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# AUTOSPORT

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**SPAIN**

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## WONDERFUL WEBBER

### Defiant Aussie back in the title hunt

↓ Wheel failure denies Hamilton



→ Vettel battles brake issues to take third

→ Pressure mounts on struggling Massa

↓ Revamped Merc rejuvenates Schuey



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The cars that changed the face of grand prix racing

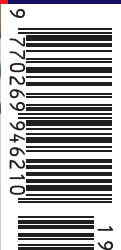
**WRC** Latvala wins rally thriller

**LMS** Peugeot on top at chaotic Spa

**GP2** Pic perfect in season opener

**GP3** First blood to Varhaug and Rossi

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# CONTENTS

May 13 2010 – vol 200 no 7



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COVER IMAGES:  
Main – Gilham/Getty  
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## NEWS

### 10 Schumacher on the up

How a legend turned his comeback around in Spain

### 12 Webber linked to Ferrari

Aussie joins queue for Scuderia as Massa struggles

### 14 Sub-3-second pitstops?

The men in the pitlane are under the spotlight in Monaco

### 17 David Coulthard column

Looking ahead to Monaco

### 18 Monaco GP preview

### 22 Monaco mind-managing

How do you get *the* lap?

### 26 Thumbs up for GP3

Not much passing, but that's normal for Barcelona track

### 28 BMW DTM progress

New car could hit the tracks next year, in DTM or VLN

### 30 Scheider in a Porsche

Audi DTM king gets Le Mans debut in GT2 category

### 32 Cardiff stage for Rally GB

Bay area to pull crowds



Merc updates  
revive an old  
master P10

FERRARO/LAT

## REPORTS

### 34 Spanish Grand Prix

Webber leads all the way to beat home hero Alonso

### 62 Spanish GP supports

Norwegian Pal Varhaug wins first-ever GP3 Series race

### 68 GP2 Barcelona

French rookie Charles Pic takes maiden win with Arden

### 70 World of Sport

NASCAR; Superstars; French GT; Swedish Touring Cars; German F3

### 82 Rally New Zealand

It's a Ford-versus-Citroen thriller, except this time it's Latvala and Ogier

### 88 Spa 1000Km

Peugeot one-two as rain foils Audi plans – and power fails!



Spanish GP:  
Webber's finest  
moment P34

COVER  
STORY

D. INGRAM/LAT



**“He turned in and if I didn’t back out we would have crashed. It wasn’t really the right move”**

**THE REAL SCHUMACHER IS BACK – AND BUTTON IS MIFFED**

**75**

Number of World Rally Championship wins for Ford, after Jari-Matti Latvala’s New Zealand triumph. Stay tuned for an AUTOSPORT celebration next week. Report, p82

## FEATURES

### 46 Formula 1 at the peak

It’s 60 years today since the first World Championship grand prix. Mark Hughes looks at a compelling sport

### 50 Sixty years of progress

The great leaps forward from the Alfa Romeo Tipo 158/159 to the Red Bull RB6

### 60 Reg Parnell

Profile of the Briton who finished third in that inaugural championship race, the 1950 British GP

### 72 Paul O’Neill

The BTCC’s crowd favourite is having his strongest season yet in an old Honda

### 74 Martin Brundle

Back behind the wheel at Hockenheim – and going well

### 76 Historic track test

Going all Austin Powers with some ‘groovy’ 1960s Guards Trophy machinery



## SPORTS EXTRA

### 103 Racer loses fight for life

GT Cup fraternity mourns Ferrari racer Jeff Leadley

### 104 Knockhill squabbling

Godfrey Jones’s driving protested after GT incident

### 108 Reports

Knockhill GT/supports; Oulton Park MGCC; Brands Hatch CSCC; Mallory Park AMOC; Snetterton Great & British; Harewood hillclimb; Silverstone BARC; Croft DDMC; Thruxton MSVR; Mondello Park MEC

### 119 National focus

Ben Anderson: surely the only F3 journo to win races in a GAC and a Mitsubishi



## REGULARS

### 7 From the editor

### 8 Snapshot

### 25 Mark Hughes

### 90 Subscribe

And get a free Michael Schumacher baseball cap

### 120 Final drive

Letters and reviews

### 122 On track/on screen

What’s coming up over the next seven days

### 125 Photo finish

Ari Vatanen, Rally New Zealand, 1977

### 126 Race of my life

Martin Brundle, World Sports Car Championship, Silverstone, 1991 (below)



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# Celebrating 60 years of fabulous Formula 1



**SIXTY YEARS** ago today (Thursday) the first ever World Championship Formula 1 Grand Prix was held at Silverstone.

To celebrate this auspicious occasion Mark Hughes has outlined the reasons why F1 is/was/will always be the pinnacle of the sport we all love so dearly.

Gary Anderson recalls the cars that have defined six decades of world championship

F1, from the dominant Alfa Romeo 158s of 1950 to the Red Bull RB6 in which Mark Webber dominated the recent Spanish GP.

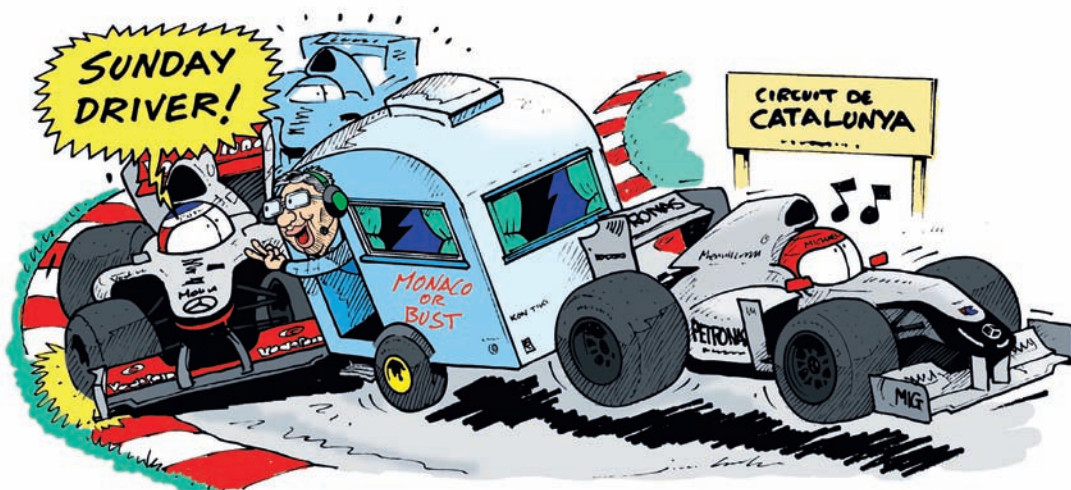
To complete our trip back in time Edd Straw remembers Reg Parnell, the first Brit to finish on a world championship F1 podium.

Lewis Hamilton was cruelly denied a chance to emulate Parnell for the 30th time last weekend, but it was another barnstorming drive from the 2008 champion. Luck certainly hasn't been on his side this season, but he won't have to wait long to make amends.

The Monaco GP this weekend pre-dates the world championship by a long way, yet it's still the race every driver wants to win. The mechanical grip and traction of this year's McLaren MP4-25 should ensure that both Hamilton and Jenson Button are genuine contenders on Sunday.

Andrew van de Burgt, editor

## BAMBER'S WEEK







F1 IN SCHOOLS

## Button: From Somerset with love

World champion Jenson Button (he's the big kid in the middle) visited his home town of Frome in Somerset last week. After receiving the Freedom of Frome the McLaren ace called in at his alma mater, Selwood Middle School. Former PE teacher Bryan White revealed Jenson "looked much sportier than he ever looked at school"...

Picture: Gosling/McLaren F1

 P34 SPANISH GP REPORT

# Soul-searcher Schumacher back on form

How did the seven-time champion rediscover his mojo for the Spanish Grand Prix? EDD STRAW investigates



Schumacher was more assured out of the car

**M**ichael Schumacher has overcome his own doubts about his Formula 1 comeback following intensive efforts from the German and the Mercedes team ahead of last weekend's Spanish Grand Prix.

AUTOSPORT can reveal that the 41-year-old had questioned whether his driving was to blame for his desultory Chinese Grand Prix three weeks ago. But, following a major upgrade package to the Mercedes MGP W01, he claimed his best result of his comeback season with fourth place in Spain.

More significant than the result, Schumacher has discovered a new level of confidence behind the wheel, following a Shanghai performance that the team admitted left him "perplexed".

Mercedes motorsport boss Norbert Haug told AUTOSPORT: "I sat down with Michael after the race on Sunday night in China and he was critical of himself. Not negatively critical; he just said maybe he did not do the best, but I said we would investigate the car.

"We haven't seen the best so far, but we are seeing a fully-competitive guy. He can be the benchmark for all F1 drivers again – I am totally convinced of that."

## NO STONE UNTURNED

Schumacher spent much of the break between China and Spain analysing his own performance and was in regular telephone and email contact with team principal Ross Brawn and his race engineer Andrew Shovlin.

As well as driving the new long-wheelbase Mercedes (see panel, top right) on a promotional morning at Rockingham last week, he then went to the team's Brackley base for the afternoon. He returned to his home in Switzerland that evening with Shovlin and assistant race engineer Pete 'Bono' Bonington and spent the next day cycling with them before travelling to Barcelona.

The changes to the car allowed him to outqualify team-mate Nico Rosberg for the first time this season and finish fourth, after keeping reigning world champion Jenson Button's faster McLaren behind for 50 laps. His battle with Button showed two classic Schumacher traits: a bold overtaking move (around the outside into Turn 1 as the McLaren emerged from the pits) that drew criticism from his rival; and the ability to keep a faster car behind.

Schumacher was also more confident off-track at the Barcelona track, with team insiders confirming that he had a more positive demeanour as a result of his pace. While team CEO Nick Fry confirmed that "listening to Michael on the radio, there is the confidence back in his voice", Schumacher himself was keen not to show any weakness, insisting that little had changed.

"I'm not sure that there is so much progress other than that China was a one-off for several reasons – some that we understand and some that we don't understand," said Schumacher. "But I feel the car a lot more in my hands and I can work it a lot more than I have been able to before."

Although Brawn said that he believed that chassis damage from an earlier race had played a part in China – citing a visible lack of grip – he admitted that it is impossible for the team to be sure how much of the deficit can be attributed to that.

## LOOKING TOWARDS 2011

When the Mercedes team was launched pre-season, its target was to retain the drivers' and constructors' championships won by Brawn.

There are now signs that those targets are being reassessed. Haug has not ruled out title success this year, but even he has started referring to 2011 after Schumacher qualified 1.3 seconds off pole position in Spain.

"We don't have a winning car yet,



Scrap with Button showed his desire

but I know that we are going to have a winning car," he said. "We will make steps over the course of the season and we will be 100 per cent strong next year. This is a very good starting point."

Schumacher appears ready to win – the question is when Mercedes will be.

## CHANGES NOT HURTING ROSBERG

Theories that the development direction of the Mercedes has been chosen to favour Schumacher over Rosberg are wide of the mark.

Rosberg acknowledged that the

car had taken a step forward, but he put his struggles down to set-up problems rather than fundamental issues with the car. Haug described Rosberg as driving "around the problems of the [pre-Spain] car in a perfect manner" while Schumacher had struggled with the handling.

"These developments were well into the system before we had the glitch in Shanghai with Michael," added Brawn. "The developments – extra downforce, more range on the weight distribution – were certainly not focused on the needs of one driver over the other."



## MERCEDES' BARCELONA PACKAGE

Gary Anderson explains upgrades that've rejuvenated Schu

### LONGER WHEELBASE

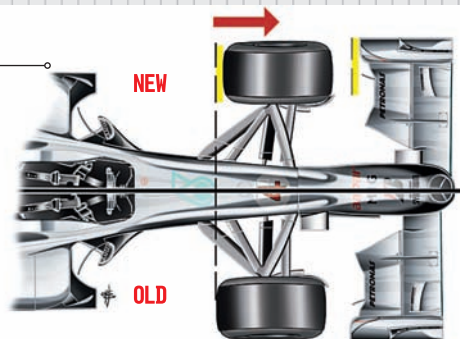
Mercedes has lengthened the wheelbase by approximately 50mm. This also requires the front wing to go forward as its regulation position is relative to the front-wheel centreline. Lengthening the car will make it a little less snappy and more docile.

The driver is now further away from the front wheels, around which the car rotates, and this will give more information to him about the car's balance. Perhaps that's just what a 41-year-old

driver needs...

It will also reduce the load on the narrower front tyres for 2010. With the front wheels moved forward, they and the front wing are further away from

the front of the sidepods. This will allow more room to better manage the airflow to this region, which will pay dividends in how the underfloor and diffuser work.



### AIRBOX

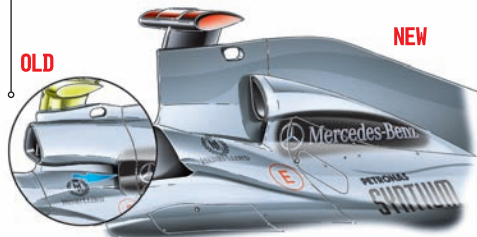
The principle of the intake's area is to be big enough to allow the driver to go on full throttle without any restriction in the airbox, but without too much air spillage at high speed as this will

affect the performance of the rear wing.

The traditional inlet position is as high and as far forward as the rules allow, but Mercedes has broken with tradition and moved the inlet rearward and lower.

With the longer fuel tanks required, the distance from the inlet to the actual engine trumpets has increased. This creates more of a restriction in getting equal airflow to all eight trumpets.

The Mercedes inlet position should help this. The other small advantage will be in lowering the actual drag centre of the car. This works in combination with the downforce centre and the resultant force gives you the load on the tyres.



## EXPERT VIEW

**MARK HUGHES** GRAND PRIX EDITOR



For all that the Mercedes update was disappointing, it at least enabled Michael

Schumacher to look something like he used to. Out on track, on low fuel and fresh tyres, the car was changing direction in a way it hadn't hitherto done – and Michael was going with it. A lot of momentum taken in, quick direction change, the car on the cusp of oversteer

before the apex but never quite overwhelming the rear tyres, hard and early on the power – then gone.

It was the first time his style was visibly comparable with that of before, and it was probably no coincidence

that it was also the first time he beat Nico Rosberg.

All the car needs now is more downforce and a balance that's maintainable for longer during the race, and the comeback could be on in earnest.



Schu looking 'something like he used to' in Spain

## P34 SPANISH GP REPORT

## QUALIFYING COMPARISON

### SCHUMACHER ROSBERG

	Bahrain +0.283s
	Australia +0.043s
	Malaysia +1.044s (wet)
	China +0.723s
Spain -0.144s	

## FERRARI MAKES LIVERY TWEAK

Ferrari dropped its controversial barcode livery for the Spanish GP following accusations that it was advertising tobacco subliminally – something it denied. It was replaced with a white rectangle

Barcode design was criticised



FERRARIO/LAT



COATES/LAT

# Webber in hunt for Ferrari drive

Spanish GP winner is another star on Italian team's wishlist for 2011 if it decides to drop struggling Massa

**M**ark Webber has emerged as a contender for a Ferrari seat next year should the Italian team decide to drop Felipe Massa.

As revealed by AUTOSPORT (April 8), Ferrari is evaluating whether to retain the out-of-contract Brazilian next year, with Robert Kubica the leading contender to take the drive.

But Webber, who took a dominant Spanish Grand Prix win on Sunday and whose Red Bull contract expires at the end of 2010, is another driver being considered by the team.

Like Kubica, Webber is close

to Alonso and would arguably be the ideal number two to the two-times world champion after proving at Red Bull that he is capable of pushing, and sometimes outpacing, highly-rated team-mate Sebastian Vettel.

Although Webber's first choice is to remain at Red Bull, a move to Ferrari would prolong his topline career amid expectations that he would retire if unable to land a frontrunning seat.

Massa has struggled to get on terms with Alonso this season, admitting that he was driving the Ferrari F10 like a "rally car" at the Spanish Grand Prix last weekend. He was over 0.6sec behind his team-mate in qualifying and has slipped from first to eighth in the drivers' championship over the past two races. This has given further ammunition to factions within the team

that are keen to replace him.

The Brazilian was happy with the car's handling in the season-opening Bahrain Grand Prix, where he followed Alonso home for a Ferrari one-two, but since then he has admitted that "something has happened to me" and that possibly the move to running harder tyre compounds has hurt him.

"In Bahrain, the car was really great for me to drive," said Massa. "Something happened to the car that I had for the whole winter and the first race. We don't understand 100 per cent why, but there is something wrong that we need to understand."

Ferrari is expected to make a decision on Massa's future after the British Grand Prix, while Red Bull traditionally makes driver choices at a similar time.

## Alonso tight on engines

**FERNANDO ALONSO'S** title hopes could still be dented by an engine shortage despite Ferrari modifying its powerplants ahead of last weekend's Spanish Grand Prix.

The FIA gave dispensation for Ferrari to correct a pneumatic valve problem that caused at least two engine failures in the first four grands prix of the season, but changes can only be made to unused units.

Although Felipe Massa has two old units to use in free practice later in the season, Alonso now has only one left that has already completed over 1000kms, meaning the Spaniard is likely to have to put more mileage on his five new powerplants.

Ferrari technical director Aldo Costa said of the situation: "We need to be very careful in the use of the engines for the rest of the season."

The team has also admitted that it needs to push hard on the aerodynamic development of its F10 in order to challenge Red Bull and McLaren after slipping to third in the competitive order after five of the season's 19 races.



**P25 MPH ON MASSA'S AND WEBBER'S PLIGHT**

# Red Bull plays down advantage

**RED BULL** is expecting the competitive balance at the front of the F1 field to “ebb and flow” for the rest of the year despite dominating last weekend’s Spanish Grand Prix.

Mark Webber’s pole position time was almost one second faster than the best non-Red Bull time – set by McLaren’s Lewis Hamilton – following the introduction of a raft of aerodynamic upgrades to the bodywork and a new floor. The modifications gave the team a significant downforce boost, which allowed Webber and Sebastian Vettel to take the right-handed Turn 9 at full throttle in sixth gear while their rivals were taking the corner in fifth.



Red Bull’s RB6 reigned in Spain last weekend

Team boss Christian Horner told AUTOSPORT: “The team is pushing hard all the time in getting components from the drawing board to the car. The regulations are still relatively immature and there are reasonable

gains to be found. I expect that we will see that ebb and flow.”

Red Bull’s rivals agree that the squad is ahead in terms of overall downforce, although the consensus is that the advantage was distorted

by the track being one of the most heavily aero-dependent in F1.

Michael Schumacher said: “Barcelona is a track where any aerodynamic advantage you have pays a lot. It will be interesting to see Monaco.”

## AUTOSPORT SAYS...

**JONATHAN NOBLE**  
F1 EDITOR

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**R**ed Bull’s RB6 was dynamite in Spain. You just needed to watch Mark Webber and Sebastian Vettel through Turn 9 at the Circuit de Catalunya to know that. Both men totally flat-chat in sixth gear – 157mph on entry, 159mph on exit.

Yet to put Webber’s victory down to a pure car advantage would not do justice to the job that was done inside the cockpit.

This was a big weekend and a big win for Webber. He not only had to deliver with the car advantage he enjoyed, but he needed to beat a team-mate who was close to stamping his authority on the team as its number one.

Australia and Malaysia were dark days – not what he needed for a title challenge nor to convince team bosses that he was a man with the experience and speed to justify a top-line seat for next year.

Barcelona last Sunday was the right tonic though. He dug very, very deep in qualifying, didn’t get it wrong this time into Turn 1 and stormed away from the field in a performance that team boss Christian Horner labelled “immaculate”.

It is no surprise leading teams have Webber on their shopping list. And, while he might not be a ‘wunderkind’ in the Vettel mould, when team dynamics work as well as they did last weekend, Red Bull Racing would be crazy to let him go.



Webber was dominant in Spain last weekend

# Pressure mounting on Liuzzi



Liuzzi (r) is under threat from di Resta

**FORCE INDIA’S** Vitantonio Liuzzi is under pressure to improve his qualifying performances after a disappointing start to the season.

Although he scored points in Bahrain and Australia, the Italian has been outqualified by team-mate Adrian Sutil 5-0 and was 0.9sec off the German in Spain. Test driver Paul di Resta outpaced the Italian by a quarter of a second on a comparable fuel load in free practice 1 on Friday.

“Qualifying has been an issue,” Liuzzi told AUTOSPORT. “On low fuel, the car becomes difficult to drive. We lose the rear grip, especially in the slow bits.”

Team COO Otmar Szafnauer denied that the team has any plans to promote di Resta in Liuzzi’s place this year.

“We still support Tonio fully,” he told AUTOSPORT. “It was never the plan to race Paul this year.”



Sauber wants to fight with Renault

# Sauber aims to be fifth fastest

**SAUBER IS** targeting becoming the fifth-fastest team on a regular basis after making a season-turning leap forward at last weekend’s Spanish Grand Prix.

The team’s C29 was around half-a-second a lap faster than it had been at the Chinese Grand Prix in relation to its main rivals, and demonstrated better mid-corner stability and traction after it was fitted with a new front wing, modified turning vanes, a new diffuser and a more effective version of its f-duct concept. Kamui Kobayashi qualified 10th, but both he and Pedro de la Rosa’s chances of scoring the team’s first points of the season were ruined by incidents on the first lap.

Sauber’s new technical director James Key told AUTOSPORT: “Some of the performance is a natural upgrade and some of it is unlocking the potential of the car. Fifth is where we’ve got to target, but the competition for that position is incredibly tough.

“It’s perfectly possible to achieve it. And if you get there, you’re not far off the top four as Renault has showed.”

## F1 RADAR



Victory in the GP2 season opener at Barcelona on Saturday was the perfect start to the campaign for this Formula Renault 3.5 graduate – and former Renault junior driver.

# Pit crews under pressure to win Monaco Grand Prix

Fast stops offer the best opportunity to make the winning move in the Principality this weekend

The pressure will be on pit crews to win this weekend's Monaco Grand Prix on a circuit where overtaking is regarded as almost impossible.

With the ban on refuelling for 2010, the onus has now rested on mechanics to change tyres as quickly as possible, without the luxury of the fuel-flow rate slowing pitstops.

On the streets of Monte Carlo, minimising the time spent in the pits is the only realistic chance drivers will have to make up positions. The pre-season buzz about sub-2sec stops has proven to be wide of the mark, with 3.5-4sec currently considered to be a quick stop time.

McLaren team manager Dave Redding told AUTOSPORT: "The times that were banded around at the beginning of the year were optimistic. There are four distinct actions to a pitstop: the car stopping; the front and rear going up; the gunning time, which is around 1.5 seconds; and wheels on and off. In the workshop we are doing 2.2 seconds, but in a race 3-3.5 seconds is very good."

## REPEATING PRACTICE TIMES

Most teams claim practice times in the low-2sec bracket, so why does this not happen in the race?

Part of it comes down to real-world conditions. During practice, the car is pushed straight onto its marks without the pressure of a race situation or the potential disaster of a stop going wrong. It also comes down to the principle of practice making perfect.

Force India team manager Andy Stevenson said: "Some of it is nerves and the need to be safe, but one of the other reasons is that when we see these fantastic practice times, we are probably doing 30 or 40 at a time. In the race, we're into it cold. One thing I'd like to change is to do pitstop practice on a Sunday morning to get everyone up to speed, because at the moment you can't do that under parc ferme rules."

Then there is the need for drivers to stop on their marks – a few inches either way can easily cost tenths of a second.



The only way to jump that pesky Red Bull?

"It's not a criticism of them, because with the seating position it's very difficult [to see the marks]," said Stevenson. We don't do testing now, so there's less practice for them, and the pitlane speed limit doesn't increase to 100km/h until qualifying each weekend, so drivers have little chance to practice, especially with heavy fuel loads."

## MAKING STOPS FASTER

Teams are currently working on improved technology. While cost-cutting rules prevent the use of automatic jacks, ruling out a hydraulic platform, there is still time to be found in that area.

"The limiting factor is the rear," said Redding. "The front goes up quickly because the car goes onto the jack, but the wheelnuts are off the rear before the car comes up. The way to get quicker stops would

be to get the rear up faster.

"The guys on the rear will always be waiting for the car to go up to get the wheels off, because it's possible to get the nuts off fractionally before the car comes to a halt. There's time in that, but it's normally the fronts that are holding us up. It's more difficult to do, because the driver is still steering and you can't get the guns on until the car has stopped."

There is a feeling that teams could make sub-3s stops this year. "By the end of the year, we will regularly see mid-to-low two-second stops," said Stevenson. "I looked through some of our 1991 footage from the Jordan days and we were doing stops in the same time with bigger cars, bigger wheels and off-the-shelf pneumatic guns. The guns we have now are 100 times better. There is time to be found."

## Q&A

### DAVE REDDING

McLAREN TEAM MANAGER



**Do you ever tell the pit crew to be aggressive in a tight race situation?**

No. That just puts more pressure on.

**How much training and practice do you do?**

We have specific gym classes and practice sessions at the factory on an old car. On a race weekend we do about 100 stops.

**What are the limitations on jack technology?**

It must be manually-operated. We have looked at lots of ideas to speed up stops, but some are outlawed and some are just loopy! But we will come up with a solution to speed them up.

## Time running out for tyre decision

**FURTHER TALKS** over Formula 1's tyre supplier will be held at this weekend's Monaco Grand Prix, with teams keen to finalise a deal as soon as possible.

Pirelli has emerged as a strong contender to supply tyres for 13-inch wheels on a control basis, while Michelin remains in the running after dropping its price from €45 million to well under €20 million. Incumbent Bridgestone has also reopened dialogue with the teams and has some support in the paddock because of continuity, while the Cooper Avon proposal is now an outside contender.

Pirelli's bid is popular because it would not necessitate a switch to 18-inch rims. This is proposed by Michelin, and Mercedes team principal Ross Brawn has suggested a freeze on suspension and brake designs for 2011 that would cut costs in optimising cars for the larger wheels.

Green technologies are also



Pirelli is a strong contender for F1 return

understood to be important to the tyre manufacturers, with the impending reintroduction of KERS an important part of fulfilling that desire.

Michelin motorsport director Nick Shorrock told AUTOSPORT:

"We have had general discussions with the FIA and are waiting for a response. It was a very open discussion about the future of F1, but until things have been finalised it would not make sense to be more specific."

## THIS WEEK IN F1



**MERCEDES** Marque motorsport boss Norbert Haug believes that the team's Spanish Grand Prix upgrades have given it a boost. "We are in the same league as the McLarens and the Ferraris now," he told AUTOSPORT.



**RED BULL** Team principal Christian Horner is confident in brake supplier Brembo, despite Sebastian Vettel's front-left brake problem in the closing stages of the Spanish GP that might have been caused by debris. "It's wrong to blame the supplier; we use their product because it's a good product," he said.



**MCLAREN** Jenson Button was inducted into the Circuit de Catalunya's Champions' Avenue during the Spanish GP weekend in honour of his 2009 world championship. He joins team-mate Lewis Hamilton, Fernando Alonso and Michael Schumacher in having a plaque on the avenue.



**FERRARI** The release of Fernando Alonso from his garage into the path of Nico Rosberg during qualifying for the Spanish GP earned the team a \$20,000 fine for an 'unsafe release'.



**SAUBERT** The team carried Burger King logos at the Spanish GP. The deal, which will also include the European GP at Valencia, was completed because of Spanish driver Pedro de la Rosa's presence.



**WILLIAMS** The Oxfordshire squad plans to introduce a new rear-wing assembly at the Monaco Grand Prix. This follows an upgrade package for the Spanish GP that included a new floor and diffuser as well as a new front-wing endplate that was tried in practice.



**RENAULT** Vitaly Petrov says that he now feels like he belongs in F1, after struggling to settle in. "In the first two grands prix I was still not feeling like I was in F1," he said in Spain.



**FORCE INDIA** Test driver Paul di Resta will not run during free practice at the Monaco Grand Prix after appearing in the previous four race weekends. The team decided at the start of the season to use its race drivers for the event.



**TORO ROSSO** Liechtenstein-based finance company The Money Service Group has joined the Faenza outfit as a sponsor.



**LOTUS** The update package the Norfolk team introduced for the Spanish GP, which included new sidepods and a modified front wing, drew it to within 1.5 seconds of the established squads.



**HRT** The Spanish squad plans to build its own car for the 2011 season after running a Dallara design this year. The HRT ran with minor mechanical upgrades in the Spanish GP.



**VIRGIN** Technical director Nick Wirth has admitted that a "breakdown in the R&D" process has played a major role in the team's reliability problems. It was rewarded with its first double race finish in Spain.

## MONACO QUALIFYING CONCERN

Short track layout leads to fears of chaos in busy Q1 session

**LEADING FORMULA 1** stars face a tense first qualifying session at this weekend's Monaco Grand Prix, amid fears that traffic could lead to top contenders being knocked out at the first hurdle.

The bottom seven places on the grid are decided by the opening 20-minute segment of qualifying, and have usually been occupied by six cars from the new-for-2010 teams this year. But on the short Monaco circuit, if all 24 cars are on track

they will be spaced at intervals of an average 145 metres, meaning drivers could risk all their flying laps being ruined.

Splitting the cars in Q1 was discussed in Spain, but no agreement could be found.

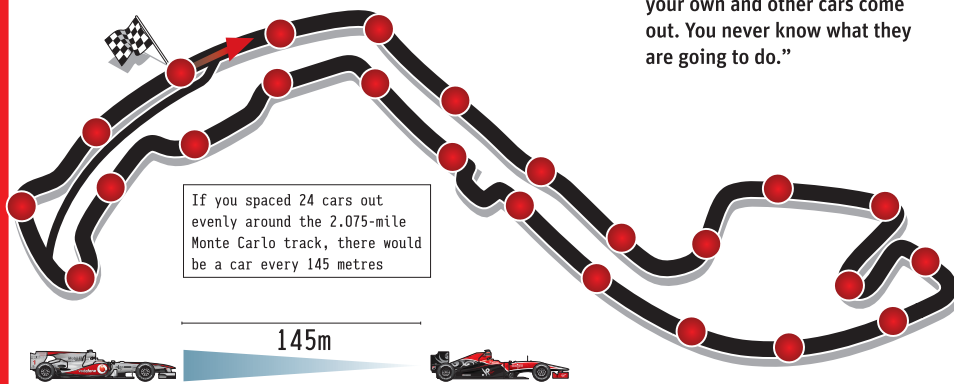
Despite the sporting concerns, Mark Webber is confident that there is no safety risk of having 24 cars on track around the two-mile Monte Carlo circuit.

"Everyone on the grid knows

that if you're trying to open a gap, you're not going to be doing it at Casino Square," said Webber. "Leave it up to the guys in the cockpit and we'll sort it out."

Force India driver Vitantonio Liuzzi added that there is no way to guarantee a clear track in Q1.

"In Monaco it's going to be tough to be in the right spot in qualifying," he said. "You can try a different strategy, but many times you are on the track on your own and other cars come out. You never know what they are going to do."



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- A5 3.000 – 3.500 cc

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# Straight talk David Coulthard

Britain's all-time leading F1 points scorer

F1 moves from Barcelona, where the car's the star, to Monaco, where the driver can make the difference. DC, a two-time Monte Carlo winner, reckons it could be a classic

**I**f Barcelona is the ultimate proving ground for your technical package's speed, then Monaco is the track where a confident driver can produce results in a car that's not the quickest, as long as its handling is predictable.

Normally the car is the dominant factor – but that blurs when you get to a track like this. A driver at the top of his game can deliver up to half a second per lap here, but he's got to have the confidence to nail his apexes, and run it right to the edge of those barriers. Lap time at Monaco is not all about aerodynamic stability and top speed like it was last weekend.

Sunday's race sector 3 times made fascinating reading: Lewis Hamilton's McLaren fastest, ahead of Nico Rosberg's Mercedes, Mark Webber's Red Bull and Fernando Alonso's Ferrari – all four cars covered by just over a tenth.

In qualifying, however, the Red Bulls were two-tenths quicker than everyone. That's a healthy gap, so perhaps we'll see them at the head of the field once again.

#### FASTEST CAR STILL FRAIL

Red Bull has had its fair share of brake issues recently, but it's logical to assume that because it has the quickest car, it is putting

#### VETTEL SHOWS TRUE METTLE

I wasn't surprised by Sebastian Vettel's mentality, when the team was telling him to retire the car due to its critical brake problem, and he kept going. When we had the tyre issues at Indianapolis, I wanted to start the race because my tyre might not have blown.

In Canada once, a bolt came off my McLaren's front rocker, so I was essentially driving a three-wheeler. I was still in the points, so I kept going despite the team telling me to park it.

#### WHY MONACO COULD BE MEGA

Reasons I think we're in for a fantastic Monaco Grand Prix:

**“Monaco is going to show us where Schuey is really at”**

That said, Barcelona's twisty sector 3 is an accurate barometer of an F1 car's low-speed prowess.

more heat into the brakes. Because it's braking later, it's putting more load into the tyres and suspension. Because it has more downforce, it goes through the corners quicker. The car is being stressed to a higher level than its rivals, so the trick is making sure you have enough margin to go the distance.

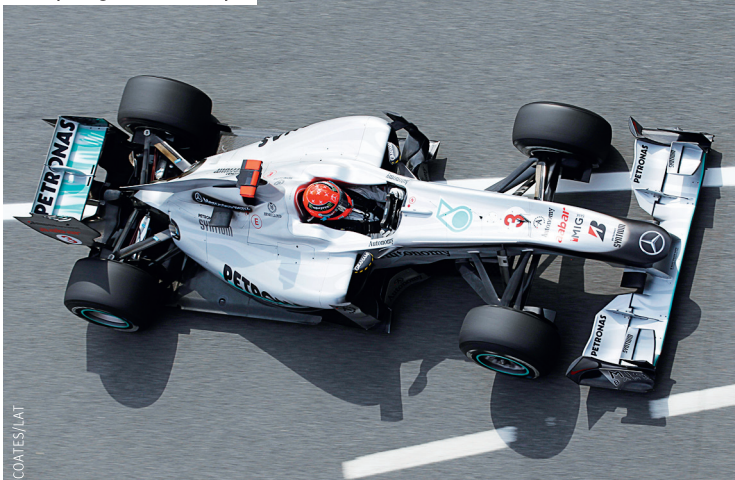
The brakes are from an outside supplier, and there's the chance you get a rogue part that has a higher rate of wear than the others. Systems are in place to make sure there is adequate life in the brakes to last a race, and then it's up to the team to ensure its brake cooling is working and there's no flexing in the uprights. So whether this is any of Red Bull's doing, or its outside supplier, that's part of the challenge to find out and understand what's going wrong.

Jenson has won there, Fernando's always quick, the two Red Bulls have been delivering, and Lewis will be looking for a big result after what happened at the end in Spain. His relaxed demeanour after the race was of someone who'd got the maximum out of the car – he felt he'd delivered his end of the bargain.

I think Monaco is going to show us where Michael Schumacher is really at. If he is able to deliver a very strong race weekend compared with Rosberg, who is the only direct performance gauge we've got, then that will show whether he's still got that fire in his belly. You have to attack Monaco to deliver a lap time. If he's not able to do that it could well be that he's lost his attacking style.

I get the feeling this race really could be a classic. ☒

Has five-time Monaco winner Schuey still got fire in his belly?



COATES/LAT

TRACK GUIDE

# Barrichello's inside line

EXCLUSIVE



F1's most experienced driver shares his thoughts and memories of the streets of Monte Carlo

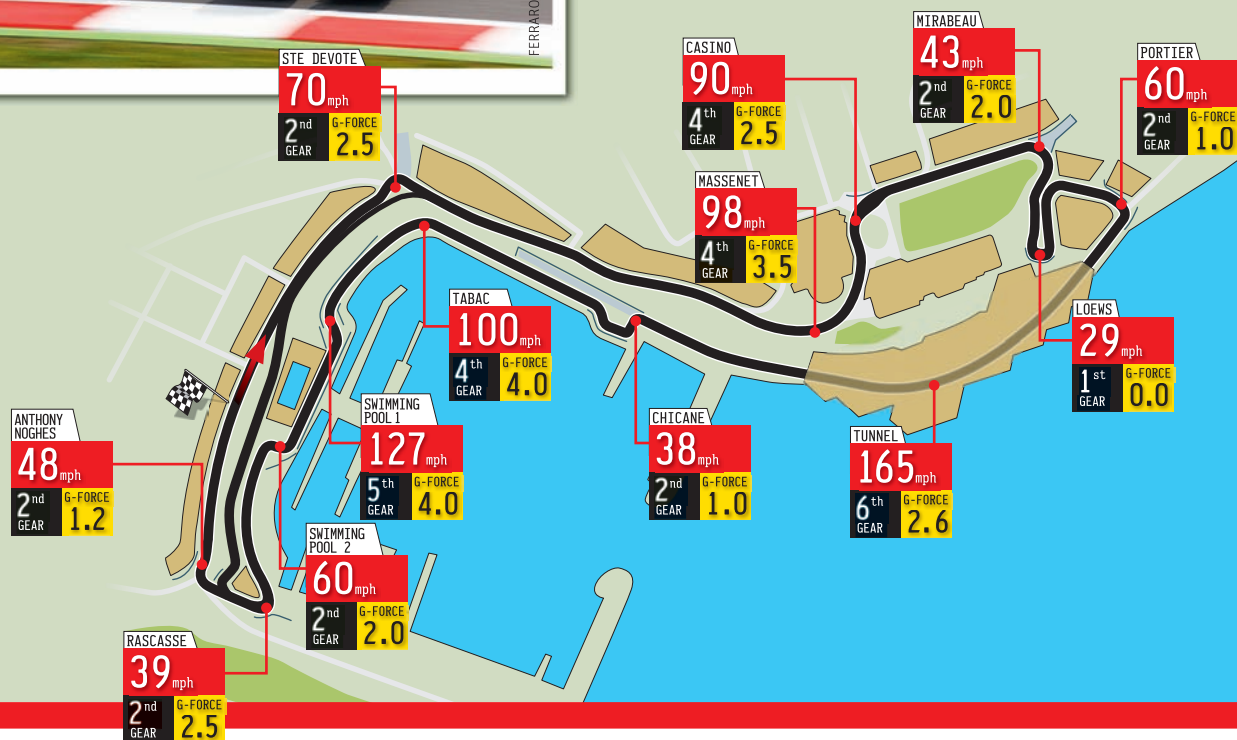
**M**onaco is a very special race. It's insane that modern F1 still goes there because there's no run-off and it's so narrow but it gives you a huge amount of pleasure to drive fast there. It's a completely different challenge to any other track in F1

because it's mechanically driven rather than aerodynamically driven and you just have to be absolutely on the limit all the time. It's as if you don't see the walls – you are just completely focused on where you are running.



## TIGHT START

You have to be ready for whatever comes at the start because the track widens and then narrows again into Ste Devote. You have got to be very flexible. If you have the mindset that you have to overtake at the first corner there's a big chance of something happening.



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**OVERTAKING**

There is zero possibility of overtaking in normal circumstances. If the track is drying, there is a possibility, but if it's completely dry it's impossible. You can't get to the inside of people unless they have a big problem.



Coulthard queues up behind Bernoldi in '01

**MENTAL CHALLENGE**

Some say it's a big challenge for concentration, but for me it's like it's locked in the memory. I find the mental ones easier than the physical ones because if you only have to pay attention to where you are going and it's less physical it's okay.



**MONACO WEATHER**

	<b>18C</b> THURSDAY SHOWERS
	<b>17C</b> SATURDAY RAIN
	<b>19C</b> SUNDAY CLOUDY

**TYRE CHOICE**

Super-Soft	Soft	Medium	Hard
Option	Unused	Prime	Unused

**RAIN**

Rain always makes things more difficult, in Monaco because the painted lines become very slippery so you have to try not to follow those lines.



**MEMORIES - 1997**

I've finished second there four times and had a good chance last year. 1997, when I finished second in the Stewart in the wet is a great memory. It's a place that I excel at and drive well - I still think my time will come!



Barrichello took P2 for Stewart GP in '97 race

**TRACK GUIDE**

NUMBER OF LAPS	<b>78</b>	CIRCUIT LENGTH	<b>2.075m</b>	RACE DISTANCE	<b>161.87m</b>
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**2009 POLE POSITION**

**JENSON BUTTON**  
(1m14.902s)

**2009 WINNER**

**JENSON BUTTON**

**VALENCIA**  
**25-28 June 2010**

**£699.00 Per Person\***

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- Team on call 24 hours
- \*Based on 2 sharing

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- F1 Programme
- Team on call 24 hours.
- \*Based on 2 sharing

MONACO GP PREVIEW



# MARK HUGHES



Spain allowed Red Bull to demonstrate its aero superiority, but will Monaco level the field?

The Red Bulls' stunning dominance, particularly in qualifying, sent rivals reeling in Barcelona. There may have been an element of clutching at straws when they then pointed out that Monaco's demands were fundamentally different and therefore the same would be unlikely to unfold there. The first part is true, not sure about the second. Barcelona is perhaps still the ultimate test of a car's aero performance and no-one disputes that the RB6 has more high-speed corner downforce than anything else – and by a vast amount. To a lesser extent this was true of last year's RB5 too, yet at Monaco it struggled badly. This was a trait that had been cured by Singapore where the demands were similar and the car was very quick. While Monaco is the first low-speed, mechanical-grip track we've encountered so far this year, the RB6's performance in the slow sector three of Barcelona was still better than anyone else's – and that sort of suggests it's going to be dynamite there too. The lack of fast corners might reduce the extent of the dominance – as downforce squares with the speed – but it's still almost certainly going to have more of it than the rest. It's true that driver acrobatics



McLaren or Red Bull for Monaco?

can go some way to overcoming chassis limitations at Monaco's short-duration turns, but Sebastian Vettel and Mark Webber aren't exactly lacking in that department either.



**P22 MONACO MINDGAMES**

## Key questions

### What the Monaco Grand Prix will tell us

- Will Red Bull's Barcelona form carry over into Monaco?
- Can McLaren get on terms with Vettel and Webber?
- Will Schumacher score his first podium since returning?



Schumacher needs a strong result in Monaco



Red Bull won't want a repeat of '09 form

ETHERINGTON/LAT

## GARY ANDERSON



### SET-UP GUIDE

Monaco is unique. Between Thursday practice and Sunday's race the grip levels will change dramatically, and it is important to start with a decent set-up. Monaco requires a higher ride height than the previous five races so, combined with a mechanical set-up that offers some compliance to help keep the wheels on the ground, that means the car moves around a lot, reducing the downforce performance of the underfloor. To compensate for this, maximum wing downforce is required, and we will see odd aerodynamic bits sticking out of various places on the cars.

### LIVE TV AND RADIO LISTINGS

#### THURSDAY MAY 13

0855-1035 Free practice 1 (BBC1)  
1255-1435 Free practice 2 (BBC1)

#### SATURDAY MAY 15

0955-1105 Free practice 3 LIVE (BBC1)  
1210-1430 Qualifying LIVE (BBC1)  
1255-1415 Qualifying LIVE (5 Live Sports Extra)

#### SUNDAY MAY 16

1210-1530 Grand Prix LIVE (BBC1)  
1300-1500 Grand Prix LIVE (Radio 5 Live)

## AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. Barcelona was a good weekend for all apart from Andrew van de Burgt, who backed the wrong Red Bull. Edd Straw is sticking his neck out this week with a big punt on Rubens Barrichello to finish in the top 10 for Williams in Monaco.



Straw's backing  
Barrichello



**JONATHAN NOBLE**  
GROUP F1 EDITOR  
£5 each way Webber 4/1

CURRENT TALLY  
**£24**



**EDD STRAW**  
F1 EDITOR  
£20 Barrichello to score points 5/4

CURRENT TALLY  
**£74**



**ANDREW VAN DE BURGT**  
EDITOR  
£10 Hamilton for pole 7/2

CURRENT TALLY  
**-£10**



**MARK GLENDENNING**  
DEPUTY F1 EDITOR  
£5 Liuzzi to score points 5/2

CURRENT TALLY  
**£61**

### RACE ODDS

Vettel	15/8
Hamilton	3/1
Webber	4/1
Alonso	5/1
Button	10/1
Schumacher	16/1
Massa	20/1
Rosberg	20/1
Kubica	33/1
Sutil	80/1
Barrichello	200/1
Petrov	200/1
Buemi	200/1
Alguersuari	200/1
Liuzzi	200/1
Hulkenberg	250/1
Kobayashi	250/1
de la Rosa	300/1
Trulli	1000/1
Kovalainen	1000/1
Glock	1000/1
di Grassi	1500/1
Senna	2000/1
Chandhok	2000/1

Odds supplied by Ladbrokes

### 2009 RESULTS

POS	DRIVER	TEAM
1	Jenson BUTTON	Brawn-Mercedes
2	Rubens BARRICHELLO	Brawn-Mercedes
3	Kimi RAIKKONEN	Ferrari
4	Felipe MASSA	Ferrari
5	Mark WEBBER	Red Bull-Renault
6	Nico ROSBERG	Williams-Toyota
7	Fernando ALONSO	Renault
8	Sebastien BOURDAIS	Toro Rosso-Ferrari

POLE: Jenson BUTTON (Brawn-Mercedes) 1m14.902

Button leads another Brawn one-two, while many of his rivals – particularly Vettel – are thwarted by the degradation rate of the super-soft Bridgestones.

