GTS DONINGTON PARK, MAY 21-22

## Ashworth and Begbie star as TVRs dominate

BLACKPOOL MIGHT have been relegated from football's premier league last Sunday, but TVR Granturas built in the town ruled the Equipe GTS enduros. Dr Mark Ashworth and Rod Begbie asserted the fibreglass-shelled cars over hordes of similarly-powered MGBs and Triumph TR4s in the double-header.

Ashworth's Kamm-tailed version ran away with Saturday's leg, in which Begbie had a huge moment on lap one. The Scot had clawed his earlier fin-tailed model back to fifth when its engine went off and he pitted, but his crew changed it overnight and he came out fighting.

Starting at the back of the 32-car grid, Begbie nailed through the middle order, attacked quicker runners with increasing vigour and – as a few spots of drizzle fell –

reeled leader Ashworth in during lappery. Braver in the jams, Begbie courted attention by lunging past two cars into the chicane covered by yellows.

But after an early stoppage Ashworth was unfazed as the aggregate victory was his over Pete Foster's TR4. “The traffic may have been kinder to Rod, but he drove a äblinder,” said the winner.

Despite James Willis (MG Midget Dick Jacobs coupe) shading him by 0.46s in race two, Brian Arculus (WSM Midget) won a gripping tiddler class by 2.8s.

**RESULTS (21+15 LAPS)** 1 Mark Ashworth (TVR Grantura Mk3 1800S); 2 Pete Foster (Triumph TR4) +20.88s; 3 Simon Wood (MGB); 4 John Yea (MGB); 5 Mike Harris/Ian Prior (MGB); 6 Mike Thorne (Austin-Healey 100M). **CW** Foster; Brian Arculus (WSM Midget). **FL** Rod Begbie (TVR Grantura) 1m26.85s (82.03mph).



TVR defeated MG and Triumph

### VINTAGE SEAMAN TROPHY (10 LAPS)

1 Robin Tuluie (Riley Menasco Pirate); 2 Geraint Owen (Bugatti T35B) +571s; 3 Justin Maeers (GN Parker Special); 4 Gary Caroline (Morgan Super Aero); 5 Sue Darbyshire (Morgan Super Aero); 6 Chris Hudson (Bugatti T35B). **Fastest lap** Tuluie 1m30.80s (78.46mph).

### WILLIAMS TROPHY, PRE-'34 GP

**CARS (10 LAPS)** 1 Robin Tuluie (Riley Menasco Pirate); 2 Michael Hudson (Bugatti T35B) +1915s; 3 Duncan Pittaway (Bugatti T35); 4 Willie Green (Talbot AV10S); 5 Bryan Gill (Lea-Francis Hyper TT); 6 John Horton (Bugatti T35B). **FL** Tuluie 1m33.21s (76.43mph).

\*Ineligible for feature award.

### HISTORIC SEAMAN & FLOCKHART TROPHIES, PRE-'61 FRONT-ENGINE

**RACING CARS (12 LAPS)** 1 Eddie McGuire (Lotus 16); 2 William Nuthall (Alfa F2) +174s; 3 Michael Steele (Connaught C-type); 4 Nick Eden (Cooper-Bristol T20); 5 Paul Mullins (ERA R7B); 6 Tony Ditheridge (BRM P25).

**FL** McGuire 1m24.54s (84.27mph).

**500cc F3 (5 LAPS)** 1 Richard Ellingworth (Kieft-Norton); 2 Nigel Ashman (Cooper-Norton Mk1) +1.02s; 3 John Turner (Cooper-JAP Mk9); 4 Fred Harper (Cooper-JAP Mk4 1100); 5 Gordon Russell (Mackson-Norton); 6 Nigel Challis (Cooper-Norton Mk8). **FL** Ellingworth 1m35.62s (74.51mph).

### FRONT-ENGINE FORMULA JUNIOR

**(12 LAPS)** 1 Jack Woodhouse (Elva-BMC 100); 2 Brian Mitcham (U2-Ford Mk2) +1.33s; 3 John Chisholm (Gemini-BMC Mk2); 4 Simon Goodliff (Lola-Ford Mk2); 5 Gordon Russell (Gemini-BMC Mk2); 6 Justin Fleming (Elva-BMC 100). **Class winner** Gordon Wright (Stanguellini-Fiat).

**FL** Mitcham 1m23.69s (85.13mph).

### PRE-'61 SPORTS & GT CARS (14 LAPS)

1 Mike Thorne (Austin-Healey 100M); 2 Robin Longdon (Lotus Elite) +796s; 3 Mark Pangborn (AH100); 4 Andy Shepherd (AC Ace); 5 Robert Rawe (AH 100M); 6 Andrew Mitchell (Bristol 401 Spl). **FL** Longdon 1m29.36s (79.73mph).

### WHITE MOUSE MEMORIAL TEAM

**RELAY (2 HOURS)** 1 Skid Marks & Well-Oiled Rear Ends: Dougal Cawley (GN/Ford Special ‘Piglet’), Mark Walker (GN Thunderbug), Justin Maeers (GN/Parker Special) 71 laps. 2 Life of Riley: David Pryke & Tim Kneller (12/4 Spls), Richard Iliffe (12/4 Kestrel Spl), Tim Hopkinson (12/4 Spl) –31 laps; 3 Loulou's Lovelies: Simon & Jo Blakeney-Edwards (FN Shelsley), Paul Bullett (FN Ssports), Richard Parsons (FN Interceptor); 4 Two Dogs: Fred Wakeman, Philip Champion, Charles Gillett (FN Ssports); Patrick Blakeney-Edwards (FN TT Replica); 5 Taylor's Mongrels: Guy Plante (Alvis Speed 25 Spl), Trevor Swete (Invicta S-type), Norman Pemberton (Talbot 85/105 Sports), Christopher Scott-MacKirdy (Aston Martin Le Mans); 6 Les Chiens de la Chasse: Toby Heelis (Delage D6-TT Replica), Sir Ralph Robins (Bentley 4 1/4 Spl), Nick Pellett (Talbot AV10S), Richard Black (Talbot Lago T23). **Handicap winner** Life of Riley. **FL** Maeers 1m33.58s (76.13mph).

### 1950s SPORTS RACING CARS

**(12 LAPS)** 1 Graeme Dodd (Cooper T49 Monaco); 2 Julian Majzub (Sadler Mk3) +10.08s; 3 Barry Cannell (Willment); 4 Ben Eastick (Jaguar D-type); 5 Chris Keen (Kurtis 500S); 6 Nick Finburgh (Jaguar C-type). **FL** Dodd 1m20.89s (88.08mph).

### DONINGTON MUG, SPECIAL

**PRE-WAR SPORTS (8 LAPS)** 1 Dougal Cawley (GN/Ford ‘Piglet’ Spl); 2 David Pryke (Riley 12/4 TT Sprite Rep) +36.59s; 3 Tim Kneller (Riley 12/4 Spl); 4 Dudley Sterry (HRG); 5 Brian Maile (Alvis Speed 25 Spl); 6 Guy Plante (Alvis Speed 25 Spl). **FL** Cawley 1m36.64s (73.72mph).

