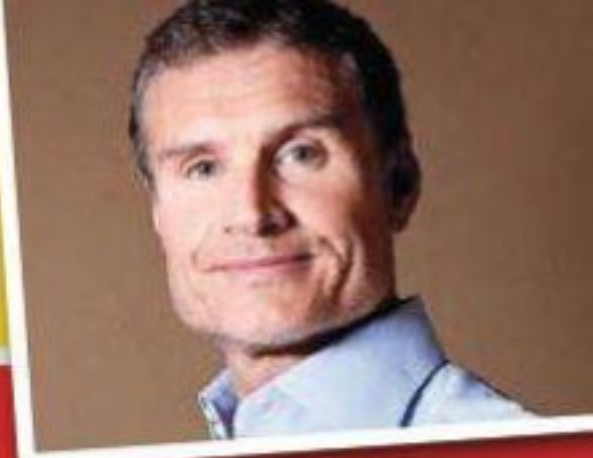


# CHINESE GP PREVIEW

DC: "ALONSO'S ALWAYS A THREAT WHEN OPPORTUNITY ARISES"

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**REVEALED** How it can find the missing second to keep Alonso in title hunt

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POS	DRIVER	POINTS
1	ALONSO	35
2	HAMILTON	30
3	BUTTON	25

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April 12 2012 - vol 208 no 2



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Circuit of Ireland, April 12-13

**WINNER**  
Juha Hanninen (Skoda)

**2ND**  
Andreas Mikkelsen (Skoda)

**3RD**  
Mikko Hirvonen (Skoda)

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### McCormack rewarded for dogged display

**200 CUP**  
Circuit of Ireland, April 12-13

**WINNER**  
McCormack

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### Breakthrough crucial for Lotus

**Team Lotus' needs to get results on the track - and soon - to sustain itself for future, by EDDY STRAIN**

Lotus is a team that has been in the F1 world for over 50 years. It has a rich history of success, with multiple world championships for drivers like Jim Clark and Jackie Stewart. However, in recent years, the team has struggled to maintain its competitive edge. The current Lotus F1 team, led by Eric Boullier, is facing significant challenges. The team's budget is under pressure, and they need to show results on the track to secure their future. The team's performance has been inconsistent, and they need to find a breakthrough to return to the top of the sport.

### Big Number

**497**

The number of world championship titles won by drivers who started in 1950.

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### New cars rapid in British GT

**2012 and Aston Martin machinery show promise on debut at Oulton Park**

The British GT series is set to see a new wave of competition in 2012. The introduction of the Aston Martin Vantage GT is expected to bring a new level of performance to the series. The car's debut at Oulton Park is being watched closely by fans and competitors alike. The series is known for its fast-paced action and close competition, and the new cars are expected to make the racing even more exciting.

### Di Resta makes Mini race debut

**Former F1 driver makes his debut in the Mini race series**

Viktor Di Resta, a former Formula 1 driver, is making his debut in the Mini race series. Di Resta is a talented driver with a wealth of experience in motorsport. His debut in the Mini race series is a significant step in his career. The Mini race series is a popular and competitive series, and Di Resta is expected to bring a new level of skill and experience to the track.



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## POLE POSITION

# Even Alonso can't keep papering Ferrari's cracks



OCCASIONALLY, THE FORMULA 1 WORLD Championship drivers' points table does lie: in pure performance terms, there is no way that Ferrari's Fernando Alonso should be topping it. That owes much to his brilliantly-judged, perfectly-executed victory in Malaysia, which – over a fortnight later – still seems unreal.

Barring untoward weather conditions at Shanghai this weekend, or a magic-bullet update to his F2012, Alonso will be marginal to make Q3 again. Look at Gary Anderson's Supergrid on p18 for the true picture.

So while that papering-over-the-cracks victory has taken the immediate heat off top brass Stefano Domenicali and Pat Fry, expect it to build again soon. The three-day Mugello test in May can't come soon enough – if Ferrari can't unlock the secret of its chassis' potential there, you question if it ever will.

● A quick word for last weekend's Circuit of Ireland, which joined the IRC ranks. Blessed by a fascinating battle between the Skodas of Juho Hanninen and Andreas Mikkelsen, it was a great event and a credit to the organisers who toiled so hard to make it happen.

*Charles Bradley*

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FORMULA 3

## Disturbing the idyllic Cheshire countryside

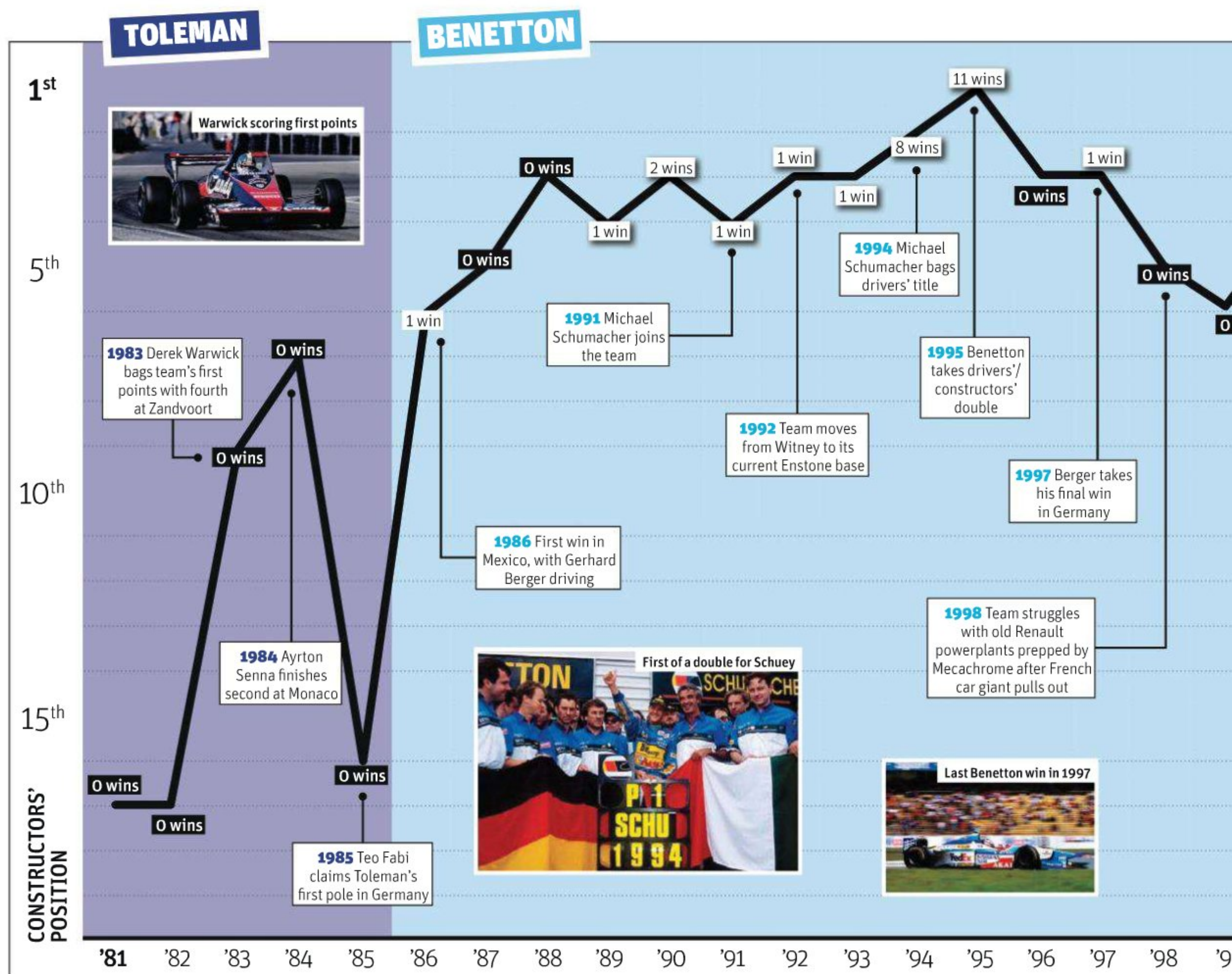
The peaceful rural scenery of Oulton Park was shattered over the Easter weekend by the harsh bark of air-restricted Formula 3 power. While quite a few of the runners threw their cars at the barriers, nobody went the whole hog and vaulted into the lake. That's race-one winner Jack Harvey, whose results give him the early championship lead, in the background. [Full report, p54.](#)

Pic: Ebrey/LAT



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# Breakthrough crucial for Lotus

'Team Enstone' needs to get results on the track – and soon – to sustain itself for future. By EDD STRAW

Lotus must convert its strong speed into results as soon as possible as pressure heightens to attract the commercial backing necessary to re-establish the squad as a championship-challenging force.

The ex-Renault team lies fifth in the Formula 1 constructors' championship, one place below its pre-season target to break into the top four. But the squad's senior personnel believe this is achievable provided Lotus can deliver what they describe as a "normal weekend" after star driver Kimi Raikkonen started the first two races from low grid positions.

The Lotus E20, created under the technical direction of James Allison,

has shown flashes of prodigious pace so far. In Australia, the team's Romain Grosjean was 0.380s off pole position, while in Malaysia Raikkonen believed that pole position was possible.

Raikkonen has finished seventh and fifth in the two races so far, setting fastest lap at Sepang, while Grosjean retired early in both.

The team had already been searching for a new title sponsor for some time before its split with backer Lotus was revealed last week.

Success this season is key to bringing in the sponsorship revenue needed to build up a squad that, in terms of personnel and budget, is the fifth biggest in F1 – otherwise

its priority of challenging for titles within the next few years could be jeopardised.

In the interim, team owner Genii Capital will fill any deficit between the required budget and revenues.

Genii co-owner Gerard Lopez told AUTOSPORT: "We funded the team last year and the year before for whatever difference was missing. We would prefer to have sponsors up to the full amount, but if we have to fund it then we will fund it."

But to achieve those long-term goals, Lotus needs fresh sponsors to join Unilever and Microsoft, who have recently come on board.

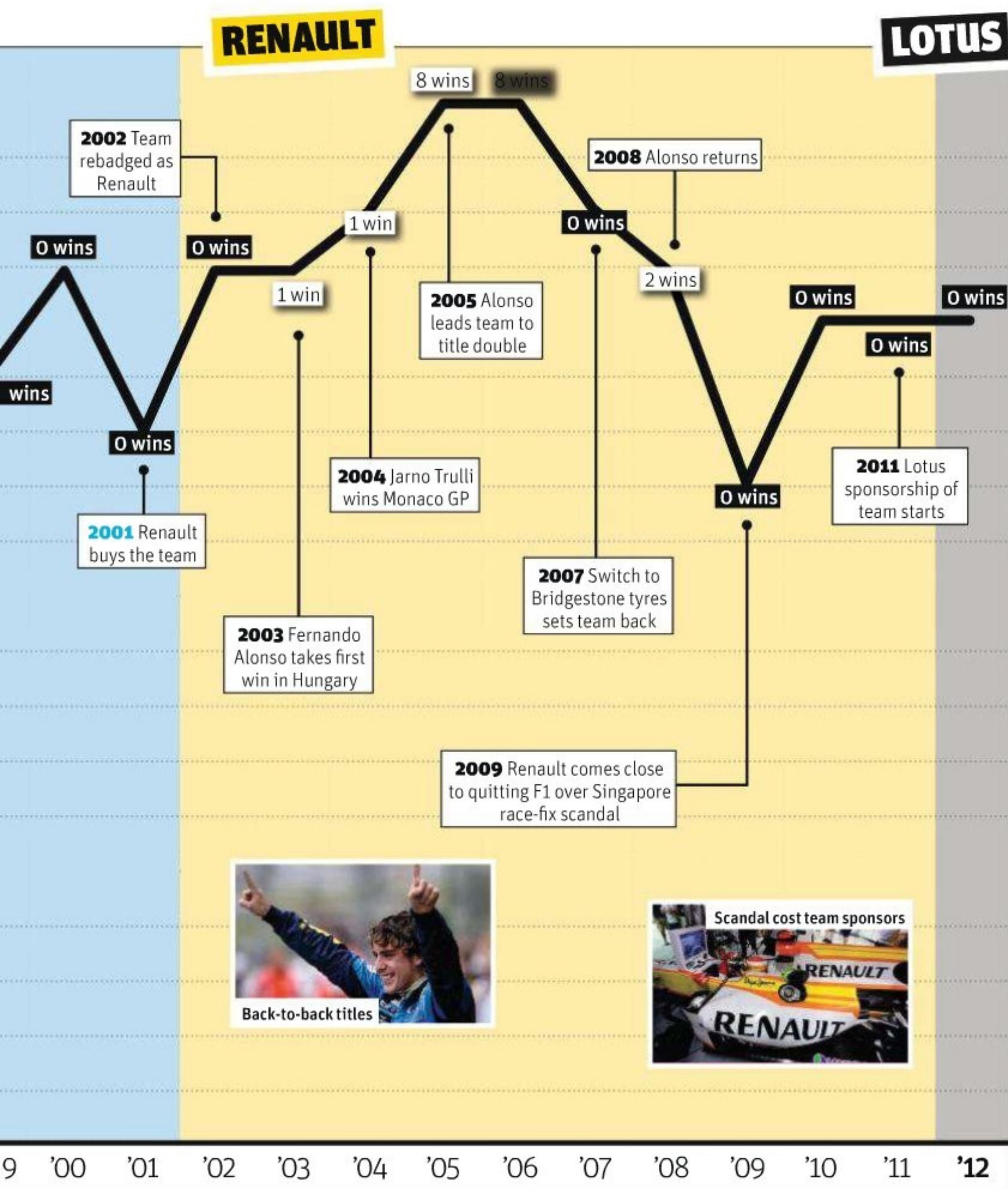
The team retains what is effectively a licence to use the Lotus

name, although it is understood to have received no funds from the car company for some time.

It is hoped that the high profile of Raikkonen will help attract backers, while the tough decision to axe Vitaly Petrov and his Russian money in favour of the highly-rated Grosjean promises improved results, and secured useful funding from oil company Total.

Team principal Eric Boullier said at the start of the season: "We are not equal [to McLaren, Red Bull and Ferrari]. We still don't have the resources and these are bigger teams. But this is what we want to become. We want to be a top team from 2013 or 2014. We now have two good





Raikkonen must deliver big result



Lopez ready to dip into pockets

**"We would prefer sponsors, but if we have to fund it then we will fund it"**  
Gerard Lopez

drivers, the potential to bring in more sponsors, and in the future we need to build up more resources."

Despite regular rumours to the contrary, Genii appears to be willing to fulfil Lopez's promise to invest in the team when necessary to maintain the development rate to keep pace with those top teams. In 2010, what was then known as Renault took a big step forward with Robert Kubica leading the driving strength. It proved capable of improving its machinery at the required rate to move forward before switching its focus to 2011 in the final quarter of the season.

Few doubt that the Enstone-based team has the personnel and the machinery to make good on its targets. But after a start to the season in which results have not matched the car's potential, it is more important than ever to deliver strong results in the forthcoming Chinese and Bahrain grands prix.

## AUTOSPORT SAYS...

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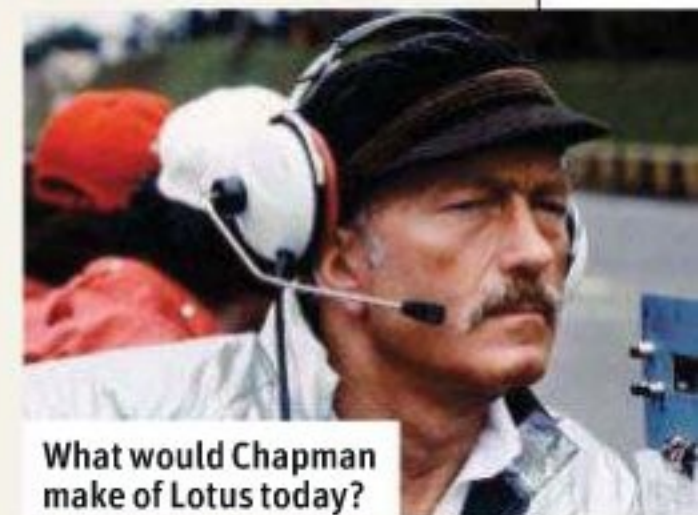


**T**eam Lotus vanished from Formula 1 at the end of 1994 (a brief continuation as Pacific Team Lotus notwithstanding). And there the name should have remained, with a glorious history. What has happened to the Lotus name in F1 over the past couple of years is tantamount to identity theft and has drained the moniker of any value.

The debate over the rightful owners of the legacy of the great name rumbled on tiresomely for what felt like aeons. At least when Lotus Cars became involved and agreed its sponsorship deal with the Renault team ahead of last season, there was some coherence to the use of the name. Lotus Cars and the Lotus F1 team were once again stablemates. Even Tony Fernandes, boss of what is now the Caterham F1 team, admitted it was only right and proper for this to happen.

But this latest twist, with Lotus backing coming to an end and what is most simply called 'the Enstone team' carrying the name under licence – with no solid link – has shattered that illusion. A year ago, the latest story about the Lotus name in F1 would have had its many new fans in uproar, but most of those enthusiasts jumped, disillusioned, off the bandwagon some time ago.

This is a cautionary tale to all aspiring F1 team owners. A famous name may have some short-term commercial benefits, but in the long term pretending to be something that you are not will not work.



What would Chapman make of Lotus today?

## BIG NUMBER

**497**

Total number of world championship races started by what is now called Lotus since starting out as Toleman in 1981



# Merc must show improvement

Ross Brawn-led squad has to prove it has made progress with tyres this weekend if it wants to be a force in 2012

**T**he Chinese Grand Prix will be the acid test for Mercedes' hopes of emerging as a challenger for race victories this year.

Team principal Ross Brawn said last Friday that he was "pretty confident" that Mercedes has made progress towards solving the tyre struggles which blighted its race performance in the first two grands prix of the year.

So far, the F1 W03 has been strong in qualifying but failed to turn that into results. Mercedes has focused in recent weeks on widening the performance window of the car to ensure that qualifying pace can be carried into Sunday afternoon. It needs to demonstrate a step forward in terms of race pace in China to prove that it is able to compete for victories as the season progresses.

In Australia, tyre degradation on the Mercedes was higher than

expected, partly because Nico Rosberg spent much of the race in traffic while Michael Schumacher retired. In Malaysia, the focus was on maximising race pace and tyre life despite Schumacher qualifying within a quarter-of-a-second of pole. But come the race, which was held in largely wet conditions and at lower track temperatures, both cars – and Rosberg in particular – again had tyre trouble.

During the race, the suspicion was that again the Pirellis were overheating on the W03 and degradation was being accelerated because of the increased tyre temperatures. But Rosberg, who struggled on intermediate rubber, admitted later that the rear tyres he believed were shot "were brand new still, but they felt completely destroyed". He described the situation as "strange".

**"There has been work going on for some time on how we use the tyres"**

Ross Brawn

While Brawn did not go so far as to claim that the team's tyre difficulties are solved, he is certain that the areas to work on have been isolated. But he is wary about whether there are fundamental characteristics of the car that have contributed to this problem. He added that it might not be until the Mugello test on May 1-3 that Mercedes is able to complete this process.

"We are conscious of that and looking at our philosophy to see if we are as sensitive to the situation as we can be and what we can do about it," said Brawn. "There has been work

going on for some time on how we create this broader base of how you can use the tyres. Certain things are always of greater benefit; more downforce or scope to have more downforce is always a great help. Perhaps it is suspension geometry, suspension dynamics, these sorts of things. We have got the Mugello test coming up soon and we will all be doing some things there to increase our understanding of the tyres and how to use them."

A repeat of the struggles of Australia or Malaysia would be a worrying sign that Mercedes will not be able to achieve its stated aim of breaking into the top three in the championship. In a pre-season interview with AUTOSPORT, Brawn admitted that "anything less would be a failure".

Mercedes is not expected to take any radical new parts to China, but



PICT: KALISZ, FERRAROLIAT



MerCs qualify strongly, then fade in the race

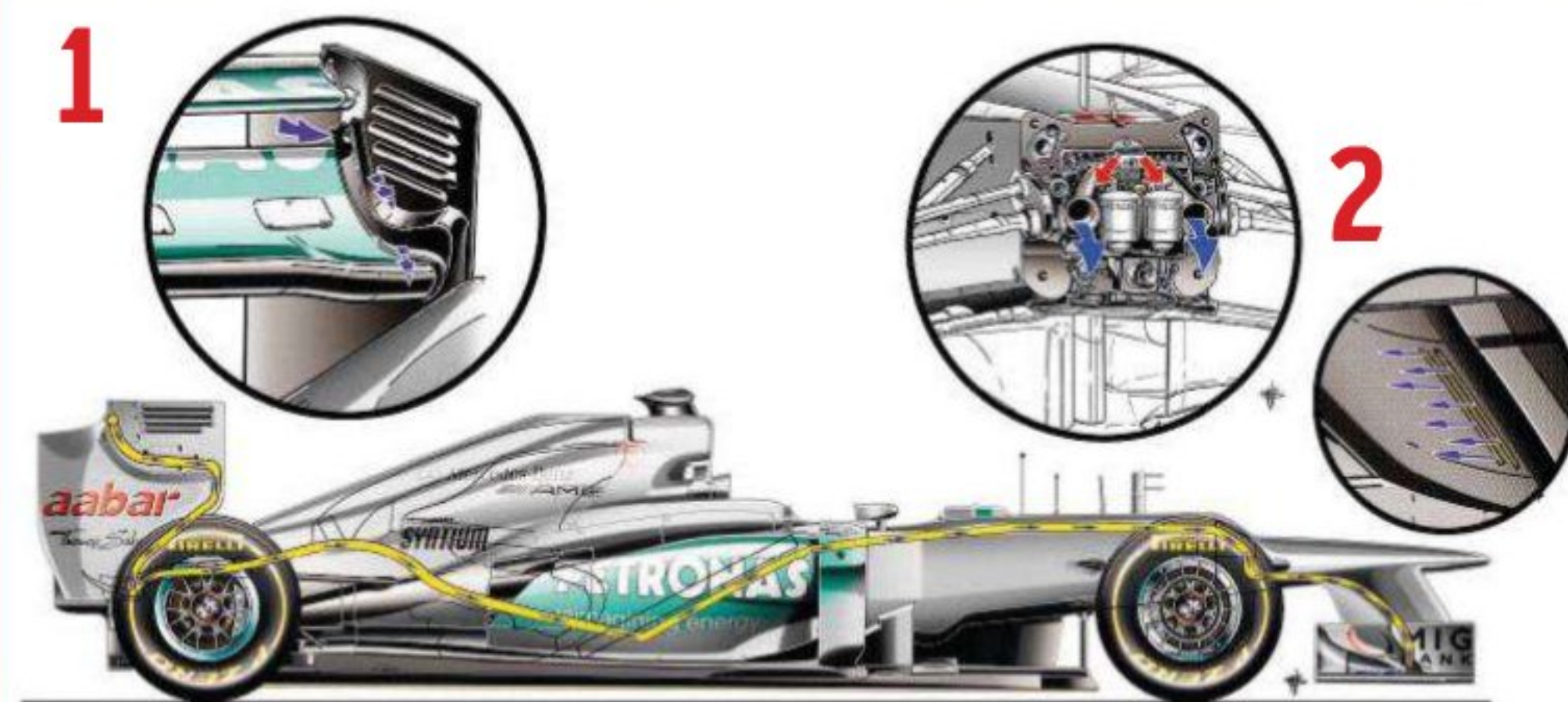


Brawn: confident

there are likely to be further tweaks to the car based on what was learned in the first two races. Brawn is keen to work through a series of set-up options to address the way that the car uses the tyres and this will likely be the main focus during free practice. The car will surely be competitive in qualifying trim, particularly with China boasting the second longest straight in F1 which

plays into the hands of the team's controversial DRS-activated front wing stall system. But on Sunday Brawn will be hoping to see his cars bag serious points after scoring just one so far this season.

If Mercedes can do that, then the prospects of it converting single-lap pace into that elusive first victory since 1955 will once again be taken seriously.



## BRAWN STILL SURE OF DRS LEGALITY

Ross Brawn reiterated last week that he has no doubts about the legality of Mercedes' DRS-activated front wing system.

With Red Bull team principal Christian Horner continuing to request clarification, Brawn insists that the FIA has always been happy with the design. He rejects suggestions that the concept, which uses the deployment of the DRS to expose a hole (1) that carries airflow to the front of the car (yellow tubing) to stall the front wing (2),

represents driver-influenced aero.

"We are confident the system is legal," said Brawn. "As far back as 2010, in working group meetings, the FIA was stating that it considered such a system to be legal because they were questioned on it. We will obviously be disappointed if someone took a different view, but I think the FIA has been fairly consistent in their position, so we will have faith that they will maintain that consistency."

## 60 SECONDS WITH

### LUCAS DI GRASSI

Pirelli tester



Pirelli test driver Lucas di Grassi reveals some of the secrets of the 2012 rubber that have been vexing Mercedes this season.

**How have the Pirelli tyres changed compared to last year?**

We improved the tyres without losing the wear characteristics. There has been work in many areas across the compound range but the core behaviour of the tyre hasn't been lost. Pirelli now has much more data from 2011 to get all of the points more correct and to be more aggressive.

**Mercedes has been fast in qualifying, but struggling with the tyres in the races. What factors might cause this?**

It's more a technical issue with the Mercedes car than driver-related. The driver can affect the tyre behaviour within a certain range, but Mercedes' problems are definitely beyond this.

**Why is a team like Sauber able to make the tyres last so long?**

The Saubers have been very effective at preserving the tyres since the start of last season. There is a combination between the downforce level, suspension geometry and driving style that is very well suited to the construction of the Pirelli tyres.

**So a car's characteristics are the key influence on the tyres?**

Car characteristics are the main factor for tyre usage and performance, but you can see between some team-mates a considerable gap. To drive very smoothly is not always positive, especially in low temperatures or with hard compounds that need high energy to heat up and perform well.

**Will the teams get on top of the tyres more as the races go on?**

Like last year, teams will understand the tyres much better as the season goes by. I don't believe that the unexpected performances in the first two races were completely related to the tyres though; mainly it was down to adverse conditions.



Lucas di Grassi was talking to AUTOSPORT F1 editor Edd Straw



2012's tyres are better, but keep wear characteristics





Tifosi happy to worship non-Italians in their beloved cars

# Italy not missing home stars

Lack of Italians on the grid is not hurting the sport in a nation where Ferrari is more important than anything else

**F**ormula 1 in Italy has not been weakened by the loss of drivers from the country, with the sport's popularity unaffected by Jarno Trulli losing his seat.

Last month's Australian Grand Prix was the first since the 1973 German race with no Italians on the entry list. But television viewing figures in Italy have shown no adverse effects, emphasising that Italian interest in F1 has been focused fully on Ferrari for decades. The support for the team over drivers was thrown into stark relief

in 1983, when the tifosi cheered home driver Riccardo Patrese crashing out of the lead in his Brabham, handing victory to Ferrari driver Patrick Tambay.

The ongoing popularity of F1 proves that the attitude of fans in Italy remains the same. According to Vitantonio Liuzzi, who is currently out of an F1 seat and needs to raise funding to return, it is a handicap for Italian drivers in terms of bringing in sponsorship.

"Look at the grid — McLaren has two British drivers and Mercedes

has two German drivers," Liuzzi told AUTOSPORT. "You have to earn your place, but I'm sure that in the last 20 years there have been [Italian] drivers that have shown they can win races. It's a handicap.

"In Italy, we don't have big brands behind us and the entire nation behind us like the Spanish with Fernando Alonso or the South

Americans with their drivers."

Ferrari last ran an Italian driver full-time in 1992, when Ivan Capelli drove for the Scuderia. Since then, the likes of Nicola Larini, Luca Badoer and Giancarlo Fisichella have acted as stand-ins, but not since the 1996 season, when Larini was close to securing a full-time ride before losing out to Eddie Irvine, has Ferrari had an Italian driver near the top of its wish list.

Ferrari chairman Luca di Montezemolo has suggested that he would be willing to place a young

» An Italian hasn't finished in the top three of the drivers' championship since 1992, when Riccardo Patrese was second for Williams.



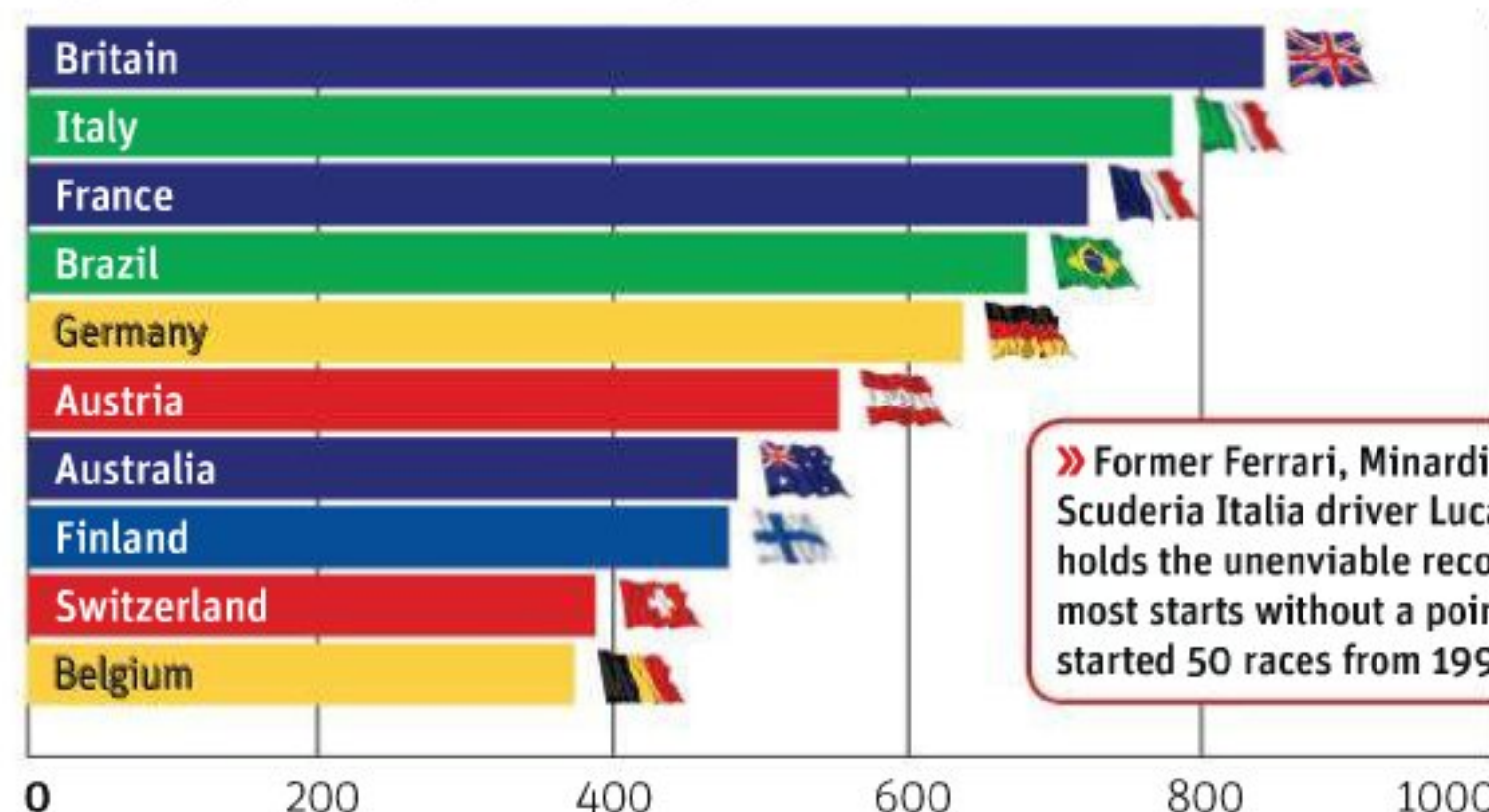
## ITALY'S LEADING DRIVERS (WINS)

Alberto Ascari	13 wins
Riccardo Patrese	6 wins
Michele Alboreto	5 wins
Giuseppe Farina	5 wins
Giancarlo Fisichella	3 wins
Elio de Angelis	2 wins



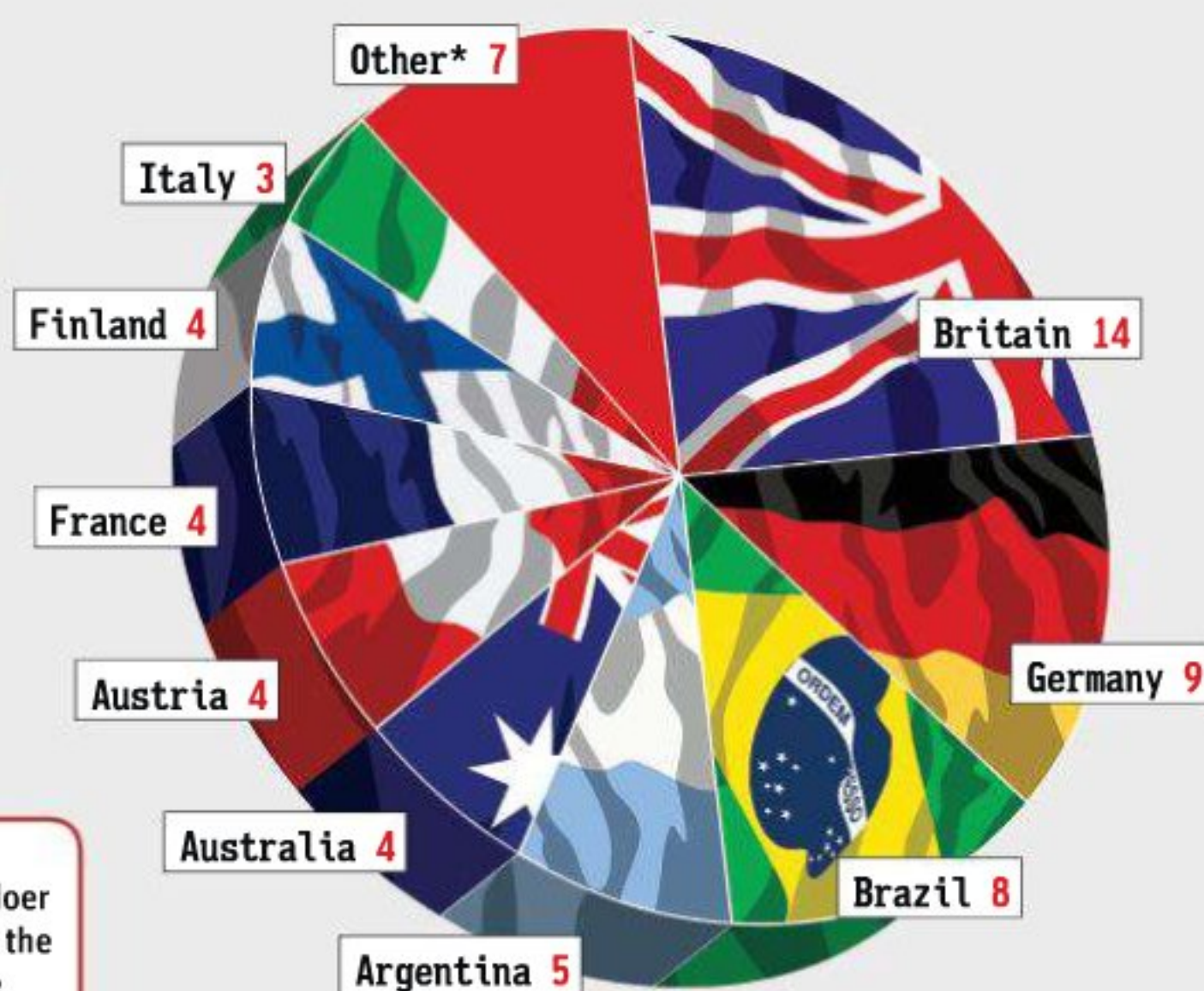
» Alberto Ascari was the last Italian world champion in 1953.

## TOTAL STARTS BY NATIONALITY



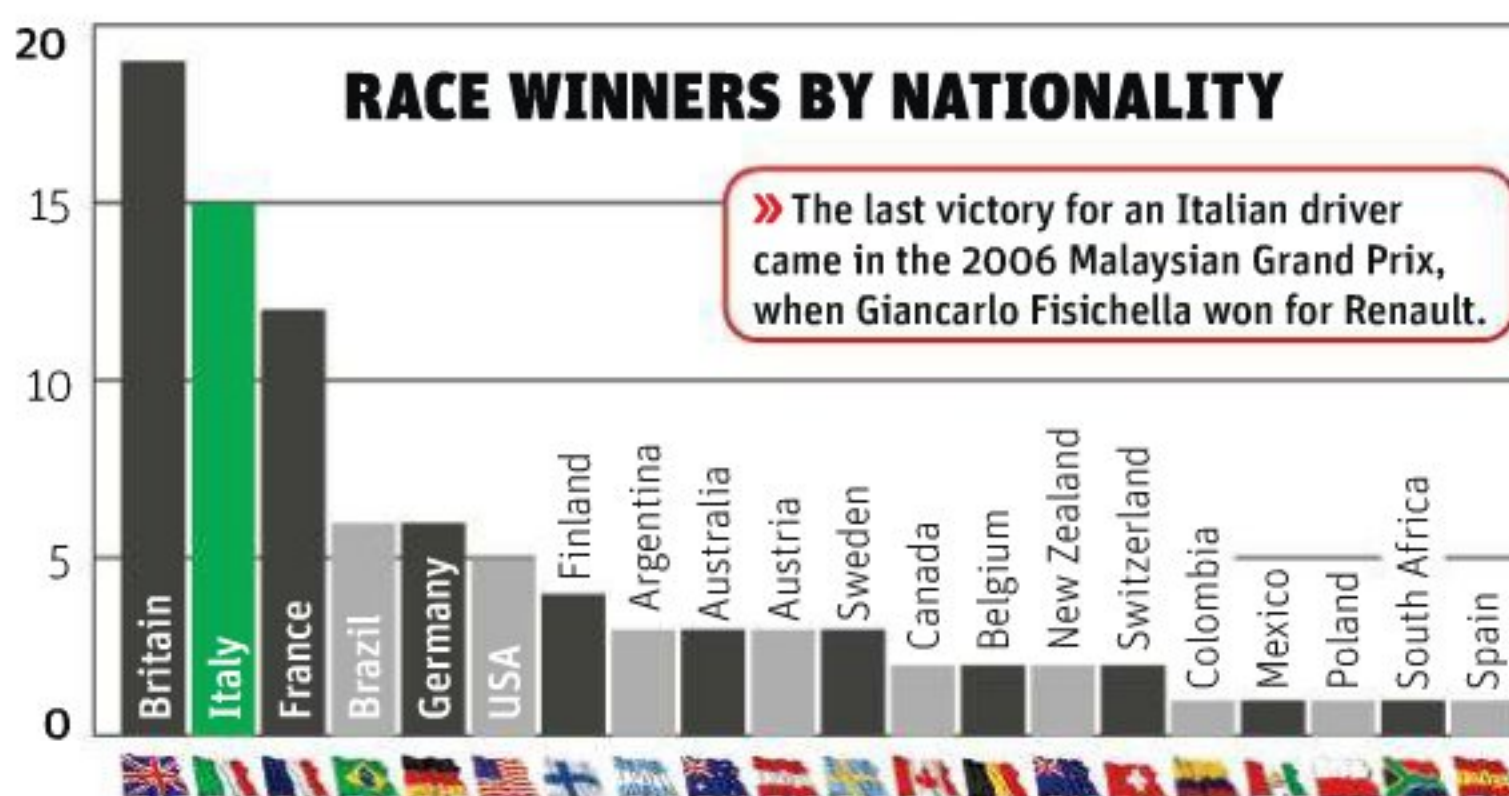
» Former Ferrari, Minardi and Scuderia Italia driver Luca Badoer holds the unenviable record of the most starts without a point. He started 50 races from 1993-2009.

## TITLES BY COUNTRY



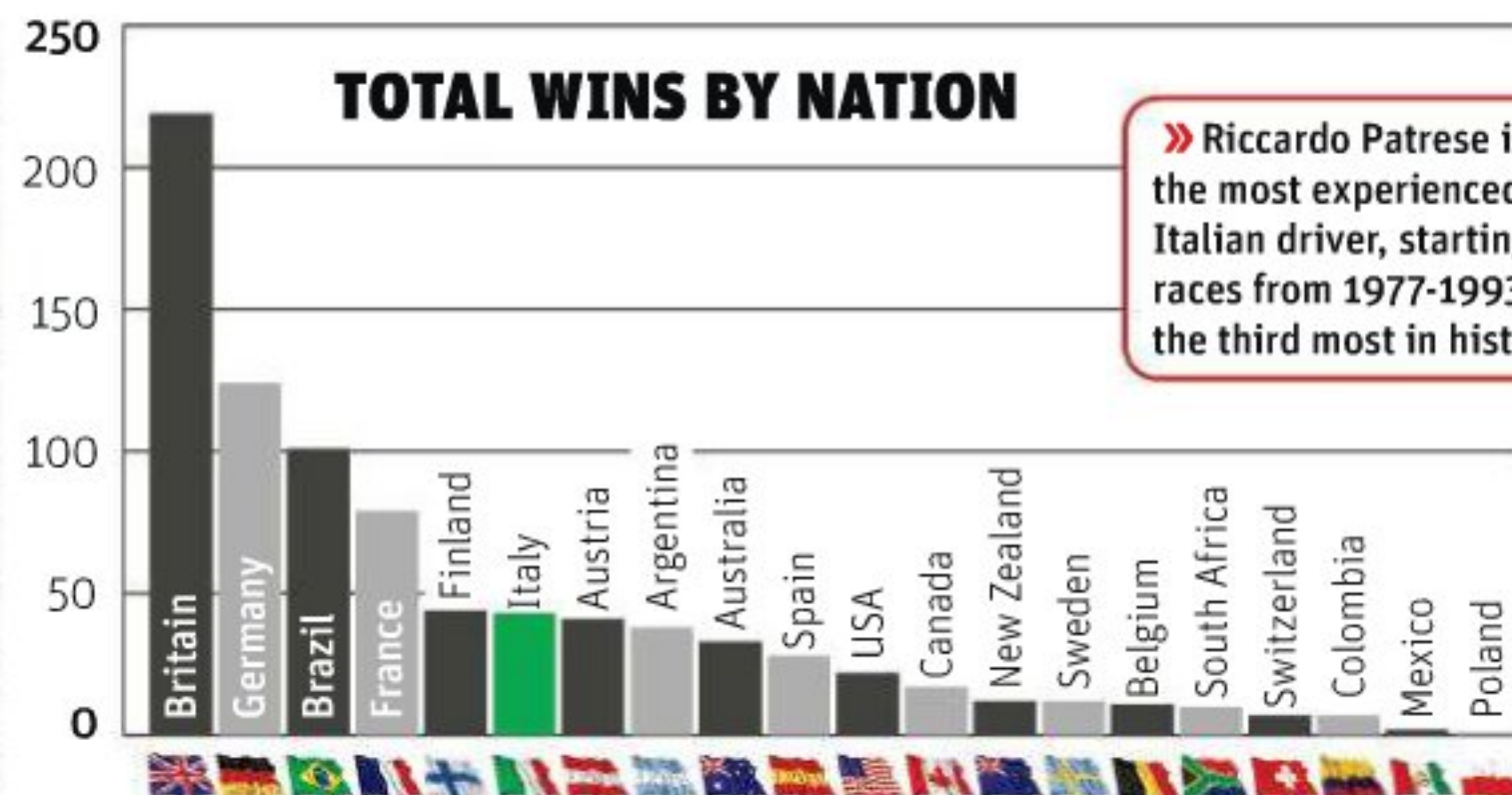
\* United States 2 Spain 2 New Zealand 1 South Africa 1 Canada 1

## RACE WINNERS BY NATIONALITY



» The last victory for an Italian driver came in the 2006 Malaysian Grand Prix, when Giancarlo Fisichella won for Renault.