### 2008 RESULTS

POS	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Robert KUBICA	BMW Sauber
3	Felipe MASSA	Ferrari
4	Mark WEBBER	Red Bull-Renault
5	Sebastian VETTEL	Toro Rosso-Ferrari
6	Rubens BARRICHELLO	Honda
7	Kazuki NAKAJIMA	Williams-Toyota
8	Heikki KOVALAINEN	McLaren-Mercedes

POLE: Felipe MASSA (Ferrari) 1m15.787s

Hamilton recovers from early puncture to take a memorable win in changing conditions. Sutil's dreams of points are sunk when he is whacked by Raikkonen.

### 2007 RESULTS

POS	DRIVER	TEAM
1	Fernando ALONSO	McLaren-Mercedes
2	Lewis HAMILTON	McLaren-Mercedes
3	Felipe MASSA	Ferrari
4	Giancarlo FISICHELLA	Renault
5	Robert KUBICA	BMW Sauber
6	Nick HEIDFELD	BMW Sauber
7	Alexander WURZ	Williams-Toyota
8	Kimi RAIKKONEN	Ferrari

POLE: Fernando ALONSO (McLaren-Mercedes) 1m15.726s

The McLarens are a class apart, but there's friction within the ranks when Hamilton suggests the team had used pit strategy to shuffle Alonso ahead of him.

### 2006 RESULTS

POS	DRIVER	TEAM
1	Fernando ALONSO	Renault
2	Juan Pablo MONTOYA	McLaren-Mercedes
3	David COULTHARD	Red Bull-Ferrari
4	Rubens BARRICHELLO	Honda
5	Michael SCHUMACHER	Ferrari
6	Giancarlo FISICHELLA	Renault
7	Nick HEIDFELD	BMW Sauber
8	Ralf SCHUMACHER	Toyota

POLE: Fernando ALONSO (Renault) 1m13.962s

With Schumacher starting from the back after qualifying 'parkgate' and Webber blowing his engine while running second, Alonso has an easy run to the flag.

### 2005 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	McLaren-Mercedes
2	Nick HEIDFELD	Williams-BMW
3	Mark WEBBER	Williams-BMW
4	Fernando ALONSO	Renault
5	Juan Pablo MONTOYA	McLaren-Mercedes
6	Ralf SCHUMACHER	Toyota
7	Michael SCHUMACHER	Ferrari
8	Rubens BARRICHELLO	Ferrari

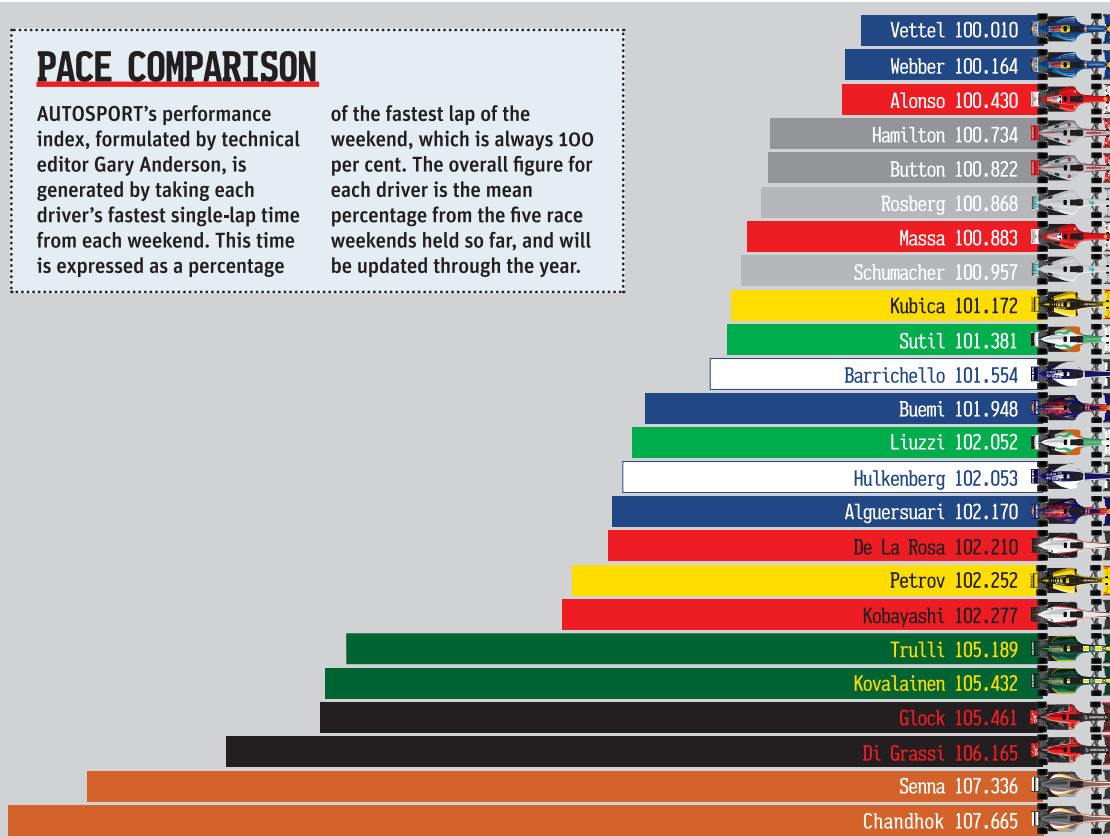
POLE: Kimi RAIKKONEN (McLaren) 2m30.323s (agg)

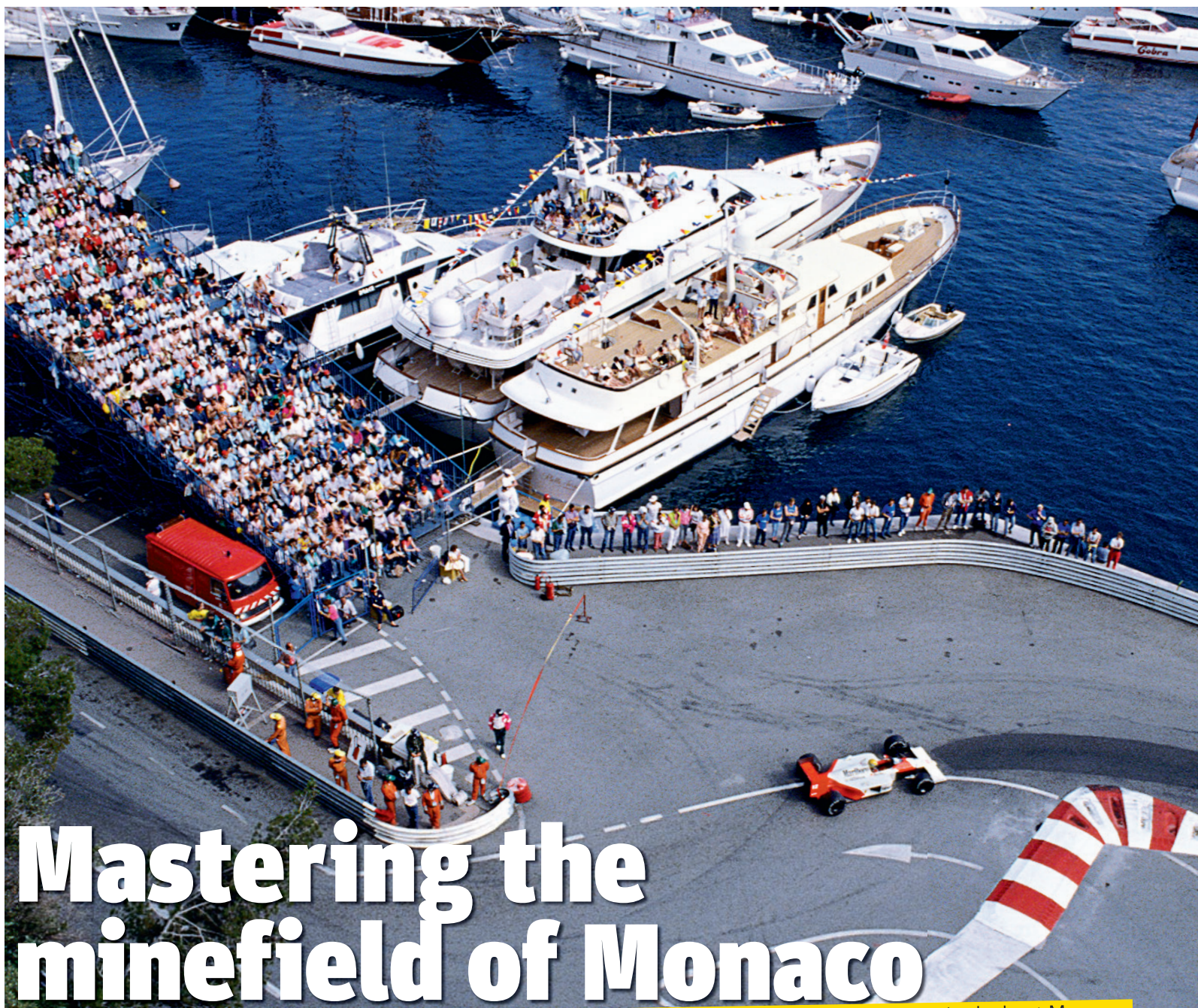
Easy win from pole for Raikkonen, helped by his gambling on not stopping when Christijan Albers's track-blocking shunt brings out the safety car.

## PACE COMPARISON

AUTOSPORT's performance index, formulated by technical editor Gary Anderson, is generated by taking each driver's fastest single-lap time from each weekend. This time is expressed as a percentage

of the fastest lap of the weekend, which is always 100 per cent. The overall figure for each driver is the mean percentage from the five race weekends held so far, and will be updated through the year.





# Mastering the minefield of Monaco

Clyde Brolin's compelling book helps unravel the mystery of driving an F1 car on the limit – particularly at Monaco

**W**hat's so special about Monaco? Ask Alain Menu. As he watched F1 qualifying at the chicane in 1988, a vision etched itself forever into the Swiss racer's memory.

"There weren't many people around because it was a private area but I'm so glad I was there," remembers Menu. "Ayrton Senna was visibly braking eight metres later than anybody else, but it was his car that was amazing. You could hear all the others banging around under braking. But as he braked the whole car just shook. You could hear nothing – except for phphphphph."

Menu's exclamation is reminiscent of Hannibal Lecter

recalling his favourite meal. Spine-tingling? You bet. "It made an immediate impression on me," he says. "Later I heard Ayrton had

**"Ayrton Senna's lap was ultimate perfection in a racing car. I haven't had that lap yet..."**

Lewis Hamilton

to come into the pits because he was looking down on himself from above the car. I'm very down-to-Earth and if I hadn't seen it, I'd have said, 'Okay, whatever, it was just a fantastic lap.'

"But now I believe it because I saw it and I heard it. Something definitely happened that Saturday and I believe it was special because I've never seen a racing car do this. Never, ever, ever. It gives me goose pimples to talk about it – and I have no doubt it was the same the whole way round the lap."

Senna's mystical moment is now enshrined in motorsport folklore. As he lapped 1.5 seconds quicker than McLaren team-mate Alain Prost, he wasn't even consciously thinking about driving. Instead he found himself tapping into a "different dimension" that propelled him round the harbour. "Detached from anything else", Senna had unlocked an all-new

level of ability and suddenly Earthly matters became easy.

It sounds like *The Matrix* but this was reality, not Hollywood. Senna's account rightly graces every book ever written about the Brazilian maestro – but he didn't bring it up in the press conference. It was years before Canadian journalist Gerald Donaldson prised it out at an Imola test.

"I could tell he was telling me something extraordinary because he was shaking, his voice was quavering and his eyes were misting over," says Donaldson. "That's the way he became when he got passionate.

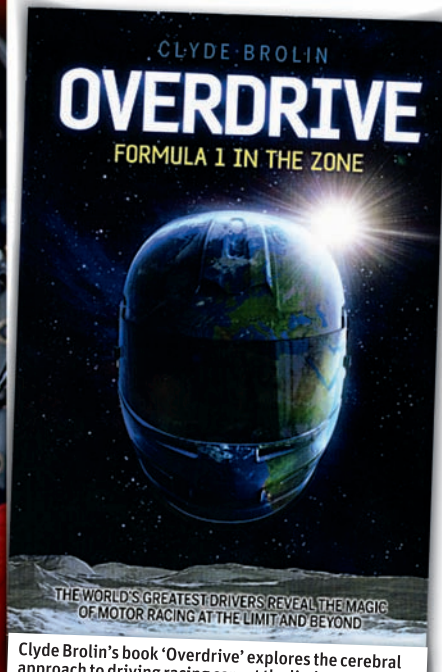
"Ayrton Senna's experiences in a racing car were a means of



Senna was some 1.5sec quicker than Prost in '88



Senna was in the zone during '88 qualifying



Clyde Brolin's book 'Overdrive' explores the cerebral approach to driving racing cars at the limit and beyond



Schumacher has won at Monaco five times

self-discovery. He was fascinated by his temptation to go further. He couldn't stop himself pushing and he discovered that each time he reached the limit he could go further still. In this case the delivery was almost as important as what he was saying. It was clear he felt really deeply about it."

To lose total concentration ought to be unimaginable for a racing driver, particularly round a street circuit where one wheel out of place proves terminal. Yet as I began a decade of hounding motorsport's legends I was astounded to find Senna is far from alone in his extreme encounter with "the Zone". Indeed, he is not even the only man to enjoy such an unreal day

out in Monaco.

Olivier Panis' only grand prix win came for Ligier round the sodden principality in 1996. Starting 14th, he began overtaking cars left, right and centre in a race where, as usual at Monaco, precious little other passing was going on at all.

"For that one day, I felt I was flying and everyone else was slow," he recalls. "What's more, I felt I would keep flying everywhere. I just kept trying things and everything worked – even when I pushed harder and harder. I wouldn't say I was a different man but I had the clearest sensation that nothing bad was going to happen to me.

"That day I overtook seven cars in the wet round Monaco. Then

when I saw the video I thought, 'No, this is not me.' When I saw how the car was oversteering all over the place, I was shocked."

While the Frenchman's walk on water remains a happy mystery, Senna's weekend – which ended in the Portier barriers – was a catalyst for his spiritual conversion. There were also echoes of it two decades later in 2008.

After Senna's nephew Bruno dominated Friday's GP2 race, compatriot Felipe Massa ruled on Saturday. "I've heard what happened to Ayrton," says Massa. "Something similar has happened to me, but only once or twice in my life – one of them was that qualifying session. I think of it as a 'bubble' where you

feel untouchable."

Come Sunday, Massa's "bubble" burst under the Riviera rain just as it inflated for Lewis Hamilton, who fulfilled a lifelong dream in style.

"Ayrton's lap was ultimate perfection in a racing car," says Hamilton. "I haven't had that perfect lap yet – though Monaco was about as close as I've come. But it's not being 'in the Zone' that makes you qualify like Ayrton. That was something else – 'beyond the Zone'. That's heaven..." ❧

**OVERDRIVE - F1 IN THE ZONE (C Brolin)**  
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# BRITISH TOURING CAR CHAMPIONSHIP



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# MPH Mark Hughes

AUTOSPORT grand prix editor

While Felipe Massa finds out just how hard it is being Fernando Alonso's team-mate, Mark Webber is discovering what a difference a win can make to career momentum

**I**n Formula 1's cruelly relentless way, careers are on the line now that the season is old enough for patterns to have formed in the relative performance of team-mates. Any weaknesses are ruthlessly prised apart and exposed and at Ferrari Felipe Massa is having a tough time.

Being Fernando Alonso's team-mate can be no easy thing, must be akin to being body punched repeatedly by a heavyweight boxer. The punishment just never stops such is his unerringly high level.

Every breakthrough you think you've made – he's already found more. Every drop of performance

you've squeezed from yourself or the car – he's already done it better. You'd understand him questioning where are the swings and roundabouts, the breaks he used to get when Kimi Raikkonen was the benchmark. In fact, it could be argued that Massa's terrific performances in 2007 and '08

played their part in Kimi now driving special stages rather than the F1 circuits. Now, he seems in the middle of a downward spiral.

"In Bahrain everything was normal," he said after yet another disappointing qualifying in Spain, 0.6s adrift and three rows back

from Alonso. "I could drive the car in the same way as I had and it was fast and consistent. But ever since then the car has just not allowed me to drive like that – and I don't know why. We need to understand but it does not work as it is for me and we need to find a solution. It was more like rally driving out there today for me – and that's just not right."

Stand trackside and watch and you see he's pushing like crazy – maybe too hard. On a fast corner he'll be massively overloading the front, on the slower stuff he's got the tail of the car tweaked way out of line in power oversteer. It's not for lack of effort he's slow. Nor does he look like the wild, inconsistent guy of his junior days. It's more that he and the car are just not talking – and all the while Fernando just seems somehow perfectly in tune with what is ostensibly the exact same car. It's become almost a motif of the season to see Felipe's engineer Rob Smedley leaning his head into the Ferrari cockpit with a quizzical, troubled look on his face.

So already, after just five races, questions are being posed about Felipe's future. Compounding the difficulty he faces is Robert Kubica's Alonso-like relentless performance in the Renault. The least bit of difficulty – and there's a theoretically inferior Renault in front, driven by the guy that at least some in the team is looking at for the future. Felipe's career swings on a delicate pivot right now.

As does that of Mark Webber – for rather different reasons. Far from struggling, he's on fire at the moment. So how can a guy fast enough to have outqualified Sebastian Vettel twice in five races, and been super-close to him on others, and to have dominated like he did on Sunday be in any career danger? Approaching his mid-thirties, contract over at the end of the year, young guns pushing for a place in the team, and a disappointing, error-strewn sequence of races in the first four events, Barcelona was a crucial event for him.

So outrageously fast was the upgraded Red Bull there that the concept of a title fight between its two drivers seems more than feasible. If Vettel's seasonal momentum was to be halted, far better from Webber's perspective it be sooner than later. He was absolutely on a mission last weekend – even more than normal. He is so much the right guy for the team if he is delivering on his potential. But any questions on the consistency of that delivery and he could be vulnerable.

Ironically he could now be contemplating a world championship – or the end of his frontline F1 career. Doesn't come much starker than that. But then again, there was an interesting little whisper of another driver Ferrari might be looking at should it need to replace Massa – by the name of Webber... ❧



Lapping it up: Webber enjoys champagne moment in Spain

**“Massa’s career swings on a pivot – as does Webber’s”**

A lack of passing could have been track's fault

GP3

# Overtaking worry for GP3

Series boss pleased with first race weekend for new category, but promises to look into passing difficulties

➔ P62 GP3 REPORT

**G**P3 Series organiser Bruno Michel has highlighted the unexpected difficulty of overtaking as his only concern from an otherwise successful first weekend in Barcelona.

The new GP2 feeder series kicked off with a full 30-car grid and a decent level of talent in the top half of the field, although there was widespread concern from drivers about the sudden loss of downforce when trying to slipstream a rival. Michel said that the issue would be discussed before the next round in Turkey, but also pointed out that overtaking was notoriously difficult at Barcelona in any case.

"It's only one race and it's Barcelona, so we know that

overtaking will be difficult," he told AUTOSPORT. "We will look into it and see what can be done. I'm sure in Turkey we'll see more [passing]. There was not much overtaking here, but I don't think it is a big issue. We will talk to the drivers, to Dallara and to the teams. But we rarely have incredible GP2 racing here either."

While the consensus from the drivers might have been that passing was more difficult than expected, it wasn't impossible, as ART's Alexander Rossi proved when he climbed from 28th to eighth in the opening race. The drivers were generally positive about the series' debut weekend, with Carlin's Dean Smith claiming that even the relatively limited track time was

not a major concern.

"Half an hour [of practice] is quite tough, but when you get to this level you need to move up," he said. "You should have learned in the junior years how to perform in the first session. Once you understand how the F1 race weekend works and how the rubber lays down, half an hour is plenty of time. The whole thing is very competitive, not just the drivers but also the teams as well. GP3 will definitely stand up as a series."

Overtaking aside, the main concern for the series in the coming weeks will be achieving a stable grid, with some of the Barcelona field having signed for either a one-off or a part-season only. Michel conceded that some teams had found it hard to



Michel was happy with GP3's debut

fill their three seats but said that he was delighted with what had been achieved in Spain.

"The teams have been pushing and struggling a little bit to get three drivers on the grid for the beginning of the season, but they've done it and for me it's really where we want it to be," he said. "I am really, really optimistic about the championship."



AQ-H has jumped ship to GP3 series

GP3/F3 EURO SERIES

## Quaife-Hobbs ditches Euro F3 for GP3

**ADRIAN QUAIFE-HOBBS** says that this year's small F3 Euro Series grid was the main reason he decided to abandon the championship in favour of the new GP3 Series.

The Briton contested the opening two rounds

of the Euro Series with Motopark, achieving a best result of fifth. But he then quit the series to race one of Manor's GP3 cars instead, citing the doubts surrounding the future of the Euro Series as a key reason.

"We were looking at the F3 Euro Series and there were only 13 cars on the grid," he told AUTOSPORT. "GP3 just seemed to be the best way to go, and if the Euro Series is not going to be around next year then

it makes sense to get used to this car now. This is definitely the championship to be in now, and I had a good deal offered by Manor, which is Virgin Racing in F1. It's just a better overall package."

GP3

# Tech 1 runs F3 stars in opener

**GP3 TEAM** team Tech 1's hopes of remaining competitive during the inaugural season could depend on finding a stable driver-line-up, with neither Daniel Juncadella nor Jean-Eric Vergne confirmed for the rest of the season.

The pair were among the pacesetters in last weekend's first round at Barcelona, however Juncadella, who races in the F3 Euro Series with Prema, told AUTOSPORT that he expected Spain to be his only GP3 appearance for the year.

"I am only doing this weekend," the Spaniard said. "I got an invitation from Tech 1. I think GP3 is

quite competitive, but the biggest difference to the Euro Series is that here there are 30 drivers, which makes the whole package look better."

Meanwhile Vergne, who is racing in British F3, said his plans were not set.

"I am going to do Valencia," he said. "It's not possible for me to do Turkey because I've got Formula 3 at Hockenheim, but then I will do Valencia. After that, I'm not sure."

Juncadella's weekend in Spain was compromised

from the outset by a mistake in qualifying, which prevented him from being able to capitalise on his pace, while Vergne was on course for a podium on Sunday before being issued with a drive-through penalty.



Vergne could combine GP3 and F3

## IN BRIEF



### HERBERT MISSES 'STARS

Johnny Herbert skipped last weekend's Superstars round at Vallelunga as it only counted towards the National Championship rather than the International points. Ferrari GT2 regular Matteo Malucelli replaced him in the Motorzone Chevrolet team and took victory in the second race.

### CORTHALS BACK IN WTCC

Belgian Pierre-Yves Corthals will return to the World Touring Car Championship for his home race at Zolder in June. Corthals, 35, will drive a SEAT Leon TFSI run by Exagon Engineering.

### NEAL GETS WEIGHT BREAK

British Touring Car Championship leader Matt Neal will carry 36kg of success ballast into the next round at Oulton Park, rather than the usual 45kg for the driver leading the standings. Series rules dictate that two drivers equal on points, as Neal and Chevrolet Cruze driver Jason Plato (below) currently are, must carry the same ballast.



### RICCI ON RACE-BY-RACE

GP2 podium finisher Giacomo Ricci was unsure whether he'd be on the grid in Monaco as this issue of AUTOSPORT went to press. The Italian (above), whose second place was DPR's first podium since 2007, said: "My situation is really strange – it's race-by-race at the moment. It is a dream to drive this car, and I hope I can continue the season."

### ALGARVE DEFINITELY OFF

The cancellation of the GP2 standalone race at the Algarve circuit has been confirmed. Series boss Bruno Michel blamed the decision on the track's failure to meet its contractual obligations.

### SUPERLEAGUE BOSS QUILTS

Superleague Formula founder Alex Andreu has relinquished his role as the series president, managing director, and his place on the board. He remains a shareholder in the football-meets-motor racing series, but has no day-to-day responsibilities. The series is yet to appoint a successor.

GP2

# GP2 eyes new tyre supplier

Bridgestone's GP2 tenure could be up



**GP2 APPEARS** almost certain to have a new tyre supplier next season after series organiser Bruno Michel confirmed that it was unlikely to continue its relationship with Bridgestone.

The Japanese company, which has been involved with GP2 since the series was launched in 2005, is set to leave Formula 1 at the end of this season, and Michel said that GP2's switch to a new-generation car for 2011 meant that the time was right to look for a new supplier.

"I think [keeping] Bridgestone is quite difficult for next year," he told AUTOSPORT. "We are talking to a few manufacturers, and we are also waiting to see what F1 is doing. We will make a decision in the next few weeks, because we need to start to work with the [2011] development car. It will be a new car, so it is not a bad time to change tyres."

## AUTOSPORT SAYS...

**GLENN FREEMAN**  
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**T**he sub-GP2 level of the motor racing ladder could be about to get very messy. GP3's arrival on the scene – with a full grid of 30 cars – means that it's overcome its first hurdle, which turns the heat up on Formula 3.

But just because F3 – or perhaps that should be the Euro Series in particular – appears to be on the ropes at the moment, doesn't mean this battle is going to be a one-sided affair with GP3 stamping all over what is a long-standing category.

Yes, there were 30 cars on the grid in Spain last weekend. But how many of those were one-off deals made by teams to prevent them falling foul of the fines that will be dished out to those that don't field three cars? Plus, several of the 'full-season' deals were done on the cheap for the same reason.

So it remains to be seen if that type of existence is really sustainable. F3 doesn't need to panic just yet – it still has most of the strongest drivers at this level and a lot of people in the sport realise its importance for grooming drivers. Don't forget, it's the only significant category on the single-seater ladder that isn't one-make these days, and for that reason alone it deserves its place. But GP3 is on the warpath...

F3 Euro Series may struggle against GP3



## DOUBLING UP

**HAMLIN IS FIRST TO DO DARLINGTON DOUBLE SINCE '93**

Denny Hamlin completed the NASCAR Sprint Cup and Nationwide Series double at Darlington last weekend. The last driver to achieve that was veteran Mark Martin, who managed it in 1993 (below)



BMW races regularly on the Nordschleife



DTM

# BMW DTM car could race in 2011

Marque considering racing its DTM-spec M3 at the Nurburgring next year, while series bosses also open the door for early debut

**B**MW is weighing up whether to give its 2012 DTM car an early race debut next year.

The Bavarian manufacturer is set to rejoin the German-based series in 2012, when a new rules package is introduced, but it is possible that the car could compete in the long-distance VLN series on the Nurburgring Nordschleife in 2011, or as a non-championship entry in the DTM.

BMW motorsport boss Mario Theissen told AUTOSPORT: "I wouldn't rule that [a 2011 race debut in the VLN] out. We are looking at cost-efficient parts, which means long engine life and long-life components, so why wouldn't you go to a long-distance race with these cars? It would be an additional opportunity."

DTM organisers have opened the door for manufacturers building cars to the new regulations to race their 2012-spec cars during next

season. The plan is to allow new cars to compete alongside the current ones, but without being eligible for points.

When BMW's board signed off the decision to return to the DTM, it did so under the condition that the series achieves a tie-up that will enable the cars to race in North America and Asia. DTM bosses have been in talks with senior figures from Grand-Am and Japanese Super GT in a bid to achieve this, and Grand-Am personnel visited the official DTM pre-season test at Valencia in March.

"[The tie-up] is probably in the interest of the Japanese and the Americans too, because they also have cars that they can only race in one series at the moment," Theissen added. "So I think there is a very good chance to get together. We will try to sort it out in the coming months and if it works out we will be on board [in the DTM]."

## Q&A

### MARIO THEISSEN BMW MOTORSPORT DIRECTOR

**Have you set conditions that your DTM car must be able to race in other markets for BMW to join the DTM in 2012?**

I wouldn't say that we have set conditions. We have sat down with the ITR [series promoter], with Mercedes and with Audi. We have had discussions, we have targets of what we want to achieve, but in the end it's in the interest of all competitors.

**Is there any way that BMW could enter the DTM in 2011 rather than waiting until 2012?**

The main issue is that there will be new regulations in 2012 and it doesn't make sense for us to start with an old[-spec] car for the final year, and



compete against two manufacturers who have been there for 10 years. So it's just a logical decision.

**Did the decision to return come about because you are not in Formula 1 anymore?**

The decision to pull out of F1 was based on the future orientation of the company and it was always clear that the company would stay in motorsport. What they said already last year was that we had to focus on production-car racing from a marketing perspective. This is why we worked out this new programme.

**IN BRIEF**



**RAHAL JOINS DAD FOR INDY**

Graham Rahal (above) will race for his father Bobby's team at the Indianapolis 500. "To go after my dream of winning the Indy 500 with this team means a lot to me and my family," said Rahal Jr, who has yet to secure a full-time drive.

**ANOTHER WOMAN ENTERS 500**

Ana Beatriz has taken the number of women trying to qualify for this year's Indianapolis 500 up to five following the announcement that she will enter the race with Dreyer & Reinbold Racing. The Brazilian will drive a fourth car for the team, alongside full-time drivers Mike Conway and Justin Wilson, plus one-off entrant Tomas Schecker.

**HAMILTON GOES BACK TO TEXAS**

IndyCar veteran Davey Hamilton drove at Texas Motor Speedway last week, for the first time since the horrific accident that severely damaged his feet in 2001. Hamilton, who will race for Luczo Dragon/De Ferran Motorsports in the Indy 500, said: "I was a little anxious - my last memories here were of trying to survive."

**OVAL TEST CANCELLED**

The first IndyCar oval test of the year at Kentucky Speedway last week was cancelled due to overnight rain and the threat of further showers at the track.

**DTM VALENCIA DEMO**

A DTM car will drive on the Formula 1 Valencia street circuit this weekend as part of a promotional event for the German series' first race at the Ricardo Tormo permanent circuit on May 23.

**HARVICK AND RCR MAKE UP**

NASCAR Sprint Cup points leader Kevin Harvick (below) is close to signing a new deal with Richard Childress Racing, despite publicly falling out with the team over the winter. "It's good for all of us that we can put this back together," said Childress.



**INDY 500**

**Tracy and Green back together**

**PAUL TRACY** will be reunited with Barry Green for this year's Indianapolis 500, recreating the team that narrowly missed out on winning the 2002 event.

Green will serve as the race strategist on Tracy's #15 KV Racing Technology entry, reprising the role he held when

Tracy was controversially denied victory in 2002 after officials declared that his move to take the lead from Helio Castroneves had occurred after yellow flags had been brought out for a crash.

"Deep down we know what happened there," Tracy said. "It's a topic that will

probably go down as one of the most fiercely-debated for many, many years.

"I feel like I'm in the best shape of my life right now. [Team owner] Jimmy Vasser has told me all winter that they're going to have a great car for me with great engineers, and we've now just put the icing on the cake with Barry."

Green, who was also on the pitwall for former F1 world champion Jacques Villeneuve when he came back from a two-lap penalty to win at Indy in 1995, admitted that the sense of unfinished business with Tracy was part of his motivation for returning.

"I think everyone involved in the argument deep down really knows who won that [2002] race," Green said.

"I've had a bit of experience with Villeneuve, but I'm all about tomorrow. Tomorrow brings us another chance to be involved with a team with such intensity. I think Paul will feel just the same."



2010-spec Tracy is in 'best shape' of his life

HILL/JAT

**INDYCAR**

**Baltimore closes on Indy slot**

**THE INDYCAR** Series is on the verge of finalising a five-year deal for a new street race in Baltimore.

The Maryland city's local-government financial authority last week unanimously approved \$5.4 million in state and federal

funding to prepare 2.4 miles of roads for a race weekend. The promoter, the Baltimore Racing Development Corp, is seeking

a place on the 2011 calendar.

Indy Racing commercial president Terry Angstadt said: "We are very pleased with the outcome of the vote as it is a key step in bringing the Indy Racing League to Baltimore in 2011.

"Baltimore is a great fit for the Indy Racing League as it gives us a presence in the mid-Atlantic region."

If the race goes ahead it will become the sixth street circuit on the IndyCar calendar, joining Long Beach, Sao Paulo, St Petersburg, Toronto and Edmonton.



Angstadt: pleased

**FORMULA RENAULT 3.5**

**Rossi steps in to learn Monaco**

**FORMULA RENAULT 3.5** team ISR is working to retain Esteban Guerrieri for the rest of the 2010 season, even though the Argentinian will be replaced by Alexander Rossi for this weekend's Monaco round.

ISR team manager Igor Salaquarda told AUTOSPORT that the team is working on a budget to put Guerrieri back in the car after the Monte Carlo weekend.

"We're working to find some sponsors for Esteban for the rest of the season, but nothing has been signed," he said.

American Rossi, who is already a race winner in GP3 and drove for ISR in Formula Master last year, signed up for the Monaco

race to gain experience of the circuit.

"Ever since we saw that Monaco was not on the GP3 calendar, we were looking at the tracks that we'd need to learn for GP2," he told AUTOSPORT. "The cheapest option was to do the World Series event."



Rossi rejoins ISR for FR3.5 Monte blast

GETTY IMAGES

**NASCAR**

**Second-tier car gets test**



GETTY

New car is closing on its first race in July

**THE NEXT-GENERATION** car for the NASCAR Nationwide series will undergo its first open test next week at Daytona, less than two months before the car makes its race debut at the same track.

The new car, which will race four times this year, starting with Daytona on July 2, has been tested extensively already, but only with a handful of cars at any given time.

Michael Waltrip Racing vice-president Ty Norris said: "The biggest fear is that we have a lot of unknowns. Drivers and crew chiefs are worried about how it's going to drive, and NASCAR is worried about how the racing will be. But I think people will like these cars."

LE MANS 24 HOURS

# Scheider to Le Mans

Scheider: practice for Audi LMP1 future?

Audi gives its blessing for reigning DTM champ to join Brit Westbrook in a Porsche

**T**wo-time DTM champion Timo Scheider will race at the Le Mans 24 Hours for the first time this year in what could be a precursor to a seat with the factory Audi squad.

Scheider, who has raced with Audi in the DTM since 2006, has been loaned out to Scuderia Italia for this year's 24 Hours. The 31-year-old German will drive a Porsche 911 GT3-RSR alongside Briton Richard Westbrook and Porsche Junior Marco Holzer.

Audi Sport boss Wolfgang Ullrich said he was happy to allow his star DTM driver to race at Le Mans with a manufacturer that has close ties with his employer.

"Timo has wanted to do Le Mans since last year and luckily this opportunity came up," he said. "I said, 'Why not?' We already share some of our drivers in the family [Porsche factory drivers

Romain Dumas and Timo Bernhard, who are part of Audi's Le Mans line-up].

"It is good that Timo will be able to get some Le Mans experience in a lower [GT2] category with a bit less pressure on him."

Asked if Scheider could move up to the Audi prototype squad in years to come, Ullrich said: "We will have to see how it works out, but why not? It is good that some of our DTM drivers, like Timo and Oliver [Jarvis], are keen to get some sportscar experience for the future."

Scheider, who was a race winner in the 2005 FIA GT Championship with the Vitaphone Maserati squad, has been invited to race for Scuderia Italia by the team's new team manager and sporting director Antonio 'Didi' Cazzago, who has moved over from AF Corse. He worked with Scheider

when the German undertook a one-off with AF in a GT2 Ferrari at the 2006 Spa 24 Hours.

Cazzago said: "I gave Timo a call and he was very enthusiastic, because one day he knows he will drive an Audi sportscar at Le Mans. He knows this is a good baptism for him."

Westbrook and Holzer, who race together in the Le Mans Series with the ProSpeed Porsche team, will also be racing at Le Mans for the first time.

"It's fantastic to finally get the chance to go to Le Mans," said reigning FIA GT2 champion Westbrook. "I think I've landed one of the best GT2 seats."

● Jarvis and Scheider will team up in this weekend's Nurburgring 24 Hours. They will share one of two Abt-entered Audi R8 GT3 cars together with Mattias Ekstrom and Marco Werner.

LE MANS 24 HOURS

## CRS chasing late entry for GT2 class

CRS is racing in Le Mans Series



**THE BRITISH** CRS Racing Ferrari squad has put itself forward as a late reserve for next month's Le Mans 24 Hours.

CRS, which failed to land a Le Mans entry for this season, wants to exploit a raft of pull-outs that have depleted the reserve list. It has told Le Mans organiser the Automobile Club de l'Ouest that it is ready to join the back of the reserve list in the hope of racing at the Circuit de la Sarthe this year.

Team principal Andrew Kirkaldy said: "We have told the ACO that we are ready to go. We really want to do Le Mans, but so far they've said no."

The problem for CRS and other teams looking for a late Le Mans entry is that no provision exists in the rules to take on extra reserves.

There is now only one car left on the reserve list after a spate of withdrawals in the past week. Not racing at Le Mans are the Modena Group Ferrari team, PK Racing, which had a Corvette damaged by fire in this month's FIA GT1 World Championship race at Silverstone, and Pescarolo Sport, which notified the ACO of its withdrawal on Friday.

The vacant places have been taken up by Felbermayr Proton's second Porsche, an AF Corse Ferrari for Giancarlo Fisichella, Jean Alesi and Toni Vilander, an extra Matech Ford GT and KSM's Lola-Judd.

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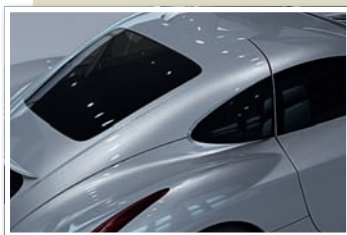
**IN BRIEF**

**SALO BACK TO LE MANS**

Former grand prix driver Mika Salo will return to the Le Mans 24 Hours with the AF Corse Ferrari team. The two-time winner of the GT2 class with Risi Competizione will share a Ferrari 430 GT with Argentinians Matias Russo and Luis Perez Companc.

**FIRST PIC OF NEW PANOZ**

Panoz has given a sneak preview (below) of the new road car that will form the basis of its forthcoming new GT2 contender. The Abruzzi 'Spirit of Le Mans' will be unveiled during the Le Mans 24 Hours week next month, and is expected to make its race debut at Petit Le Mans in October.



**MINASSIAN SKIPS SPA...**

Peugeot driver Nicolas Minassian did not race in the Spa Le Mans Series event after sustaining a minor rib injury while undergoing a physical evaluation at the manufacturer's training camp in late April.

**...AND SO DOES MANSELL**

The Beechdean Mansell Ginetta-Zytek skipped last weekend's Spa LMS round to focus its resources on the 24 Hours at Le Mans. "We need to make sure the car is right for Le Mans," said team boss Andrew Howard.

**KENNARD SET FOR LE MANS**

British Formula 3 race winner Jonathan Kennard is set to race for the KSM Lola LMP2 team at Le Mans. The 24-year-old ran as high as fourth in class on his second appearance with the team at the Spa LMS race.

**NORMA MAJOR BREAKTHROUGH**

The new Norma LMP2 contender that will make its race debut at the Le Mans



24 Hours was due to run for the first time in the hands of the French Pegasus team this week. The Judd-powered M20 (above) was scheduled to run at Nogaro after passing its homologation inspection last week.

**ATLAS MAKES ITS DEBUT**

The new Atlas FX-Full Speed squad made its Le Mans Series debut in last weekend's Spa 1000Km with its ex-Konrad Saleen S7R. The team combines elements of the Full Speed and K plus K squads, which both raced Saleens in the FIA GT Championship last year.

**SPORTSCARS**

**Toyota involved in hybrid talks**

Toyota GT-One was faster than a Prius



**TOYOTA IS** playing an active part in the formulation of the new rules for hybrids at the Le Mans 24 Hours.

The Japanese manufacturer was last week represented at a meeting organised by the Automobile Club de l'Ouest to fine-tune the hybrid regulations for next year. Its involvement provides further evidence that Toyota is gearing up to return to Le Mans with a hybrid LMP1 prototype.

It has denied that it has any firm plans, but is known to have tested a hybrid system in a Dome S101 prototype in late 2008.

The ACO is opening up its hybrid rules for 2011. It will allow a variety of energy-storage systems in addition to batteries, including flywheels and super-capacitors.

Audi Sport boss Wolfgang Ullrich insisted that it was important to ensure that the rules do not force manufacturers to go the hybrid route.

"Efficiency should be the goal, not just having some technology in the car that is just hype," he said. "It does not make sense if a hybrid performs better than a more-efficient car."

**SPORTSCARS**

**ASM stepping up next year**

**REIGNING LMP2** Le Mans Series champion team ASM will step up to the premier prototype division next year.

The Portuguese squad, run by ex-British Formula 3 racer Antonio Simoes, is already working towards an attack on the LMP1 title in 2011. It plans to convert the Ginetta-Zytek GZ09S with which Olivier Pla and Miguel Amaral won last year's title to LMP1 specification.

Next year's LMP1 rules for petrol cars demand a maximum capacity of 3.4 litres, the same displacement as LMP2 at the moment. That means only limited changes would be required for a team to step up.

Simoes said: "We will do P1 with this car. We want to step up and it makes sense now that we have this car."

"Le Mans is central to our plan. We believe we will have a better chance of finishing the race there with the car in LMP1 spec."

Simoes also questioned the future of LMP2, which is due to switch to production-based engines for 2011.

LMP2 Ginetta to be converted to LMP1



**60 SECONDS WITH**

**MARK BLUNDELL**  
Ex-F1/CART driver



Former grand prix driver Mark Blundell is returning to the cockpit after an absence of seven years to race an Audi R8 LMS for the Anglo-American United Autosports team in the Spa 24 Hours on July 31-August 1.

**What made you decide to come back now?**

I never officially retired and the time was right to do something again. I know Zak [Brown, team owner] and we had a few conversations a while back. Once he'd put everything in place, I said I'd have a look at it. There are a few races I haven't done and the Spa 24 Hours is one of them, so I'm definitely ticking a box here. What driver wouldn't want to race at Spa?

**How come you haven't raced since finishing second at Le Mans with Bentley in 2003?**

My Formula 1 role with ITV precluded me from doing much because of all the travel. That was a decision I had to make when that door opened. That chapter has come to an end and my business is stable, so I have a bit more time on my hands.

**Did it take long to get back in the groove when you tested the R8 for the first time on Silverstone's Stowe circuit last week?**

I was surprised and so was the team. Within five or six laps, it all came flooding back. The enjoyment was definitely there.

**You mentioned about ticking boxes.**

**What other races would you like to do?** Bathurst is something I'd love to do. I was going to do that V8 Supercar race at Surfers Paradise in October, but unfortunately I had to withdraw because I've got too much going on at that time of the year. I also want to go back to Le Mans one day.

Mark Blundell was talking to AUTOSPORT international-editor-at-large Gary Watkins



Blundell will race an Audi R8 in Spa 24 Hours



WRC

## RALLY NZ ON TRACK

Last week's Rally New Zealand included a stage at the Hampton Downs race track for the first time. The event included two runs at a superspecial stage, which was slotted in around a day-long race programme at the Waikato circuit.

WORLDRALLYPICS

WRC

# Rally GB Cardiff stage welcomed

All-new Cardiff stage comes as part of a shake-up for Britain's round of the World Rally Championship

The route for this year's Rally Great Britain has been tipped as one of the best by former world champion co-driver Phil Mills – and it includes a spectator stage right in the centre of the Cardiff Bay area.

The route for the November event, which was launched in Cardiff yesterday, features numerous changes including the all-new stage in the city and significant changes to the second

day of the rally, including the return of the Radnor test for the first time in 11 years. A new stage, Monument Hill, will also be introduced on the Epynt military ranges. The stage, one of two to run on asphalt and gravel, is so-called to commemorate the 50th anniversary of the very first special stage on the RAC Rally, known then as Monument Hill.