### REDGATE MUG, STANDARD & MODIFIED PRE-WAR SPORTS

**(8 LAPS)** 1 Fred Wakeman (Frazer Nash Super Sports); 2 Richard Pilkington (Talbot T26 SS) +713s; 3 Andrew Mitchell (HRG); 4 Sue Darbyshire (Morgan Super Aero); 5 Jeremy Brewster (Lea-Francis Hyper); 6 Charles Gillett (FN Super Sports). **FL** Mitchell 1m37.21s (73.29mph). **SCRATCH (5 LAPS)** 1 Tom McWhirter

(Jaguar SS100); 2 Julian Grimwade (Lagonda Rapier) +10.21s; 3 Andrew Kellock (Fiat AC); 4 Trevor Swete (Invicta S-Type); 5 Robert Lewis (Lagonda V12 Le Mans Replica); 6 Tony Seber (MG PA Midget). **FL** McWhirter 1m44.71s (68.04mph).

### HANDICAP (5 LAPS)

1 Grimwade; 2 Swete +1.17s; 3 McWhirter; 4 Mark Brett (Ballamy-Ford V8); 5 Richard Iliffe (Riley Kestrel 12/4 Spl); 6 David Asplin (Austin 7 Ulster Rep). **FL** Andrew Mitchell (HRG) 1m40.36s (70.99mph).

### HANDICAP (5 LAPS)

1 Steven Pryke (Frazer Nash ‘Slug’); 2 Graham Paddick (McDowell-Ford) +4.60s; 3 Lewis; 4 Seber; 5 Asplin; 6 James Potter (Riley 9 Brooklands). **FL** Pryke 1m44.09s (68.44mph). **SCRATCH (5 LAPS)** 1 Paul Mullins (ERA R7B); 2 Pete Candy (Riley ‘Super Rat’ Spl) +15.51s; 3 Terry Crabb (ERA R12C); 4 Stephen Shoosmith (Bugatti T51); 5 Eddie Gibbs (Frazer Nash SS); 6 David Pryke (Riley 12/4 TT Sprite Rep). **FL** Mullins 1m28.74s (80.28mph).



All four MR2 races fell to Hinson

FORMULA VEE SNETTERTON, MAY 21-22

## Farmer and O'Brien win after dramatic Vee battles

**BOASTING A 30-STRONG** field, including 2011 race winners Martin Farmer and Ben Anderson, Formula Vee's first double-header of the year promised to be action-packed. Indeed, the drama started before racing even got underway, with Anderson making a late switch to his sister's GAC after his own suffered engine problems, and polesitter John Hughes pitting his Scarab on the warm-up lap for race one.

As Hughes dropped out of contention, fellow front-row man Fraser O'Brien assumed the lead, only to be quickly deposed by Farmer, who set about building a decisive gap. His task was made easier with the chasing pack running into trouble behind him.

First Michael Epps fell off at Riches, forcing Anderson

onto the grass in avoidance, and then Keith Farrance, who'd briefly relieved O'Brien of second, spun off at Nelson. A determined Anderson wasted no time making up for his excursion, surging from eighth to sixth inside a lap, before latching onto a clutch of cars squabbling over third. Despite trailing the group into the final lap, he leapfrogged all of them when they tripped over each other through Brundle and Nelson, salvaging a podium behind Farmer and O'Brien.

With engine problems keeping Farmer out of race two, the fight for victory proved tighter, involving Farrance, Epps, Hughes and Anderson. A rejuvenated Farrance (in his first full season for 15 years), led the way for seven laps until Anderson pulled a great



O'Brien won race two after Anderson penalty

move to leap from third to first at Brundle and stay ahead into the final lap. Despite missing a gear as he swept into Brundle again for the final time, Anderson looked like he'd sewn up the win. Indeed, his mistake forced the rest to bunch up behind, triggering a clash between Farrance and Epps that allowed Anderson to escape to victory.

But his celebrations proved short-lived when a failure to respond to a black and orange flag earlier in the race came back to haunt him. A post-race penalty relegated Anderson to seventh, handing O'Brien his first win.

● Oliver Timson

### RESULTS – RACE 1 (11 LAPS)

1 Martin Farmer (GAC); 2 Fraser

O'Brien (Storm SF1) +9.43s; 3 Ben Anderson (GAC 1); 4 Ian Buxton (Daghorn/GAC); 5 Michael Epps (GAC); 6 Ian Jordan (Sheane Jordan). **Class winner** Jordan.

**Fastest lap** Epps 1m23.22s (86.62mph) **establishes record.**

### RACE 2 (10 LAPS) 1 O'Brien;

2 Buxton +1.05s; 3 Epps; 4 Keith Farrance (GAC); 5 John Hughes (Scarab Mk5); 6 Tim Probert (Storm). **CW** Jordan. **FL** O'Brien 1m24.56s (85.15mph).



Cutmore chases winner Rogers

RGB SNETTERTON, MAY 21-22

## Rogers on the right lines to win with his Contour

**AFTER EARLY LEADER** Tim Pell retired his Genesis Evo to the pits trailing a haze of smoke and oil, John Cutmore's Spire and Paul Rogers' Contour disputed the lead in the first of two hard-fought RGB races.

Having shadowed his rival for five laps and swapped places more than once, Rogers finally swept past decisively to claim a lead he held to the finish. Half a minute behind, Matthew Green's third-placed Spire took the flag well clear of

Richard Wise's Sabre.

In an enthralling three-way battle for front-engined honours, Alastair Boulton's Phoenix finished a shade clear of Paul Rickers' similar machine and Derek Jones' Fisher Fury.

The top-three order was repeated in race two, but only after another close race. Not least for Rogers, who dropped from pole to fifth by the opening corner. "My famous good starts again," he joked. But Rogers

proved his determination and the Contour's speed by recovering to third by the time he reached Brundle, before demoting Pell from second two laps later.

He found Cutmore a harder nut to crack, forced to wait another four laps before finally diving past at Riches to claim the lead.

Meanwhile, Green was also made to work hard to deprive Pell of third, as their late scrap left them separated by less than a second at the finish.

● Oliver Timson

### RESULTS (BOTH 15 LAPS)

1 Paul Rogers (Contour); 2 John Cutmore (Spire GT3) +3.85s; 3 Matthew Green (Spire GTR); 4 Richard Wise (AB Performance Sabre); 5 Alastair Boulton (STM Phoenix); 6 Paul Rickers (Phoenix). **CW** Boulton; Steve Robinson (Genesis RR). **FL** Rogers 1m17.14s (93.34mph) **establishes record.** **RACE 2** 1 Rogers; 2 Cutmore +2.07s; 3 Green; 4 Tim Pell (Genesis EVO); 5 Gary Goodyear (Countour); 6 Boulton. **CW** Pell; Boulton. **FL** Rogers 1m17.44s (92.98mph).

MR2 SNETTERTON, MAY 21-22

## Hinson takes four

**IT'S NOT OFTEN A** driver wins four times in one day, but that was Paul Hinson's score as a multitude of MR2s enjoyed two heats and two finals on the new Snetterton 200 layout.

He opened his account in heat one by chasing leader James Cross before dispatching him at the hairpin on lap eight.