## TOTAL WINS BY NATION



» Riccardo Patrese is the most experienced Italian driver, starting 256 races from 1977-1993 – the third most in history.

\*all statistics based on world championship races 1950 to the present day, excluding the 11 points-scoring Indianapolis 500s.

Italian driver in a third Ferrari, should his team be allowed to supply customer cars, but currently the chances of an Italian breaking into Ferrari's line-up are slim. As for other teams, funding is difficult to come by in Italy. Also, McLaren is

» Italian drivers have locked out the podium three times in world championship races. The most recent came in 1953, when Alberto Ascari, Giuseppe Farina and Felice Bonetto finished first, second and third in the Dutch Grand Prix.

» Italian participation in F1 peaked in 1989, when a total of nine drivers scored world championship points.



reputed to still be wary of signing another Italian driver after Andrea de Cesaris's error-strewn 1981 season, although time will likely have healed that wound by now.

The Italian driver best placed to graduate into F1 this year was arguably 26-year-old Luca Filippi, who starred on his way to second behind now-Lotus driver Romain Grosjean in GP2 last year. He has turned his back on Europe in favour of IndyCar and believes that the lack of support for Italians in car racing, despite their success in karting, is strangling young talent.

"We need something to make our kids want to race go-karts and believe in something," he told AUTOSPORT. "I grew up with Patrese, de Cesaris, [Michele] Alboreto and then Fisichella and Trulli. I dreamed about following

them and thought it would be possible. It would be a big shame if motorsport in Italy slows down because our kids start thinking that F1 or professional motorsport is not achievable anymore."

Those who do thrive in karting often opt to remain there as it is possible to earn a living as a professional competitor. The alternative is to try to raise the €200,000 or more required to graduate to a category like Formula Renault. And even success there is no guarantee of progressing further.

In a country where Ferrari is motor racing, at least as far as four wheels are concerned, it's difficult to know what can change this situation. The days when a quarter of the grid were Italian may never return, even if Ferrari do recruit a home driver in the near future.



# MADE FOR MONACO ENGINEERED FOR THE M25



## THE RENAULT MEGANE 2012

It's no surprise to see the Renault Mégane 2012 line up effortlessly devouring the miles – the new diesel dCi 110 Stop & Start engine delivers an impressive 80.7 MPG on a combined cycle while producing only 90g/km of CO<sub>2</sub>. And because it features Stop & Start technology – as do all three of the Renault Mégane's new engines – it's great in traffic too: when you stop so does the engine, delivering great fuel savings, perfect with fuel prices at a record high. Hill Start Assist and the brilliant Visio system by Renault are more useful technologies that create an unmatched driving experience and improve safety. Find out more and you could win a luxury weekend in Monaco, just visit [renault.co.uk/monaco](http://renault.co.uk/monaco)



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DRIVE THE CHANGE



The official fuel consumption figures in mpg (l/100km) for the Mégane Coupé GT Line dCi 110 Stop & Start are: Urban 72.4 (3.9); Extra Urban 88.3 (3.2); Combined 80.7 (3.5). The official CO<sub>2</sub> emission is 90g/km.



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# THIS WEEK IN F1

## Argentina gunning for Korea slot

The mooted return of Formula 1 to Argentina could take place as early as 2013, with the planned race at Mar del Plata potentially taking Korea's slot on the calendar. The future of the loss-making Korean Grand Prix (below) beyond this season remains uncertain. Argentina has yet to secure a deal for a race.



## Villeneuve to drive late father's Ferrari

Former world champion Jacques Villeneuve will demonstrate a Ferrari 312T4 raced by his father Gilles at the team's test track of Fiorano on May 8, the 30th anniversary of his death in qualifying for the 1982 Belgian Grand Prix. A Ferrari statement described the demo as "a fitting occasion to evoke the memory of a man who has and always will have a place of honour in the history of Ferrari". Villeneuve drove a 1978 312T3 at the Goodwood Festival of Speed (below) in 2004.



## HRT picks up Chinese test driver

HRT has signed 24-year-old sometime A1GP Team China driver Ma Qing Hua to its new development programme. The team, which has recruited him for commercial reasons, has said that he could drive in this year's F1 rookie test depending on progress in private tests with non-F1 cars and simulator work.

### MA QING HUA CV

**2010** 2 starts in Superleague Formula – best finish 12th (right).  
**2009** 2 races in British F3 National Class – best finish 4th  
**2008** 11 starts in Spanish F3 – best finish 7th  
**2006** 6 starts in Formula Renault NEC – best finish 11th  
**2005** 1 start in A1GP – 17th. 1 start in Italian F3000 – 11th. 16th in Asian Formula Renault



It isn't a speed problem, it's something that he has to solve himself. He has to close his eyes, enjoy himself and remember that he is doing this because he likes it

Rubens Barrichello's advice to struggling compatriot Felipe Massa



## Lotus man joins Renault

Lotus deputy technical director Naoki Tokunaga has joined Renault F1. He will head up the new-generation engine programme, which will produce the 1.6-litre V6 powerplant to be used in F1 from 2014. The 46-year-old joined Lotus, then known as Benetton, as a vehicle dynamics engineer in 2000.

## PIRELLI CONFIRMS COMPOUNDS

Pirelli has selected its tyre compounds for the three races to follow Sunday's Chinese Grand Prix. In Bahrain medium and soft will be used, it's hard and soft for Spain, while in Monaco it will be soft and super-soft rubber.

## Fresh calls to cancel Bahrain

Calls to cancel the Bahrain Grand Prix (right) have intensified. Labour MP Richard Burden insists Bahrain has not shown that "genuine and sustainable reform is taking place", while 1996 world champion Damon Hill, who previously supported it, warned that staging the race "could be really damaging for F1".

BAHRAIN LATEST AUTOSPORT.COM



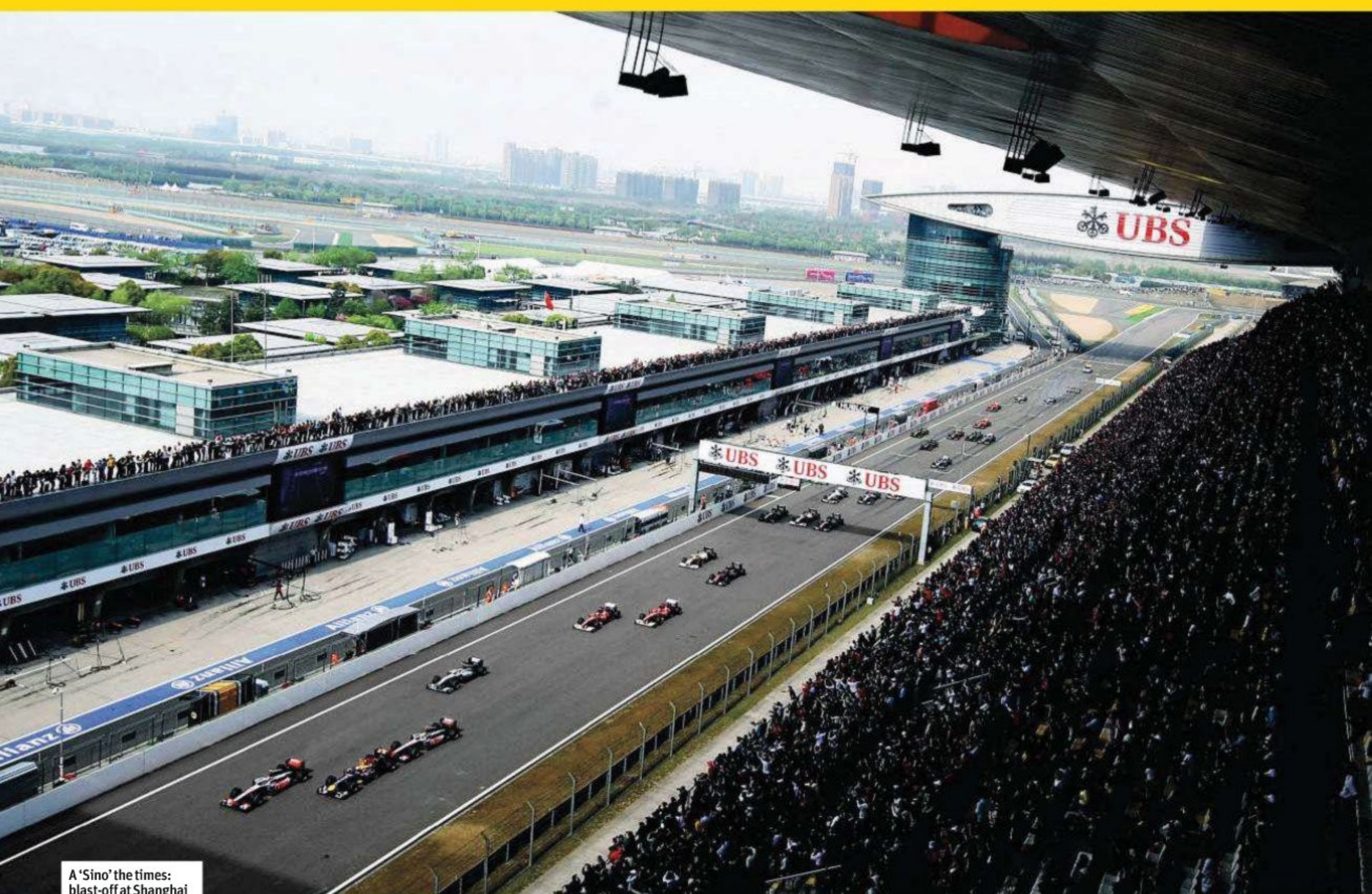
March 8 2012 autosport.com 45





# CHINESE GP PREVIEW

FACTS, STATS, TRACK GUIDE, TV LISTINGS AND MORE



A 'Sino' the times:  
blast-off at Shanghai

## Nice track, shame about the attendance

This is Formula 1's ninth visit to Shanghai, and the race still hasn't become a hit with the enormous population

China hasn't exactly taken to Formula 1, much as the one billion-plus population of the country appeals to the sponsor finders in the paddock.

In fact, few in Shanghai seem aware either of F1 or the track on their doorstep, which is unfortunate as, by and large, it's a popular venue with drivers that has produced some good races since joining the calendar in 2004. Last year's dramatic victory for Lewis Hamilton, his late-race pass on Sebastian Vettel making him the first driver to win the event twice, is a case in point.

This is a track that combines

some challenging corners in the middle sector in particular, with a long straight ideal for overtaking. Last year, the 0.73-mile run to Turn 14 (the second longest straight in F1 and just 0.01 miles shorter than Korea's blast to Turn 3) served up huge amounts of DRS-assisted passing. It will likely be a similar story this year, although the aim is to make DRS-passing less of a dead cert than it was first time round.

With the field tightly bunched and team form fluctuating, the 2012 running could be China's best race yet. It's a shame that so few spectators will be there to enjoy it.



P18

TRACK  
GUIDE  
AND GARY  
ANDERSON'S  
AUTOSPORT  
SUPERGRID

Some locals do get  
involved with GP



Attendance has  
never taken off







# Teams with most wins

## Ferrari 3



## McLaren 3



## Renault 1



## Red Bull 1



Red Bull's maiden win came in China in 2009

# Winning drivers



2 Lewis Hamilton



1 Rubens Barrichello



1 Fernando Alonso

Michael Schumacher 1, Kimi Raikkonen 1, Sebastian Vettel 1, Jenson Button 1

## Races at Shanghai: 8



WET RACES: 4

## AVERAGE NUMBER OF FINISHERS

17.375



## Average winning margin: 6.325s

Biggest: 14.925s (2008); smallest: 1.035s (2004)

Percentage of race winners who went on to win the title

37.5

SAFETY CARS 6



## CHINESE GP TV AND RADIO LISTINGS

### FRIDAY APRIL 13

0245-0450 Free practice 1  
LIVE (Sky Sports F1)  
0255-0430 Free practice 1  
LIVE (BBC Radio 5 Live SX)

0645-0850 Free practice 2  
LIVE (Sky Sports F1)  
0655-0830 Free practice 2  
LIVE (BBC Radio 5 Live SX)

### SATURDAY APRIL 14

0345-0515 Free practice 3  
LIVE (Sky Sports F1)  
0355-0500 Free practice 3  
LIVE (BBC Radio 5 Live SX)

0600-0845 Qualifying LIVE  
(BBC1, Sky Sports F1)  
0655-0830 Qualifying LIVE  
(BBC Radio 5 Live SX)

1300-1415 Qualifying  
replay (BBC2)

### SUNDAY APRIL 15

0630-1130 Grand Prix LIVE  
(Sky Sports F1)  
0700-1015 Grand Prix LIVE  
(BBC1)  
0745-0945 Grand Prix LIVE  
(BBC Radio 5 Live)  
1450-1650 GP replay (BBC1)

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AS IT HAPPENS WITH

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# GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson is compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best lap from each grand prix weekend. This graphic shows each driver's average after two races compared to the theoretical absolute pace, which is expressed as 100.

100%



Hamilton 100.000



Grosjean 100.410

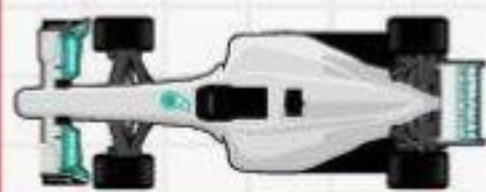


Vettel 100.613

Romain Grosjean has two early-race DNFs to his name, but the Supergrid shows that both he and the Lotus E20 have plenty of speed.



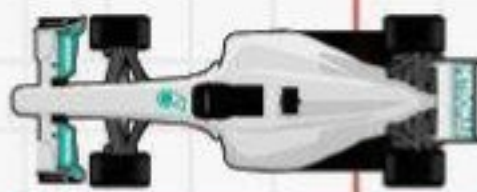
Button 100.126



Rosberg 100.512



Webber 100.513



Schumacher 100.292

Sebastian Vettel led the way on this page throughout 2011 on his charge to the world championship. His fall from grace illustrates Red Bull losing its advantage on single-lap pace.



Maldonado 101.152



Raikkonen 101.152



Alonso 101.486

Scramble all the way back to 10th on the Supergrid and you find world championship leader Fernando Alonso. And if that's not enough proof of Ferrari's struggles...



Kobayashi 101.614



Ricciardo 101.645



Hulkenberg 101.646



Perez 101.712



Senna 101.826

## FLASHBACK

### HAMILTON STEALS IT FROM VETTEL

Lewis Hamilton bagged his first 2011 win with a late pass on Sebastian Vettel. The McLaren driver started third and followed team-mate Jenson Button past poleman Vettel off the line. Hamilton ran a three-stop strategy compared to Vettel's two-stopper, and the decisive pass came with four laps to go at Turn 7. Mark Webber charged to third from 18th on the grid.

#### 2011 CHINESE GRAND PRIX

POS	DRIVER
1	Lewis Hamilton (McLaren)
2	Sebastian Vettel (Red Bull)
3	Mark Webber (Red Bull)

## TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER-SOFT



SOFT



MEDIUM



HARD







**AND AS FOR THE REST...**  
AUTOSPORT has grown tired of Formula 1's backmarkers disrupting the scale on our Supergrid, so we've introduced our own cut-off. Any car which can't appear on the new scale will be listed here.

Glock 105.808  
Pic 106.281  
De la Rosa 108.023  
Karthikeyan 108.558

104%



Di Resta 102.093



Vergne 102.103



Massa 102.259

...then how about the form of Felipe Massa? He was at the back of the midfield group before the Malaysian GP, and remains there after it too.



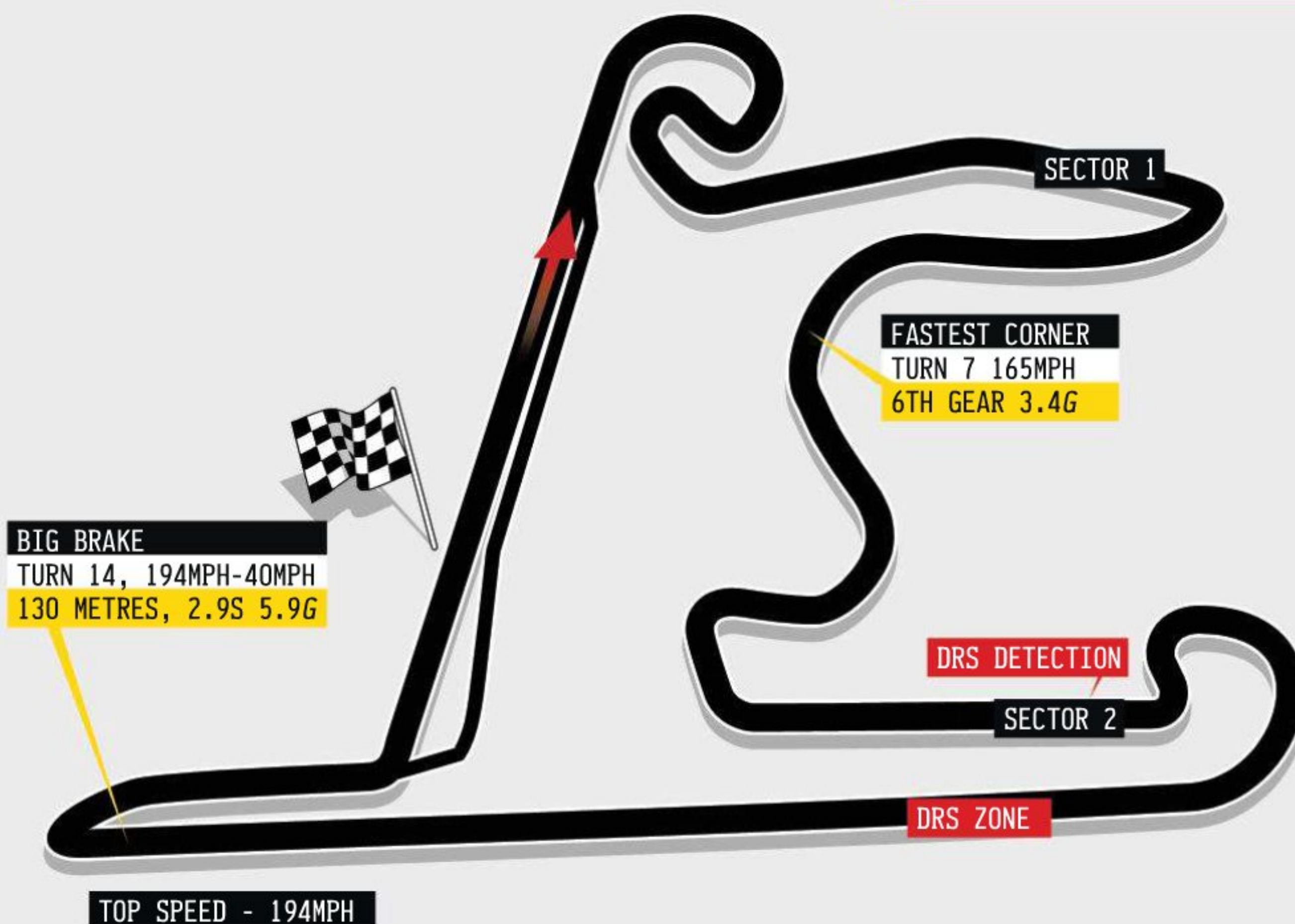
Kovalainen 103.558



Petrov 103.992

## TRACK GUIDE

SHANGHAI NUMBER OF LAPS 56  
CIRCUIT LENGTH 3.387 MILES  
LAP RECORD 1:32.238 - M SCHUMACHER (2004)  
UK START TIME 8AM







SHIFT\_

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# STRAIGHT TALK DAVID COULTHARD

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

With the Chinese Grand Prix looming, Ferrari finds itself at the top of the pile. But can it sustain its surprise lead in the face of its current issues, not to mention the poor form of Felipe Massa?

**W**ho would've expected that Fernando Alonso and Ferrari, after all the doom and gloom predicted of them pre-season, would be leading the world drivers' championship after the opening two grands prix?

Ferrari has endured a very troubled start to the year, and although it's the nature of the beast that you need to keep reinventing yourself to stay competitive in the complex world of F1, there will always be unexpected twists and turns to any given season. Alonso made sure he took full advantage of the

Because of its long association with Formula 1, and without wishing to be disrespectful to the other teams, you can't help but feel a certain level of affinity towards the Scuderia. It feels strange to see a Ferrari languishing outside the top 10 like in Melbourne qualifying; in fact, I don't think that's good for F1.

## ONE SWALLOW DOESN'T MAKE A SUMMER

How long will it take for Ferrari to fix its problems? Well, if you're further away from the peak, you can make bigger steps towards it. While McLaren and Red Bull are in the process of fine tuning, Ferrari will be able to make large jumps towards them – presuming it can discover the necessary improvements its package requires.

The victory in Malaysia has to have taken the pressure off the Ferrari management, and unquestionably given them a bit of breathing space. It's nice to get one in the bank early on, that's very valuable to a team that is expected to win races. The team won that grand prix fair and square. In highly testing conditions, that was a phenomenal victory. The track conditions might have come to them, but Ferrari needed the right tyre strategy and Fernando had to make the correct driving decisions in the cockpit.

Talking to the drivers afterwards, it was clear it had been one of those races where it was a case of simply keeping your car on the track at some points – and that final run to the finish wasn't a five-lap scamper after a late safety car, there was some serious distance covered by Alonso with Sergio Perez nipping at his heels.

## MASSA REMAINS UNDER PRESSURE

The last degree of being quick in an F1 car comes from confidence. Even if you put Alonso in a Red Bull, he wouldn't be as quick as its regular drivers in his first test; it would take him a little time to find the nuances of that particular car. Obviously, Felipe Massa has been at Ferrari for a long time, so there's no excuse in that respect, but he's suffered a dip in form like you'd see in a golfer. As we saw in the US Masters at the weekend, Tiger Woods has been the best in the world in the past, but he seems decidedly average at the moment.

In Massa's case, the team will support him for as long as they can, but there comes a certain point when they have to think about moving on. Without wishing to beat-up on Felipe, you do wonder why Ferrari has gone into this year thinking it will be any different from last year. Is it because Fernando is comfortable, and that's the best way to get the maximum out of him?

We've known for a while that Sergio Perez is a star of the future, but would Ferrari be a better team if Massa was replaced by him? At the moment, I don't think so, because it's not going to challenge for the title anyway without consistent upgrades on the car.

So perhaps looking the other way, and ignoring Massa's poor performances, is the correct strategy. After all, this team has won a lot of world championships and races down the years and knows what it's doing. ☼

➔ **P34 FERRARI'S FIGHT**

As Alonso won, Massa was mired in the midfield



chance that came his way in Sepang. It was a fully deserved victory, and Fernando came alive when the conditions changed in his favour. He's a class act, that's no surprise – a guy who has just that right amount of energy and focus. Alonso is always a threat when the opportunity arises.

PIC: DUNBAR/LAT

**“A Ferrari outside the top 10?  
I don't think it's good for F1”**





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## MARK HUGHES GRAND PRIX EDITOR

Mercedes' qualifying speed/lack of race pace conundrum has been blamed on its trick DRS system, but it looks likely that it's only set-up errors that have kept the team from vying for victory

**O**ne of the most intriguing prospects of the China race this weekend will be monitoring how the front-running teams have responded to the reset button that the two-week break has given them. The time for reflection upon the hard data the opening two races have provided could quite easily change the competitive order. Perhaps the most anomalous performer in those two events was Mercedes, challenging hard for the front row in both Australia and Malaysia, but fading dramatically in both races.

It has been assumed that the divergent pace of the car from Saturday to Sunday is nothing



more than the playing out of the advantage of its 'double DRS' system in qualifying – where it can be used with impunity – contrasted with the car falling back to its 'natural' level in the race, where the system can only be used occasionally on specific parts of the track. Not so, according to team boss Ross Brawn.

"No, we know how much lap time the system gives us," he said last week, "but the difference with and without the system is not the difference [in performance between qualifying and race] we are talking about." The system is believed to bring 0.25-0.3s of qualifying lap time as the front wing stalls, lowering the rear of the car and consequently the height of the rear wing and its drag. But the difference in performance was more like 1s.

The difference, Brawn believes, is all to do with how the car uses the new-spec Pirelli tyres everyone is still getting their heads around. He does not believe the car has a fundamental problem with tyre usage, just that the set-up was not right at either race – albeit in different ways. "In Melbourne we didn't do a good enough job and went in the wrong set-up direction," he says, "and in the race there we got the tyres too hot. As a result of that, for Malaysia [where keeping the tyres from overheating would normally be more challenging than in Melbourne] we made an effort to go in a different direction [with set-up], which was potentially successful but paradoxically worked against us a bit in the race. Because, as it turned out in Malaysia, the challenge [because of the weather] wasn't keeping the tyres cool but getting them hot enough."

In this way the adjustments made post-Melbourne turned out to be in exactly the wrong direction and the tyres of both Michael Schumacher and Nico Rosberg ran below the temperature threshold – around 90°C – necessary to get them working. Worse still, after their experience in Australia the drivers were interpreting the lack of tyre

grip as a possible repeat of what happened there, rather than the opposite! "It's very difficult to feel the difference," says Brawn. "The feeling was very similar. Interestingly, the cars that finished first and second in Malaysia [the Ferrari and Sauber] appeared during practice to be very hard on their tyres, but that worked in their favour in the race."

So we have the fascinating prospect in Shanghai of a Mercedes that might yet be a genuine race-day threat. Brawn stops short of claiming that unfortunate set-up choices have been the only thing holding the car back – but he believes they might be. "I'd like to see a couple of clean weekends with relatively consistent conditions and see where that puts us, because I think there have been a few teams that are out of position, and maybe we are the most extreme."

It may seem surprising that teams experience so much difficulty in anticipating tyre behaviour. But the range between too cool and too hot is only in the order of 20°C – and there is no way of accurately measuring those temperatures live. There are heat sensors near the tyres, but these give approximations at best. They tend to get dirty, polluting the data, and they cannot measure the core temperature of the tyre, which is the crucial variable determining their behaviour. A tyre's core and surface temperature do not always tally in a linear way.

Perhaps F1's last remaining black art is making the F1 form book very intriguing at this early stage of the season. But don't bet on that situation lasting too long; everyone will have a good handle on the new rubber soon enough. ☼

**“Mercedes might be a genuine race-day threat this weekend”**



New Viper has tested on track

LE MANS 24 HOURS

# Le Mans on the cards for Viper

New Dodge likely to race at the 24 Hours, but there's no hurry to take the famous name back to France

**C**hrysler has revealed its desire to return to the Le Mans 24 Hours with its new GTE-class Dodge Viper, but it has not set a timescale for taking the iconic name back to the French enduro.

The American manufacturer confirmed its plans to race the new-generation SRT Viper at last week's New York Auto Show at the same time as taking the wraps off the definitive production car. It announced that Riley Technologies, which is developing the V10-powered SRT Viper GTS-R, will enter the American Le Mans Series this year, but did not mention Le Mans.

But asked about the 24 Hours, Chrysler road-racing manager Gary Johnson told AUTOSPORT: "That is one of our goals, but right now it's

not our primary focus, which is to get the car competitive in the ALMS. The Le Mans decision hasn't been made, but it would make sense to go back."

Riley boss Bill Riley revealed that his preference was to wait until 2014 before going to Le Mans.

"We need to concentrate on developing the car and being the best we can as a team," he said. "We are entering an extremely competitive class, so it's not going to be easy."

Chrysler gave the green light in October to plans to race the SRT Viper that first emerged in the summer (see AUTOSPORT, June 23 2011). The first car, which has already run without its definitive Roush Industries-developed eight-litre engine, should begin testing in earnest next month.

Riley added: "We were already doing some concept work and had a couple of chassis, but in October we were able to get our heads down."

It has yet to be decided when and where the car will race for the first time, but both Johnson and Riley were adamant that it will be before the end of this season.

Riley revealed that the intention is to begin racing with two cars.



Viper could rejoin Le Mans line-up

"We are set up to be a two-car team from the off," he said. "We want to hit the ground running."

Belgian Marc Goossens, German Dominik Farnbacher and Canadian Kuno Wittmer have already been signed to drive the Viper this year.

Goossens has a long association with Riley stretching back to the start of the Cadillac Northstar prototype programme in 2000. Farnbacher has undertaken testing on the Nurburging Nordschleife for Chrysler, while 29-year-old Wittmer has previously raced a Viper Competition Coupe in the US-based SPEED World Challenge.

Johnson has also stated that no decision had been made on if and when customer cars will be made available.

## IN BRIEF



Four wheels for Rossi

### GT OUTING FOR ROSSI

MotoGP superstar Valentino Rossi will contest the opening round of the Blancpain Endurance Series at Monza this weekend. The Italian will share a Kessel-run Ferrari 458 Italia GT3 with friend Alessio Salucci.

### BUURMAN GETS GT1 CAMPAIGN

Ex-Superleague Formula frontrunner Yelmer Buurman will contest the full FIA GT1 World Championship with the Vita4One BMW squad. The Dutchman firmed up his deal to share a Z4 with team boss Michael Bartels in the run-up to last weekend's season opener at Nogaro.

### SUNRED RUNNING LATE

Just one SUNRED Ford GT appeared at Nogaro after the late arrival of the cars, which formerly ran in the GT Brazil series. The Spanish team will again field one car,

this time in full 2012 specification, at the Zolder round later this month before the second car comes on stream for the team's home race at Navarra in May.

### HEAVIER SEAT AND BMW IN WTCC

The Chevrolet Cruze maintains its maximum weight of 1200kg as the World Touring Car Championship's compensation-weight system comes into force in Marrakech this weekend. The SEAT Leon has received an additional 30kg and BMW 20kg, leaving both cars at 1180kg. The Arena Ford Focus will run at 1160kg after losing 20kg.

### ALMS RUN FOR DALZIEL

US-based Scot Ryan Dalziel will return to the American Le Mans Series at Long Beach this weekend with the Core Autosports LMPC squad. The 30-year-old will share the car with Venezuelan Alex Popow.



Chevy keeps max ballast



WORLD ENDURANCE CHAMPIONSHIP

# Crash puts Toyota debut in doubt

## THE DEBUT OF THE TOYOTA TS030

HYBRID in the Spa round of the FIA World Endurance Championship next month was in doubt as AUTOSPORT closed for press.

Toyota Motorsport GmbH, which is masterminding the Japanese make's return to the Le Mans 24 Hours this year, was on Tuesday still assessing the implications of an accident at Paul Ricard for the only TS030 in existence. It is understood that the car sustained damage to the monocoque that could preclude its participation in the Spa 6 Hours on May 5.

Toyota's second car, which was added late to its 2012 programme, is not due to come on stream until later in the month, in time for the Le Mans Test Day at the start of June.

No comment was available from TMG about its Spa entry.

Nicolas Lapierre shunted in wet conditions last Wednesday while undertaking performance testing ahead of a scheduled 30-hour



Ricard incident has hit Toyota programme hard

endurance simulation. The car was running its definitive front-end aerodynamics for the first time and a lack of spares forced the immediate cancellation of the test.

A TMG spokesman said: "The new front-end aerodynamics were hot out of the autoclave, which meant there weren't sufficient spares to repair it."

Subsequent evaluation of the car after the Easter break is believed to

have revealed greater damage to the tub than first thought.

The accident will have a major effect on Toyota's testing schedule. It was due to run at Lausitz next week and at MotorLand Aragon for another endurance run at the end of April.

The team stressed that the accident was not Lapierre's fault. It was the result of a technical glitch caused by water in the electronics.

DTM

# No worries over pace for BMW's DTM veterans

**BMW'S LEADING DTM STARS** believe there is no reason to read anything into the times set by the marque's M3 in last week's final pre-season test at Hockenheim.

Christian Vietoris set the pace over the four days for Mercedes, with Bruno Spengler's fastest lap for BMW 0.7 seconds off the pace. Audi's new A5 split its two rivals, with Mike Rockenfeller 0.3s adrift of Vietoris.

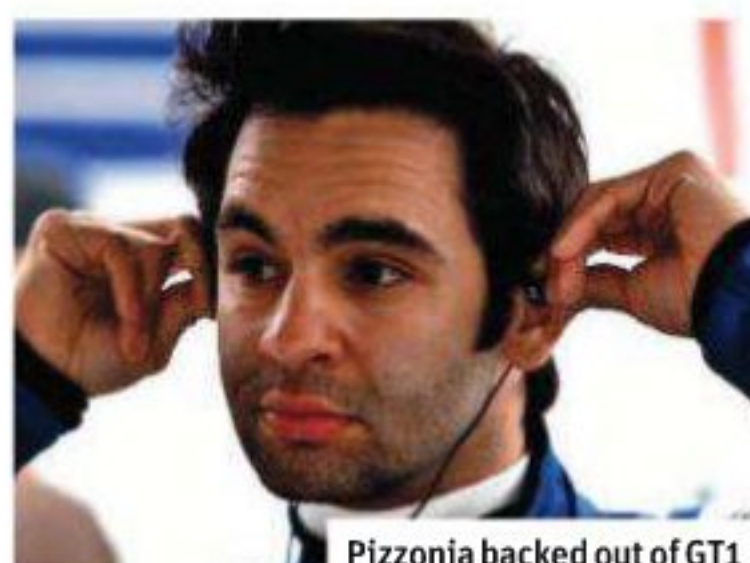
But Spengler and reigning champion Martin Tomczyk, who were recruited from Mercedes and Audi respectively, believe

BMW has little to worry about.

"The last test was a positive one," said Spengler. "It would obviously have been nice to have a few more days, but I'm sure other teams feel the same."

Tomczyk added: "There is no point in comparing times at the moment because I'm sure that nobody has their cards on the table. We made good progress."

BMW motorsport boss Jens Marquardt said that the DTM returnee had "achieved all of the goals we set ourselves" ahead of the season opener at Hockenheim on April 29.



Pizzonia backed out of GT1

WORLD GT1

# Pizzonia deal falls through

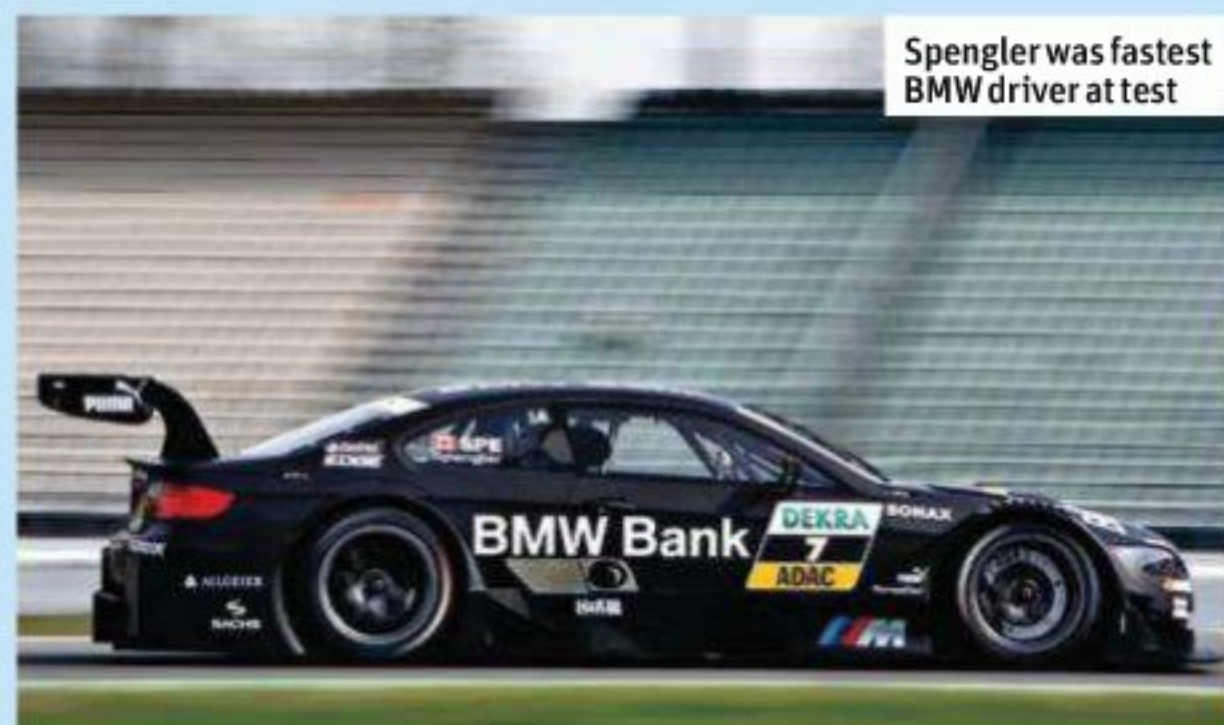
## EX-JAGUAR AND WILLIAMS FORMULA 1

driver Antonio Pizzonia will not compete in this year's FIA GT1 World Championship.

The Brazilian, who raced in Superleague Formula last season, had been slated to drive a Porsche and then an Aston Martin in the new-look series. The deal fell apart in the run-up to last weekend's season opener at Nogaro.

Series boss Stephane Ratel, who has put together the Exim Bank Porsche and Valmon Racing Team Russia Aston squads, explained that Pizzonia and his manager, Geraldo Rodrigues, withdrew from the deal as a result of concerns over the quality of his likely team-mate. "I thought we had an agreement," said Ratel, "but at the last minute it didn't happen."

FIA GT1 regular Maxime Martin came in as a last-minute replacement alongside Alexei Vasiliev in the LMP Motorsports-run Valmon Aston and could remain with the team for the remainder of the season.



Spengler was fastest BMW driver at test

## AUTOSPORT SAYS...

**GARY WATKINS**  
INTERNATIONAL-  
EDITOR-AT-LARGE



**W**ho are you trying to kid, Chrysler? You're developing a new Dodge Viper to take on Chevrolet, Ferrari and Porsche in the American Le Mans Series, but you're not committing to taking on an altogether bigger challenge at a certain race in France held on the middle weekend in June? Come on.

The US manufacturer will only say that it would make sense to take the latest version of its V10-engined muscle car, the multi-acronymed SRT Viper GTS-R, to the Le Mans 24 Hours. It insists there is, for the moment, no plan in place to try to add a fourth class win, this time in the GTE division, to the GTS victories it notched up with the original GTS-R in 1998, '99 and 2000. Surely Chrysler is being disingenuous here... I have no doubts that it has been discussed in detail and that there's a tentative date set for a Le Mans return.

Chrysler knows that Le Mans is big news in North America. Of course it does, because it even set out on a programme to win the 24 Hours overall with the French ORECA team in 2000. That's why we all know, despite Chrysler's rhetoric, that the sound of the rumbling eight-litre V10 will echo around the Circuit de la Sarthe sometime soon.

Chrysler will bolster Le Mans GT ranks



## Riley and Viper together again

Riley Technologies' forerunner, Riley & Scott, built the first 10 spaceframe chassis for the original Dodge Viper GTS-R back in 1996.



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## SPEEDWAY KIT HITS TRACK

IndyCar's new speedway aero configuration was track-tested at Indianapolis for the first time last week. Featuring taller and lighter rear-wheel guards, the kit will be used for the Indy 500 and at Fontana.



INDYCAR

# No equalisation for Indy aero kits

Series rules out performance balancing when regulations are freed up from the start of next season

**I**ndyCar has ruled out any performance balancing when it opens up its regulations to allow alternative aero kits for 2013.

Teams and manufacturers will have the freedom to design their own aero kits or buy third-party items from elsewhere next season in an effort to provide greater brand differentiation.

But according to IndyCar vice-president of technology Will Phillips, the series has no intention of trying to enforce parity once teams move away from the standard Dallara package. "That's competition," he told AUTOSPORT.

"We have a set of regulations for the engine production, and someone's engine is going to be more powerful than someone else's. There is a set of aero kit regulations, and someone is going to make a better interpretation of those regulations than another person. Someone's going to get it right, somebody's going to get it wrong."

Aero kits will have a mandated lifespan of two years in an effort to keep costs down, however Phillips said there could be some scope for specific parts to be re-homologated. This could offer a lifeline to anyone who is off the pace.



All '12 cars are the same shape

GM racing director Mark Kent, who oversees the Chevrolet engine programme, told AUTOSPORT that it was critical the 2013 regulations offer freedom in enough areas to prevent the cars all looking the same. "If IndyCar can come up with

rules that allow some flexibility in areas that are not as aero-sensitive and would allow us some identity, that would be a good result," he said.

"But if the rules allow flexibility in highly-sensitive areas for aero, then I think you're going to see a common shape. That's the challenge for IndyCar; to figure out how to have different-looking cars that can be aerodynamically similar."

Two weeks ago Phillips revealed a draft set of the new aero regs to all the parties that have expressed an interest in producing aero kits for 2013. The final regulations are due to be signed off by May 1.

INDY 500

## Newman/Haas for Alesi

**EX-FORMULA 1 STAR JEAN ALESI** believes his deal to enter the Indianapolis 500 with Newman/Haas will give him the best opportunity to get to grips with American oval racing.

Alesi is ready for Indy



The one-time grand prix winner's contract to race for the former title-winning squad was signed last week, and Alesi told AUTOSPORT that he was keeping his expectations in check for his attack on the 'Month of May'.

"It's fantastic because I need as much support as I can get from the team," said Alesi. "I have to be realistic, but I'm taking it very seriously."

READ EXCLUSIVE JEAN ALESI Q&A ON  
**AUTOSPORT.COM PLUS**

INDYCAR

## Phoenix wants IndyCar test

**PHOENIX INTERNATIONAL RACEWAY** boss Bryan Sperber has asked for a multi-car test to evaluate the track's recent repaving work before committing to a return to the IndyCar calendar next year.

The one-mile oval, which is one of several tracks in discussion with IndyCar CEO Randy Bernard about a possible date in 2013, spent \$10 million on repaving and reconfiguration work last year. JR Hildebrand and Marco Andretti have both run on the track relatively recently but were not in tandem, and circuit chiefs are understood to want confirmation that the

New-spec Phoenix hosts NASCAR



cars can put on a good show before signing a deal for a return for the first time since a poorly-attended event in 2005.

Bernard told an Arizona newspaper that the series could "pull the test off" if needed.



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VW/Mercedes rivalry will come to an end

FORMULA 3

# Six new-spec engines for F3

Plenty of interest from tuning firms for 2013 rules, but no Mercedes/HWA

**S**ix companies have declared their intention to build engines to the new Formula 3 rules coming into force next season that allow bespoke racing powerplants.

German specialist Spiess, British firm Neil Brown Engineering (NBE) and Japanese companies TOM'S, Tomei, Toda and Mugen have all met the FIA's deadline of March 31 – but

AUTOSPORT understands that Mercedes tuner HWA has not.

A Mercedes statement to AUTOSPORT said: "We are discussing our plans concerning F3 with our partner HWA and so far no final decision has been taken."