The Crychan stage will include seven miles of asphalt ahead of where the previous test started.

Mills, who co-drove Petter Solberg to the title for Subaru in 2003, said: "It's great news that Radnor's back, that's a fantastic stage – a real Welsh classic. It's so fast and so challenging. The whole route, including the Cardiff stage, is going to be a big challenge, I think it looks mega.

"Running stages on asphalt and gravel is a lot of fun and it adds another dimension to the challenge."

Ford team director Malcolm Wilson admitted he had mixed feelings about the route.

"I'm pleased about the stage in Cardiff," he said. "It's good news that we're taking the sport to the people, but I'm not so sure about using two remote services: one on Friday and one on Saturday. I'm not happy about that. We have a big area set up in the service park in Cardiff and nobody's going to be there all through Friday and

Saturday. And then there's the environmental implication of taking more cars and more people up and down the country to Builth Wells."

Rally GB route co-ordinator Andrew Kellitt said: "We came back to Cardiff on the Saturday last year [for lunchtime service] but that meant there was a six-hour gap between the first and second loops which is no good for spectators. Going to Builth Wells makes that shorter and makes it easier to add in Radnor."

Precise plans for the Cardiff city stage have yet to be completed, but Kellitt added: "It will be a short stretch of tarmac road in that area, just over a kilometre long. It will start on the barrage but we can't use the whole thing as the boats have right of way. The principle is that the cars will then head up towards [rally headquarters at] the Millennium Centre."

Crews will again gather at the Millennium Centre



### RALLY GB 2010 ITINERARY

Thursday November 11	Saturday November 13	Sunday November 14
<b>Start:</b> Cardiff 1845	<b>SS8</b> Radnor 1 1000	<b>SS17</b> Resolfen 1 0833
<b>SS1</b> Cardiff Bay 1 1930	<b>SS9</b> Monument Hill 1 1110	<b>SS18</b> Margam Park 1 0946
<b>Friday November 12</b>	<b>SS10</b> Four Ways Crychan 1 1141	<b>SS19</b> Resolfen 2 1127
<b>SS2</b> Hafren 1 0938	<b>SS11</b> Halfway 1 1219	<b>SS20</b> Margam Park 2 1240
<b>SS3</b> Sweet Lamb 1 1019	Service Builth Wells 1333	Finish Cardiff 1429
<b>SS4</b> Myherin 1 1037	<b>SS12</b> Radnor 2 1458	
Service Builth Wells 1210	<b>SS13</b> Monument Hill 2 1608	
<b>SS5</b> Hafren 2 1351	<b>SS14</b> Four Ways Crychan 2 1639	
<b>SS6</b> Sweet Lamb 2 1432	<b>SS15</b> Halfway 2 1717	
<b>SS7</b> Myherin 2 1450	<b>SS16</b> Cardiff Bay 2 1925	
Service Cardiff 1830	Service Cardiff 1937	



**WRC**  
**Ford backs Hirvonen despite Latvala win**

FORD TEAM director Malcolm Wilson says Jari-Matti Latvala will still support Mikko Hirvonen's world title bid – despite the younger of the two Finns winning Rally New Zealand.

Latvala was consistently quicker than Hirvonen on last weekend's Auckland-based event and now leads Ford's charge in the drivers' standings. Despite Latvala's success, Wilson insists nothing changes.

Latvala's first win since Rally d'Italia last season moves him into second place in the championship, one place and eight points

Latvala took his third career WRC victory



ahead of Hirvonen, who was fourth in NZ.

Wilson said: "I can see where you're coming from with the question, but no, nothing changes. We always said that through the year the opportunity to win rallies might arise for Jari and that's what's happened here. There's

no point changing the strategy, let's keep it going like this and see what happens for the rest of the year.

"Mikko will be back. His confidence has been a little bit knocked on this event, but he'll be back. The main thing is that this is a crucial win for us. It's where we

should have been on the last two or three rallies."

Latvala said: "This was the best victory for me. It was 400 kilometers with no problems and no fastest times. I found consistency here, but I want to help Mikko. That hasn't changed because of the win."

**IN BRIEF**



ahead of the inaugural Rally of Bulgaria in July.

**LATVALA READY TO RACE**

Rally NZ winner Jari-Matti Latvala swaps stage for circuit this weekend when he contests the Nurburgring 24-hour race in a Ford Focus RS.

**ANDERSSON FOR SARDINIA**

Former Suzuki factory driver Per-Gunnar Andersson will contest next month's Rally d'Italia-Sardegna in a Mitsubishi Lancer Evo X supplied by British team JRM. The drive will be a one-off for the Swede.

**AL-ATTIYAH IN FOR ITALY**

Nasser Al-Attiyah (below) insists he will start the next round of the IRC (Rally d'Italia) despite splitting with the Rene Georges team that runs his IRC and WRC programme. The Qatari driver fell out with the team after they failed to take spare parts to last week's Rally New Zealand. Al-Attiyah is hoping to drive a factory Fabia S2000 in Sardinia.



**PSD PADDON'S FIRST WIN**

Pirelli Star Driver Haydon Padden last week collected his maiden P-WRC win in his home event, Rally New Zealand. He was driving his own Mitsubishi Lancer Evo IX at home, but now flies to Europe for the Rally of Portugal, where he returns to his Pirelli-backed, Ralliart Italia-run Mitsubishi.

**FORD TEST ON TAR**

Mikko Hirvonen flew directly from Auckland to Britain this week, to start a three-day asphalt test at Millbrook. The test is aimed at sealed-surface development

**WRC**  
**NZ officials confident for future**



**RALLY NEW** Zealand chairman Chris Carr is determined to see the event return to the World Rally Championship – despite it not running in the series next season.

There had been speculation that last week's Auckland event – the 40th running of Rally NZ – might have been the last WRC qualifier. Carr is sure that's not the case.

"We're working towards 2012," he said. "There's talk of an extra event in next year's calendar and there's a bunch of people here who would like it to be Rally NZ, but with Rugby World Cup the logistics could be difficult. We're focused on the year after. Perhaps arrogantly, we figure we deserve a round."

Six-time world champion Sebastien Loeb was keen to avoid the politics, but said: "I go where I am told to go, but yes, this is a nice place and the roads here are great to drive. It's a good rally for me."

**AUTOSPORT SAYS...**

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**RALLIES EDITOR**

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**T**HE MODERN era of the WRC might not be the mega star-strewn place it was 10 years ago, but the way Sebastien Loeb took everybody apart on Saturday was extraordinary.

Having been a competitor himself, Malcolm Wilson was able to appreciate it more than most. Equally, as his team remains Loeb's biggest rival, it hurt him more than others. But Wilson, like the rest of us, sat back and enjoyed vintage Sebastien. "That will go down in history," said Wilson at the end of the day.

He's not wrong. Loeb demonstrated his exquisite ability in a motor car on Saturday. The times he set were out of this world and they offered the best answer yet to those who thought the six-time champion's ability to drive at that speed and desire to keep going at the highest level might be on the wane.

And then, on Sunday, perhaps even more refreshingly, Loeb showed he's still human by dropping it.

And, in doing so, he further contributed to the most captivating round of the WRC in years. In the end, it was the other Sebastien – the Ogier variety – who almost grabbed the headlines, coming within three corners of winning on the event before he spun and let Jari-Matti Latvala through. A win is always a popular one – and last week was no different. Actually it was: he won without setting a fastest setting time or putting a mark on the car. Whatever next...



**QUOTE OF THE WEEK**

"Sebastien Loeb is gone. This guy is from another planet!"



Jari-Matti Latvala on the rather pointless pursuit of Sebastien Loeb in Rally New Zealand last week



**SPANISH GP**

Barcelona

**ROUND** 5/19

**LAPS** 66

**WINNER**

Mark Webber  
1h35m44.101s

**POLE POSITION**

Mark Webber  
1m19.995s

**FASTEST LAP**

Lewis Hamilton  
1m24.357s

**RACE RATING**

★★★★★

One of the best-ever dry-weather grands prix at this track!

**DRIVERS STANDINGS**

Button	70pts
Alonso	67pts
Vettel	60pts

**MILESTONES**

- First time a GP has been won from pole in 2010...
- ...and that's 10th year in a row that polesitter has won at this venue



# ADVANCE AUSTRALIA FAIR

Nothing could stop Mark Webber's Red Bull at the Circuit de Catalunya, as the Aussie strode to a dominant first victory of 2010



# QUALIFYING

## Webber's turn as team-mate Vettel admits his team-mate 'just wasn't beatable'

“Flat-in-sixth through Turn 9!” said a wide-eyed Mark Webber, several hours after taking his Red Bull around to a stunning pole position. For cars other than the two RB6s, this was flat in fifth, pulling sixth on the exit. Webber was going into the uphill blind-exit turn at 157mph, coming out at 160. It was as good an indicator as any of the mindboggling downforce advantage of the car around the circuit's long-duration fast sweeps. Apart from the wings, every single body surface of the car was different to how it had been at Shanghai. It was a massive upgrade for what had already been F1's fastest car, and the rest of the pack just reeled as Webber and Sebastian Vettel had another of their flat-out duels for the advantage of pole, with the best of the rest almost 1s slower.

Here was payback for a massive effort. “On both sides of the garage the guys have had about five hours' sleep in the last two nights,” said Webber, “and that's translated into lap times. Christian [Horner] said before we went out: ‘You won't get to drive a car this good too often; go and enjoy it.’” He did – and was faster than Vettel by 0.1s in all three sessions. “Mark just wasn't beatable today,” said Seb.

Aside from the grip advantage, all that downforce allowed Red Bull the luxury of trimming the car's balance to perfection. Many were finding that the greater traction afforded by the faster option tyre was inducing understeer, but were reluctant to compromise their total downforce in order to get a balance. There was such a surplus of it on the RB6 that a better balance could be achieved for the slow sections of sector three while still smothering the car in grip through the fast stuff. As such, the advantage on the soft tyre was even greater than on the hard.

Best of the rest was Lewis Hamilton's McLaren, 0.834s behind. “They are just ridiculously fast,” was his rueful summary. “The car feels good. I'm flat through Turn 3, which we've never been able to do in previous years. But clearly the Red Bulls have got a bit more aerodynamic efficiency than us.” The lap was a good one, but team-mate Jenson Button would probably have bettered it had he not got onto the Astroturf on the exit of Turn 8, the resultant messy moment losing him 0.2s right there, leaving him fifth, 0.16s adrift of Lewis. On alighting from the car, helmet still on, he strode over to engineering chief Phil Prew – who had earlier advised Jenson that he could use more of that exit – and apparently angrily blamed him for the incident, leaving Phil looking briefly aghast, before Jenson removed his helmet to reveal a wide grin.

Nestling between the McLarens was



Vettel took a turn in Webber's shade



McLaren took third and fifth on the grid

Fernando Alonso's newly f-ducted Ferrari, which was flying down the straights even faster than the McLarens but losing out through the sweeps of the middle sector. He was visibly on the limit with the car pretty much everywhere, and the time was a victory of tyre management and car control. Felipe Massa was struggling badly in the other car, over 0.6s slower and back in ninth. No matter what he tried, the car was badly balanced. “We need to understand why,” he said, very downbeat. “I cannot drive it the way I need to. It was like rally driving out there.”

Sixth-fastest Michael Schumacher, on the other hand, was delighted with the improvement in feel of the heavily revised

Mercedes – if not at the 1.3s gap from pole. “I can feel the car better in my hands,” he said, “and it turns in when I want it to and more quickly.” He was faster than team-mate Nico Rosberg for the first time, the 0.2s difference putting Nico back in eighth. Rosberg had opted for a totally different weight distribution, a set-up that hadn't worked, requiring him to start again from scratch on Saturday morning.

As usual, Robert Kubica got the maximum from the Renault R30, splitting the Mercs to go seventh fastest. The team was pleased with the effectiveness of the car's updates, comprising new floor and front-wing endplates.

But perhaps the next most effective

upgrade after the Red Bull's was that of Sauber. The C29 had evidently leapfrogged Force India and was knocking on the door of Renault. It was enough for Kamui Kobayashi to graduate to Q3, where he qualified 10th, leaving Force India's Adrian Sutil out of the run-off for the first time this year. Right behind him was Pedro de la Rosa in the other Sauber. He'd been sixth in Q1 and looked set to comfortably get through to Q3, but a big slide out of Turn 2 on his final run cost him.

Nico Hulkenberg's Williams, Vitaly Petrov's Renault, the Toro Rossos of Sebastien Buemi and Jaime Alguersuari and Tonio Liuzzi's Force India filled out Q2. The Williams was badly lacking rear grip and its update package didn't appear to work well. Hulkenberg was mind-over-matter committed just in doing the time he did. Rubens Barrichello disastrously failed to get out of Q1 after suffering damage from debris when following a wayward Hamilton.

Lotus's upgrade was good enough to pull it 0.8s clear of the Virgins, with Jarno Trulli heading the little teams.

➔  
**P44 RESULTS**  
All the stats from Catalunya

A small, stylized image of a Formula 1 car, likely a Lotus, shown from a side-rear perspective. It is blue and yellow, with the number 14 visible on the side.



Vettel drew level after start, but couldn't lead...



**RACE CONDITIONS**

Warm and sunny, with track temperatures reaching 35 degrees

**F**or the last five laps of the Spanish Grand Prix, Sebastian Vettel was not using the brakes at all; because of a right-front-disc problem, he was backing off early and rolling into the corners. With zero braking, he was lapping only 1.4 seconds slower than Michael Schumacher, who was flat-out in the Mercedes, trying to capitalise. As a measure of the grip advantage the uprated Red Bull enjoyed, it's a devastating statistic.

So, Mark Webber's dominant start-to-finish victory from pole was a cakewalk, right? In the sense of nothing going wrong and pulverising the opposition: yes. But to arrive at that level of perfection, to have beaten a team-mate as quick as Vettel to pole, to have built a safe advantage over him, while keeping his tyres in great shape at the end of the stints, all represent a driver maximising perfectly what was at his disposal, a driver who knows how to win.

It came at the perfect time for Webber, from both a championship and a team-dynamics perspective. All weekend he looked in control, way more relaxed than, say, at the Nurburgring last year, when he had

no experience of winning. Asked on Saturday how he was going to treat the first corner, with a shrug of the shoulders he said: "Brake late, see what happens." It was a critical question, because the RB6's lack of straight-line speed – all that upper-body downforce costs drag and there's no f-duct to help – meant it was as much as 5.5mph down to the Ferraris and McLarens at the end of the pit straight.

The long run to Turn 1 was therefore their key moment of vulnerability. With guys like Lewis Hamilton and Fernando Alonso driving those fast-in-a-straight-line cars, knowing these opening moments represented their best chances, it looked set to be fraught.

Webber got away cleanly, Vettel immediately cut across behind him to block the Ferrari and McLarens, then set about trying to dummy his team-mate, flicking one way then the other. No repeat of Malaysia this time, as Mark committed to the right, Vettel flicking to the outside.

At this very moment, Alonso couldn't quite get himself alongside Hamilton's rear wheel and, in tucking in behind, released Lewis to dive into the small space to Webber's inside. He was partly alongside but not close enough. All Webber had to do now was, as promised, brake late. He did, and he kept the lead, as Vettel chopped across Hamilton's bows to take up second, a great oversteer moment as

he did so. Alonso, Jenson Button's McLaren, Schumacher and Felipe Massa's Ferrari followed.

Robert Kubica had a wild opening few seconds. He moved right off the grid and didn't see Nico Rosberg, whose Mercedes had a big moment on the grass and fell back. The Renault went wheel-to-wheel with Massa through Turn 1 but lost out, and through 3 it understeered into Kamui Kobayashi, who was trying to pass round the outside, putting the Sauber briefly into the gravel. Kubica's checked momentum from this made him easy meat for Adrian Sutil's Force India and the Toro Rosso of Jaime Alguersuari, whose demon Turn 1 move had taken him past four cars.

Hamilton was hanging onto the Red Bulls much better than might have been expected for a car that

had qualified over 0.8s slower. As usual, the McLaren seemed to be much more competitive when loaded up with fuel. Within a couple of laps it was Webber who was making a break, Vettel just not as happy with the balance, his mirrors constantly full of yellow helmet, silver car. They in turn were gradually dropping Alonso, and again here was confirmation of a pattern: the Ferrari is less competitive on the soft tyre than the hard. Why? "We don't know is the honest answer," said team boss Stefano Domenicali, "and it's something we're looking very closely at." As a car with a measure of understeer, the greater traction of the soft perhaps accentuates that trait but whatever, Alonso was generally a couple of tenths shy of the Vettel/Hamilton duo and ▶



...while Kovalainen's Lotus was left behind



UNIBAR/LAT

Kubica had a tricky race for Renault



TEE/LAT

Virgin's Glock took first finish of year



CLARKE/LAT

Barrichello battled through in lap one



COATES/LAT

## DRIVER BY DRIVER by Edd Straw

**1**  **7/10**  
Race rating

**Jenson BUTTON**  
McLaren-Mercedes MP4-25-03  
Start: 5th. Finish: 5th  
**COULDN'T QUITE** match Hamilton in qualifying. Held fifth early on, but a slow stop caused by a dragging clutch allowed Schumacher to get ahead into Turn 1. Button wasn't delighted with that move, and spent 50 laps staring at a Merc rear wing.

**2**  **10/10**  
Race rating

**Lewis HAMILTON**  
McLaren-Mercedes MP4-25-04  
Start: 3rd. Finish: 14th  
**THOUGHT ABOUT** challenging Vettel and Webber into the first corner. Settled into third, but took second from Vettel when the German emerged from the pits. Wheel failure, possibly caused by a stone or debris, put him in the wall late on.

**3**  **9/10**  
Race rating

**Michael SCHUMACHER**  
Mercedes MGP W01-01  
Start: 6th. Finish: 4th  
**MORE COMFORTABLE** in upgraded Merc after switch to the test chassis. Outpaced Rosberg all weekend, qualifying sixth and holding that position early on. Passed Button into Turn 1 after stop and inherited fourth when Hamilton crashed.

**4**  **5/10**  
Race rating

**Nico ROSBERG**  
Mercedes MGP W01-02  
Start: 8th. Finish: 13th  
**A TORRID** weekend. Went wrong way on set-up of the modified Merc and was outqualified by Schumacher for the first time. Dropped to 11th avoiding Kubica at start. Had to stop twice and finished 13th after passing Hulkenberg.

**5**  **7/10**  
Race rating

**Sebastian VETTEL**  
Red Bull-Renault RB6-3  
Start: 2nd. Finish: 3rd  
**QUALIFIED SECOND**, and this time wasn't left an inviting gap into first corner by Webber. Jumped by Hamilton in the pits. A front-right brake problem caused a run through the gravel and a second stop, but Vettel nursed the car home third.

**6**  **10/10**  
Race rating

**Mark WEBBER**  
Red Bull-Renault RB6-4  
Start: 1st. Finish: 1st  
**A FAULTLESS** weekend from Webber, who always seemed to have a tenth in hand over his team-mate. After defending well into the first corner, it was plain sailing as he looked after his tyres to perfection and was rewarded with a third GP victory.



Vettel takes the 'residential' route



Schumacher fended off frustrated Button

◀ gradually fell back.

Button was initially looking for a way by Alonso, but even the McLaren wasn't as quick as the Ferrari down the pit straight and so was always too far behind into Turn 1 to try a move. After a few laps of this, Button eased back to give his tyres an easier time, hoping to have them in better shape around the pitstops. Then his dash readout failed. With no rev counter he was having to estimate his upchanges, getting them pretty close for the most part but occasionally hitting the rev limiter as he was towed by the Ferrari. Later, as the team was instructing him to make changes to fuel maps among other things, he

**“BUTTON WASN'T SURE EXACTLY WHERE THE MERCEDES WAS AND DIDN'T DEFEND, ALLOWING SCHUMACHER PAST. THAT DEFINED HIS AFTERNOON”**

had no way of confirming that he'd made the correct inputs.

Schumacher and Massa fell steadily back from Alonso/Button. The Mercedes was not maintaining the balance Michael had found in qualifying, understeering badly in the slow corners when heavy with fuel. But it did have better traction than Massa's Ferrari out of the final corner and this meant Schumacher stayed out of reach into Turn 1.

Up front, Webber was grinding out the fast laps, Vettel unable to respond, and by lap 10 Mark was almost 3s clear – easily enough to ensure he stayed in front at the stops, even if Vettel stopped first. Webber had already got the back of the race broken – even the pre-race possibility of rain showers having now faded to leave only an ash-laden sky for Webber to chase. Soon the others weren't even in his mirrors. It was the perfect drive in the perfect car. There aren't many days like this in any F1 driver's career.

“In qualifying, that car had a

12mph speed advantage over everything else through Turn 9,” pointed out Mercedes' Nick Fry. “Do the maths on the energy required to do that and it's immense. I suspect that the downforce they're creating is taking the tyres to a different threshold not open to the rest of us.”

The leading stops began on the 14th lap. This was early for a 66-lap race in which one-stopping was the standard default, entailing a second stint of 52 laps on the hard tyres. But actually the hard was reckoned to be at least as quick over a stint, having lower degradation. One of the first stoppers, Rosberg's front-right didn't go on properly but he was given the green light to go, then told

immediately to stop. He did so and was pushed back to his box where the wheel was correctly tightened – but this finally did for any chance of scoring points and for the rest of the day he'd be fighting with the off-the-pace Williamses.

Vettel, Alonso and Button were all in on the 16th lap, but only the Ferrari's stop went smoothly, Fernando under way again in a super-quick 4.0s. Vettel suffered a sticking right-front – something of a theme this weekend – and this triggered additional delay as he was held while Alonso and Button came in. Button's clutch was dragging, meaning the rear wheels were still turning slightly as the car was jacked up, delaying the change as a mechanic then dropped a wheelnut. The clutch problem gave him excessive wheelspin as he left and, without his dash readout, he had no way of knowing if the pitlane speed limiter would work, obliging him to be very slow out of there.

All this allowed the earlier-stopping Schumacher to be side-by-side as they each headed down to Turn 1. Button wasn't sure exactly where the Mercedes was and didn't defend, allowing ▶

**7** **4/10**  
Race rating

**Felipe MASSA**  
Ferrari F60-284  
Start: 9th. Finish: 6th  
**ADMITTED THAT** he is struggling with the handling of the Ferrari F10. Settled into seventh, closing on the Schumacher/Button battle after the stops before dropping back when he damaged his front wing lapping Chandhok.

**8** **8/10**  
Race rating

**Fernando ALONSO**  
Ferrari F60-283  
Start: 4th. Finish: 2nd  
**DIDN'T BELIEVE** that he could have found the extra 0.1s needed to take third in qualifying from Hamilton, and ran fourth early on after Hamilton repulsed his challenge off the line. Grabbed second late on when Hamilton crashed out.

**9** **7/10**  
Race rating

**Rubens BARRICHELLO**  
Williams-Cosworth FW32-04  
Start: 17th. Finish: 9th  
**RECKONED HE** could have scraped into Q3, but damage to rear wing and suspension caused by gravel meant he was knocked out in Q1. Disappointed with upgrade package but happier in the race, climbing to 12th on lap one and ending up ninth.

**10** **5/10**  
Race rating

**Nico HULKENBERG**  
Williams-Cosworth FW32-03  
Start: 13th. Finish: 16th  
**DIDN'T GET** upgraded floor and diffuser until Saturday, and outqualified the troubled Barrichello in the dry for the first time. Held 13th at the start but lost ground after his first stop with a loss of downforce due to an off-track excursion.

**11** **7/10**  
Race rating

**Robert KUBICA**  
Renault R30-03  
Start: 7th. Finish: 8th  
**KUBICA WAS** satisfied with seventh on grid. Played it safe at the start, and slipped to 10th behind Alguersuari after a first lap during which he had a close shave with Kobayashi. Passed Alguersuari in pits and finally claimed eighth.

**12** **5/10**  
Race rating

**Vitaly PETROV**  
Renault R30-02  
Start: 19th. Finish: 12th  
**HEAVY CRASH** in free practice earned a five-place grid penalty for a gearbox change. Qualifying time was just over half a second off Kubica, but he was stuck at the back early on. Kept out of trouble to finish 12th, which was a reasonable effort.

◀ Michael past. That defined the rest of Button's afternoon.

Webber and Hamilton pitted next lap, the Red Bull getting underway without drama, still leading, but McLaren again suffered a delay to a briefly misplaced wheelnut. Despite this, Hamilton's in-lap pace got him out just ahead of Vettel. The pair were bearing down fast on Lucas di Grassi's Virgin as they approached Turn 1. Di Grassi did well to instantly assess what was happening, but his decision to almost stop before the turn caused a brief bit of confusion that Lewis used to perfection, inducing Vettel into sliding wide over the escape road. In a brilliant display, Hamilton

**“A GREAT ROAR WENT UP FROM THE CROWD, FOR NOT ONLY WAS THEIR PANTOMIME VILLAIN OUT OF THE RACE, BUT THE FIRST BENEFICIARY WAS ALONSO”**

had split the Red Bulls, though was over 9s behind Webber.

Button tried a Turn 1 pass on Schumacher the same lap, going to the outside on the approach but without enough extra momentum to carry it off. He tried again four laps later, and there looked briefly to be a gap on the inside, by which time he was already trying again for the outside. Another little nibble into Turn 4 was easily repelled by Schumacher, and by this time Button had flat-spotted a tyre. The interrupted momentum as Schumacher continued to make himself wide eventually started to hurt Button's rears – and a day that might have yielded a podium passed by at a leisurely Mercedes pace generally about 0.5s shy of what the McLaren could have done.

This allowed Massa to get on their tails, and for a time the three of them were in tandem – until they came to lap Karun Chandhok at Turn 13. The HRT pulled to the side as the Merc and McLaren went by,

but Massa locked up, got crossed up and tapped the back of Chandhok. It damaged the Ferrari's out-cascade wing and Ferrari readied a replacement. But Massa's pace was unaffected; in fact it was slightly better, as the gap to the Button incident had put him briefly in clean air. “The McLaren had fantastic traction,” related Massa, “better than the Mercedes and much better than mine. But the McLaren also seemed to have a lot of slow-corner grip whereas the Mercedes was really bad in those corners.”

Alonso in fourth had a quiet early second stint, but he was just saving the tyres. As the fuel load came down and the rubbered-in track's grip went up, so he began to push hard, the Ferrari much happier now it was on the hard tyres. For a time he was regularly vying with Webber and Hamilton for the race's fastest lap. This brought him ever-closer to Vettel, who was not having a great time. As he tried to tune the car's balance with the front wing the mechanism stuck. He was no longer any threat to Hamilton, his attention now switched to Alonso behind. He appeared to have it under control, but on the 54th lap, as he stood on the brakes for Turn 7, something flicked up from the car and the right-front brake grabbed hard, sending him across the gravel trap before rejoining. He made his way gingerly back to the pits, the car pulling hard to the right every time he touched the brakes, veering alarmingly even as he turned the steering.

He pitted, the wheels were removed, debris cleared out from the offending wheel. The brake appeared still to be functioning, though some sort of delamination of one side of the carbon disc seemed to have occurred. He was sent on his way, on a scrubbed set of soft tyres, having dropped only



Alguersuari scored point at local circuit



## DRIVER BY DRIVER by Edd Straw

**14**  **8/10**  
Race rating

**Adrian SUTIL**  
Force India-Merc VJM03-03  
Start: 11th. Finish: 7th  
**BLAMED TRAFFIC** for missing Q3 – although it would have been marginal – but made amends by leaping to eighth on the first lap. And there he stayed, not fast enough to trouble Massa. Ended up seventh after Hamilton's late crash.

**15**  **4/10**  
Race rating

**VITANTONIO LIUZZI**  
Force India-Merc VJM03-04  
Start: 18th. Finish: 15th  
**ADMITTED THAT** he has been struggling with the balance of the car all season, a problem compounded by a throttle problem in free practice. Qualified just under 0.9s off Sutil and ran in midfield. Retired on the last lap while 14th.

**16**  **3/10**  
Race rating

**Sebastien BUEMI**  
Toro Rosso-Ferrari STR5-02  
Start: 14th. DNF  
**SHADED HIS** team-mate in qualifying, but things went less well on Sunday. Blamed de la Rosa for first-lap clash, which forced him into the pits for a new nose. Served a drive-through for rejoining track in unsafe manner, and retired with hydraulic drama.

**17**  **7/10**  
Race rating

**Jaime ALGUERSUARI**  
Toro Rosso-Ferrari STR5-03  
Start: 15th. Finish: 10th  
**AGGRESSION ON** run to the first corner was rewarded with ninth position. Made a terrible misjudgment while lapping Chandhok and wiped out the HRT's front wing, served a drive-through that didn't cost him a place and nabbed the last point.

**18**  **8/10**  
Race rating

**Jarno TRULLI**  
Lotus-Cosworth T127-03  
Start: 18th. Finish: 17th  
**WAS A** much happier man after raft of updates – worth around 0.8s – transformed balance of the Lotus. Shaded Kovalainen in qualifying and, despite frustration with the handling being less to his liking, held off Glock to take new-team 'victory'.

**19**  **7/10**  
Race rating

**Heikki KOVALAINEN**  
Lotus-Cosworth T127-01  
Start: 20th. DNF  
**UPDATE PACKAGE** meant the T127 was in a class of its own in new-team battle, but still lacking around 1.5s to established teams. Pipped by Trulli in qualifying, and his race was over before it started when a gearbox problem struck on the grid.



Alonso's second gave cheer to home crowd

Hamilton's second place ended in disaster



one place – to Alonso – such as the gap back to Schumacher. The team very carefully monitored the readings for his brake travel, pressure and wear. The wear of the disc was alarmingly high – and upon seeing the team radioed him to retire. Yet with the grip of his new tyres he'd been able to set his best fastest sector-two time of the race. "I asked them, 'Is there no chance to stay out and save some points?'" He waited for an answer and was past the pit entry anyway by the time it was confirmed that it was okay to try. Despite using the brakes lightly, his first flying lap was his fastest of the race, alarming the team considerably. That's just how much grip a new set of softs had on a rubbered-in track with a low fuel load. He was told to back off – he had 23s in hand over Schumacher and there were only 11 laps to go.

As Schumacher was informed of Vettel's plight, so he pushed to his maximum and set his best lap of the race during this point. Yet still Vettel was going up to 0.6s per lap faster than the Merc!

McLaren, thinking Webber could have brake problems too, let Hamilton off the leash and gave him

permission to use a more aggressive engine map. He responded to the tune of fastest lap of the race but was not going to catch the Red Bull which was, in fact, perfectly healthy.

With two laps to go, something appeared to fly off the front of Hamilton's left-front as he went through Turn 3, the car sat down, the tyre deflated – and he headed hard into the barrier, thankfully at quite a harmless angle. McLaren suspected that a stone had got between the rim and machined it, much as with Kovalainen's McLaren in 2008, but this had not been confirmed at the time of writing.

A great roar went up from the crowd, for not only was their pantomime villain out of the race, but the first beneficiary was their beloved Alonso. Vettel limped to an unlikely podium, with Schumacher, Button, Massa, Sutil, Kubica, Rubens Barrichello's Williams and Alguersuari in the top 10.

"Unfortunately I can't get too drunk tonight," said Webber, "because we've got Monaco in three days' time." The rest will be very anxious to see how the RB6 might perform at the very different demands of that track. ❧



Newey inspects inferior opposition

**20**  **7/10**  
Race rating

**Karun CHANDHOK**  
HRT-Cosworth F110-01  
Start: 24th. DNF  
**SAT OUT** FP1 for new test driver Christian Klien to get a runout. Had an eventful race, being clipped by Massa while being lapped, then had front wing torn off by Alguersuari. This also damaged his suspension and forced his retirement.

**21**  **6/10**  
Race rating

**Bruno SENNA**  
HRT-Cosworth F110-02  
Start: 21st. DNF  
**COULDN'T MATCH** HRT's other car – whether driven by Klien or Chandhok – but team found a problem after qualifying that caused a downforce deficit. Didn't have the chance to find out if that improved the car as he crashed at fourth corner.

**22**  **7/10**  
Race rating

**Pedro DE LA ROSA**  
Sauber-Ferrari C29.04  
Start: 12th. DNF  
**DISAPPOINTED NOT** to make Q3 in improved Sauber, and it got worse. Contact with Buemi triggered a left-rear puncture. He pitted and rejoined at the back, but gave up after 18 laps because of damage caused by the flailing rubber.

**23**  **7/10**  
Race rating

**Kamui KOBAYASHI**  
Sauber-Ferrari C29.01  
Start: 10th. Finish: 12th  
**MADE THE** best of improved Sauber C29 to make it to Q3 in the dry for the first time, but the chance of points was blown on lap one when he was forced into the gravel by Kubica. Spent most of the race wedged behind Petrov's Renault.

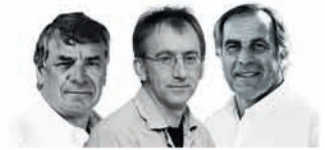
**24**  **8/10**  
Race rating

**Timo GLOCK**  
Virgin-Cosworth VR-01-3  
Start: 22nd. Finish: 18th  
**HAD A** lot of work to do to adapt to a car with a wheelbase extended by a massive 135mm, and showed Lotus-bothering pace in the race. Pushed Trulli for new-team victory, and finished just 1.5 seconds behind.

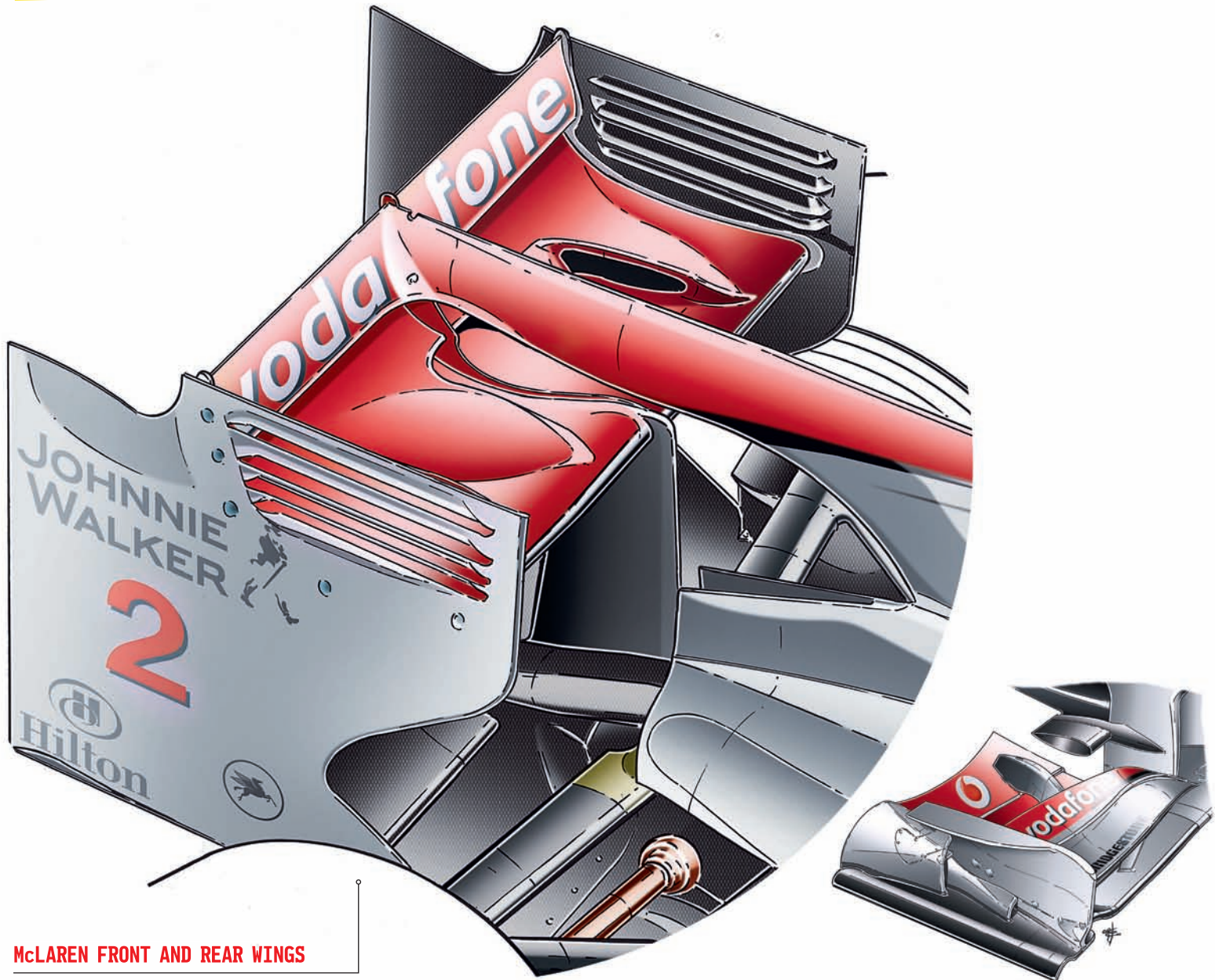
**25**  **8/10**  
Race rating

**Lucas DI GRASSI**  
Virgin-Cosworth VR-01-2  
Start: 23rd. Finish: 19th  
**CONDEMNED TO** continuing in old version of the VR-01 (that needs an economy run to make the flag) because team didn't have time to modify chassis. Qualified within 0.1s of Glock, saved fuel and finished last – as good as it was going to get.

# Drawing board



Gary Anderson, Mark Hughes and Giorgio Piola unravel some of the changes made to the front-running cars in Barcelona



## McLAREN FRONT AND REAR WINGS

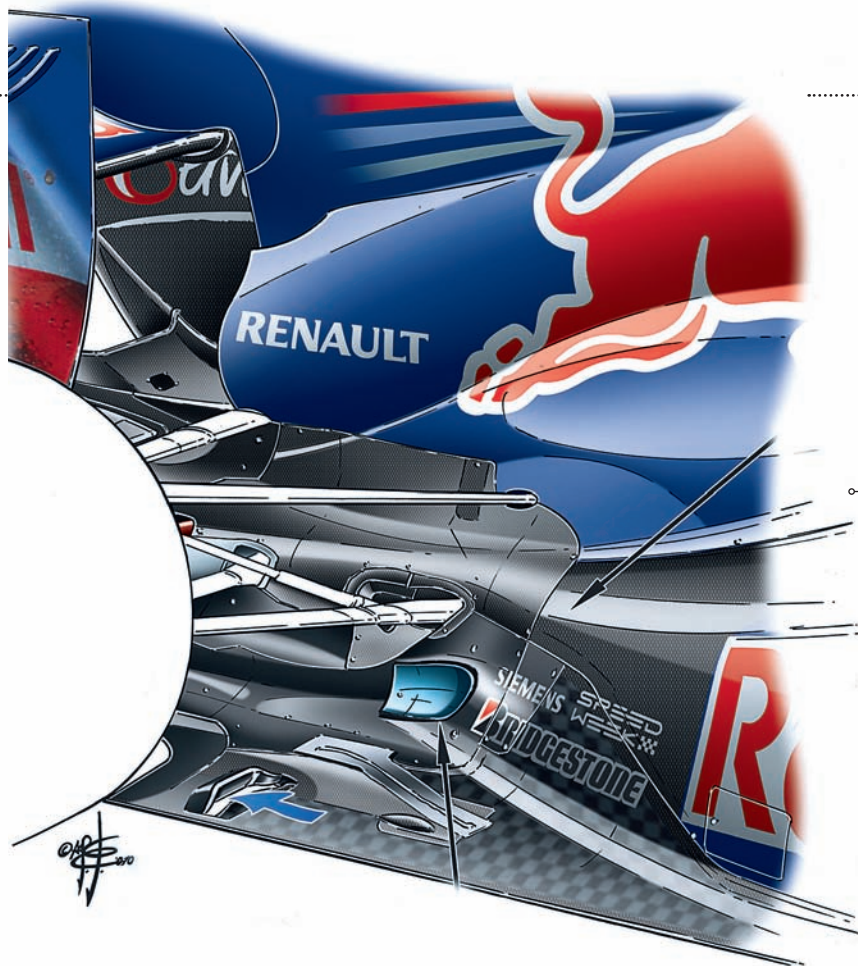
➔ McLaren's Barcelona upgrade included new front and rear wings.

**GARY ANDERSON:** McLaren's new front wing and endplate is really all about keeping good airflow attachment to the inner surface of the intersection between the endplate and the end of the wing profiles while turning the flow as much as possible towards the outside of the front tyre. Because the front tyre behind this section of wing creates a lot of blockage, the endplate and wing profile has to create a sort of three-dimensional expansion duct. The duct

inlets at the leading edge of each of the wing sections allows flow through this area similar to a slotted flap wing. This high-energy flow mixes with the airflow that goes under the wing profile and together they have enough energy to turn the flow and stay attached to the surfaces, making everything work more efficiently. Air-flow management on any component is very important otherwise when you get separation and turbulent airflow it can affect not only the actual component that is suffering but anything that comes along behind it.

As for the rear wing, the rules state that 75mm from the centre line the rear wing can have a maximum of two closed sections – basically eliminating multi-component rear wings. But where there's a will there's a way and these duct inlets on the upper surface of the main plane of the rear wing allow airflow into this chamber, which is then fed through a slot on the under-surface of the main plane of the wing. This air will be sucked through as required by the very fast moving airflow on the under surface, effectively making the main

plane into a two-piece wing component. The upper flap then has its own slot gap fed from the front to the back of the wing. This makes the complete component work as a three-piece wing, allowing them to run with this very aggressive rear-flap angle without it suffering from air-flow separation. The 'f-duct' is then fed into this system somewhere to change the wing's characteristics and reduce drag when the driver requests it. This should have been banned when first introduced – it's a can of worms that'll cost the teams a bucket load of money.



### RED BULL UPDATE

➔ Every body surface other than the wings was different on the Red Bull from how they had been in the previous race, the team having completed a massive upgrade. A key part of it appeared to be this lower drop-away of the rear bodywork.

**GARY ANDERSON:** While everyone else has been focusing on installing an f-duct rear-wing system worth, at best, a couple of tenths, Red Bull has quietly been working on developing the complete package. Its RB6s enjoyed an astonishing 0.9sec cushion to their nearest

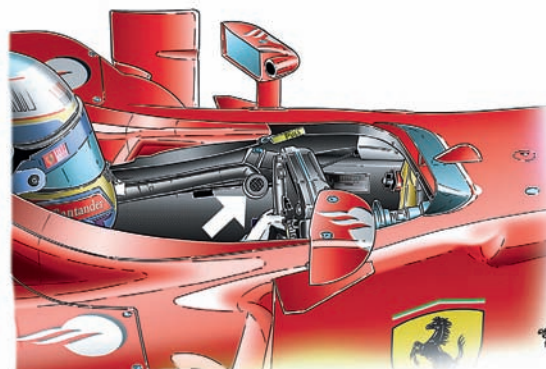
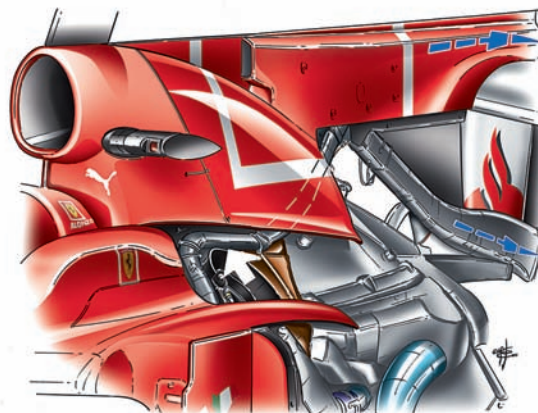
rival and to say the other teams were stunned would be an understatement. The complete body surface of an F1 car is working as one and by manipulating and optimising these surfaces it has created a package that offers much better airflow to the major downforce-producing devices. When you consider that 0.9sec is around nine per cent more driver-useable downforce or, in load terms, 120 kilograms extra, it far outweighs anything that is achievable from something like the f-duct rear wing.

### FERRARI F-DUCT & REAR WING

➔ Ferrari ran its active f-duct for the first time, helping the car to the fastest straightline speeds of all, even if its operation did apparently require the driver to compromise his hold on the steering wheel.