Pole spot for the first final was filled by Roland Wilkinson, who, having set fastest time in qualifying (and rolling his car shortly after!) had earned a bye for the heat. But he bogged down with wheelspin and Hinson gratefully swept past to lead from start to finish. Steve Lumley was ever-present in second.

After another dominant display in heat two, Hinson earned pole

for the second final. He was in control again, finishing well clear of Lumley, while George Robinson held off Wilkinson for third.

● Oliver Timson

### RESULTS (ALL 10 LAPS) – HEAT 1

1 Paul Hinson; 2 James Cross +0.55s; 3 George Robinson; 4 Alexander Lennon; 5 Steve Lumley. **CW** Simon Phillips; Paul Corbridge. **FL** Hinson 1m28.88s (81.01mph). **FINAL 1** 1 Hinson; 2 Lumley +4.21s; 3 Lennon; 4 Robinson; 5 Roland Wilkinson. **CW** Phillips; Corbridge. **FL** Cross 1m28.84s (81.04mph). **HEAT 2** 1 Hinson; 2 Robinson +8.00s; 3 Wilkinson; 4 Lumley; 5 Lennon. **CW** Phillips; Corbridge. **FL** Lennon 1m30.17s (79.85mph). **FINAL 2** 1 Hinson; 2 Lumley +6.91s; 3 Robinson; 4 Wilkinson; 5 Guy Hefford. **CW** Phillips; Corbridge. **FL** Wilkinson 1m28.39s (81.46mph) **establishes record.**

STOCK HATCH CLASS A SNETTERTON, MAY 21-22

## Digby and Ward emerge from the tin-top chaos

WHILE THE REST OF THE field scrapped furiously for position in the restarted opening race for Stock Hatch Class A, leader Matt Digby's swan-white Peugeot 106 pulled serenely away from the Saxo horde, to lead every lap. That was certainly a lot smoother than Martin Ward's win in race two, which came after a fine multi-car tussle.

Earlier, the first attempt at race one had been aborted after a midfield pile-up at Riches brought out the red flags. It left the track littered with badly damaged machines and consigned the unfortunate James Gould to hospital with cracked vertebrae in his neck.

Once racing resumed, Digby soon established his authority, pulling away to

secure his first win of the year, comfortably ahead of an enthralling four-car dice for second. The quartet of Martin Ward, Nick Thornton-Jones, Jake Farndon and Shaun Hagen was rarely more than fractions apart as they disputed runner-up spot, but it was Norwich racer Ward who held his nerve to take it, just ahead of Jones, who was nonetheless satisfied to claim his first podium finish.

A similar margin separated fourth-placed Farndon from Hagen, while behind them a slow-starting Craig Bell, who had been second before the stoppage, rounded out the top six.

Race two was an absolute cracker, with the top five of Farndon, Ward, Bell, Digby and Thornton-Jones pulling clear of the rest in tight formation in the opening laps. Five became four when Digby's hopes of a double ended when he went straight on at Nelson on lap four. And the

frontrunners were further reduced after Thornton-Jones retired on lap eight.

All this left Ward, who was still in search of his first Stock Hatch win, leading from Farndon and Bell. Despite everything that Farndon could throw at him on the final lap, including a desperate lunge at Murrays, Ward calmly clinched his maiden victory to become the fifth different winner from five races this year. Meanwhile, Bell gratefully took advantage of Farndon's last-corner lunge to nip past and claim runner-up spot.

● Oliver Timson

### RESULTS - RACE 1 (8 LAPS)

**1 Matt Digby (Peugeot 106 Rallye);** 2 Martin Ward (Citroen Saxo) +0.65s; 3 Nick Thornton-Jones (Saxo); 4 Jake Farndon (Saxo); 5 Shaun Hagen (Saxo); 6 Craig Bell (Saxo). **FL** Thornton-Jones 1m30.31s (79.73mph) **establishes record.**  
**RACE 2 (10 LAPS) 1 Ward;** 2 Bell +0.28s; 3 Farndon; 4 Hagen; 5 Terry Botting (Saxo); 6 Rory Cooper (Saxo). **FL** Carl Swann (Saxo) 1m30.42s (79.63mph).



Ward scored a second and a first

EUROPEAN RALLYCROSS ESSAY-ALENCON, MAY 21-22

## Holte takes victory to move Volvo to top of the table

THE EUROPEAN Rallycross Championship got its third different winner in as many events when Norwegian Frode Holte won the French round of the 10-race series at Essay-Alencon last Sunday.

In his fourth year of ERC competition, Holte made his first win look easy, with fastest times in the second and third heats giving him pole for the A final, which he led throughout.

Having successfully given the pack the slip at the first

corner, the Volvo C30 driver was on his own until the last turn of the race, when he was shadowed by compatriot Mats Lysen. The Renault Clio racer grabbed a career-best second as Liam Doran took his Joker Lap at the last possible opportunity.

Doran, who is now equal second in the standings with round-two winner Tanner Foust (and three points behind new leader Holte), said: "Perhaps I could have taken the Joker earlier, but I didn't know

what the gap was and the decision here was to run the safest strategy.

"I knew that Tanner had gone off in the first lap and with [champion] Sverre Isachsen not in the A final my title rivals were not in contention to win today."

Foust had qualified second for the A final but his Fiesta had an engine change on Sunday and had failed to finish the third heat. The A final brought no more luck for the American, who went out in the first lap

with suspected clutch failure.

Doran's Citroen teammate Timur Timerzyanov was fastest in the first heat and qualified third. The Russian ended the event fifth, a last-lap spin while challenging Doran costing him a position.

Isachsen's bad week continued after a poor showing in Portugal. Turbo problems and a collision, in which he broke his thumb, means he has now fallen to fifth in the table.

● Tim Whittington

### RESULTS - SUPERCAR A FINAL

**(6 LAPS) 1 Frode Holte (Volvo C30) 3m28.383s;** 2 Mats Lysen (Renault Clio III) +0.340s; 3 Liam Doran (Citroen C4) +1.904s; 4 Philippe Tollemer (Citroen C4) +3.723s; 5 Timur Timerzyanov (Citroen C4) +9.425s; 6 Tanner Foust (Ford Fiesta VII) 0 laps. **POINTS 1 Holte, 43;** 2= Doran & Foust, 40; 4 Timerzyanov, 37; 5 Sverre Isachsen (Ford Focus II), 35; 6 Andreas Eriksson (Ford Fiesta VII), 32.

Holte's Volvo led all the way in France



## SNETT IN BRIEF



### LOCOST

Alex Von Ehrheim (above) tops the Locost points table after an unflustered lights-to-flag win. Second went to the wire, with Nicholas Morley besting Richard Jenkins. Richard Bradley took fourth from erstwhile title leader Scott Mittell on the last lap.

### KIT CARS & SR/GT

In race one, Nick Taylor secured victory after the threat from a charging Cheng Lim was ended by a broken diff. Taylor led every lap again in race two, ahead of Lim's refettled machine.

### FORMULA 4

Despite monopolising the lead en route to victory, Jonathan Weston-Taylor could never relax. First Robbie Watts piled on the pressure, before his mistake at Murrays allowed Oliver Sirrell through to hound the leader.