But it is already too late, as FIA rules for the new engines – which are intended to halve costs – state: "The homologation needs to be announced by the manufacturer/tuner latest on 31st March 2012 for the 2013 season. Each engine casting will be homologated for four years."

For NBE it will be a return to the top flight of F3 for the first time since 2009, when it last supplied current-spec Mugen Honda engines,

although it serviced Volkswagen powerplants in '10.

NBE F3 chief Gavin Harrison said: "We are well down the road on the engine, putting some models out for casting. We anticipate being on-track with it in September or October. The new rules are good for F3 and will hopefully revive interest."

Spiess is going it alone after a six-year association with VW. The marque's outgoing motorsport boss Kris Nissen said: "It's a fair regulation, but at the same time F3 business has come down a lot."

"It's difficult to make a business model for it. Some of the investment you have a return for leasing, some in marketing and some in young drivers. But the budget is too high."

## WHO ARE THE FUTURE F3 ENGINE SUPPLIERS?

### MUGEN

Japanese firm's Honda engines enjoyed incredible success, particularly in UK

### NEIL BROWN

Best known for its once-dominant days in Britain with Mugen Honda engines

### SPIESS

German firm enjoyed success with VW, and before that was Opel's tuner

### TODA

Japanese company that has long links with Honda. Already running engine

### TOMEI

Nissan specialist across all categories. Its F3 project has just made its GB debut

### TOM'S

Glittering history with Toyota in all major categories of Japanese motorsport

Fortec/Merc alliance tipped to end for '13



## BRITISH F3 TEAMS IN 2013

### TREVOR CARLIN (CARLIN)



"I can't see why we wouldn't stay with Spiess. That would be good for us in case VW wants to come back in at some point. But it's all a bit of a trip into the unknown – the first time in donkey's years it's a clean sheet of paper. You don't know what's going to be the best engine."

### ANTHONY HIEATT (DOUBLE R)



"If there's no Merc, Neil Brown looks logical. I'd be happy with that, because they always do good engines and I like putting money into the local economy. It's back to the old days of tuners rather than manufacturer support, which hasn't actually done F3 much good."

### RICHARD DUTTON (FORTEC)



Dutton did not want to comment on the record before Mercedes puts out any statement about its future – or otherwise – in F3. But his team is believed to be very close to a deal with Neil Brown, with whom Dutton has a relationship dating back to the 1970s in Formula Ford 2000.

### RUSSELL EACOTT (T-SPORT)



"We'll see what develops. But yes, we're in discussion with ThreeBond [to continue with Tomei power – for the first time, T-Sport is using ThreeBond-funded, Tomei-tuned Nissan engines this season]."



*Swiss movement, English heart*



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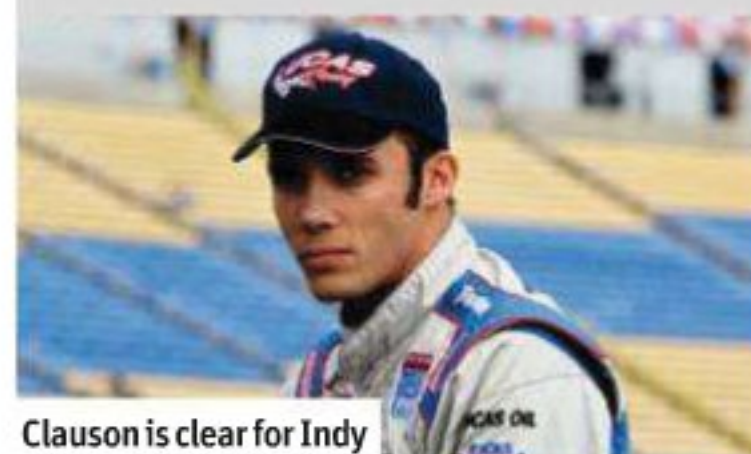
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## IN BRIEF



## ALTIMA FORCE FOR NISSAN

Nissan will race its Altima model when it enters V8 Supercars next year. This is how Kelly Racing's car could look in the Australian-based tin-top series

Clauson is clear for Indy

### OVAL ROOKIES GET THE NOD

Josef Newgarden, Simon Pagenaud and USAC star Bryan Clauson passed their IndyCar rookie oval test at Texas last week. The test marked Pagenaud's first run on an oval, while Newgarden and Clauson (who drove a Sarah Fisher Hartman car) have both raced on ovals in Indy Lights.

### BARRICHELLO GETS EXTRA TIME

Rubens Barrichello has been granted the extra track time allowed for IndyCar rookies on race weekends. The Brazilian was only classified as a rookie for oval rounds, but has been allowed extra running on tracks he has not tested at after his team, KV Racing Technology, put in a request.

### BEATRIZ ANDRETTI DEAL DONE

Ana Beatriz's long-expected deal to drive an Andretti Autosport car at the Indy 500 has been confirmed. The Brazilian, whose car will be co-run by Conquest Racing, will also take part in the Sao Paulo street race later this month.

### GP3 GRID FILLING UP

Reigning Auto GP champion and sometime GP2 racer Kevin Ceccon has joined Ocean's GP3 team for 2012. GP3 race winner Tamas Pal Kiss has switched from Tech 1 to Atech CRS, while reigning British F3 National Class champion Kotaro Sakurai has signed for Status.

### MAGNUSSEN QUICKEST IN SPAIN

Kevin Magnussen topped the timesheets in mixed conditions over two days of Formula Renault 3.5 testing at Barcelona. Nico Muller pipped the Dane to top spot on the second, wetter day.



Magnussen on top

NASCAR

# Data to the fore in NASCAR

Hendrick leads the way as teams start getting used to working with technology

The introduction of fuel injection technology into NASCAR this year is revolutionising the sport, with category powerhouse Hendrick Motorsports seemingly getting a jump on its rivals in adapting to the use of data logging.

Most racing series around the world have had access to data from cars immediately after sessions for years. But until NASCAR replaced carburettors with fuel injection for 2012, its teams were unable to look over data in the same way.

Now the Hendrick team has revealed that part of its dominant performance two weeks ago at Martinsville – where Jimmie Johnson and Jeff Gordon led 455 of 500 laps – was down to data work carried out between practice



Johnson and Gordon dominated at Martinsville

and the race. Hendrick's director of engine operations Jeff Andrews said: "We went back to our shop and did some running with the data we gathered [in practice]. Then we did some adjustments for the race on Sunday.

"The drivers can look at each other's throttle traces and brake pressures and really compare styles. Before, it was a verbal conversation."

The pool of data Hendrick has

to work from includes its own four cars and the three from Stewart-Haas, which uses Hendrick chassis and engines. And five-time champion Jimmie Johnson believes he has been able to learn from current title holder Tony Stewart.

"I did look at Tony's data and definitely know what's going on," said Johnson. "It's complicated and I'm not going to share it with the world, but I've got a clear direction of where to work."

Team-mate Dale Earnhardt Jr said he hopes data acquisition doesn't dominate NASCAR long-term.

"It's better for competition for everybody to have a few secrets," he said. "We should ease into how we use the data so as not to upset the culture of the sport, or how things have worked in the past."

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➔ P50 CIRCUIT OF IRELAND

IRC

# No guarantees for Irish event

Circuit of Ireland is well received on its return, but organisers face a fight to sustain it as an IRC round

**T**he Circuit of Ireland's future in the Intercontinental Rally Challenge is in doubt, despite support from competitors and Northern Ireland's First Minister following last weekend's event.

Last week's rally was the culmination of a three-year development programme to resurrect the world's third-oldest rally – one of the biggest and best-known sporting events in all of Ireland. Rally director Bobby Willis masterminded and financially underpinned the Circuit's return to the top. Now First Minister Peter Robinson is ready to repay that support.

Speaking exclusively to

AUTOSPORT, Robinson, who enjoyed a lap of the Titanic stage in a Skoda Fabia S2000 last Friday, said: "This event is important to local drivers allowing them the chance to compete at this level."

"We've also come out of a long period of conflict and division in Northern Ireland, so we're enjoying normality and the fruits of peace."

"This event brings a lot of people into Northern Ireland and that opens the tourism industry up to allow more people to enjoy the new era. I hope there is a real effort made to maintain this level of interest. I'd like to see this become an ever-more popular part of the calendar."

"The rally has full government support. The tourism minister [Arlene Foster] is here and she seems to have enjoyed it as well and I'm sure she'll give it her full support."

There were concerns over the event's late addition to the 2012 IRC calendar, with the announcement only coming in November last year. But Willis and his team produced an event that was widely praised.

Craig Breen, Ireland's leading IRC driver, said: "I'm a bit biased, but this is a fantastic rally. And now that Bobby and his fantastic team have IRC status, they can really plan a way forward."

Willis admitted that the future for the event as a round of the IRC was yet to be decided, with no contract in place yet for next season.

"The event has been brilliant and I'm really delighted with the way things have gone," he said. "Before we make any decisions about the future we want to see what we have got out of this year's event and think about the way forward for us and IRC. I'm not going to commit to anything until I see what the books say and what the numbers look like."

IRC organiser Eurosport Events and Willis will begin discussions about the Circuit of Ireland's future later in the year.

IRC/WRC

## Hanninen holds Volkswagen WRC hope

### CIRCUIT OF IRELAND WINNER JUHO

Hanninen is hoping to propel himself back into the Volkswagen Group limelight in the hope of landing a Polo WRC drive.

Hanninen was tipped 12 months ago as a near-certainty for Volkswagen Motorsport's 2013 World Rally Championship programme, but since then fellow Skoda Super 2000 driver Andreas Mikkelsen has

been signed by the German manufacturer.

Hanninen beat Mikkelsen in Ireland last weekend and is desperate for more opportunities to show what he can do against the Norwegian.

"Andreas is definitely a driver for the future," said Hanninen, whose Skoda programme is based around the European championship this season. "He is now that

fast person who it's important to beat.

I hope I get other chances this season to measure myself against him. Beating him and winning this rally is one of the biggest results for my career."

Hanninen won the Circuit of Ireland after Mikkelsen hit a straw bale and dropped time in one of the all-time closest fights for IRC victory.

Hanninen wants move to the WRC





WRC

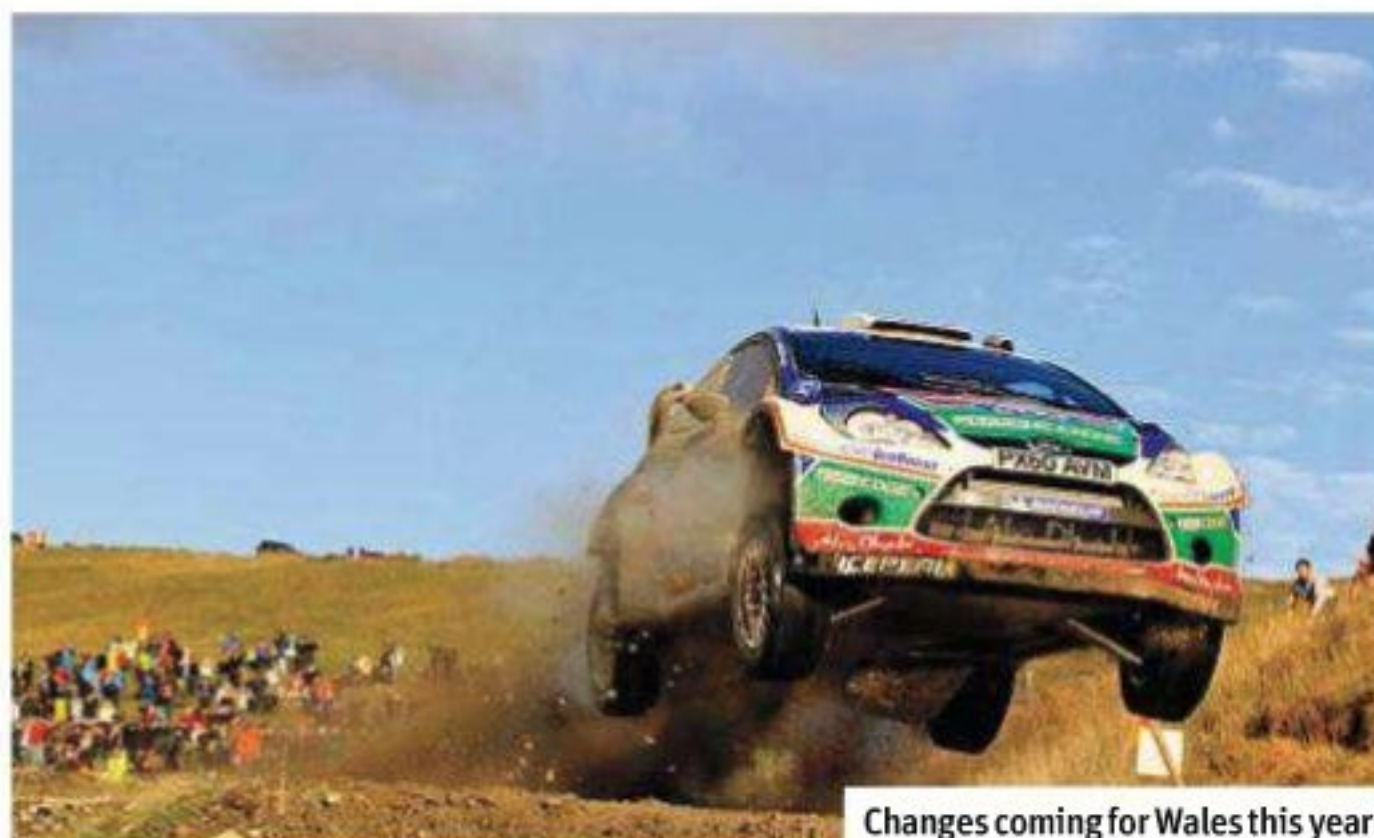
# Rally GB route gets overhaul

## THE ROUTE FOR SEPTEMBER'S

Rally GB has been sent for approval to the FIA – and it will include the expected significant changes from last year's event.

The 2012 plan was due with the FIA yesterday. There has been no official comment on precise details of the itinerary but, as predicted by AUTOSPORT, the central service park will return to Cardiff.

The Bwlth Wells service park, which proved unpopular with the teams last year, has been lost to a clash with a livestock sale at the Royal Welsh Showground on the same September 15/16 weekend. Instead, the organisers will return to Cardiff to service outside the



Changes coming for Wales this year

Millennium Centre, a popular venue close to the city's docks.

Like last year, the rally will get under way with a ceremonial start from Llandudno town centre on Thursday September 13. The cars will then remain on the North Wales coast – without contesting the Great Orme stage – before heading south for an opening day made up of the first two legs of last year's event.

Clocaenog will not be used,

but Friday will be a much more demanding day, with mileage in the Dyfi complex along with action in Hafren, Sweet Lamb and Myherin.

Friday will be the only day to run a remote service outside Cardiff, with the crews expected to service in Welshpool or Newtown.

Saturday and Sunday will be serviced out of Cardiff. Shakedown and the powerstage are expected to be in Margam – a traditional finale.



Mini has stage wins to its name

WRC

## Prodrive sure Mini can be a winner in '12

### PRODRIVE WRC TEAM PRINCIPAL

Dave Wilcock says he has no doubts that Mini can win a round of this year's World Rally Championship – despite the British team's programme being scaled back.

Prodrive is expected to tackle four more rounds of the 2012 calendar, with a one-car entry to Rally New Zealand looking increasingly likely.

Talking of driver Dani Sordo's chances, Wilcock said: "Providing we can keep our drivers in the car regularly so they remain race fit, then this car is capable of winning on gravel and Tarmac.

"We were delighted with the way O1D, the new homologation of the car, ran in Portugal; six fastest stage times were more than we could have hoped for.

"What we can't afford now is to have a long period away from rallies; we need to keep this momentum going. We're going to select the rallies that reward us the most."

## IN BRIEF

### MIKKELSEN'S ALL-CLEAR

Skoda UK driver Andreas Mikkelsen has been given the all-clear after being taken for a CT scan following his Lisburn shunt on last week's Circuit of Ireland. The Norwegian admitted he felt ill after hitting his head when his Fabia S2000 sideswiped some straw bales. The diagnosis was a perforated eardrum, and that the reigning champion will make a full recovery.

### HANNINEN'S CONSISTENCY

Circuit of Ireland winner Juho Hanninen cannot be accused of inconsistency. He clocked the same time of 57.9 seconds on both his runs at the 0.65-mile Lisburn test.

### AUSTRALIA WANTS FINALE

Rally Australia has launched a bid to hold the final round of the World Rally Championship for the next three years. Event chairman Ben Rainsford has put forward a business plan to the FIA for a three-year agreement to keep the WRC in Coffs Harbour until at least 2015. The FIA is working on the '13 WRC calendar.

### RELENTLESS SOCIAL MEDIA

Citroen driver Marty McCormack took social media in rallying to a new level on last week's Circuit of Ireland.

Last year's Rally NI winner tweeted at the end of every stage and made a podcast from every service, using footage from two cameras fitted to his DS3 R3. Thirteen videos were posted and 34 tweets sent – with more than 100,000 fans interacting with the IRC 2WD winner on the Armagh-based event.

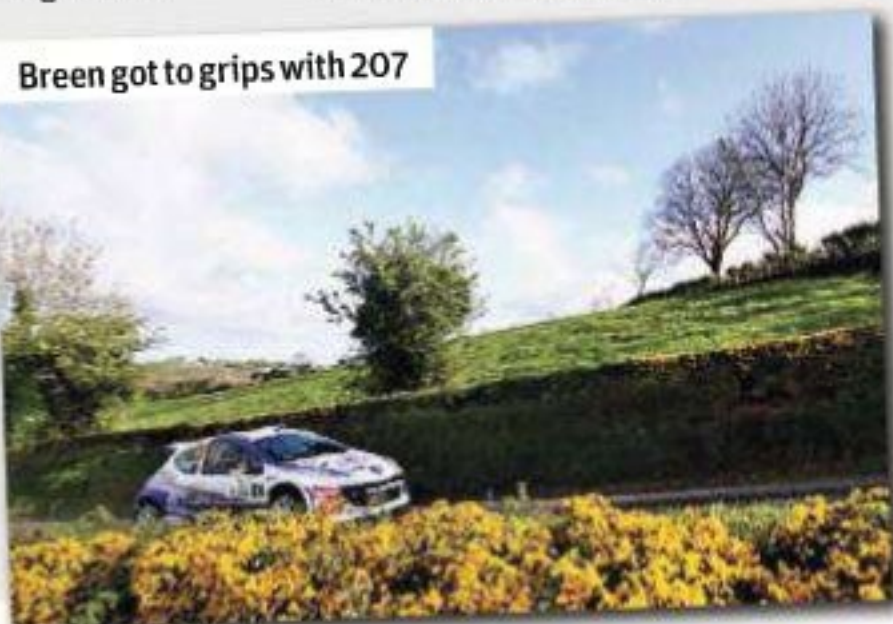
### MORE FOR FISHER

Beyond his WRC Academy outings, Irishman Alastair Fisher will contest the Ypres Rally and Rally GB in his Ford Fiesta S2000 this year.

### BREEN MAKES PEUGEOT BOW

Irish IRC regular Craig Breen reported good progress on his Peugeot 207 S2000 debut on last week's Circuit of Ireland. He suffered a problem with the fuel pump on Friday night, but was encouraged by his pace on Saturday. "I would have been quicker if I'd started the event in my car [Ford Fiesta S2000], but this was how the first event was going to be in the Peugeot." Breen's next event in the 207 will be next month's Tour de Corse.

Breen got to grips with 207



## AUTOSPORT SAYS...

DAVID EVANS  
RALLIES EDITOR

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Lost in the middle of Armagh, endlessly lapping the city's cathedral, I was thinking of ever-more scathing words for this column.

All the issues that plagued Rally of Scotland – Britain's last brilliant-but-commercially-flawed round of the IRC – were coming back to haunt Scotland's replacement: the Circuit of Ireland. And then there were the detractors who found the one-and-a-bit days hard to reconcile with the amphetamine-riddled marathons rounding a complete lap of Ireland.

I wanted a word with event director Bobby Willis. I found him in his usual effervescent mood, but he looked tired.

Then I remembered the last three years of his life had been building to this moment. I remembered his decision to invest tens of thousands of pounds in an event that means everything in this part of the world, and finally I remembered the huge gamble he took in signing up to the IRC – while feeling the full weight of an expectant British rallying public – at the end of last year.

Willis wanted signposts as well, but savings had to be made. Better, he thought, put the weight of the all-too-slight promotional purse behind the Titanic superspecial. He made the right choice. Plenty of people came and, from what I saw, enjoyed a first taste of the sport.

The Circuit made it off the launchpad last week and, with commensurate backing, it could soon be enjoying the kind of fervent support that kept rally fans and drivers awake for a week a couple of decades ago.

Superspecial was a success last week



## QUOTE OF THE WEEK

“

If it rains, I'm going to come and find you...”



Circuit of Ireland winner Juho Hanninen after AUTOSPORT recommends a hard tyre for a dry afternoon of rallying









# On top of the world... But not for long

Does Fernando Alonso's superb drive to victory at the Malaysian Grand Prix mean that Ferrari has overcome the troubled F2012's many shortcomings? Far from it, as *EDD STRAW* explains

**F**ernando Alonso's victory in the Malaysian Grand Prix certainly showed the naysayers. Far from being the dog that some had claimed, the Ferrari F2012 was a winner — and Alonso the world championship leader — within just two races of the start of the season. Crisis? What crisis?

Wait a minute. That's not what happened at all. What we saw at Sepang was a blend of circumstances, opportunism and a typically relentless Alonso performance. Far from witnessing the prancing horse rising from adversity, what we really saw was a brilliant driver capitalising on the conditions to triumph. It was the most unlikely of victories, one that came while in the saddle of a lame steed. It meant nothing in itself

and the fact that it relied upon Sergio Perez, a driver in only his 19th grand prix, making a mistake in a far faster Sauber tells you everything that you need to know. Ferrari still has a lot of work to do. As Alonso himself said, "the win changes nothing".

That's not to say the Malaysia victory wasn't significant. It was just significant in a different way. With a declining Felipe Massa in the second car, it's hard to believe that Ferrari ever had serious pretensions of gunning for the constructors' championship anyway, so Alonso's triumph, combined with his superb fifth in Melbourne, put him at the top of the drivers' championship. Superficially, that's job done for the first two races. That status buys time, meaning that the Italian media and a potentially trigger-

happy Luca di Montezemolo have been assuaged long enough for Ferrari to muddle through the next two races in China and Bahrain and make it to the Mugello test at the start of May.

Those three days could prove crucial to Ferrari's hopes. If Alonso is to emerge as a serious (rather than an illusory) challenger for the title, he needs that Mugello upgrade package to make the difference. By banking big points early on in a car that he was rightly happy merely to qualify ninth in Malaysia, he has put himself in a position to capitalise if the car's performance does turn around dramatically.

Team principal Stefano Domenicali's relief was palpable after the race. He knew exactly what the win meant, especially ►



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31 March-1 April - Valencia (E)

**14-15 April - Marrakech (MA)**

5-6 May - Budapest (H)

2-3 June - Portimao (P)

21-22 July - Curitiba (BR)

22-23 September - Sonoma (USA)

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Bahrain win in 2010  
was also deceptive

**“I think Domenicali has made some good improvements in the organisation without a revolution”**

**Luca di Montezemolo**

◀ considering he is regarded as the man next in the firing line should things not go well this year; 12 months ago he dodged the bullet that took out technical director Aldo Costa.

“Considering that we have not been at all happy with our performance level, you look at the numbers and we are leading the championship with Fernando, which is really great news,” he said. “The result doesn’t change what we’re doing at home because we need to improve the performance of the car and what I have urged to my people is to make sure this happens as soon as possible. This is an emotional moment, a breath [taken] while under a lot of pressure and I hope it can be a boost for the people at home.”

While he talked a great deal about his “people”, you can bet that Domenicali also breathed a sigh of relief on his own personal account. It’s not that he’s by any means a selfish man, far from it, but the current atmosphere at Ferrari would engender a streak of self-preservation in the most altruistic soul. With the Italian media baying for blood, the demand for a scapegoat was growing.

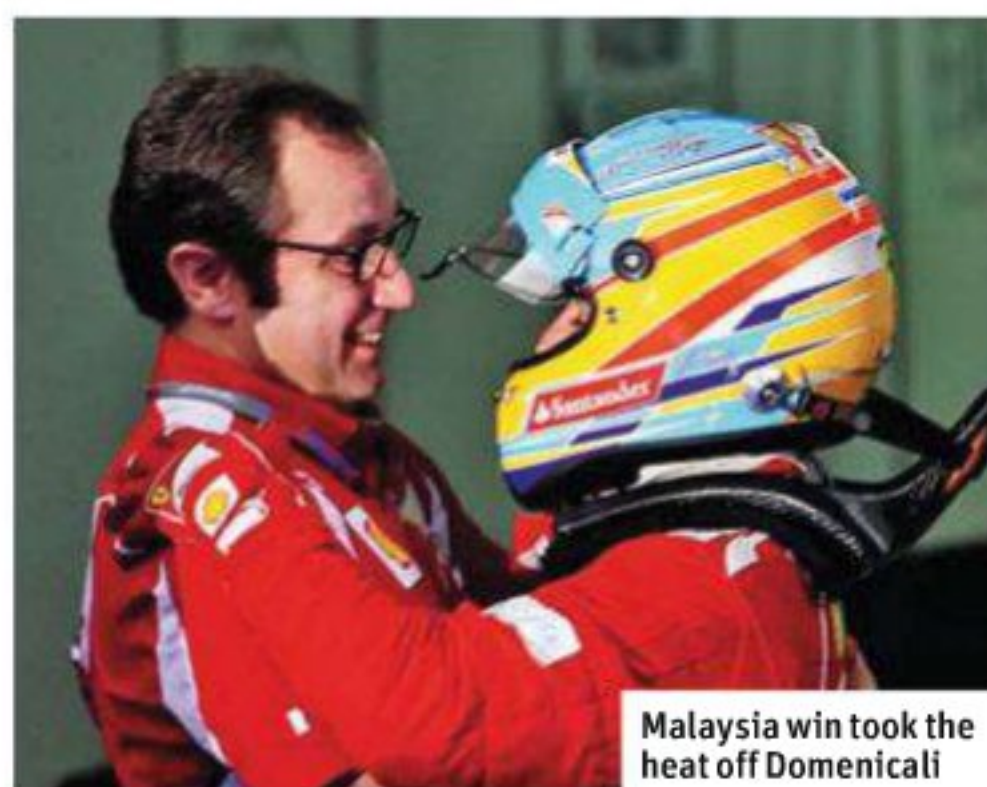
Two years ago it was Michael Schumacher’s former race engineer, Chris Dyer (who carried the can for one unfortunate strategy call that cost Alonso the 2010 crown). Last year, it was Costa. This year, if there is a need for one, it will surely be Domenicali. It’s not a question of whether he deserves to be axed or not, it is the reality of life at Ferrari.

The gravity of Ferrari’s situation in the build up to the season was magnified by the way that its campaign was talked up

by chairman Luca di Montezemolo. The promises of an “aggressive” car and a title effort have ramped up the pressure; the team had a mandate to push to the extremes in pursuit of an edge over Red Bull and McLaren. Given di Montezemolo’s political ambitions, he will be absolutely determined to see Ferrari succeed and create a rare good news story for an Italy that is mired in political scandal and economic woe. That could make him more trigger-happy than ever. But during his annual Christmas media lunch, he at least suggested that he would be willing to be patient.

“Looking at next year [2012], I think that Domenicali has made some good improvements in the organisation without a revolution. We have Pat Fry, who is improving the areas in which Ferrari has less experience. I don’t want a revolution, but I want step-by-step improvements season after season.”

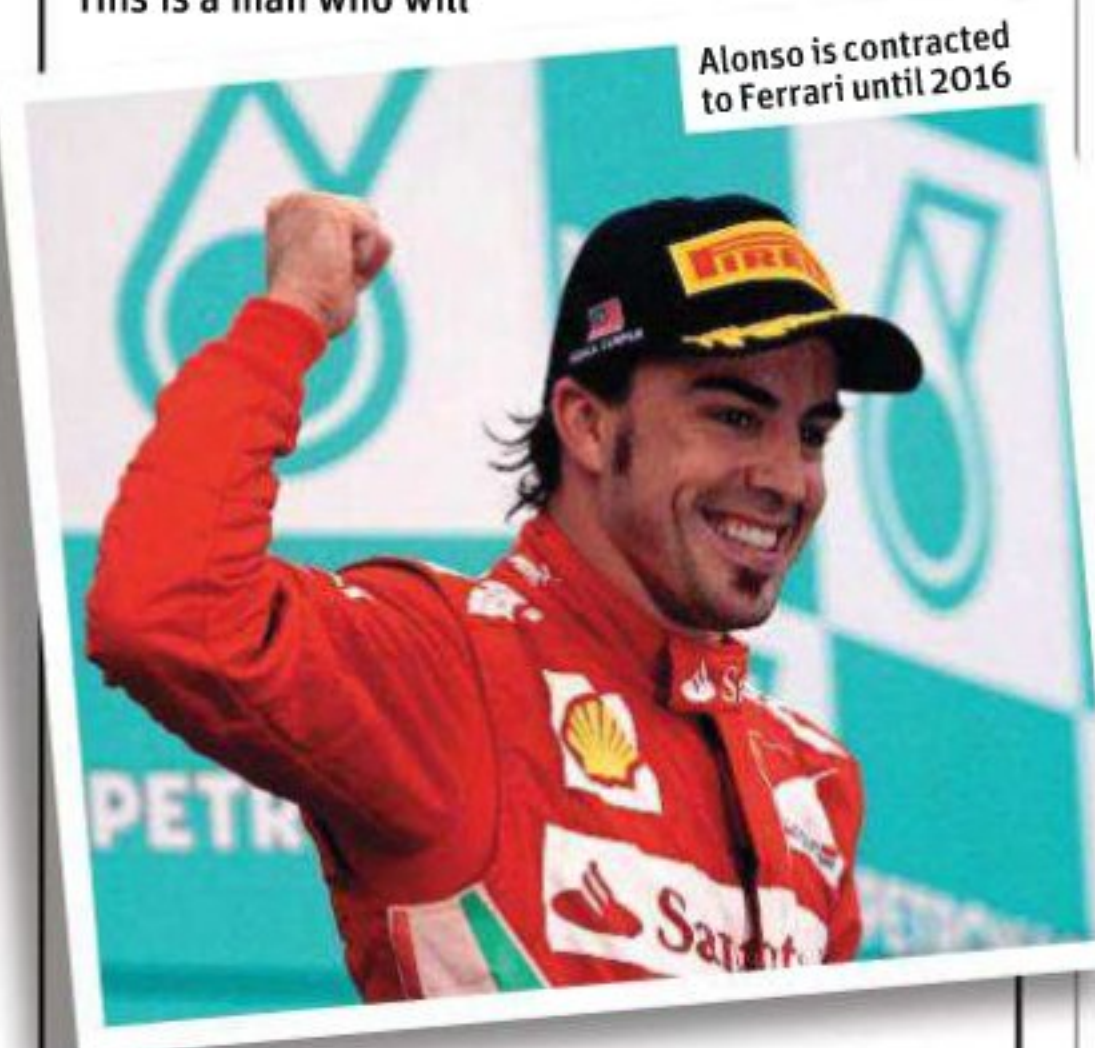
He probably wasn’t factoring in the step back that we have seen this year, but at least there appears to be the realisation that the team cannot be transformed overnight. It must now use the time granted by that Malaysia win. If the F2012 can get into the game once the Mugello upgrade is on the car then it should be enough to keep di Montezemolo happy. Certainly, it would be spectacular folly to give ex-McLaren man ▶

Malaysia win took the  
heat off Domenicali

## ALONSO: WAITING FOR NUMBER THREE

It’s almost inconceivable that Fernando Alonso is ‘only’ a double world champion. When he sealed the second of his back-to-back titles in 2006, a third crown seemed inevitable and some spoke of him winning four, five... or more. At the end of the extraordinary season that followed, Alonso had the air of a man who was content to have lost the title to Kimi Raikkonen in the final race. It seemed that the satisfaction of denying McLaren the drivers’ title, after a season during which his relationship with the team didn’t so much break down as blow itself apart, outweighed any personal disappointment. After all, he probably thought, there will be more titles soon enough.

Alonso is an inscrutable character at the best of times so it’s impossible to say with any certainty what he really thinks about his run of five seasons during which triple champion status has eluded him. Does he look back with regret at the two final-race defeats and mourn the two wasted seasons when he returned to Renault after the McLaren nightmare? All you can do is read the intensity, the determination that has shone through during the Ferrari years. This is a man who will

Alonso is contracted  
to Ferrari until 2016

not be satisfied to retire with just two titles.

The aspiring triple champion’s fate is now inextricably linked with Ferrari. Alonso agreed a deal that should keep him at Maranello until the end of 2016, by which time he will be 35. That should be plenty of time to join that elite group of triple champions, but then again you’d have said that the five years that followed title number two would have been more than sufficient to achieve it. The Spaniard, of course, realises this. He is the focal point of one of the great F1 teams and in 2010, he showed just how potent a galvanising force he can be for Ferrari. In many ways, he is the team’s greatest asset.

And if he does make it to the end of his time there with still just two crowns, it will be to Ferrari’s, not Alonso’s, shame.





F2012 has some good ideas in the design

**“We have got to improve on other areas so that we make decisions without track testing”**

**Pat Fry**

◀ Fry so short a time to turn things around. Adrian Newey has talked about how the Red Bull RB5 of 2009 laid the foundations for all of the team's subsequent success; you simply can't make up all of that ground in one hit.

The extent of the challenge that faced Fry when he was appointed *de facto* technical director last April mustn't be underestimated. Not only is it the first time he has had full responsibility for the whole technical side of a team, but there are those at McLaren who privately suspect that he might not be ideally suited to the job.

Right now, it's far too early to judge him. Last year's underwhelming Ferrari was very much an evolution of its predecessor, a car that had its days but that wasn't able to match Red Bull race-for-race during 2010. As well as the rhetoric about needing to be more “aggressive”, he was also confronted with windtunnel correlation problems. That had shown up when the major upgrade package added to the car in the final pre-season test of 2011 simply didn't work. But it was about more than just correlation problems; the tunnel also had to be upgraded to allow the team to work using airflows that simulate cornering conditions, a belated move that reflects a team that had lost ground once testing was banned and the old, on-track, empirical way of doing things was displaced by increasingly advanced simulations.

Again, this kind of change in technical philosophy is not the work of a moment,

as Fry explained in an interview with AUTOSPORT last year.

“We are playing catch-up,” said Fry. “And we still will be for a little while yet. So we have got to improve on other areas so that we make decisions without track testing. Eventually, we'll get there and to the point where we have actually got an advantage from that.”

The point about decisions is a valid one. The F2012 appears to be the product of some muddy thinking in some areas. Fundamentally, there are some clever ideas on the car that have been glanced at admiringly by rival technical directors, but what Ferrari doesn't have is a complete, coherent package.

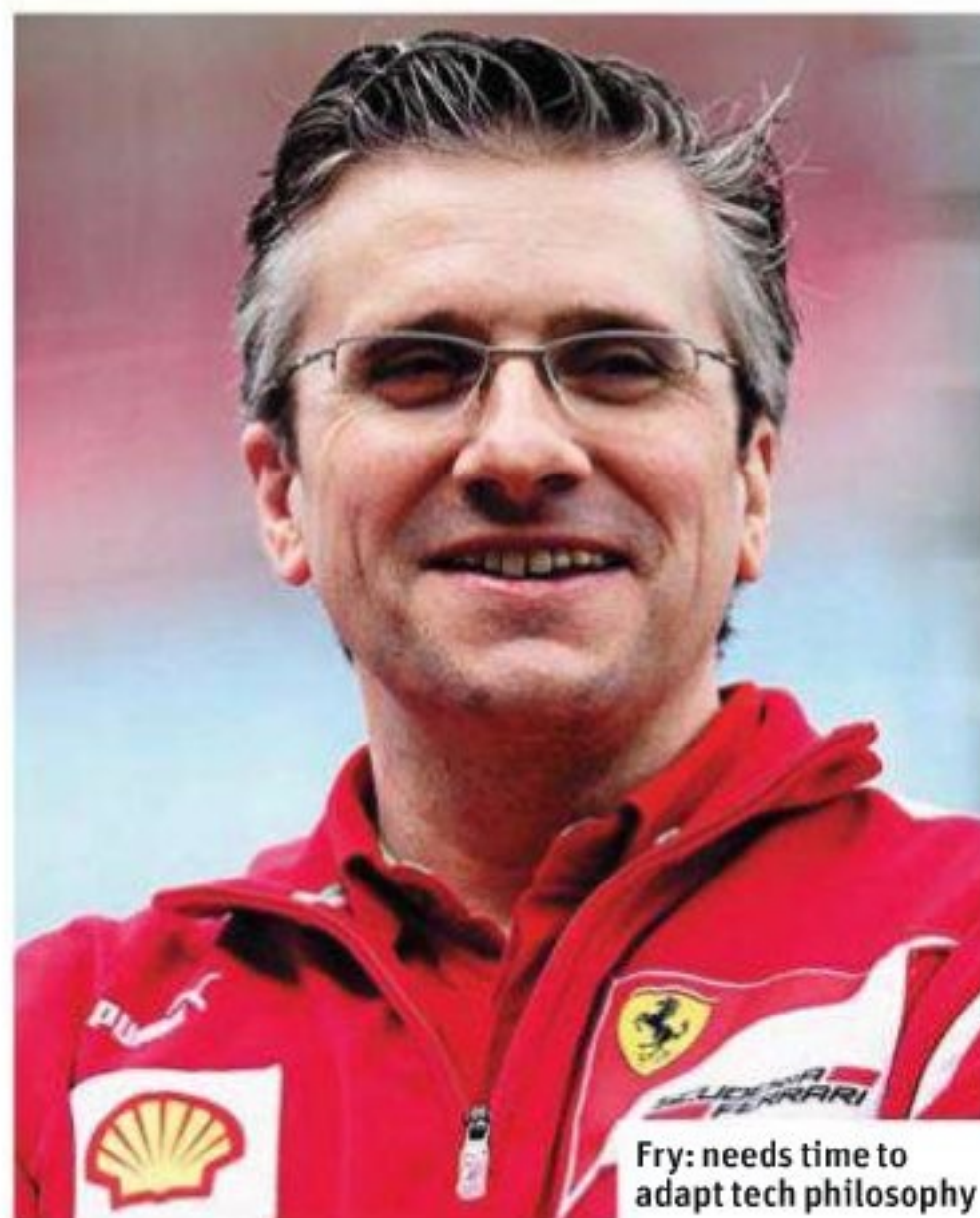
One of the main areas that the Mugello upgrade will address is the exhaust set-up. Ferrari has slung its exhausts as far back as possible in an attempt to maximise the residual benefit of the blowing effect. The

team believed that it had suffered because of the advancement of exhaust blown diffuser technology in 2011, and now seems to have sacrificed the aerodynamic effectiveness of the Coke-bottle section of the car in an attempt to hang onto some of it. The next package will include modified sidepods and an exhaust set-up closer to the norm.

Then, of course, there's the notorious pullrod front suspension. Despite all sorts of noises to the contrary, the team is adamant that this will not change in the Mugello test, but to some expert eyes it smacks of being “aggressive” for the sake of it. Other teams have experimented with such a design (including Fry during his McLaren days), but found that the centre of gravity and aero advantages are outweighed by the extra weight and compromises to the set-up.

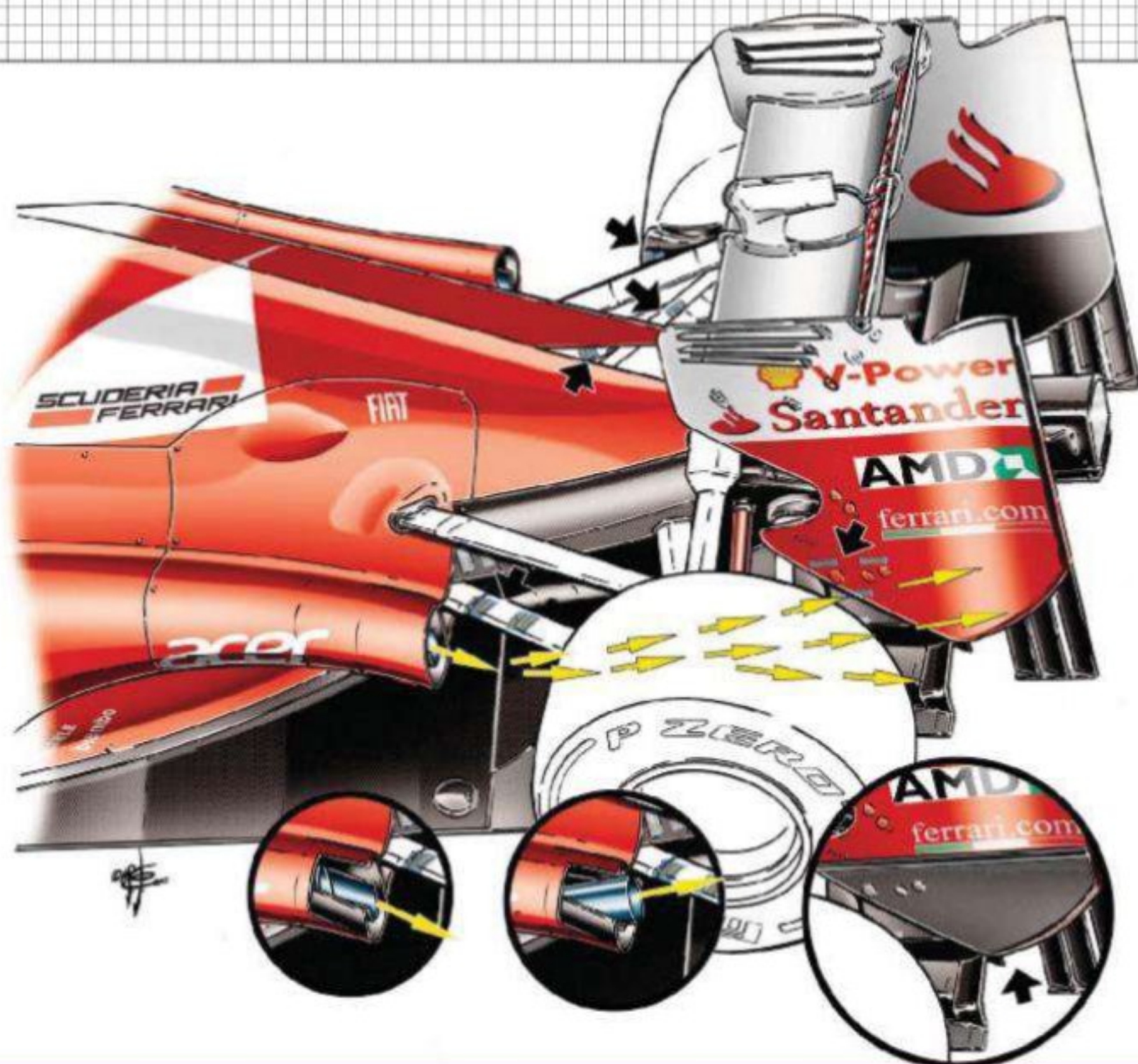
Whatever the background to the team's problems, several things are clear. Firstly, it needs a big step forward at Mugello to have any chance of fighting for victories in a dry race. That means an improvement of a good second given that the current frontrunners should also improve. That is a big ask, and perhaps an unrealistic one. Secondly, the car isn't an unmitigated disaster. There are some good ideas there and if Ferrari can understand the shortcomings of the F2012 and solve them, it bodes well for next season. Thirdly, now is not the time for panic, scapegoating and radical changes – for that would smack too much of the constant ins and outs of the bad old days of the Scuderia.