**GARY ANDERSON:** Ferrari tested its f-duct in China but introduced a fully working system in Barcelona. As with the other systems used by rival teams, Ferrari's system allows air to be fed to the rear wing down the central fin on the engine cover. However, the team is using a duct at the front of this box section on the engine-cover central fin. For the driver to control when the wing stalls, thereby reducing drag, would require some means of opening or closing this duct. Doing this electronically or mechanically would constitute an aerodynamic

specification change that would be in breach of the regulations. The driver does something trick with his hand instead. Allowing airflow to transfer through this duct to be sucked out as required by the slot on the under-surface of the flap would allow a more aggressive rear-wing assembly as this slot would make the system think and work like a three-piece wing assembly. Having, as such, a more aggressive three-piece rear wing will produce higher downforce levels which will make the tyres work better. And by circumventing the regulations and being in effect a three-piece wing, there is less of a drag-penalty to pay. Along with double diffusers this is another regulation that the FIA has allowed the teams to make a mockery of.



# SPANISH GP RESULTS



## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m21.134s
2	BUTTON	1m21.672s
3	SCHUMACHER	1m21.716s
4	WEBBER	1m22.011s
5	VETTEL	1m22.026s
6	ROSBERG	1m22.070s
7	KUBICA	1m22.202s
8	ALONSO	1m22.258s
9	PETROV	1m22.397s
10	KOBAYASHI	1m22.492s
11	BUEMI	1m22.588s
12	MASSA	1m22.975s
13	DI RESTA	1m23.030s
14	ALGUERSUARI	1m23.110s
15	LIUZZI	1m23.284s
16	BARRICHELLO	1m23.312s
17	HULKENBERG	1m23.471s
18	KOVALAINEN	1m25.329s
19	TRULLI	1m26.244s
20	GLOCK	1m26.340s
21	DI GRASSI	1m26.694s
22	KLIEN	1m27.250s
23	SENNA	1m27.752s
24	DE LA ROSA	no time

Weather: overcast

## PRACTICE 2 - Friday

POS	DRIVER	TIME
1	VETTEL	1m19.965s
2	WEBBER	1m20.175s
3	SCHUMACHER	1m20.757s
4	ALONSO	1m20.819s
5	HAMILTON	1m21.191s
6	KUBICA	1m21.202s
7	ROSBERG	1m21.271s
8	MASSA	1m21.302s
9	BUTTON	1m21.364s
10	SUTIL	1m21.518s
11	DE LA ROSA	1m21.672s
12	LIUZZI	1m21.904s
13	KOBAYASHI	1m21.931s
14	BUEMI	1m22.184s
15	BARRICHELLO	1m22.192s
16	PETROV	1m22.435s
17	ALGUERSUARI	1m22.449s
18	HULKENBERG	1m23.765s
19	TRULLI	1m24.209s
20	KOVALAINEN	1m24.894s
21	DI GRASSI	1m25.066s
22	CHANDHOK	1m25.972s
23	SENNA	1m26.152s
24	GLOCK	1m26.596s

Weather: overcast

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m20.528s
2	WEBBER	1m21.232s
3	HAMILTON	1m21.348s
4	BUTTON	1m21.376s
5	SCHUMACHER	1m21.583s
6	MASSA	1m21.749s
7	ROSBERG	1m22.013s
8	ALONSO	1m22.091s
9	KUBICA	1m22.242s
10	SUTIL	1m22.377s
11	BUEMI	1m22.400s
12	KOBAYASHI	1m22.412s
13	DE LA ROSA	1m22.527s
14	HULKENBERG	1m22.634s
15	ALGUERSUARI	1m22.926s
16	BARRICHELLO	1m22.953s
17	LIUZZI	1m23.597s
18	PETROV	1m23.896s
19	TRULLI	1m24.610s
20	KOVALAINEN	1m24.745s
21	GLOCK	1m25.722s
22	DI GRASSI	1m25.855s
23	CHANDHOK	1m26.611s
24	SENNA	1m30.246s

Weather: overcast



## THE GRID

1 <b>WEBBER</b> RED BULL 1m19.995s soft	2 <b>VETTEL</b> RED BULL 1m20.101s soft
3 <b>HAMILTON</b> McLAREN 1m20.829s soft	4 <b>ALONSO</b> FERRARI 1m20.937s soft
5 <b>BUTTON</b> McLAREN 1m20.991s soft	6 <b>SCHUMACHER</b> MERCEDES 1m21.294s soft
7 <b>KUBICA</b> RENAULT 1m21.353s soft	8 <b>ROSBERG</b> MERCEDES 1m21.408s soft
9 <b>MASSA</b> FERRARI 1m21.585s soft	10 <b>KOBAYASHI</b> SAUBER 1m21.984s soft
11 <b>SUTIL</b> FORCE INDIA 1m21.985s soft	12 <b>DE LA ROSA</b> SAUBER 1m22.026s soft
13 <b>HULKENBERG</b> WILLIAMS 1m22.131s soft	14 <b>BUEMI</b> TORO ROSSO 1m22.191s soft
15 <b>ALGUERSUARI</b> TORO ROSSO 1m22.207s soft	16 <b>LIUZZI</b> FORCE INDIA 1m22.854s soft
17 <b>BARRICHELLO</b> WILLIAMS 1m23.125s soft	18 <b>TRULLI</b> LOTUS 1m24.674s soft
19 <b>PETROV</b> RENAULT 1m22.139s* soft	20 <b>KOVALAINEN</b> LOTUS 1m24.748s soft
21 <b>SENNA</b> HRT 1m27.122s soft	22 <b>GLOCK</b> VIRGIN 1m25.475s* soft
23 <b>DI GRASSI</b> VIRGIN 1m25.556s* hard	24 <b>CHANDHOK</b> HRT 1m26.750s* soft

\* five-place penalty

## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m21.412s	1m20.655s	1m19.995s
2	VETTEL	1m21.680s	1m20.772s	1m20.101s
3	HAMILTON	1m21.723s	1m21.415s	1m20.829s
4	ALONSO	1m21.957s	1m21.549s	1m20.937s
5	BUTTON	1m21.915s	1m21.168s	1m20.991s
6	SCHUMACHER	1m22.528s	1m21.557s	1m21.294s
7	KUBICA	1m22.488s	1m21.599s	1m21.353s
8	ROSBERG	1m22.419s	1m21.867s	1m21.408s
9	MASSA	1m22.564s	1m21.841s	1m21.585s
10	KOBAYASHI	1m22.577s	1m21.725s	1m21.984s
11	SUTIL	1m22.628s	1m21.985s	-
12	DE LA ROSA	1m22.211s	1m22.026s	-
13	HULKENBERG	1m22.857s	1m22.131s	-
14	PETROV	1m22.976s	1m22.139s	-
15	BUEMI	1m22.699s	1m22.191s	-
16	ALGUERSUARI	1m22.593s	1m22.207s	-
17	LIUZZI	1m23.084s	1m22.854s	-
18	BARRICHELLO	1m23.125s	-	-
19	TRULLI	1m24.674s	-	-
20	KOVALAINEN	1m24.748s	-	-
21	GLOCK	1m25.475s	-	-
22	DI GRASSI	1m25.556s	-	-
23	CHANDHOK	1m26.750s	-	-
24	SENNA	1m27.122s	-	-

Weather: overcast

## QUALIFYING

Head to head			
BUTTON	3	2	HAMILTON
SCHUMACHER	1	4	ROSBERG
VETTEL	3	2	WEBBER
MASSA	1	4	ALONSO
BARRICHELLO	3	2	HULKENBERG
KUBICA	5	0	PETROV
SUTIL	5	0	LIUZZI
BUEMI	4	1	ALGUERSUARI
TRULLI	3	2	KOVALAINEN
CHANDHOK	2	3	SENNA
DE LA ROSA	2	3	KOBAYASHI
GLOCK	5	0	DI GRASSI

HOW DO F1'S BEST STACK UP AGAINST THE REST?

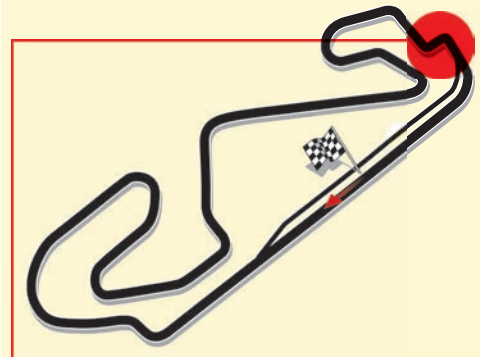
VISIT  TO FIND OUT

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# TRACKSIDE VIEW

**Mark Hughes**  
Grand prix editor



Revs spool up into wheel-spinning anger as the car leaves your sight out of turn 15, a thoroughbred disgruntled at being stifled by such low-speed demands. It's low-grip-early in the session and Pedro de la Rosa's Sauber sways under braking for the approach to that same chicane as a rear wheel locks. No time or space to correct before the corner, he pitches it in like a big kart. Robert Kubica's Renault (below) has visibly more front grip and he's leaning on it about as hard as it can be leaned on, still on the brakes after turning in. Once past the second apex he's jabbing the throttle like an artist dabbing a canvas, trying to create the transient beauty of a great lap. The backdrop to that beauty is a surreal light made by two dark clouds with the sun peeping through a gap between them, bright beam within grey backing. The strong breeze running up the valley is keeping those clouds moving and creating extra downforce for the

**"Kubica's jabbing the throttle like an artist dabbing a canvas"**

cars as they approach that chicane. Then a red flag: Nico Hulkenberg's off at Turn 9, opposite lock as he gets on the astroturf exit of the fast Campsa turn then finding sudden grip; wheels now pointing the wrong way, he's spat at the opposite barrier. While the mess is cleared it's time to take a walk through light dappled by the trees that stand guard on the back straight, in a line like soldiers behind the access road. No engines yet and a cheer goes up. A giant blue and yellow Oviedo flag for Alonso and a line of smaller ones atop the Campsa grandstand. The animals are released again, angry engines getting closer. That same wind here will rob the cars of downforce, but no worries, there's plenty to spare and they scream through flat in fifth. Track them, see the background colours blur. F1 looking good at 60.

**THE RACE: 66 LAPS, 190.843 MILES**

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PISTSTOP	FASTEST STOP	TYRE CHOICE
								S1 S2 S3
1	WEBBER	Red Bull-Renault	66	1h35m44.101s	1m24.828s	1	20.56s	<b>Soft</b> Hard
2	ALONSO	Ferrari	66	+24.065s	1m24.846s	1	20.40s	<b>Soft</b> Hard
3	VETTEL	Red Bull-Renault	66	+51.338s	1m25.176s	2	21.76s	<b>Soft</b> Hard <b>Soft</b>
4	SCHUMACHER	Mercedes	66	+1m02.195s	1m25.529s	1	20.10s	<b>Soft</b> Hard
5	BUTTON	McLaren-Mercedes	66	+1m03.728s	1m25.166s	1	26.04s	<b>Soft</b> Hard
6	MASSA	Ferrari	66	+1m05.767s	1m25.497s	1	20.31s	<b>Soft</b> Hard
7	SUTIL	Force India-Mercedes	66	+1m12.941s	1m25.845s	1	21.06s	<b>Soft</b> Hard
8	KUBICA	Renault	66	+1m13.677s	1m25.466s	1	20.45s	<b>Soft</b> Hard
9	BARRICHELLO	Williams-Cosworth	65	-1 lap	1m25.728s	1	21.08s	<b>Soft</b> Hard
10	ALGUERSUARI	Toro Rosso-Ferrari	65	-1 lap	1m25.655s	1	30.50s	<b>Soft</b> Hard
11	PETROV	Renault	65	-1 lap	1m25.470s	1	21.02s	<b>Soft</b> Hard
12	KOBAYASHI	Sauber-Ferrari	65	-1 lap	1m26.083s	1	21.84s	<b>Soft</b> Hard
13	ROSBERG	Mercedes	65	-1 lap	1m25.455s	2	20.86s	<b>Soft</b> Hard <b>Soft</b>
14	HAMILTON	McLaren-Mercedes	64	-2 laps	1m24.357s	1	22.06s	<b>Soft</b> Hard
15	LIUZZI	Force India-Mercedes	64	-2 laps	1m25.924s	1	24.12s	<b>Soft</b> Hard
16	HULKENBERG	Williams-Cosworth	64	-2 laps	1m26.863s	2	21.43s	<b>Soft</b> Hard <b>Soft</b>
17	TRULLI	Lotus-Cosworth	63	-3 laps	1m29.564s	1	24.84s	<b>Soft</b> Hard
18	GLOCK	Virgin-Cosworth	63	-3 laps	1m29.776s	1	24.11s	<b>Soft</b> Hard
19	DI GRASSI	Virgin-Cosworth	62	-4 laps	1m29.904s	1	23.74s	Hard <b>Soft</b>
R	BUEMI	Toro Rosso-Ferrari	42	hydraulics	1m26.724s	2	23.38s	<b>Soft</b> Hard Hard
R	CHANDHOK	HRT-Cosworth	27	suspension	1m32.041s	1	48.64s	<b>Soft</b> Hard
R	DE LA ROSA	Sauber-Ferrari	18	acc dam	1m30.411s	1	23.93s	<b>Soft</b> Hard
R	SENNA	HRT-Cosworth	0	accident	-	0	-	<b>Soft</b> dnf
NS	KOVALAINEN	Lotus-Cosworth	0	gearbox	-	0	-	- -

Weather: dry. Fastest lap: Lewis HAMILTON 1m24.357s (123.444mph) on Lap 59

Lap leaders: 1-66 Webber

Option tyre in bold

**SEASON SO FAR - Points and positions**

POS	DRIVER	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CDN	EU	GB	D	H	B	I	SGP	J	ROK	BR	UAE	
1	BUTTON	70	7 <sup>th</sup>	1 <sup>st</sup>	8 <sup>th</sup>	1 <sup>st</sup>	5 <sup>th</sup>															
2	ALONSO	67	1 <sup>st</sup>	4 <sup>th</sup>	13 <sup>th</sup>	4 <sup>th</sup>	2 <sup>nd</sup>															
3	VETTEL	60	4 <sup>th</sup>	ret	1 <sup>st</sup>	6 <sup>th</sup>	3 <sup>rd</sup>															
4	WEBBER	53	8 <sup>th</sup>	9 <sup>th</sup>	2 <sup>nd</sup>	8 <sup>th</sup>	1 <sup>st</sup>															
5	ROSBERG	50	5 <sup>th</sup>	5 <sup>th</sup>	3 <sup>rd</sup>	3 <sup>rd</sup>	13 <sup>th</sup>															
6	HAMILTON	49	3 <sup>rd</sup>	6 <sup>th</sup>	6 <sup>th</sup>	2 <sup>nd</sup>	14 <sup>th</sup>															
7	MASSA	49	2 <sup>nd</sup>	3 <sup>rd</sup>	7 <sup>th</sup>	9 <sup>th</sup>	6 <sup>th</sup>															
8	KUBICA	44	11 <sup>th</sup>	2 <sup>nd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	8 <sup>th</sup>															
9	SCHUMACHER	22	6 <sup>th</sup>	10 <sup>th</sup>	ret	10 <sup>th</sup>	4 <sup>th</sup>															
10	SUTIL	16	12 <sup>th</sup>	ret	5 <sup>th</sup>	11 <sup>th</sup>	7 <sup>th</sup>															
11	LIUZZI	8	9 <sup>th</sup>	7 <sup>th</sup>	ret	ret	15 <sup>th</sup>															
12	BARRICHELLO	7	10 <sup>th</sup>	8 <sup>th</sup>	12 <sup>th</sup>	12 <sup>th</sup>	9 <sup>th</sup>															
13	PETROV	6	ret	ret	ret	7 <sup>th</sup>	11 <sup>th</sup>															
14	ALGUERSUARI	3	13 <sup>th</sup>	11 <sup>th</sup>	9 <sup>th</sup>	13 <sup>th</sup>	10 <sup>th</sup>															
15	HULKENBERG	1	14 <sup>th</sup>	ret	10 <sup>th</sup>	15 <sup>th</sup>	16 <sup>th</sup>															
16	BUEMI	0	16 <sup>th</sup>	ret	11 <sup>th</sup>	ret	ret															
17	DE LA ROSA	0	ret	12 <sup>th</sup>	ns	ret	ret															
18	KOBAYASHI	0	ret	ret	ret	ret	12 <sup>th</sup>															
19	KOVALAINEN	0	15 <sup>th</sup>	13 <sup>th</sup>	nc	14 <sup>th</sup>	ns															
20	CHANDHOK	0	ret	14 <sup>th</sup>	15 <sup>th</sup>	17 <sup>th</sup>	ret															
21	DI GRASSI	0	ret	ret	14 <sup>th</sup>	ret	19 <sup>th</sup>															
22	SENNA	0	ret	ret	16 <sup>th</sup>	16 <sup>th</sup>	ret															
23	TRULLI	0	17 <sup>th</sup>	ns	17 <sup>th</sup>	ret	17 <sup>th</sup>															
24	GLOCK	0	ret	ret	ret	ns	18 <sup>th</sup>															



**SEASON SO FAR - Points and positions**

POS	TEAM	PTS	BRN	AUS	MAL	PRC	E	MC	TR	CAN	EU	GB	D	H	B	I	SGP	J	KOR	BR	UAE	
1	McLAREN	119	21	33	12	43	10															
2	FERRARI	116	43	27	6	14	26															
3	RED BULL	113	16	2	43	12	40															
4	MERCEDES	72	18	11	15	16	12															
5	RENAULT	50	0	18	12	16	4															
6	FORCE INDIA	24	2	6	10	0	6															
7	WILLIAMS	8	1	4	1	0	2															
8	TORO ROSSO	3	0	0	2	0	1															
9	SAUBER	0	0	0	0	0	0															
10	LOTUS	0	0	0	0	0	0															
11	HRT	0	0	0	0	0	0															
12	VIRGIN	0	0	0	0	0	0															



# WHY F1 IS THE BEST



DPPI



F1 attracts the best of the best. Wherever, whenever

Formula 1 is the pinnacle of motorsport – always has been, always will be. *MARK HUGHES* explains why

**F**ormula 1 has survived and flourished only because it is the ultimate, the pinnacle of the sport and therefore totally aspirational, the place that every driver, mechanic, team owner, engineer, and designer of ambition within racing wants to reach. It can't ever cease to be the pinnacle because whatever is the pinnacle becomes de facto F1. So it stands there while a tide from the lower reaches continues to lap upon it, depositing new waves of hot talent upon it, allowing no place for mediocrity. Take your foot off the gas and you're history. There is a constant energy feeding into F1, the kilowatts of ambition multiplied thousands of times over and F1 feeds upon it and lights up the sky of the sport with its crazy ambition, a beacon that only attracts yet more energy to it ►



F1 drivers are the best.  
This is 2010's chosen few

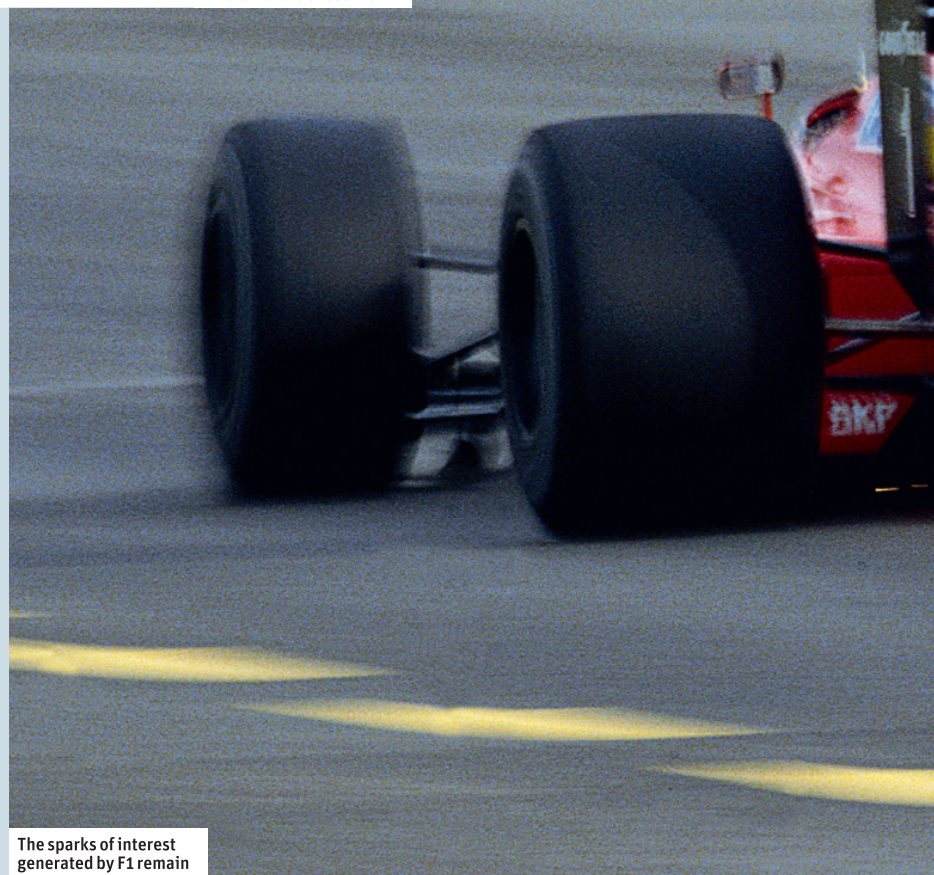
◀ in a virtuous circle. There is a straight line from the grass roots of the sport direct to F1, stopping off at recognised points along the way, but those points – be they Formula Renault, F3, GP2 – only have validity, currency, because they are progressions towards the all-powerful neon. Many participants – most of them, in fact – fall off along the way.

Other categories – sportscars or touring cars – can carve out a niche as sideshows but generally only prosper when road-car manufacturers energise them with some money and ambition of their own. As such, these categories are dependent upon these companies' commercial imperatives for their very existence. If that is withdrawn, so they wither; they are not on the direct line. That line to F1 is live and energised regardless of whether car manufacturers are on it or not, live with ambition, fresh currents of it all the time. Because of this, F1 has

## The ultimate expression of motor racing magic-ed itself into existence and we eventually labelled it F1

Mark Hughes

to exist. If the sport exists at all, then by definition F1 exists – and we happen since 1947 to have called it F1. If the sport – in its European guise at least – is all about going as fast as possible around a road-type circuit, then there has to be an ultimate form of it. F1 (or Grand Prix racing) thus birthed itself with the very inception of the sport. It is the sport, not just a category within it. The others are all there as backdrop to this. As soon as



The sparks of interest generated by F1 remain

mountain climbing became a sport, so it was automatically about Everest, which could never be merely a climb within the discipline. Yes, in this case the mountain pre-dates the sport, but so in a way did F1 pre-exist motor racing, as an idea. As soon as the idea of motor racing was conceived, so there had to be an ultimate expression of it. Like a quantum quark, it magic-ed itself into existence and we eventually labelled it F1.

That the sport's boroughs have not always appreciated this is shown by their labelling the world championship as being for 'F2' cars in 1952 and '53. The reality was those F2 cars had become the new F1, by definition, regardless of engine formula. Just as later the 2.5-litre cars would be downgraded to 1.5-litre, they were still 'F1'. Just as later all sorts of formulas came and went, all sorts of participants prospered, all sorts of legends created.



They were created by the power of F1, not the formula but the concept of an ultimate class for this majestic sport.

The manufacturers have sometimes plugged into F1's energy, and have electrified their individual images in doing so. Whenever they aligned themselves with F1 – whether it was Alfa Romeo, Mercedes or Lancia in the '50s, Honda in the '60s, Renault, Honda, BMW and Alfa in the turbo '80s or pretty much every major car

company as the late 90s turned into the early 21<sup>st</sup> century – they boosted F1's energy too, massively. They took the concept of ultimate to glamorous new heights and all the best and most ambitious flocked to them. But when they left, as they always do, as the periodical troughs in the world economy remind us all yet again that we do not – and cannot – ever control our destiny, so F1 continues anyway. A bit less candlepower, a bit more

make-do ingenuity, but still it exists independent of those who may have presumed they were making it exist.

This extends too to those who ostensibly control it: the governing body, the private-equity companies, the banks, Bernie. They are custodians. It's irrelevant who they actually are and where the money comes from. Because this ultimate – be it called F1 or Grand Prix world championship or whatever – defines itself. ☒



**P50** The  
greatest F1  
cars ever

**P60** Reg  
Parnell  
remembered

# ORIGIN *of* *the* SPECIES

GARY ANDERSON AND EDD STRAW choose 22 cars that have helped to shape Formula 1 over the past 60 years

**F**ormula 1 cars have changed almost beyond recognition since the world championship was launched six decades ago. From the pre-war technology

of the Alfa Romeo 158 to today's space-age Red Bull RB6, technology has developed at an astonishing rate. The following timeline plots only the major innovations and changes that

have shaped the sport – to detail every significant development would require more pages than AUTOSPORT produces in a whole year – but this shows just how far we have come.

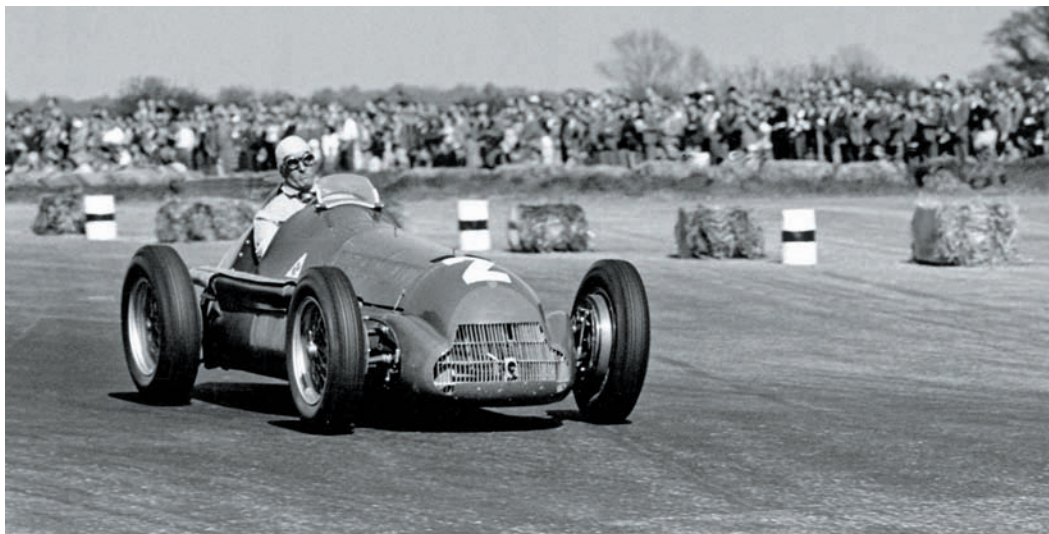
Ferrari v McLaren, South Africa '76. Plus ca change...



ALL PICS LAT

## 1950-51 *Alfa Romeo Tipo 158/159*

Post-war grand prix racing was dominated by the Italian manufacturer, and the venerable Alfetta, which first raced in 1938, was unbeatable in the first year of the world championship. Equipped with a 1.5-litre supercharged eight-cylinder engine, which put out around 350bhp at the 1950 British Grand Prix, it was up to over 400bhp by the time the evolutionary 1951 Tipo 159 started its final world championship race. This car was thoroughly rooted in pre-war voiturette technology, although adopting De Dion, as opposed to swing-axle, rear suspension for 1951 was a big step forward.



## 1952-53 *Ferrari 500*

Alfa's withdrawal from grand prix racing forced the world championship to run 2-litre Formula 2 machinery for two years and the Ferrari 500 was dominant. It was

the first genuine post-war design to win the world championship, with its four-cylinder engine mounted behind the front axle giving vastly improved handling.



## 1954-55 *Mercedes W196*

This is the car that truly launched the F1 development race that continues to this day. Its straight-eight-cylinder engine brought fuel injection and desmodromic valves into F1, not to mention the streamlined closed-wheel bodywork that worked well on ultra-fast tracks like Reims. Mercedes had dramatically raised a bar that had been edging up slowly since the German firm, along with Auto Union, had dominated the pre-war era.

## 1954 *Lancia D50*

The first F1 car to use the engine as a fully stressed member of the chassis.



## 1955 *Connaught B-Series*



Connaught is all-too-often overlooked, largely as a result of its cars never having the power to match their good handling. Tony Brooks's victory in the non-championship Syracuse Grand Prix in 1955 was the first F1 triumph for a car equipped with disc brakes.

## 1958 *Cooper T51*

Not the first F1 car to have the engine at the rear, but it was the first to win and blazed a trail that was copied thereafter. The rear-

engined format allowed far better weight distribution, while placing the fuel cells either side of the driver improved the balance.



## F1 timeline

Since the Formula 1 World Championship was inaugurated 60 years ago, the sporting and technical regulations under which the 825 races (up to an including Spain 2010) have been run have evolved dramatically. Here are the key changes from 1950-2010 – starting with the creation of the rules in 1946.

### 1946

The FIA creates “international racing formula number one”, with engine capacity set at 1.5-litre (forced induction) and 4.5-litre (normally aspirated).

### 1950

What has become known as the Formula 1 World Championship is launched, holding its inaugural race at Silverstone on May 13.

### 1952

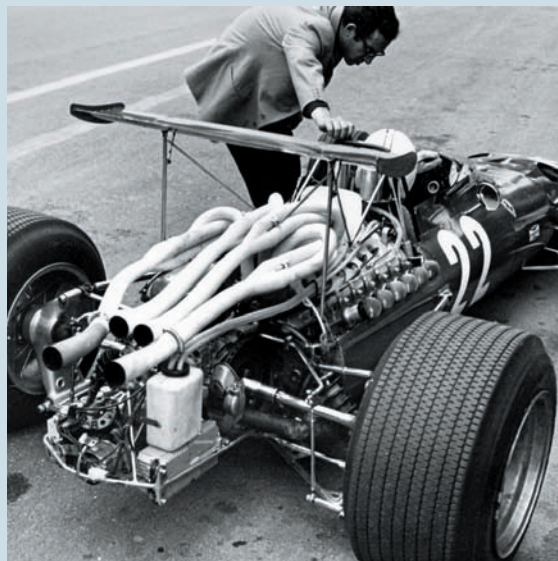
Following Alfa Romeo's withdrawal, the world championship is run for Formula 2 machinery. Engine limits are reduced to 2-litre (normally aspirated) and 500cc (forced induction).

### 1954

The world championship returns to modified F1 regulations, with engine capacity set at 2.5-litre (normally aspirated) and 750cc (supercharged).

## 1962 Lotus 25

Although Colin Chapman wasn't the first to build a monocoque race car, his race-winning Lotus 25 would set the template for F1 design.



## 1968 Ferrari 312

The season in which rudimentary suspension-mounted wings appeared. This is Ferrari's effort.



## 1971 Tyrrell 003

Jackie Stewart claimed the first win for slick tyres provided by Goodyear. Prior to this, tyre manufacturers had struggled to come up with the technology to dissipate heat without using tread patterns.

GARY ANDERSON: "It was very difficult to find a replacement for the old faithful Dunlop R6 tyre, but it was always accepted that worn tyres offered more grip than new treaded-rubber. When slick tyres were finally introduced it meant that when weather conditions changed it was necessary to do pitstops. I remember in Canada in 1973 at Brabham I was the wheel-torque man. I would run around the car like a man possessed, loosen all the wheels and torque them up again after the other guys were finished. I'm not saying it took a long time but I think Carlos Reutemann fell asleep during the pitstop!"

### 1958

Constructors' world championship begins. Fuel regulations stipulate use of 130-octane aviation fuel.

### 1961

Engine regulations dictate 1.5-litre normally aspirated units only. Minimum weight set at 450kg, commercial fuel stipulated and oil top-up during races banned. Closed-wheel streamliner bodywork outlawed.

### 1966

Engine capacity increased to 3-litre (normally aspirated), with supercharged units up to 1.5-litre allowed.

### 1969

High wings banned after the Spanish Grand Prix. Moveable aerodynamic devices also outlawed.



### 1970

Engine regulations changed again, cutting forced induction engines to 500cc. Minimum weight increased to 530kg.

### 1972

Minimum weight increased by 20kg. Forced-induction engine limit goes back to 1.5-litre.

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## 1977 Renault RS01

When Renault pitched up with a 1.5-litre turbo engine, few realised that this configuration would go on to dominate the sport for much of the 1980s. By 1979, the Renault turbo was winning races, setting F1 on the road to the 1000bhp+ units seen during the '80s.



## 1978 Lotus 79

The car that ushered in the ground-effect era.

GARY ANDERSON: "The Lotus 78 of the previous season was actually the first of Lotus's ground-effect cars, but it was a simple package and not everybody realised what was going on underneath. Then along came the all-conquering Lotus 79 – a real dream car which, as Mario Andretti used to say, had so much grip it was like it was painted to the ground. The Lotus 80 was supposed to be a step

forward, but it was too complicated, producing probably more downforce but not in a driver-friendly way. I was at McLaren that year and we produced the ground effect M28. From the first lap to the last, it was a dog. In fact, some current teams could learn a lot from what happened with the Lotus 80 – more downforce is not always better as it needs to be driver friendly."



## 1981 McLaren MP4/1

The first McLaren built on Ron Dennis's watch, the MP4/1 triggered the carbonfibre monocoque revolution.

GARY ANDERSON: "This was designer John Barnard's and Ron Dennis's ticket to F1 success. Teams were crying out for a material stiffer than aluminium that could be formed into compound-shaped panels. Carbonfibre and its derivatives fulfilled both these requirements. The chassis was manufactured using an internal multi-piece mould, in reality keeping the flat-panel shape of an aluminium-sheet chassis. It wasn't long before chassis were

manufactured using an external mould eliminating the need to be clad in bodywork. But as with the Lotus 80's aero problems, the same could be said for the use of carbon. Suddenly, if a basic specification carbon that offered good stiffness and strength was good then a more exotic material offering very high stiffness must be even better. Not so, and until the FIA introduced stringent chassis-test procedures, a catastrophic failure of an F1 chassis was just around the corner.

### 1973

Minimum weight raised to 575kg.



### 1980

Maximum weight set at 575kg.

### 1981

Moveable skirts banned and minimum ride height set to 60mm. Twin chassis concept is outlawed before the Lotus 88 can race in that configuration.



### 1982

Petrol engines become mandatory. Minimum weight 580kg.

### 1983

Flat-bottom regulations outlaw ground effect. Four-wheel drive and cars with more than four wheels are outlawed. Minimum weight 575kg.

### 1984

Refuelling banned and tank capacity set at a maximum of 220 litres.



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## 1983 Brabham BT52

The regulations were changed to mandate flat-bottomed cars, designed to eliminate ground effect.

GARY ANDERSON: "As the downforce levels crept higher and higher, the regulations were changed to eliminate ground effect. As with anything, no-one forgets what they have already learned – they just learn to apply it differently. Getting flat-bottomed cars back up to the levels of downforce of the ground-effect cars took a while, largely because harnessing the incredible horsepower on offer from turbos took priority. It wasn't for many years that windtunnels became an essential, as opposed to a luxury, and with this came rapidly increasing downforce levels. In those days, you could go to a windtunnel for a couple of days a month and make huge strides. Now, because the regulations are tight, it's seven days a week with 50-100 people making tiny steps."



LAT

## 1986 Lotus- Renault 98T

Renault had pulled out of F1 as a constructor the year before, but continued to drive forward engine technology in the sport. In 1986, it equipped its 1.5-litre turbocharged engines with pneumatic valve gear – soon to become standard in F1.



KING/GETTY



## 1989 Ferrari 640

Turbo engines were banned and the whole field was equipped with 3.5-litre normally aspirated powerplants. This car also featured a

semi-automatic gearbox, which allowed the driver to change gear through paddles mounted on the steering wheel – which soon became de rigueur.

### 1986

Maximum supercharged or turbocharged engine capacity set at 1.5-litre. Fuel tank size limit set to 195 litres.

### 1987

Minimum weight set at 500kg. Turbo engine boost-pressure limit set at 4 BAR. No fuel limit for 3.5-litre normally aspirated engines.

### 1988

Turbo engine fuel limit slashed again to 155 litres, with the boost pressure ceiling lowered to 2.5 BAR.

### 1989

Forced induction banned. Engine configurations limited to between eight and 12 cylinders.

### 1993

Rear tyre width cut from 18 to 15 inches. Continuously variable transmission – a system Williams had developed but not raced – banned.

### 1994

Active suspension, traction control and ABS banned. Four-wheel steering also outlawed. 10mm plank mandated – part of safety measures introduced after Roland Ratzenberger and Ayrton Senna are killed at Imola.





## 1992 *Williams FW14B*

The FW14B and its successor – 1993's FW15 – are regarded as the peak of the 'gizmo' era. Williams was the first team to master active suspension (first experimented

with by Lotus as far back as 1983), while its traction control and ABS systems combined with Renault power to make it unbeatable in the championship.

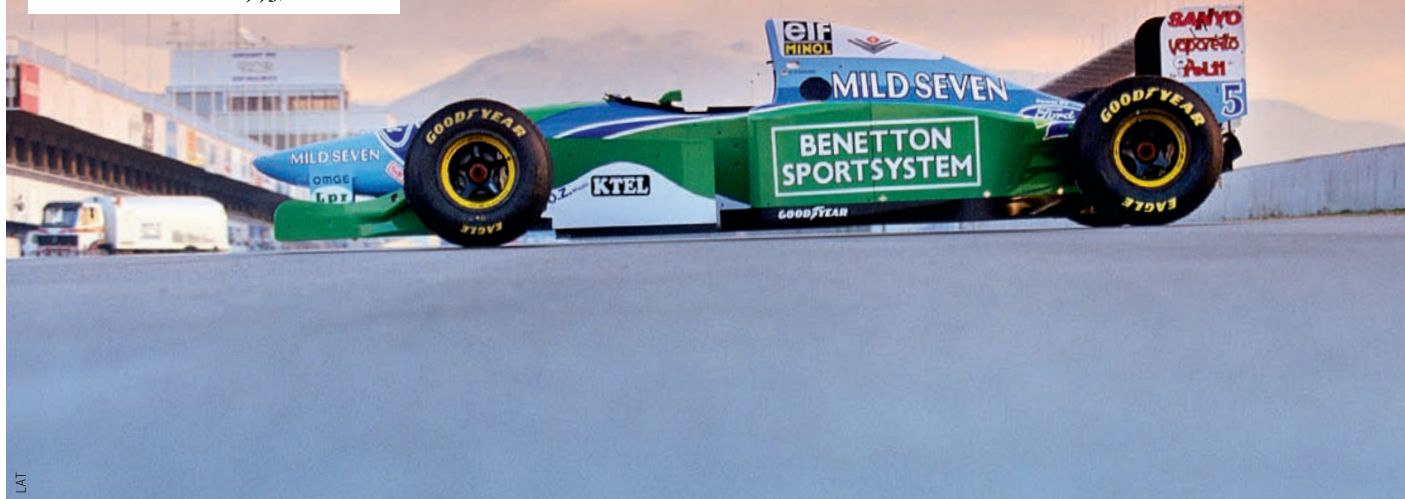
## 1993 *McLaren MP4-8*

Improved the active suspension breed with a system that was fully programmable and didn't rely on in-cockpit driver adjustments.



## 1994 *Benetton B194*

'Back to basics' rules package reset some areas of F1 technology. Benetton's first title-winning car ran to rules that banned traction control, ABS, active suspension and four-wheel steering (which Benetton had raced at the end of 1993).



### 1995

Engine formula changed to 3-litre normally aspirated. Smaller front and rear wings are mandated.

### 1998

Cars narrowed by 200mm to 1800mm. Grooved tyres introduced.

### 1999

Fourth groove added to front tyres.



### 2001

Traction control reintroduced for Spanish GP (round five).

### 2003

Two-way telemetry banned.



### 2004

Engine restrictions kick in forcing drivers to use only one engine during an event.

## 1998 *McLaren MP4-13*

The first car to win under the new narrow-track regulations – as well as the first to win on the grooved slicks that were mandated between 1998 and 2008.



## 2004 *Ferrari F2004*

With car changes increasingly driven by regulations, this was year that restrictions on engine usage were

introduced – mandating one unit per weekend. The F2004 dominated, taking 15 wins from 18 grands prix.

## 2006 *Renault R26*

The rules stipulate 2.4-litre V8 powerplants. Fernando Alonso and Renault pick up where they left off with another world title double.



## 2010 *Red Bull RB6*

In 2009, the 'skinny' aero rules were introduced, stripping the car of many of the unsightly protrusions. Slick tyres also made a comeback. Today, teams have clawed back the majority of the lost downforce, while this year the look of F1 has changed again thanks to the ban on refuelling.



### 2005

Engines made to last for two races. Tyre changes banned.

### 2006

Tyre changes legalised. Eight-cylinder engines mandated (with a dispensation for Scuderia Toro Rosso to run rev-restricted V10s). Engine capacity cut to 2.4-litre.

### 2007

Rev limit introduced, capping engines at 19,000rpm.

### 2008

Traction control outlawed through the introduction of a standard (McLaren Electronics-supplied) Electronic Control Unit.

### 2009

Engine limit set at eight units per driver per season. KERS introduced and aerodynamics are simplified.

### 2010

KERS banned by team agreement (but remains in the technical regulations). Rev limit set at 18,000rpm. Front tyre width cut by 25mm.



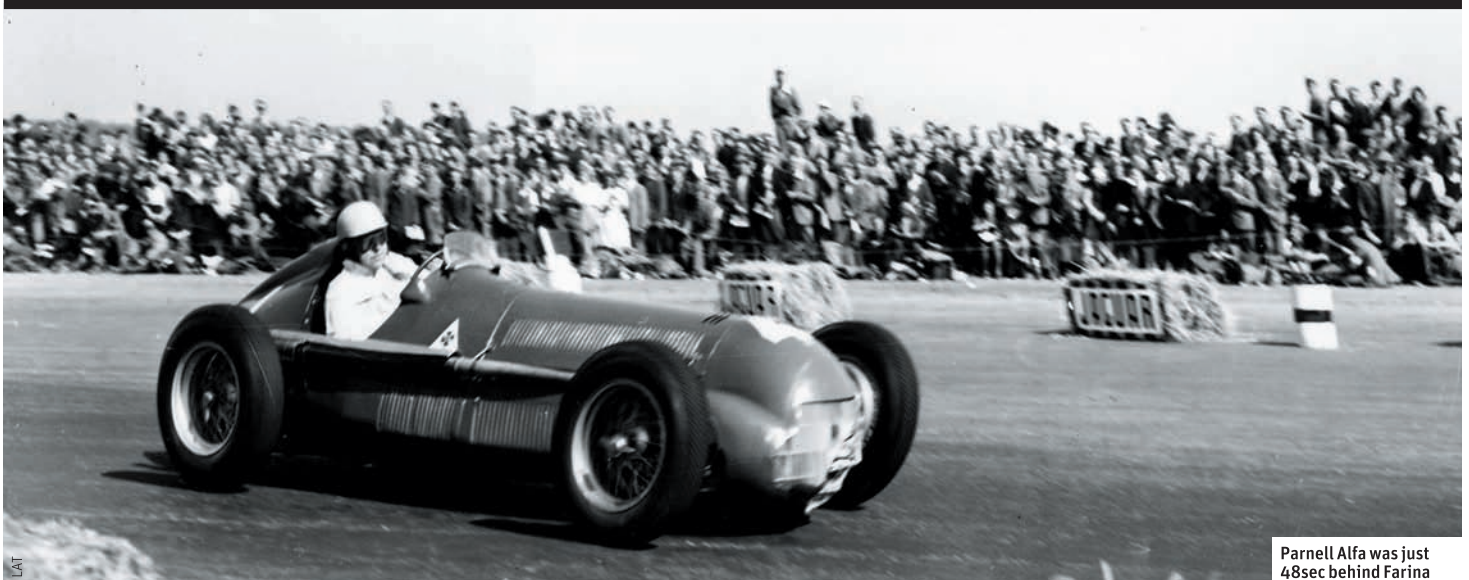
Parnell was third in first points-paying race



LAT

# When Reg ruled

He not only took third in the 1950 British GP, but he was a pivotal figure in the sport post-war. *EDD STRAW* looks back at the colourful life of Reg Parnell



LAT

Parnell Alfa was just 48sec behind Farina

Sixty years ago today (Thursday), Reg Parnell became the first British driver to score a podium finish in the Formula 1 World Drivers' Championship, in the very first points-paying race. His name may trigger only a flicker of recognition today but, as a driver, Le Mans-winning team manager, talent spotter and key player in the revival of motor racing post-World War II, his legacy is felt by everyone in British motorsport.