### BIKESPORTS

Mike Field's Stohr captured pole for both outings, but had to settle for third to the Radicals of Martin Brooks and Jon-Paul Ivey in race one. Field finished a close second to Ivey in the sequel.

### SAXMAX

Shane Stoney dominated the double-header, claiming his maiden win in race one and easily controlling the second event. Henry Gilbert narrowly edged out William Plant for runner-up spot first time out, while William Davison took the place in race two.

### STOCK HATCH CLASS B

Matt Rozier secured victory in the opener after Andrew Lightfoot's pursuit was stymied by a mistake at Murrays. Lightfoot (below, right) bounced back to win race two after overhauling Rozier on the final tour.



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## NATIONAL RACES & RESULTS

MSVR  
CADWELL PARK

## GOLF GTI QUICK RESULTS

→ Race 1 **James Bark**  
→ Race 2 **Mike Thurston**  
→ Race 3 **James Bark**



Winrow leads BMW pack

## REPORTS SPORTS EXTRA

### CADWELL IN BRIEF



#### MONO 2000/1400/CLASSICS

Tristan Cliffe retained his 100 per cent winning record in the Monoposto 2000, 1400 and Classics at Cadwell. Malcolm Scott's Dallara led fairly comfortably in race one, until he missed a gear and handed victory to Cliffe's similar car (above). It was lights-to-flag for Cliffe in race two, with Scott second throughout. Jim Blockley's ageing Ralt RT3 turned the tables on Steve Patania to take third on Sunday.

#### MONO 1800/1600/1000

A broken gear linkage left James O'Reilly's Speeds stuck in fifth gear in the first Monoposto 1800, 1600 & 1000 race. Dax Ward's Jedi therefore took the win, but O'Reilly still held on to second. He then gained his revenge by taking a comfortable victory over Ward in race two.

#### NORTHERN SPORTS AND SALOONS

Mike Cutt's BMW M3 was a double winner, with a combined winning margin of more than 20 seconds over the two races. Richard Raiston (Renault Clio) and David Cox (Peugeot 205) completed the race-one podium, while Ginetta G20 driver Brian Murphy forced Cox to settle for another third in the later event.

#### TRACKDAY TROPHY

John Hamilton (below) snatched victory in his Renault Clio from the Lotus Elise of Phil Capstick in the closing laps of race one. Jack Goff had built a huge lead, before handing over to debutant Capstick. George Wright's Porsche won the second race, demoting Marcus Burnett (BMW) exiting Park on the last lap.



VW GOLF GTI CADWELL PARK, MAY 21-22

# Bark wins in chase through the woods

**JAMES BARK PROVED** unbeatable in the Mk2 Golf GTIs, which attracted over 30 cars for the swoops of Cadwell Park.

Although Lewis Hopkins set the pace in race one, Bark joined him in an early break, leaving Jamie Martin in a solitary third. Hopkins made an error at halfway and that was all Bark needed. "I used old tyres and lost the rear end as we came out of the Hairpin," Hopkins admitted.

They were still close at the finish, but it was Bark's victory. Mike Thurston closed on Martin towards the end, while Simon Traves claimed fifth.

With no Bark in race

two, it was Thurston's turn to lead from start to finish, although Josh Johnson did his best to challenge.

John Mawdsley had been close too early on, but settled in third well clear of class winner Clive Belton, who had rivals Guy Stevens and Alex Harris tracking him throughout.

Hopkins made a terrible start in the finale, as Bark headed off for win number two. It was three abreast into Coppice for second, but Martin emerged onto the Park Straight, with Hopkins recovering third from Traves before the end of the opening lap.

Hopkins chased down



Bark took a VW Golf double

Martin, but despite all his efforts Hopkins could not find a way by. That left Bark to triumph by over seven seconds.

● Peter Scherer

#### RESULTS – GROUPS A&B (8 LAPS)

**1 James Bark;** 2 Lewis Hopkins +0.618s; 3 Jamie Martin; 4 Mike Thurston; 5 Simon Traves; 6 Henry Wright. **Fastest lap** Thurston

1m47.533s (73.21mph).

#### GROUPS B&C (9 LAPS) 1 Thurston;

2 Josh Johnson +0.730s; 3 John Mawdsley; 4 Clive Belton; 5 Guy Stevens; 6 Alex Harris. **Class winner** Belton. **FL** Thurston 1m48.537s (72.53mph).

#### GROUPS A&C (9 LAPS) 1 Bark;

2 Martin +7.763s; 3 Hopkins; 4 Darren Bedford; 5 Traves; 6 Peter Milne. **CW** Belton. **FL** Bark 1m46.181s (74.14mph).



BMW M3 of Sharpe scored two wins

RACING SALOONS CADWELL PARK, MAY 21-22

# Sharpe lives up to his name in Cadwell saloon tussle

**ADAM SHARPE'S BMW** was another double winner at Cadwell, despite the efforts of Racing Saloons rival Colin Tester and his Ford Sierra Cosworth.

In race one Sharpe led throughout, with Tester a clear second. Mike Dugdale spun his BMW out of third at the Mountain on lap two, which delayed Lawrie Dunster's M3 and allowed Stephen Primett (Escort) to nip by. But Dunster finally reclaimed third into Park on lap seven of 10.

Tester made the best start in race two, but Sharpe muscled his way by on the outside before cresting the

Mountain. "I didn't expect it there," said Tester.

Dunster was a raceloneg third, from George Haynes.

● Peter Scherer

#### RESULTS (BOTH 10 LAPS)

**1 Adam Sharpe (BMW M3);** 2 Colin Tester (Ford Sierra Cosworth) +13.692s; 3 Lawrie Dunster (M3); 4 Stephen Primett (Ford Escort Mk1); 5 George Haynes (M3); 6 Jason Christie (Ford Escort RS2000). **CW** Primett; James Carpenter (Honda Civic); Simon Bassford (BMW 320). **FL** Sharpe 1m39.383s (79.21mph). **RACE 2 1 Sharpe;** 2 Tester +6.356s; 3 Dunster; 4 Haynes; 5 Mike Dugdale (BMW M3); 6 Primett. **CW** Primett; Carpenter; Bassford. **FL** Sharpe 1m39.789s (78.89mph).

PRODUCTION BMW CADWELL PARK, MAY 21-22

# Double win for Winrow

**IT WAS TWO OUT OF** two for Ben Winrow in the Production BMWs, but he had to work for his success at Cadwell.

In race one the former Renault Clio Cup champion was shadowed for the whole race by a determined Mike Tovey, while Tim Wilson remained just behind in third. "I had a few nudges from Mike," said Winrow.

Tovey had been set to threaten until a last-lap mistake at the Gooseneck. "I just went in too deep and got all crossed up," he said.

Wilson felt there wasn't a lot more he could do. "I just couldn't live with them on the straights," he reckoned.

Stuart Waite retired from fourth (broken gear linkage), promoting Dean Spurr.

It was Tovey to the fore in race two, but he had former champ Liam Crilly breathing down his neck throughout. "I looked in my mirrors one lap and I was clear, then he was there again," said Tovey.

Waite took Spurr for third, then got on the marbles through Hall Bends

and handed the place back.