With steady, patient hands on the reins, Ferrari's current path may well be the right one, even though the first, faltering steps are perhaps the legacy of trying to prance before it can trot. The true importance of Alonso's stunning start to the season may be that it has bought the team the time it needs to get it right. ☼



Fry: needs time to adapt tech philosophy

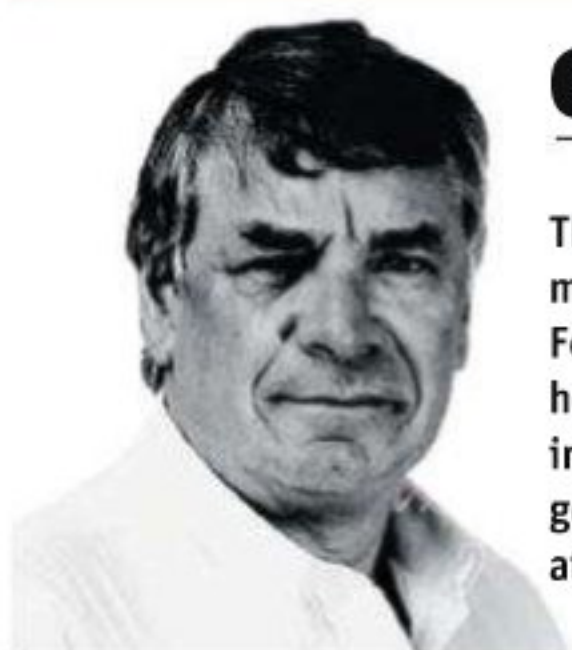




## EXHAUSTS

➔ Last year, Ferrari complained that it was losing out because it couldn't get the same strength of exhaust-blown diffuser effect as the likes of Red Bull. Yet this year it seems to have chased what is now a far reduced potential (thanks to rule changes) at the expense of compromising one of the fundamentals of the car – the Coke bottle. This area is vital for creating efficient downforce, and the packaging of the sidepods and the exhaust layout compromises that massively while at the same time not focusing the exhaust gases where they can be the most beneficial. It's basically a loss-loss situation. At Mugello, expect a package closer to the Red Bull/McLaren/Sauber approach.

SEE GIORGIO PIOLA'S 3D ANIMATION OF THE F2012 ON [AUTOSPORT.COM](http://AUTOSPORT.COM) **PLUS**



## GARY ANDERSON TECHNICAL ANALYSIS

The late Harvey Postlethwaite once told me that if I ever had the chance to work for Ferrari, to "take your business card, write how much you are earning on it and put it in the top drawer of your desk. Whenever it gets too much for you, open it, take a look at it and realise that you can cope with it!"

It's probably some sound advice for Pat Fry right now, as he has a big task on his hands. This idea of an "aggressive" car is all well and good, but you can only have an aggressive car if you have a very clear design philosophy to pursue. Ferrari doesn't seem to have that and seems to have come

up with a car that they have thrown the kitchen sink at. It's lacking the kind of vision that Adrian Newey brings to a car.

The Mugello test will be absolutely key. When you take into account the progress the rest of the field will make, Ferrari must find 1-1.3 seconds. That is a huge task.



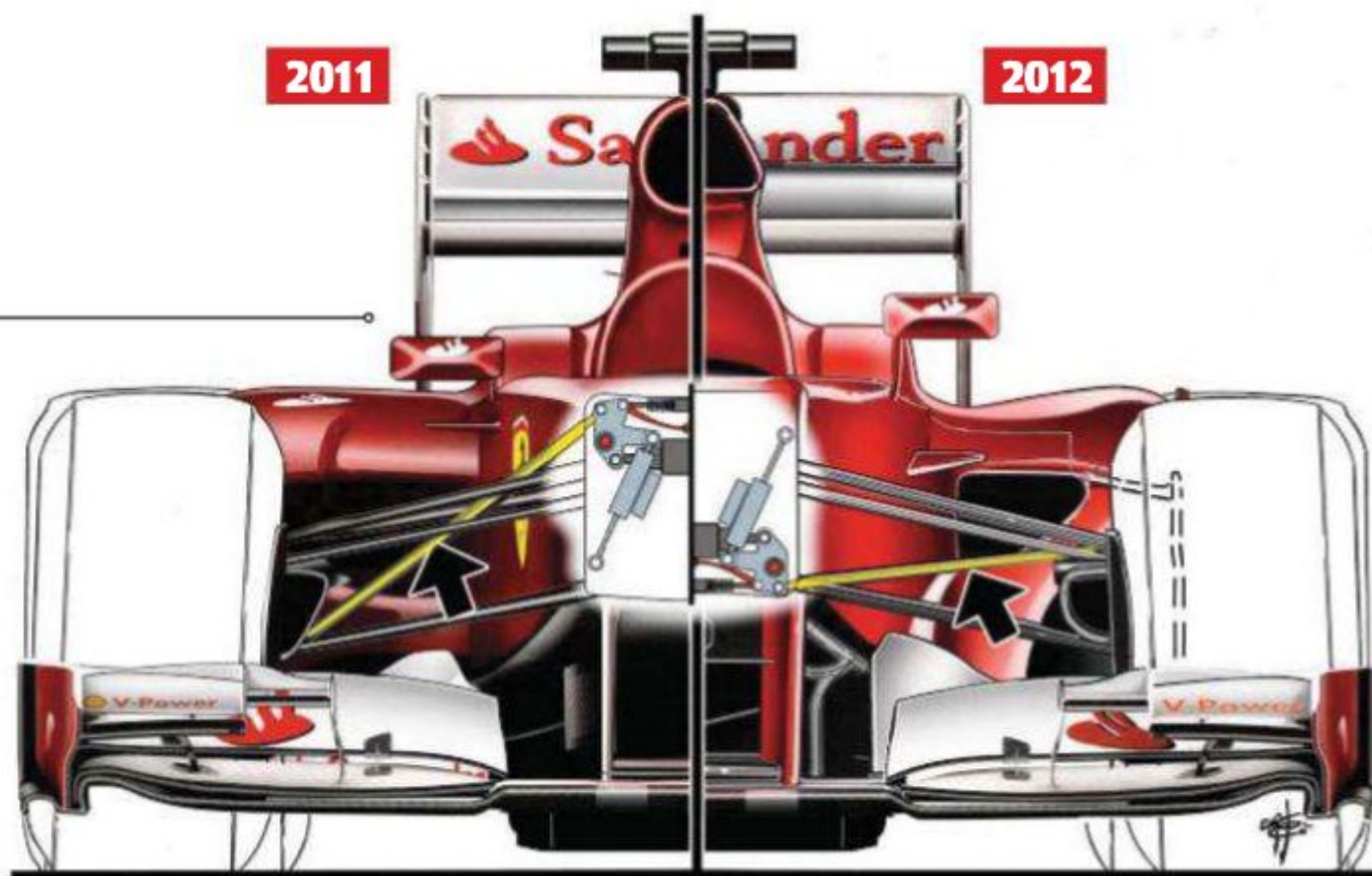
## FRONT WING

➔ Ferrari appears to be having stalling issues when running at high speed and has added extra slot gaps on the outer section of the wing to try to keep the airflow attached. The endplates have also become more

elaborate, and the fact that it was still back-to-backing front wings in Malaysia suggests either that the windtunnel correlation problems are still there, or that the team is at least not confident in the figures.

## PULLROD FRONT SUSPENSION

➔ It's hard to see what the overall benefit is of this. There's a slight centre of gravity advantage and perhaps you can better control the wake of the front wing. It seems that after resisting switching to the rear pullrods for so long, Ferrari has decided it must also run them on the front even though no one else has. As for the suspension itself, because of the way the geometry changes under load there is a huge compromise in terms of the camber Ferrari can run on the front wheels. This reduces the contact patch under braking and in slow corners, thus providing less grip.







# STOP THIS F1 MADNESS!

A Formula 1 car's performance makes incredible demands on its brakes. **ANDREW VAN LEUWEN** takes a look with the help of Brembo

**T**here's something mildly unimpressive about seeing a Formula 1 brake disc up close for the first time.

For something capable of hauling the car down from top speed to next to nothing in a matter of metres, the 28 millimetre-thick piece of carbon seems a little small, a little plain and, well, a little underwhelming.

But appearances can be deceiving. In reality, the carbon-carbon disc that forms such a crucial part of an F1 car's braking system is a remarkable piece of technology, taking months to manufacture, weighing less than 1.5kg, and possessing the ability to withstand instantaneous temperature changes in the vicinity of 1000°C.

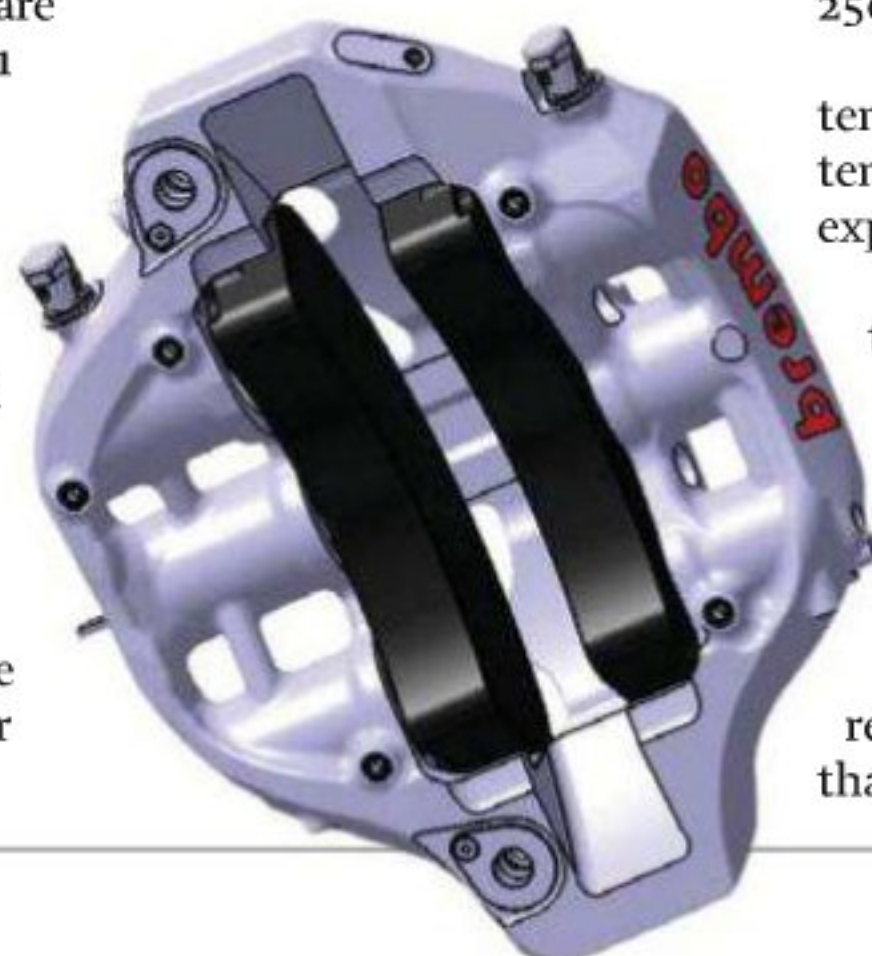
On the outskirts of Bergamo in Italy, it's hard to miss 'Kilometro Rosso' thanks to its long, red wall. It's here that Brembo manufactures calipers, discs, pads and more for Ferrari, Red Bull Racing, Toro Rosso, Sauber, Mercedes and HRT.

In charge of this mammoth task is Mauro Piccoli from Brembo's Racing Department. He's been involved in the F1 programme since it started in 2003, and while making F1 brakes is his day-to-day job, even he struggles to comprehend how much the sport has changed in just nine years.

"We started in 2003, and at that time we were supplying two types of calipers," says Piccoli.

"After nine years, we are supplying six teams in F1 with six different brake systems. When I say different, I mean *completely* different. The calipers are designed to be dedicated to each team, and with different calipers front to rear, because the installation is different. Even the carbons that are chosen from front to rear are different."

Brembo calipers are supplied to six teams

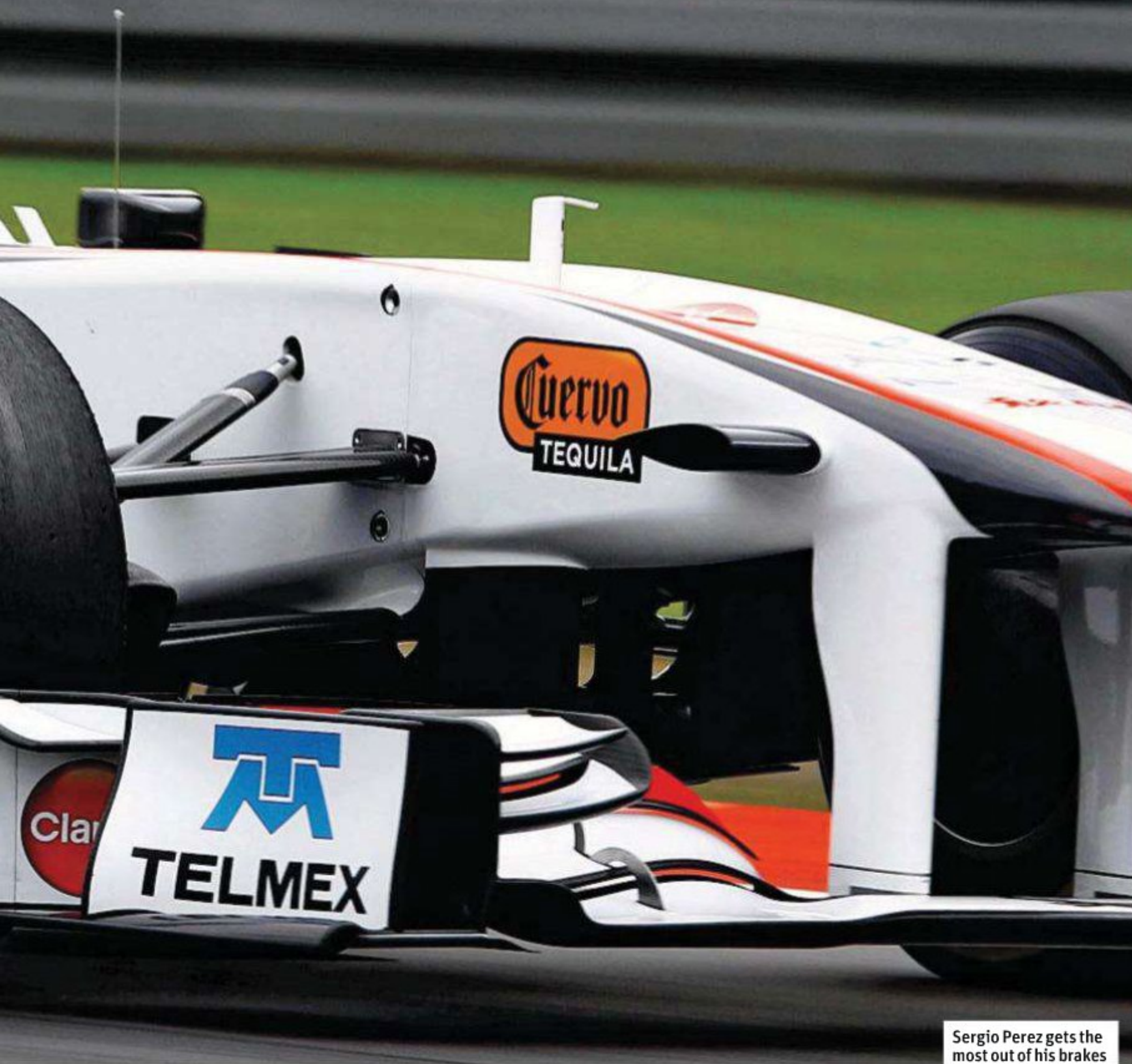


One thing that is as true today as it was nine years ago is that brakes get hot. It's not always a bad thing – in fact, one of the biggest advances in F1 braking technology is developing friction materials that will work in a wide range of temperatures. With Brembo's carbon-carbon friction material, which utilises two different types of carbonfibre, F1 brakes will now start to work at temperatures as low as 250°C, with a peak of around 1200°C.

"Normally we don't use the peak temperature as a reference, we use the temperature at the end of the straight," explains Piccoli.

"We call this the initial temperature. The initial temperature gives you very good feedback in terms of the cooling you have available with the disc, because on the long straight you have the opportunity to cool the brakes before hard braking. So we take reference in that, and we recommend that the temperature is not more than





Sergio Perez gets the most out of his brakes

**“We supplied two types of caliper in 2003. After nine years we supply six F1 teams with six different systems”**

### **Brembo's Mauro Piccoli**

600C before touching the brakes. At the lower level of the initial temperature, the brakes will work from 250C. But I would say the best range is 350C to 450C.”

That means that a driver can have the brakes up to temperature quickly. At Silverstone, they'll be working properly within a lap-and-a-half. In Bahrain, a couple of good stomps on the stop pedal will do the trick.

Another massive advance is lightness. A full Brembo brake system weighs around 5kg (1.6kg for the six-piston aluminium caliper, 1.35kg for the disc, 700g each for the pads and 400g for the bell). In a high-performance road car, the same system will weigh around 20kg.

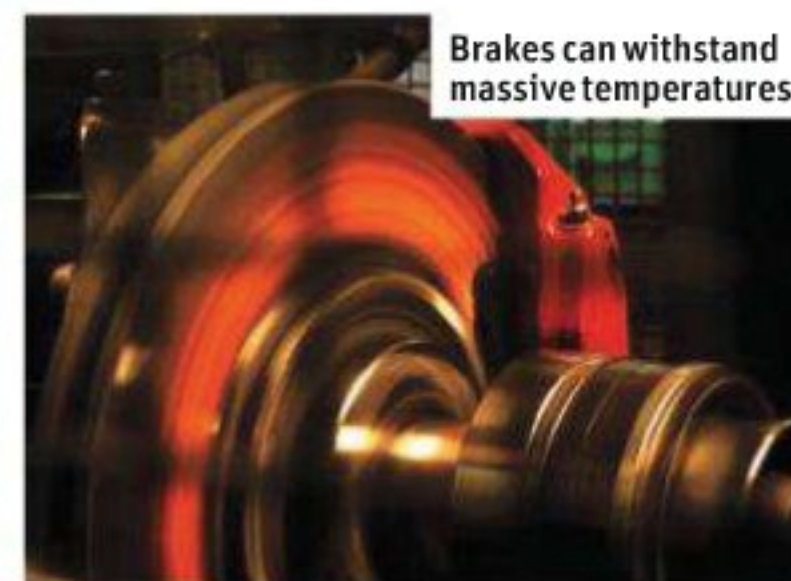
But one of the most impressive stats being thrown around Brembo HQ is the life of the carbon-carbon material. While most teams throw in new pads and discs for a race, then re-use them for practice at the next grand prix, the components could actually last more than a season if they needed to.

“We could cover two Le Mans with a set of brakes,” boasts Piccoli.

“The disc we use at Le Mans is 32mm, so slightly thicker than F1. The diameter is bigger too, but the car is a lot heavier. The distance covered in 24 hours at Le Mans is the same as that covered by an F1 car during the season. So the wear rate is not a problem.”

As a result, the standard parts list for big-spending F1 team will generally consist of 10 sets of calipers, 280 discs and twice as many pads. If a team's budget was, for example, £100 million the brakes would account for less than one per cent of that.

As simple as an F1 brake disc looks, it really is anything but. ☼



Brakes can withstand massive temperatures

## **SLOW START FOR A FAST STOP**

Formula 1 is a business that operates in milliseconds, which is what makes the time frames required to manufacture carbon-carbon brake components so fascinating.

From raw carbon fibres to completed brake disc is a process that takes approximately nine months, with the forging and machining of an aluminium brake caliper taking approximately the same amount of time. It essentially means that the manufacturing process usually starts before the design process.

Even though the manufacturing of 'blank' discs (essentially templates) kicks off early, the dialogue between Brembo and its teams has to start six months before a new car will first hit the track.

“We normally start with the raw material ourselves, because otherwise we would not have any input from the team with such long lead times,” says Brembo tech chief Mauro Piccoli.

“We then start to work on caliper design in July, and production in November.

“With raw materials we ask teams to order months in advance. During a season, we need to try to understand with teams if there will be a commitment for the following season.”

The nine-month gestation period also means that any radical rule changes made by the FIA, such as the banning of exotic materials, need to be communicated to Brembo as early as possible to avoid unnecessary spending.

“We are very open about changes in the regulations, but we need the right timeframe so we can make new parts before the rules do change,” adds Piccoli. “We like to know a few years in advance.”



Carbon-carbon brake build can take months



# TIME TO CONQUER THE WORLD

Allan McNish has been one of the best sportscar drivers for over a decade, but only now is he getting the chance to become world champion. *By GARY WATKINS*



It's the day after the Sebring 12 Hours. Not any old Sebring 12 Hours, but the opening round of the new-for-2012 FIA World Endurance Championship, the start of an era, if you like. Allan McNish is asked a straight-but-simple question: are the speed and desire there to become world champion? His answer comes in the form of another concise question: "Did you see what happened at Turn 17 on lap one?"

Just in case anyone has forgotten, McNish thrust his Audi R18 TDI past the identical car of team-mate Marcel Fassler. It signalled the start of an imperious performance that resulted

in a third Sebring victory for the McNish/Tom Kristensen/Rinaldo Capello combination, his partners in what the world is once again beginning to call Audi's dream team.

There haven't been too many opportunities for McNish to become a world champion. Take his belated one-season F1 career with newboys Toyota out of the equation, and his only chance came in his karting days in the 1985 CIK Junior World Cup at, of all places, Le Mans.

"I was on the front row for the final, got jumped at the start by Michael Schumacher and ended up third," recalls McNish. He doesn't recall the

winner that day, so for the record it was Andrea Gilardi, whose car-racing career peaked with a couple of sixth places in Formula 3000 in 1993.

To finally get an opportunity to challenge for a world title means a lot to McNish.

"To be honest with you, I didn't think I'd get the chance so soon, because I didn't think the Intercontinental Le Mans Cup would become a world championship so quickly," says the 42-year-old, whose full-season team-mate has yet to be nominated. "One of the big disappointments for me with the ILMC was no drivers' points, just





titles for manufacturers and teams.

"All drivers want something to talk about at the end of the season. That was the case in the American Le Mans Series [a championship McNish won in 2000, 06 and '07]."

McNish views his ALMS triumphs as world titles of sorts, in that it was the best sportscar championship in the world when he was taking part.

"Don't forget in 2000 the ALMS went around the world; there were races in Europe and Australia," he says. "And all the best competitors were there, BMW in 2000 and Porsche and then Acura in 2006-07."

That said, the WEC title would be for him "the icing on the cake of a 30-year motorsport career".

McNish isn't quite sure whether he would prefer a third Le Mans 24 Hours victory or a world championship to add to his CV.

"Can I have both?" he offers. "I'm certainly going out there to try to win both, but I'm not sure I can say that I would prefer to win one or the other."

**"If you're aiming for the championship, you can't go to Le Mans with a win-or-bust attitude. It will affect our approach"**

He suggests, however, that a Le Mans victory may not be the be-all-and-end-all of the sportscar season as it has in previous seasons.

"A Le Mans victory comes with 50 points towards the championship [it is, quite rightly, a double-points round of the WEC], but there are still points on offer for second and third places," he says. "If you are aiming for the world championship, you can't go to Le Mans with a win-or-bust attitude. I do think it's going to affect the way we all approach the race."

The Sebring victory was the perfect start to McNish's world championship campaign. And not just because he and his team-mates grabbed maximum points. It went some or all of the way to answering the critics who were suggesting that his best days were behind him and that the dream team was in the process of being supplanted by a younger generation of Audi driver.

"Last year was a disaster," says McNish, before quickly adding the clarification: "It was a disaster in terms of pure results. So it was important on a few counts for our car to get a good start. We needed to get the momentum going. The other thing was to have a good run in preparation for Spa [the next WEC round on May 5] when we have a new car [the hybrid R18 e-tron quattro] and Toyota added to the mix."

McNish admits that Sebring and ▶



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Wasn't behind at Sebring for long



Fit and ready for WEC title attack

◀ his second place at the Daytona 24 Hours in January with the Starworks squad “reminded people that I could drive a car pretty well in traffic”. That’s a reference to the three accidents for which his 2011 season will undoubtedly be remembered – or rather the criticism he received in their aftermath.

McNish’s reputation as the master of traffic was called into question last year, as a result of the incidents at Le Mans, Silverstone and Road Atlanta. That criticism wasn’t well received.

“It is easy from people on the outside to make comments,” he says. “At times I had to bite my tongue when people who hadn’t got a clue were making comments and judgements about something they know nothing about.”

The only common link between the accidents at Le Mans and Silverstone, he insists, was the lack of side vision from inside the Audi R18 and rear vision from the Ferrari 458 Italia, the car he was overtaking in each instance.

“We can’t see a car coming down on us from the side,” he explains.

“And on each occasion the driver of the Ferrari [Anthony Beltoise at Le Mans and Rob Bell at Silverstone] said they didn’t see me.”

That’s where McNish wants to end this particular discussion in favour of talking about the future. He predicts the WEC will come alive at Spa upon the arrival of Toyota and its TS030 HYBRID. He is convinced the team and car will be a worthy replacement for Peugeot and the hybrid version of the 908 it had planned to race this season prior to its shock withdrawal.

“I know how good the people are at Toyota Motorsport GmbH,” says McNish, who raced for the Japanese manufacturer at Le Mans in 1999 and in F1 in 2002. “From what I’m hearing, they are already very fast. They’ve taken on a clever group in ORECA to run the car, so there are going to be no question marks there.”

“I think they can challenge straight away. If you go back to 1998 [the first year of the Toyota GT-One McNish raced the following season], they were in with a chance for 23 hours,” says the man who won that year for Porsche. Then he adds in jest, “though, of course, they were never going to win.”

McNish is excited about the new world championship but also has high hopes for the future of the LMP1 division, especially the return of Porsche, the marque that gave him his break in sportscars, in 2014.

“The profile of sportscar racing in general and Le Mans in particular has never been higher during my time,” he says. “We know Porsche is coming back and that other manufacturers may be on their way as well. Look at the DeltaWing project: it shows the level of interest is there and that Le Mans and sportscar racing are big news.”

McNish appears to have no doubts that he will be around to fight against Porsche when it returns in two years’ time. And perhaps he’ll be doing it as a world champion. ☼

## WHAT THE WORLD SPORTSCAR CROWN MEANS TO THE BRITS



### DEREK BELL

**1985 World Endurance Champion  
& 1986 World Sports-Prototype Champion with Porsche**

“When I’m introduced, it is as a five-time Le Mans winner, a three-time Daytona winner and a two-time world sportscar champion. It has a nice ring to it. But Le Mans is still the race everyone hangs their hat on. There aren’t many places where people haven’t heard of Le Mans; not so many know about the world sportscar championship.”



### MARTIN BRUNDLE

**1988 World Sports-Prototype Champion with Jaguar**

“I definitely think of myself as a world champion. I’m happy to have it on my CV and on my website, and I will quickly mention it alongside my Le Mans and Daytona victories. It wasn’t easy to win because we had strong opposition from Sauber-Mercedes and others. If I were racing full-time today, I’d want to win the WEC, but how the title is viewed will depend on the level of competition.”



### DEREK WARWICK

**1992 Sportscar World Champion with Peugeot**

“It meant a lot to me and I’m extremely proud to have won it. I always got the impression that I was involved in something special. It wasn’t the same as winning the Formula 1 World Championship, not by a million miles, but it was the next best thing. There was some great competition, especially in the 1980s, so I’m sceptical of a series fought out by a couple of Audis and a Toyota.”



McNish claimed third ALMS title in 2007



# PLAYING WITH THE BIG BOY

Formula 2's recent revival is part of an FIA strategy to streamline single-seater racing, and its Williams-designed car has steadily developed into a serious proposition.  
By BEN ANDERSON



**F**ormula 2 has played an important role in many racing drivers' careers. Le Mans legend Jacky Ickx, Formula 1's only posthumous world champion Jochen Rindt, and 'Super Swede' Ronnie Peterson all used F2 as a springboard to the pinnacle of single-seater racing.

The FIA Formula 2 championship of today bears little resemblance to the arena in which those famous racers made their names. It's still pitched as an F1 feeder formula, but looks out of step with the rest of the single-seater ladder. That's because a centrally-operated series, run to a streamlined budget set by the FIA, is out of step. F2 is part of

a motorsport revolution that has yet to come – but one many feel needs to come soon.

Single-seater racing is grotesquely expensive, with millions of pounds required to progress to F1. Some would say 'It was ever thus', but the Marxists who follow motor racing might suggest the recent cancellation of Formula Renault UK should act as a warning to motorsport's establishment that it's in danger of destroying itself.

Formula 2 has been trying to provide an antidote to the free-wheeling, free-market motorsport model since 2009 by offering high performance for relatively low cost, as F2's chief engineer James Goodfield explains: "The old

Anderson: first man outside F2 team to sample JPH1B





**HE**  
**VS**



## F2 TRACK TEST

<b>DATE</b>	MARCH 21
<b>VENUE</b>	SNETTERTON 300
<b>CIRCUIT LENGTH</b>	2.99 MILES



## F2 TECH SPEC

### CHASSIS

Williams JPH1B carbon composite

### ENGINE

Mountune four-cylinder 1.8-litre Audi with Garrett turbo

### POWER

425bhp (500bhp on overboost)

### GEARBOX

Hewland six-speed sequential with pneumatic paddleshift

### TYRES

Yokohama

### WEIGHT

660kg (approx)



Renault World Series car, in low downforce trim, was only a fraction quicker than our car on new tyres, but cost three times the money. We're several seconds per lap faster than F3, but about a third of the cost. You can draw a direct line between cost and performance in single-seaters and this sits well below that line."

F2's low-cost philosophy is its biggest strength and key weakness simultaneously. Because it offers a significant lap-time leap from Formula Renault 2.0 and Formula 3 for a budget that lies somewhere in between, it has tended to attract a significant number of lower-level graduates, which means the strength of the grid doesn't tend to

match that expected of a series that's supposed to sit above F3 in terms of prestige and performance. The rest of the grid is usually made up of guys who have struggled at F3 level or above (or cannot afford to continue there) and are thus seeking a cheaper way to regain some career momentum.

So why aren't more drivers looking at F2 as their first option? Beyond the fact that some can afford to race a faster car, there's a perception that F2 cars don't live up to their name. That emanates from the first season of the revival in 2009, when the cars were considered unrefined and lacking in downforce.

"The whole thing came about a bit late and development time was cut

down because of how late the FIA deal came together," explains Goodfield. "There were already plans afoot to do 'Super Formula Palmer Audi' when F2 came along and combined the two. We've made an effort to have a decent upgrade every year, but there's no way we could have done three years' development [before the first season] and still done it at a sensible price."

The trouble is, once motorsport has made its mind up about something, it's very difficult to get it to change its view. But that doesn't mean it's not worth trying. F2 has strived to improve its Williams F1-designed car every season, and on top of previous steps, this season's JPH1B will feature lighter ►



## ENGINEERING EQUALITY



Set-up adjustments are encouraged in F2

**F2 IS OFTEN CRITICISED FOR CUTTING** corners in terms of personnel (necessary to help drive down overheads and therefore budgets) and thus preventing drivers from developing the relationships with engineers and mechanics over a season that are replicated in the private teams that contest other single-seater championships.

Engineering chief James Goodfield offers a convincing rebuttal: "Every driver works with every engineer (one per three drivers each race weekend) in the interests of equality," explains the ex-Jaguar F1 man, who says most of his eight race engineers have F1 experience. "It would be better if we didn't have to do that, but imagine a scenario of 24 drivers, with the same car, where three guys are filling the podium every weekend – they would all start saying: 'I want his engineer'." Goodfield also points out that most drivers inevitably end up working together in their groups of three over a race weekend – just as if they were in a team.

There is limited testing in F2, but it still permits plenty of set-up adjustments: toe, camber, rideheight, spring rates, damper settings, plus driver-adjustable anti-roll bars and wing angles. Goodfield says many of the extreme set-up variations permitted in more adjustable categories like F3 have been limited because they don't make the car faster.

"We don't permit rear geometry and diff' changes because we've tried these things and decided there's no benefit," he adds. "We want to save every driver from trying things that don't work. Conversely, if someone finds something [within the accepted parameters] that makes them quicker we don't tell everyone about it. It's a balancing act."

◀ carbon composite brakes (replacing the old steel-disc arrangement) and new bespoke Yokohama tyres (instead of the harder-compound, softer-construction Avons used previously).

The latest package is expected to improve lap times by up to two seconds (Marcus Pommer lapped 1.662s faster than last year's pole time at the first official test of 2012 at Silverstone recently), which should make the F2 car about four seconds faster than the latest Formula 3 Dallara F312 around the Snetterton 300 circuit. Ahead of F2's fourth season in its current guise, AUTOSPORT has been invited to the Norfolk track to try the latest version of the JPH1B. This is the first time the new car has been driven by anyone outside of the official F2 test team.

As I'm busy getting settled into 2010

**"Because the cars are so capable they look easy to drive, but they're not"**

**F2 virgin Ben Anderson**

champion Dean Stoneman's seat, BRDC Rising Star Dan McKenzie (who will join the grid this year after a tough season in Formula Renault 3.5) turns up to offer some advice. "It's a good car – it will surprise you," says McKenzie. "There's always something going on because it's a turbo car and it's quite brutal. You'll have to be careful with the carbon brakes because they cool quickly and you can't drag the pedal to get heat into them like you can in F3.

"There's a lot more going on than in an F3 car because it's quicker down the straight, it's heavier, and it's longer, but it's still fun to drive. One of the big things for this year is the tyres. The old ones didn't have a great sensation – you would go into a high-speed corner and think you were having a massive moment – but it was just the tyre rolling over. These ones are meant to be a bit stiffer, so it should feel pretty planted."

That's exactly how it feels. I'm



Anderson gets all briefed up

surprised when I bury my right foot at how manageable the power delivery is. The car accelerates quickly, but it's 125bhp short of providing the brutal rush of Auto GP's Lola-Zytek. There's still plenty to think about though, and the key is keeping the turbo spinning with advanced presses of the throttle during cornering, so peak power is delivered at the optimum moment. This is a strange technique in the world of instant-response single-seaters and one can't master in three six-lap runs.

As expected, the brakes are very impressive. The pedal is hard as a rock, with minimal travel, but hugely effective. And, as with all proper-downforce cars, it's impossible to lock them in the first phase of braking. To an uninitiated driver such as me – leaping from Formula Vee to F2 – the downforce is the most exhilarating, demanding and exhausting aspect of this car. The faster you go, the more physical it gets, and the smaller the margin of error. This is the aspect of high-level single-seater racing that spectators don't always appreciate. Because the cars are so capable they look easy to drive, but they're not. Holding on through the long, fifth-gear right-hander at Coram is the greatest physical challenge and I feel shattered after my runs – like I've condensed a whole season of Vee racing into one hour!

I manage to work down to a 1m41.2s lap during my three short runs (helped by the use of three overboosts per lap – up to a maximum of eight – that take power from 425bhp to 500bhp for six seconds at a time). This puts me 3.2s adrift of Will Bratt's pacesetting time from last year's official mid-season Snett test (also with boost). As you might expect, most of my deficit comes from a lack of confidence in the higher-speed corners, but everything about my driving is a little off: braking, cornering, throttle commitment – which adds up over a three-mile lap.

I haven't had enough time to really explore the limits of the car (not that I would be physically up to the job anyway!) but feel privileged to have dipped into this high-performance single-seater world. F2's equal-opportunities ethos isn't everyone's idea of what professional motorsport should be, but there's no doubt the JPH1B has developed into a proper piece of kit. It's a car that deserves to be taken seriously – and if the single-seater revolution ever comes, Formula 2 will be well placed to lead the charge. ☘

There's nowhere to hide with that wing







Bortolotti took the title in 2011

## F2 2012 CALENDAR

April 13-15	Silverstone, GB
April 27-29	Algarve, Portugal
May 25-27	Nurburgring, Germany
June 22-24	Spa, Belgium
July 13-15	Brands Hatch, GB
July 20-22	Paul Ricard, France
September 7-9	Hungaroring, Hungary
September 28-30	Monza, Italy

## WHERE ARE THEY NOW? F2'S STARS

### ANDY SOUCEK

Inaugural champ landed test role with Virgin in F1 but split with team over lack of opportunities. Now works as a consultant with test and development roles in F2 and World Series.



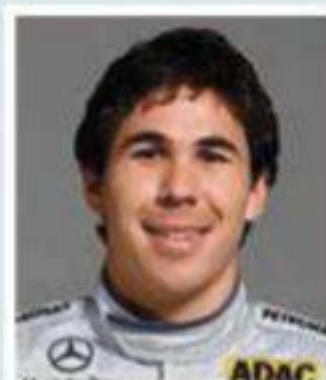
### DEAN STONEMAN

Won the 2010 title after graduating from Formula Renault UK. Was set to partner Daniel Ricciardo in World Series in 2011 before being struck down by testicular cancer.



### ROBERT WICKENS

Lost Red Bull backing after finishing second in 2009 but rebuilt career by taking Formula Renault 3.5 title last season and recently joined Mercedes for the 2012 DTM.



### JOLYON PALMER

The son of series boss Jonathan Palmer finished second to Stoneman in 2010 before moving up to GP2, where he has started to show strong pace heading into his second year.



### MIKHAIL ALESHIN

Another to lose Red Bull support after finishing third in '09. Won World Series title in 2010 but ran out of money in GP2 in 2011. Will return to FR 3.5 this year and race in World GT1 series.



### MIRKO BORTOLOTTI

The Italian lost Red Bull Junior status after first season of F2 in '09 but returned to win title last year. Showed well in prize Williams Formula 1 test in Abu Dhabi last November.



Zanella (19) returns as a title favourite this year



Bratt (17) hassles champ Bortolotti at Spa in 2011



Luciano Bacheta (left) and Dan McKenzie have joined



## WHERE TO WATCH F2 ON TV

Motors TV will cover all 16 races in hour-long programmes for each of the eight rounds, which will also be streamed live on the F2 website.





## CIRCUIT OF IRELAND

Armagh, April 6-8

ROUND 3/13

### WINNER

Juho Hanninen/Mikko Markkula 1h58m21.8s

### RALLY RATING

★★★★★

Titanic fight from the start in the Titanic Quarter

### DRIVERS' STANDINGS

Mikkelsen	61pts
Hanninen	43pts
Kopecky	40pts

### MILESTONES

- First Northern Irish round of the IRC
- First Circuit win for a Finn since Pentti Airikkala in 1979

DAVID EVANS  
reports



# Skoda proves it's no Irish Rover

Juho Hanninen claims Circuit of Ireland win after thrilling battle with Andreas Mikkelsen



**WITH A NAME LIKE THE** Circuit of Ireland, this event conjures memories of classic, week-long battles running the length and breadth of the country.

This event might not have been so far-reaching in geography or chronology, but in terms of a sporting contest the Juho Hanninen-Andreas Mikkelsen scrap was as good as anything Bertie Fisher or Jimmy McRae might have offered. It was a classic, and a worthy inclusion in this year's IRC.

### LEG ONE (47.37 miles)

OVERCAST THEN RAIN - AMBIENT  
TEMPERATURE RANGE ON STAGES  
8-11 CELSIUS

After a crowd pleaser in Belfast's Titanic Quarter - a stage which packed Corsican numbers of corners into just 1.1 miles - Jan Kopecky headed the leaderboard as the crews hit

the M1 and headed west for Armagh and the serious business of Friday evening.

In the lanes just south of Dungannon, it was Mikkelsen who was straight into the groove. The defending champion was fastest in Drummond, replacing Kopecky's Fabia with his Skoda UK car at the top of the table. But the rain was coming, heavier in some places and absent from others as the classic Circuit microclimates worked their magic. Kopecky came through the finish looking spooked.

"We had slicks," said the SS1 leader, "and it rained." He dropped to third.

Kopecky and his factory team-mate Juho Hanninen did have the benefit of some cuts in their soft slicks - helping to heat them up and clear out at least some of the standing water.

Mikkelsen's tyres were uncut, making his SS2 time all the more impressive.

And, some might say, his SS3 moment all the more predictable.

The number one Fabia slid wide and clobbered a fence (which has already been attacked by the course car), allowing Hanninen to close the gap to just 2.8 seconds.

"My braking was too late," explained Mikkelsen at the end of the stage, blowing hard. "We hit the fence a little bit."

Hanninen has watched the balance of power in Skoda town Mlada Boleslav swing away from him and towards Mikkelsen over the last few months. Now, in their first head-to-head asphalt race since Barum Rally Zlin last August, the Finn was determined to show his employers the



Mikkelsen lost out to Hanninen after late shunt

2010 IRC and 2011 SWRC titles didn't win themselves. And he enjoyed his run through the 15-miler.

"It was a very nice stage," he said. "In the beginning, it was tough, the tyres were completely cold."

A delay in the stage left the cars sitting on the startline with a chilly spring evening playing havoc with the operating temperature of their Michelin boots.

After service in Armagh, there was a re-run of Drummond and Hanninen made his move, easing his way to the front by 0.6s. Mikkelsen's hopes of hitting back in the evening's fifth and final test were spoiled when the stage was cancelled, after the emergency services were called to a house on the stage route. Hanninen enjoyed the position of





Hanninen was utterly impressive throughout

overnight leader. Kopecky remained third, but the Czech driver was 28.2s off the lead.

Craig Breen had been fourth after the first stage of significance, but a broken fuel pump ruined his night and his debut in a Peugeot 207 S2000. The Sainteloc-run car stopped on the way back into Armagh, costing the reigning WRC Academy champion 1m30s in penalties and his chance of glory on the biggest rally in the country this year. He was seventh at the close of play.

Alastair Fisher upheld local honour by claiming that fourth place at the end of day one. The Ford Fiesta S2000 driver struggled running a tyre too hard for the conditions in stages two and three. More appropriate rubber brought a hugely respectable time through

SS4, where he matched Mikkelsen to the tenth.

Mathieu Arzeno was fifth in the sister Peugeot to Breen's. The Frenchman had been hindered by a spin in SS1 and a transmission glitch. Robert Barrable rounded out a top six containing four Fias.

#### POSITIONS AFTER DAY ONE

1 HANNINEN/MARKKULA	34m55.7s
2 MIKKELSEN/FLOENE	+0.6s
3 KOPECKY/DRESLER	+28.2s
4 FISHER/KENNEDY	+48.4s
5 ARZENO/RENAUD	+1m02.4s
6 BARRABLE/CONNOLLY	+1m18.5s

#### LEG TWO (88.52 miles)

OVERCAST - AMBIENT TEMPERATURE  
RANGE ON STAGES 7-15 CELSIUS

Saturday morning and more questions. Would it rain? If so, how hard? And, where it had rained, how much water was waiting? Mikkelsen banked on it being wet; or at least wetter than

Hanninen thought. He bolted softs beneath the Skoda UK car, while the leader went one step harder.