As *Grande Vitesse*, – the *nom de plume* of Rodney Walkerley – asserts in Parnell's obituary in *The Motor* in January 1964: "In the post-war years, until his retirement from racing in 1957, he was the most experienced and versatile of all British drivers of the epoch." That is exactly why 'Uncle Reg' found himself in a fourth Alfa Romeo 158 at Silverstone in 1950.

He supported the 'three Fs' – Luigi Fagioli, Juan Manuel Fangio and race winner Giuseppe Farina – to perfection, not setting a foot wrong in the unfamiliar machine (although the hare he flattened may not have agreed), and *The Motor* praised him for "showing every bit as much mastery of his unfamiliar mount as the great men ahead." A dash of jingoism perhaps, for the Derby farmer wasn't in Fangio's class (few were), but he was close and his performance was a welcome boost for British drivers.

He was less popular with the establishment pre-war. He started racing on his 24th birthday in an MG Magnette open-wheeler in 1935 and was rapid, if ragged. When he lost control of his MG at Brooklands in '37 and was pitched into the Austin Seven of Kay Petre, she was launched into a series of rolls and ended up in hospital with life-threatening injuries. She recovered, but Parnell was banned from racing until '39 for what appears to have been an honest mistake. Not that the ban was necessarily a bad thing; he

spent 1938 entering other drivers in his machinery, sowing the seeds for his post-racing career as a team manager.

In the darkness of World War II, Parnell – ever the wheeler-dealer – bought up racing cars and parts, making him the go-to guy for machinery. Sure enough, he was a winner in Britain's first post-war race meeting at Grandsden Lodge on June 14 1946, and collected laurels both at home and abroad for the next decade. He was a BRM driver in 1950-51, but drove plenty of other machinery. His victory in the Noah's Flood that was the '51 International Trophy at Silverstone was probably the most prestigious triumph of his career, driving Tony Vandervell's Ferrari 375 Thinwall Special, although the race was abandoned after seven laps.

Parnell earned a place in Aston Martin's sportscar programme for 1952, and he was a regular with Aston – while still winning in single-seaters – until he retired in January '57, with victories in the Empire Trophy and the Goodwood 9 Hours in '53 among the highlights.

It was on becoming team manager in 1957 that the legend of Parnell and Aston Martin was really created. He was more of an inspiring guiding light with a knack for hands-on troubleshooting than an organisational detail man, and his inspired decision to deploy Stirling Moss to force the pace of the faster Ferraris early in the Le Mans 24 Hours laid the foundations for Roy Salvadori and Carroll Shelby's triumph in '59. To cap this, Aston also won the World Sports Car Championship after victory in a dramatic Goodwood TT.

Less auspicious was the Aston Martin F1 programme of 1959-60 that Parnell headed but, when the marque closed down its racing operations at the end of that year, Parnell continued in F1 running the Yeoman Credit team.

One of the best independent squads in F1, and with John Surtees one of the team's driving forces, it became the Lola works effort in 1962. The motorcycle convert finished fourth in



Flanking winner Farina (with garland) after race

**SIX FROM SIX**



Parnell started only six world championship races – in six different cars. His outings came in the Alfa 158, Maserati 4CLT, Ferrari 500 (above), Ferrari 375, BRM P15 and Cooper T20 – yielding three top-five finishes

the championship and, later in the year, Parnell bought what had become known as the Bowmaker Yeoman team to create Reg Parnell Racing. He had a keen eye for future stars, and played a part in encouraging Mike Hailwood into racing cars, attracting investment in his team from the Hailwood family. He also gave Chris Amon his first world championship break, and also had a hand in Peter Revson's career.

The 1963 season was tough, and Parnell was working on an eponymously-named machine (he also built the Challenger grand prix car pre-war), but it never raced. On January 7 1964, he died of a blood clot on the heart caused by treatment for peritonitis.

Son Tim – a handy racer in his own right – took over the running of the team and canned the Parnell grand prix car project when a supply of Lotus 25s was agreed, but no-one could fill the void left by Parnell in British motorsport. AUTOSPORT founder Gregor Grant once wrote of him: "I can always remember how even the worse misfortune never gets him down and how he has never failed to do his utmost to help others, without a thought of a reward, even though on many occasions it has meant working all night on machines belonging to other people." A fitting tribute to a great racing man. ☒

**IN PARNELL'S FOOTSTEPS**  
**CHAMPAGNE SPRAYERS**

**THERE WAS NO** bubbly on the podium for Reg Parnell at Silverstone – that didn't become commonplace until the 1970s – but Brits have been a regular feature in post-race celebrations ever since.

Including Parnell, 39 Brits have scored a top-three finish in world championship grands prix, far more than has been achieved by any other nation. AUTOSPORT columnist David Coulthard heads the list on 62. Current McLaren team-mates Lewis Hamilton and Jenson Button have 29 and 26 respectively.

Button is Britain's most-recent F1 winner



- |                           |                         |                             |                          |                          |
|---------------------------|-------------------------|-----------------------------|--------------------------|--------------------------|
| David Coulthard <b>62</b> | Jenson Button <b>26</b> | Martin Brundle <b>9</b>     | Mike Parkes <b>2</b>     | Cliff Allison <b>1</b>   |
| Nigel Mansell <b>59</b>   | Stirling Moss <b>24</b> | Johnny Herbert <b>7</b>     | Piers Courage <b>2</b>   | Trevor Taylor <b>1</b>   |
| Jackie Stewart <b>43</b>  | John Surtees <b>24</b>  | Innes Ireland <b>4</b>      | Jackie Oliver <b>2</b>   | Bob Anderson <b>1</b>    |
| Damon Hill <b>42</b>      | James Hunt <b>23</b>    | Derek Warwick <b>4</b>      | Mike Hailwood <b>2</b>   | Mike Spence <b>1</b>     |
| Graham Hill <b>36</b>     | John Watson <b>20</b>   | Mark Blundell <b>3</b>      | Tom Pryce <b>2</b>       | Brian Redman <b>1</b>    |
| Jim Clark <b>32</b>       | Mike Hawthorn <b>18</b> | Roy Salvadori <b>2</b>      | Reg Parnell <b>1</b>     | Richard Attwood <b>1</b> |
| Lewis Hamilton <b>29</b>  | Tony Brooks <b>10</b>   | Stuart Lewis-Evans <b>2</b> | Peter Whitehead <b>1</b> | Peter Gethin <b>1</b>    |
| Eddie Irvine <b>26</b>    | Peter Collins <b>9</b>  | Peter Arundell <b>2</b>     | Ron Flockhart <b>1</b>   |                          |

## INTERNATIONAL RACES & RESULTS

GP3  
Barcelona 1/9

## QUICK RESULTS

→ Race 1 **Pal Varhaug**  
→ Race 2 **Alexander Rossi**  
→ Pole **Nigel Melker**

## RACE RATING

★★★★★

Sadly for the first race of a new series, it was about as exciting as the Spanish Grand Prix

# Underdog is GP3's new best Pal

Varhaug first winner in GP2

feeder; Rossi scores on Sunday

For a series that's been set up as a direct feeder for GP2, it was appropriate that the inaugural round of the GP3 Series in Barcelona also borrowed its big sister's plotline for the weekend, with misfiring favourites and triumphant underdogs.

Jenzer Motorsport's Pal Varhaug was the series' surprise first winner, and the Norwegian was made to work hard for it, with Status's Robert Wickens and ART's Esteban Gutierrez clamped to his rear wing for almost the entire race.

Varhaug's only chance to relax came in the closing laps when Wickens made an unsuccessful lunge that exposed him to an attack from Gutierrez, the pair becoming so distracted with each other that Varhaug was able to sneak away and win by 1.5 seconds.

"I had no expectation of this," he said. "We came

here hoping to be in the top 10 and get a good result, and in free practice we were 20th or something. To win today was just fantastic."

But the tone for the weekend had really been set in qualifying. On a track that was still drying out from overnight rain, conditions were changing constantly. Some big scalps were claimed early when ART's Alexander Rossi spun and Manor's Adrian Quaife-Hobbs skidded into the barriers, leaving them 27th and 28th respectively. Meanwhile, Addax's Mirko Bortolotti faced the prospect of starting from the back of the 30-car grid when he was ruled out on medical grounds after hurting his hand in a spin on Friday, the Italian being joined on the back row by another qualifying crash victim in the shape of Atech's Victor Ghirelli.

This created some opportunities up at the



Rossi won Sunday's race after charge on Saturday

front though, and with the track conditions ramping up dramatically in the final five minutes of qualifying, it was all down to timing. RSC Mucke's Nigel Melker called it best and claimed pole, but the Dutch driver's joy was short-lived as he was wiped out in a crash with Status's Daniel Morad before the pair even made it to the first corner in the race.

The field quickly settled down after a couple of opening-lap skirmishes, but while the cars were running close together – the top five were covered by 2.5s during the early stages – there was little in the way of actual overtaking going on, with

several drivers later reporting that the cars were virtually impossible to slipstream. The only driver who didn't seem to be aware of this was Rossi, who made an extraordinary start to go from 28th to 15th in the first lap, and then spent the rest of the race working his way up to eighth, giving himself pole for the sprint race.

The American converted that pole into a win the following morning with a commanding lights-to-flag effort, but the critical moment actually came on a restart following a safety car period prompted by another accident on the run down to the first corner, this time accounting for Varhaug and the unlucky Bortolotti.

When the race prepared to return to green flag conditions once the clean-up was finished on lap four, Rossi took off early for the restart and second-placed Lucas Foresti simply failed to follow him.

Rossi consequently began his first racing lap with a lead of 0.6s, and he reeled off a series of successive laps to eventually win by 10.6s.

That left Foresti to deal with a growing queue of quick cars behind him. Gutierrez was the biggest threat, but the Mexican

went wide following an unsuccessful attempt to take Foresti around the outside of Turn 5 and fell to fourth behind Tech 1's Jean-Eric Vergne.

That particular problem took care of itself when Vergne was called in for a drive-through penalty after having been found responsible for triggering the lap-one accident, promoting Gutierrez back into third, but holding on to it required him to fight off a late challenge from Wickens.

Carlin's Dean Smith capped off a consistent weekend with fifth place, leaving ART's Pedro Nunes to keep Manor's James Jakes at bay and secure the final point.

● Mark Glendenning

## RESULTS

**Race 1 1 Pal Varhaug**; 16 laps in 26m58.573s, 2 Robert Wickens, +1.563; 3 Esteban Gutierrez; 4 Dean Smith; 5 Jean-Eric Vergne; 6 Simon Trummer; 7 Lucas Foresti; 8 Alexander Rossi.

**Race 2 1 Rossi**; 15 laps in 27m06.594s; 2 Foresti, +10.535; 3 Gutierrez; 4 Wickens; 5 Smith; 6 Pedro Nunes; 7 James Jakes; 8 Trummer.

**Points** 1 Wickens, 11; 2 Varhaug, 10; 3 Gutierrez, 10; 4 Rossi, 8; 5 Foresti, 7; 6 Smith, 7; 7 Vergne, 3; 8 Trummer, 2.



Varhaug was first GP3 race winner

GIBSON/GP3

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PORSCHE SUPERCUP MAY 9, ROUND 2/9

# No butts for Norbert after shake-up

Brit Sam Edwards stripped of win as Norbert Siedler benefits

Sean Edwards won the Porsche Supercup race on the road in Barcelona, but the Briton was bumped down to 12th after the stewards took a dim view of a last-lap clash that sent rival Jeroen Bleekemolen spinning.

Bleekemolen had put his Lechner car on pole, pipping Edwards by a healthy 0.3sec. Norbert Siedler lined up third, in front of series returnee Jaap van Lagen, Patrick Huisman and Nick Tandy. Bahrain winner Rene Rast could not better seventh, and his weekend ended when he suffered a driveshaft failure on the formation lap.

Edwards won the drag race down to Turn 1, ahead of Bleekemolen, Siedler, Huisman and Van Lagen. Down the field, former

champion Alex Zampedri was sent spinning into retirement, while Edwards's team-mate Sascha Maassen dropped back after a tangle.

Bleekemolen kept up the pressure on Edwards, but the leader seemed to have everything under control until half way round the last lap. Bleekemolen forced his way past through the S-bend at Turn 7, just brushing Edwards – who didn't see him coming – in the process.

It was an audacious move, but Sean didn't want to give up. Unfortunately just seconds later at the slow Caixa left-hander he ran into the back of Bleekemolen, spinning him out of the way. Edwards duly motored past and took the flag, while Siedler and Huisman also passed the



frustrated Bleekemolen.

"I braked pretty late but he seemed to slow down a lot before the apex, and I don't know why," Edwards explained. "I locked my brakes and just hit him.

"It was, I guess, my mistake, but I didn't expect him to slow down so much. It was an unfortunate end to the race. I don't like that sort of racing."

Bleekemolen said: "To me it was quite a stupid mistake. I had him and I was braking on the inside. He just braked too late and hit me, but it was not necessary, he should have given up basically. He already said sorry, but you don't buy anything for that."

Nothing in the racing driver's book of excuses was ever going to stand up in court, and the podium ceremony had a surreal look as a glum Edwards stood on the top step knowing – along with everyone else – that he probably wasn't going to keep the trophy.

He received a 25-second penalty, which given the relative closeness of the field dropped him 11 places. A great shame given that he had done a perfect job for the first 13 laps.

Siedler thus inherited the victory, the Austrian a little disappointed to score his first Supercup win in fortunate circumstances. Veteran Huisman moved up

to second, while Bleekemolen had the small consolation of third.

Van Lagen took fourth, while Tandy put in a good drive to fifth for Konrad, surviving a brush with Jan Seyffarth that sent the German bouncing off the road at Turn 1.

● Adam Cooper

## RESULTS

**1 Norbert Siedler**, 14 laps in 26m39.555s; 2 Patrick Huisman, +1.156s; 3 Jeroen Bleekemolen; 4 Jaap van Lagen; 5 Nick Tandy; 6 Jan Seyffarth; 7 Tim Bridgman; 8 Stefan Rosa; 9 Christian Engelhart; 10 Robert Lukas.

**Points** 1 Bleekemolen, 48; 2 Rene Rast, 44; 3 Tandy, 42; 4 Rosina, 40; 5 Siedler, 32; 6 Seyffarth, 31.

FORMULA BMW EUROPE MAY 8-9, ROUND 1/8

# BM boys battle in Barcelona

Harvey and Frijns share season-opening spoils

Jack Harvey and Robin Frijns shared the honours as the Formula BMW Europe series kicked off at Barcelona.

The series has clearly suffered numerically from the proliferation of junior

categories and the ongoing battle to find drivers with cash, with only six of last year's 11 teams remaining involved. However the quality on the shrunken 16-car grid was high.

Race winners in 2009,

Harvey and Frijns started as favourites, and they qualified on the front row in that order for both races.

The first event on Saturday was something of a demonstration run for the Brit, who cleared off into the distance and ultimately won by 5.1sec. He was helped by the fact that main rival Frijns made a terrible start and dropped down to sixth. Struggling to make up ground, the Dutchman was punted into retirement on the second lap.

His problems left Timmy Hansen to take second, while 4sec further back top rookie contender Carlos Sainz Jr impressed as he

moved up to take third, ahead of Javier Tarancon and George Katsinis.

Sunday's second race was much more exciting. Harvey moved up to third, ahead of Facu Regalia.

By the fourth lap, Harvey began looking for a way past Frijns. At the start of lap six he locked a front tyre when he had a look into Turn 1, and in the aftermath Hansen demoted him to third.

A lap later Harvey regained second, only for the Swede to get back past again a few corners later. This was great stuff, and Regalia later joined in the fun, almost hitting Harvey as he got ahead for a couple of seconds, only for the Brit to re-pass.

"At the end of the race he was waving his arms at me," said Harvey. "I'm not sure exactly what he was on about!"

The impressive Frijns crossed the line with Hansen and Harvey on his tail, with Regalia, Tarancon and Sainz Jr right in their wheeltracks.

● Adam Cooper

## RESULTS

**Race 1 1 Jack Harvey**, 13 laps in 24m45.898s; 2 Timmy Hansen, +5.103s; 3 Carlos Sainz Jr; 4 Javier Tarancon; 5 Giorgos Katsinis; 6 Christof von Grunigen; 7 Facundo Regalia; 8 Marc Aurel Coleselli; 9 Daniil Kvyat; 10 Hannes van Asseldonk. **Race 2 1 Frijns**, 13 laps in 24m41.315s; 2 Hansen, +0.922s; 3 Harvey; 4 Regalia; 5 Tarancon; 6 Sainz Jr; 7 Katsinis; 8 Michael Lewis; 9 Come Ledogar; 10 Kvyat. **Points** 1 Harvey, 52; 2 Hansen, 48; 3 Sainz Jr, 34; 4 Tarancon, 34; 5 Frijns, 30; 6 Regalia, 30.



# BARCELONA

Spain  
May 7-9  
GP2  
Round 1/10



## AT A GLANCE

- Race 1 **Charles Pic**
- Race 2 **Fabio Leimer**
- Pole position **Jules Bianchi**
- Fastest laps **Sam Bird/Leimer**



Vietoris hits feature-race poleman Bianchi at Turn 1

Pic was delighted with maiden GP2 success



# French newboy is Pic of the bunch

**Charles Pic stepped up in style to take honours with the Arden team**

DUNBAR/LAT

## QUALIFYING

### Bianchi heads the rookie charge

➔ Jules Bianchi made straightforward work of taking pole position, the ART rookie lapping 0.3s clear of nearest rival Sergio Perez. Bianchi's team-mate Sam Bird was third, claiming afterwards that he'd perhaps put too much pressure on himself after going quickest in the opening practice session. It was a day for the rookies, with Christian Vietoris, Oliver Turvey and Charles Pic rounding out the top six, while reigning GP2 Asia Series champion Davide Valsecchi finished up 10th.



Bianchi set a superb pole time

GIBSON/LAT

**W**ith rookies from unfancied teams winning both races, most of the pre-season favourites finding ways to steer their hopes into the rocks, and more overtaking moves in one day than we've seen in the previous five years at Barcelona (most of them coming from a rookie), the GP2 season opener clearly didn't read the form guide.

Charles Pic's victory on Saturday for Arden International may have come from sixth on the grid, but a chaotic first few-hundred metres of the race ensured that he only needed to actually pass one car to get into the lead – and even that came off the start, when he jumped iSport's Oliver Turvey.

An average getaway for

polesitter Jules Bianchi had allowed Sergio Perez to lead into the first corner, but an attempt by Christian Vietoris to throw himself into the mix ended with his locking up and tagging Perez. The Mexican was able to continue, but Vietoris spun in the middle of the circuit and was collected by Bianchi, putting both out.

Behind them, Bianchi's ART team-mate Sam Bird had made a bad start from third on the grid, and then damaged his front wing on a kerb. He pitted for a new nose at the end of the lap and sank to the back of the field, setting the scene for what would be a charge back through the field to ninth.

Perez retained his lead, with Pic spearheading the chase. The Frenchman, a race winner in Formula Renault 3.5 last season,

dropped to sixth when he pitted, but had been shuffled back up to second by the time Perez made his own stop four laps later. This put him in the perfect position to capitalise when the right rear became stuck on Perez's Addax car in the pits. By the time it was sorted out, Perez had fallen back to fourth.

But while Perez might have been out of the way, another threat loomed in the unexpected form of DPR's Giacomo Ricci. The Italian had made a brilliant start from 12th to come out of Turn 1 in third place, and for a few laps he gave Pic something to think about by reducing the gap from 1.5s to just 0.5s. But in doing so he used up his tyres, and eventually decided to settle for second.

It was a remarkable turnaround for DPR, one

## RACE RATING

★★★★★

Some good racing and enough surprises to keep things interesting

## REPORT GP2 BARCELONA



Mark Glendenning reports

“I’m a fighter, but now I’m a fighter with a head”  
Dani Clos: new and matured?

Leimer heads locked-up Razia and Maldonado



of GP2's least-successful teams, although Ricci's race-to-race deal with the team means that he left Barcelona on Sunday night not even knowing whether he'd be in the car for Monaco this weekend.

Dani Clos's drive to third

was equally encouraging for both the Catalan and Racing Engineering after a disappointing 2009.

Bolstered by some vocal home-track support, Clos took third with a neat move around Venezuelan veteran Pastor Maldonado early in

the race, and after that his only real concern was keeping the car on the track after suffering bent steering in contact on the first lap.

Perez held on for fourth ahead of Turvey and the Rapax pair of Maldonado and Luiz Razia, with the

final point and sprint-race pole going to Ocean Racing's Swiss rookie Fabio Leimer, who was stepping up after winning last year's Formula Master title.

Had the race been a lap or two longer, there's every chance that eighth could have been claimed by Bird, and this would have been a deserved reward for a stunning recovery from his opening-lap setback. Running as much as two seconds per lap quicker than some of his rivals, the F3 Euro Series graduate picked cars off seemingly at will on a track where passing is supposed to be impossible. While his final gap to Leimer of 1.5s might make it seem that points were

beyond reach, the fact that the gap had been 8s just three laps earlier suggested otherwise. As it was, his only payback was a point for fastest lap and a few pats on the back, but if his performance was any indication of the pace of the ART cars, then Bianchi and Bird should have beaten the rest of the field by about half a minute.

The start to Sunday's sprint race was delayed when Perez detonated an engine on the formation lap and trailed oil through the first 10 corners, but once things got underway Leimer, Razia and Maldonado made easy work of turning their top-three grid spots into their respective podium positions. The interesting stuff was happening behind them, where Turvey was fourth in an off-song iSport car and struggling to contain a growing queue of cars behind him. It was a credit to the Brit that only Bird managed to get past, leaving Turvey to hold off Clos for fifth.

"It was the hardest I've ever had to work for two points," he said. ☒

### THE INSIDE LINE

## Bird only flies after fixing broken wing



ART's Sam Bird might have injected most of the entertainment into the weekend courtesy of his drive through the field on Saturday, but the man himself took little satisfaction.

"Unfortunately we weren't in the points – I just got the one point for fastest lap," he said. "It was the start that let me down, and I got a damaged front wing in the first couple of corners and that hamstrung my race

because I did two pitstops.

"The guys did a great job in the pits. It was a car that was capable of winning, and I feel like I've let them down a bit by not doing that, because we definitely had the speed to do it."

### NEXT ROUND

Monte Carlo (MC), May 15-16

## RESULTS

GP2 Series, Barcelona (E), May 7-9, round 1 of 10

GRID	DRIVER	TIME
1	BIANCHI	1:27.727
2	PEREZ	1:28.011
3	BIRD	1:28.241
4	VICTORIS	1:28.254
5	TURVEY	1:28.298
6	PIC	1:28.300
7	CLOS	1:28.372
8	ERICSSON	1:28.376
9	MALDONADO	1:28.670
10	VALSECCHI	1:28.714
11	LEIMER	1:28.723
12	RICCI	1:28.969
13	RAZIA	1:29.065
14	CECOTTO	1:29.129
15	D'AMBROSIO	1:29.238
16	V.D. GARDE	1:29.000*
17	VALERIO	1:29.271
18	KRAL	1:29.382
19	CHILTON	1:29.437
20	HERCK	1:29.500
21	ZAUGG	1:29.518
22	TUNG	1:29.519
23	ARABTIEV	1:29.912
24	GONZALEZ	1:30.209

POS	NAME	TEAM	TIME	GRID
1	Charles Pic (F)	Arden International	57m54.177s	6
2	Giacomo Ricci (I)	DPR	+1.489s	12
3	Dani Clos (E)	Racing Engineering	+4.209s	7
4	Sergio Perez (MEX)	Barwa Addax Team	+5.111s	2
5	Oliver Turvey (GB)	iSport International	+18.339s	5
6	Pastor Maldonado (YV)	Rapax	+30.211s	9
7	Luiz Razia (BR)	Rapax	+30.568s	13
8	Fabio Leimer (CH)	Ocean Racing Technology	+34.321s	11
9	Sam Bird (GB)	ART Grand Prix	+35.961s	3
10	Davide Valsecchi (I)	iSport International	+44.064s	10
11	Marcus Ericsson (S)	Super Nova Racing	+50.352s	8
12	Josef Kral (CZ)	Super Nova Racing	+51.682s	18
13	Ho-Pin Tung (NL)	DAMS	+53.450s	22
14	Alberto Valerio (BR)	Scuderia Coloni	+59.837s	17
15	Rodolfo Gonzalez (YV)	Arden International	+1m06.180s	24
16	Adrian Zaugg (ZA)	Trident Racing	+1m06.394s	21
17	Michael Herck (B)	DPR	+1m06.689s	20
18	Max Chilton (GB)	Ocean Racing Technology	+1m11.572s	19
19	Vladimir Arabadzhev (BG)	Scuderia Coloni	+1m16.292s	23
20	Giedo van der Garde (NL)	Barwa Addax Team	+1m17.173s	16
R	Jerome d'Ambrosio (B)	DAMS	12 laps-loose wheel	15
R	Jules Bianchi (F)	ART Grand Prix	0 laps-accident	1
R	Christian Vietoris (D)	Racing Engineering	0 laps-accident	4
R	Johnny Cecotto Jr (YV)	Trident Racing	0 laps-accident	14

POS	DRIVER	TIME/REASON	GRID
1	Leimer	38m31.849s	1
2	Razia	+0.755s	2
3	Maldonado	+4.850s	3
4	Bird	+14.274s	9
5	Turvey	+26.785s	4
6	Clos	+27.433s	6
7	Pic	+28.459s	8
8	Ricci	+29.077s	7
9	van der Garde	+29.889s	20
10	Tung	+31.323s	13
11	Valsecchi	+39.228s	10
12	Bianchi	+39.564s	22
13	d'Ambrosio	+39.661s	21
14	Gonzalez	+51.383s	15
15	Zaugg	+51.971s	16
16	Chilton	+52.473s	18
17	Cecotto	+53.489s	24
18	Vietoris	+54.129s	23
19	Kral	+54.772s	12
20	Arabadzhev	+56.388s	19
21	Herck	+1m06.461s	17
R	Ericsson	2 laps-hydraulics	11
R	Valerio	0 laps-spin	14
R	Perez	0 laps-engine	5

POS	DRIVER	PTS
1	Pic	10
2	Leimer	8
3	Ricci	8
4	Razia	7
5	Clos	7
6	Maldonado	7
7	Turvey	6
8	Perez	5
9	Bird	4
10	Bianchi	2

POS	TEAM	PTS
1	Rapax	14
2	Arden International	10
3	Ocean Racing	8
4	DPR	8
5	Racing Engineering	7
6	ART Grand Prix	6

KEY R=Retired. \*Grid penalty.  
**Race 1** Winner's average speed: 110.816mph. Fastest lap: Bird, 1m31.754s, 113.487mph.  
**Race 2** Winner's average speed: 112.482mph. Fastest lap: Leimer, 1m31.229s, 114.140mph.

QUICK RESULTS

- Winner **Denny Hamlin**
- Pole **Jamie McMurray**
- Most laps led **Jeff Gordon**

RACE RATING

★★★★★  
Problems for Gordon and  
Burton deny exciting finish



LAT/SOUTH

NASCAR SPRINT CUP DARLINGTON (USA), MAY 8, RD 11/36

IN BRIEF



NASCAR NATIONWIDE

Denny Hamlin (above) warmed up for his Sprint Cup triumph at Darlington by taking his third consecutive Nationwide victory on Friday night. Hamlin led home Joe Gibbs Racing Toyota team-mate Kyle Busch. Matt Kenseth crashed heavily and had a trip to the medical centre.

GERMAN FORMEL MASTERS

New Zealander Richie Stanaway won the first two races at the Sachsenring and ended up second behind German Pascal Wehrlein in the third race. After six races, Stanaway is already 27 points clear of Patrick Schraner.

GERMAN GT MASTERS

Lamborghini pair Peter Kox and Albert von Thurn und Taxis won the first race at the Sachsenring from Audi duo Christopher Mies and Luca Ludwig. Mies/Ludwig then won the second race from Corvette crew Thomas Jager and Sven Hannawald. It was the first podium finish in racing for ex-ski-jumping king Hannawald.

ITALIAN GT

Portuguese racer Rui Aguas triumphed in the first race at Vallelunga, sharing his AF Corse Ferrari with Alessandro Garofano, from the Kessel Ferrari of Philipp Peter and Michal Broniszewski. The Villorba Ferrari of Andrea Montermini/Emanuele Moncini won race two.

SWEDISH FRENULT

Category veteran Daniel Roos started the season in style with a win at Knutstorp from Mattias Lindberg. He then won again later on, with Kevin Kleveros chasing the Team BS Motorsport driver home this time.

FRENCH CARRERA CUP

World GT1 contender Frederic Makowiecki took a double win at Spa. In the first race he headed home Kevin Estre and Jonathan Hirschi. Estre was runner-up again later on, with Ludovic Badey third this time.

# Hamlin's Southern comfort

**D**enny Hamlin claimed his third NASCAR Sprint Cup win of the season after main rivals Jeff Gordon and Jeff Burton hit trouble late on in the Southern 500 at Darlington.

Burton was leading the race when Hamlin's Joe Gibbs Racing team-mate Joey Logano spun his Toyota while leaving pit road, bringing out the 11th and final caution.

The Richard Childress Racing team called Burton in for a two-tyre stop, but as he left the pits he ran over the front air hose and a penalty was inevitable. Meanwhile, Gordon tried to head into his Hendrick

Motorsports pit just prior to the Logano incident, but found his path blocked by Tony Stewart. He had made his way onto pit road when the yellow flew, but was unable to make his stop.

This forced him to the tail of the lead-lap runners, but a switch of four Goodyear tyres on his Chevy was the recipe for a late-race surge.

With the two biggest threats to his win accounted for, Hamlin took the lead at the restart and rattled off the remaining laps to win.

Poleman Jamie McMurray was always strong at restarts, which kept him in the hunt during the stop/start early stages, but his Ganassi

Chevy wasn't a factor over long runs. Nevertheless, he held on for second, while team-mate Juan Pablo Montoya survived a few scrapes with the wall and his rivals to bag fifth.

Kurt Busch was never in the hunt, but he kept clear of trouble and stealthily took his Penske Dodge into third. Gordon dived with Montoya and Kevin Harvick in the closing stages and prevailed to take fourth, but again it was a case of what might have been for the four-time champ. He blasted into the lead from the off and appeared to have a car that was the measure of Hamlin's, but his wait for

a first win of 2010 goes on.

Harvick took sixth after a generally anonymous race, but it increases his points lead over Jimmie Johnson. The reigning champ was already in trouble after a couple of scrapes against the retaining wall when his Chevy was harpooned by the spinning Ford of the brakeless AJ Allmendinger.

Kyle Busch was the other potential victor, but a puncture stifled his challenge. He fought back to seventh, ahead of Burton.

● Connell Sanders Jr

RESULTS

**1 Denny Hamlin (Toyota Camry)**, 367 laps in 3h57m35s; 2 Jamie McMurray (Chevrolet Impala), +1.908s; 3 Kurt Busch (Dodge Charger); 4 Jeff Gordon (Chevy); 5 Juan Pablo Montoya (Chevy); 6 Kevin Harvick (Chevy); 7 Kyle Busch (Toyota); 8 Jeff Burton (Chevy); 9 Ryan Newman (Chevy); 10 Brian Vickers (Toyota). **Points** 1 Harvick, 1622; 2 Jimmie Johnson, 1512; 3 Kyle Busch, 1509; 4 J Gordon, 1475; 5 Matt Kenseth, 1472; 6 Hamlin, 1458; 7 Greg Biffle, 1431; 8 Kurt Busch, 1420; 9 Burton, 1394; 10 Mark Martin, 1357; 11 Carl Edwards, 1345; 12 Dale Earnhardt Jr, 1318.

Tony 'Smoke' Stewart lives up to his name



LAT/SOUTH

ITALIAN SUPERSTARS VALLELUNGA (I), MAY 9, RD 3/8

## Malucelli wins first time out in Motorzone Chevy

**S**portscar ace Matteo Malucelli made a thrilling switch to touring cars by taking a last-lap win on his Superstars debut.

Malucelli, renowned as one of the leading Ferrari drivers in the old FIA GT2 series, was driving a Chevrolet Lumina run by the Motorzone Race Car squad with which Johnny Herbert contested the first

two rounds of the season.

Earlier in the day, reigning champion Gianni Morbidelli had taken his first win of the season in his BMW Italia M3. While Morbidelli led from pole, Thomas Biagi initially held second place before being demoted by Malucelli. After a safety-car outing, Biagi lost another place to the Mercedes of Luigi Ferrara.

Stefano Gabellini led race

two in his BMW from the top-eight reversed grid, as Malucelli worked his way through the pack. Going into the closing stages, the Chevy slipped ahead of the Merc of series leader Max Pigoli, and Malucelli set his sights on Gabellini.

On the final lap Malucelli made his move. The two cars touched, and the Chevy was through while Gabellini slipped down to fifth.

Pigoli came through to take second from Ferrara, while Morbidelli dropped out with mechanical woes.

● Marco de Simone

### RESULTS

**Race 1 1 Gianni Morbidelli (BMW M3 E92)**, 13 laps in 26m59.915s; 2 Matteo Malucelli (Chevrolet Lumina CR8), +3.511s; 3 Luigi Ferrara (Mercedes C63 AMG); 4 Thomas Biagi (BMW); 5 Max Pigoli (Merc); 6 Luca Cappellari (BMW). **Race 2 1 Malucelli**, 16 laps in 28m00.985s; 2 Pigoli; 3 Ferrara; 4 Biagi; 5 Stefano Gabellini (BMW); 6 Christian Montanari (BMW). **Points** 1 Pigoli, 83; 2 Biagi, 77; 3 Ferrara, 70; 4 Morbidelli, 43; 5 Malucelli, 35; 6 Alberto Cola, 25.



Chevy of Malucelli leads at Vallelunga

PHOTO:4

FRENCH GT DIJON (F), MAY 9, RD 3/7

## Derlot takes Graff Corvette to clear lead

**T**he Graff Racing Corvette pairing of Renaud Derlot and Arnaud Peyroles stretched well away from their rivals in the points standings thanks to a win and a third.

Derlot emerged in front after the 'amateurs' had driven the early stints, and held off the Larbre Porsche started by Patrick Bornhauser and taken over by Laurent Groppi. Third was the Dodge started by former World Cup-winning goalie Fabien Barthez. Yvan Muller and Christophe Bouchut were among those stymied by drive-through penalties for corner cutting.

In the second race, which the professionals started, Bornhauser came under attack from Morgan driver Gael Lesoudier, as Peyroles fell away to take third.

Barthez this time looked set to take sixth place until

making a horrific 'fumble' at the Parabolique and shunting the Viper.

● Marc Veibble

### RESULTS

**Race 1 1 Renaud Derlot/Arnaud Peyroles (Chevrolet Corvette Z06)**, 44 laps in 1h00m30.4s; 2 Laurent Groppi/Patrick Bornhauser (Porsche 911 GT3-R), +3.444s; 3 Morgan Moullin Traffort/Fabien Barthez (Dodge Viper); 4 Maxime Martin/Gael Lesoudier (Morgan Aero 8); 5 Johan-Boris Scheier/Eric Debard (Chevy); 6 Greg Franchi/Stephane Lemeret (Audi R8 LMS). **Race 2 1 Groppi/Bornhauser**, 42 laps in 1h00m27.3s; 2 Martin/Lesoudier, +2.144s; 3 Derlot/Peyroles; 4 Scheier/Debard; 5 Anthony Beltoise/Nicolas Tardif (Aston Martin DBRS9); 6 Bruce Lorgere-Roux/Julien Rodrigues (Ferrari 430 Scuderia). **Points** 1 Derlot/Peyroles, 93; 2 Groppi/Bornhauser, 57; 3 Dayraut/Campbell, 43; 4 Makowiecki/Jakubowski, 37; 5 Ayari/Hernandez, 32; 6 Bouchut/Merafina, 26.

SWEDISH TOURING CAR CHAMPIONSHIP KNUTSTORP (S), MAY 8, RD 2/9

## Andersson gives Alfa a surprise win in Sweden

**T**he reversed-grid rules and typically stout defensive driving from Mattias Andersson allowed the Alfa Romeo 156 to take a surprise victory.

Andersson's eighth place in race one earned him pole later on. He converted that into the lead (but only after a restart) and held off a string of nine cars, all swarming around behind.

Richard Goransson had won the earlier race in his West Coast Racing BMW, but only after a disastrous tactical call from the Flash BMW team of Thed Bjork, who was leading when light rain fell. Bjork was called in for rain tyres, but lost too much ground to catch up after a shower that turned out to be a brief one.

Volvo ace Robert Dahlgren chased his former British Formula Ford rival home, and took another

second later on. His team-mate, reigning champion Tommy Rustad, was pushed off in race one and was out for the day.

The man to briefly lead Andersson in race two was Roger Eriksson, nephew of rally star Kenneth and protege of Mattias Ekstrom. But his SEAT was pushed wide and he lost places.

● Tege Tornvall

### RESULTS

**Race 1 1 Richard Goransson (BMW 320si)**, 19 laps in 23m20.740s; 2 Robert Dahlgren (Volvo C30), +1.993s; 3 Patrik Olsson (VW Scirocco); 4 Fredrik Ekblom (VW); 5 Dick Sahlen (SEAT Leon); 6 Viktor Hallrup (Chevrolet Cruze). **Race 2 1 Mattias Andersson (Alfa Romeo 156)**, 19 laps in 21m20.111s; 2 Dahlgren, +0.665s; 3 Goransson; 4 Thed Bjork (BMW); 5 Ekblom; 6 Johan Stureson (BMW). **Points** 1 Dahlgren, 76; 2 Goransson, 64; 3 Andersson, 39; 4 Olsson & Stureson, 38; 6 Ekblom, 34.

GERMAN F3 SACHSENRING (D), MAY 8/9, RD 2/9

## Dillmann adds spice to his title challenge

**A**fter losing a victory in the opening round at Oschersleben last month due to a jumped start, Tom Dillmann was eager to redress the balance. He did more than that, taking two wins at the sweeping Sachsenring and moving into the series lead.

The Frenchman led all the way in his HS Technik Dallara-Volkswagen in the opening race, ahead of Felix

Rosenqvist, the reigning Swedish Formula Renault champion driving for the Performance Racing team.

Rosenqvist was pursued by Van Amersfoort Racing twins Stef Dusseldorp and Daniel Abt, while Motopark driver Kevin Magnussen made it a VW engines clean-sweep of the top five.

Dusseldorp and Rosenqvist, first and third respectively on the grid for

race two, stalled at the start. This allowed Dillmann to take the lead from Abt and Gary Hauser.

Luxembourger Hauser was eventually caught and passed by Danes Magnussen and Marco Sorensen, who went on to take third and fourth. Up front, Dillmann was a comfortable 11 seconds clear of F3 rookie Abt.

Dusseldorp ended up 17th after a tyre change, but at least gained a point for setting fastest lap.

● Rene de Boer

### RESULTS

**Race 1 1 Tom Dillmann (Dallara-VW F307)**, 25 laps in 31m16.061s; 2 Felix Rosenqvist (DWW F307), +4.955s; 3 Stef Dusseldorp (DVW F307); 4 Daniel Abt (DWW F307); 5 Kevin Magnussen (DVW F307); 6 Gary Hauser (Dallara-Mercedes Benz F307). **Race 2 1 Dillmann**, 25 laps in 31m12.530s; 2 Abt, +11.145s; 3 Magnussen; 4 Marco Sorensen (DMB F307); 5 Hauser; 6 Jimmy Eriksson (DVW F307). **Points** 1 Dillmann, 32; 2 Abt, 29; 3 Magnussen, 28; 4 Dusseldorp, 23; 5 Hauser, 10; 6 Eriksson & Sorensen, 9.



Dillmann righted a wrong in style

# SHINING LIGHTS

Paul O'Neill and Tech-Speed are giving the BTCC's big boys plenty to think about. *By JAMIE O'LEARY*

Race two at Brands resulted in a P4 finish



O'Neill feels at one with the 'elderly' Integra-R



Tech-Speed: Humphries family flank 'kids' Paul and John George



First BTCC win: Oulton Park '02 for Vauxhall

**T**he feelgood story of the British Touring Car Championship this season has undoubtedly been the rise to prominence of Tech-Speed

Motorsport. Two podium finishes from the first nine races has left its star driver, Paul O'Neill, sharing the lead of the Independents' Championship and just 11 points off the top of the overall standings to boot.

Such a string of results – including a best-ever P2 at Rockingham for the Warwickshire-based team – was not something anyone expected from O'Neill and his five-year-old Honda Integra-R. Least of all the man himself.

"I honestly thought that consistently knocking on the door of the points would be a good result," says the two-time BTCC race-winner. "I've had to reset my expectations now."

The reason for the squad's upturn in fortunes this year is obvious, according to Marvin Humphries, who joined Tech-Speed in time to assist Sean Walker win the team's only outright title – the 1985 Sports 2000 crown – and who has co-owned and run the squad with his wife Sandra for the past 16 years.

"A car is a car, and the Integra is still inherently quick," he says. "But the biggest difference you can make to a car comes in the driver you put behind the wheel. In Paul, we've got one of the best in the BTCC and the way we've started the season proves it."

The pair goes back a long way – a decade, in fact – to O'Neill's second

season in racing, in the MGF Cup. Humphries has been a guiding light to the chirpy scouser's career ever since their paths crossed in 2000.

"He was having a bad time when he started racing," recalls the former Shadow and ATS Formula 1 mechanic. "Everyone saw him as the brother of a Spice Girl [Mel C] who was having racing handed to him on a plate. He got some very harsh comments... 'Slow Spice' was one I particularly remember."

"What we tried to do was to turn him into a racing driver in his own right, and that happened when he won his first race, which was a BTCC race for the Egg Vauxhall team that I managed [in 2002]. They don't call him Slow Spice any more."

After a difficult few seasons mired near the tail of the field with ageing Vauxhall machinery, last year enabled Tech-Speed to re-establish itself as a solid touring car squad.

O'Neill, out of a full-time BTCC drive for five years due to diabetes and other commitments, was re-recruited to drive an Integra, one of two bought for the squad by its enthusiastic backer Chris Brown, managing director of travel company sunshine.co.uk.

The result was instant. Regular points finishes came the squad's way and, at Snetterton, the most emotional scene of the year as O'Neill scored his first podium for six years and broke down in tears on the podium.

"That was for me and the team," he recalls. "It was a hugely emotional day. With hindsight though, I actually think we were too pleased with what we achieved that day. We maybe had this view that, as we were the underdogs,

that's as much as we could do. We're not thinking like that any more."

Indeed not. 'Owy' is a revitalised character this year. The cheeky grin is still ever-present and he's never short of a wise-crack or two, but there's a determined streak now that wasn't so obvious a year ago.

"Last year I felt lucky just to be in a car after Marvin and Sandra gave me the opportunity," he says. "Maybe that stopped me making a move here or there. Now, I'll make the move, because I know I deserve my place in there against the Neals and the Platos. I'm thinking about the driving side of things a lot more."

"Also, because I've had a year in the Integra, I'm at one with it now. We can make an adjustment in practice and within a lap I can feel if it's working or not. It saves time and effort."

His attitude has certainly rubbed off on his new team-mate John George, who has moved over to Tech-Speed after a number of years racing a similar Integra for TH Motorsport.

"Having a team-mate like Paul has helped John already," says Humphries. "They look over data together and it's improved John. At Brands Paul even said he learned a better line through paddock after watching John take it!"

So, with O'Neill now thinking and driving like a top-line touring car driver, can he finally break Tech-Speed's BTCC duck? Humphries thinks so: "Rockingham proved we can. It will be more tricky now because the Focus and the Cruze will both get quicker, but if the right circumstances come up, of course we can." ☘

**O'NEILL CV**



- 2010 **BTCC**, 4th after three rounds
- 2009 **BTCC**, 12th
- 2008 **British GT**, 11th (1 win); Porsche Carrera Cup GB (2 races)
- 2007 **British GT** (2 races); Belgian Touring Cars (1 race)
- 2006 **BTCC** (3 races); Carrera Cup GB (2 races)
- 2003 **BTCC**, 4th (1 win)
- 2002 **BTCC**, 8th (1 win, above)
- 2001 **BTCC Production**, 8th
- 2000 **MGF Cup**, 8th
- 1999 **MGF Cup**, 16th

# BRUNDLE STILL FAST AT 50

Martin Brundle recently dusted down his racekit to sample the inaugural VW Scirocco R-Cup event. And he proved he's still got it. *By CHARLES BRADLEY*

**“I was more than happy with third out of 25 cars. I kept the leaders in range and the legends behind”**  
Martin Brundle



 P126 RACE OF MY LIFE

**W**hile all eyes were on David Coulthard's racing comeback at Hockenheim last month, driving for Mercedes in the DTM, it was another British ex-Formula 1 star, Martin Brundle, who stood on the podium that day after his return to the cockpit.