Winrow, Wilson and Crilly made an early break in the third and final race. Wilson made a couple of exploratory lunges at Winrow, before Crilly split the pair into Park on lap seven of nine. A lap later there were barely inches between the lead duo, but Winrow covered every move.

Crilly's final attempt sent him wide exiting Park, which sealed Winrow's second win of the weekend.

● Peter Scherer

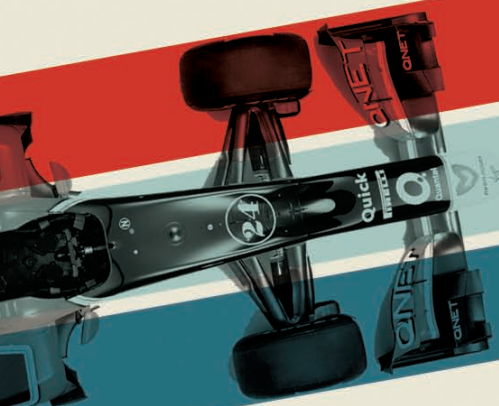
#### RESULTS (ALL 9 LAPS)

**GROUPS A&B 1 Ben Winrow (320i);** 2 Mike Tovey (320i) +1.232s; 3 Tim Wilson (320i); 4 Dean Spurr (320); 5 Kevin Maxted (320i); 6 James Macintyre (320i). **FL** Tovey 1m47.998s (72.90mph). **GROUPS B&C 1 Tovey;** 2 Liam Crilly (320i) +0.894s; 3 Spurr; 4 Stuart Waite (320i); 5 Macintyre; 6 Simon Bassford (320i). **FL** Crilly 1m47.376s (73.32mph). **GROUPS A&C 1 Winrow;** 2 Crilly +1.187s; 3 Wilson; 4 Maxted; 5 Simon Glenn (320i); 6 Andrew Partridge (320). **FL** Crilly 1m47.259s (73.40mph).

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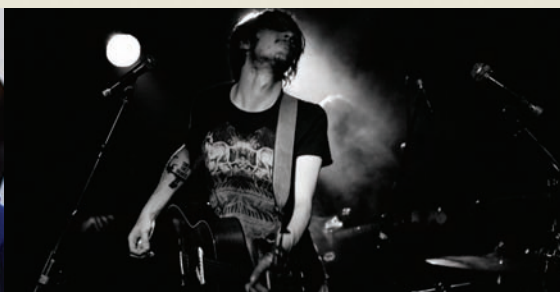
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Wilson's 'Lotus' has proved tough to beat



# Wilson's winning formula

Veteran racer and engine man Jeff Wilson has produced something special with his Jade-based Lotus. He talks to KEVIN TURNER

Jeff Wilson knows a thing or two about racing specials. Having prepared the ex-Mick Hill VW Beetle Super Saloon, he moved on to his own BMW M1 rocket in the old Donington GT series. Now the 62-year-old is at it again, with a Lotus Elise based on a Jade sports-racer.

The car first appeared at Croft's Scottish Saloons and Sports races last September. Electrical problems put Wilson out of race one, heralding a charge through from the back to win the second encounter.

On its way to victory by over 16 seconds, the 2.3-litre Ford Duratec-engined machine set a best time of 1m24.489s. That's quicker than Tom Chilton's BTCC pole at the North Yorkshire venue last year, and only 0.2s slower than Allan Simonsen's 2007 Brit GT fastest lap in a GT3 Ferrari 430.

Like many of the most-interesting cars in club racing, the 300bhp Lotus came about because its driver wanted something different. "When it was a Jade sportscar it wasn't a good advert for us, so we thought we'd do what we did with the Beetle and Donington GT M1," says Wilson, who runs HWR Motorsport with Brian Holliday.

"There was a wet race at Donington

Park and somebody spun in front of me. I collected them and damaged the front, so we decided to do the Lotus.

"It took a year – there was a lot of work to do, like putting in a rollcage."

The not-so-Jaded Lotus is also more in keeping with the style of car with which Wilson entered the sport. In the late 1970s, Doug Niven offered him a chance to race the Super Saloon Beetle Wilson had helped prepare. "It was terrifying," admits Wilson of the 500bhp machine, but it didn't stop him developing the Formula 5000 Chevron B30-based BMW M1.

That proved successful in Donington GTs and Wilson, along with fabricator Holliday, have forged a successful preparation business with HWR.



## TECH SPEC

ENGINE  
2.3-LITRE FORD  
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Chevron-based BMW was a success in the 1980s

Now the Lotus is attracting more attention as the pacesetter in the Darlington and District Motor Club's eclectic Northern Saloons and Sports Car Championship than the Jade ever did, even though it's slower.

"It handles very similarly, but it doesn't have the downforce," reckons Wilson, who plans to race the machine throughout this season. "It feels a lot like the M1, very forgiving."

"It's a bit embarrassing because it's so damn quick and some competitors were initially a bit put out. It really did amaze people how rapid it was, but I think everyone appreciates the car now."

No-one's said they don't want us racing! "You've always got to be a step ahead these days."

For observant fans, Wilson's car is also a little odd, sporting as it does an Elise S1 front end, with an S2 rear. "We had some Elise parts, with an S2 rear lying around," he confirms.

"Next year we're going to update the front end to an S2. I doubt it'll make it quicker, but it'll make it more modern."

The car is a 21st-century take on a once-popular theme. With any luck its success could encourage a few others to build the sort of spectacular silhouette racers Wilson made his name with.

# FINAL DRIVE

LETTERS GEAR ON-TRACK ON-SCREEN PICS TECH ARCHIVE

## YOUR SAY

What you think of the motorsport news of the past week



Schuey's still a legend to his fans

### This Schu's not worn out just yet

Schuey: time to quit? A little unfair, I think (May 19). So his team-mate has out-qualified him and out-raced him. So has Mark Webber's team-mate, but no one is suggesting Mark quits – far from it, he's the gritty Aussie always fighting, never giving up.

Look at the Mercedes – it's not a race-winning car. So come on, give Schumacher a break and let him enjoy doing what he does best: driving the best cars in the world.

**Michael Moore** Yorkshire

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

**There's been** much debate about Michael Schumacher's position in F1. I think the greatest tragedy is that he's locked in the past fail to get their backsides into a solid seat because the older drivers are a bit too settled.

Perhaps it's time for him to consider whether he is being selfish in staying on. We've seen so much talent in the past fail to get their backsides into a solid seat because the older drivers are a bit too settled.

Come on Michael, hang up your helmet – the crown has slipped. It's time to go before it falls off.

**Paul JH Caldwell**  
Widnes, Cheshire

**I normally enjoy** *Revved Up*, so I was disappointed you stooped to the hackneyed opinion that 'old' *Top Gear* was more about storage space than engine capacity (May 19)!

While perhaps true in the William Woollard era, by the time Clarkson, Quentin Wilson and I were drawing audiences of 6m I was presenting items driving FFord, F3, F3000, Silk Cut and F1 Jaguars, an ex-Prost Ferrari, McLaren F1, and more powersliding supercars than you could shake your remote at...

**Tiff Needell**  
By email

**After reading** about a possible move for the Indian GP to accommodate a rescheduled race in Bahrain, I thought, 'That's the worst idea since Bernie suggested his medals system'.