Almost from the start of the stage, Mikkelsen feared the worst.

"It was dry in there," he said at the finish. "Drier than I thought it would be. The tyre was moving almost from the start, we were too soft."

Mikkelsen admitted, however, that fortune was favouring his Fabia this morning after escaping a sixth-gear meeting of rock and right-rear wheel.

"We were lucky," he smiled. "We slid wide and hit the rock, it smashed the wheel but we made it through the stage."

And, despite those troubles, back into the lead. He edged Hanninen by 1.2s, going from +0.6s to -0.6sec in the 15 miles of

#### 2WD CUP

## McCormack rewarded for dogged display

IRC 2WD Cup winner Marty McCormack could have filled AUTOSPORT himself this week, such was the troublesome nature of his Circuit of Ireland. That he came through and won the class is testament to the dogged determination of the Citroen DS3 R3 driver. He simply never gave up - a point recognised with the Colin McRae IRC Flat Out Trophy.

Much of the trouble centred around the transmission of his DS3. The selector was changed first, but when that didn't work and he was left with just first second and third gear for Saturday's second loop, the Sainteloc team set about a full gearbox change,

lowering their best from 45 to 22 minutes for the job.

"It's been a tough one," said McCormack at the finish. "Driving a two-wheel drive car against these boys is hard work, but winning the class is a good result."

Renault driver Tommy Doyle was second, despite going off the road on the final stage, while Jonny Greer took third in his Citroen after Peter Taylor hit trouble in his Clio.

Garry Jennings took a controlled Production Cup victory and a hugely credible eighth overall in his Mitsubishi Lancer. Donagh Kelly overhauled fellow Mitsubishi man Sam Moffett to take second place on the last stage.



McCormack endured gear selection woes

Redrock. A couple of moments in the mud had cost Hanninen some of his confidence.

The good news for Hanninen was, however, that the rain stayed away and the next two stages dried nicely. Mikkelsen's Michelins were cooked, possibly accounting for an overshoot in stage eight. Hanninen was back to the front by 1.6s in SS7 and a comparatively massive nine seconds ahead when the cars came back to service.

"The overshoot was not good," said Mikkelsen. "OK, it's some seconds. Now we have to go superfast."

Hanninen smiled, overhearing his rival's words. "We will do the same," he said. "This is good battle with Andreas."

Kopecky remained third, but an increasingly distant third as he struggled to

come to terms with the precise requirements of firing a Fabia down the narrow Northern Irish lanes.

Unfortunately for the locals, the result they wanted - the emotional dream of a fourth place for the Fisher/Kennedy combination - went out of the window when Alastair spun his Fiesta in SS6. The impact smashed the oil cooler and the front-left wheel hard. He would go no further.

"I wasn't committed enough in the corner," he said. "I slid a wee bit wide, got on some gravel and that upset the car and we spun. What a bummer, just when we were getting into it."

Rory Kennedy was equally frustrated. Fortunately, his mobile offered the perfect solution; one text, one word: 'Bar' ▶





uk



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Hanninen headed all-Skoda podium



Spin eliminated local ace Fisher

## STAGE TIMES

### SS1 TITANIC (1.10 MILES)

Fastest: Kopecky 2m11.8s  
Leader: Kopecky

### SS2 DRUMMOND 1 (8.05 MILES)

Fastest: Mikkelsen 8m14.6s  
Leader: Mikkelsen

### SS3 LEGANE 1 (15.63 MILES)

Fastest: Hanninen 16m08.7s  
Leader: Mikkelsen

### SS4 DRUMMOND 2 (8.05 MILES)

Fastest: Hanninen 8m13.9s  
Leader: Hanninen

### SS5 LEGANE 2 (15.63 MILES)

Cancelled

### SS6 REDROCK 1 (15.35 MILES)

Fastest: Mikkelsen 13m50.2s  
Leader: Mikkelsen

### SS7 DRUMHILLERY 1 (8.84 MILES)

Fastest: Hanninen 8m56.8s  
Leader: Hanninen

### SS8 HOLLOW 1 (9.04 MILES)

Fastest: Hanninen 8m45.0s  
Leader: Hanninen

### SS9 REDROCK 2 (15.35 MILES)

Fastest: Mikkelsen 13m26.2s  
Leader: Hanninen

### SS10 DRUMHILLERY 2 (8.84 MILES)

Fastest: Hanninen 8m48.1s  
Leader: Hanninen

### SS11 HOLLOW 2 (9.04 MILES)

Fastest: Mikkelsen 8m29.8s  
Leader: Hanninen

### SS12 LISBURN 1 (0.65 MILES)

Fastest: Hanninen 57.9s  
Leader: Hanninen

### SS13 LISBURN 2 (0.65 MILES)

Fastest: Hanninen 57.9s  
Leader: Hanninen

### SS14 BANBRIDGE NORTH (4.68 MILES)

Fastest: Mikkelsen 4m54.7s  
Leader: Hanninen

### SS15 REDROCK 3 (15.35 MILES)

Fastest: Hanninen 14m10.7s  
Leader: Hanninen

Arzeno was top Peugeot finisher



Broken fuel pump hindered Breen

At the front, the battle continued to rage. Having gone quickly in the morning, Mikkelsen, by his own admission, went crazy after lunch – hoping to make the most of a gearbox change which offered longer ratios and more top speed in the lanes.

"I can't go faster than this," he said, having chopped the lead to 4.2s. Hanninen had half a second back on the next one, but when Mikkelsen was 2.4s up on SS11, he ensured the pair would go into the final loop just 2.3s apart.

After racing through some of the most entertaining lanes in the

world, a dash through the streets of Lisburn seemed an unlikely place to decide what had become a classic Circuit scrap. But it did. Mikkelsen lost control and slid into a straw bale, whacking the right side of his Skoda. Having traded in tenths for well over 100 miles, Mikkelsen dropped 40s in just over half a mile.

"I lost it braking for a left-hander, it was wet," said Mikkelsen. "I banged my head in the impact and don't really remember the rest of the stage. I don't remember the second run around the stage either!"

By contrast, Hanninen was understandably

delighted. He'd answered his critics in emphatic style with a hugely impressive and controlled win on roads that are extremely difficult to master on your debut.

"I didn't think we'd both get through without a problem," said Hanninen. "It's been a great race."

Behind Mikkelsen, Kopecky was an entirely mediocre third. Arzeno was a distant fourth. Breen drove brilliantly to recover to fifth, with Barrable surviving a gate-crashing arrival in a field for sixth.

With the rallying done, the time had come for the bar. "Guinness?" asked Hanninen, rhetorically. ☺

## RESULTS

Circuit of Ireland Rally, April 6-8, round 3 of 13

### 15 SPECIAL STAGES, 103.02 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	3	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	1h58m21.8s
2	1	Andreas Mikkelsen/Ola Floene	Skoda Fabia S2000	+44.2s
3	2	Jan Kopecky/Pavel Dresler	Skoda Fabia S2000	+1m39.5s
4	9	Mathieu Arzeno/Renoul Jamoul	Peugeot 207 S2000	+4m01.6s
5	4	Craig Breen/Gareth Roberts	Peugeot 207 S2000	+4m53.8s
6	7	Robert Barrable/Damien Connolly	Skoda Fabia S2000	+5m14.5s
7	6	Sepp Wiegand/Timo Gottschalk	Skoda Fabia S2000	+6m15.9s
8	8	Garry Jennings/Barry McNulty	Mitsubishi Evo 9	+8m27.9s
9	10	Donagh Kelly/Kevin Flanagan	Mitsubishi Evo 9	+9m11.4s
10	17	Sam Moffett/James O'Reilly	Mitsubishi Evo 9	+9m16.0s

### OTHERS

R	5	Alastair Fisher/Rory Kennedy	Ford Fiesta S2000	SS6-acc
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### CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Andreas Mikkelsen	61
2	Juho Hanninen	43
3	Jan Kopecky	40
4	Sepp Wiegand	30
5	Luis Monzon	15
5	Bryan Bouffier	15
7	Mathieu Arzeno	12
8	Jonathan Perez	10
8	Craig Breen	10
8	Hermann Gassner Jr	10

### IRC PRODUCTION CUP

1	Garry Jennings	25
1	Robert Corsani	25
1	Ricardo Moura	25

**CLASS WINNERS** Hanninen/Markkula; IRC 2WD Cup: Marty McCormack. IRC Production Cup: Garry Jennings. Colin McRae Flat Out Trophy: Marty McCormack.

### RALLY ROUTE

The event ran to a similar format as in the last two years, with the inclusion of the superspecials in Belfast and Lisburn. Based out of a central service park in Armagh, the event included four loops of stages, including some night running on Friday.



## OULTON PARK

GB  
April 6-7  
British Formula 3  
Round 1/10



### AT A GLANCE

→ **Winners Harvey/  
Derani/Serralles**  
→ **Poles Harvey x 2**



Serralles (left) beat Harvey in race three

# Harvey nicks early advantage

The learning year is out of the way... Now the Briton has shown he means business in 2012



**JACK HARVEY WAS THE MOST-** accomplished performer over the opening British Formula 3 weekend at Oulton Park, and very much deserves his points lead.

The Lincolnshire racer also put in the single best drive out of Saturday's three races – one that could even stand as the best of the season. In wet conditions, Harvey pulled out nearly three seconds on closest rival Jazeman Jaafar on the opening lap, and from there he waltzed to victory.

The Racing Steps Foundation-backed driver followed that with a sixth in the reversed-grid race and second in the finale, in which he was unable to convert the second of his pole positions into a first-corner lead. And if you're second at the first corner in an F3 race at Oulton, that's where you stay.

So Harvey leads the points. And he's followed by Jaafar, Harry Tincknell and Carlos Sainz Jr, all of whom had

very consistent results. And all of whom drive Dallara-Volkswagens run by British F3 powerhouse Carlin. But do you know the amazing thing? Carlin has four of its drivers in the top four slots, yet did not produce the fastest car for Oulton.

That achievement fell to Fortec Motorsport. The Mercedes-powered team propelled Lucas Foresti to a dominant victory in Cheshire last year, and this time around it was Felix Serralles who took a shock win in the main 40-minute race on his debut weekend in British F3.

It was a shock not just due to his lack of frontrunning form in Formula Renault last year, but also because he has not visited the top of the timesheets in pre-season F3 tests. Of any Fortec runner, you'd have looked to Alex Lynn, then possibly Hannes van Asseldonk, for a win.

When Serralles put himself on the outside-front

row, then outgunned Harvey into the first corner, the question in many people's minds was when the calm Brit would pressure the unknown-quantity Puerto Rican into an error. The answer was never. "I almost made a couple of mistakes, but calmed down and tried to pull away," said Serralles. "The car was amazing."

It certainly was. The Carlin cars looked more stable in the high-speed turns, but the Fortec Dallaras usually topped the speed traps, and rivals talked of their sensational starts and pointed out that they were running less wing. Clearly the Mick Kouros-led squad has found great mechanical grip and traction.

Still, 19-year-old Serralles had to do the job – and looked much smoother than he did early in the pre-season tests. "Anyone who's trying hard, you can rein them in," pointed out Fortec driver coach Adam

Carroll. "The potential was always there with Felix.

"F3 gets younger and younger, and the drivers are less and less experienced. You can see the potential, but they haven't yet learned to apply it when they come in. I have to give it to Felix – he drove really well from the start. You learn a lot about yourself when you're out there in the lead."

**"It's experience. These guys have been in Europe all their lives"**

Serralles gets up to speed this side of the Atlantic

"F3 suits him better than the Renault," said Fortec principal Richard Dutton.

Serralles concurred, adding: "It's just experience. These guys have been in Europe all their lives; America is a very different style. New Zealand

[where he raced last winter in the Toyota Racing Series] helped me as well. It really improved my qualifying."

Lynn was a tad perplexed after what could have been a debut weekend of winning, but which ended with a fifth, a sixth and a DNF. He was quickest by half a second (from Serralles) in Friday's free practice, with a stunning lap that stood as the quickest all weekend, but then got boxed in behind the damaged car of Sainz throughout the second half of qualifying. That zapped his chances.

Van Asseldonk too was quick, and set fastest lap as he latched onto Sainz's gearbox late in the first race, but on the final lap he put two wheels onto the grass exiting the Shell hairpin and hammered into the barriers. Later in the day he did the same at Druids.

So the Carlin boys just worked away and got those results. Knowing they were



## RACE RATING

★★★★☆

The first two races had plenty of action - but the third reverted to Oulton F3 type

## MILESTONE

Serralles is first Puerto Rican to win an international motor race



## REPORT BRITISH F3 OULTON

MARCUS SIMMONS  
reports



Harvey leads from team-mate Tinscknell



Derani had a bath before race two win



Jaafar, leading Lynn, was strong all weekend

## REVERSE JUDGEMENT

**JACK HARVEY'S BIGGEST** gaffe of the weekend was drawing the number '12' for the reversed-grid race, which meant *all* the finishers from race one were reversed - with the two National Class boys on the front row.

The result was manic. And brilliant. Spike Goddard, in his four-year-old T-Sport Dallara-Mugen, kept a 10-car train at bay for five laps before Pipo Derani slithered his Fortec Dallara down the inside into Lodge - with two wheels on the grass.

Pietro Fantin took second with his Carlin machine, the

race providing a morale-boosting cameo role for both he and fellow Brazilian Derani that can only do them good in the long run.

Fantin had to hold off team-mate Jazeman Jaafar, who proved you can overtake at Oulton by racing from 11th to third. The Malaysian pulled a great pass on Alex Lynn, who described it as "the move of the century".

Tinscknell, who chased home Jaafar, beamed: "Bloody hell that was something else - absolutely mental! It was like being back in a kart race."



McBride bucks wide and loses second place

up against it after Lynn's *tour de force*, they made what Harvey described as "decent-sized changes that aren't normal going into qualifying. But it was calculated."

So too was Harvey, who

said he was "well within the limits" in his sensational win, but said he never stopped pushing Serralles later in the day.

Of Harvey's team-mates, Jaafar qualified and raced

well all weekend. Tinscknell struggled in race one with a very soft set-up, but held off Lynn in a battle both Brits thoroughly enjoyed, then found his hand injury playing up late in the finale and had

to concentrate on conserving his third place. Sainz damaged his chances by bouncing off at Cascades in qualifying and breaking the floor, but raced consistently.

None of them was quite a

match for Harvey this time around. The pressure is on him from Racing Steps this year, but the manner in which he delivered his maiden 'proper' (non-reversed-grid) win was emphatic. 🏆

## RESULTS

British Formula 3 International Series, round 1 of 10, Oulton Park, April 6-7

GRID	RACE 1 - 19 LAPS, 51.148 MILES	RACE 2 - 12 LAPS, 32.304 MILES	GRID	RACE 3 - 26 LAPS, 69.992 MILES
1 HARVEY 1:27.997	POS DRIVER TEAM CAR TIME GRID	POS DRIVER TIME GRID	1 HARVEY 1:27.868	POS DRIVER TIME GRID
2 TINSCKNELL 1:28.192	1 Jack Harvey (GB) Carlin DVW F312 31m35.051s 1	1 Derani 20m31.214s 4	2 SERRALLES 1:28.093	1 Serralles 40m34.462s 2
3 JAAFAR 1:28.240	2 Jazeman Jaafar (MAL) Carlin DVW F312 +7.736s 3	2 Fantin +0.850s 5	3 TINSCKNELL 1:28.094	2 Harvey +2.843s 1
4 SAINZ 1:28.288	3 Carlos Sainz Jr (E) Carlin DVW F312 +11.165s 4	3 Jaafar +1.491s 11	4 SAINZ 1:28.106	3 Tinscknell +9.303s 3
5 LYNN 1:28.345	4 Harry Tinscknell (GB) Carlin DVW F312 +23.070s 2	4 Tinscknell +2.693s 9	5 JAAFAR 1:28.108	4 Sainz +12.522s 4
6 FANTIN 1:28.398	5 Alex Lynn (GB) Fortec Motorsport DMB F312 +23.119s 5	5 Sainz +3.079s 10	6 ASSELDONK 1:28.268	5 Jaafar +22.392s 5
7 SERRALLES 1:28.495	6 Fahmi Ilyas (MAL) Double R Racing DMB F312 +37.052s 10	6 Harvey +3.511s 12	7 LYNN 1:28.282	6 Lynn +23.632s 7
8 DERANI 1:28.724	7 Felix Serralles (USA) Fortec Motorsport DMB F312 +39.354s 8	7 Serralles +3.594s 6	8 FANTIN 1:28.380	7 Fantin +24.348s 8
9 TILYAS 1:29.615	8 Pietro Fantin (BR) Carlin DVW F312 +42.102s 6	8 van Asseldonk +3.952s 13	9 DERANI 1:28.715	8 Ilyas +41.523s 10
10 GODDARD 1:30.956	9 Pipo Derani (BR) Fortec Motorsport DMB F312 +53.068s 9	9 Goddard +6.705s 2	10 UHRHANE 1:30.894	9 McBride +58.214s 11
11 MCBRIDE 1:31.430	10 Nick McBride (AUS) T-Sport DN F312 +54.727s 11	10 Urrhane +7.911s 14	11 MCBRIDE 1:29.719	10 Urrhane +1m09.723s 12
12 PAD'CHEE 1:32.130	11 Spike Goddard (AUS) T-Sport DMH F308 +1m05.418s 12	11 McBride +8.823s 3	12 UHRHANE 1:30.934	11 Goddard +1m10.331s 13
	12 Duvashen Padayachee (AUS) Double R Racing DMH F308 -1 lap 14	12 Padayachee +9.633s 1	13 GODDARD 1:30.934	12 Padayachee +1m30.255s 14
	R Hannes van Asseldonk (NL) Fortec Motorsport DMB F312 18 laps-acc 7	R Ilyas 11 laps-spun off 7	14 PAD'CHEE 1:31.938	R van Asseldonk 5 laps-accident 6
	R Geoff Urrhane (AUS) Double R Racing DMB F312 4 laps-acc 13	R Lynn 6 laps-acc/suspen 8		R Derani 0 laps-clutch 9

### CHAMPIONSHIP

POS	DRIVER	PTS
1	Harvey	41
2	Jaafar	35
3	Tinscknell	32
4	Sainz	30

5	Serralles	29
6	Derani	23
7	Fantin	22
8	Lynn	14
9	Ilyas	9
10	van Asseldonk	4

### CHAMPIONSHIP (NATIONAL CLASS)

POS	DRIVER	PTS
1	Goddard	63
2	Padayachee	45

D=Dallara; VW=Volkswagen/Spiess; MB=Mercedes-Benz/HWA; MH=Mugen Honda/Brown.

**Race 1** Winner's average: 97.16mph. Fastest lap: van Asseldonk, 1m36.027s, 100.92mph.

**Race 2** Winner's average: 94.45mph. Fastest lap: Derani, 1m29.494s, 108.28mph.

**Race 3** Winner's average: 103.50mph. Fastest lap: Serralles, 1m28.902s, 109.01mph.



## OULTON PARK

UNITED KINGDOM GREAT BRITAIN

April 7 & 9  
British GT  
Round 1/7



### BRITISH GT AT A GLANCE

- R1 McCaig/Bryant
- R2 Westbrook/Ashburn
- Poles Bateman & Westbrook
- FLs Westbrook & Simonsen



United Audi was quick but out of luck

BRITISH GT OULTON PARK, APRIL 7 & 9

# BMW and Porsche take first blood in GT battle



Westbrook leads the field at the start of wet race two

### WHAT LOOKS LIKE

being the most competitive season of British GT for years sprang into life at Oulton Park on Bank Holiday Monday – and it was a good day to be driving a German car.

A shock win for the Ecurie Ecosse/Barwell Motorsport BMW Z4 on its series debut was the feel-good story of the weekend, but it came at the expense of the United Autosports Audi squad, which had the first race won until the car spluttered to a halt on the final lap.

Poleman Charles Bateman built a seven-second lead in the Audi over the Z4 of series debutant Alasdair McCaig early on, before a safety car undid all his fine work in the wet conditions. Bateman had five laps after the restart to rebuild a gap, and a quick turnaround by the UA crew got co-driver Matt Bell back out in front of the Bimmer, despite the need to remain stationary for an extra four seconds under new rules governing all-silver driver pairings.

Returning former race winner Oliver Bryant gave chase in the BMW, but Bell had the race won when his car conked out on the last

lap – owing to what the team described as a fuel pick-up problem. That promoted a surprised Bryant to the top step of the podium, clear of closing Danish ace Allan Simonsen.

Racing the latest Ferrari 458 for the first time in British GT, Simonsen charged the Rosso Verde car started by Hector Lester up from eighth during the second half of the race.

He admitted he was “quite lucky” to jump the fighting Trackspeed Porsche of Richard Westbrook and Matt Griffin’s MTECH 458 in one move on the run up Clay Hill, when both were delayed by traffic, but once clear he made short work of Alex Buncombe’s RJN Nissan GT-R and Godfrey Jones’s Mercedes SLS (the big gainer from the stops), then set off after Bryant.

Griffin and Westbrook both made it past the fading Nissan, before contact at Old Hall as Griffin dived inside the Merc sent Jones spinning down the order. Griffin held on to complete the podium by just 0.526 seconds from Westbrook, who was later fined £1000 and three penalty points on his licence for hitting

Griffin’s Ferrari on the slowing-down lap.

Westbrook kept it clean in the second race, as he led from pole while Griffin and Simonsen both worked past Jonny Adam’s new Beechdean Aston Martin Vantage V12. Adam did a great job to qualify the car second in the dry, but the team struggled with a traction-control issue that hampered the car in the wet.

Griffin stayed within a few seconds of Westbrook while fighting to repel Simonsen, before the Dane eventually found a way by. He closed to within 3.3s of the leader before the top three all pitted to hand over to their co-drivers.

A strong out-lap by 2010 champion David Ashburn, coupled with time penalties in the pits for Rosso Verde and MTECH (owing to their earlier success) – and slow

out-laps by Lester and Duncan Cameron (in for Griffin) – effectively sealed victory for Trackspeed.

Ashburn had a 25.9s lead at the end of that crucial 19th lap and he controlled the race with ease. Lester put in one of the finest performances of his British GT career to fend off Cameron for most of the final stint, but came unstuck when Cameron’s attempt to pass at Old Hall on the penultimate lap resulted in the Rosso Verde car being sent spinning.

Cameron and Trackspeed’s Jon Minshaw (in for Tim Harvey) thus completed the podium, ahead of Daniele Perfetti/Michael Caine, while the Audi (which Bell qualified sixth before having his times scrubbed for overtaking under yellows) charged to fifth.

● Ben Anderson

### RESULTS (both 1 hour: 32 laps)

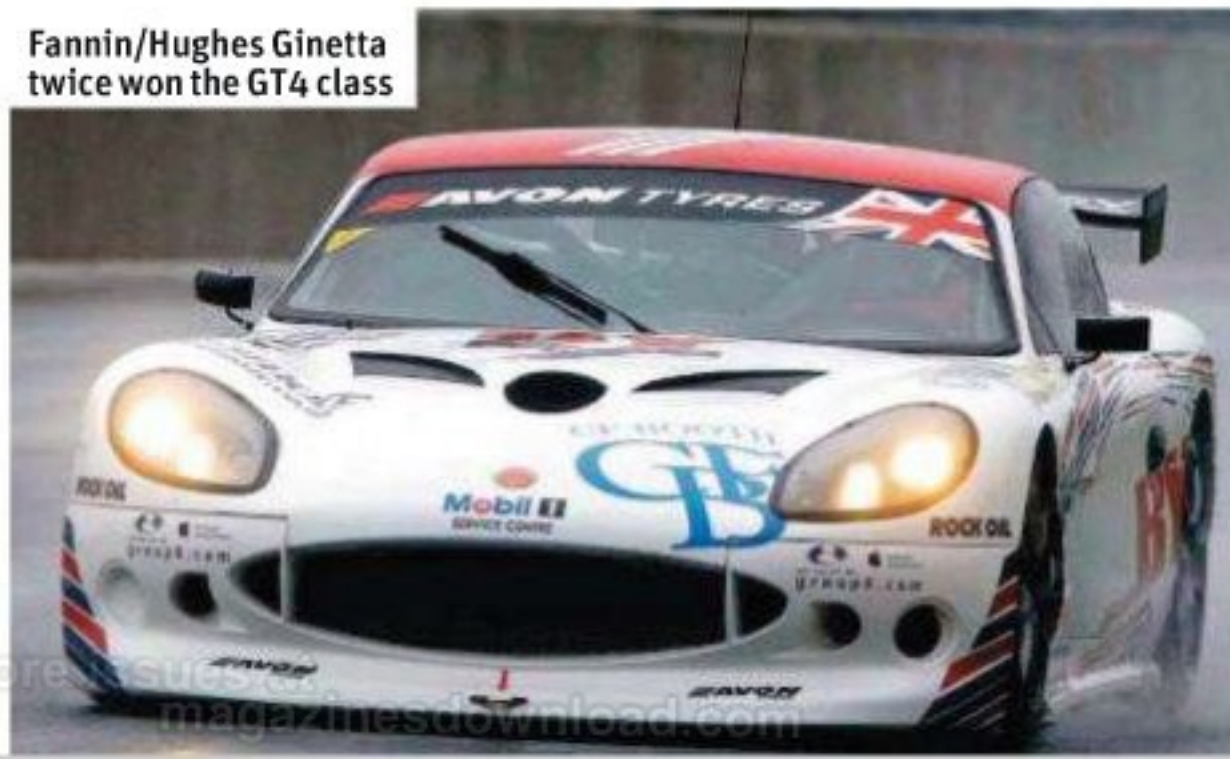
**1 Alasdair McCaig/Oliver Bryant (BMW Z4 GT3);** 2 Hector Lester/Allan Simonsen (Ferrari 458 Italia GT3) +7.096s; 3 Duncan Cameron/Matt Griffin (Ferrari); 4 David Ashburn/Richard Westbrook (Porsche 997 GT3 R); 5 Jann Mardenborough/Alex Buncombe (Nissan GT-R GT3); 6 Daniele Perfetti/Michael Caine (Porsche); 7 David Jones/Godfrey Jones (Mercedes AMG SLS GT3); 8 Freddie Hetherington/Benji Hetherington (Nissan); 9 Andrew Howard/Jonathan Adam (Aston Martin Vantage GT3); 10 Jon Minshaw/Tim Harvey (Porsche). **GT4** Jody Fannin/Warren Hughes (Ginetta G50). **Fastest lap** Westbrook 1m48.561s (89.27mph).

**Race 2 1 Westbrook/Ashburn;** 2 Griffin/Cameron +27.667s; 3 Minshaw/Harvey; 4 Caine/Perfetti; 5 Matt Bell/Charles Bateman (Audi R8 LMS); 6 Nick Tandy/Steve Parish (Porsche); 7 Hetherington/Hetherington; 8 Joe Osborne/Steve Tandy (Porsche); 9 Jones/Jones; 10 Bryant/McCaig. **GT4** Hughes/Fannin. **FL** Simonsen 1m49.568s (88.45mph).

**GT3 points** 1 Ashburn/Westbrook, 37; 2 Cameron/Griffin, 33; 3 Bryant/McCaig, 27.

**GT4** 1 Fannin/Hughes, 50; 2 Phil Glew/Sailesh Bolisetti (Lotus Evora GT4), 36; 3= Mike Simpson/Zoe Wenham (Ginetta) & Marco Attard/Alistair MacKinnon (Lotus), 27.

Fannin/Hughes Ginetta twice won the GT4 class





## MILESTONES

Buri takes his maiden Formula Ford win in the inaugural race for the EcoBoost cars. First time Jamun has not won the first round since 2006

## FORMULA FORD AT A GLANCE

- Race 1 Antti Buri
- Race 2 Jake Cook
- Race 3 Luke Williams
- Points leaders Buri & Cook

## REPORTS OULTON SUPPORTS



JTR's Buri battled Jamun at start of EcoBoost era

F3/GT SUPPORTS OULTON PARK, APRIL 7 & 9

# Buri and Cook kick off new Ford era

## FINNISH RACER ANTTI

Buri and Britain's Jake Cook are tied at the top of the British Formula Ford table after the category's new EcoBoost era kicked into life at Oulton Park.

The results of the two Mygale drivers mirrored each other, as both took a win, a second, a third and a fastest lap across three races.

Cook's Jamun Racing team dominated during the previous Duratec period of Formula Ford, winning the title every year from 2005 to '11, but there were signs last weekend that rival squad JTR may be able to end that run.

The last-minute signing of Buri (the category's most experienced current driver), coupled with a strong dry

set-up, allowed JTR and its flying Finn to claim pole for all three races and dominate a dry race one from the front.

"We feel the work we've done on our suspension and twin-shock dampers has given us an edge," said JTR boss Nick Tandy. "We seem to be able to work the tyres better [than the Jamun cars] and make them last."

Having dominated a processionary dry first race on Saturday, Buri was outgunned second time out by Cook as the weather turned wet on Monday. After Buri and impressive rookie Eric Lichtenstein (Jamun Mygale) both went off the road on the first lap, Cook emerged with the lead and pulled away at a rate of two seconds per lap

following an early safety car period to clear various accidents. Buri recovered to a distant second as both Luke Williams and Lichtenstein crashed out.

Williams redeemed himself with a maiden victory in the final race of the weekend, taking the lead from Buri (faring better on a different set of wets) when the Finn ran off the road mid-race. Cook came home second to claim a share of the points lead as Buri held on to complete the podium.

Two masterful drives from Jamie Stanley gave him a dominant double in the well-supported MSV F3 Cup.

Despite losing a first-lap lead of 4.5s to the safety car in race one, Stanley managed to rebuild his winning margin to well over six seconds. Tristan Cliffe was beginning to close on second-placed Mark Harrison when a red flag ended his ambition.

With Stanley away in the distance from the start of race two, a terrific scrap for second ended when Cliffe made his move on Harrison at Shell. They interlocked wheels, leaving Cliffe spinning and Harrison down to fourth, behind the

duelling Chris Needham and Louis Hamilton-Smith.

Sean Huyton made it a winning treble in the Ginetta GT5 Challenge after three entertaining duels with Mike Robinson.

Although Robinson led initially in the first two races, Huyton made the decisive move at Island in both, on the fourth and second laps respectively. "I thought I had it covered the first time," said Robinson. Clive Richards kept Ryan Ratcliffe at bay in the first race to complete the podium, but Ratcliffe made amends in the second and third events.

A first-corner incident in the opening VW Racing Cup race left James Walker's battle-scarred Scirocco playing catch up. Aaron Mason's Golf ousted the fast-starting Jetta of Dominic Pettit on the opening lap, as the safety car arrived, but from the green flag Walker flew through the field, from fifth to second in one lap. Mason held onto the win, with Walker just second after a last-lap puncture allowed the duelling Pettit and Peter Wyhinny to close.

Mason and Walker shared a number of lead swaps at the head of race two before Walker took charge.

● Ben Anderson & Peter Scherer

## RESULTS

### British Formula Ford (11 laps)

**1 Antti Buri (Mygale M12-SJ);** 2 Eric Lichtenstein (M12-SJ) +4.180s; 3 Jake Cook (M12-SJ); 4 Luke Williams (M12-SJ); 5 Julio Moreno (M12-SJ); 6 Cavan Corcoran (M12-SJ). **Duratec winner** Fabian Welter (Mygale SJ10). **FL** Buri 1m37.430s (99.46mph). **Race 2 (9 laps) 1 Cook;** 2 Buri +9.870s; 3 Freddie Martin-Dye (M12-SJ); 4 Welter; 5 Ryan Cullen (M12-SJ); 6 Moreno. **DW** Welter. **FL** Cook 1m57.298s (82.62mph). **Race 3 (10 laps) 1 Williams;** 2 Cook +7.875s; 3 Buri; 4 Lichtenstein; 5 Corcoran; 6 Martin-Dye. **DW** Kenneth Thirlwall (Van Diemen LA06). **FL** Williams 1m52.051s (86.49mph).

**Points 1= Buri & Cook, 82;**

3 Martin-Dye, 58; 4 Moreno, 56; 5 Williams, 53; 6 Cullen, 50.

### MSV F3 Cup (7 laps) 1 Jamie Stanley

(Dallara F301); 2 Mark Harrison (Dallara F306) +6.619s; 3 Tristan Cliffe (Dallara F307); 4 James Abbott (Dallara F306); 5 Chris Needham (Dallara F302); 6 Louis Hamilton-Smith (Dallara F304).

**Class winners** Harrison; James Ledamun (TOM'S O36F). **FL** Stanley 1m53.550s (85.34mph). **Race 2**

**(11 laps) 1 Stanley;** 2 Needham +36.181s; 3 Hamilton-Smith; 4 Harrison; 5 Abbott; 6 Benjamin Harvey (F307). **CW** Needham. **FL** Stanley 1m51.860s (86.63mph).

### Ginetta GT5 Challenge (8 laps)

**1 Sean Huyton (G40);** 2 Mike Robinson (G40) +2.235s; 3 Clive Richards (G40); 4 Ryan Ratcliffe (G40); 5 Gary Simms (G40); 6 Stuart Pearson (G40).

**CW** Matthew Flowers (G20).

**FL** Huyton 1m54.037s (84.98mph).

### Race 2 (8 laps) 1 Huyton;

2 Robinson +0.343s; 3 Ratcliffe; 4 Richards; 5 Graham Johnson (G40); 6 Simms. **CW** Flowers.

**FL** Huyton 1m53.918s (85.07mph).

### Race 3 (11 laps) 1 Huyton;

2 Robinson +0.224s; 3 Ratcliffe; 4 Simms; 5 Johnson; 6 Richards. **CW** Flowers. **FL** Robinson 1m54.432s (84.69mph).

### VW Racing Cup (9 laps) 1 Aaron

Mason (Golf Mk5 GTI); 2 James Walker (Scirocco R) +10.167s; 3 Dominic Pettit (Jetta Sport); 4 Peter Wyhinny (SEAT Cupra); 5 Thomas Wilson (Golf K5 GTI); 6 Joe Fulbrook (Bora 1.8t). **FL** Mike Neuhoft (Golf Mk6 GTI) 2m08.602s (75.35mph).

### Race 2 (9 laps) 1 Walker;

2 Mason +1.205s; 3 Fulbrook; 4 Wyhinny; 5 Thomas Wilson (Golf Mk5); 6 Richard Morgan (Golf Mk5).

**FL** Walker 2m04.665s (77.73mph).

Stanley took MSV F3 Cup double





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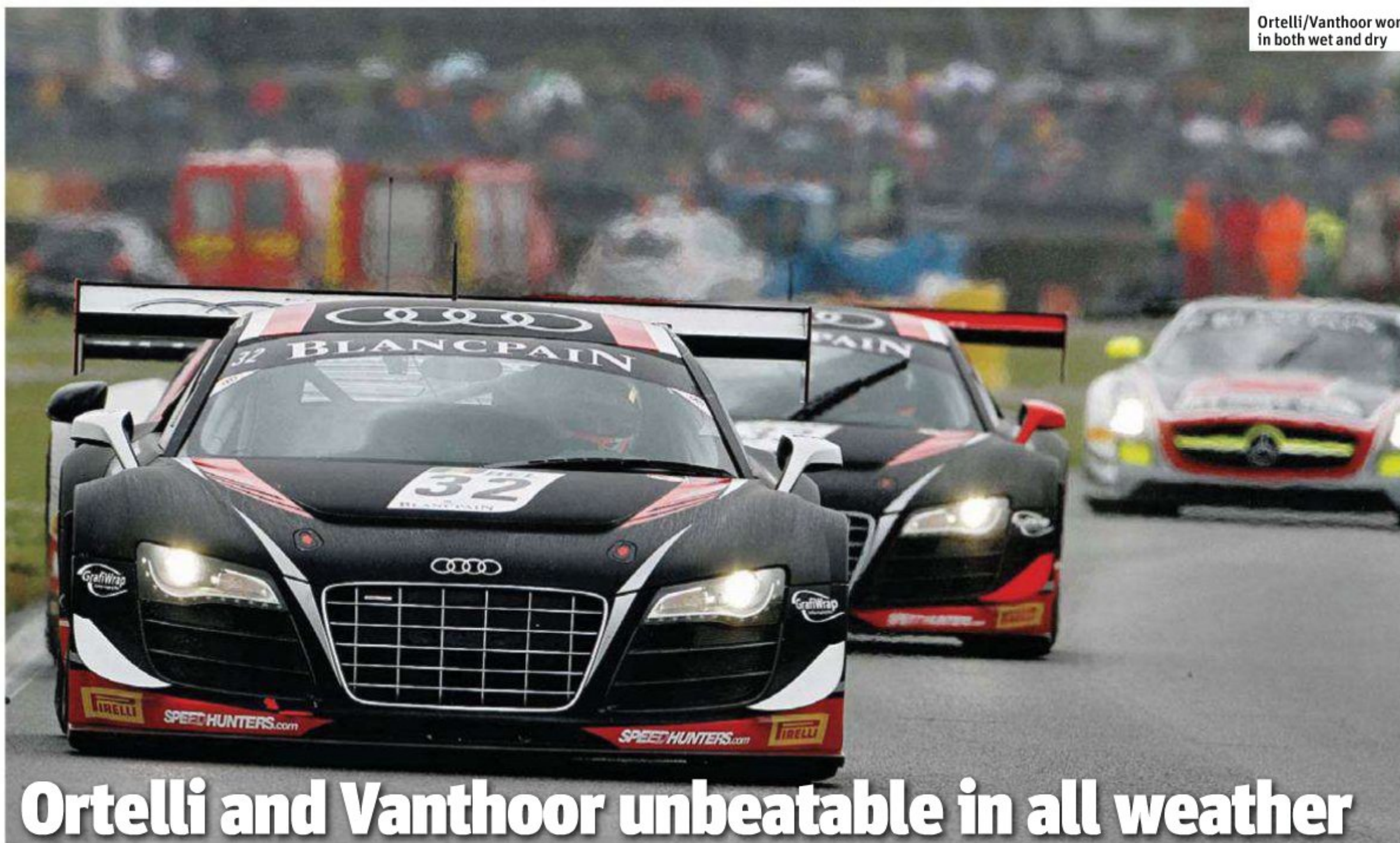
April 6-9

FIA World GT1

Round 1 of 10

**AT A GLANCE**

- **Winners** Ortelli/Vanthoor
- **Qualifying race winners** Vanthoor/Ortelli
- **Pole** Salaquarda/Vilander

**REPORT**  
**GT1 NOGARO**Ortelli/Vanthoor won  
in both wet and dry

# Ortelli and Vanthoor unbeatable in all weather

**THERE'S NO STOPPING THE** Belgian WRT squad, it seems. The team is only in its third season of racing, yet the winner of last year's Spa 24 Hours made a flying start to its maiden campaign in the FIA GT1 World Championship. Its pair of Audi R8 LMS ultras blocked out the top two positions in both races at Nogaro.

Victory in the qualifying race on Sunday and Monday's championship race went to old hand Stephane Ortelli and sportscar newcomer Laurens Vanthoor. Each time they had the edge over team-mates Oliver Jarvis and Frank Stippler.

Ortelli showed his renowned wet-weather

prowess to claim victory on Sunday, hunting down Albert von Thurn und Taxis in the Reiter Lamborghini Gallardo shared with Tomas Enge. On Monday, he was quicker than Stippler in dry conditions, though it was his team-mate who had to come from behind at this time of asking.

The Monegasque pitted with a 2.1s lead, but the positions were reversed during the stops after Stippler came in two laps later. Jarvis emerged from the pits with the narrowest of margins from Vanthoor and, despite the handicap of cold tyres, held on to the lead.

Vanthoor was clearly quicker, however, and after one failed attempt to

overtake at Turn 7, and with the All-Inkl Mercedes driven by Markus Winkelhock closing at a second lap, the WRT squad chose to invoke team orders.

"Laurens felt he was quicker and Oliver was struggling with pick-up, which was causing a little oversteer," explained WRT sporting director Pierre Dieudonne. "It is never comfortable for a team when you have two cars fighting over the lead, so we decided to swap the positions."

The tactic worked, Jarvis never coming under threat from Winkelhock in the Mercedes-Benz AMG SLS shared with Marc Basseng to complete a dream world championship debut for WRT. "We did a lot of work over the winter to improve, because we knew that we were moving up a step by competing in a world championship," said Dieudonne.

"Audi put in a lot of work, too, and a key fact is that we have fantastic drivers."

WRT's cause was aided in the main race by penalties for the two machines that looked most likely to mount a challenge to Audi's supremacy.

Toni Vilander jumped from fifth on the grid aboard the AF Corse Ferrari 458 Italia to second by the end of the opening lap, while local hero Mike Parisy also made up three places at the start in the Muhlner-run Exim Bank Porsche 911 GT3-R. The Frenchman was up to fourth when the boards came out informing the too-fast-starting pair of drive-through penalties.

Winkelhock ran out of time in his quest to catch Jarvis. He led home All-Inkl team-mates Nicky Pastorelli and Thomas Jager, while the two AF Ferraris continued the two-by-two theme in fifth and sixth places.

Filip Salaquarda, Vilander's co-driver, just hung on to sixth, holding off the challenge of Peter Kox. The Dutchman was the fastest car on the track after

taking over the Reiter Lamborghini Gallardo LP600 from Darryl O'Young.

● Charles Godefroy

**RESULTS**

**Championship Race 1** Stephane Ortelli/Laurens Vanthoor (Audi R8 LMS ultra), 40 laps in 1h00m26.801s  
2 Frank Stippler/Oliver Jarvis (Audi) + 3.731s; 3 Marc Basseng/Markus Winkelhock (Mercedes-Benz AMG SLS GT3); 4 Nicky Pastorelli/Thomas Jager (Mercedes-Benz); 5 Enzo Ide/Francesco Castellacci (Ferrari 458 Italia GT3); 6 Toni Vilander/Filip Salaquarda (Ferrari); 7 Darryl O'Young/Peter Kox (Lamborghini Gallardo LP600); 8 Albert von Thurn und Taxis/Tomas Enge (Lamborghini).

**Qualifying Race 1** Vanthoor/Ortelli, 35 laps 1h00m26.351s; 2 Jarvis/Stippler, +6.030s; 3 Enge/von Thurn und Taxis; 4 Alvaro Parente/Gregoire Demoustier (McLaren MP4-12C GT3); 5 Vilander/Salaquarda; 6 Winkelhock/Basseng.

**Points 1** Ortelli/Vanthoor, 33; 2 Stippler/Jarvis, 24; 3 Basseng/Winkelhock, 16; 4 Pastorelli/Jager, 12; 5 Ide/Castellacci & Vilander/Salaquarda, 10.

AF Ferrari 458  
started from pole





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## INTERNATIONAL RACES & RESULTS

### FIA EUROPEAN GT3

Nogaro (F),  
Rd 1/6

## QUICK RESULTS

- Race 1 Sourd/Guilvert
- Race 2 Baumann/Buhk
- Pole 1 Buhk
- Pole 2 Guilvert

## RACE RATING

★★☆☆☆

Some decent battles, despite the grid only just breaking into double figures

## REPORTS

WORLD OF SPORT

FIA GT3 EUROPEAN CHAMPIONSHIP NOGARO (F), APRIL 8-9, RD 1/6

# Baumann/Buhk triumph in Merc v Audi battle

**DOMINIK BAUMANN AND** Maximilian Buhk surged into the early points lead after the first rounds of the FIA GT3 European Championship at Nogaro on a weekend of mixed weather conditions.