At the age of 50, Brundle rolled back the years to score an outright podium finish in the first-ever VW Scirocco R-Cup event – beating fellow 'legends' Frank Biela, Carlos Sainz and Jacques Laffite – and shared a Lamborghini Super Trofeo car to a pair of fourth places with son Alex. This despite the fact he hadn't started a race since a Formula Palmer Audi guest outing at Spa in 2008, plus an arduous trek home days earlier from the recent Chinese Grand Prix thanks to the volcanic-ash cloud.

"I escaped China via Hong Kong, Bahrain and Bordeaux and a private fixed-wing plane back to Norfolk – 62 hours door-to-door," Brundle reveals. "The imaginary cloud of problem did scupper my plans a bit, but then it was total serenity flying out to Germany, not a displaced holidaymaker in sight."

The German-based Scirocco Cup is new for 2010, and boasts bio natural gas-powered engines, which reduces Co2 emissions by 80 per cent compared with conventional motors. Brundle is impressed.

"There's a crossover point for this type of car from soft road car to borderline proper racing car, and this one is right on it," he says. "The weird thing is there's a great big gas tank behind me, and I could see water dribbling out of the exhaust of the guy in front of me at the end of the pitlane. Normally you'd call the doctors if you

spot water coming out of the exhaust!"

Brundle follows Sainz in qualifying, and marvels at his "full rally-spec" style: "I think he had a co-driver shouting 'Cut! Cut! Cut!' in all the corners." An indignant Sainz counters: "I must've been doing something right if he was following me and he qualified on the front row."

Brundle qualified second on the grid: "If I'm honest, I never expected to qualify on the front row, I'd have been happy with a top 10," he says. "These series regulars really know their stuff. You have to understand how these cars function, how the tyres work. You can't jump in and drive quickly without knowing what makes them tick."

"I knew from when I drove the Audi in 1980 [in the British Touring Car Championship] how difficult front-wheel-drive can be," he says. "You watch Plato and Giovanardi, it's such a difficult technique to master."

"The top guys have a left-foot braking technique and my left foot just doesn't function to allow me to do that, because it was knocked off [at Dallas in '84] and I had an operation on it over the winter. You need to turn the car in using the left foot, because it protects the front tyre quite a lot, so I could do that to an extent with my right foot, but there are 21-year-old Polo Cup stars out there who are much better than me at it."

After chasing poleman Kris Heidorn early in the race, Brundle is passed by 2009 Polo Cup champion Maciek Steinhof, who goes on to pass Heidorn to win, with Brundle taking third.

"I was more than satisfied with third out of 25 cars," says Brundle. "I kept the leaders in range, and the legends well behind me. I hadn't realised Carlos was having all those adventures – how on earth did he bounce through the gravel and not lose any places?"

"I liked the push-to-pass system [which adds 50bhp, and the number of boosts remaining is indicated via LEDs on the side window]. It's quite clever with the time-out, so you can use it strategically. If you use it to attack, you have no defence for 45sec. It was great for lap time, and keeping you in range of the car in front, but wasn't quite there for long enough to make a slam-dunk pass."

Brundle, who never registered a top three in a German GP among his nine F1 podiums, enjoyed his double trophy haul and bubbly moment in the sun.

"You never lose it, do you?" he says. "The rolling start in the Lambos brought all those Le Mans-style sportscar memories flooding back, and I pulled off a couple of nice overtakes into Turn 2 in my stint. I'd never raced this version of the track before, I was last here in '96 on the big one. It was a good old day." ❧



Brundles Jr and Sr shared 570bhp Lambo



"Can I just check I'm quicker than my son?"



Brundle finally stood on Hockenheim podium

**DO AS I SAY, NOT AS I DO...**

"**DAD, YOUR** eyes were on stalks when you strapped me in!" Alex Brundle is excitedly recalling his first experience of the Lamborghini Super Trofeo at Hockenheim on Friday when 'dad' puts him straight on why: "I was wondering if it was such a good idea to let you drive this car, and what might happen, because it's a tough call for a teenager. It's a proper get-up-and-go car that then takes a lot of stopping."

Brundle Jr is following in his father's footsteps by racing in British Formula 3 this year, but his Dallara's 225bhp pales in comparison with the Lambo's 570; 500kg compared to 1330 meant it was a voyage of discovery for him slowing the Gallardo down, too.

Qualifying is a struggle, as a gearbox gremlin restricts them to ninth. Race one is more of a disaster: Alex gains four places but is taken out at the hairpin, their car suffering damage that takes the crew until 5am the next morning to fix. The good news? The team sorts the 'box, and races two and three result in fourth-place finishes.

"Alex's learning curve was vertical, but the best thing for me was how he handled it,"

says Martin. "He ceased being my son and became my teammate, and we were comparing notes on how to lap faster. His pace was immense in that last race, it was so exciting to watch him set times quicker than the leaders."

"But for a spin we'd have had a podium, and I don't think Lufthansa would have been too impressed with the hand luggage we'd have had with all those trophies!"



Brundle Jr set cracking pace in Lamborghini



Brundle took third in his Scirocco guest race



Anderson leads test pack in Elva

# LOWER YOUR GUARD AND SURRENDER

The HSCC's series for 1960s sports/GT cars is a beautiful portal to a great decade of British racers. *BEN ANDERSON* tries four for size

**J**efferson Airplane co-founder Paul Kantner famously once said: "If you can remember anything about the '60s, then you weren't really there." For those who do remember, this was a decade of conflict, cultural freedom and creativity.

No part of 'modern' society seemed untouched by a growing drive, particularly among the youth, towards radicalism, rebellion and revolution. Meanwhile, technological innovation and the Cold War continued apace, leading eventually to a space race...

For Britain, always considered one of the bastions of motoring, this period of technological progress also ushered in a brave new era for motor racing – but one that took a while to bed in.

The country arrived in the 1960s having just won the Le Mans 24 Hours, and the 1959 World Sportscar title, with Aston Martin, but found itself trailing on the big stage during the first half of the decade, despite increasing success in Formula 1. The nadir came in 1966 at Le Mans, where a French-driven Mini Marcos was the only British car to finish the race.

But it wasn't all doom and gloom for sportscar racing in our fair land. Two years earlier, Eric Broadley had helped design and develop the GT40 for Ford. Two years on from that 1966 Le Mans nightmare, this car would take the first of two back-to-back Le Mans victories

for a British-run operation.

By this stage, Broadley had fallen out with Ford and returned to working on his own designs. The result was the legendary Lola T70, in which John Surtees won the first Can-Am title in 1966 and which he took to Le Mans in coupe form the following season. It only went on to win one world sportscar race (the 1969 Daytona 24 Hours), but became a stalwart of international racing and dominated the national scene, winning the Martini Trophy and three Tourist Trophies.

While Broadley and Lola were getting it done with big-banger V8 engines, other British constructors were doing their bit to bring the country out of its sportscar malaise with smaller motors, mated to lightweight sports-racers.

Arguably the greatest was Chevron, whose B6 first appeared in 1967 and led directly to the successful B8 model. Only seven of Derek Bennett's B6 designs were made, and AUTOSPORT was just about to get its hands on one...

According to historic racing ace Simon Hadfield, the first public sighting of this car came at the Racing Car Show, in December 1966. This B6 was originally campaigned by Doctors Peter Taggart and Tony Goodwin (father of McLaren development driver Chris), before finding its way into the collection of experienced historic racer Michael Schryver, who swapped a Porsche 911 for the B6 in '84.

Schryver has campaigned the car successfully at home and on the continent over the past two-and-a-half decades, winning the Spa Six Hours and two AUTOSPORT Three Hours races since the Historic Sports Car Club brought the classic event back in 2007.

The HSCC has commissioned a special ▶



Chevron B6 has won AUTOSPORT 3Hrs twice

◀ track test for AUTOSPORT, ahead of the 2010 edition of the Three Hours at Snetterton in June, and the B6 is just one of four eligible cars we have available to try, to get a feel for the period sports and GT racers.

“The Chevron is quite difficult to master,” says Michael’s son Will, who often (successfully) shares driving duties with his father. “You have to pitch it into oversteer to help get it turned in and use your right foot to control the understeer, like with a front-wheel-drive car, where you need to plant the throttle if the back steps out. It’s kind of the same deal.”

An odd philosophy for a rear-wheel-drive car, but Will’s warning bears out during my 20 or so laps in the hot seat. The weight of the mid-mounted, 240bhp, two-litre BMW engine hanging over the back is just too great to give the driver any trouble when trying to translate torque into traction. A massive fuel tank underneath the bonnet helps enormously with weight distribution, and the tender loving care of Hadfield (who prepares the car and also guided it to pole and fastest lap during last year’s Three Hours) means the B6 is well set up and “looks after you”, as he puts it.

The turnkey engine starter and

year’s Three Hours. AUTOSPORT taking part in its own event, with a car that has the potential to win the race outright – how could we refuse?

Hadfield’s run in the Elva also offers him the chance to assess that car and report some set-up suggestions back to Sean McLurg – another racer/preparation expert, whose McLurg Motorsport concern looks after Thompson’s baby.

This car is beautifully turned out and positively gleams in the Snetterton sunshine. This is a genuine pre-’66 Guards Trophy championship car (the Chevron competes in the invitation class), but is powered by a similar two-litre BMW engine, with 210bhp.

My laps in the Mk7S are limited by a slightly uncomfortable fit. My feet are like skis compared with McLurg’s, which makes it difficult to disengage the clutch properly – particularly on downshifts. Nevertheless, I do manage to complete enough running to learn

**“I bought the Elan from the US. We went testing and Jackie Oliver smashed it up...”**

**Michael Schryver**

leads the SRC class of the Guards Trophy championship.

“You can’t rush it, or use any sudden inputs. I have to work hard to keep up with the Chevrons – brake a bit earlier, but roll off to carry the corner speed.

“The ’60s was a huge leap in technological terms and Elva were struggling with it, but part of the joy of historic racing is working with the limits of the technology.”

Elva (an abbreviation of ‘elle va’, which means ‘she goes’ in French) moved to put some of this right with the car’s successor (the Mk8), lengthening the wheelbase and widening the track by two inches, to create a more stable car.

“The Mk7S isn’t quite right – the chassis is slung low below the door line and it doesn’t like weight transfer, but it can be very quick,” adds McLurg.

“It has a very narrow window – either you’re going straight and true, or you’re going backwards. And when it rains, leave it in the trailer!”

**GUARDS TROPHY**



**Champions:**

**2007**  
Martin Richardson (MGB)

**2008**  
Robert Barrie (Porsche 911)

**2009**  
Robert Barrie (Porsche 911 – above)



Classic Jaguar E-type is old-style GT racer

windscreen-mounted tax disc belie the pure racing instincts of this car. It feels much closer to a modern Sports 2000 racer than it looks, and the fact that this B6 can lap within seven seconds of Mike Jenvey’s 2009 pacesetter S2000 Duratec (with 40-odd more bhp, but skinnier and non-slick tyres) bears testament to its superb roadholding.

In a short run I’m able to work down to a time good enough for a top-seven spot on last year’s Three Hours grid, and before long I notice Hadfield hustling Nick Thompson’s 1964 Elva Mk7S in the Chevron’s rear-view mirror. (It later transpires the master has been sent out to assess the pupil!)

He must have said some kind things, because Schryver later offers me the chance to co-drive with him at this

just what an animal this car can be. Compared with the B6, pedalling this car is like trying to drive a Rubik’s cube!

A 70-30 weight-distribution bias to the rear creates an unsettling pendulum effect in the corners and, coupled with ultra-skinny treaded tyres (4.5in front, 6in rear), this makes the car highly unstable under braking. When I first try to lean hard on the brakes at the end of the Revett Straight, the Elva instantly swaps ends – sending me into a perfect 360-degree pirouette! Feeling rather sheepish as I hand the car (thankfully) back in one piece, I’m encouraged to learn McLurg later suffered a similar spin at Russell.

“It’s very lary – you have to be very smooth, but aggressive at the same time,” says McLurg, who currently



ALL PICS: GARY HAWKINS

While many were struggling to get to grips with the technological onslaught of the 1960s, Colin Chapman's Lotus concern remained a beacon of successful innovation (the Lotus 30 and 40 aside). In a decade that brought this small British constructor its breakthrough grand prix win, and its first three drivers' and constructors' F1 world titles, Chapman also managed to produce giant-killing GT cars.

Michael Schryver's Elan 26R is typical of this tradition, representing the type of car Britain has always been good at producing. Following on from the successful Elite, in period the Elan proved both an excellent car for rookies and a giant-slaying tool for those with talent more akin to Jim Clark's.

Displaying all the traits of the lightweight, forward-looking philosophy that underpinned many of Chapman's ahead-of-the-game designs, the Elan is classed as a GT, but behaves like a sports-racer in disguise.

Schryver tells me his example is actually one of Jackie Oliver's early racing cars, bought for him by his father and raced in 1965.

"I bought it from the US in a horrible state," he says. "Simon [Hadfield] found it and I rebuilt it for Goodwood [in 2007]. We went testing with Jackie and he smashed it up..."

The car has since been restored to full health and, with Will Schryver and Ollie Smith at the wheel, has gone on to take GT class honours in the last two Three Hours races at Snetterton.

"We really want it to win its class in the Spa Six Hours too," says Will, "but it's got a bit of a Spa jinx."

"We've had rear-wishbone failure both times, within 20 minutes of each other! The car is magic everywhere else, but Spa – no."

For a predominantly single-seater racer, resisting the temptation to fall head over heels for the Elan is probably the most taxing task it presents. ▶

### Guards Trophy development

#### HSCC SUCCESS STORY

**THE HSCC'S** sportscar series got a boost when it became the Guards Trophy in 2007.

The technical regulations, which cater for pre-1966 GTs of any capacity and under two-litre sports-racers, stayed the same, but the name was changed and race distances extended. Races are now at least 40 minutes.

The HSCC's Alan Jones says: "We looked back and Guards was very prominent in period. We went for that and it seemed to hit the spot – I think it brought more cars out."

"We also offered people longer races so they can share – that gave us a boost too."

Packed grids have been the norm, but there has been the odd bone of contention. One has been the inclusion of the pre-1968 sportscar invitation class, which allows the Chevron B8 to win races outright, even though they're ineligible for points. There's no doubt, though, that the cars bring

added spectacle, and the club is considering making them more important, not less.

"It's been a bit of a home for the Chevrons because it's the one place they can run at the front," says Jones. "There are moves afoot to look at giving them a class in the championship for 2011."

One way of offsetting that problem could be to give the GTs and sports-racers separate races, as at the Oulton Park Gold Cup last year. "The GT guys want to win races outright," says Jones, "but that would need lots of track time."

The other potentially controversial development is to allow in bigger-capacity pre-'66 sportscars, like the Lola T70 Mk1 and Lotus 30. If they are allowed, it could set up the sort of David-and-Goliath battles that the nimble Chevrons often relished in the 1960s, while leaving the Lotus Elans, Jaguar E-types and TVRs to do likewise in the separate GT split.



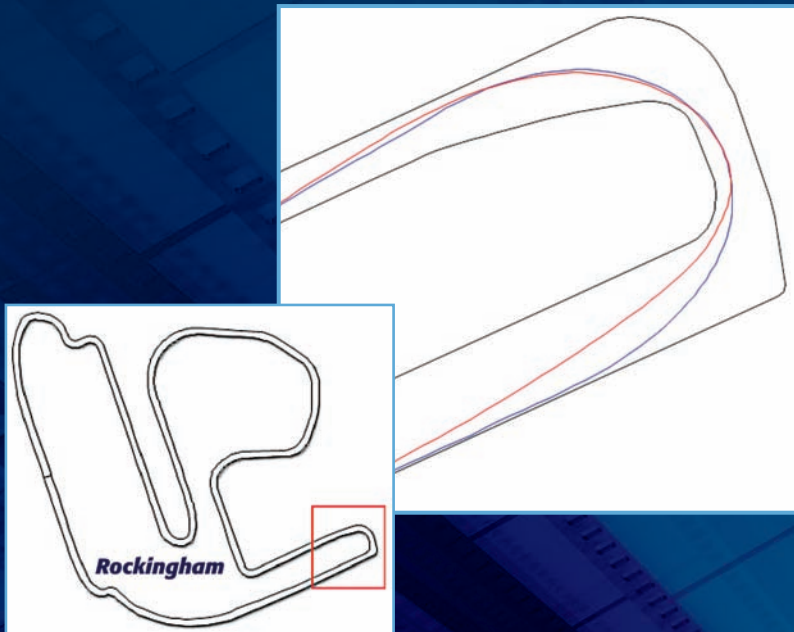
Anderson enjoyed agility of Lotus Elan

# Where can I gain the most lap-time?

## Brain Power is the new Horse Power

With the advent of affordable, focused training aids based on Video and GPS, driver training has enjoyed a surge in popularity. In the second of a series of articles, we will be discussing technique with various professional driver coaches to try to help you extract every last ounce of performance from yourself as well as your car.

In this article we will be discussing **Slow Corners and Hairpins with accomplished race driver and personal coach, Nigel Greensall**. Here's an extract...



Nigel Greensall – “You spend more time in slow corners than in fast corners, so you can often gain most lap-time by concentrating in these areas. Exit speed is important, but equally as important is minimising the time spent in the corner. You often see drivers taking a big wide entry into hairpins to gain a fast exit speed, but due to the slow speeds involved, this sacrifices huge amounts of lap-time, in order to gain a few tenths down the straight.”

“The hairpin at Rockingham is a great example to examine in more detail. Take these two lines taken in the same car at the same race meeting – The blue line was taken by my team-mate taking a wide entry, and the red line is my preferred approach, which is braking at a diagonal towards the first apex. The red line is 14m shorter than the blue line, meaning I spend 0.45s less time in the corner. The blue line does gain 2mph down the straight, but this is only worth 0.15s, so the net gain from the shorter line is 0.3s.”

“Using the screenshots from the in-car video, you can see my tighter entry into the corner, necessitating a slower speed, but I am already gaining time by travelling less distance.”

To read the whole article, including more examples from Nigel and an interesting approach to the new Silverstone GP circuit, please visit our website:

[www.VideoVBOX.co.uk/as2](http://www.VideoVBOX.co.uk/as2)



◀ It handles unlike any other roofed car I've driven – it's like some mad cross between FF1600 and Mini Seven.

The 26R is so light and nimble that it responds immediately, and with vigour, to even the slightest steering input. So surprised am I by the car's immeasurable manoeuvrability that, when I first approach Riches, I actually end up turning towards the grass on the inside! The steering wheel has absolutely no feel to it until you load it up by literally chucking the car as hard as you can at the turns.

The Elan responds well to bravery and aggression behind the wheel, but soft brakes and a stiff, antiquated, four-speed Ford gearbox require a technique smoother than a freshly-shaven face to extract the maximum.

This is a difficult juxtaposition and I find myself getting so carried away with the fun of it all that I blister my left hand on the wooden knob sitting atop the spindly gearstick. Jackie Oliver's revenge perhaps...

"This is a real hooligan's car," says Will, who will miss out on the chance to complete an AUTOSPORT Three Hours GT hat-trick this year by instead attending Monza's clashing Coppa Intereuropa meeting. "It spends most of its time on three wheels!

"I don't like it personally, but lots of my friends who are professional racers fall in love with it. I find it too flighty."

'Flighty' is not a label so readily applicable to Les Ely's Jaguar E-type, which competes in the 2501-4000cc standard class of the Guards GT split.

The E-type is one of the most revered British sports cars of the 1960s and '70s. On its release in '61, Enzo Ferrari apparently called it "the most beautiful car ever made". Despite the reverence, in reality the E-type was something of a failed GT racer in period. It was outclassed by Ferrari and Cobra opposition, although some examples have proved rather competitive in the Goodwood Revival's RAC TT celebration.

Coming three years earlier than Chapman's Elan, the E-type represents an evolution of 1950s styling from a grandee marque, still producing front-engined, powerful, but relatively heavy Grand Tourers. The design finished fourth and fifth at Le Mans in 1962, but otherwise struggled against the more rapid GTOs and AC Cobras.

Ely's E-type currently (jointly) leads the GT section of the Guards Trophy championship. The car has also finished 13th at the Spa Six Hours and claimed third in the GT class at last year's AUTOSPORT Three Hours.

In the hands of Ely and Graeme Dodd, this car regularly pokes its elongated nose into places it probably shouldn't belong in the Guards Trophy field.

Guiding this *bolide* through



Anderson prepares for outing in the Jaguar

#### AUTOSPORT 3 HOURS WINNERS

- 2007** Simon Hadfield/  
Michael Schryver  
(Chevron B6)
- 2008** Simon Hadfield/  
Michael Schryver  
(Chevron B6)
- 2009** James Cottingham/  
Jeremy Cottingham  
(Chevron B8)

Snetterton's fast sweeps is like driving a bus in comparison to the Elan.

Stopping 1000kg on a 1960s braking system takes an eternity, but the E-type's roadholding is surprisingly impressive – a testament to the enduring strength of a steel chassis that was Jaguar's ace in period.

The most satisfying thing about this car is listening to the thundering rumble of the 3.8-litre Sigma-tuned XK engine, remarkably placid as it translates approximately 380bhp into large dollops of traction. The car's mechanic, Steve Peters, tells me the engine is overdue a refresh, so is not operating in peak condition, but it still sounds glorious on Revett Straight.

The car's regular drivers are clearly made of rather more ample proportions than my own, because manoeuvring

the harness into a tight fit proves impossible. Rolling around in someone else's car, on one of the quickest circuits in the country, isn't the most sensible way to behave, so I curtail my time in the E-type early. Nevertheless, I feel honoured to have sampled one of British motorsport's true icons.

I'm too young to have seen the '60s first-hand, but came away from Snet excited and humbled by a glimpse into an important period for British motor racing. As a member of the 'PlayStation generation', it would be easy for me to write-off historic cars (and their drivers) as relics, yet I came away from Norfolk instilled only with respect.

For Kantner and co, the '60s may be a difficult decade to remember, but for those who can it must have been quite a time to be a racing driver. ❧



## RALLY NEW ZEALAND

Auckland

ROUND 5/13

### WINNER

J Latvala 4h04m09.8s

### RALLY RATING

★★★★★

Outstanding event. Loeb brilliant, but human. Latvala collects shock win on Sunday

### DRIVER STANDINGS

Loeb	108pts
Latvala	72pts
Hirvonen	64pts

### MILESTONES

- \* Ford's 75th WRC win puts it ahead of Lancia (even if you count Sanremo 1986 - an annulled event)
- \* Latvala's first win without scoring a fastest time



David Evans reports

# LATVALA LUNGES AS OGIER OVERDOES IT

Ford's flying Finn snatched victory from Citroen's young charger in a last-stage thriller



**W**hat is it about Rally New Zealand? And what is it about Whaanga Coast? And how are we going to manage without them next year? Just three years after staging the closest-ever finish to a round of the World Rally Championship, last week's event was the joint third-closest result. And, for the third event in succession, it was decided on the WRC's most picturesque of stages, high above the Tasman Sea. In a thrilling finish to a quite unbelievable event, Jari-Matti Latvala

overhauled Rally NZ debutant Sebastien Ogier to win. But, this event won't be remembered for that final-stage scrap. Oh no, the memory of Sebastien Loeb's monster charge back through the field on day two was breathtaking, brilliant and now forever etched on the memories of those fortunate enough to be present. Loeb deserved to win this rally. That he didn't, that he slipped off the road on the final day and only managed third, merely added to what, for all the world, read like a work of fiction. Round five really was that good.

#### DAY ONE 9 stages, 98.91m

OVERCAST - AMBIENT TEMPERATURE RANGE

ON STAGES 12-19C

Loeb smiled a thin smile at service in Whangarei, mid-way through Friday.

"I told you before the start I could be one minute behind at the end of day one. And here I am."

He was indeed a minute down. More than a minute. But his deficit wasn't solely down to running first on the road. Loeb's day had been spoiled by an argument with a bridge on the fourth stage. Pushing his C4 WRC hard in an effort to stem the time loss to those behind him, he braked just too late for a right-hander that

narrowed and tightened over a bridge. He hit the end of the bridge on his side of the car, smashing the door in the process. Realising that - with only a remote service point coming after the stage - there wouldn't be a new door waiting for him, Loeb clung onto the one he had.

The sole silver lining to Loeb's grim opening day was the resultant road position; seventh on Saturday. The six-time champion laughed off suggestions he could still win, but there were nervous looks on the faces of those ahead - all of whom knew just what he was capable

of down a clean road.

Knowing full well that the championship leader was going to be slaughtered first in on Friday, fellow Citroen drivers Petter Solberg, Dani Sordo and Sebastien Ogier were all ready to make the most of Loeb's predicament.

Solberg was first up, setting a blistering pace through the opening stage to lead after SS1. He held that advantage through the next test, where Ogier collected his first fastest time on an event he'd never even competed on before. Sordo was then the third Citroen driver to score a fastest time in as many stages. The Spaniard's effort



MICKLEIN/DE

Latvala snatched third WRC win on final stage

was enough to move him past Solberg to the top of the table. Dani cemented that position with another fastest time on the fourth test, the morning's last.

Pleased to be in the lead, Sordo pointed at the second-for-second gaps.

"It's nothing," he said.

He wasn't wrong. At remote service in Whangarei, Sordo was 5.5sec up on Ogier, with top Ford runner Latvala third, a further second down.

Latvala's team-mate Mikko Hirvonen was fourth, 17sec off the lead, but having enjoyed his morning.

"Maybe I enjoyed it too much," grinned the Finn.

"Maybe it's time for me to push a bit more to stop the boys getting away."

With the morning having been dominated by talk of Loeb's blip, the afternoon's hot topic was tactics: would they happen and would the teams admit to them?

Ogier moved past Sordo to lead after stage five. The former junior world champ eased further ahead with another fastest time in SS6. Sordo looked mildly frustrated, but pointed out: "I'm carrying two spare wheels, the others have only one. That's the difference."

Was it really? Or was it that tactics had already kicked in. For Ogier they did,

in SS7, where he backed off and fell down the order to third after SS8. The running order was decided after SS8, the dash around Auckland Domain not counting.

Asked the inevitable question at the end of the day, Ogier said: "This rally starts tomorrow. There was no point pushing the car too hard this afternoon, so I backed off a little bit."

Loeb's times were now of no consequence. He was pushing like mad to make up for his earlier misdemeanour. That placed the emphasis on Solberg.

Second on the road, the Norwegian would be the defenceless if the

shenanigans started. He ignored what might or might not have been going on around him and buried the throttle. Fastest in the day's final long stage, he said: "The others haven't been doing tactics. I'm sure they haven't. I just went flat out. If I can only lose 20 seconds tomorrow, Sunday can be really interesting."

Latvala had led after the penultimate stage and, asked whether he'd slowed, he trotted out what was clearly a pre-prepared line: "Petter drove really well in that stage and I couldn't match his time."

Latvala did concede that his place one down on Solberg would be better tomorrow, but it wasn't quite as good as Ogier in third, Sordo in fourth or Hirvonen in fifth. The smart money was being shuffled around to back Mikko on Friday evening. The day had been one of frustration for the Finn. "We ran the car too soft," he said. "And then we couldn't change it because it was only a remote service at lunchtime. There wasn't the same precision for me. But now maybe it's not so bad," It certainly wasn't so bad. Twenty seconds down and fifth was pretty much perfect. Hirvonen's fellow Ford driver Matthew Wilson was one place further back – and again the leading Stobart crew. Second quickest through SS2, Wilson could and should have been much closer to Hirvonen, had it not been for losing his side window in SS3 and then a gearbox problem that robbed him of anything south of third later on.

Looming large in his mirrors, however, was the #1 C4 of Loeb. And all eyes would be on the Frenchman as he sought to turn it on over the weekend.

**END OF DAY ONE**

1 SOLBERG/MILLS	1h35m51.3s
2 LATVALA/ANTTILA	+1.4s
3 OGIER/INGRASSIA	+3.9s
4 SORDO/MARTI	+8.7s
5 HIRVONEN/LEHTINEN	+20.2s
6 WILSON/MARTIN	+1m09.7s

**DAY TWO 8 stages, 96.70m**

**OVERCAST - AMBIENT TEMPERATURE RANGE ON STAGES 9-15C**

A prescient Latvala telegraphed the day's big news at just after six in the morning last Saturday. "Loeb's got nothing to lose today," said the second-placed Finn. "He can be dangerous."

The day's opener confirmed Loeb was quick, but it wasn't on the same page as the towering display he would turn in a couple of stages later. Loeb's chances through the New Franklin test that opened day two were hit by a four-mile stretch of asphalt at the start. Ironically, on a day when he would benefit from the cleaner conditions associated with seventh on the road, he was left to deal with the gravel that had been dragged onto the asphalt in SS10. Once the surface changed to gravel, he was away. And he just got faster and faster.

Loeb was fastest on every one of the day's six gravel stages, but it was his effort first time through Te Akau Coast that caught the attention. He was more than a second per mile faster than anybody else.

His team-mate's reaction confirmed what was on everybody's mind. On hearing the Loeb time, Sordo said: "Fucking hell! That's incredible. He will win now."

Twenty-four hours earlier, even Loeb's staunchest supporters had doubts that their man could pull back the 1m19s gap to the front of the field. They should have known better. Loeb ended the day five seconds off the lead and a seemingly a shoo-in for his 58th career win.

Unused to having to fightback, Loeb's day-one mistake stunned him into some of the best driving WRC watchers have ever seen through Saturday.

"It was a good day," said Loeb, with his usual dollop of understatement. "I was driving at the same speed as yesterday, pushing hard. I was taking risks today, but I had to. I wanted to come back into the race and I was in a good position."

Ogier lead the event at the end of the second day, but the five-second ►

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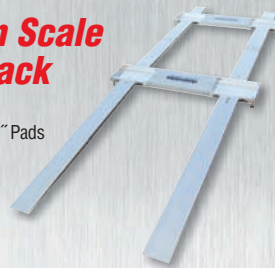
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◀ advantage he commanded over Loeb was likely to be demolished by the end of the final morning's opener. And from then on, Loeb could only lose an event he richly deserved to win.

Even if Ogier could hold a candle to Loeb on the roads around Raglan, it was highly unlikely he would arrive in Auckland ahead of the French firm's superstar. So, the only person who could realistically challenge Loeb was Latvala. Realistically? Hmm, maybe not. J-ML ended day two 30sec down on the leader, having spent much of it marvelling at Loeb's ability to find grip on a surface strewn with marbles and doing so at mind-boggling speeds. But could he catch Loeb?

"I don't think so," said Latvala. "I am disappointed today. I thought if I could be 15 seconds behind Ogier, this might be okay. It's double that now. I will look at Ogier tomorrow and, maybe, if we are catching some time in the early stages we can do something. But forget Loeb, he's from the other planet."

Latvala's effort through Saturday was about the only thing to bring a smile from team director Malcolm Wilson. Having started



Ogier came so close to breaking his duck

ALL PICS: MCKLEIN/DE

Saturday from what was perceived to be the strongest possible position, Hirvonen endured a deeply lacklustre day. He biffed a bank on the opener at a cost of half a minute. After that, he simply wasn't at the

racers. His confidence couldn't have been helped by watching the Loeb masterclass unfold, but the Finn looked to have lost the ability to engage in battle.

"Nothing's happening at the moment," he said.

"Every time I try to go flat out, it's not working."

Both Sordo and Solberg were ahead of Hirvonen, having run through day two in less favourable positions on the road. Sordo's Citroën was fourth, while the private C4 of Solberg was fifth, having opened the road throughout the day. After Solberg's upbeat talk from Friday night, he admitted it had been much tougher than he thought.

"On the recce, these roads were a little bit damp," said Solberg. "And I thought there would be more grip than there was. When they were dry today, the grip was terrible. It was unbelievable. [Sebastien] Loeb said to me tonight: 'When you are first on these roads, you have no chance.' He was right."

lead on the first stage. The younger Sebastien had spun mid-way through the day's opener, but Loeb's elevation to P1 for the first time on this event made the rest of Sunday look like a done deal. What is it they say about assumption being the mother of all...

Not far from the end of the next stage, Loeb's awesome story of a heroic bounceback was re-written. The C4 went into a long left-hander too quickly and started to slide. The understeer kept on coming and so did the trees. Unbelievably, the one who could do no wrong yesterday had planted his Citroën in the undergrowth. First became fourth and the victory suddenly became a long shot.

Out of nowhere, the final loop had switched from a Citroën benefit to the most exciting finish in the world. Or at least since the last Rally NZ or the one before that. Just 5.6sec separated Ogier from second-placed Latvala. The fight was on. And not just for the win. Behind the top two, just a handful of seconds separated Solberg, ▶

## STAGE TIMES

### SS1 WAIPU GORGE (6.89 MILES)

Fastest: P Solberg 6m34.8s  
Leader: P Solberg

### SS2 BROOKS 1 (8.45 MILES)

Fastest: Ogier 8m13.7s  
Leader: P Solberg

### SS3 BULL 1 (20.32 MILES)

Fastest: Sordo 20m50.9s  
Leader: Sordo

### SS4 CASSIDY 1 (13.79 MILES)

Fastest: Sordo 12m47.5s  
Leader: Sordo

### SS5 SPRINGFIELD (6.13 MILES)

Fastest: Ogier 5m36.5s  
Leader: Ogier

### SS6 BROOKS 2 (8.45 MILES)

Fastest: Ogier 7m56.5s  
Leader: Ogier

### SS7 BULL 2 (20.32 MILES)

Fastest: Loeb 20m01.1s  
Leader: Latvala

### SS8 CASSIDY 2 (13.79 MILES)

Fastest: P Solberg 12m15.2s  
Leader: P Solberg

### SS9 AUCKLAND DOMAIN (0.93 MILES)

Fastest: Loeb/Ogier 1m06.4s  
Leader: P Solberg

### SS10 NEW FRANKLIN 1 (12.93 MILES)

Fastest: Loeb 11m39.9s  
Leader: Ogier

### SS11 BAKER 1 (13.93 MILES)

Fastest: Loeb 12m45.6s  
Leader: Ogier

### SS12 TE AKAU COAST 1 (19.19 MILES)

Fastest: Loeb 18m08.3s  
Leader: Ogier

### SS13 HAMPTON DOWNS 1 (2.90 MILES)

Fastest: Ogier 2m38.3s  
Leader: Ogier

### SS14 NEW FRANKLIN 2 (12.93 MILES)

Fastest: Loeb 11m14.5s  
Leader: Ogier

### SS15 BAKER 2 (13.93 MILES)

Fastest: Loeb 12m05.1s  
Leader: Ogier

### SS16 TE AKAU COAST 2 (19.19 MILES)

Fastest: Loeb 17m26.2s  
Leader: Ogier

### SS17 HAMPTON DOWNS 2 (2.90 MILES)

Fastest: Ogier 2m36.3s  
Leader: Ogier

### SS18 TE HUTEWAI 1 (6.94 MILES)

Fastest: Hirvonen 7m53.5s  
Leader: Loeb

### SS19 WHAANGA COAST 1 (18.43 MILES)

Fastest: P Solberg 21m27.9s  
Leader: Ogier

### SS20 TE HUTEWAI 1 (6.94 MILES)

Fastest: Loeb 7m30.9s  
Leader: Ogier

### SS21 WHAANGA COAST 2 (18.43 MILES)

Fastest: Sordo 20m49.3s  
Leader: Latvala

### END OF DAY TWO

1 OGIER/INGRASSIA	3h05m40.4s
2 LOEB/ELENA	+5.3s
3 LATVALA/ANTTILA	+33.2s
4 SORDO/MARTI	+47.5s
5 SOLBERG/MILLS	+53.6s
6 HIRVONEN/LEHTINEN	+1m00.2s

### DAY THREE 4 stages, 50.76m

DAMP/OVERCAST - AMBIENT TEMPERATURE

RANGE ON STAGES 7-12C

As expected, Loeb passed Ogier and moved into the

# Sometimes life is just a blurrrrrrr



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Loeb flew on day two but dropped it on day three



Shunt dropped Solberg to fifth in the title race

**S-WRC**

# Ketomaa leads a Fiesta 1-2-3 for maiden win



Ford driver Jari Ketomaa dominated the Super 2000 World Rally Championship round last week to collect his first win in the series.

Fords dominated the S-WRC, with Xavier Pons and Martin Prokop placing their Fiestas in second and third place to ensure the best possible result for the M-Sport-built machines.

Ketomaa romped away at the start of the event, winning the first five stages to build a 24.3sec lead. On paper, the Finn's progress looked utterly untroubled, but it wasn't quite that simple. His Fiesta hit trouble after the fourth stage and refused to run cleanly. For 15 minutes the Ford mechanics tried to get a faulty cam sensor to do its thing. In the end, it worked. To celebrate, Ketomaa was fastest again in SS5.

After that problem,

Ketomaa took S-WRC win



Ketomaa was untroubled on his way to the win.

After starting his season with two wins, Pons accepted the points for second on a trouble-free event for the series leader. A minute further back, Prokop admitted to being frustrated by a lack of seat time in the Fiesta. He dropped time in the dust on Saturday, but found his mojo on Whaanga on the final day. But it was too little too late; the bottom step of the podium beckoned.

Top non-Ford was Skoda Fabia driver Patrik Sandell, who's survived a screen-smashing altercation with an eagle. Half a minute further back came Nasser Al-Attiyah.

**S-WRC - Round 4 of 10**

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Jari Ketomaa/Mika Stenberg	Ford Fiesta S2000	4h14m.29.1s
2	Xavier Pons/Alex Haro	Ford Fiesta S2000	+54.1s
3	Martin Prokop/Jan Tomanek	Ford Fiesta S2000	+1m14.0s

**P-WRC**

# Locals lock out podium in Production battle



Two stages in and this event had the look of an absolute classic, with just 2.2 seconds separating the top three. The three-way scrap didn't last much longer, Hayden Paddon emerging from SS6 with more than a minute's lead.

Richard Mason had been the first to lead the event in his Subaru, but he crashed in stage six. Toshi Arai had also been in the thick of the fight early on in his Impreza, but the Japanese driver's hopes went south on the third test

when he clouted a bridge and broke a cross-member. He retired on Friday afternoon with power steering problems, but then returned to post a string of fastest times over the weekend, moving back up to fourth.

Paddon's only problem was with the clutch on his Lancer on the final day. But that didn't stop him taking a three-minute win from fellow Kiwi Emma Gilmour.

Kingsley Thompson (Mitsubishi) was third, to ensure a local podium 1-2-3.

**P-WRC - Round 4 of 9**

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Hayden Paddon/John Kennard	Mitsubishi Lancer E9	4h19m28.8s
2	Emma Gilmour/Glenn MacNeall	Subaru Impreza WRX	+3m15.2s
3	Kingsley Thompson/MaLcolm Pedden	Mitsubishi Lancer EX	+9m10.0s

◀ Loeb and Hirvonen. Loeb was back on it in a drying Te Hutewai test, closing to less than a second from Solberg. At the front, Ogier tacked another six tenths onto his advantage.

Back to Whaanga Coast. Ahead of the stage, Latvala insisted he wasn't going to feel the pressure, while looking more and more like a man under pressure. Ogier was captain cool – first time here, he had nothing to lose.

But, in the end, it was the Frenchman who blinked

first, spinning three corners from the end. The final split time had shown him 2.7sec up – translating to an advantage of close to 10sec over his rival with a matter of metres to go. It was a heart-breaker for Ogier, but a dream for Latvala.

“When I saw that final split, I thought it had gone,” admitted the Ford man. “I saw a bumper in the road near the end, I knew something had happened – but it was incredible when I saw our time and realised we had won.”

Second was still an astonishing result for Ogier, but he knew it could have been so much more. Third for Loeb was confirmed after Solberg crashed heavily in the final stage.

“I can't be disappointed with this,” said Loeb, who took the position despite a 25-second spin. “After all the excitement, it's been amazing – and I'm still leading the championship.”

Hirvonen, Sordo and Wilson rounded out the top six. But this story was all about the front of the field. ☹

## RESULTS

Rally of New Zealand, May 7-9, round 5 of 13

**21 SPECIAL STAGES, 246.3 MILES**

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	4	Jari-Matti Latvala/Mikka Anttila	Ford Focus RS WRC09	4h04m09.8s
2	7	Sebastien Ogier/Julien Ingrassia	Citroen C4 WRC	+2.4s
3	1	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	+15.2s
4	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC09	+21.3s
5	2	Dani Sordo/Marc Marti	Citroen C4 WRC	+25.8s
6	5	Matthew Wilson/Scott Martin	Ford Focus RS WRC08	+3m26.0s
7	6	Henning Solberg/Ilka Minor	Ford Focus RS WRC08	+6m15.3s
8	29	Jari Ketomaa/Mika Stenberg	Ford Fiesta S2000	+10m19.3s
9	9	Federico Villagra/Jorge Perez Companc	Ford Focus RS WRC08	+10m49.8s
10	28	Xavier Pons/Alex Haro	Ford Fiesta S2000	+11m13.4s

**CHAMPIONSHIP TABLE**

POS	DRIVER	PTS
1	Sebastien Loeb	108
2	Jari-Matti Latvala	72
3	Mikko Hirvonen	64
4	Sebastien Ogier	63
5	Petter Solberg	53
6	Dani Sordo	34
7	Matthew Wilson	30
8	Henning Solberg	24
9	Federico Villagra	22
10	Kimi Raikkonen	14

**RETIREMENTS/NON-STARTERS**

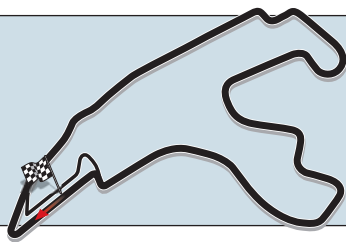
POS	DRIVER/NAVIGATOR	CAR	REASON
R	11 Petter Solberg/Phil Mills	Citroen C4 WRC	SS23-crash
DNE	- Kimi Raikkonen/Kaj Lindstrom	Citroen C4 WRC	-

**CLASS WINNERS** A8 Latvala/Anttila; N4 Ketomaa/Stenberg. Starters/finishers 54/38; Leader: SS1-2 P Solberg; SS3-4 Sordo; SS5-6 Ogier; SS7 Latvala; SS8-9 P Solberg; SS10-17 Ogier; SS18 Loeb; SS19-20 Ogier; SS21 Latvala

**RALLY SUMMARY** Back to an Auckland base. Day one ran to the north around Whangarei, days two and three south of the City of Sails. Each day had a remote service. The Auckland Domain stage returned for the first time since 1990 and the Hampton Downs race track was used.

**SPA**

 BELGIUM  
 May 7-9  
 Le Mans Series  
 Round 2/5

**AT A GLANCE**

- Winner **Sebastien Bourdais/Pedro Lamy/Simon Pagnaud**
- Pole position **Bourdais**
- Fastest lap **Franck Montagny**



Montagny was fast but starving early in the race

Peugeot beat Audi in first 2010 head-to-head

# Peugeot outsmarts Audi for Le Mans dress-rehearsal win



**Sportscar racing's 'big two' came together at Spa for their first showdown of 2010. Despite different agendas in the run-up to Le Mans, it was nip and tuck**

**PETROL POWER**

Best of the rest in LMP1 behind the diesels went to the Rebellion Lola-Judd of Jean-Christophe Boullion and Andrea Belicchi, but only just.

The car was delayed by electrical issues and then suffered gearbox problems at the end and stopped on the start-finish straight with a couple of minutes to go. It

lurched across the line to take 11th, two laps ahead of the next best petrol car, the Signature Lola-Aston Martin driven by Franck Mailleux, Pierre Ragues and Vanina Ickx.

The Dunlop-shod Lola was on a par with its Judd-powered rival at Spa, though gear selection problems and an off for Ickx left it 13th.



**P**eugeot Sport came through the chaos at Spa last Sunday to beat Audi on its first confrontation of the season with its old enemy. Yet victory for Pedro Lamy, Sebastien Bourdais and Simon Pagnaud offers little insight into their respective chances at next month's Le Mans 24 Hours. Not only was this a bizarre race that was halted for 40 minutes at one point, but Peugeot and Audi raced cars in very different configurations.