This would be a massive mistake. The race should have been cancelled instead of postponed as it's just created a further headache for the sport.

Furthermore, the importance of a grand prix pales into insignificance against what's been happening in the country.

**Felix Skidmore**  
By email

**Over the past** few years, something has got my back up: trophies.

A trophy that a driver gets given on the podium should be a memento of a hard-fought drive (or sometimes a gifted win if your name is Fernando Alonso). But giving Sebastian Vettel a bank's logo to wave in the air? Come on!

**George Davies**  
Peterborough

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### TOP FIVE ON OUR WEBSITE

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### ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

### CORRECTIONS AND CLARIFICATIONS

- Thanks to Tiff Needell for pointing out that Sky screened the first three grands prix of 1991 before it lost its rights. As he says, "I know because I was the commentator!"
- Mücke Motorsport's one-two at Zandvoort was its first in F3 Euro Series qualifying since '03, not in racing, as reported (May 19, p52). That came earlier this year at Paul Ricard.
- News of Ryan Hunter-Reay taking Bruno Junqueira's place on the Indy 500 grid came too late for our Indy 500 preview this week (pages 63 and 69).

# THE LATEST GEAR

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

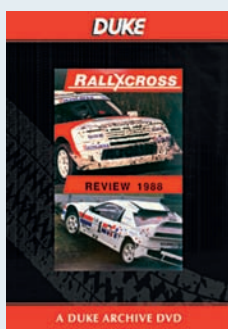
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The range of US open-wheel racers in 1:43-scale is pretty extensive and the Alladin's cave of miniature meganeess that is Grand Prix Models in Banbury stocks most of them. To coincide with AUTOSPORT's Indy 500 preview theme this week, we've selected six of our favourites.

The main image is Johnny Rutherford's 1974 race-winning McLaren M16 from Formula Models, while below, from left, you can choose from Joe Leonard's '68 Lotus 56 Turbine (Spark) or Formula Models' Paul Tracy '02 Dallara, Rick Mears '79-winning Penske PC6, Danica Patrick '05 Panoz G-Force or Juan Pablo Montoya 2000-winning G-Force.

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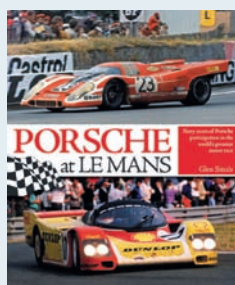
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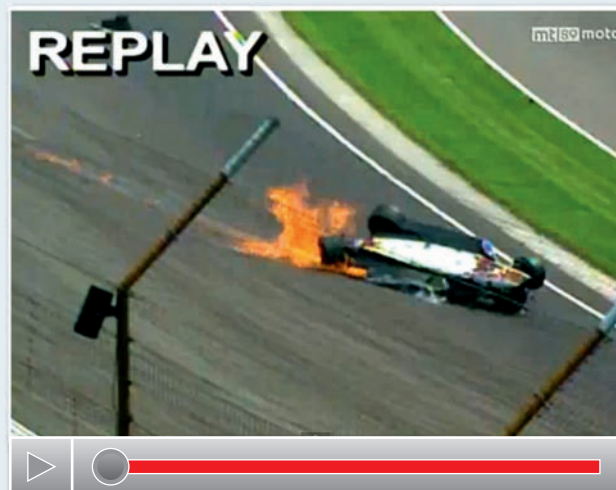
Ferrari devotees will want to bid on eBay for this 2010 Fernando Alonso racesuit, donated by the team to help raise funds for the Henry Surtees Foundation.

The suit is signed by Alonso and comes with a certificate of authenticity.

The auction ends on Sunday (May 29) so get bidding for a worthy cause.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: SIMONA DE SILVESTRO'S LUCKY ESCAPE**



**SEARCH FOR:** Simona de Silvestro Massive Crash 2011 (0:59)

Swiss racer Simona de Silvestro escaped from this practice shunt with minor burns to her hands. Unbelievably, the HVM driver got back in the car for qualifying and secured 24th – and top woman on the grid!

# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



## BRANDS HATCH

### MASTERS HISTORIC FESTIVAL

May 28-30

Admission £12 Saturday; £21 each for Sunday and Monday;

£27 weekend (online only)

Tel: 01474 872331

There's plenty of choice for national motorsport fans this bank holiday and the Brands Hatch Masters meeting is probably the pick of the bunch. Historic tourers and Champion of Brands FF1600 take centre stage on the Indy circuit on Saturday, before sportscars and F1 machines take over on the GP loop. Watch out for Moscow-based Kiwi Roger Wills, who plans to contest all 15 races – a warm-up for Le Mans 24 Hours?

## CROFT

BARC

May 28-29

Admission £12

Tel: 01325 721815

## SNETTERTON

AMOC

May 28

Admission £13

Tel: 01953 887303

## MALLORY PARK

BARC

May 30

Admission £13

Tel: 01455 842931

## DONINGTON PARK

CSCC

May 28-29

Admission £14 each day

Tel: 01332 810048

## SNETTERTON

BRSCC

May 29-30

Admission £13 each day

Tel: 01953 887303

## KIRKISTOWN

500MRCI

May 28

www.kirkistown.com

## DONINGTON PARK

MSCC

May 30

Admission £14

Tel: 01332 810048

## CASTLE COMBE

CCRC

May 30

Admission £15

Tel: 01249 782417

## GURSTON DOWN

British Hillclimb

Admission £6 Saturday;

£10 Sunday

www.top12runoff.co.uk

## OULTON PARK

BARC

May 28

Admission £13

Tel: 01829 760301



## FORMULA 1 WORLD CHAMPIONSHIP

Rd 6/19

Monaco Grand Prix, Monte Carlo

May 29

formula1.com

Red Bull's Sebastian Vettel is on a roll once again, but the tough streets of Monaco give Lewis Hamilton and McLaren a great chance to add to their Shanghai victory. But don't forget Mark Webber and Jenson Button are former winners around the Principality too.



Who's going to meet Prince Albert?

## INDYCAR SERIES

Rd 5/17

Indianapolis 500, Indiana, USA

May 29

indyracing.com

## GP2 SERIES

Rd 3/9

Monte Carlo, Monaco

May 27-28

gp2series.com

## PORSCHE SUPERCUP

Rd 3/9

Monte Carlo, Monaco

May 29

porsche.com

## FORMULA RENAULT 3.5 SERIES

Rd 4/9

Monte Carlo, Monaco

May 29

worldseriesbyrenault.com

## INDY LIGHTS

Rd 4/12

Indianapolis, Indiana, USA

May 27

www.indyracing.com/roadtoindy

## WORLD RALLY CHAMPIONSHIP

Rd 6/13

Rally Argentina, Cordoba

May 26-29

wrc.com

## NASCAR SPRINT CUP

Rd 12/36

Charlotte, North Carolina, USA

May 29

nascar.com

## NASCAR NATIONWIDE

Rd 13/34

Charlotte, North Carolina, USA

May 28

nationwide.nascar.com

## GRAND-AM

Rd 5/12

Lime Rock, Connecticut, USA

May 30

grand-am.com

## BRITISH RALLY CHAMPIONSHIP

Rd 4/7

Jim Clark Rally, Kelso, Scotland

May 27-28

rallybrc.co.uk

## Television

### THURSDAY MAY 26

0855-1035 **BBCi LIVE**

F1: Monaco GP first practice

1255-1435 **BBCi LIVE**

F1: Monaco GP second practice

1445-1535 **Motors TV**

FIA F3 International Trophy: Pau

### FRIDAY MAY 27

2345-0015 **Eurosport**

GP2 Feature Race: Monaco

Late-night slot for F1 feeder formula's most prestigious race of the season.