In the wet first race, Buhk led initially in his Heico-run Mercedes SLS but then slithered wide, allowing veteran French racer Marc Sourd (Sainteloc Racing Audi R8) to sneak past. Sourd defended the lead

until Buhk bullied his way past along the back straight.

The key moment was the pitstops, where the Heico team gambled with a switch to slicks when Baumann took over, while Sainteloc sent Gregory Guilvert out

on the same set of rain tyres Sourd had used.

Heico's gamble didn't pay off, as Baumann lapped 10s off the pace. The Leipert-run Lamborghini of Filip Sladecka/Gerhard Tweraser finished second on the road, but Tweraser failed to serve a drive-through penalty so was disqualified. This promoted the AF Corse Ferrari of Michael Lyons/Stefano Gai to second, with Baumann slithering to third.

Monday's dry race was a comfortable victory for Buhk/Baumann. The Sainteloc Audis controlled the front row and settled down into running first and second, Guilvert ahead of Dino Lunardi. Buhk leapfrogged both of them at the pitstops to take the lead and was never challenged. The Jerome Demay/Lunardi

car received a drive-through for a pitstop infringement, while Sourd slowly dropped back through the order.

● Jack Nicholls

## RESULTS

**Race 1 1 Gregory Guilvert/Marc Sourd (Audi R8 LMS)**, 35 laps in 1h00m05.507s; 2 Stefano Gai/Michael Lyons (Ferrari 458 Italia GT3), +1m00.028s; 3 Dominik Baumann/Maximilian Buhk (Mercedes-Benz SLS); 4 Jesse Laine/Gilles Vannet (Lamborghini Gallardo); 5 Jerome Demay/Dino Lunardi (Audi); 6 Mika Vahamaki/Max Nilsson (Mercedes).  
**Race 2 1 Baumann/Buhk**, 40 laps in 1h01m03.872s; 2 Gaetano Ardagna Perez/Giuseppe Ciro (Ferrari), +34.172s; 3 Gai/Lyons; 4 Guilvert/Sourd; 5 Vahamaki/Nilsson; 6 Demay/Lunardi. **Points 1 Baumann/Buhk**, 40; 2 Sourd/Guilvert, 37; 3 Lyons/Gai, 33; 4 Ciro/Ardagna Perez, 19; 5 Nilsson/Vahamaki, 18; 6 Lunardi/Demay, 18.

Sourd (left) and Buhk battle it out in race one



V8 SUPERTOURERS RUAPUNA (NZ), APRIL 7-8, RD 2/7

# Interloper Coulthard scores double victory

**STAND-IN FABIAN COULTHARD** dominated round two of New Zealand's new V8 SuperTourers series at Ruapuna, qualifying fastest and winning two of the three races in his Holden.

Coulthard, who drives for the Brad Jones Racing V8 Supercar team, was called in late to replace round-one winner Greg Murphy, who was recovering from a back operation. In winning the

first two races the Australian-based Kiwi showed great speed on cold tyres in the early laps.

John McIntyre won the feature race, getting ahead of Coulthard off the start and withstanding immense pressure to hold the lead all the way in his Ford Falcon.

Former A1GP star Jonny Reid (Ford) finished third and second in the first two heats but was only 10th in

Coulthard is NZ supersub



the final after getting pushed off the track.

McIntyre now leads the seven-round series from Reid and Kayne Scott (Holden).

● Bernard Carpinter

## RESULTS

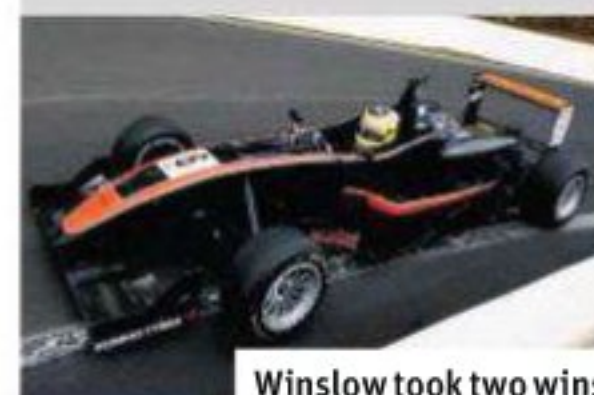
**Race 1 1 Fabian Coulthard (Holden Commodore VE)**, 15 laps in 21m30.261s; 2 John McIntyre (Ford

Falcon FG), +3.587s; 3 Jonny Reid (Ford); 4 Craig Baird (Ford); 5 Ant Pedersen (Ford); 6 Kayne Scott (Holden). **Race 2 1 Coulthard**, 20 laps in 31m32.262s; 2 Reid +1.731s; 3 Baird; 4 McIntyre; 5 Scott; 6 Pedersen. **Race 3 1 McIntyre**, 25 laps in 35m43.807s; 2 Coulthard +0.258s; 3 Baird; 4 Andy Booth (Holden); 5 Scott; 6 Pedersen. **Points 1 McIntyre**, 1034; 2 Reid, 965; 3 Scott, 930; 4 Pedersen, 877; 5 Booth, 815; 6 Baird, 812.

## IN BRIEF

### AUSTRALIAN F3

James Winslow has won eight of the nine rounds this year, but it was Chris Gilmour who left Bathurst with a new outright lap record. Winslow won both Sunday races after being sent to the rear of the grid for Saturday's opener, which allowed Jordan Skinner to win with Winslow 3s behind. The Briton gained revenge for two wins, with Gilmour close behind.



Winslow took two wins

Castrol **EDGE** Rankings

CURRENT STANDINGS

- 1 Sebastian Vettel <> 29,770
- 2 Mark Webber <> 21,638
- 3 Jenson Button <> 20,358
- 4 Lewis Hamilton <> 19,865
- 5 Fernando Alonso <> 18,865

## Ranking the world's best drivers

### WHAT HAPPENED THIS WEEK

Fabian Coulthard's switch into New Zealand V8 SuperTourers paid dividends as a double win – added to a second in the Feature Race – catapults him 100 spots to an all-time high of 209th. The only man to defeat him, John McIntyre, moves up 203 places to 802nd.

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



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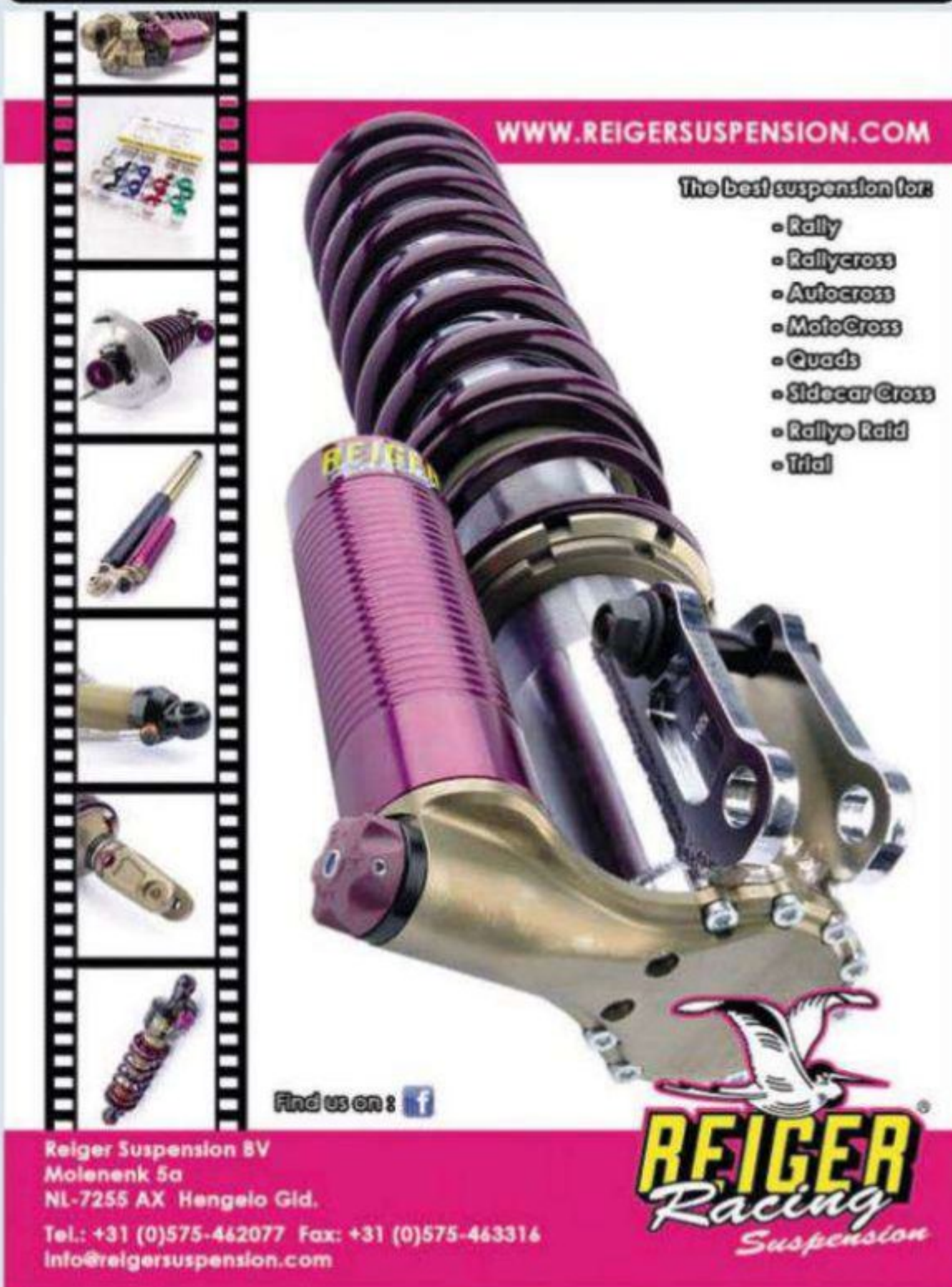
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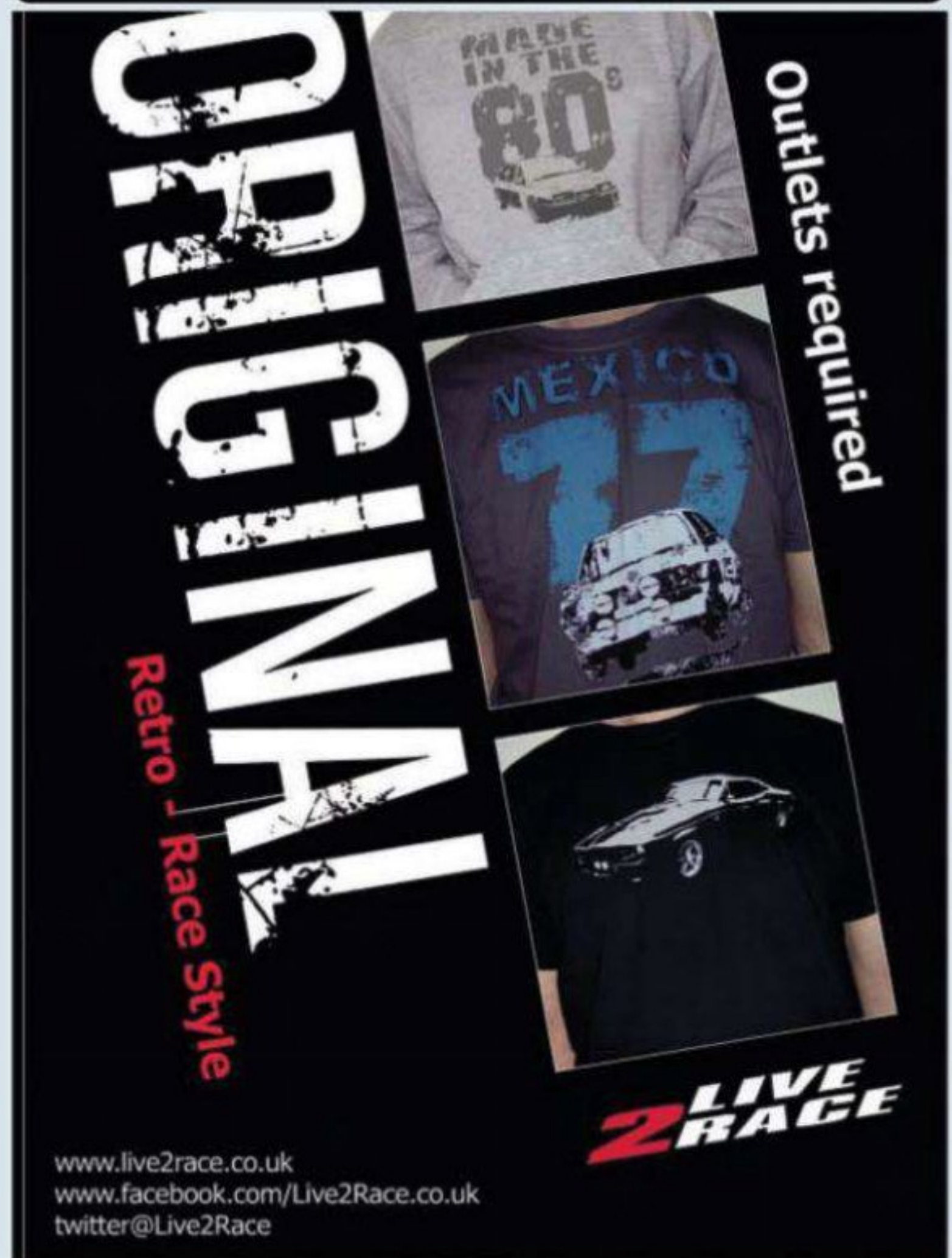
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## Ford calls on MSA support

Bosses believe new EcoBoost could be answer to junior racing's problems

» **LEADING FORMULA FORD** figures have called on the governing body the Motor Sports Association to get behind their series to help rationalise single-seater racing in the UK.

The category held its first race for the new turbocharged EcoBoost cars at Oulton Park last weekend, with eight drivers on the grid. Key players within the category feel the governing body should back Formula Ford to help it grow, give drivers a clearer path towards the professional ranks and boost single-seater racing in the UK.

Fluid Motorsport boss Lindsay Allen said: "The MSA is backing old formulas, but Ford and the teams have gone to the trouble [with the new car] and we need support from the motorsport authorities. I think this year is going to be a struggle, but by the third year it should really start to come strong."

Ford has worked to keep costs down for the first year with its new car, subsidising certain parts and limiting gear ratios, but Allen feels budgets will need to go up to make the formula attractive to professional outfits.

"The prices really should be heading towards £150,000 – that's where we should be if we're trying to attract the professional teams," said Allen. "It needs to be viable for everybody."

Jamun Racing boss James Mundy believes Formula Ford, Formula Renault BARC and InterSteps are all competing over the same drivers and budgets. He feels the governing body has an opportunity, following the cancellation of Formula Renault UK earlier this year, to rationalise and strengthen the UK single-seater structure by backing one national junior championship.

"I just think there are too many junior single-seater championships," Mundy

said. "Formula Ford has up-to-date technology, Ford is behind it and it has a good calendar. We need the MSA to get behind us too, but whatever happens they need to get control of the situation."

"Look at the amount of championships we have, whereas in Germany, for example, there are only two single-seater championships. Because EcoBoost is new it's going to grow, whereas the other [UK] options are using old cars. [Formula Renault] BARC I don't really understand and I can't see InterSteps growing, but the big problem is drivers are spread out."

"There's got to be a proper structure for junior drivers and I think Ford have got a really good product. Maybe they could restrict testing and bring in a chassis cycle to make it more attractive, but the MSA needs to be strong, back it, and take the opportunity to create some structure in this country."

Series boss Sam Roach is due to meet with the MSA to discuss the future of single-seater racing in the UK. He said having a single, promoted and backed junior single-seater championship would be "the right model whatever happens".

"I would love for it to be Formula Ford, but there needs to be clarity and guidance from the MSA," Roach said. "We have the building blocks in place to make our car the first step on the single-seater ladder; we just need more teams and drivers to come in and get behind it. If I could ask the MSA for one thing it would be to specify a preferred category."

### AUTOSPORT SAYS...

**BEN ANDERSON**  
NATIONAL  
EDITOR

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@haymarket.com



### 'CAREER' SINGLE-SEATER RACING

in the UK is in trouble. Formula Renault UK is dead and other grids (with one exception) are struggling.

There's a need – espoused by the FIA – to rationalise the ladder and Formula Ford has an opportunity to re-establish itself as the bottom rung using its EcoBoost car.

The first race of its new era at Oulton was disappointing. The field was small and the race was dull, but any overhaul needs time to bed in.

The real reason it was so underwhelming was dilution of the grid. Formula Renault BARC has a superb field, but it uses a technically historic car; InterSteps has Racing Steps Foundation and MSA support, but uses tired BMW chassis. Ford has manufacturer backing for a new cost-effective car, but a poor grid.

Better to have just one premier junior single-seater series with all of these drivers (and teams) competing. It would have to be based on Fford because it's the most modern option.

The present reality of professional single-seater racing, never mind the future, lies abroad. If the MSA backed one category, perhaps on the TOCA package, with a (RSF?) scholarship to take the winner into the Formula Renault Eurocup, we would have a structure to discover and back the best UK talent. There would be no dilution, no hiding and no doubt.

With the will to regulate, there is potential to sort out this mess.

### Extra contact details

**Kevin Turner**, features editor  
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Fluid's Allen wants more support for Formula Ford



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British GT

# New cars rapid in British GT

BMW and Aston Martin machinery show promise on debuts at Oulton Park

Ecurie Ecosse won on the Z4's first time out

**BRITISH GT RACE**  
winner Jonathan Adam believes the new Aston Martin Vantage V12 will be a contender for this year's GT3 title, despite poor results on its race debut at Oulton Park last weekend.

The Beechdean-run car showed strong pace in the dry, with Adam qualifying second in his session, 0.375s slower than poleman Richard Westbrook's lap in the Trackspeed Porsche 997 GT3 R.

However, the car struggled badly in

the wet races because of a traction control issue and Adam/Andrew Howard's best result was ninth in the first race. Nevertheless, Adam believes the car has shown enough potential to be a factor this season.

"We know what the issue is but it's getting the setting right," said Adam. "Most of the testing we have done has been in the dry, so this was a test in a way. Our pace has been mega in the dry and the car has a good baseline."

"The potential is there; it was good to be in among the pros in qualifying."

The BMW Z4 fared better in wet conditions on its British GT debut, with the Ecurie Ecosse line-up of Alisdair McCaig and Oliver Bryant running a strong second from early on in race one and inheriting a surprise maiden win when the UA Audi retired with a fuel pick-up problem on the final lap. The team's second race was hampered by a right-front tyre breaking up, an issue series supplier Avon is to investigate.

McCaig said: "It's the 60th anniversary of Ecurie Ecosse so

everyone's delighted. We're hampered a bit with the balance of performance but the rain played into our hands."

## BRITISH GT QUALIFYING

Porsche 997 GT3 R	1m35.400s
Aston Martin V12 Vantage	1m35.775s
Ferrari 458 Italia	1m35.796s
Audi R8 LMS	1m36.803s
BMW Z4 GT3	1m37.372s
Nissan GTR GT3	1m37.661s
Ginetta G55	1m37.844s
Mercedes AMG SLS GT3	1m37.930s
Chevrolet Corvette Z06R	1m38.657s

## British Formula Ford

# EcoBoost Sinter almost ready

## FLUID MOTORSPORT BOSS LINDSAY

Allen hopes to have his new EcoBoost Sinter Formula Ford on the grid for round two at Brands Hatch next month.

Allen ran Alex Drabble and Matt Rao in Duratec Van Diemens at the Oulton Park season opener last weekend and also provided support for the older Myerscough College car of reigning Scottish FF1600 champion Kenneth Thirlwall.

He plans for former series race winners Garry Findlay or James Bridger to shakedown the new Sinter before its scheduled race debut at the Brands DTM meeting on May 19-20.

Rao has already committed to graduating to EcoBoost when the Sinter is ready and Allen said he was in talks with other drivers to expand the line-up.

"The FIA and Ford have come to look at it and it will be better than the Mygale because I've built a racecar, not a show car," said Allen. "Everything we've had

to do we've done from scratch - we've used nothing from the Duratec car except the knowledge we've gained."

Allen said the Caterham F1 team had been involved in designing the car's bodywork and given permission for the 'LA12' to use the Caterham name and livery for promotion.

Fluid helped Thirlwall while it builds EcoBoost machine



## Fun Cup

# Team Parker to Fun Cup

## LEADING PORSCHE CARRERA

Cup squad Team Parker has expanded to the Fun Cup for 2012.

Parker will run car number 21 for Ecurie Helga in the petrol class of the VW Beetle silhouette series and will field Caterham graduates Adrian Fleming, Adrian Barwick, Mark Lewis and Mark Cox.

Having started the five-hour opener at Donington Park earlier this month from the last row of the grid, the team was making progress before a collision with another car forced retirement.

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Formula Renault BARC

## Webster returns to Renault BARC and takes points lead with MGR

FORMULA RENAULT BARC

runner-up Josh Webster hopes to compete for the title again this year after a late deal allowed him to win at the season opener at Snetterton last weekend.

Webster narrowly lost out to Dino Zamparelli in the 2011 title race with Fortec Motorsports and had hoped to graduate to Formula Renault UK this season, but the cancellation of that

championship left him without a drive.

He regrouped and put together a deal with MGR Motorsport to return to FR BARC last week.

Webster took a win and two seconds at Snetterton to take the lead in the standings and could complete the rest of the season.

"It was a quite a blow when FR UK got cancelled so it's been a bit up and down since then," said the 18-year-old.

"To win with a car that was put together in the last few days is great.

"Whether we stay in for the full year depends partly on this weekend - we're also looking at doing some National Class F3 tests alongside BARC. It's a good result and we'll see what happens."

Webster leads at Snetterton



Scottish Mini Cooper Cup

## Di Resta makes Mini race debut

**STEFAN DI RESTA, YOUNGER brother of Force India Formula 1 driver Paul, had a brief racing debut at Knockhill last weekend.**

**Karter di Resta qualified 10th of 27 Scottish Minis, just 1.2s from pole, having done only one test before the event. But he was then involved in a multi-car incident early in race one and had to sit out the rest of the weekend.**

**He now hopes to appear in the series again to gain licence signatures, but is not planning to contest the full season. "It's not certain that I'm going to move into racing cars - this was a weekend to try, and also get my licence," he said. "We thought we might as well give the Minis a go because it has a strong grid.**

**"I've never had the raw ability that Paul's had, or the hunger, so that's why it's a hobby for me, but I've always been at the sharp end because Paul has crafted me into being a fast driver."**



Di Resta's debut was impressive but brief

FIA GT3/TOCA

## Hill stars in Merc GT3 test outing

FORMER GINETTA G50 CUP RACER

Jake Hill is hoping to appear in the FIA GT3 championship later this season after a successful maiden test with Mercedes team HEICO Gravity-Charouz recently.

The 2010 Ginetta Junior runner-up drove the squad's AMG SLS GT3 at the Algarve circuit in Portugal and excited team boss Alex Zoechling enough on his first visit to the track to be offered a drive.

Zoechling said: "Jake really

impressed us. He looked so at ease, he listened to and learned from our engineers, but mostly he was just really fast!"

Budget issues have prevented Hill from taking up the seat, but he hopes to raise the funding to race with the squad later on in 2012.

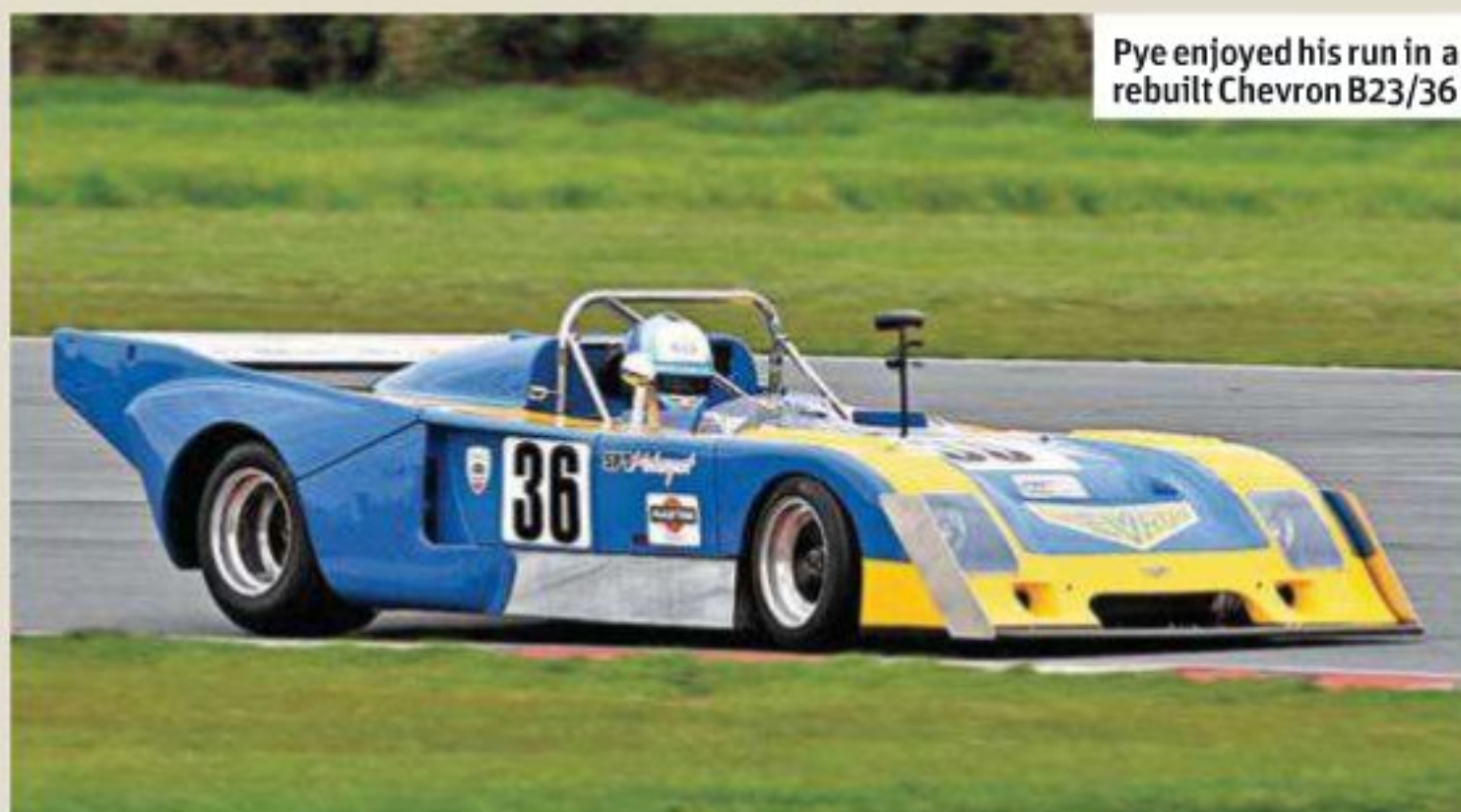
Hill also has a chance to compete in the second round of either the Ginetta GT Supercup or Renault Clio Cup at Donington Park this weekend, if he can raise some extra cash.

MARCUS PYE

## HUMBLE PYE

The voice of club motor racing

Pye enjoyed his run in a rebuilt Chevron B23/36



**A**t Hockenheim this weekend, the HSCC's Martini Trophy with SuperSports competition kicks off where the European two-litre sportscar championship fizzled out in 1975. To me, the later Group 6 prototypes (essentially two-seater F2 cars) were the ultimate machines for privateers, ever the lifeblood of endurance racing.

The era started spectacularly in 1970, with Brian Redman's stunning last-gasp Spa victory in the hurriedly 'spyderised' Chevron B16 over Jo Bonnier's Lola T210 snatching the manufacturers' crown for Derek Bennett's marque by a point. Redman's brilliance could not deny the Swiss-domiciled Swede - BRM's 1959 Dutch GP winner - the drivers' title though.

Bonnier had completed a hat-trick at Hockenheim's round, beating Abarth's armada and Redman's closed Chevron. Current Red Bull lynchpin Helmut Marko (Lola T212) won its '71 round, after which the series by-passed it until '74 when Alain Serpaggi triumphed in an Alpine-Renault whitewash. Hard-trying Briton Martin Raymond (Chevron-Hart B31) deservedly won '75's swansong, having chased Jorg Obermoser's Warsteiner Toj-BMW home in the first heat.

I've been blessed to race several of these sensational machines in Thundersports and Historic events since the '80s, so the opportunity to

'run-in' Al Fleming's Chevron B23/36 last Friday, post-rebuild, had me hot-footing it to Snetterton. Who cares about Bank Holiday weekend traffic? Just sitting in a Group 6 car makes me glad to be alive.

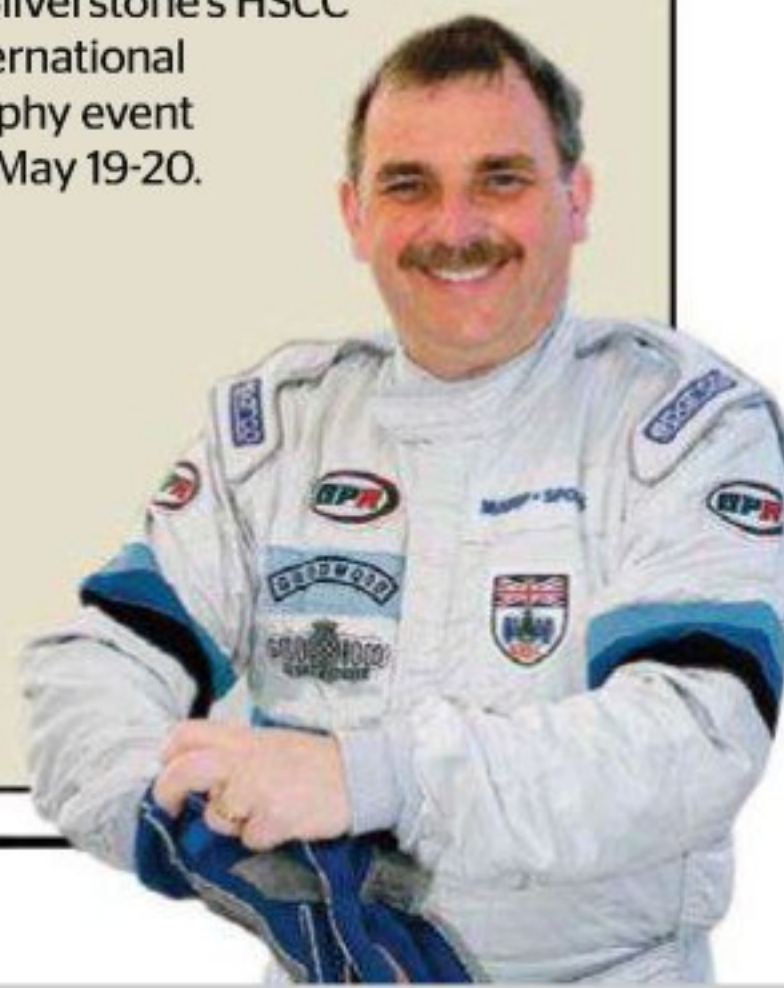
Chevron B23-73-25, which the former Slick 50 Saloon champion debuted last year, spent its early days in Italy where Eris Tondelli flew the 'Bolton Wanderers' flag. While it retains a panelled tubular chassis, it was factory-updated with winged '76-type B36 body and later raced in the USA, from where Fleming sourced it to augment his B8.

Prepared by Ian Jones of Racing Fabrications - who ran me in Rob Cox's Lotus Elan Special GT in '83, then in Don Wood's amazing Lola T294 at Donington in 1990 - and son Mike, the machine felt taut and agile, even as I bedded in brakes and checked fuel pick-up from new long-distance tanks.

I'd not driven the Snetterton 200 track, but the tricky Montreal (Sear) hairpin fires you out onto the Revett Straight. Hammering down it, 285bhp Cosworth BDG engine singing at 9000rpm in top, was exhilarating but the Chevron's wing made more downforce than I was ready for in two stints. Nonetheless, it's rekindled an old love affair.

Now I can't wait to see the cars at Silverstone's HSCC International Trophy event on May 19-20.

**“Hammering along with 285bhp was exhilarating and there was more downforce than I was ready for”**





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## IN BRIEF

Tandy took a sixth

**BRITISH FORMULA FORD TEAM**

boss and Porsche ace Nick Tandy made his British GT debut at Oulton Park last weekend, sharing a Motorbase 997 GT3 R with Steve Parish. Tandy missed qualifying after Parish went off in the earlier session and a tyre issue hampered their first race, but the duo charged to sixth in race two.

**EX-GINETTA CHALLENGE RACER**

George Murrells and former Formula Renault UK racer David McDonald shared Optimum Motorsport's Ginetta G55 in the British GT season opener at Oulton Park last weekend. The pair finished 16th and 18th in the two races.

**GINETTA ACE MIKE SIMPSON**

replaced reigning Welsh Sports Saloons champion Dominic Evans in Century Motorsport's British GT4 Ginetta G50 at Oulton. Evans did not have the correct licence to race the car, so Simpson partnered VW Cup graduate Zoe Wenham to third in class in race two.

**THE WORKS JOTA-RUN MAZDA**

MX5 GT failed to make its British GT debut at Oulton last weekend due to technical issues. The team plans to be at the Nurburgring next month for round two.

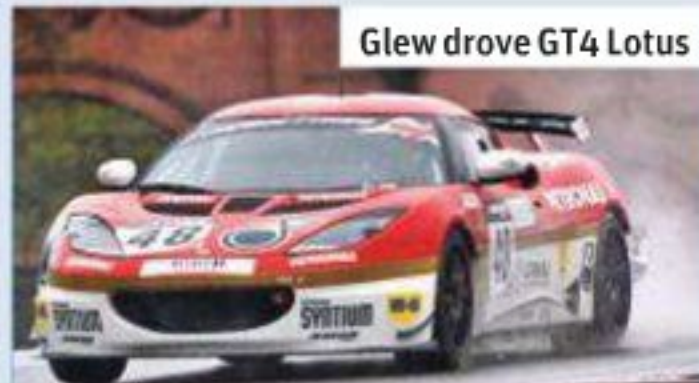
**RENAULT CLIO CUP FRONTRUNNER**

Josh Files made a one-off return to Thoroughbred Sportscars at Donington Park last weekend in his 2010 title-winning Triumph TR6. "I wanted some practice before next week's Clio race, but after the first couple of laps, I thought it was undrivable," he said. Files qualified on pole and won the race.

**FORMER RENAULT CLIO CUP**

champion Phil Glew rejoined the Lotus team for the British GT season opener at Oulton Park last weekend. Glew, who raced for Lotus in GT4 last year, shared one of the team's Evoras with Indian racer Sailesh Bolisetti and finished class runner-up in both races. Former Britcar and European GT4 racer Alistair MacKinnon and Brit GT returnee Marco Attard raced the sister car.

Glew drove GT4 Lotus



R400s last raced during 2009

Caterham R400

# Caterham set to revive R400

## Sportscar marque aims to introduce new series above current R300 contest

**CATERHAM IS PLANNING TO REVIVE** its R400 racing category for 2013.

The R400 Superlight Challenge was abandoned in 2009 due to low entries and the Cosworth engine falling out of line with the rest of Caterham's range.

The R300 series, launched in 2009, then became the top rung of the Caterham sportscar racing ladder, but the manufacturer now believes there is scope for a series above it.

AUTOSPORT understands that some components from the new SP/300.R sports prototype, race versions of which will also be made, will be used.

Caterham motorsport manager Simon Lambert said: "There isn't anything concrete on the R400 yet, but essentially there's demand from the R300 grid - we have people who have been doing it for three years and want to move on, and there are a lot of

drivers pushing up the ladder from below. It's one of those things that's been bubbling under the surface for a couple of years and it's about time it made a return.

"We're currently testing engine options based on development work from the SP/300.R. It will probably have a sequential gearbox and be our first slick-shod premier UK series since the old K-series powered R400."

Classic Thunder

## Ronchetti V8 Monaro wins on race debut

**CLUB TIN-TOP ACE JOSS**

Ronchetti claimed a surprise win in his new Vauxhall Monaro in the opening round of the Classic Thunder Championship at Snetterton last weekend.

Ronchetti, who has previously scored many successes in his



Ronchetti took Monaro to win

modified Talbot Lotus Sunbeam, controlled the race from the front after the leading Nissan Skylines clashed with backmarkers on the fifth lap.

Despite understeer problems, he held off Paul Dobson's Mazda RX7 by

0.237s to top the 23-car field.

Ronchetti lapped a second faster in the race than he did in qualifying and believes there is more to come from the V8 machine. "We were struggling with the car, there is still a lot of set-up work to do," he said. "It was encouraging, but it's not as quick as the Sunbeam yet."

It is hoped that more cars will join the second round at Silverstone in May, including Andy Robinson's Ford Falcon, the Mazda RX7 of Stacy Vickers, and former Alfa Romeo aces Tim Lewis and Adie Hawkins.

Ford Fiesta Junior

## Modest start for new Fiesta Junior series

**FORD FIESTA JUNIOR ORGANISERS** believe the series can grow despite just eight cars appearing for the inaugural race at Silverstone last weekend.

The BRSCC category caters for drivers aged between 14 and 17, the same age range as targeted by Ginetta Juniors and the 750 Motor Club's Saxmax series.

Fiesta Junior co-ordinator Kevin Shortis nevertheless believes there is room for the category to thrive:

"We have 12 licences on the table and

a number of drivers who have confirmed their interest, so I am hopeful numbers will swell," he said.

Freddie Lee, son of Hot Rod and Eurocar ace Barry, won the first race, in which only five cars made it to the finish in treacherous conditions. Race two fell to Charles Ladell.

Ginetta secured 14 entries for its first 2012 Junior round at Brands Hatch, while only seven cars made it out for the Saxmax opener.

Lee won the first Fiesta Junior race at Silverstone





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Sunday 7th October 2012  
**Teesside Karting**  
Sunday 11th November 2012

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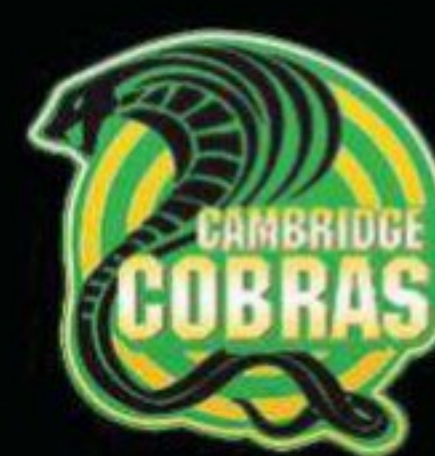
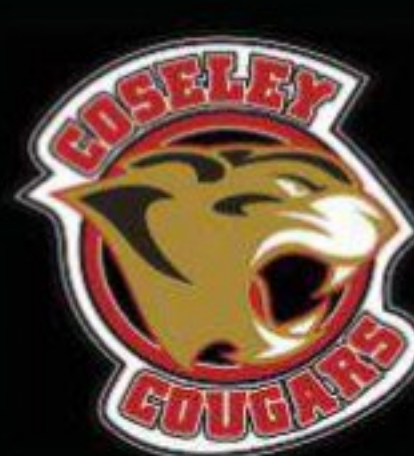
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## IN BRIEF

Fish tested Ensign



### FORMER RADICAL AND RENAULT

Clio racer Simon Fish will contest this year's Grand Prix Masters series with the ex-Tiff Needell Unipart Ensign. "I raced a Surtees TS16 at the Silverstone Classic last year, liked it and decided to buy a car," he explained after testing the Ensign for the first time at Donington last Thursday.

### HISTORIC ACE EWAN MCINTYRE

is swapping from his familiar Lotus XV to a McLaren M1C for Masters events this year. Along with brother Jamie, who is also building a Bizzarrini GT, Ewan gave the car a shakedown at Donington Park last Thursday after a total rebuild.

### CASTLE COMBE SPORTS & GT

championship sponsor Doug Watson's Vadabar BMW E63 M6 was not ready for the 30th anniversary series opener on Monday. The 550bhp V10-engined coupe should debut on May 7.

### PORSCHE CARRERA CUP POINTS

leader Michael Meadows topped the series' Thruxton test last week by 0.6s. Fergus Walkinshaw (Ginetta GT Supercup), Niall Murray (Ginetta Junior) and James Colburn (Renault Clios) were quickest in their respective sessions.

### RUSSIAN TIMUR TIMERZYANOV,

one of the pre-season favourites for the European Rallycross Championship, was forced to withdraw from the opening round of the series at Lydden last weekend after being denied entry to the UK because of a visa problem. The event will become one of the Hansen Motorsport Citroen driver's dropped-score rounds.

### FORMER IRISH FF1600 CHAMPION

John Ferguson made his Porsche GT3 Cup debut at Snetterton last weekend. "I wanted to do something different," said Ferguson, who retired from both races.

### ROGER DUCKWORTH WON THE

Alan Healey Memorial Stages Rally at Cadwell Park in his Subaru Impreza WRC. It was the first rally at the Lincolnshire circuit for eight years.

Duckworth won Cadwell rally



Donington Park

# BRSCC joins Donington

Leicestershire circuit wants club to help with its race calendar

Donington wants bigger meetings

**DONINGTON PARK AND THE** British Racing and Sports Car Club have joined forces to push the Leicestershire circuit forward.

Donington appointed the experienced Christopher Tate as managing director (see AUTOSPORT, November 10 2011) after its recent troubles. The BRSCC will provide consultancy services focused on the circuit's relationships with national and international motorsport governing bodies.

"When you are one circuit operating

on your own it's difficult to keep up with everything," said Tate, who confirmed the BRSCC would not take over the running of the venue. "When you're running as many things as the BRSCC you have a broader perspective.

"We don't have access to all the international contacts we need and the BRSCC is the obvious choice: they are a club without a circuit and we are a circuit without a club.

"There is a lot going on at Donington - new investment, improvements, key staff - and we know it's time for new

initiatives in the way circuit owners and the major sporting clubs work together."

The agreement comes just over a week after it was announced that the 750 Motor Club has moved its racing headquarters to Donington. New competition secretary Giles Groombridge will run the office with sometime Stock Hatch racer and Saxmax coordinator Nicky Funnell.

Tate confirmed that the circuit will work with the 750MC on fresh club projects. "It'll be about encouraging new people into the sport," he added.

## Lola loses out to Chevron in French sportscar battle

Frederic da Rocha took this Lola T298 to second place in the Classic Endurance Racing event at Nogaro last weekend, finishing behind the polesitting Chevron B36 of Martin O'Connell and Sandy Watson



### Scottish Mini Cooper Cup

## Kart ace fast on Mini debut

### FORMER ROTAX MAX KARTING

ace Ross Wylie scored a podium on his car racing debut in the Scottish Mini Cooper Cup at Knockhill last weekend.

Wylie, 20, the 2008 Junior Rotax Stars of Tomorrow title winner and 2010 British Open Senior Rotax karting champion, qualified ninth before finishing seventh and eighth in the first two Mini races.