Peugeot came to the second round of the 2010 Le Mans Series with three 908 HDIs running in high-downforce or Spa specification. Conversely,

the Joest-run Audi squad came with its trio of reworked R15-plus TDIs in the low-downforce configuration in which it will run at Le Mans. Even so, they made a race of it around the fast sweeps of the 4.35-mile Circuit de Spa-Francorchamps.

Peugeot had a performance edge right through the weekend, yet Audi could have won the Spa 1000Km, and looked for a brief moment in the closing minutes like it almost certainly would.

Pagnaud had a clear lead of nearly a minute and a half after the last safety-car period in the final hour. He still had a pitstop to make unlike his closest pursuer, Tom Kristensen in the best

of the Audis, but the Frenchman looked more or less home and dry.

Pagnaud would have been if the track had stayed dry. Instead, the localised drops of rain that had triggered the safety car turned into more persistent drizzle and dramatically altered the complexion of the race.

The leader was given a set of lightly-cut, medium-compound Michelins when he made his final stop with 14 laps to go. Two laps later, Kristensen pitted, complaining that his low-downforce car was increasingly unstable through the flat-out Blanchimont left-hander.

The decision to put the Audi he shared with Allan

## RACE RATING

★★★★★

This one had everything: thrills and spills, yellow flags and red flags, and a grandstand finish



I didn't plan to stay that long in the car and I only had a small breakfast.

By the end I was starving"

Montagny on his marathon opening stint

REPORT  
LMS SPA



Gary Watkins reports

## HOUR BY HOUR

**Hour 1 Lotterer spins on warm-up lap, Lamy at first corner and Panis is punted out**

**Hour 2 Power cut leads to red flag**

**Hour 6 Drizzle leads to tyre strategies that decide final outcome of race**

McNish and Rinaldo Capello on to intermediates looked like it was going to pay dividends. Kristensen resumed 90 seconds behind the leader, but started to make giant inroads into Pagnaud's advantage.

The Peugeot took a trip across the grass at Les Combes on lap 129, and suddenly the gap was down to little over a minute. Two laps later, and it was just 52sec. There were still eight laps left, and at this rate the Audi was going to catch the leader.

Only then the drizzle abated. The gap increased almost as quickly as it had come down. The fight for the lead was over, the destination of the silverware

determined, but there was a new battle in the top three.

Stephane Sarrazin was on the soft-compound Michelin, a gamble the Peugeot Sport team had taken during the safety car period. A deficit to Kristensen of nearly two minutes disappeared in just 10 laps.

The Peugeot caught the Audi at the Bus Stop chicane with three laps remaining and simply drove past on the exit. A Peugeot one-two was sealed.

Kristensen felt the gamble, which he had instigated, was worth it.

"We went for the win and took a risk," he said. "A little more rain, and it would have worked."

Lack of power stopped play for 40 minutes



Pagnaud reckoned he was just "happy to survive". "I was doing everything I could to ensure I stayed on the track when the conditions were at their worst," he said.

Sarrazin and team-mate Franck Montagny, who had to drive without the injured Nicolas Minassian in the race, staged an amazing or, more accurately, bizarre comeback.

Just under two hours into

the race, Montagny was sitting in the Blanchimont barriers with the nose and tail askew. The early race leader had tagged Jonathan Kennard in KSM's LMP2 Lola and hit the tyres hard.

Not only did Montagny have little trouble getting back to the pits, but he received a giant stroke of luck. A power cut in the Spa region triggered a red flag when the circuit's back-up systems were

depleted, meaning the race director had no option but to call a temporary halt.

The Peugeot was already in the pits being worked on when the reds flew, which meant Montagny only lost a lap.

Montagny might have set fastest lap shortly after his misdemeanour, but the car only came into contention in the final half hour. Pagnaud's and Kristensen's stops under ▶

Le Mans-spec Audi took tyre risk and lost victory



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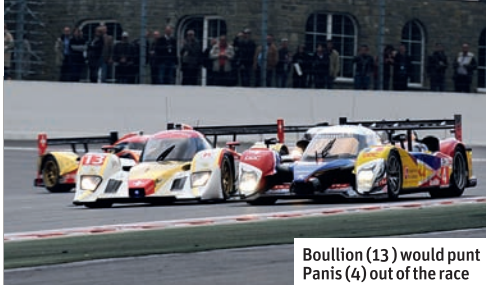
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M0510P

“ Jean-Christophe was a bit over-confident and hit me at the rear, punting me off the track”  
Olivier Panis on the Eau Rouge incident that put the ORECA Peugeot out after only 15 minutes



Boullion (13) would punt Panis (4) out of the race



Number 2 Pug fought back after Montagny off

◀ green-flag running meant that Sarrazin climbed back onto the lead lap and was able to exploit the soft Michelins' advantage in the damp conditions.

“We decided to stop early during the safety car and put on soft tyres,” he said. “It was a good choice that worked out in the end. I pushed really hard and was able to catch the Audi.”

Sarrazin's charge was aided by team-mate Marc Gene, who understeered out of third place in the tricky

conditions. The Spaniard, who shared with Alex Wurz and Anthony Davidson, was briefly stuck in the gravel at Bruxelles, the delay dropping the car to fourth.

The second Audi R15-plus ended up fifth in the hands of Timo Bernhard, Romain Dumas and Mike Rockenfeller after losing a lap in the pitlane. The car needed fuel when the race was restarted behind the safety car and was held in the pitlane for two minutes.

Andre Lotterer made an inauspicious debut as an Audi factory driver, crashing the car he shared with Marcel Fassler and Benoit Treluyer on the warm-up lap. The car was repaired, but ultimately finished way down in 12th.

Audi always knew it would be compromising its Spa chances by running its cars to Le Mans-spec.

“We want to learn with the car we are racing at Le Mans,” said Joest technical director Ralf Juttner. “We

are struggling to get temperature in the tyres at a track that is not asking for a low-downforce package.”

The reworked R15s looked all at sea in temperatures that barely rose about 5C on Friday. The car looked much better when the ambient rose by the best part of 10C on Saturday, so much so that Timo Bernhard was able to qualify second to Bourdais, albeit a shade over six tenths behind.

The other two Pugs, qualified by Sarrazin and

Wurz, started third and seventh after opting for the soft Michelin rather than the medium Bourdais used.

Audi's simulations suggested that it was losing between eight tenths and a second to the Peugeot by opting for low downforce, though the gap was closer in the race when conditions were right for the R15.

McNish said his only goal in the damp conditions that prevailed at the start of the race was to keep the car on the track. “But when we got some temperature in the tyres,” he said, “we could set some very good times.”

McNish was the only contender to pit for fuel during the second safety-car period, which meant he took over the lead from Montagny when the others stopped under green-flag conditions. The 40 seconds the Audi gained disappeared with the red flag.

McNish wasn't too aggrieved about those lost seconds, nor was he too concerned about the result.

“Where we finished doesn't mean a tremendous amount,” he said. “We came here to learn and it served its purpose.”

**LMP2**

**Pla and Amaral are the class act once again**

The Portuguese ASM Zytek squad didn't just return to the winner's circle in LMP2, it did it in style, finishing sixth overall. Team leader Olivier Pla may have qualified only fourth aboard the team's Ginetta-Zytek GZO9SB, but he and car owner Miguel Amaral led the majority of the way.

Pla raced into the lead inside six laps in what he described as “conditions that belong to our car”. An early stop deprived him of the lead, but Amaral was able to claim it back when he went up against Mike Newton in RML's HPD-engined Lola coupe. ASM's amateur driver pulled more than a minute on his opposite

number at the British team and was able to hold onto a handy lead even when veteran ace Andy Wallace climbed aboard the Lola.

The RML Lola, which was much more of a competitive proposition as a result of a successful Dunlop tyre test at the Hungaroring after the Paul Ricard series opener, might well have been closer to the ASM Zytek but for a stop to replace one of the so-called legality panels at the rear.

The damage was sustained when Tommy Erdos was hit from behind, possibly by Pla. RML was lucky in that it could change the rear body section during a safety-car period,

unlucky that Erdos was held at the end of the pitlane when he tried to return to the track.

Guillaume Moreau and Richard Hein finished third for OAK Racing, another team to lose out courtesy of the red flag. Their Pescarolo-Judd was held at the end of the pitlane after stopping straight after the restart.

The Strakka Racing HPD/Acura again qualified on pole by Danny Watts, but a shunt in the morning warm-up for Nick Leventis meant the car started the race nearly two laps late. Any chance of a repeat of its Paul Ricard comeback disappeared when Leventis went off

ASM's Zytek won LMP2 class with sixth overall



again and the British team was forced to withdraw the car thanks to a lack of spares.

The Formula Le Mans class was won by Steve Zacchia, Wolfgang Kaufmann, Luca Moro, despite their Hope Polevision entry needing to

be rebuilt around a new tub after a heavy crash on Friday. Nico Verdonck, last year's Formula Le Mans series champion, was the star of the class, running as high as 10th overall before the car's electrical systems shut down.

## GT2

### AT A GLANCE

- Winner **Marc Lieb/Richard Lietz**
- Pole position **Jaime Melo**
- Fastest lap **Augusto Farfus**

Lieb (pictured) and Lietz took second GT2 win of '10



# Lieb and Lietz luck in after stoppage

Felbermayr Proton's Porsche 911 GT3-RSR was helped to an easy second consecutive GT2-class win of the 2010 season



Lieb and Lietz were untroubled in GT2

**M**arc Lieb was probably understating it when he suggested that he and Felbermayr Proton team-mate Richard Lietz "got a bit of luck with the red flag". The factory Porsche drivers had a race on their hands prior to the red-flag stoppage, but it was just plain easy afterwards.

Lietz had trailed Andrew Kirkaldy in the best of the CRS Ferraris when the race was stopped, but quickly moved into a one-lap lead. Given the record of the Porsche 911 GT3-RSR around Spa, the result of this one looked a foregone conclusion. And it was.

How Lietz and Lieb got that lap advantage was both fortunate and controversial.

The CRS Ferrari had moved into the lead because it had stopped early during the second safety-car period. That meant Kirkaldy was in need of fuel when the race was red-flagged and ducked in straight after the first safety-car lap when the race was restarted, only for team-mate Mullen to be held for almost two minutes at the end of the pitlane.

The pole-winning AF Corse Ferrari driven by Jaime Melo and Gianmaria Bruni, which had led the first 10 laps in the hands of the Brazilian, also fell foul of the red flag. Bruni wasn't far behind Lietz when the race was stopped, but the organisers ruled that the red flag had been shown between the Porsche and the Ferrari crossing the line and

that Bruni had completed one more lap than he should have. The result was that the AF car was docked a lap.

The two Schnitzer-run BMW M3s were also penalised, one inadvertently. Jorg Muller, who was running second, received a stop-go for using the asphalt run-off at Blanchimont. When he repeated the misdemeanour,

## GT1

### Local squad victorious on home soil with Ford GT

Doubts that the new breed of GT1 machinery could make it through a six-hour race were largely dispelled at Spa. There were problems for some of the seven cars on the grid, but the winning Marc VDS Ford GT driven by Bas Leinders, Markus Palttala and Eric de Doncker ran without mechanical drama.

The Marc VDS machine won because it was consistently the fastest car in class in the

hands of Leinders and Palttala and ran without delay, except for the need to refuel more often than expected. The problem was bizarre: the sloping pitlane in the 'endurance' pits on the run down from La Source to Eau Rouge meant the car couldn't take on a 90-litre fuel load.

Second place should have gone to the Larbre Competition Saleen S7R driven by Patrice Goueslard,

Gabriele Gardel and Fernando Rees. Rees went off in the drizzle at the end and the team panicked and sent him back out on wets after a quick check-over. That meant the Brazilian hemorrhaged 20 seconds a lap in the closing stages and dropped to fourth behind the two Matech Fords.

The Luc Alphand-entered Chevrolet Corvette, actually the Selleslagh team's regular

Marc VDS-run Ford GT took GT1 win at home



FIA GT1 car, finished fifth after an up-and-down race. Stephan Gregoire, amazingly racing at Spa for the first time,

struggled in the early stages as did David Hart, but the car flew in the hands of single-seater hand Julien Jousse.

**RACE RATING**

★★★★★

Had the makings of a corker, but the red flag effectively gave Lieb and Lietz a whole lap's advantage



We had a clean race, with no incidents on the track and no incidents in the pits"

Marc Lieb describes another faultless run for the Felbermayr Proton Porsche

he was handed a three-minute penalty.

Schnitzer's misfortune was that the other M3 driven by Dirk Muller, Augusto Farfus and Andy Priaulx arrived in the pits just before the penalised car and was erroneously held in the pits for 11 seconds.

Priaulx looked set to bring his Bimmer home in second place, only for the rain to

intervene. The new rear end of the LMS-spec M3 has yet to be full sorted and made the car, according to Priaulx, "a real handful in the damp".

The three-time World Touring Car Champion lost out to the AF Ferraris driven by Giancarlo Fisichella and Melo, though once the rain stopped he came back at the 430s, which had switched places with a few laps to go. ❌

The LMS-spec BMW M3 is a bit of a handful



**RESULTS**

Le Mans Series, Spa-Francorchamps (B), May 7-9, round 2 of 5

GRID	
2 BERNHARD 1:58.519	1 BOURDAIS 1:57.884
4 LAPIERRE 1:59.623	3 SARRAZIN 1:59.421
6 KRISTENSEN 1:59.795	5 LOTTNER 1:59.707
8 MATHIEUX 2:02.413	7 WURZ 1:59.989
10 WATTS 2:03.135	9 PROST 2:02.845
12 ERDOS 2:05.681	11 BOULLION 2:03.413
14 PLA 2:07.342	13 LAHAYE 2:07.159
16 G PICCINI 2:08.398	15 FRANCONI 2:08.309
18 KENNARD 2:09.795	17 MOREAU 2:09.104
20 MEICHTER 2:13.912	19 VERDONCK 2:13.743
22 ZOLLINGER 2:14.284	21 DE CREM 2:14.278
24 SCHELL 2:16.832	23 KAUFMANN 2:15.611
26 CHALANDON 2:17.345	25 LEINDERS 2:17.316
28 JOUSSE 2:19.377	27 MUTSCH 2:18.730
30 MELO 2:20.336	29 NYGAARD 2:19.595
32 KIRKALDY 2:20.811	31 LIEB 2:20.416
34 KAFFER 2:21.095	33 RUSSO 2:20.941
36 LONG 2:21.173	35 VAN DAM 2:21.110
38 PILET 2:21.328	37 WERNER 2:21.257
40 TURNER 2:21.420	39 HOLZER 2:21.403
42 MULLER 2:21.509	41 FREY 2:21.422
44 FISICHELLA 2:21.750	43 CORONEL 2:21.564
46 GOESLARD 2:21.918	45 STINSONEN 2:21.752
48 SPLUNTEREN 2:25.468	47 KUTEMANN 2:24.505
50 EBRESVIK no time	49 LANIK 2:25.607

139 LAPS, 604.938 MILES						
POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Pedro Lamy (P)/Sebastien Bourdais (F)/Simon Pagnaud (F)	Team Peugeot Total	Peugeot 908 HDi	LMP1	6h00m39.012s	1
2	Franck Montagny (F)/Stephane Sarrazin (F)/Nicolas Minassian (F)*	Team Peugeot Total	Peugeot 908 HDi	LMP1	+1m08.308s	3
3	Allan McNish (GB)/Dindo Capello (I)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R15-plus TDI	LMP1	+1m26.215s	6
4	Marc Gene (E)/Alexander Wurz (A)/Anthony Davidson (GB)	Team Peugeot Total	Peugeot 908 HDi	LMP1	-1 lap	7
5	Timo Bernhard (D)/Romain Dumas (F)/Mike Rockenfeller (D)	Audi Sport North America (Joest)	Audi R15-plus TDI	LMP1	-2 laps	2
6	Olivier Pla (F)/Miguel Amaral (P)	Quifel-ASM Team	Ginetta-Zytek GZ09S	LMP2	-9 laps	14
7	Tommy Erdos (BR)/Mike Newton (GB)/Andy Wallace (GB)	RML	Lola-HPD B08/80	LMP2	-9 laps	12
8	Guillaume Moreau (F)/Richard Hein (F)	OAK Racing	Pescarolo-Judd 01	LMP2	-10 laps	17
9	Mathieu Lahaye (F)/Jacques Nicolet (F)	OAK Racing	Pescarolo-Judd 01	LMP2	-11 laps	13
10	Andrea Piccini (I)/Giacomo Piccini (I)/Ferdinando Geri (I)	Racing Box	Lola-Judd B09/80	LMP2	-11 laps	16
11	Jean-Christophe Boullion (F)/Andrea Belicchi (I)	Rebellion Racing (Sebah)	Lola-Judd B08/60	LMP1	-12 laps	11
12	Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treliuyer (F)	Audi Sport Team Joest	Audi R15-plus TDI	LMP1	-13 laps	5
13	Pierre Ragues (F)/Franck Mailleux (F)/Vanina Ickx (B)	Signature Plus	Lola-Aston Martin B09/60	LMP1	-14 laps	8
14	Steve Zacchia (CH)/Wolfgang Kaufmann (D)/Luca Moro (I)	Hope Polevision Racing	ORECA-Chevrolet FLM09	FLM	-15 laps	23
15	Marc Lieb (D)/Richard Lietz (A)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-15 laps	31
16	Luis Perez Compagnon (RA)/Frederic da Rocha (F)	Pegasus Racing	Courage-ORECA-AER LC75	LMP2	-16 laps	24
17	Bas Leinders (B)/Markus Palmtala (FIN)/Eric de Doncker (B)	Marc VDS Racing	Ford GT	GT1	-16 laps	25
18	Bernard Deleze (B)/Domitiek Kraihamer (A)/Nicolas de Crem (B)	Boutsen Energy Racing	ORECA-Chevrolet FLM09	FLM	-16 laps	21
19	Jaime Melo (BR)/Gianmaria Bruni (I)	AF Corse	Ferrari 430 GT	GT2	-16 laps	30
20	Giancarlo Fisichella (I)/Jean Alesi (F)/Toni Vilander (FIN)	AF Corse	Ferrari 430 GT	GT2	-16 laps	44
21	Dirk Muller (D)/Andy Priaulx (GB)/Augusto Farfus (BR)	BMW Team Schnitzer	BMW M3	GT2	-16 laps	42
22	Patrick Pilet (F)/Raymond Narac (F)	Imsa Performance	Porsche 911 GT3-RSR	GT2	-16 laps	38
23	Thomas Mutsch (D)/Jonathan Hirschi (CH)/Mathias Beche (CH)	Matech Competition	Ford GT	GT1	-16 laps	27
24	Tim Mullen (GB)/Andrew Kirkaldy (GB)	CRS Racing	Ferrari 430 GT	GT2	-17 laps	32
25	Peter Dumbreck (GB)/Tom Coronel (NL)	Spyker Squadron	Spyker C8 Laviolette	GT2	-18 laps	43
26	Patrick Long (USA)/Martin Ragginger (A)/Christian Ried (D)	Team Felbermayr Proton	Porsche 911 GT3-RSR	GT2	-18 laps	36
27	Marco Holzer (D)/Richard Westbrock (GB)	ProSpeed Competition	Porsche 911 GT3-RSR	GT2	-18 laps	39
28	Rahel Frey (CH)/Cyndie Allemann (CH)/Yann Zimmer (CH)	Matech Competition	Ford GT	GT1	-18 laps	41
29	Allan Simonsen (DK)/Dominik Farnbacher (D)	Hankook Team Farnbacher	Ferrari 430 GT	GT2	-18 laps	45
30	Luis Perez Compagnon (RA)/Matias Russo (RA)	AF Corse	Ferrari 430 GT	GT2	-19 laps	33
31	Patrice Goueslard (F)/Gabriele Gardel (CH)/Fernando Rees (BR)	Larbre Competition	Saleen S7-R	GT1	-19 laps	46
32	Stephan Gregoire (F)/Julien Jousse (F)/David Hart (NL)	Luc Alphand Aventures	Chevrolet Corvette C6.R	GT1	-19 laps	28
33	Carlo van Dam (NL)/Julien Schroyen (B)/Adam Lacko (CZ)	Team Full Speed	Saleen S7-R	GT1	-19 laps	35
34	Dirk Werner (D)/Jorg Muller (D)/Uwe Alzen (D)	BMW Team Schnitzer	BMW M3	GT2	-19 laps	37
35	Niek Hommerson (B)/Paul van Splunteren (NL)/Louis Machiels (B)	ProSpeed Competition	Porsche 911 GT3-RSR	GT2	-20 laps	48
36	Peter Kutemann (NL)/Maurice Basso (CH)/John Hartshorne (GB)	JMB Racing	ORECA-Chevrolet FLM09	FLM	-22 laps	47
37	Niki Lanik (A)/Paul Daniels (GB)/Oskar Slingerland (NL)	JWA Racing	Porsche 911 GT3-RSR	GT2	-23 laps	49
38	Pierre Kaffer (D)/Pierre Ehret (D)/Phil Quaife (GB)	CRS Racing	Ferrari 430 GT	GT2	-34 laps	34
39	Ralph Meichter (CH)/Michel Frey (CH)/Pierre Bruneau (F)	Race Performance	Radical-Judd SR9	LMP2	-36 laps	20
NC	Darren Turner (GB)/Rob Bell (GB)	JMW Motorsport	Aston Martin Vantage	GT2	86 laps-	40
R	Tomas Engje (CZ)/Stefan Mucke (D)/Christoffer Nygaard (DK)	Young Driver AMR (Fischer)	Aston Martin DBR9	GT1	82 laps-accident	29
R	Jonathan Kennard (GB)/Hideki Noda (J)/Jean de Pourtales (F)	KSM	Lola-Judd B08/47	LMP2	77 laps-gearbox	18
R	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-01c	LMP2	69 laps-accident damage	10
R	David Zollinger (F)/Damien Toulemonde (F)/Ross Zampatti (AUS)	Applewood Seven	ORECA-Chevrolet FLM09	FLM	67 laps-suspension	22
R	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing (Sebah)	Lola-Judd B10/60	LMP1	65 laps-gearbox	9
R	Nico Verdonck (B)/Christophe Pillon (CH)/Vincent Capillaire (F)	Hope Polevision Racing	ORECA-Chevrolet FLM09	FLM	30 laps-electrical	19
R	Gary Chalandon (F)/Andrea Barlesi (B)/Alessandro Cicognani (I)	DAMS	ORECA-Chevrolet FLM09	FLM	23 laps-accident damage	26
R	Thor-Christian Ebbesvik (N)/Karim Ojjez (SA)/Tim Greaves (GB)	Team Bruchladdich	Ginetta-Zytek GZ09S	LMP2	15 laps-accident	50
R	Olivier Panis (F)/Nicolas Lapierre (F)/Loic Duval (F)	Team ORECA Matmut	Peugeot 908 HDi	LMP1	4 laps-accident	4
NS	Filippo Francioni (I)/Luca Pirri (I)	Racing Box	Lola-Judd B09/80	LMP2	accident warm-up lap	15

**LMP1 POINTS**

POS	DRIVER	PTS
1	Capello/McNish	44
2	Sarrazin	36
3	Belicchi/Boullion	31
4	Fer'dez/Mucke/Primat	28
5	Smith	23

**LMP2 POINTS**

POS	DRIVER	PTS
1	Erdos/Newton/Wallace	39
2	Hein/Moreau	38
3	Kane/Watts/Leventis	34
4	Lahaye/Nicolet	29
5	Piccini/Piccini/Geri	26

**GT1 POINTS**

POS	DRIVER	PTS
1	Goueslard/Gardel	44
2	Canal	33
3	Leinders/Palmtala	18
4	Mutsch/Hirschi/Beche	15
5	Allemann/Frey/Zimmer	13

**GT2 POINTS**

POS	DRIVER	PTS
1	Lieb/Lietz	49
2	Alesi/F'hella/V'der	37
3	Long/Ragginger/Ried	35
4	Pilet/Narac	24
5	Kaffer/Ehret/Quaife	23

R=Retired. NS=Non-Starter. \*did not drive in race. Winners' average: 100.641mph. Fastest lap: Montagny, 1m59.797s, 130.783mph. LMP2: Kane, 2m07.434s, 122.946mph. FLM: Verdonck, 2m16.050s, 115.160mph. GT1: Jousse, 2m18.761s, 112.910mph. GT2: Farfus, 2m20.811s, 111.266mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race.

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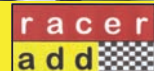
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EBREY/LAT



Leadley's Ferrari 430 was a GT Cup frontrunner

GARY HAWKINS

## AUTOSPORT SAYS...

**KEVIN TURNER**  
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**WE'VE HAD** some stark reminders of the danger of our sport in 2010. First there were fatal accidents at the Nurburgring and Dubai Autodrome, and now Jeff Leadley has died after his horrific Thruxton crash.

There's no doubt the sport is as safe as it's ever been, but these accidents – all in modern machinery it should be noted – demonstrate serious injuries will still happen. You can't prepare for every eventuality.

But at the same time as fending off complacency – something the FIA has strived to do very well for over 15 years – we also need to avoid knee-jerk reactions.

Thruxton has taken its fair share of criticism over the years, due to its high-speed nature, though no parties concerned have yet pointed to the circuit on this occasion.

Talk to drivers and spectators and most would rather keep fast corners and challenging circuits; they are often what got them into the sport in the first place.

Of course, things can always be improved, whether it be the cars, run-off areas, barriers or medical support, and the enquiries into Leadley's accident may well lead to such moves.

For now though, AUTOSPORT's thoughts, like many I am sure, are with Jeff's family and friends.

### Extra contact details

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

## Ferrari GT Cup racer dies after huge Thruxton crash

Jeff Leadley is killed at Hampshire circuit after his Ferrari 430 vaults barriers

GT CUP frontrunner Jeff Leadley died in Salisbury Hospital on Tuesday morning, following a serious accident at Thruxton's Motorsport Vision Racing event last Saturday.

Poleman Leadley was lying second in the opening race when his FF Corse-run Ferrari 430 GTC clipped the BMW M3 of

Adrian Watt on Woodham Hill on lap 13. Leadley spun and – still travelling at high speed – hit the barrier backwards at the Club chicane.

The severity of the impact launched the car over the tyrewall where it landed upside down on the bank.

Rescuers had to right the machine before freeing Leadley and administering emergency medical treatment. The Hampshire and Isle of Wight Air Ambulance service was summoned, and its helicopter landed at the scene, but Leadley, who was in his fifties, was transferred to hospital by conventional ambulance 45 minutes after the crash.

Over the weekend Leadley was kept in a stable but critical condition in intensive care, but succumbed to his injuries on Tuesday morning as AUTOSPORT closed for press.

The Thruxton meeting was delayed for many hours as police assessed the scene, before a reduced race programme was run in the late afternoon.

Hampshire Police and MSVR have

already begun enquiries into the accident, and the Motor Sport Association is expected to do likewise.

MSVR race operations manager David Scott said: "It wasn't possible to have a full enquiry on the day, but I'm in the process of gathering data – video and statements.

"There will be an enquiry and the Police will do their own investigation as this was a fatal accident.

"Everybody will do their bit to see what we can learn from this."

Marc Haynes, whose Bute Motorsport organisation runs the series, said: "All of us at Bute are thinking of Jeff, his wife and family, and FF Corse, and extending our support to them. We're very upset – it's not what we all go racing for."

Nottinghamshire-based Leadley was a major player in the motor industry, running Mercedes-Benz dealerships in the East Midlands. An entrepreneur, with interests in diverse companies, he started racing late and had been a GT Cup frontrunner with the FF Corse team.



Leadley scored podiums in GT Cup

EBREY/LAT

## CONTENTS

**p108** KNOCKHILL BRITISH GT

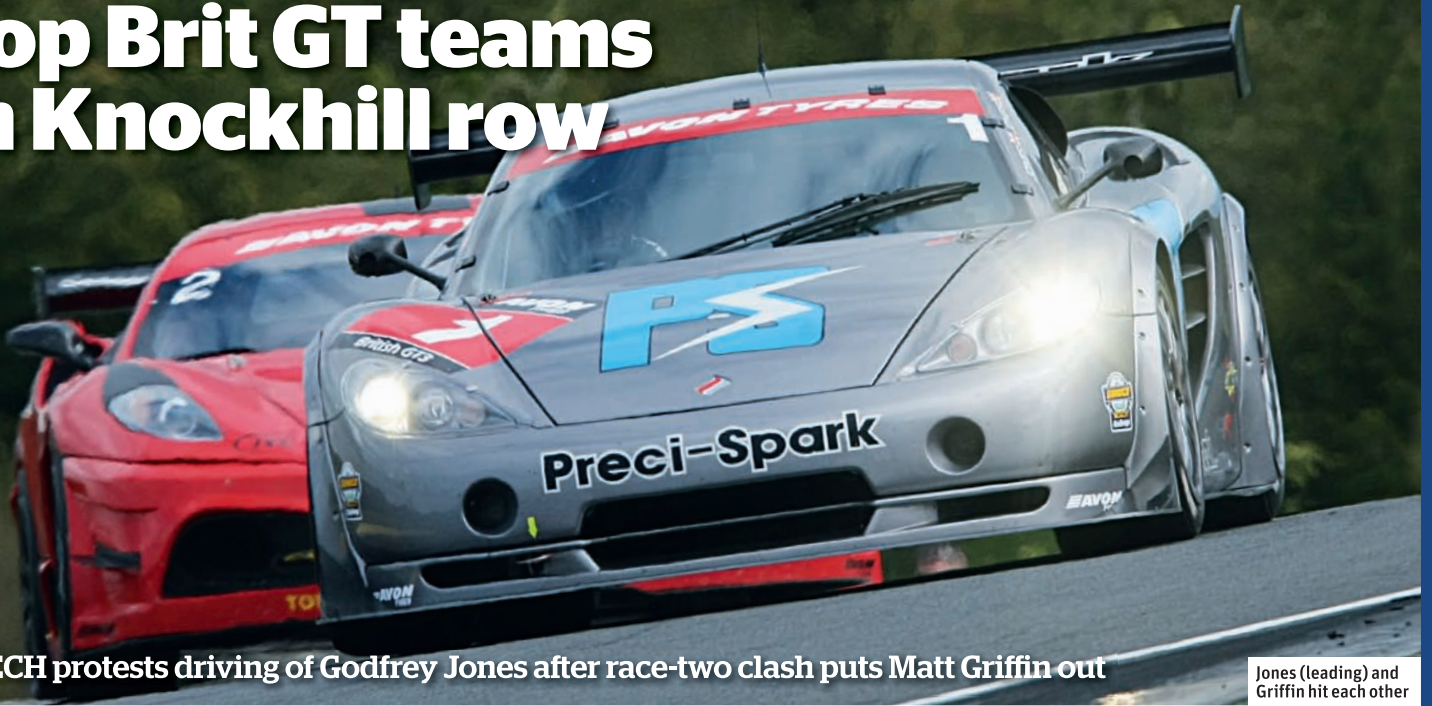
**p110** BRANDS HATCH CSCC/FPA

**p112** SNETTERTON BARC G&B

**p114** SILVERSTONE BARC

**p116** THRUXTON MSVR

# Top Brit GT teams in Knockhill row



MTECH protests driving of Godfrey Jones after race-two clash puts Matt Griffin out

Jones (leading) and Griffin hit each other

**THE RESULT** of the second British GT race at Knockhill last weekend remains provisional after a number of post-race protests.

Reigning champions Godfrey and David Jones won the race in Team Pyro's Ascari, but have been protested by MTECH after a clash between Godfrey Jones and its Ferrari driver Matt Griffin.

Griffin was charging through the field after problems in qualifying when he

caught the second-placed Ascari. He tried to overtake into the right-hander at Duffus Dip before the pair clashed at McIntyre, forcing Griffin's retirement.

Griffin, who leads the title chase with Duncan Cameron, said: "I got a good run on the straight, moved to the right and he moved to the right. I was alongside but thought he'd turn in so backed out of it as much as I could. He turned in and we touched but it was only a bit of contact.

"He was a bit wide through Turn 2 so he was on the right and I drew alongside on the left [on the outside]. Before he turned right he turned hard left into me.

"I have little doubt it was malicious. I'm not one for protests, but they [the Jones twins] have done it so many times."

Godfrey Jones said: "In Duffus I got a hit in the back and then a hit in the side.

"I was trying to keep the car on the road after the first corner and he went

to the outside for the right, and you can't expect me to see him there.

"To say I forced him off the road deliberately is absurd."

A decision on the result will be made when the video evidence becomes available. AUTOSPORT understands that incidents involving Adam Wilcox and Glynn Geddie, and a number of cars passing under yellow flags, will also be investigated.

British Hillclimb

## Barbon cancels main event

**BARBON MANOR'S** British Hillclimb Championship rounds were cancelled last weekend after an incident caused by recent resurfacing.

Early in practice runs on the short 890-yard Westmorland Motor Club venue, the sump plug of the single-seater Nemesis-Yamaha of Robert Capper was torn from the engine when the car crossed a section of recently-relayed track. The resulting oil spillage caused a long delay, which included a

track inspection by a group of drivers.

After a drivers' meeting, clerk of the course Phil Gough abandoned the MSA Championship part of the programme. "For safety reasons I have had to abandon the championship event," he said. "There is a 10 millimetre rise in the track at a joint between old and new road surfaces and competitor views have to be taken into account.

"The club committee will meet to discuss the ramifications, and conversations with our contractor will take place."

Despite the problem, BHC coordinator Tony Fletcher confirmed the "championship will be back

here next year".

The Barbon rounds will not be replaced, leaving this year's British Hillclimb championship to be decided on a driver's best 26 results from 32 rounds, as opposed to 28 from 34.



Barbon meeting was cancelled

EDDIE WALDER

Britcar

## Britcar defends low Croft entry

**BRITCAR BOSS** James Tucker wishes to return to Croft despite a poor turn-out last weekend.

The series made its first visit to the track since 2004, but the entry for the combined Britcar GT and Production race was just 13.

Tucker said: "This event was a late addition and many of our teams had other commitments. We hope to visit again with a greater entry."

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Formula Palmer Audi

## Vernon weighs up FPA campaign

**BRITISH FORMULA FORD** racer Kieran Vernon made a surprise late entry into the Formula Palmer Audi ranks at Brands Hatch last weekend.

The 2008 Ginetta G20 championship runner-up bagged a brace of sixth places, before taking seventh in the third race of the season opener.

The Sussex based 20-year-old, who recorded a best finish of third in a works Van Diemen in the first round of British

Formula Ford at Oulton Park last month, cited "financial reasons" for skipping the second round of Formula Ford at Knockhill to race in FPA.

Vernon said: "[FPA founder] Jonathan Palmer made us a very good offer. I'm racing on very little money and if things had gone wrong in Scotland, I could have exhausted my budget for the season. As it was, Fluid Motorsport did us a favour to run me at Oulton".

The BRDC Rising Star, who recently raced the guest car in the Ginetta G50 Cup, has not turned his back on Formula Ford, but is also open to more FPA outings if funding can be found.

"I just want to be out there racing and, with all the testing, Ford is expensive. FPA is good experience and I like the total package that it offers."



Vernon made FPA debut at Brands

Porsche Championship

## GT ace Clark in winning comeback

**FORMER BRITISH GT** race winner David Clark made a return to racing at Oulton Park last Saturday, eight years after he turned his back on the sport.

Clark, who shot to prominence in Caterhams, renewed a partnership with Martin Braybrook's Brookspeed team to win both BRSCC Porsche Championship races in a Boxster.

"The Interactive Sports Car race at Donington in 2002 was my last race," said Clark, who previously raced a Viper

for Braybrook's team. "I walked away from racing after that."

But the invitation from Braybrook to race the new Boxster tempted Clark back. "I just wanted to get back into racing

and I've loved being back. I missed the buzz," he added.

Braybrook now plans to complete a second Boxster and hopes to race one of the cars in the series himself.



Clark took two wins on his race return

GT Cup

## Barwell to take Ginetta G50 to Brands Hatch GT Cup enduro

**BRITISH GT CHAMPIONSHIP** team Barwell Motorsport will contest the GT Cup event at Brands Hatch this month.

Barwell, which has been a frontrunner in British GT and Britcar with Aston Martins and Ginettas, will run a Ginetta G50 in the GT Trophy. Barwell's G50 Cup racer Julien Draper is already confirmed and a second driver will be added soon.

Barwell's Chris Needell said: "It's Julien's G50 Cup car, but it'll have an enduro fuel tank and a G50Z aero kit.

"It's a handicap race within each

class so we should have a good chance of winning our category."

Barwell's 2010 Britcar plans were postponed when Ginetta sold the G50Z the team had been hoping to run.



Draper will race in GT Cup

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



Cliffe set new Mono lap record at Thruxton

**M**onaco on Sunday, Castle Combe Monday, Silverstone Wednesday, Thruxton Saturday and Wiscombe Park Sunday - what a week to reflect on, and a welcome escape from election 'fever'! And one in which motorsport's highest highs and lowest lows, and much in between, were plainly illustrated.

With the Mayday Bank Holiday weekend, and the warmth of the Cote d'Azur, giving way to a belated April-like freeze in Britain (last month was more like June in our increasingly bizarre climate), I headed to Thruxton, my local circuit, full of enthusiasm for the GT Cup, one of the domestic calendar's pearls of the past couple of seasons.

Now with championship status, and visiting our fastest track for the first time, the Bute Motorsport circus was in great spirits too, with a fine 27-car field embracing seven marques at the focus of the MSVR programme. All was going well in the opening leg, until Jeff Leadley's dreadful accident spotlighted the underlying danger of our sport - a tiny element of the adrenaline rush that has compelled people to race cars for more than a century.

Like everybody else, I waited nervously as the marshals and doctors put all their training and experience into practice, first to remove poor Leadley from his Ferrari, then to stabilise his condition for transfer to hospital. I watched from the commentary box overlooking the scene as

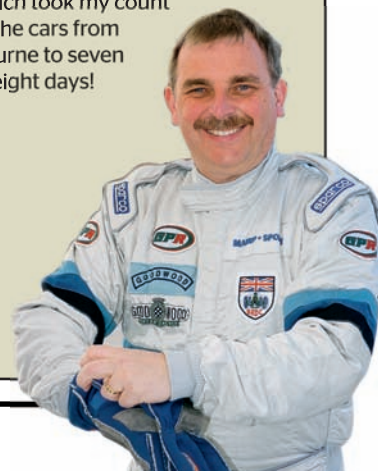
the air ambulance arrived, although its evacuation services were not required.

Four hours later, when racing resumed on a bitter afternoon, stoic spectators were reminded of how good club racing at Thruxton can be as each category with a strong grid (all bar the Heritage GT Challenge enduro, for which there would not have been time before the 1830 curfew) made excellent use of a slot.

I'm certain I've not seen a better Monoposto field - flourishing on the MSVR package and split into two grids - from which Tristan Cliffe's extraordinary 117mph lap in a 12-year-old F3 Dallara, powered by a fuel-injected Toyota engine, annihilated the record. The old motto 'Motor Racing in the Grand Prix Style for the Club Enthusiast' has stretched imaginations since the Mono club's foundation in 1958, but on this occasion it was bang on the money.

Warmed by the single-seater action, splendid Production BMW racing and the Toyo Tires Racing Saloons, I headed west the following morning. Having not been to Wiscombe (personal best: 39.2s in Barry Groombridge's ex-Joe Sposato March 79B) since the '90s, I enjoyed the VSCC's hillclimb enormously. Particularly the appearance of ERAs R12C and R14B, which took my count of the cars from Bourne to seven in eight days!

“ Jeff Leadley's dreadful Thruxton accident spotlighted the underlying danger of our sport”



### Guards Trophy

## Lotus 30 campaign for historic F2 ace

**HISTORIC FORMULA 2** frontrunner Matthew Watts is hoping to compete in the Guards Trophy race at the Oulton Park Gold Cup meeting this August in a Lotus 30.

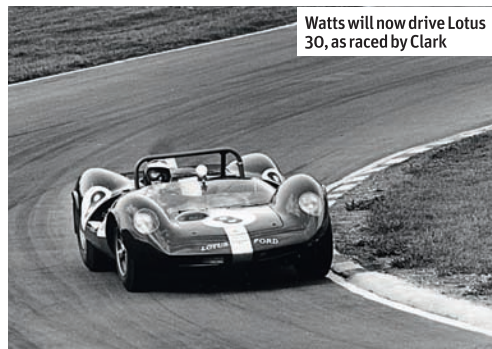
Enthusiated by the Historic Sports Car Club's newly-created invitation class for V8 sports-racing cars of the 1960s, Watts is preparing a rare Lotus big banger for the event. Raced successfully by Briton David Prophet in South Africa in the mid-1960s, the chassis was then converted into a closed GT car. After that it was sold to the USA, where it was used as a road car.

"We acquired it in the States four years ago, and were very keen to

finish its restoration to original open form and Prophet's white-and-black livery, so this is the news we'd been waiting for," said Watts, who is a former pacesetter in the HSCC's Classic Racing Cars championship.

"It has a 5.3-litre Ford V8 engine - like Jim Clark had when he raced one in the 1965 Tourist Trophy at Oulton Park - although we've taken the [often troublesome] Tecalemit-Jackson fuel-injection off and replaced it with Weber IDA carburettors.

"It should be ready to test in the next couple of months, and we may be able to debut it in the Masters race at the Silverstone Classic in July."



Watts will now drive Lotus 30, as raced by Clark



Attwood

### Silverstone Classic

## Attwood to race DBR1

Former Le Mans 24 Hours winner will share successful Aston Martin with historic ace Gregor Fiskin in July's Silverstone extravaganza

**FORMER LE MANS** victor Richard Attwood will race the Aston Martin DBR1 that won the 1959 running of the French enduro at this year's Silverstone Classic on July 23-25.

Attwood, who won the 1970 24 Hours in a Porsche 917, will drive DBR1/300 chassis 2, which won in the hands of Roy Salvadori and Carroll Shelby. He will share with Gregor Fiskin in the Stirling Moss Trophy race.

Moss drove the car to victory in the 1958 and '59 Goodwood Tourist Trophy races, and the three-litre machine has scored numerous successes in historic events in the hands of Peter Hardman.

Historic ace Fiskin, who tested the DBR1 for the first time at the Silverstone Classic media day last

week, said: "It was fantastic and the most incredible front-engined sports car I've driven."

The 23-race meeting will also include the inaugural RAC Historic Tourist Trophy race for pre-1963 GTs.

As well as celebrating 60 years of the Formula 1 World Championship, with a host of races for machinery spanning 1950 to '85, the meeting will have a Latin flavour. The Italian Historic Car Cup race has been accorded the Saturday-evening slot, with Alfa Romeo, Bizzarrini, Ferrari, Fiat Abarth and Maserati machinery forming the grid. There will also be a two-driver-per-car celebrity race for national radio and TV personalities in roadgoing Fiat 500 cars.

More than 800 cars are expected to compete.

### Former F1 champ gets his hands on Group C Merc

Ex-Historic F1 champion Bob Berridge tested his Mercedes-Benz C11 for the first time at Silverstone last week. He plans to race it in Group C/GTP this year and reckons a 47s National Circuit lap is possible



GRAFFITHS/LAT

### Chevron GR8 Challenge

## New Chevron series gets going

**ORGANISERS OF** the new Chevron GR8 Challenge remain confident that the series will grow, despite attracting only six cars for the inaugural races at Silverstone last weekend.

The marque aims to build 20 of the 255bhp Cosworth-powered cars during 2010, and managing director Helen Bashford-Malkie expects at least 10 to appear for the next two 40-minute races at Brands Hatch in early June.

"We hoped to have 10 cars ready to race at Silverstone, but we'd sold six so we decided to stick with that number for the first event, and we're confident there will be 10 on the grid at Brands," she said. "The plan is to grow and try and run series in other countries. I'd quite like to have a Nation's Cup.

"Something else we're considering is working on a GT package. We've had a lot of interest for the car in GT racing."

Six cars contested first GR8 Challenge races



DEREK BAINSTED

**IN BRIEF**

**MARK BAILEY RACING** failed to finish all three races on its British Formula Ford debut at Knockhill last weekend (below).



Garry Findlay was 10th fastest in qualifying with the team's Spectrum.

**FORMER CATERHAM** Roadsports A champion Phil Broad will race the R300 guest car at Oulton Park this weekend.

**AN UPDATED** R300 Superlight, the interim of an upgraded car that Caterham is hoping to use to replace the defunct R400 series next season, ran at Brands Hatch last weekend. The car features the same Duratec engine tuned up to 200bhp (from 175) and new Avon ZZR tyres. Tony Bennett drove the car to third in Class B of the Magnificent Sevens.