### SATURDAY MAY 28

0500-0530, 0930-1000 **ESPN**

Rally Argentina day one

0700-0725 **Channel 4**

British F3: Snetterton

0725-0755 **Channel 4**

**Mobil 1: The Grid**

Jenson Button and Lewis Hamilton preview the Monaco GP, and Graham Rahal plays golf on the Indianapolis infield course.

0855-0945, 1145-1235 **Motors TV**

Rally Argentina day one

0955-1105 **BBCi LIVE**

F1: Monaco GP third practice

1215-1415 **BBCi LIVE**

F1: Monaco qualifying

With alternative audio options.

1905-1930 **Motors TV**

British Formula Ford: Snetterton

1930-2020 **Motors TV**

British GT: Snetterton

2045-2115 **Eurosport 2**

GP2 Sprint Race: Monaco

### SUNDAY MAY 29

0800-0830, 1100-1130 **ESPN**

Rally Argentina day two

0855-0945, 1145-1235 **Motors TV**

Rally Argentina day two

0845-0930 **Eurosport LIVE**

Porsche Supercup: Monaco

1000-1100 **Eurosport 2 LIVE**

FRenault 3.5: Monaco

1205-1520 **BBCi LIVE**

F1: Monaco GP

1215-1520 **BBCi LIVE**

F1: Monaco GP

With alternative audio options.

1520-1620 **BBCi LIVE**

F1: Monaco GP post-race forum

1600-1700 **ESPN LIVE**

Rally Argentina: Powerstage

1630-2030 **Sky Sports 4 LIVE**

Indianapolis 500

Available in high-definition in SS4HD.

1900-2000 **BBC3**

F1: Monaco GP highlights

2300-0400 **Premier Sports LIVE**

NASCAR Sprint Cup: Charlotte

### MONDAY MAY 30

0910-1000, 1210-1300 **Motors TV**

Rally Argentina day three

1000-1030, 1330-1400 **ESPN**

Rally Argentina day three

1300-1800 **Motors TV LIVE**

Motors TV Raceday: Mallory Park

1600-1800 **Sky Sports 4**

Indy 500 highlights

1900-2000 **Sky Sports 2**

NASCAR Sprint Cup

Highlights of the Coke 600 from Charlotte.

## Online

## AUTOSPORT.COM

Coming up on the web this week

### MONACO GP AND INDY 500

It's the biggest motorsport weekend of the year, and, as ever, AUTOSPORT.com will be right there, on-site at both the Monaco Grand Prix and the Indianapolis 500 (right) to keep you in the thick of the action. Keep your eyes peeled next week too for a series of special Ayrton Senna features to mark the UK release of the film charting the life of the Brazilian legend.



Read AUTOSPORT.com on your phone to keep up to date

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The AUTOSPORT app is now available for Android. Dial up AUTOSPORT.com on your smart phone for instant access to news, feature articles, image galleries and live text race commentary for a one-off fee of only £2.99 (there is no renewal cost). For more info, visit [www.autosport.com/app](http://www.autosport.com/app)

## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



Kimi's NASCAR debut was an enjoyable watch

"A-DURKA-durka-durka," said a familiar voice over the radio. "Durka, tight, durka-durka."

"OK," came the reply.

"Well, I'm glad that guy understood, as I didn't get a word of it," said Michael Waltrip from the commentary booth.

The inaudible, yet unmistakable, drone was Kimi Raikkonen. The 2007 F1 world champion and seventh-placed serial WRC crasher was making his NASCAR debut in front of a global TV audience. According to the host broadcasters, it was being watched as far afield as "Sweden and Finland". And the UK too.

Premier Sports TV, the

new home of live NASCAR Sprint Cup coverage, jumped on Kimi going oval racing by nabbing the rights for his Truck debut – and showed it for free! God bless.

The format of the show was familiar to anyone who's watched a Cup race, but slightly lower rent. You get Michael, not Darryl, Waltrip and the national anthem was sung (badly) by a barber-shop group from a nearby college, not a country and western superstar.

This race was an international special featuring not only Kimi, but fellow F1 refugees Nelson Piquet Jr (who crashed out) and Max

Papis (who crashed out) and, er, Brazilian Porsche GT3 graduate Miguel Paludo (whose engine blew up in style).

Raikkonen was the main draw though. An on-board camera caught his brushes with the wall, daring three-wide passing moves and a very near-miss as a truck spun into the wall right in front of him.

He made a great restart at one point to join the battle for the lead, before running too close to the wall and backing off. But

Waltrip had seen enough.

"If you take into consideration some of the cats that have lost control, you have to give him an eight out of 10." Surely Kimi's highest race rating since the 2009 Belgian GP.

An encouraging performance means Kimi is going to race again in NASCAR this weekend, stepping up to the Nationwide series. Can we see that one too, Premier? Please. Go on, you know you want to. *Revved Up*

"Kimi Raikkonen's truck debut meant the Charlotte race was being shown as far afield as 'Sweden and Finland'"

# THE WEEK IN PICTURES

The lensmen pounding the beat from Indy to Silverstone

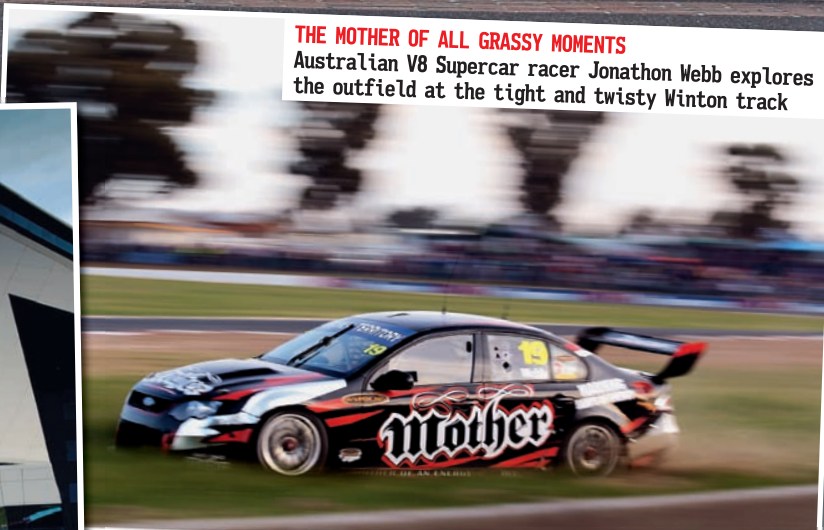
## FROM THE FAZZT LANE TO POLE POSITION AT INDIANAPOLIS

He might not be team co-owner any more, but Alex Tagliani's pole at Indy meant the world to him (left), team manager Rob Edwards (middle) and engineer Allen MacDonald



## THE MOTHER OF ALL GRASSY MOMENTS

Australian V8 Supercar racer Jonathon Webb explores the outfield at the tight and twisty Winton track



## IN DANGER OF LOOKING LIKE A PROPER PLANK

Last week's internet craze of 'planking' coincided with a rain delay at Indy, so Scott Dixon made this impressive effort on his Dallara



## BRITISH WORLD CHAMPIONS' SALUTE FOR SILVERSTONE'S WING

The mega new pit complex at Silverstone was officially launched by (l-r) John Surtees, Jackie Stewart, Nigel Mansell, Damon Hill and Jenson Button



# FROM THE ARCHIVE

Johnny Herbert, Indianapolis 500, 2002



"It didn't matter what we did to the car. Nothing made a difference. It just kept doing 225mph"

Herbert missed the cut at Indy in 2002

## IN MOST PEOPLE'S MINDS, THE 2002 INDY 500

remains notorious for Helio Castroneves being awarded the win over Paul Tracy – a decision that represented either an error of judgement, or a low blow in the CART/IRL war, depending on who you asked.