Wylie then finished second in the final race of the weekend, less than a second behind winner David Sleigh. The Scot plans to contest the full championship and hopes to become a professional sportscar racer in the future.

"This is a learning year for me," said Wylie. "I'd like to use 2012 as a platform to build a career as a professional racing driver. I'd like to move up to the Porsche Carrera Cup and then race in sportscars."



## NATIONAL RACES & RESULTS

BARC  
SNETTERTON 200

### MGOC QUICK RESULTS

→ Race 1 **Sam Smith**  
→ Race 2 **Smith**



Pearson was peerless in Classic FF2000



BARC SNETTERTON, APRIL 7-8

# Smith snatches success

Smith narrowly pipped Mellor in both MG races

**A VARIED ARRAY OF** championships supported BARC's headline Formula Renault act, with single-seaters, saloons and sportscars braving the intermittent rain.

Some of the best battles came in the MG Owners' Club double-header, where a pulsating scrap between Sam Smith and David Mellor heated up the opening leg. It climaxed as the pair sped side-by-side down Bentley Straight for the penultimate time, banging doors as they swept into Brundle, with Mellor stealing through on the inside to lead. Smith returned the compliment (albeit without contact) next time around and held on to win in a drag race to the flag.

Battle resumed in part two, with Smith surging from sixth to second and quickly closing on Mellor's tail. The pair swapped twice before Smith made sure of another win on the final sprint down Bentley Straight. The double was fine reward for Smith after he worked hard over the winter following a crash at Silverstone last season.

Poleman Mike Gardner

and reigning Class A champion Stuart Kestenbaum also enjoyed a tenacious scrap for the lead in Classic FF1600, swapping places four times before gear linkage failure ended Gardner's weekend, handing Kestenbaum the win. Meanwhile, Steve Bell charged from the back after a misfire in qualifying to inherit second.

Despite Gardner's absence, there was more epic duelling in the sequel as Kestenbaum and Bell spent much of the race side-by-side. In the end a lock-up by Kestenbaum into Nelson on the penultimate lap secured Bell the victory.

The pair squared up again in the Pre-1990 Formula Fords, where a gutsy move in damp conditions by Kestenbaum round the outside of Riches proved decisive. Bell's chances of recovery ended when he overcooked it and took to the escape road at Brundle on lap seven of 10.

Last year's AUTOSPORT Golden Helmet winner Garrie Whittaker took another unflustered lights-to-flag win in the first of two Kumho BMW

events, edging clear of Colin Wells' similar M3, with Karl Skitt (318) in a distant third.

Whittaker looked like repeating the feat in race two, before the chasing Wells wrenched the lead away when the pair collided at Brundle on lap 11. Whittaker swiftly reasserted himself, only to tangle with a backmarker at Murrys next time around and lose the place again. This time the chequered flag cut short his charge with Wells' bootlid in sight. Meanwhile Skitt recovered to third after earlier being nerfed off in the race.

Just seven cars contested the Porsche GT3 Challenge's first race as a full-blown championship, with poleman James Birch providing much of the early action. Having dropped back after a poor start, he hauled himself into second only to suffer a high speed spin into Brundle on lap five. Having clipped the barrier on entry, Birch was briefly airborne as he hurtled across the grass, before showing remarkable composure to jam the car back into gear and rejoin third. Sadly the damage incurred forced him into retirement.

Meanwhile, fast-starting Steve Liquorice led comfortably throughout. A last-lap spin cost John Ferguson second, leaving Jason Sherwood to blast past Neil Houston and grab the place.

After overnight repairs, Birch claimed victory in the greasy conditions of race two, coming through from the back to overhaul long-time leader Sherwood.

The Classic Thunder/Blue Oval Saloon race looked like being dominated by the straightline speed of Darren Bly and Mark Biggars' pair of mighty Nissans. But a collision



Kestenbaum (13) and Bell put on some fine racing



**FR BARC QUICK RESULTS**  
→ Race 1 **Josh Webster**  
→ Race 2 **Seb Morris**  
→ Race 3 **Scott Malvern**

**“We misjudged the tyre pressures, went a bit wide and the front wishbone sheared off”**

Seb Morris was happy to salvage sixth after his race-one problems

**REPORT'S  
SPORTS EXTRA**

Morris leads bumper field into Riches



FORMULA RENAULT BARC SNETTERTON, APRIL 7-8

## Webster, Morris and Malvern star

**BOOSTED BY THE** cancellation of this year's flagship UK championship, a 25-strong field assembled for the Formula Renault BARC

season-opener at Snetterton. Among an impressive line-up was 2011 runner-up Josh Webster, Ginetta Junior champion Seb Morris, and British Formula Ford

champion Scott Malvern.

Fittingly they shared a victory apiece, with the impressive Webster topping the points table after a win and two second places.

Nevertheless, it was a scintillating Morris who set the standard throughout the wet qualifying, emphatically claiming a hat-trick of poles. Despite coolly

translating his advantage into a first-lap lead in race one, it all went wrong when an off into Riches next time round left Morris with a damaged front wishbone and battling to salvage sixth place.

While Morris toiled, Webster led from Malvern, who showed his Formula Ford pedigree by pulling a great move up the inside into Nelson on lap six of 15. Malvern looked increasingly comfortable in front until gear linkage problems left him free-falling down the order and gifted Webster the win.

Morris reignited his championship challenge with a consummate pole-to-flag win in race two. Having quickly progressed from fifth on

the grid to third, Webster snatched second from Malvern a lap from home.

With Morris stalling on pole in race three, Malvern took a deserved win ahead of Webster, who once more sprinted away from the third row to claim second.

### RESULTS (15 LAPS)

**1 Josh Webster;** 2 David Wagner +4.623s; 3 Macauley Walsh; 4 Trent Hindman; 5 Jake Dalton; 6 Seb Morris. **FL** Scott Malvern 1m10.918s (100.71mph).

**RACE 2 (18 LAPS) 1 Morris;** 2 Webster +7.339s; 3 Malvern; 4 Wagner; 5 James Fletcher; 6 Ivan Taranov. **FL** Morris 1m11.188s (100.33mph).

**RACE 3 (15 LAPS) 1 Malvern;** 2 Webster +4.597s; 3 Dalton; 4 Walsh; 5 Morris; 6 Wagner. **FL** Malvern 1m19.793s (89.51mph).

**Points 1 Webster, 88;** 2 Morris, 72; 3 Wagner, 68; 4 Malvern, 67; 5 Walsh, 63; 6 Hindman, 47.

with a luckless backmarker on lap six eliminated both of them, promoting Joss Ronchetti's immaculately presented Vauxhall Monaro V8 to the lead. "I just saw the smoke, made my way past it and thought 'that's a nice gift!'" he remarked. Ronchetti was shadowed to the finish by Paul Dobson's RX7, with Garrie Whittaker's M3 a close third.

Lawrie Dunster's M3 sailed serenely to victory in the Pre-1993 Touring Cars, ahead of an enthralling battle for second. Paul Bellamy (M3) held sway for much of the race before being shuffled

down the order, leaving Chris Bright (M3) to take the place.

Defending champion Ian Pearson proved peerless in both Classic FF2000 races. In the first, his task was eased when second-placed Scott Temple retired with a snapped gear lever. While Paul Burt took a lonely runner-up spot, the battle for third was separated by less than a second at the flag after Nigel Corry's late slip allowed Jon Finch and a charging Philip Hart to leapfrog him. Pearson shrugged off Sunday's miserably wet weather to take another dominant win in race two.

Mark Osborne's plucky Triumph Dolomite made the most of drizzly conditions in the Post Historic/Classic Group 1 Tourers encounter to lead its more powerful rivals early on. But as the track dried, the V8 Rovers of Tim Scott Andrews and Riorden Welby re-asserted themselves to claim the top spots.

Phil Manser guided his Mini Cooper past early leader Ken Lark's Alfa to win the Classic Saloon/Historic Tourers race. Richard Sprigg's Anglia further demoted Lark into Riches late on for second.

● Oliver Timson

Dunster took pre-1993 tin-top thrash



### MGOC (BOTH 10 LAPS)

**1 Sam Smith (MGF);** 2 David Mellor (MGF) +0.117s; 3 Peter Highton (MGF); 4 Paul Wisbey (MGF); 5 Dean Sullivan (MGZR); 6 Simon Kendrick (MGF). **Class winners** Sullivan; Harjinder Bhambra (MGZS); Jim Baynam (MGB Roadster). **Fastest lap** Mellor 1m29.994s (79.36mph).

**RACE 2 1 Smith;** 2 Mellor +0.326s; 3 Highton; 4 Kendrick; 5 Wisbey; 6 Will Sharpe (MGZR 160). **CW** Sharpe; Bhambra; Baynam. **FL** Mellor 1m30.129s (79.24mph).

### CLASSIC FF1600 (BOTH 15 LAPS)

**1 Stuart Kestenbaum (Van Diemen RF79);** 2 Steve Bell (Royale RP29) +8.856s; 3 Nigel Lingwood (Van Diemen RF80); 4 Colin Williams (PRS RW01); 5 Steve Pearce (Van Diemen RF78); 6 Andrew Smith (Van Diemen FA73). **CW** Smith.

**FL** Mike Gardner 1m21.121s (88.04mph).

**RACE 2 1 Bell;** 2 Kestenbaum +0.596s;

3 Williams; 4 Lingwood; 5 Smith; 6 Pearce. **CW** Smith; Mark Turner (Jamun T12B).

**FL** Kestenbaum 1m21.844s (87.27mph).

### PRE-1990 FF1600 (10 LAPS)

**1 Kestenbaum;** 2 Bell +7.766s; 3 Williams; 4 Pearce; 5 Lingwood; 6 Turner.

**FL** Kestenbaum 1m31.301s (78.34mph).

### KUMHO BMW (BOTH 15 LAPS)

**1 Garrie Whittaker (E36 M3);** 2 Colin Wells (E36 M3) +5.010s; 3 Karl Skitt (318 Compact); 4 Richard Bacon (E46 M3); 5 Stephen Pearson (M3); 6 Tom Wrigley (E36 M3). **CW** Pearson; Darren Fielding (M3); Roger Lavender (3 Series); Matthew Fielding (318 Coupe). **FL** Wells 1m19.138s (90.25mph).

**RACE 2 1 Wells;** 2 Whittaker +2.649s;

3 Skitt; 4 Pearson; 5 Lawrence Dunster (E36 M3); 6 James Card (E46 M3).

**CW** Pearson; D Fielding; Lavender; M Fielding. **FL** Wells 1m18.988s (90.42mph).

### PORSCHE GT3 CUP CHALLENGE

**(19 LAPS) 1 Steve Liquorish (997);**

2 Justin Sherwood (997) +3.259s;

3 Neil Houston (997); 4 Pete Smallwood

(997); 5 Mark Cowne (996); no other finishers. **CW** Cowne. **FL** John Ferguson 1m13.939s (96.60mph).

**RACE 2 (20 LAPS) 1 James Birch (Porsche**

**997);** 2 Houston +3.437s; 3 Smallwood;

4 Liquorish; 5 Cowne; no other finishers. **CW** Cowne. **FL** Birch 1m13.824s (96.75mph).

### CLASSIC THUNDER & BLUE OVAL

**SALOONS (16 LAPS) 1 Joss Ronchetti**

**(Vauxhall Monaro V8);** 2 Paul Dobson

(Mazda RX7) +0.237s; 3 Garrie Whittaker

(BMW M3 E36); 4 Ashley Bird (Ford Sierra XR4i); 5 Lawrie Dunster (BMW E36 M3);

6 Paul Bellamy (BMW M3). **CW** Whittaker; Bird; Dunster; Terence Clark (Ford Fiesta ST); Andrew Busby (BMW E30 M3); Gary

Parkes (Ford Ka); Brian Long (Ford Fiesta); Andy Johnson (Renault Clio). **FL** Darren

Bly (Nissan Skyline) 1m16.930s (92.84mph).

### PRE-1993 TOURING CARS (13 LAPS)

**1 Lawrie Dunster (BMW E36 M3);** 2 Chris Bright (BMW E36 M3) +17.097s; 3 Richard Miller (Ford Sierra Cosworth); 4 Tim Scott Andrews (Rover Vitesse); 5 Paul Bellamy (BMW M3); 6 Andrew Busby (BMW M3 E30). **CW** Busby; Daniel Smoughton (BMW E30 320i); David Howard (Jaguar XJ12); Simon Sheridan (Ford Fiesta XR2). **FL** Bright 1m32.923s (76.86mph).

### CLASSIC FF2000 (16 LAPS)

**1 Ian Pearson (Van Diemen RF83);**

2 Paul Burt (Van Diemen RF82) +26.010s;

3 Philip Hart (Van Diemen RF82); 4 Jon Finch (Van Diemen RF82); 5 Nigel Corry (Van Diemen RF82); 6 Chris Levy (Van Diemen RF82). **CW** Clive Wood (RF78). **FL** Pearson 1m16.557s (93.29mph).

**RACE 2 (14 LAPS) 1 Pearson;** 2 Scott

Temple (Van Diemen RF82) +16.704s;

3 Hart; 4 Finch; 5 Burt; 6 Corry. **CW** Wood. **FL** Pearson 1m28.118s (81.05mph).

### POST HISTORIC AND CLASSIC GROUP

**1 TOURERS (13 LAPS) 1 Tim Scott**

**Andrews (Rover Vitesse);** 2 Riorden Welby (Rover SD1) +0.700s; 3 David Hickton (Opel Ascona); 4 John Wright (Ford Escort RS);

5 David Howard (Jaguar XJ12); 6 Tony Crates (Ford Cortina Lotus Mk2).

**CW** Hickton; Howard; Crates.

**FL** Welby 1m29.701s (79.62mph).

### CLASSIC SALOON & HISTORIC

**TOURERS (12 LAPS) 1 Phil Manser**

**(Mini Cooper);** 2 Richard Sprigg (Ford

Anglia 105E) +7.093s; 3 Ken Lark (Alfa

Romeo GT Junior); 4 Steven Sprigg (Ford Lotus Cortina); 5 Luc Wilson (Austin A40);

6 Stuart Radford (Triumph 2000). **CW** Lark; S Sprigg; Wilson; Radford;

Keith Peter Wright (Morris Minor). **FL** Lark 1m42.437s (69.72mph).





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Scott's pace deserved more



EUROPEAN RALLYCROSS LYDDEN HILL, APRIL 8-9

# Foust splashes to victory

Foust dealt with the poor conditions to win

**THERE WERE NOT** many at Lydden who thought to be in England in April was that great, but American Tanner Foust was one of the few not to mind the persistent rain.

Despite his admitted lack of experience in the wet, the Ford-backed driver was consistently best and, having given the pack the slip at the first corner of the A final, drove away for a clear win.

The rain was the story of the weekend, soaking into everything. It caused the first qualifying heat to be abandoned on the opening day when water caused the starting lights and jump-start detection system to fail. That meant that all three heats and the finals were run on Monday, the organising Lydden Hill Motorsport Club under pressure to compress the timetable in unfavourable conditions.

Tyre choice was an ever-present issue, but OMSE, Ford's team in rallycross, were delving deeper and changed the front differential in Foust's Fiesta twice as they searched for the best wet

set-up. "I'm not used to the rain," said the Californian, "And we have not done much wet running so the team treated this like a test and led the way on set-up."

"I really messed up the second heat because I didn't have the car in gear at the start, but in the first and third heats everything was great and we were fastest. Once I led the first lap of the final I just focused on being smooth."

Behind Foust there was nothing smooth, those chasing having to contend with windscreens that were frequently opaque. Mats Lysen ran second just about the whole way, slipping back only when he took the Joker Lap.

Having bumped into each other once or twice earlier in the event, Guttorm Lindefjell and Liam Doran brushed again in the A final, this time as Doran, on a roll after winning the B final, cut his way through the pack. In a bullish drive, Doran climbed to third, his team getting to grips with a new car in the rain for the first time.

Stig-Olov Walfridson and Andy Scott had shared

the front row with Foust, but Walfridson slipped back to sixth, while Scott got a screen full of mud and ran wide at turn one, losing too much time to feature; a disappointing end after his magnificent run through the heats.

The event also formed a points-scoring round of the British championship, Doran the highest placed registered contender and so the effective winner of that ahead of Scott. Third and fourth places in the BRC were taken by Julian Godfrey and Steve Hill who had a race-long duel in the B final, eventually finishing third and fifth after a late slip allowed Svein Roger Andersen to split them.

As the age of rallycross drivers continues to get

younger, 18-year-old Finn Jussi-Petteri Leppihalme claimed his first win in the Super1600 class and 19-year-old Swede Anton Marklund opened his first ERC season with the TouringCar victory.

Leppihalme was sublime, leading from pole and beating team-mate and

defending champ Andreas Bakkerud at a canter.

Marklund's win was a little fortuitous, pole starter Derek Tohill delayed in a first corner tangle with David Nordgaard, but eventually recovering to third behind Roman Castoral.

● Tim Whittington

## SUPERCAR

1 Tanner Foust (Ford Fiesta VII); 2 Mats Lysen (Renault Clio III); 3 Liam Doran (Citroen DS3); 4 Guttorm Lindefjell (Skoda Fabia); 5 Michael De Keersmaecker (Ford Focus II); 6 Stig-Olov Walfridson (Renault Clio III); 7 Jean-Luc Pailler (Peugeot 207); 8 Andy Scott (Ford Focus II).

## ERC Points

1 Foust, 20; 2 Lysen, 17; 3 Doran, 15; 4 Lindefjell, 13; 5 De Keersmaecker, 12; 6 Walfridson, 11.

## BRC Points

1 Ollie O'Donovan (Ford Focus), 32; 2 Scott, 29; 3 Pat Doran (Citroen C4), 28; 4 Julian Godfrey (Ford Fiesta VI), 26; 5 Steve Hill (Mitsubishi Lancer E10), 25; 6 L Doran, 20.

## SUPER1600

1 Jussi-Petteri Leppihalme (Renault Clio II); 2 Andreas Bakkerud (Renault Twingo II); 3 Krzysztof Skorupski (VW Polo IV); 4 Ulrik Linnemann (Peugeot 207); 5 Jaroslav Vancik (Skoda Fabia); 6 Vadim Makarov (Skoda Fabia II); 7 David Johansson (Citroen DS3); 8 Rene Munnich (Skoda Fabia II).

## TOURINGCAR

1 Anton Marklund (Ford Fiesta VII rwd); 2 Roman Castoral (Opel Astra G rwd); 3 Derek Tohill (Ford Fiesta VII rwd); 4 Tomdaniel Tanevik (Mazda RX8); 5 Koen Pauwels (Ford Fiesta VII rwd); 6 David Nordgaard (Ford Focus II rwd); 7 Kim Steinsholt (BMW 1); 8 Pedro Bonnett (Volvo C30).



Leppihalme (left) was top Super1600





CASTLE COMBE SPORTS & GT AND COMBE SALOONS CASTLE COMBE, APRIL 9

## Prebble brothers win two in Combe turbo chargers

**SEVENTIES SPECIAL** saloon ace Brian Prebble was the proudest man at Castle Combe on Monday as sons Gary and Adam sizzled to a win apiece in the Historica-themed season opener.

Persistent rain played into Gary's hands in the first Sports & GT championship race of 2012, for he planted his four-wheel-drive Mitsubishi Evo on pole and scarpers as rival Simon Tilling's Radical SR3 was swallowed by the pack at the start.

Defending champion Tilling, now with a smaller but more powerful turbocharged 1175cc RPE Suzuki Hayabusa engine, quickly clawed his way back to second. Having

passed Nigel Mustill's monstrous Aquila V8, the chase intensified.

Tilling reeled in Prebble, but gyrated at the Esses on the penultimate lap. He still finished a class-winning second ahead of Mustill, with Darcy Smith's Radical SR4 fourth, shadowed by Des Andrews's Megahart.

Adam Prebble was beaten away at the start of the Combe Saloons race. But having displaced Will di Claudio's hot Peugeot 106 from second, he blasted his Rover 'Tomcat' past Mark Funnell's Mini Cooper S through Hammerdown on the opening lap and was not headed thereafter.

"I couldn't believe the times," he beamed after beating Funnell and Tony



Gary Prebble leads Tilling's Radical

Hutchings (Audi TT) home.

Having graduated to Class B, series returnee di Claudio was delighted to win it. Mark Wyatt's two-litre Vauxhall Astra narrowly beat Class C victor Russell Akers's 1400cc version to fifth, Akers having won a frantic scrap with Charles Hyde-

Andrews-Bird's Ford Fiesta.

● Marcus Pye

### CASTLE COMBE SPORTS & GT (15 LAPS)

**1 Gary Prebble (Mitsubishi Lancer Evo)**; 2 Simon Tilling (Radical-RPE SR3 t/c) +14.025s; 3 Nigel Mustill (Aquila GR1); 4 Darcy Smith (Radical SR4); 5 Des Andrews (Megahart-Vauxhall 001); 6 Martin Baker (Radical Clubsport). **Class**

**winner Tilling. Fastest lap** Tilling 1m15.996s (87.63mph).

### CASTLE COMBE SALOONS (15 LAPS)

**1 Adam Prebble (Rover 220 Turbo)**; 2 Mark Funnell (Mini Cooper S) +15.392s; 3 Tony Hutchings (Audi TT); 4 William di Claudio (Peugeot 106GTi); 5 Mark Wyatt (Vauxhall Astra); 6 Russell Akers (Vauxhall Astra). **CW** di Claudio; Akers. **FL** Prebble 1m33.312s (71.37mph).



Campfield heads the exotica early on

HRDC GTS65 CASTLE COMBE, APRIL 9

## Campfield wows in rain but exotica steals show

**NOT SINCE THE 1960s**, when Ron Fry brought out his Ferrari 250LM or Ford GT40, had there been as much exotica in a Castle Combe GT race.

Richard Frankel's Scuderia Filipinetti Porsche 904/6, started by Barrie Williams, local man Nigel Williams's Alfa Romeo Giulia TZ and Keith Ahlers's ex-Chris Lawrence Morgan SLR all won their classes, but nobody could catch the Austin-Healey

3000 of Marc Campfield.

In flamboyant style, redolent of John Chatham and Stewart Hands 45 years ago, Campfield hurled his big Healey round in the wet. Courting both grass and puddles, he retrieved it from seemingly impossible angles, encouraged by crisp barbs of straight-six power. "Big gonads," smiled David Smithies, having chased fruitlessly in Chris Clarkson's 3000.

The Roxwell Racing

Aston Martin DB4 of John Young and Nick Naismith was third, while Healey hero Denis Welch hauled Malcolm Verey's Cadillac V8-powered Allard J2 to a spectacular fourth.

● Marcus Pye

### RESULTS (26 LAPS)

**1 Marc Campfield (Austin-Healey 3000)**; 2 Chris Clarkson/David Smithies (A-H 3000) +1m23.299s; 3 John Young/Nick Naismith (Aston Martin DB4); 4 Malcolm Verey/Denis Welch (Allard J2 'BB'); 5 Barrie Williams/Richard Frankel (Porsche 904/6); 6 Ted & Mark Williams (AC Cobra). **CW** Williams/Frankel; Nigel Williams/Andy Newall (Alfa Romeo Giulia TZ); Keith Ahlers (Morgan SLR). **FL** Campfield 1m43.283s (64.48mph).

HRDC MGB50 CASTLE COMBE, APRIL 9

## Smith starts celebration

**FEW QUESTION TOM** Smith's pre-eminence among MGB racers on the historic scene, for the reigning HSCC Guards Trophy champion has for several seasons been difficult to conquer in father Doug's MG Motorsport-built cars.

Nonetheless, Ben Rushworth laid down a marker in the B's golden jubilee year by seizing pole for the HRDC's first MGB50 race. James Cottingham, never overawed by Smith's reputation, completed the front row for the Appendix K race.

Smith had control from the start, but Rushworth's lurid cornering kept him close either side of a brief yellow-flag period. Ben dropped it at Quarry, but after a stop to check wounds inflicted by the conveyor belting returned at unabated pace.

Cottingham was thus

promoted to second, and Andrew Bentley to third. Behind Dominic Barnes, Nick Sleep just staved off Jon Sandilands for fifth.

A lap down, Jonathan Loader was seventh on the debut of his Loaded Gunn Racing car, with Paul Campfield, the recovering Rushworth, Martin Richardson and Paul Latimer's early ex-Rod Longton car in his mirrors.

● Marcus Pye

### RESULTS (16 LAPS)

**1 Tom Smith**; 2 James Cottingham +13.002s; 3 Andrew Bentley; 4 Dominic Barnes; 5 Nick Sleep; 6 Jon Sandilands. **FL** Smith 1m45.995s (62.83mph).



Smith topped 17-car MGB field





Orgee won Combe FF1600

HRDC GRAND TOURING GREATS CASTLE COMBE, APRIL 9

# Mini Jem sparkles brightest for Davis



Davis topped fine small-fry entry

A WONDERFUL ARRAY of small-bore GT cars of the Pre-'65 era – including Austin-Healey Sprites and MG Midgets in pretty much every period body permutation – plus some droolsome Alfa Romeos made for a superb HRDC Grand Touring Greats season opener.

Rae Davis made the best start, forging his Mini Jem into the lead from the middle of the front row. Paul Woolmer's alloy-bodied Sebring Sprite and the dayglo Le Mans Sprite of Jim Prentice headed the chase initially, although Ben Adams soon started pestering the BMC 'A'-

Series screamers in father Peter's Turner-Climax.

The dark horse, however, proved to be Ken Selfe, whose Mini Marcos qualified fourth but was gobbled up at the lights and came round only 16th on lap one. Back where he started after five tours, Selfe snatched third from Woolmer and – with a series of fastest laps – closed on the scrapping Davis and Adams. Before he could pounce, however, his blue plastic bullfrog faltered and headed pitward.

The Davis-versus-Adams tussle had warmed spectators' hearts, with veteran Davis going ahead at Folly or Avon Rise, only to be outranked repeatedly into Quarry by the youngster. Experience prevailed, but Davis knew

he'd been in a race. "It was bloody hard work in there, with blokes coming at me from all directions. But there was not a single touch. Fantastic," he said.

Behind Adams and Woolmer, Will Penrose's Ashley Midget and Ian Hulett's pretty Wilson-Spratt Motorsport Sprite were split at the chequer by Richard Frankel's curvaceous Alfa Romeo Giulietta SS.

● Marcus Pye

## RESULTS (16 LAPS)

1 Rae Davis (Mini Jem GT); 2 Ben Adams (Turner Mk2) +11.145s; 3 Paul Woolmer (Austin-Healey Sebring Sprite); 4 Will Penrose (Ashley Midget GT); 5 Richard Frankel (Alfa Romeo Giulietta SS); 6 Ian Hulett (WSM Sprite). CW Frankel. FL Ken Selfe (Mini Marcos) 1m50.016s (60.53mph).

## IN BRIEF



Dorlin took damp HRDC63 thrash

## HRDC 63

Jaguar Mk2s dominated the race for early Group 2 Touring Cars at Castle Combe, Pete Dorlin seeing off Nigel Webb for a splendid victory. Ben Shuckburgh (Alfa Romeo Giulia Ti) beat Chris Scragg to third, preventing a podium lockout for the Coventry Big Cats.

## HRDC TOURING GREATS

Nigel Webb switched to his Jaguar Mk1 for the Pre-'60 set but, having stopped late in a crowded pitlane, had to work hard to repass the determined Mark Daniell's Austin A40 for the gold. Louise Kennedy's Fiat Abarth 600 topped the tiddlers.

## CASTLE COMBE FF1600

Roger Orgee began this campaign as he ended last. A safety car interlude did not faze the Van Diemen driver as he bested Spectrum trio Steven Jensen, Nick Jones and Nathan Ward. Poleman Ward made a dire start, recovered to second, then spun.

## SCOTTISH FORD FIESTAS

Scottish Fiestas pit STs and XR2s together, with George Orr sharing wins and second places with Dave Colville at Knockhill. Scott Robertson was third in race one, but Wayne MacCauley showed his prowess in the wet, taking third with his XR2 in race two.

## SCOTTISH LEGENDS

Three wins out of three demonstrated Ross Marshall's superiority in Legends at Knockhill. Gerard McCosh was second in the first race, but a fire at the hairpin in the second precluded further participation. Ex-stock car driver Robbie Burgoyne showed his class with two second places.

## Marshall was unbeaten in Legends



SCOTTISH MINI COOPER CUP KNOCKHILL, APRIL 8

# Sleigh family slides ahead in frantic Mini battles

THE DAY – AND THE 2012 season – began with a shunt on the second lap of the first Mini race, involving Kenny McLeod and taking out Stefan di Resta, brother of Formula 1 driver Paul.

The restarted race fell to Tim Sleigh over his brother, defending champion David. Tim led from the start, pursued by Kenny Brewster but, on lap six of the seven-lapper, David took second place.

The second Mini race was again a Tim and David Sleigh one-two, this time with Steven Brewster taking

third in torrential rain and fog, while David took victory in the finale.

● Garry Stagg

**RESULTS (7 LAPS)** 1 Tim Sleigh; 2 David Sleigh +1.787s; 3 Kenny Brewster; 4 Kyle Reid; 5 Steven Brewster; 6 Steven Clarke.

FL Reid 1m03.937s (72.18mph).

**RACE 2 (9 LAPS)** 1 T Sleigh; 2 D Sleigh +0.434s; 3 S Brewster; 4 K Brewster; 5 Clarke; 6 Malcolm McNab. FL S Brewster 1m10.043s (65.79mph).

**RACE 3 (9 LAPS)** 1 D Sleigh; 2 Ross Wylie +0.855s; 3 T Sleigh; 4 Clarke; 5 Kenny McLeod; 6 Michael Falconer. FL K Brewster 1m10.689s (65.19mph).

Mairs took bizarre win in Formula Ford



SCOTTISH FF1600 KNOCKHILL, APRIL 8

# Mairs takes shock win

THE FIRST FORMULA Ford 1600 race was an absolute show-stopper, with spectacular dicing most of the way between Ian Munro, Ali Dow and Jordan Gronkowski.

Gronkowski suffered an electrical fault when leading at the start of the last lap, leaving Munro and Dow to continue their epic battle right up to the last corner, where they took each other out. A delighted Ross McEwan took the victory, only to be excluded, a ballast error making his car underweight.

All this left a surprised Ivor Mairs the victor.

A semblance of normality returned for race two, despite the wet

conditions. Munro took victory, with Dow, Gronkowski and McEwan taking the next three positions. But a slightly bemused Mairs returned to Ireland still leading the Scottish championship!

● Garry Stagg

## RESULTS (BOTH 10 LAPS)

1 Ivor Mairs (Mondiale); 2 Andrew Cheshier (Van Diemen) +2.310s; 3 Kieron Blake (Van Diemen); 4 Laurie Hughes (Van Diemen); 5 Paul Kopec (Ray GRS08); no other finishers. FL Ian Munro (Van Diemen) 56.663s (81.32mph).

**RACE 2 1 Munro;** 2 Alistair Dow (Ray GRS09) +1.098s; 3 Jordan Gronkowski (Van Diemen); 4 Ross McEwan (Van Diemen); 5 Mairs; 6 Andy Paterson (Van Diemen). FL Dow 1m 02.572s (73.73mph).

Tim (left) and David Sleigh took six podiums between them







MA5DA MX5s SILVERSTONE, APRIL 7-8

## Narrow victories in bumper Mazda meeting

**THERE HAS BEEN NO** let-up in the popularity of Ma5da MX5s – 75 cars qualified for the Silverstone season opener last weekend, which comprised six races.

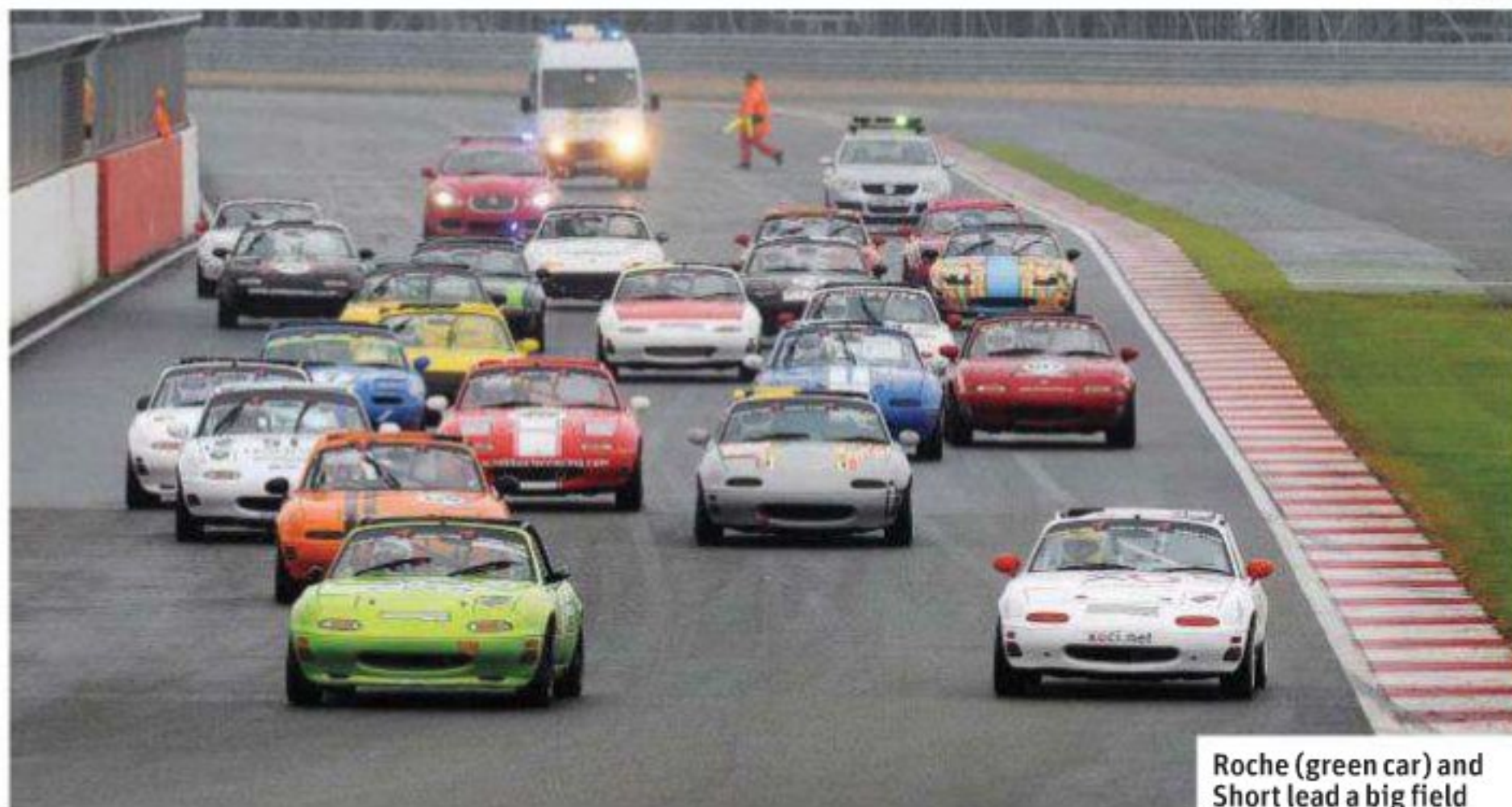
Category benchmark Tom Roche won the first race, but not before being pushed hard by Rhys Jenkins, who lacked a little in straight-line speed. He was eventually shuffled back to third by recovering poleman Ben Short, who had overshot Becketts on the opening lap and lost several places.

Last year's runner-up Adam Gore looked a likely winner of the second race. But, from being six seconds down in fourth with six laps to go, Scott Leach came through for a maiden win. Gore took too much kerb

at Luffield on the final lap, giving Leach the opportunity to scrape home by a tiny margin.

For an hour or so, Alex Preston savoured his first victory after being declared the winner of race three, but James Blake-Baldwin's appeal over a 10s jumped-start penalty was upheld.

Gore was the leader of the fourth race – which proved the most entertaining – until Short got ahead at the Complex. Half a lap later, a shake-up at Copse pitched Charlie Charman into the lead from Leach and Jenkins, who both subsequently led. Short got back to the front with two laps to go, but a mistake at Becketts handed the race to Charman. Gore's lack of respect for track



Roche (green car) and Short lead a big field

limits got him dumped from second to 12th.

Brian Chandler won race five from Brett Smith, while Roche became a double winner in the sixth event, defeating Blake-Baldwin by less than 0.2s.

● Ian Sowman

**RESULTS (16 LAPS) 1 Tom Roche;** 2 Ben Short +0.889s; 3 Rhys Jenkins; 4 Ed Gay; 5 Jade Edwards;

6 Simon Goddard. **Fastest lap** Roche 1m13.012s (80.88mph).

**RACE 2 (16 LAPS) 1 Scott Leach;** 2 Adam Gore (correct time not available); 3 Brian Chandler; 4 Alan Henderson; 5 Charlie Charman; 6 Carl Powell. **FL** Richard Lambert 1m13.243s (80.62mph). **RACE 3 (17 LAPS) 1 James Blake-Baldwin;** 2 Alex Preston +9.532s; 3 Mark Litherland; 4 Matt Robinson; 5 Piers Chandler; 6 Carl Andrew. **FL** Preston 1m12.329s (81.64mph). **RACE 4 (16**

**LAPS) 1 Charman;** 2 Jenkins +0.579s; 3 Goddard; 4 William Blackwell-Chambers; 5 Short; 6 Powell.

**FL** Goddard 1m13.725s (80.10mph).

**RACE 5 (16 LAPS) 1 B Chandler;** 2 Brett Smith +1.096s; 3 Lambert; 4 Preston; 5 Henderson; 6 Martin Tolley. **FL** Lambert 1m13.251s (80.62mph). **RACE 6 (14 LAPS) 1 Roche;** 2 Blake-Baldwin +0.153s; 3 Edwards; 4 Gay; 5 Paul Black; 6 Robinson. **FL** Roche 1m12.244s (81.74mph).



Cooper was unbeatable

FORD FIESTA STs SILVERSTONE, APRIL 7-8

## Cooper stakes his claim to Fiesta crown with double

**FORMER CASTLE COMBE** Saloon Car champion Jason Cooper set out his stall for a Fiesta ST title campaign with a dominant performance at Silverstone.

Having qualified on pole by three tenths of a second, he quickly dropped the chasing Andrew Wilmot at the start of the opening race, run on a track that was slightly too dry for optimum running of the rain tyres most selected. It was damp enough for Kevin Stirling to get out of shape at Becketts though, and he

collected the hapless Jordan Annells to bring out a late safety car. Cooper survived the attentions of Nick Bowers in a two-lap dash, while Wilmot completed the podium.

A top-eight reversed grid and 30kg of success ballast couldn't stop Cooper in race two. He took the lead at the Complex on the second lap after an opening-corner spin ahead of him cleared a path through. Reigning Si champion John Langridge was a strong second, with Wilmot clinging on to third

from Bowers and category veteran David Abbott.

Pete Daniels Motorsport did a tremendous job to get Annells out again, and he climbed from 19th to seventh, narrowly failing to get past fellow Saxmax graduate Aaron Trigwell, who had his second top-six finish despite being caught in the initial melee.

● Ian Sowman

**RESULTS (16 LAPS)**

**1 Jason Cooper;** 2 Nicholas Bowers +0.820s; 3 Andrew Wilmot; 4 Ian Fletcher; 5 Aaron Trigwell; 6 John Langridge. **FL** Bowers 1m14.382s (79.39mph).

**RACE 2 (17 LAPS) 1 Cooper;** 2 Langridge +3.058s; 3 Wilmot; 4 Bowers; 5 David Abbott; 6 Trigwell. **FL** Cooper 1m09.751s (84.66mph).

MA5DA MX5 CUP SILVERSTONE, APRIL 7-8

## Herbert strikes first

**A TEMPESTUOUS MX5** Mk3 season opener at Silverstone provided a win for Luke Herbert.

Matt Davies started alongside him, but a big sideways moment at Becketts on the first lap meant he did well to finally finish in the top six. Adam Gore nudged Herbert there a lap later, before losing out to Jordan Stilp, who then took the fight to Herbert. Ex-FFord Festival winner Chrissy Palmer outfoxed Gore to third on the final run out of Luffield.

Palmer was in sublime form for Sunday's two encounters, winning one in the damp and one in

the dry despite not having the ultimate pace. Several drivers led, including Stilp, who completed a hat-trick of second places on his category debut.

● Ian Sowman

**RESULTS (13 LAPS)**

**1 Luke Herbert;** 2 Jordan Stilp +2.167s; 3 Chrissy Palmer; 4 Adam Gore; 5 Andrew Clarkson; 6 Matthew Davies. **FL** Gore 1m08.805s (85.82mph).

**RACE 2 (12 LAPS) 1 Palmer;** 2 Stilp +0.922s; 3 Davies; 4 Herbert; 5 Gore; 6 Paul Sheard. **FL** Herbert 1m16.198s (77.50mph).

**RACE 3 (13 LAPS) 1 Palmer;** 2 Stilp +0.178s; 3 Sheard; 4 Gore; 5 Herbert; 6 Abbie Eaton. **FL** Stilp 1m09.239s (85.29mph).



Palmer won twice



MG TROPHY & PETER BEST INSURANCE CHALLENGE DONINGTON PARK, APRIL 8

## Cole takes hard-fought MG victory before Luti hits back



Luti (left) and Cole (right) shared the wins

**DOUG COLE AND PAUL LUTI** shared the victory spoils in the MG Trophy and Peter Best Insurance Challenge at Donington.

In the first race, Cole led from the start in his ZR 190, but he had to endure a hectic battle with Graham Ross and Christopher Bray – which on one occasion was three-abreast – before

he began to consolidate his advantage.

A safety car left Cole with it all to do again, but he held on to win as Bray and Ross continued to swap. When Ross missed a gear on the last lap that allowed Bray to take second, before he was penalised down to sixth for a yellow-flag infringement.

Luti and Mark Humphrey duelled behind the frontrunners, and it was Humphrey that finally took third after Bray's penalty, from Luti and Ollie Neaves.

It was a lights-to-flag win for the LE 500 of Luti in race two.

Cole made a break in second, after Ross went off at Coppice, but then

he spun at McLeans on lap eight of the 12-lap race, and this let Bray slip through.

Cole came back to reclaim the place at Goddards with a lap to go to add to his earlier victory, with Bray and Humphrey next up.

● Peter Scherer

### RESULTS (14 LAPS)

**1 Doug Cole (ZR 190);** 2 Graham Ross (ZR 190) +1.078s; 3 Mark Humphrey (LE 500); 4 Paul Luti (LE 500); 5 Ollie Neaves (ZR 190); 6 Christopher Bray (ZR 190). **CW** Luti; Paul Savage (ZR 160); James Darby (BGT); Alex Smith (ZS). **FL** Dan Neaves (ZR 190) 1m20.910s (88.05mph). **RACE 2 (12 LAPS)** **1 Luti;** 2 Cole +6.467s; 3 Bray; 4 Humphrey; 5 Paul Streather (ZR 190); 6 Robin Walker (ZR190). **CW** Cole; Savage; Darby; David Smith (ZS); Andrew Ashton (Metro Gti). **FL** Cole 1m20.919s (88.04mph).

## IN BRIEF



Blake defeated standard MX5 racers

### MX150R

Six of the kit cars with MX5 running gear are ready, but the Easter holidays meant only two had drivers for the inaugural rounds at Silverstone. Jonathan Blake twice romped through invited Mk1 MX5s to win.