By that point, Johnny Herbert couldn't have cared less. With three grand prix wins and a Le Mans victory under his belt, Indianapolis was the next obvious box left unchecked on his CV. Herbert had tested with Mecom Racing in 2001 and had intended to take part in that year's IRL season-finale at Texas, but the September 11 terrorist attacks in New York a couple of days earlier resulted in all major American sporting events being cancelled that weekend.

Shortly afterwards though, an opportunity arose to race a Western Union-backed Duesenberg Brothers entry at the Brickyard.

"I knew a little bit about the team, but not an awful lot," Herbert recalls. "I knew they were always around the lower parts of the field. I thought that if I was even in the top 15, that would be a fair place to be."

The initial tests had been encouraging, but as the race drew closer, it became clear that something was wrong.

"Testing started OK, but then never progressed," he

says. "I got stuck at about 225mph. I did a 225 on old tyres, put new tyres on and did a 227. The fast guys at that time were doing about 232.

"But as it came closer to the Pole Day, I really struggled to get back to that time. It didn't matter if I tried toe-out, toe-in, the wing off, the wing on, the front wheels on the back, the back wheels on the front, upside-down, back-to-front... nothing made a difference.

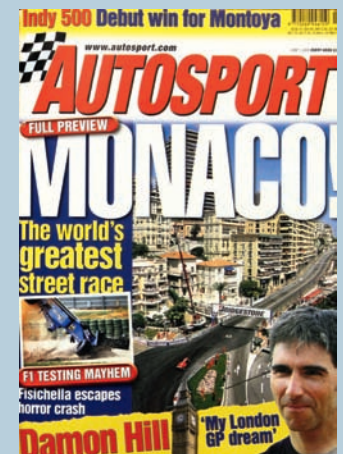
"We did at one time take the engine from... well, they said it was from Raul Boesel's car. He qualified third, so he was quite quick. They put his engine into my car, but again, it made no difference."

As Bump Day loomed closer and it became increasingly clear that he was on a hiding to nothing, Herbert decided to turn his attention to the ALMS race at Sears Point on the same weekend instead.

"Maybe if I had a chance [to qualify] I would have skipped Sears Point," he says. "But it never improved. I had to make a decision, so in the middle of the week I decided to go to Sears."

Herbert never went back to Indianapolis. "I suppose I got a bit disillusioned," he admits. "I didn't go chasing opportunities – but also, no one came to me and said, 'We'd like to give you a try'."

## THIS WEEK IN...



JUNE 1 2000

## MICHAEL SCHUMACHER PRONOUNCED

himself as the favourite in our Monaco GP preview. The Ferrari driver had won four of the six 2000 races so far and was confident of again beating McLaren around the Principality.

On the theme of street circuits, AUTOSPORT proposed its own London GP. We rang Damon Hill for his view on 'Whitehallring', but he responded by putting forward his own layout!

Elsewhere, Juan Pablo Montoya became the first rookie to win the Indy 500 since Graham Hill in 1966. Greg Ray and Buddy Lazier challenged, but the reigning CART champion was unbeatable against the IRL regulars, team boss Chip Ganassi describing him as "the best driver in the world".

Montoya's future McLaren team-mate Kimi Raikkonen won the Formula Renault race at Oulton Park, while Bernd Schneider kicked off the new DTM era with a double at Hockenheim.



PICT: LAT

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# OLIVIER PANIS

■ Monaco Grand Prix ■ May 19, 1996 ■ Ligier-Mugen Honda JS43 ■ Victory from the seventh row!



Panis went from 14th to first for sole GP win

## I WOKE UP THAT MORNING

in Monaco and told my wife that I was going to finish on the podium in the grand prix. Her reply was, 'Are you joking? You are 14th on the grid at Monaco!' But when I saw the weather I knew there was a chance to do something special.

Everything happened that weekend. I'd been really quick in free practice after a good test on the driveability of the engine in testing beforehand. I had an electrical problem in qualifying, so I decided to use the T-car. The problem was that my team-mate, Pedro Diniz, had already destroyed it.

I was only 14th on the grid, but I knew I had a good car. Before my pitstop, I overtook something like seven cars, including the McLaren of Mika Hakkinen and the Jordan of Martin Brundle, but the secret was choosing the perfect time to change to slicks.

I came out in fourth and closed the gap to Eddie Irvine's Ferrari very easily. He blocked me and I hit him. He went into the barriers, but I didn't break anything, which was a miracle.

The car was perfect and I was

**"I switched the engine to the leanest setting, didn't use sixth gear and tried to save fuel. David Coulthard was second and closing the gap, so I did one fast lap"**

setting fastest lap after fastest lap. Then Damon Hill's engine blew and I had a quick spin on his oil. I came out of the tunnel and it was like driving in the Andros Trophy.

Then, Jean [Alesi] had his suspension problem and I was in the lead. Six laps from the end, the

team called me in because they weren't sure I had enough fuel to finish. My team director Cesare Fiorio called me in French, Italian and English. He kept asking, 'When are you going to stop?' The whole team was on the radio – Fiorio, my engineer Paolo Cantone and

the technical director Andre de Cortanze. Even Flavio Briatore was calling me.

We didn't know how many laps there were to go, because the race would either be 300km or two hours, but I told them there was no way that I was stopping.

I switched the engine to the leanest setting, didn't use sixth gear and tried to save fuel. David Coulthard was in second in the McLaren and was closing the gap, so I did one fast lap to show I had something in hand.

I did the slowing-down lap with the French flag and stopped on the grid. The car didn't restart because there was no fuel left. I still can't believe how lucky I was.

*Olivier Panis was talking to Gary Watkins*

## IN PROFILE

### VICTORY IN THE 1996 MONACO

Grand Prix was the highlight of a 13-year, 157-start Formula 1 career for Frenchman Olivier Panis. During that time he raced for Ligier/Prost, BAR and Toyota, as well as testing for McLaren. Panis called time on F1 in 2006 after two years testing for Toyota, took a year off and then returned to racing in sportscars. The 44-year-old will make his fourth Le Mans 24 Hours start next month with the ORECA squad.



NEXT  
WEEK

Peter  
DUMBRECK



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