### FORMULA JEDI

Reigning champion Richard Mitcham started his season with victory at Silverstone after his predecessor Andrew Dunn lost fuel pressure while chasing him. Wet weather complicated race two, with Dunn surviving to follow Mitcham home after a safety car.

### PRODUCTION GTI

Simon Hill bagged a double victory in the Golfs. In the first Silverstone race he took the lead from John Mawdsley on lap six, only to have to reclaim it at Copse on the final lap. Ray Grimes lost his race-two win due to a penalty.

### ECURIE GTS

Not even a late drive-through penalty could rob Brian Lambert's MGB of a lights-to-flag victory at Donington. Mark Ashworth (MGB) and John Andon (Triumph TR4) completed the podium.

### THOROUGHbred SPORTS

Josh Files and his Triumph TR6 stormed past the fast-starting Morgan Plus 8 of Andy Green on the opening lap at Donington. Rob Spencer (MGB GTV8) grabbed second, but spun at the Old Hairpin, handing the place to Ken Paton's RAM Jaguar D-type.

### METRO CUP

Mike Williams led a three-car break at the start of the Metro Cup at Donington, but Tom Sanderson went ahead at Goddards on lap three, only to go straight on at Redgate a couple of laps later. Williams was left with a decisive advantage.



Williams won

MG MIDGET/SPRITE CHALLENGE DONINGTON PARK, APRIL 8

## Sibley wins twice despite challenge from Weston

**PAUL SIBLEY MIGHT** have taken a double win, but he had to fight off a determined David Weston before making it safe.

Sibley, Weston and Martin Morris made early breaks in both races. While Morris gradually fell back in race one, Weston was able to make a late challenge for victory after three laps behind the safety car. Sibley held on by 0.163 seconds.

The second race followed a similar pattern until Weston made a push for the lead on lap three. With oil down at Redgate Sibley backed off; Weston kept his foot down and emerged with the edge. But Sibley responded and was back

ahead from Coppice.

Morris was a lonely third again, with Peter Collinson fourth after a great charge from the back of the grid.

● Peter Scherer

**RESULTS (12 LAPS)** **1 Paul Sibley (Midget);** 2 David Weston (Midget) +0.163s; 3 Martin Morris (Midget); 4 Andrew Actman (Healey Sprite); 5 Nigel Pratt (Midget); 6 Robin Lackford (Healey Sprite). **CW** Actman; Nick Ashman (Midget); Neil Cameron (Arkley Sprite); Lackford. **FL** Weston 1m20.766s (88.21mph).

**RACE 2 (15 LAPS)** **1 Sibley;** 2 Weston +8.352s; 3 Morris; 4 Peter Collinson (Healey Sprite); 5 Pratt; 6 Lackford. **CW** P Collinson; John Collinson (Midget); Tom Walker (Healey Sprite); Lackford. **FL** Sibley 1m19.411s (89.71mph) record.



Arculus won first FISCAR race

FISCAR DONINGTON PARK, APRIL 8

## Lotus defeats Jaguar

**THE AGILE LOTUS** Elite of Brian Arculus took honours in the inaugural FISCAR race.

Arculus easily secured pole, but initially lost out to Andrew Sharp's older Aston Martin DB2 in a late-braking manoeuvre at Redgate.

The Elite scythed ahead at Coppice on lap two and went on to complete a comfortable victory. Sharp stayed close for a lap or two, but cooked his drum brakes, which allowed Paul de Havilland (Jaguar XK150) and Andy Shepherd (AC Ace) past.

Shepherd dropped back

and eventually retired, which left Sharp secure in third. Mark Pangborn's Austin Healey 100M was fourth, but it took him until the latter stages to finally shake off Robin Pearce's AC Ace Bristol.

● Peter Scherer

### RESULTS (14 LAPS)

**1 Brian Arculus (Lotus Elite);** 2 Paul de Havilland (Jaguar XK150) +6.089s; 3 Andrew Sharp (Aston Martin DB2); 4 Mark Pangborn (Austin Healey 100M); 5 Robin Pearce (AC Ace Bristol); 6 Geoff Ottley (Jaguar XK120). **CW** Pangborn; de Havilland. **FL** Arculus 1m29.813s (79.32mph) record.

Sibley held off Weston





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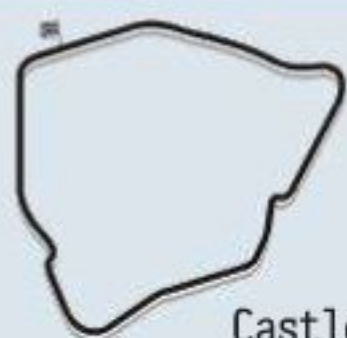
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# SPORTS EXTRA RESULTS ROUND-UP



Castle Combe



Knockhill



Silverstone National



Donington Park

## DONINGTON PARK MGCC, APRIL 8

**ECURIE GTS (34 LAPS)** 1 Brian Lambert (MGB); 2 Mark Ashworth (MGB) +7.275s; 3 John Andon (Triumph TR4); 4 Robi Bernberg (TVR Grantura); 5 Mike Harris (MGB); 6 Adrian Johnson (MGB). **CW** Andon; Richard McKeon (MG Midget). **FL** Lambert 1m26.283s (82.57mph) **record**.

**THOROUGHbred SPORTS (14 LAPS)** 1 Josh Files (Triumph TR6); 2 Ken Paton (Ram Jaguar D-type) +8.094s; 3 Jeremy Knight (Jaguar Revival D-type); 4 Rob Spencer (MGB GTV8); 5 Ian Prior (MGB GTV8); 6 Andy Green (Morgan Plus 8). **CW** Babak Farsian (MGB); Prior. **FL** Files 1m21.502s (87.41mph).

**MG METRO CUP (14 LAPS)** 1 Mike Williams; 2 Neal Gardiner +1.594s; 3 Thomas Grainger; 4 Chris Hughes; 5 Timothy Davies; 6 Jonathan Woodcock. **CW** Callum Evison; Grainger; Hughes. **FL** Hughes 1m29.167s (79.90mph) **record**.

**COCKSHOOT CUP & MGB CV8 (13 LAPS)** 1 Rob Spencer (BGT V8); 2 David Coulthard (ZR190) +2.316s; 3 Mike Peters (Midget); 4 Ian Prior (BGT V8); 5 Ashley Woodward (ZS180); 6 David Morrison (Midget). **CW** Ian Longhurst (B Roadster); Simon Wood (B); Richard Wilson (B Roadster); Ian Wright (Midget); Peters; Coulthard; Mike Rouse (F). **FL** Spencer 1m22.611s (86.24mph) **record**.



Smith's Morgan beat the Porsches at Knockhill

(Westfield); 4 Philip Duncan (Westfield); 5 Andrew Morrison (SEAT Leon Cupra); 6 Fiona Kindness (Nissan Skyline). **FL** Whyte 51.949s (88.70mph).

**RACE 21** Whyte; 2 Duncan; 3 Watson; 4 Morrison; 5 Kindness; 6 Alex Bruce (Mitsubishi Evo). **FL** Whyte 58.428s (78.87mph).

**SCOTTISH CLASSIC SPORTS & SALOONS (BOTH 10 LAPS)** 1 Andrew Smith (Morgan +8); 2 Stan Bernard (Porsche 911) +1.911s; 3 Raymond Boyd (911); 4 Willie Robertson (Datsun 240Z); 5 Robert Marshall (Ford Escort RS); 6 Alex Montgomery (MGB GT). **FL** Robertson 1m01.614s (74.79mph). **RACE 21** Smith; 2 Bernard +1.530s; 3 Marshall; 4 Boyd; 5 Robertson; 6 Montgomery. **FL** Marshall 1m05.576s (70.27mph).

## SILVERSTONE NATIONAL BRSCC, APRIL 7-8

### MASDA MX150R (BOTH 13 LAPS)

1 Jonathan Blake (MX150R); 2 Adam Gore (MX5) +4.865s; 3 Andy Coombs (MX5); 4 Charlie Charman (MX5); 5 Alan Henderson (MX5); 6 Matt Robinson (MX5). **FL** Blake 1m11.907s (82.12mph).

**RACE 21** Blake; 2 Simon Goddard (MX5) +8.342s; 3 Charman; 4 Mark Litherland (MX5); 5 Robinson; 6 Henderson. **FL** Blake 1m11.812s (82.23mph).

**FORMULA JEDI (22 LAPS)** 1 Richard Mitcham; 2 Barry Armstrong +8.557s; 3 Matthew Bett; 4 Paul Butcher; 5 Stuart Abbott; 6 Jonathan Packer. **CW** Will Picken. **FL** Mitcham 55.023s (107.32mph).

**RACE 2 (17 LAPS)** 1 Mitcham; 2 Andrew Dunn +8.893s; 3 Packer; 4 Abbott; 5 Lee Morgan; 6 Andy Ward. **CW** Picken. **FL** Mitcham 1m00.859s (97.03mph).

**PRODUCTION GTI (BOTH 13 LAPS)**

1 Simon Hill; 2 John Mawdsley +0.377s;

3 Nick Jarvis; 4 Andy Knowlton; 5 Ray

Grimes; 6 Dean Spurr. **CW** Craig Roberts.

**FL** Jarvis 1m12.665s (81.27mph). **RACE 2**

1 Hill; 2 Mawdsley +2.886s; 3 Knowlton;



## YOUR SAY

What you think of the motorsport news of the past week



Should racing be a contact sport?

### Standards are being driven down

I agree wholeheartedly with Kevin Turner about driving standards and track limit penalties (April 5, p77). While the lack of respect for track limits is annoying, it is nothing like as serious as some of the dreadful driving standards witnessed on race tracks lately.

In an era where budgets are hard to find and grids hard to fill, I felt exasperated to hear Jason Plato saying that "rubbin' is racing". That might be OK if you're a paid driver with a works team, but not when you're a privateer scraping every penny just to make it to the next meeting and a shunt could mean the end of your season.

**Steve Burden**, Cumbria

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**After reading of the recent** death of Ahmed Al-Samadi, shot last week by an unidentified gunman while filming the actions of the Bahraini security forces, I feel sick to my stomach that Formula 1 should have ever contemplated a return there.

F1 may still be, as Frank Williams said, "a sport for two hours when the lights go out", but it cannot bury its head in the sands of ignorance.

Nothing justifies an alignment with human rights abuses, which is what, in my view, the running of the race would now amount to.

Al-Samadi's death shows that the situation there has not been resolved, despite assurances to the contrary.

**Tim Hain**  
By email

**I cannot understand why** Damon Hill and co are all trying to stir up anti-Bahrain Grand Prix sentiment.

OK, Bahrain has had some issues relating to human rights, but F1 should stay out of politics and let the racing do the talking. The Crown Prince of Bahrain has been hugely supportive of F1 and has put vast amounts of

money into the sport. The grand prix has put Bahrain on the map and generates good income for the country, which is not oil-rich like many in the region.

Politics and sport never mix, so lay off the criticism of Bahrain and let's enjoy the spectacle there.

**Brendan Budgen**  
Berkshire

**With Mercedes ever more** upbeat about efforts to curb its car's tyre-eating habits, it is interesting to hear Michael Schumacher talk up his chances in China amid

the continuing questions about why he embarked upon a second career.

I think the answer is quite simple: his legacy in the sport. Despite topping all the stats, pundits can't let themselves put him at the top of the all-time-greats lists that surface periodically.

But one more victory would mean he has the same number of wins as Senna and Prost combined. So if he wins on Sunday, I wouldn't expect him to be hanging around in F1 much longer.

**Paul Irwin**  
Bexleyheath

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### TOP FIVE ON OUR WEBSITE

1. LOTUS ENDS TITLE SPONSORSHIP DEAL
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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.

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WHAT OUR READERS ARE TALKING ABOUT RIGHT NOW

Best facial hair in F1?

Fast cars at Bathurst...

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It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)



# THE LATEST GEAR

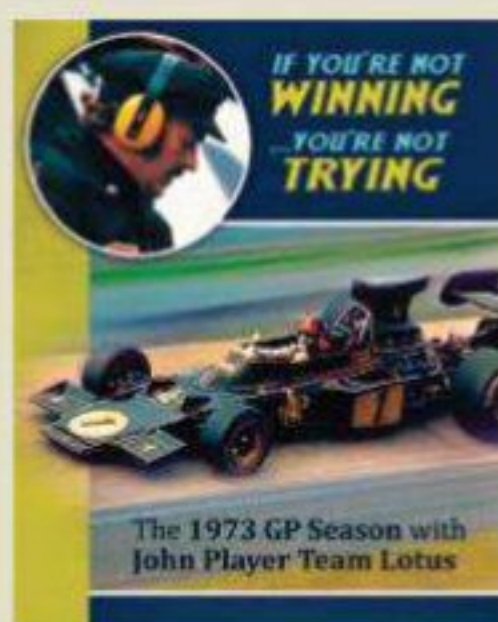
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## REVELL STAR WARS EASY KITS

From £12.99 (revell.eu)

Nothing to do with motorsport, you may cry, but *Star Wars* machinery is super-quick and super-cool, so it more than qualifies to appear on this page. Plus, Luke Skywalker sounds like a racing driver and he and George Lucas's other planet pirates were always prone to bit of an inter-galactic charge-about.

Model giant Revell has created these detailed, but easy-to-build plastic kits that are pre-painted and don't require any glue. They simply snap together and are ready to display or chuck around. Find them in all good toy and model retailers and check the official website for more information.



## LOTUS 1973 F1 DVD

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Fantastic warts-and-all documentary of Lotus's 1973 F1 season now on DVD. Listen in to team banter with chiefs Colin Chapman and Peter Warr and star drivers Emerson Fittipaldi and Ronnie Peterson as cast and crew face triumph and tragedy. With doubt one of the best racing films ever made.



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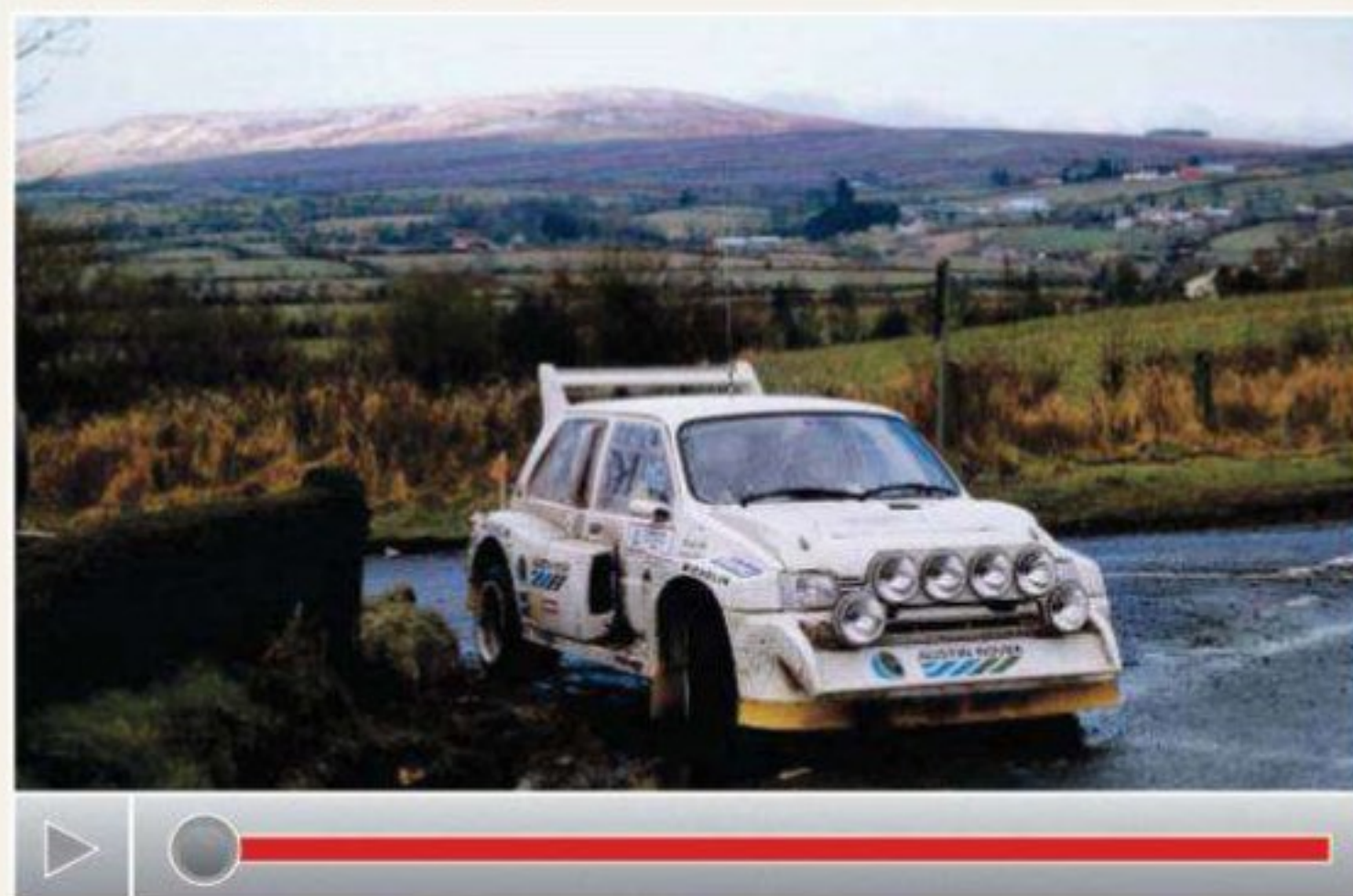
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## HOT ON THE WEB THIS WEEK

YOUTUBE: 1986 CIRCUIT OF IRELAND RALLY



**SEARCH FOR:** Circuit of Ireland Rally 1986 (8:26)

Those iconic Irish asphalt lanes played host to international rallying again last weekend with the IRC qualifier, but back in 1986 the Circuit was a British Championship round – and it was won by the Metro 6R4 of David Llewellyn.



# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## SILVERSTONE FORMULA 2

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(advance); £15 weekend

Tel: 01327 857271

Silverstone hosts the opening round of the FIA Formula 2 season, with one race on Saturday and one on Sunday as the field guns for the champion's prize of a full test with the Williams F1 team. Four Britons are among the field, but last year's series runner-up Christopher Zanella will take some stopping. Radical European Masters, Radical UK Cup and the Mini Challenge, all of which provide strong fields, support the headline event at this MSVR-run meeting.

## SNETTERTON CSCC

April 14-15

Admission: £13 each day;

£16 weekend (advance)

Tel: 0871 5084722

Swinging Sixties, Tin Tops, Future Classics, Magnificent

Sevens, Deutsche Marque, Ferrari Classic, Ferrari Open, Morgan Aero Challenge, Bernie's HRV8 Association and JEC Powered by Jaguar Series.

## LYDDEN SEMSEC

April 14

Admission: £12

Tel: 01304 831715

Saloon and Sports Car Championship, Sports Racing Cars and Kit Car Championship, SEMSEC Open Single Seater Challenge, South East Challenge, Meridian 14/16 Challenge, John Taylor Handicap, Beetle Challenge, RAF MSA Challenge.

## MONDELLO PARK

April 15

Admission: £10

Tel: 00 353 (0)45 860200

It's double-header time for Formula Libre, Strykers, ITCC, Fiats, Historics, Globals, Ginetta Juniors and Legends, while Formula Vee and FSheane racers get one bite of the cherry.

## DONINGTON PARK TOCA

April 14-15

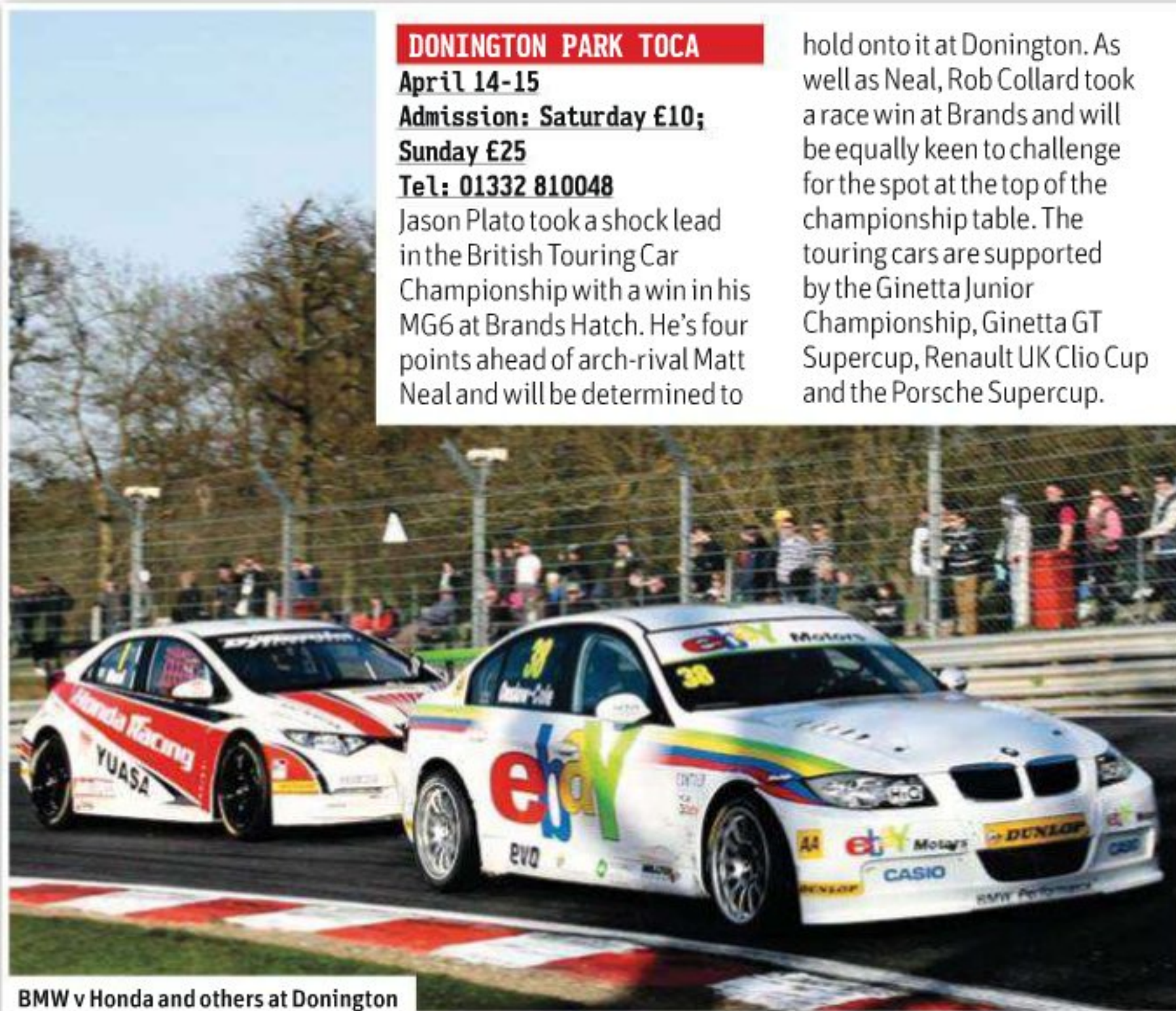
Admission: Saturday £10;

Sunday £25

Tel: 01332 810048

Jason Plato took a shock lead in the British Touring Car Championship with a win in his MG6 at Brands Hatch. He's four points ahead of arch-rival Matt Neal and will be determined to

hold onto it at Donington. As well as Neal, Rob Collard took a race win at Brands and will be equally keen to challenge for the spot at the top of the championship table. The touring cars are supported by the Ginetta Junior Championship, Ginetta GT Supercup, Renault UK Clio Cup and the Porsche Supercup.



BMW v Honda and others at Donington



Long straights of China for F1

## CHINESE GRAND PRIX

Formula 1 World Championship

Rd 3/20

Shanghai, China

April 15

formula1.com

Can Ferrari's Fernando Alonso hold on to his unlikely championship lead? For that matter, can Red Bull get in the mix for pole and victory? Or will McLaren once again be the car to beat?

## INDYCAR SERIES

Rd 3/16

Long Beach, California, USA

April 15

indycar.com

## AMERICAN LE MANS SERIES

Rd 2/10

Long Beach, California, USA

April 14

alms.com

## INDY LIGHTS

Rd 3/12

Long Beach, California, USA

April 15

indycar.com

## BRITISH FORMULA 3

Rd 2/10

Monza, Italy

April 14-15

formula3.co

## BLANCPAIN ENDURANCE

Rd 1/6

Monza, Italy

April 15

blancpain-endurance-series.com

## WORLD TOURING CAR CHAMPIONSHIP

Rd 3/12

Marrakech, Morocco

April 15

fiawtcc.com

## AUTO GP

Rd 3/7

Marrakech, Morocco

April 14-15

autogp.org

## NASCAR SPRINT CUP

Rd 7/36

Texas Motor Speedway, USA

April 14

nascar.com

## FORMULA NIPPON

Rd 1/7

Suzuka, Japan

April 15

f-nippon.co.jp



IndyCars in the streets of SoCal



# Television

## THURSDAY APRIL 12

1900-1930 Sky Sports F1  
Legends: Emerson Fittipaldi  
1930-2000, 2130-2200 Sky Sports F1  
Legends: Jody Scheckter  
2100-2130 Sky Sports F1  
Legends: Nigel Mansell

## FRIDAY APRIL 13

0245-0450 Sky Sports F1 LIVE  
F1: Chinese Grand Prix Practice 1  
0645-0850 Sky Sports F1 LIVE  
F1: Chinese Grand Prix Practice 2  
0730-0800 Eurosport  
Inside IRC: Rally Ireland  
0800-0830 Eurosport  
Inside WTCC  
0930-1030 ESPN  
FIA GT3: Nogaro highlights

## SATURDAY APRIL 14

0345-0515 Sky Sports F1 LIVE  
F1: Chinese Grand Prix Practice 3  
0600-0830 BBC1 LIVE  
F1: Chinese Grand Prix Qualifying  
0600-0845 Sky Sports F1 LIVE  
F1: Chinese Grand Prix Qualifying  
0700-0730 Channel 4  
Mobil 1 The Grid  
0730-0800 Channel 4  
British F3: Oulton Park  
1200-1300 Eurosport LIVE  
Auto GP: Marrakech Race 1  
1300-1415 BBC2  
F1: Chinese Grand Prix Qualifying  
1715-1815 Eurosport 2 LIVE  
WTCC: Marrakech Qualifying  
2100-2340 Motors TV  
NASCAR Nationwide: Texas

## SUNDAY APRIL 15

0015-0530 Premier Sports LIVE  
NASCAR Sprint Cup: Texas  
0630-1130 Sky Sports F1 LIVE  
F1: Chinese Grand Prix  
0700-1015 BBC1 LIVE  
F1: Chinese Grand Prix  
1000-1030 Eurosport 2 LIVE  
WTCC: Marrakech Warm-up  
1100-1800 ITV4 LIVE  
BTCC: Donington Park  
1230-1730 Sky Sports F1  
F1: Chinese Grand Prix replay  
1300-1400 Eurosport LIVE  
WTCC: Marrakech Race 1  
1450-1650 BBC1  
F1: Chinese Grand Prix replay  
1600-1700 Eurosport LIVE  
WTCC: Marrakech Race 2  
1800-1930, 2030-2200 Sky Sports F1  
F1: Chinese Grand Prix highlights  
1800-2010 Motors TV  
ALMS: Long Beach  
1900-2000 BBC2  
F1: Chinese Grand Prix highlights  
2100-2330 Sky Sports 4 LIVE  
IndyCar: Long Beach  
2135-2235 Motors TV  
British F3: Oulton Park  
2230-2315 Eurosport 2  
Auto GP: Marrakech Race 2

## MONDAY APRIL 16

0830-1030, 1400-1600 Sky Sports 4  
IndyCar: Long Beach replay  
1400-1500, 2000-2100 Eurosport  
WTCC: Marrakech highlights  
1830-1930 Sky Sports 3  
NASCAR Sprint Cup: Texas highlights

# Online

## AUTOSPORT.COM PLUS

Coming up in our premium web content this week



### CHINESE GRAND PRIX

After a three-week break to catch its breath, Formula 1 resumes its 2012 world tour in China and AUTOSPORT.com is the place to go for the latest news, images, session reports and insight from Shanghai. Don't miss Mark Hughes' Friday form guide, and Edd Straw's exclusive analysis of how DRS – and the long straights of the Shanghai circuit – affect the teams' set-up strategies.



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## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage



It's quite literally madness on wheels

**WHAT ARE THE ODDS OF** a motorsport television critic reviving the fading memory of the BBC's evening-time 1970s current-affairs show *Nationwide* twice within the space of a few weeks?

But rather than an exaggerated case of mistaken identity, the reason for bringing up the spiritual father of *The One Show* is that its final days showcased a terrible truth of mainstream television: you can only ever dumb down, never up.

The decision of the show's final editor, Roger Bolton, to move away from the skateboarding budgie stories into more serious political

discussion was a ratings disaster, with its axing the inevitable result. It's precisely because of the general public's lust for a sensational, easily understandable hook that means documentaries about motorsport end up with names such as *Madness on wheels: Rallying's craziest years*.

This sort of 'tabloid' treatment offends the stuffy hardcore as much, if not more, than it drags in the floating voter. The title aside, and the blatant falsehood of the opening statement that "rallying became more popular than Formula 1 in the mid 1980s", *Madness on Wheels* was a fine account

of the Group B era.

Fabulous machines such as the Lancia 037, the Peugeot 205 T16 and Audi Quattro make for great TV regardless of the context. But, by segueing the clips with interviews featuring many key players from the era, its story must have captivated the imagination of people for whom Group B is usually associated with the draw for Euro 2012.

It also gave rise to gems such as Walter

Rohrl's deadpan delivery of "Toivonen was the only one as quick as me, but only for one stage. Then he would crash." Or, even more unbelievably, the spectator from the 1986 Portuguese Rally who still holds Joaquim Santos responsible for the injuries he received while standing in the road where Santos tragically lost control of his RS200.

It's on repeat on BBC4. Just don't let the title put you off. *Revved Up*

"Gems included Walter Rohrl's deadpan delivery of 'Toivonen was the only one as quick as me. Then he would crash'"



# THE WEEK IN PICTURES

Our lensmen pounding the beat from Alton Towers to the US Masters



**IT CAN BE A SCARY RIDE WHEN YOU'RE ON THE FRONT ROW**  
BTCC drivers Mat Jackson, Andrew Jordan and Frank Wrathall visited Alton Towers for some R&R

**90-LEFT PAST FERRY BOAT, OBVIOUSLY**  
Jan Kopecky was fastest on the Circuit of Ireland's opening stage around the old dockyards of Belfast's Titanic Quarter



**IT'S LYDDEN THRILL**  
Mats Lysen (Renault Clio III) gets some air on his way to second in the Supercar ERC opener at Lydden



**"I'D SUGGEST MAKING A WEDGE ADJUSTMENT, BUBBA"**  
NASCAR star Denny Hamlin (right) caddied for Bubba Watson on the eve of his terrific US Masters success

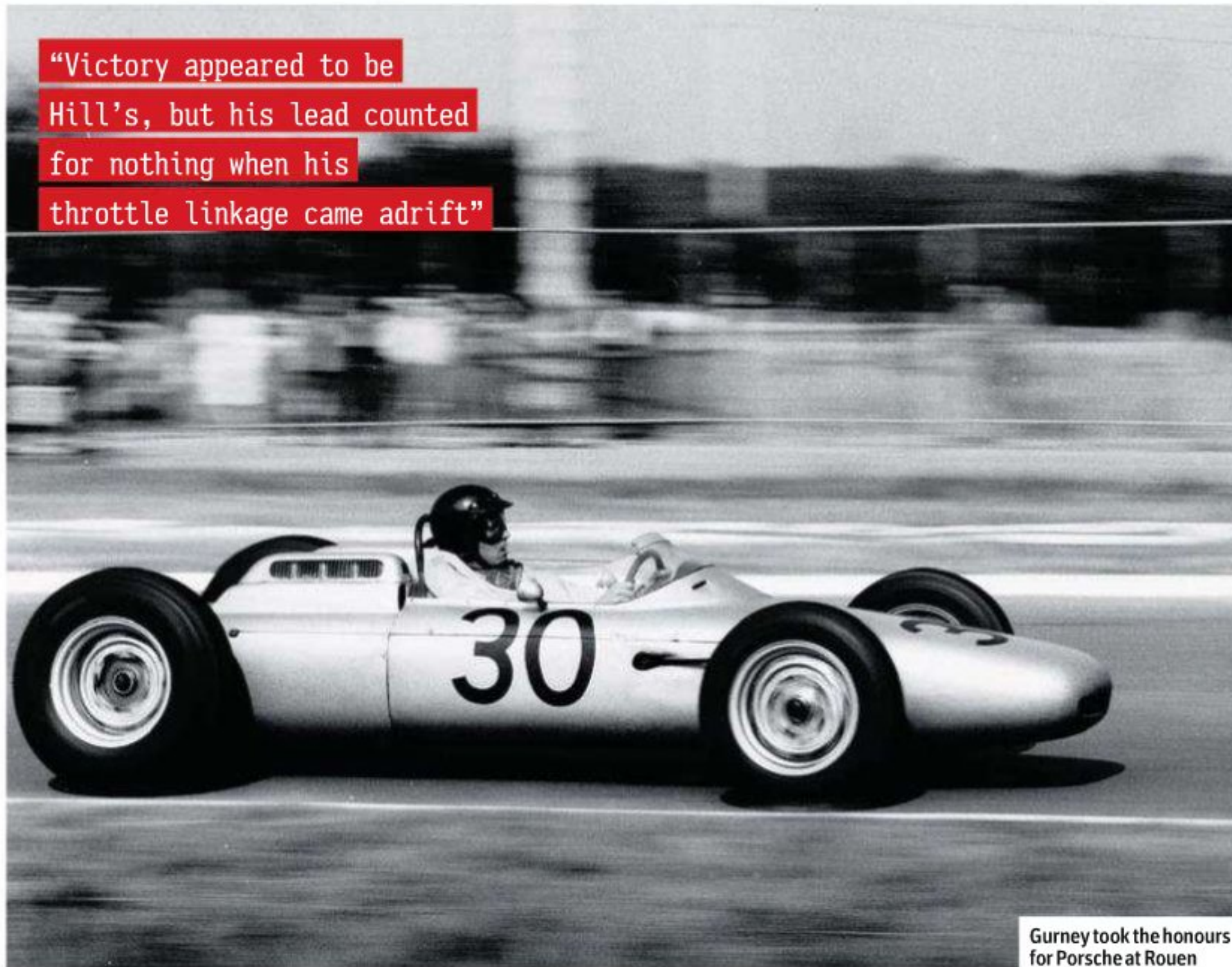
PICS: SQUIRE/GETTY IMAGES; TIM WHITTINGTON

**NEXT WEEK** CHINESE GP REPORT ALL THE BEST RACE ACTION AND PHOTOS FROM SHANGHAI **DON'T MISS IT!**



# FROM THE ARCHIVE

Ferdinand Porsche and Porsche's only championship F1 win, Rouen 1962



"Victory appeared to be Hill's, but his lead counted for nothing when his throttle linkage came adrift"

Gurney took the honours for Porsche at Rouen

**IN MEMORY OF FERDINAND ALEXANDER PORSCHE, WHO** died last week at the age of 76, it's time to look back to 1962 when the marque took its first, and what would be only, world championship Formula 1 win at Rouen.

Ferdinand, named after his grandfather who founded the Porsche marque, will forever be remembered for his work creating the iconic 911, which was unveiled shortly after he took control of the company's design studio in the early 1960s.

His role also led to an involvement in the design of Porsche's 804 Formula 1 challenger, which took victory in the hands of Dan Gurney in the 1962 French Grand Prix.

The victory itself was more a product of consistency rather than outright pace on Gurney's behalf, with a multitude of misfortunes among the other frontrunners helping the Californian to collect the chequered flag more than a lap ahead of the competition.

That result had seemed unlikely for much of the race, as Jim Clark and Graham Hill – the season's main protagonists in the wake of Stirling Moss's retirement and amid Ferrari's struggles – took up the fight for the lead.

Clark had qualified his Lotus on pole but lost out to Hill's BRM as the field surged forward at the start, before dropping to third when the Lola of John Surtees got by.

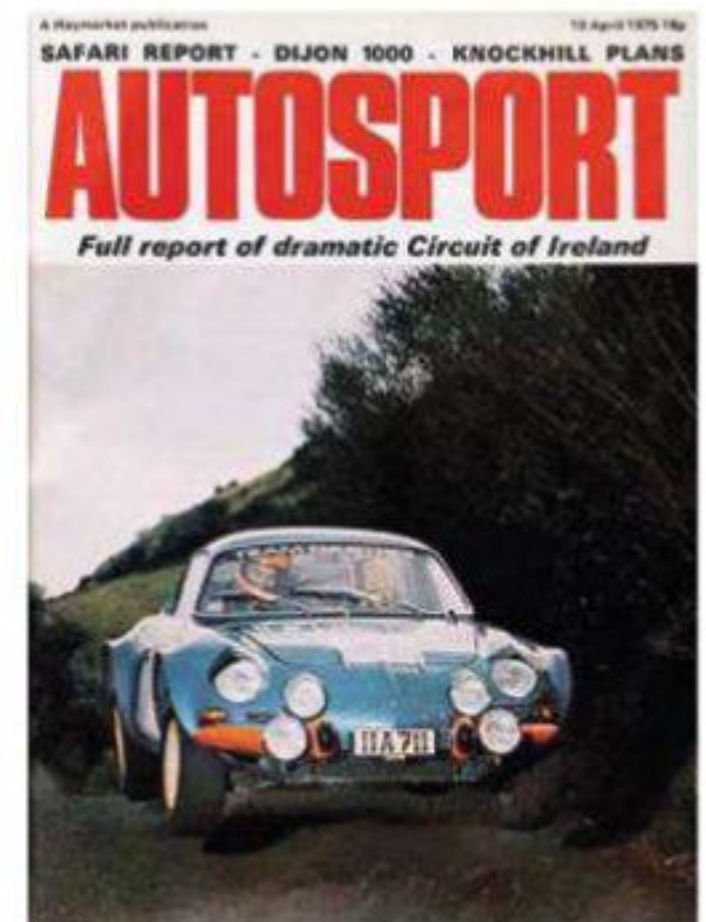
There was little to separate the three drivers in the early exchanges, but when Surtees pulled into the pits on lap 13 – the victim of fuel-feed problems – Clark moved back into second, in hot pursuit of Hill.

Gurney by this time had made his way into third, and he moved onto Hill's coattails when the Englishman was shunted by Jackie Lewis, who lost his brakes just as he was lapped. Hill recovered from his spin and began catching Clark, only for the Scot to slow and pull into the pits with broken front suspension.

Victory therefore appeared to be Hill's, but his 20-second lead over Gurney counted for nothing when, with 12 laps remaining, his throttle linkage came adrift and his drive came to an end. Gurney had the race in his pocket, and took a comfortable win over the Cooper of Tony Maggs and the second BRM of Richie Ginther.

Gurney and Porsche would take just one more top-three finish in world championship races that year, finishing third from pole position at the Nurburgring, before Porsche wound down its role as a Formula 1 constructor. Its older 718 chassis would be entered by privateers for the next two years, with Gerhard Mitter finishing fourth at the Nurburgring in 1963, but Gurney's triumph remains its sole victory as a fully-fledged constructor. ❧

## THIS WEEK IN...



**APRIL 10 1975**

### AUTOSPORT TRAVELLED NORTH

into Scotland this week in 1975, as construction of a new circuit at Knockhill neared completion.

Originally conceived in 1972 as a small rallycross track, the project grew in magnitude and quickly came to be seen as Scotland's chance to have a major international motorsport venue.

While much of the initial work was dedicated to simply getting the ground ready, the blueprint also included ambitious plans for an International Circuit loop, and to develop hotel and leisure facilities on site.

While those were not immediately realised, the circuit was steadily developed over the next two decades. It would surpass Ingliston as Scotland's premier circuit, and today hosts, among others, the British Touring Car and Superbike championships.



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# MIKE BROAD

■ London-Sydney Marathon ■ Mercedes 280E ■ August 14-September 28, 1977 ■ Life-changing record breaker



Cowan, Broad and Malkin (in the back!) took victory

**I COULD CHOOSE PLENTY OF** events with Russell Brookes, or sitting alongside Colin McRae for his first WRC start in Sweden in 1987, but the event that changed my life was the London-Sydney in 1977 – and it only really happened by accident.

After crashing with Walter Rohrl on the Scottish in June that year, I ended up going for dinner in Aviemore with Andrew Cowan, who had gone off in the same place during the rally. It was then that he told me he hadn't got a co-driver for the London-Sydney that was starting in about eight weeks' time. I got the gig!

Andrew was too busy farming to do the recce so I went off to Yugoslavia, Greece and Turkey to do it with Tony Fowkes. It was crucial to our success in the event – we learned a lot on that recce, I can tell you.

Because Andrew hadn't done the recce, he had to rely heavily on my notes and he drove brilliantly. He didn't take any risks on the European leg, calmly explaining that the rally would really start once we got to Australia.

We had Colin Malkin with us, too, and he was a very good driver.

**"I'd lost three stone in weight during the event, but it was worth it – I got inundated with offers when I got home, and Mercedes had paid me a decent wedge!"**

We were lying in fourth place when we got to Iran. During the run from Yazd to Tabas in the Iranian desert, leader Achim Warmbold crashed out, so that was one less crew to worry about.

We dropped a bit of time in Malaysia and arrived in Perth in third, but ready to attack. During the run from Menzies to Ayers

Rock we averaged 60mph for 24 hours, including fuel stops and avoiding suicidal wildlife!

We took over the lead after Fowkes had checked in early at a time control and landed himself a five-minute penalty. He looked knackered and couldn't keep up with us after that. Andrew really was the General, we were just the

Privates – he banged in a couple of quick stage times just to remind everyone who was boss.

The attention to detail on the whole event was amazing. We'd even had our sumpguards flown back to Stuttgart, redesigned and flown back out to be refitted during the recce. That's how seriously Mercedes was taking it. During the event, we didn't have one mechanical problem with the car – one puncture in Afghanistan was the only thing.

We'd set off from Covent Garden in London on August 14 and, 17 countries and 19,329 miles later, arrived at the Sydney Opera House on September 28.

It was a wonderful feeling driving over the Harbour Bridge with a police cavalcade and 15,000 people to welcome us. I'd lost three stone in weight during the event, but it was worth it – I got inundated with offers when I got home, and Mercedes had paid me a decent wedge!

It was great to be part of an event that's still in the *Guinness Book of Records* as the longest motorsport event ever held. *Mike Broad was talking to Henry Hope-Frost*

## IN PROFILE



### VASTLY EXPERIENCED CO-DRIVER

Mike Broad made his WRC debut on the 1974 RAC Rally, alongside Tony Fall, and contested his home event for the next 14 years. His best result was a pair of fifths with Russell Brookes in 1983/'84. He also guided Brookes to the 1985 British Open title and 'noted' for Colin McRae on the Scot's WRC debut in Sweden '87. Now 61, Broad is a respected WRC journalist and broadcaster as well as looking after young Irish sensation Craig Breen.





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