**THE IAN TAYLOR** Trophy race, for FF1600s, will return at Thruxton this season. Circuit instructor Pat Blakeney's event, which ran for the first time in 2009, will run as part of a BARC bill on June 27.



**JAMES GUEST** took a brace of SEMSEC Sports & Saloons class wins on the race debut of his new spaceframe Mini at Brands Hatch last weekend. Built by James and his mechanic father Derek, the car (above) has a 1600cc Honda V-Tec engine.

**THE REGULATIONS** for the MG Metro Cup have been opened up for 2010 to include the newer MG ZR 105 and the equivalent Rover 200/25 models.

**THERE WERE** three newcomers to the Young Guns grid at Snetterton last weekend. Joe Ferguson joined ex-Saxmax rival Anton Spires at Motaworld and former karter Max Cornelius made his car-racing debut with Anglo Motorsport. Meanwhile, Falcon Motorsport's Josh Webster has quit the series to focus on his Formula Renault BARC campaign with Fortec Motorsport.

**CADWELL PARK** will host two rounds of the 2010 Porsche Club Championship at the start of June, to replace the two rounds lost when the EERC meeting at Zolder was canned.

**THE FERRARI 712** of Paul Knapfield won the Classic Endurance Series race at Spa last weekend after the Porsche 936 (below) of challenger Jean Marc Luco had a spin and then clashed with a slower car. Terrence Woodward and Ross Kaiser took a Radical European Masters double.



**European Rallycross**

**Jernberg makes it two out of two in France**

**A WEEK** after taking victory in the first round of the European Rallycross Championship, Michael Jernberg won again in France last weekend.

The Skoda Fabia driver qualified on pole and then led the A final from start to finish on the Kerlabo-

Cohiniac track in Brittany. In the process, Jernberg led home defending champion Sverre Isachsen (Ford Focus) for the second time in as many events.

Citroen C4 driver Liam Doran qualified second for the A final but was run wide in the first corner by

Isachsen. He nevertheless went on to take his first ERC podium for the Kenneth Hansen Motorsport squad.

Davy Jeanney, the French championship leader, took fourth in his Citroen Xsara, giving Michelin a points finish in the first event for its new bespoke rallycross tyre.

The French company's rally tyres are the favoured wet-weather product in rallycross but, aside from a spell as the control supplier in the French championship a decade ago, Michelin has not been active in rallycross. Avon has a virtual monopoly with its highly-developed crossply product.

Michelin supplied a newly-developed radial tyre with the mandatory moulded tread pattern to a small number of French runners in the ERC event.

Michelin engineer Bertrand Doron said: "We have chosen to develop a radial tyre because that is the technology we know and understand. Avon has a lot of knowledge and experience here, but our goal is to challenge and beat them."



Jernberg's Skoda was on top again in the ERC

**HSCC**

**Record entry for Silverstone event**

**THE HISTORIC** Sports Car Club has confirmed that its entry for the Silverstone International Trophy meeting at Silverstone this weekend is a new club record.

Over 550 cars are expected to take part in this weekend's meeting on the Bridge circuit, including over 60 Guards Trophy competitors.

All three of the aerodynamic-bodied Morgan +4 SLRs built by Sprinzel Lawrencetune Racing in the early 1960s

will be on track together in Sunday's GT & Sports Car Cup race.

Greg Thornton will bring out the ex-Peter Gethin 1973 Race of Champions-winning Chevron B24 for the first time in the F5000/F2 race. Neil Daws (Lola T332) and Ross Maxwell (Chevron B28) will make their F5000 debuts.

Saturday's Historic FF2000 race has attracted a 45-car entry, including four early Super Vees.

**Tasman Revival**

**Cunningham eyes F5000**

**VETERAN HISTORIC** racer Neil Cunningham is planning to return to his home region this winter to compete in the 2010/2011 Tasman Revival Formula 5000 races.

The Kiwi has begun talks with car owners in both the UK and in New Zealand, aimed at

securing a competitive ride.

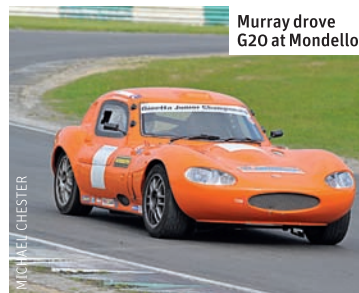
Cunningham said: "I have always been a huge fan of F5000 and the time is now right to try and win races back home. The category is huge in New Zealand. I want to be in a position to win and plan to test a car here shortly to prepare."



F5000 appeals to Cunningham

**Irish Ginetta Juniors**

**SEAT Eurocup ace demos Irish Ginetta Junior**



Murray drove G20 at Mondello

**SEAT EURO CUP** racer Eoin Murray demonstrated one of the Ginetta G20 Coupes that will race in the new Ginetta Junior Ireland series at Mondello Park last weekend.

Both Murray Motorsport and Alan Byrne's preparation concern will run cars, with Eoin's younger brother Niall possibly set to race one.

Megan Kessie, 16-year old daughter of veteran Irish racer Alan Kessie, is

also looking to race one of the Ginettas, following a successful outing in her father's Porsche 924 at Mondello last Sunday.

There will be another demo of the car at the next Mondello Park meeting on June 13 as the series gears up for its July start.

The 2010 champion will receive a prize drive in the 2011 British Ginetta Junior Championship.



**KNOCKHILL BRITISH GT** May 8-9  
More Knockhill controversy for British GT

# Jones twins double up after Ferrari clash

**THE BRITISH GT** Championship is no stranger to incident and controversy when it visits the challenging Knockhill circuit and this year was no exception as the second race ended with a provisional result following a late safety car. Surprisingly, race one went the full duration with no delays. The frantic 69-lap blast let David and Godfrey Jones get their title defence back on track after a disastrous opening meeting. The MTECH Ferrari followed the twins' Ascari home having displaced the Porsche 997 co-driven by local hero Glynn Geddie. Matt Griffin

used Geddie's delay in negotiating traffic to pounce under braking.

The thrilling second race was more typical of touring cars than GT racing as the lead battle involved four cars circulating in close company. Adam Wilcox held the lead in the Predator Ferrari to confirm the pace shown early in race one.

Griffin, on a charge, caught Godfrey Jones and tried a move through Duffus Dip at quarter distance. Jones held firm and the pair clashed, forcing the Ferrari out of the race and causing MTECH to lodge a protest – one of several flashpoints that mean the result remains provisional.



Jones Ascari took double victory amid controversy



Hill (0), Pye and Malvern fought hard

Godfrey brought the Ascari in when the pitstop window opened, while Tom Ferrier stayed out as long as possible and moved towards the front. The strategy got co-pilot Paul Warren back into the race ahead of the Ascari but with cold tyres there was little he could do to defend.

A beached Osborne Racing Ginetta brought out the safety car in the late stages and appeared to cause some confusion as some lapped racers waved through were slow to rejoin the main pack. When the race finally restarted, Warren spun away second place on cold tyres. The three-minute sprint to the chequered flag was well

managed by David Jones, who was followed home by the second Chad Ferrari.

Josh Hill took his maiden victory in British Formula Ford in style by winning the first race in a clean fight with championship leader Scott Malvern. Hill's Jamun team-mate Scott Pye was disappointed to have a gearbox problem, which brought out the safety car. Hill's car was strong on the brakes at the hairpin and a Malvern mistake there gave Hill the opportunity to slip by to win.

Pye bounced back to win race two, which was a frantic and rather messy affair. Malvern led the early laps with Hill taking over around one-third distance.

Hill couldn't keep the pace up, however, and Pye soon asserted himself at the front of the queue.

At this point chaos ensued with Daniel Cammish rolling into the tyrewall having collided with Antti Buri, having another fine run in the Enigma Motorsport Mygale, at Clark. Both drivers were unhurt and their cars sufficiently off track to avoid a safety car.

Hill's car was not handling well and he ran off track, and finally retired with a puncture.

Pye led home a Jamun team one-two in race three. In third place was Malvern, whose consistency has taken him to five podiums

## BRITISH GT (1 HOUR - 69 LAPS)

**1 David Jones/Godfrey Jones (Ascari KZRI)**, 2 Duncan Cameron/Matt Griffin (Ferrari 430 Scuderia) +8.730s; 3 David Ashburn/Glynn Geddie (Porsche 997 GT3R); 4 Juan Garriz/Jose Balbiani (Ferrari 430 GT3); 5 Craig Wilkins/Aaron Scott (Viper Competition Coupe); 6 Phil Burton/Adam Wilcox (Ferrari 430 Scuderia); 7 Hector Lester/Stephane Daoudi (Ferrari 430 Scuderia); 8 Steve Hunter/Derek Pierce (Porsche 997); 9 Jamie Stanley/Christian Dick (Ginetta G50); 10 Osman Yusuf/Joe Osborne (Ginetta G50). **Class winners Stanley/Dick**; Hunter/Pierce **Fastest lap** D Jones 50:690s (90.28mph).

## RACE TWO (1 HOUR - 66 LAPS)

**1 Jones/Jones**; 2 Balbiani/Garriz +77.46s; 3 Wilcox/Burton; 4 Tom Ferrier/Paul Warren (Ferrari 430 Scuderia); 5 Dick/St Stanley; 6 Rory Butcher/Ben Harvey (KTM X-Bow); 7 Scott/Wilkins; 8 Nathan Freke/Vibe

Smed (Ginetta G50); 9 Simon Mason/Chris Bialan (Lotus 2-Eleven); 10 Osborne/Yusuf. **CW Dick/St Stanley. FL Griffin** 50.468s (90.68mph).

## GT3 POINTS | Griffin/Cameron, 28;

3 Jones/Jones; 20: 5 Lester; 18;

## G4 | Dick/St Stanley, 38; 3 Butcher/Harvey, 26; 5 Osborne/Yusuf, 21.

## BRITISH FORMULA FORD (19 LAPS) | Josh Hill (Mygale S10);

2 Scott Malvern (Ray GR10) +0.203s; 3 Daniel Cammish (Spectrum O12);

4 Antti Buri (Mygale S10); 5 Jake Cook (Mygale S10); 6 Dennis Lind (Van Diemen LA08); 7 Emil Bernstorff (Mygale S10); 8 Luke Williams (Juno JA09); 9 Jesse Anttila (Van Diemen LA08); 10 James Tucker (Van Diemen LA09). **FL Malvern** 50.818s (90.06mph). **RACE TWO (21 LAPS)**

**1 Scott Pye (Mygale S10)**; 2 Tio Ellinas (Mygale S10) +9.127s; 3 Dan De Zille (Mygale S10); 4 Anttila; 5 Cook;

6 Tucker; 7 Philippe Layac (Ray GR09); 8 Cormac O'Neill (Ray GR08); 9 Jeroen

Slaghekke (Mygale S10); 10 Tristan Mingay (Ray GR09). **FL Pye** 51.171s (89.44mph). **RACE THREE (19 LAPS)**

**1 Pye**; 2 Hill +0.216s; 3 Malvern; 4 Lind; 5 Buri; 6 Cammish; 7 Ellinas; 8 Tucker;

9 Jesper Egebart (Ray GR09); 10 Milton Lundstrom (Spectrum O11C).

**FL Malvern** 50.643s (90.37mph).

## SCOTTISH FF1600 (10 LAPS)

**1 Kenneth Thirwall (Van Diemen)**;

2 Craig Brunton (Ray S10) +0.245s; 3 Scott Fraser (Van Diemen RF96);

4 Joe Tanner (Van Diemen); 5 Andrew Brennan (Swift). **FL Thirwall** 55.525s (82.990mph). **RACE TWO (10 LAPS)**

**1 Thirwall**; 2 Brunton +1.371; 3 Tanner; 4 Brennan; 5 Alistair Dow (Van Diemen RF92). **FL Thirwall** 55.766s (82.631mph).

## SCOTTISH MINI COOPER CUP (8 LAPS) | Oly Mortimer;

2 David Sleigh +1.718s; 3 Vic Covey Jr;

4 Kenneth Brewster; 5 Dennis Hobbs. **FL Mortimer** 1m03.206s (72.904mph).

## RACE TWO (8 LAPS) | Mortimer;

2 Sleigh +0.646s; 3 Covey Jr; 4 Brewster;

5 Hobbs. **FL Mortimer** 1m02.996s (73.148mph). **RACE THREE (8 LAPS)**

**1 Covey Jr**; 2 Mortimer +3.492s; 3 Sleigh;

4 Alan Waugh; 5 Brown. **FL Sleigh** 1m03.201s (72.910mph).

## SCOTTISH XR2 (8 LAPS) | Tim Sleigh;

2 Wayne MacCauley +0.344s;

3 Charlie Cope; 4 Dave Colville;

5 Martin Buchan. **FL Rory Bryant** (Fiesta ST) 1m01.935s (74.401mph).

## RACE TWO (10 LAPS) | Sleigh;

2 Cope +2.547s; 3 Buchan; 4 Rory Bryant; 5 Colville. **FL Bryant** 1m01.437s (75.004mph).

## GLOBAL LIGHTS (10 LAPS) | Peter Drennan;

2 Tommy Gilmartin +1.282s;

3 Alan Byrne; 4 Michael Conway;

5 Derek Behan. **FL Gilmartin** 55.310s (83.312mph). **RACE TWO (10 LAPS)**

**1 Gilmartin**; 2 Drennan +2.833s; 3 Byrne; 4 Mark Braden; 5 John Conway. **FL Gilmartin** 54.454s (84.622mph).

**RACE THREE (10 LAPS) | Miller;**

2 Byrne +0.891; 3 Drennan; 4 Ben Conway; 5 Behan; 6 M Conway.

## FL Byrne 57.021s (78.139mph).

## SCOTTISH SALOON AND SPORTSCAR (7 LAPS) | Garry Watson (Westfield);

2 James Bruce (Mitsubishi Evo VII) +16.704s; 3 Cameron Purdie (Westfield); 4 Robert Drummond (Ford Escort Cosworth); 5 Philip Duncan (Ford Escort Cosworth).

**FL Watson** 52.871s (87.147mph).

## RACE TWO (10 LAPS) | Watson;

2 Bruce +23.187s; 3 Peter Taddei (Ford Fiesta ZT); 4 Duncan; 5 Drummond. **FL Watson** 52.871s (87.147mph).

## SCOTTISH LEGENDS HEAT ONE (8 LAPS) | Ross Marshall;

2 Ben Mason +0.291s; 3 Ross Mickel; 4 Nick Brace;

5 David Hunter. **FL Mason** 1m01.033s (75.500mph). **HEAT TWO (8 LAPS)**

**1 Mason**; 2 Mickel +0.129s; 3 Colin Atkinson; 4 Nick Brace; 5 Frank Hynds. **FL Ross Marshall** 1m00.768s (75.829mph). **FINAL (10 LAPS)**

**1 Marshall**; 2 Brace +0.282s; 3 F Hynds;

4 Gerard McCosh; 5 Mason. **FL Ross Marshall** 1m00.460s (76.216mph).

## ROUND TWO - HEAT ONE (8 LAPS)

**1 Mickel**; 2 John Marshall +0.299s;

3 Atkinson; 4 Brace; 5 Elliot Mason. **FL Chris Hynds** 1m03.174s (72.941mph).

## HEAT TWO (8 LAPS) | Tony Caig;

2 Scott Hynds +0.686s; 3 Lance Gauld;

4 John Marshall; 5 Hunter; **FL Mason** 1m01.140s (75.368mph).

## FINAL (10 LAPS) | Chris Hynds;

2 David Hunter +0.282s; 3 Gauld;

4 Brown; 5 Atkinson; 6 Marshall. **FL Mason** 1m01.029s (75.905mph).

## SCOTTISH CLASSIC SPORTS AND SALOONS (10 LAPS) | Stan Bernard (Porsche 911);

2 Willy Toye (Triumph TR8) +8.759s; 3 John Marshall (Ford Escort); 4 Willie Robertson (Datsun 240Z); 5 Oily Ross (Lotus Europa).

**CW Toye**; Marshall; George Leitch (Mini Ogle). **FL Bernard** 1m00.498s (76.168mph).

## RACE TWO (10 LAPS) | Andrew Smith (Morgan +8);

2 Bernard +0.494s; 3 Toye; 4 Robertson; 5 Ross. **FL Smith** 58.603s (78.631mph) **record**.



out of six races so far in '10.

Kenneth Thirlwall tore up the formbook of the Scottish FF1600 series by taking two wins in only his second single-seater race meeting. The former Mini ace defeated Craig Brunton after the title favourite's shining Ray did not seem visible enough as he lost momentum in traffic. Nonetheless, the last-corner move by Thirlwall earned the plaudits for a stunning first victory.

The Mini races were won by Oly Mortimer and Vic Covey Jr who were joined on the podium by David Sleigh. Covey Jr looked set to challenge for the win in the first race but missed gears slowed his charge and he dropped to third.

Charlie Shaw raced his "spare" Focus to two wins in the Sports and Saloon car races but was later disqualified for a fuel irregularity, gifting the wins to Garry Watson's Westfield. Also feeling the

wrath of the scrutineers was Wayne MacCauley in the XR2s. He was found to have a technical irregularity and was removed from second in Sunday's race. Both XR2 races were won by Tim Sleigh whose car was so dominant in the hands of brother David in the past.

The Legends battles were closely fought, with Chris Hynds taking a deserved win in Sunday's final having withstood racy pressure from David Hunter. Ben Mason won Saturday's second heat after a lucky escape with rival Ross Mickel when their cars connected while drafting on the back straight. Mason's car slithered over the asphalt but he regained control and took the chequered flag.

The Morgan of Andrew Smith won Sunday's Classics race from the back having missed seeing Stan Bernard's Saturday win.

■ **By Jonathan Crawford**



Thirlwall has made fine switch to single-seaters



**OULTON PARK MGCC** May 8  
Wins for Bray and Robertson; Clark returns

STEVE JONES

Luti's MGF couldn't prevent a ZR double

## Fights to the finish for MG pack

CHRIS BRAY and Colin Robertson were the victors as a pair of tremendous MG Trophy contests topped the MG Car Club's annual Oulton Park meeting. "That was a proper race," said Bray after winning a frantic four-car contest in the opener, but later in the day it was Robertson who sneaked it after an equally frenetic contest.

The first race ran on a track that was almost dry, but with rain still in the air. Bray went for a soft set-up and soon knew that he faced an uphill struggle.

"We should have gone full hard on settings," he admitted later. Robertson and Doug Cole were his rivals in similar ZR 190s, but Paul Luti got his MGF in there as well and was attacking for the lead as they plunged down into Cascades for the final time.

But there wasn't enough room for all of them and Luti ran a long way wide on the wet grass and bounced into retirement. Bray then had to fend off Robertson, with 17 hundredths of a second deciding the result in Bray's favour.

Robertson took his revenge later as the same quartet battled. Cole and Luti dropped back, and Robertson beat Bray by 0.9 seconds.

"It was long overdue to get back in a car," said former British GT race winner David Clark after ending an eight-year break from racing to take a double win in the BRSCC Porsche Championship. Aboard the newly prepared Boxster from the Brookspeed team, Clark was peerless as he romped to a pair of commanding wins. Nick Hull and Sean Cooper chased from a

distance. Alastair Kirkham was the best of the 924s.

Ollie Neaves was also a double winner in the Peter Best Insurance Challenge, keeping his flying MGB well clear of the chasing pack. Neaves took in a third race when he chased David Coulthard in the Cockshoot Cup encounter, but Coulthard's ZR 190 was too quick for the 40-year-old MGB and Neaves had to settle for second.

Paul Sibley won the BCV8 round, but was hunted relentlessly by Joe Parrington's BGT V8, the gap being just 0.3sec at the flag. Further back, one of the dices of the day raged among the small-engined MGBs and Ian Prior finally won an enthralling contest.

Keith Ahlers blitzed the Morgan pack, while Chris Acklam took his Plus 8 to Thoroughbred honours.

■ **By Paul Lawrence**

**MG TROPHY (10 LAPS)** 1 Christopher Bray (ZR 190); 2 Colin Robertson (ZR 190) +0.171s; 3 Doug Cole (ZR 190); 4 Ben Jacques (ZR 190); 5 Gary Wetton (ZR 190); 6 Simon Byrne (ZR 190). **Fastest lap** Andy Raine (ZR 190) 1m56.657s (83.07mph). **RACE TWO (10 LAPS)** 1 Robertson; 2 Bray +0.885s; 3 Cole; 4 Paul Luti (MGF LE500); 5 Zak; 6 Wetton. **FL** Robertson 1m57.353s (82.58mph). **BRSCC PORSCHE (10 LAPS)** 1 David Clark (Boxster); 2 Nick Hull (Boxster) +1.024s; 3 Sean Cooper (Boxster); 4 Alastair Kirkham (924); 5 Andrew Hanington (924); 6 Jayson Flegg (924). **FL** Clark 1m58.898s (81.50mph). **RACE TWO (10 LAPS)** 1 Clark; 2 Cooper +7.885s; 3 Nick Hull; 4 Dave Hughes; 5 Kirkham; 6 Steven Brown. **FL** Clark 1m58.434s (81.82mph). **PETER BEST CHALLENGE (10 LAPS)** 1 Ollie

Neaves (B); 2 Simon Cripps (BGT V8) +3.683s; 3 Rob Spencer (BGT V8); 4 Barry Holmes (BGT V8); 5 David Brooke (BGT); 6 Blaine Neaves (B). **FL** O Neaves 2m02.469s (79.13mph). **RACE TWO (9 LAPS)** 1 O Neaves; 2 Dan Ludlow (ZS) +5.969s; 3 Spencer; 4 Brooke; 5 B Neaves; 6 Holmes. **FL** O Neaves 2m02.458s (79.13mph). **COCKSHOOT CUP (10 LAPS)** 1 David Coulthard (ZR 190); 2 O Neaves (B) +12.059s; 5 Alan Bates (BGT); 6 Martin Richardson (B). **FL** Coulthard 2m01.275s (79.91mph). **BVC8 (11 LAPS)** 1 Paul Sibley (B); 2 Joe Parrington (BGT V8) +0.300s; 3 Adrian Beer (BGT V8); 4 Roy McCarthy (BGT V8); 5 Piers Townsend (B); 6 Phil Walker (BGT V8). **FL** Parrington 1m52.711s (85.98mph). **MORGAN CHALLENGE (16 LAPS)**

1 Keith Ahlers (Plus 8); 2 Andrew Thompson (Roadster) +38.920s; 3 Chris Acklam (Plus 8); 4 Philip Goddard (Plus 8); 5 Tony Lees (Plus 8); 6 John Emberson (Roadster). **FL** Ahlers 1m53.398s (85.46mph). **THOROUGHbred SPORTS (10 LAPS)** 1 Chris Acklam (Morgan Plus 8); 2 Phillip Goddard (Morgan Plus 8) +2.302s; 3 Tony Lees (Morgan Plus 8); 4 John Wilkes (Jaguar D-type Replica); 5 Roy McCarthy (MGB GTV8); 6 John Emberson (Morgan Roadster). **FL** Lees 1m56.272s (83.35mph). **MG METRO CUP (9 LAPS)** 1 Andrew Ashton (Metro GT); 2 Paul Ashton (Metro) +6.675s; 3 Mike Williams (Rover 100); 4 Tony Howe (Metro Turbo); 5 David Javes (Metro); 6 Lee McNamara (Metro). **FL** Ashton 2m06.652s (76.51mph).

# Jousse what the doctor ordered

Jousse took two wins and the lead in the FPA standings

GARY HAWKINS

**UNDER THE** watchful eye of its category founder, the Formula Palmer Audi title chase got underway at Brands Hatch, where Maxime Jousse bagged two wins and a fifth place to establish himself as the early points leader.

While the Frenchman's wins were both by commanding margins, the same could not be said of race-one victor Melroy Heemskerck. The Dutch ex-Formula Ford ace kept his composure after a safety car period to hold a scrapping Ramon Pineiro and Nigel Moore (on his single-seater debut) at arm's length. A staggering opening lap by Jordan Williams took him from 11th to sixth and then on to a well-earned fourth.

Starting from pole, Jousse romped race two in which Pineiro and Moore continued their scrap, the Englishman this time turning the tables on his Spanish opponent.

In the last race Jousse showed racecraft to match his pace, pulling clear before a safety car eroded his advantage. As the safety car's lights went out, the 18-year-old refused to

nailed it too early and bottled up his rivals on Cooper Straight. "I was playing mind games with them," he confessed later.

Caught out by this, there was contact in the pack, Jose Alonso Liste going up the back of Vincent Beltoise to the detriment of both cars. Jousse again sped away, as Moore (who had managed a ballsy round-the-outside pass on Liste at Paddock) kept Beltoise at bay for second.

Third on the road became 13th on the results sheet when Beltoise was later handed a 10-second penalty for his refusal to acknowledge the black and orange warning flag for his flapping undertray. Aaron Steele was the chief benefactor.

Brothers Ian and Neil Thompson had a weekend to remember in their family Caterham C400. They teamed up to win the Magnificent Sevens race before Ian went solo to take Sunday's curtain-closing Sports v Saloons Challenge race. Local ace Rod Birley won on the road but wasn't eligible as his car was on slick tyres.

Ian Thompson also took third in Saturday's Sports v

Saloon race, just behind the similar Caterhams of winner Paul Gibb and Marcus Hoggarth.

Mark Burton makes a habit of cleaning up in SEMSEC Sports and Saloon races, but a double race win looked (and sounded) unlikely when, in race two on Sunday, his Jade started spluttering. Having stormed through from the back of grid, it seemed as if Mike Field was set to make amends for the disappointment of having his chain snap on the final lap of Saturday's race. Field caught and passed the ailing Jade, which a couple of laps later cleared its misfire, allowing

Burton to set about chasing down Field and re-establish his authority.

The Classic K race drew a somewhat smaller field than the inaugural event, with this coming weekend's HSCC Silverstone Grand Prix circuit meeting cited as a possible factor, but that takes nothing away from Tom Smith (MGB), who lapped all bar two rivals.

Alex Harrison converted pole position to an all-the-way lead in the Jaguar XJS race, while history repeated itself in the Jaguar Saloon encounter with Richard Dorlin (who won at last year's corresponding

meeting) again beating his father Peter.

A huge turnout of Swinging Sixties cars necessitated two races, John Muirhead taking a twice safety-car-interrupted Classes D-H race. Just as it had been in the earlier Classic K race, the Alan Tice/Chris Connoley Marcos pairing was second.

There was double joy for Classes A-C race winners Jon Wolfe and David Thompson. They survived a trip through a gravel trap en route to recording Wolfe's first win at Brands Hatch, while for Thompson it was a first ever race win.



Despite a misfire, Burton's Jade scored a SEMSEC double

GARY HAWKINS



Olson's Esprit leads, but TR7 (7) of Adams would triumph

GARY HAWKINS

A ridiculous startline shunt marred the Tin Top race and left two cars needlessly damaged. Fortunately the drivers both escaped injury. It meant that the first six laps were run behind the safety car, victory eventually going to the Richard Ganes/Chris Adams Honda Integra that took up the cudgels at around half-distance.

Martyn Adams (Triumph TR7 V8) proved too fleet for his Future Classics race rivals, the best of whom was Mark Chilton. The club's cleverly imposed handicap system of a 30-second penalty for a previous winner was the undoing of Snetterton race winner Nicholas Olson (Lotus Esprit) who had to settle for third spot.

■ **By Dud Candler**

**FORMULA PALMER AUDI (27 LAPS)**

1 Melroy Heemskerck; 2 Ramon Pineiro +0.582s; 3 Nigel Moore; 4 Jordan Williams; 5 Maxime Jousse; 6 Kieran Vernon. **Fastest lap** Jose Alonso Liste 44.884s (96.13mph).

**RACE TWO (30 LAPS)** 1 Jousse; 2 Moore +6.579s; 3 Pineiro; 4 Liste; 5 Vincent Beltoise; 6 Aaron Steele. **FL** Liste 44.637s (96.66mph).

**RACE THREE (30 LAPS)** 1 Jousse; 2 Moore +9.066s; 3 Steele; 4 Liste; 5 Heemskerck; 6 Vernon. **FL** Jousse 44.803s (96.31mph).

**POINTS** 1 Jousse, 63; 2 Moore, 58; 3 Pineiro, 50; 4 Steele, 45; 5 Williams & Vernon, 41.

**MAGNIFICENT SEVENS (45 LAPS)**

1 Ian & Neil Thompson (C400); 2 Marcus Hoggarth (R400) +25.024s; 3 Carl Woodwiss (CSR260); 4 Ron Johnson (C400); 5 Andy Toone (7); 6 Kevin Howell (R500).

**Class winners** Woodwiss, Toone; Hugh Coulter (Roadsport A). **FL** Thompson/Thompson 50.770s (84.99mph).

**SPORTS v SALOONS & JECPOWERED BY JAGUAR (14 LAPS)**

1 Paul Gibb (Caterham 7HPC); 2 Hoggarth +0.554s; 3 Ian Thompson; 4 Simon Garrad (Jaguar D-type Replica); 5 Kevin Doyle (Jaguar XJ12); 6 Bill Hailstone (Caterham CSR). **FL** Nigel Bent (Caterham CSR) 58.830s (73.34mph).

**RACE TWO (18 LAPS)** 1 Ian Thompson; 2 Mark Conroy (Caterham C400) +5.025s; 3 Johnson; 4 Hailstone; 5 Howell;

6 Jonathan Packer (Caterham R300). **FL** Thompson 51.506s (83.77mph).

**SEMSECSALOONS & SPORTS (14 LAPS)**

1 Mark Burton (Jade); 2 Charles Harvey-Kelly (Radical SR4) +20.598s; 3 Gareth Smith (Audi S4); 4 Tony Skelton (Renault Clio); 5 Paul Gibb (Caterham 7HPC); 6 Stephen Garner (Westfield Megabus).

**FL** Burton 52.706s (81.87mph).

**RACE TWO (19 LAPS)** 1 Burton; 2 Mike Field (Stohr DSR) +16.134s; 3 Harvey-Kelly; 4 Mark Bishop (Caterham 7); 5 Bruce Wilson (Caterham CSR); 6 Nigel Bent (Caterham CSR). **FL** Burton 45.552s (94.72mph).

**CLASSICK (37 LAPS)** 1 Tom Smith (MGB); 2 Allen Tice/Chris Conoley (Marcos 1800GT) +51.606s; 3 Paul Castaldini (Jaguar E-type); 4 Bill Goodall (Jaguar E-type); 5 David & Simon Ham Jaguar E-type); 6 Peter Grant (Austin Healey 3000).

**FL** Tice/Conoley 1m00.488s (71.33mph).

**JAGUAR XJS (06 LAPS)** 1 Alex Harrison; 2 Stewart Lyddall +2.923s; 3 Chris Palmer; 4 Andrew Harrison; 5 James Ramm; 6 Philip Comer. **CW** Lyddall; A Harrison. **FL** Lyddall 1m01.527s (70.13mph).

**JAGUAR SALOONS (06 LAPS)** 1 Richard Dorlin (XJ6C); 2 Peter Dorlin (XJ6) +7.565s; 3 David Bye (XJ6C); 4 Derek Pearce (3.8 Mk2); 5 Gail Hill (XJ40); 6 Philip Woods (XJ40). **CW** Pearce; Woods. **FL** Woods 1m02.631s (68.89mph).

**SWINGING SIXTIES CLASSES A-C (35 LAPS)**

1 Jon Wolfe/David Thompson (Triumph GT6); 2 Glenn Canning (NSU TT) +50.338s; 3 Tim Cairns/Richard McKoen (Austin Healey Sprite); 4 Charles Marriott (A/H Sprite); 5 Thomas Pead/David Dennett (BMW 2002Ti); 6 John Symes (Alfa Romeo GT Junior). **CW** Canning; Cairns/McKoen. **FL** Wolfe/Thompson 1m04.391s (67.01mph).

**SWINGING SIXTIES CLASSES D-H (30 LAPS)**

1 John Muirhead (Lotus 7); 2 Tice/Conoley +29.886s; 3 Laurence Bailey (Chevrolet Corvette); 4 Grahame Bull (Jaguar E-type); 5 Mark Potter (Austin Healey 3000); 6 James O'Mahony (Chevrolet Camaro). **CW** Tice/Conoley; Bailey; Bull; Potter. **FL** Bailey 1m03.447s (68.01mph).

**TIN TOPS & FUTURE CLASSICS CLASS G (36 LAPS)**

1 Richard Gane/Chris Adams (Honda Integra Type R); 2 Mark Livens/Robert Dyball (Honda Civic Type R) +170.02s; 3 Nigel Ainge/Alan Broad (Honda Integra Type R); 4 Robert Addison/Clinton Bell (MG ZR160); 5 Simon Taylor/John Hammersley (Honda Civic Type R); 6 Russell Hird (MG ZR160). **CW** Bob Godbold/Tony Matthews (BMW 2002); Thomas Barley (Peugeot 205 GTI).

**FL** Ainge/Broad 55.022s (78.42mph).

**FUTURE CLASSICS CLASSES B-E (41 LAPS)**

1 Martyn Adams (Triumph TR7 V8); 2 Mark Chilton (Porsche 928 GTS) +9.661s; 3 Nicholas Olson (Lotus Esprit); 4 Robert Hollyman (Porsche 944); 5 Mark Koeberle (Porsche 944 Turbo); 6 Stuart Jefcoate (Porsche 911). **FL** Adams 55.260s (78.08mph).



**MALLORY PARK AMOC** May 9  
Walker and Roach star; Scragg beaten

MICK WALKER

Roach (left) fought Walker hard

**Senior Walker wins Junior battle**

“THE PROBLEM with these young guys is that they don't respect pensioners,” mused bus-pass holder Derek Walker after winning an almighty front-engined Formula Junior scrap with Stuart Roach.

Walker made the race that much more difficult for himself – but set it up nicely for spectators – by making a dreadful start in his Terrier MkIV, dropping to seventh by Gerards Bend. He was back to fourth by the Esses, and passed David Hall's BMC Mk1 at the start of lap two, leaving only the Alexis Mk2 of Roach to catch.

Having done so, Walker grabbed the lead at Gerards on lap seven – but that only heralded the start of a wonderful fight between the two of them, who were already well clear of a lonely Brian Mitcham (Mallock) and the battle between Hall and Crispian Besley for fourth.

The lead was swapped

five times – and could have changed on many more occasions since no corner was off-limits as far as overtaking was concerned – but for the last three laps Walker was able to breathe relatively easily.

The rear-engined contest was a no less compelling Cooper T59 battle. Category pacesetter John Milicevic headed it, but young Sam Wilson twice went through at Lake Esses only to surrender the place again at the hairpin. Ultimately, Wilson went wide at Shaw and lost several seconds; his chase in the last third of the race was spirited but in vain. Benn Simms (Elva 200) headed the pre-1961 class in third overall until an off at the Esses handed the place to Steve Smith's T59.

Like Walker, Chris Scragg had to bounce back from a poor getaway to win in the Aston Martin Classic race. Having dropped briefly to third, Scragg's V8 scythed back into the lead at the

Esses on the first lap. But ex-Porsche racer John Bussell, in the Colin Blower-prepared DB5, gave Scragg a very hard time over the following laps until his race was compromised by an inattentive backmarker.

Bussell gathered himself for a final attack, around the outside at Gerards with two laps to go, but it was to no avail. Jeremy Bailey had earlier made it three fighting for the lead in his N24 – an unusually strong showing for a modern car – but he dropped back.

Gaining experience all the time, Bailey won his fourth ever race by inflicting a shock defeat on Scragg in the Intermarque contest. “Chris told me the line for the right-hander on Wednesday and I drove around the outside of him there, so I am not sure he will do that again,” said Bailey after taking the lead at the Esses just before half-distance.

■ **By Ian Sowman**

**FORMULA JUNIOR - FRONT-ENGINED CARS (22 LAPS)**

1 Derek Walker (Terrier MkIV); 2 Stuart Roach (Alexis Mk2) +0.964s; 3 Brian Mitcham (Mallock Mk2); 4 David Hall (BMC Mk1); 5 Crispian Besley (Elva 100); 6 Andrew Tart (Bond).

**Fastest lap** Walker 54.033s (89.94mph).

**REAR-ENGINED CARS (23 LAPS)**

1 John Milicevic (Cooper T59); 2 Sam Wilson (Cooper T59) +3.062s; 3 Steve Smith (Cooper T59); 4 Simon Armer (Cooper T59); 5 James Murray (Lola Mk5A); 6 Peter Morton (Lightning Envoyette). **Class winner** Andrew Robertson (Crossle 4F).

**FL** Wilson 50.655s (95.94mph).

**ASTON MARTIN CLASSIC (34 LAPS)**

1 Christopher Scragg (V8); 2 John Bussell (DB5) +0.333s; 3 Jeremy Bailey (N24); 4 Boycie Thurtle (DB4); 5 Robert Rawe (DB4); 6 Steven Byrne (DB4).

**FL** Scragg 53.042s (91.62mph).

**HISTORIC (19 LAPS)** 1 Anne Reed (DB2); 2 Glynn Allen (DB2/4 MkII) +1.197s; 3 Paul Chase-Gardener (DB2); 4 Jane Varley (15/98 Speed); 5 Richard Lake (15/98 Speed); 6 Peter Dubsky (15/98 2 seater).

**FL** Allen 1m01.831s (78.60mph).

**INTERMARQUE (22 LAPS)** 1 Bailey; 2 Scragg +0.268s; 3 Tim Mogridge (Ferrari F355 Challenge); 4 Wayne Marrs (Ferrari F355 Challenge); 5 Rawe; 6 Thurtle.

**FL** Scragg 52.640s (92.32mph).

**AUSTIN HEALEY/JAGUAR XK (33 LAPS)** 1 David Smithies (Austin Healey 3000); 2 Chris Clarkson (Austin Healey 3000) +43.17s; 3 Patrick Harris (Austin Healey Sprite); 4 Neil Cameron (Austin Healey Arley Sprite); 5 Peter Grant (Austin Healey 3000); 6 Richard Knight (Austin Healey 3000). **CW** Harris; Cameron; Mike Thorne

(Austin Healey 100M); Andrew Moore (Jaguar XK120); Colin Youle (Jaguar XK120); Nils Nyblaeus (Austin Healey 100M). **FL** David Grace (Austin Healey 3000) 53.973s (90.04mph).

**PRE-WAR SPORTSCARS (14 LAPS)**

1 Varley; 2 Lake +1.534s; 3 Dubsky; 4 Richard Reay (Lagonda LG45); 5 Christopher Scott-Mackirdy (Aston Martin Le Mans); 6 Gegan Thruston (Austin 7). **FL** Varley 1m06.421s (73.16mph).

**1950s SPORTSCARS (21 LAPS)**

1 Thorne; 2 David Reed (Aston Martin DB2) +2.630s; 3 Drew Cameron (Austin Healey Speedwell Sprite); 4 Gordon Elwell (Austin Healey Sebring Sprite); 5 Mark Pangbourn (Austin Healey 100M); 6 Nyblaeus. **FL** Thorne 58.007s (83.78mph).

# Cool-hand Luke takes another three

**WITH TWO** wins under his belt from the opening rounds at Rockingham last month, Darren Luke arrived at Snetterton last weekend as the man to beat in the Radical Club Cup. His PR6 did indeed feature at the front once again and took three victories, but he was not totally dominant.

Luke was pushed down to third by the SR3s of Colin Millar and Paul Steele in a wet qualifying session, and tyre choice became crucial in race one. Luke went for his old rain tyres and struggled for grip on the wet track, allowing Steele to take the initial advantage. Millar stayed in contention and took the lead at two-thirds distance, while Steele gradually fell back to eighth. Racing novice Chris Hillaby

therefore secured second with his SR3 RS from Simon Fish's SR3.

Luke finished fourth and went for new tyres for the second race, but it was Fish who made the best of the start. Millar was second until his engine let go at Riches on the third lap, when he was just avoided by Luke.

Fish's lead was soon reduced, and Luke made the decisive move at Riches a couple of laps later. Steven Burgess also closed in and battled with Fish, until Fish spun at the Bomb Hole in the closing laps and had to settle for third.

Luke secured his second win of the weekend with a lights-to-flag victory in a sunny race three. Burgess retained a racelong second but was almost caught



Ashby narrowly beat Bensley in third Sport Maxx encounter

napping at the end, when Rachel Davies and Fish (having run nose-to-tail throughout) made a late challenge. Millar started from the pitlane but still claimed fifth.

Luke led all the way in the fourth race, but Millar kept him honest and was just 0.4 seconds behind when the flag fell. Davies

rounded off a good weekend with third, having kept Richard Stables's PR6 at a safe distance.

Max Hunter battled his way to the head of the first Mini Se7en race on the opening lap and was joined by Paul Spark in an early break. Spark briefly led before Hunter made the wet race his own. Nathan Burge completed the podium after taking Dick Hunter into the Esses on lap four.

It was anyone from five in a dry race two, as Hunter led a breakaway from Spark, Andrew Deviny, Gareth Hunt and Ian Deviny. With changes of leader every lap it went down to the final tour, when a sort-out at the Esses gave Andrew Deviny the break, with brother Ian heading Spark, Hunter and

Hunt for second.

Kane Astin was a double winner in the Mini Miglias. He led race one from start to finish, with Endaf Owens shaking off a first-lap challenge from Niven Burge to retain second.

Astin's second win was considerably harder, after an early four-car break became a 10-car train. Owens, Tony Le May and Colin Peacock all had spells in front as well as Astin. But it came down to the penultimate lap when Astin pushed for home, leaving Peacock and Le May to complete the podium as Owens lost out.

Sport Maxx Cup leader Adrian Churchill's Astra VXR led from the first corner of their first race. Returnee Stuart Clarke took Ryan Bensley for third on lap three and, despite a huge spin at Coram, snatched second from team-mate Alex Ashby in the pouring rain.

Clarke made a brilliant start in race two, but Bensley was a constant thorn in his side once Churchill had vacated second when his ABS failed at Riches on lap three. The ex-750MC Stock Hatch champ got alongside a few times, but Clarke held on. The brakeless Ashby was a distant third, inches ahead of Craig Currie's Nissan 370Z.

Ashby survived racelong



Luke worked hard for three Radical wins

## **RADICAL CLUB CUP (15 LAPS)**

1 Colin Millar (SR3 RS); 2 Chris Hillaby (SR3 RS) +6.514s; 3 Simon Fish (SR3); 4 Darren Luke (PR6); 5 Steven Burgess (SR3); 6 Rachel Davies (SR3). **Class winners** Luke; Bill Henderson (SR3); Andrew Harwood (Clubsport). **Fastest lap** Hillaby 1m18.119s (89.95mph). **RACE TWO (15 LAPS)** 1 Luke; 2 Burgess +9.106s; 3 Fish; 4 Davies; 5 Nigel Place (PR6); 6 Henderson. **CW** Burgess; Henderson. **FL** Tom Ashton (PR6) 1m17.676s (90.46mph). **RACE THREE (16 LAPS)** 1 Luke; 2 Burgess +1.810s; 3 Davies; 4 Fish; 5 Millar; 6 Richard Carver (SR3). **CW** Burgess; David Frankland (PR6); Harwood. **FL** Millar 1m13.153s (96.06mph). **RACE FOUR (18 LAPS)** 1 Luke; 2 Millar +0.395s; 3 Davies; 4 Richard

Stables (PR6); 5 Fish; 6 Gary Kane (PR6). **CW** Millar; Tim Porter (Clubsport); Harwood. **FL** Kane 1m07.212s (104.55mph). **MINI SE7EN (10 LAPS)** 1 Max Hunter; 2 Paul Spark +13.804s; 3 Nath Burge; 4 Dick Hunter; 5 Darren Thomas; 6 Gareth Hunt. **FL** M Hunter 1m39.091s (70.91mph). **RACE TWO (10 LAPS)** 1 Andrew Deviny; 2 Ian Deviny +4.025s; 3 Spark; 4 M Hunter; 5 Hunt; 6 Burge. **FL** A Deviny 1m29.532s (78.48mph). **MINI MIGLIA (10 LAPS)** 1 Kane Astin; 2 Endaf Owens +11.757s; 3 Niven Burge; 4 Colin Peacock; 5 Paul Simmonds; 6 Dave Drew. **FL** Astin 1m30.412s (77.72mph). **RACE TWO (10 LAPS)** 1 Astin; 2 Peacock +0.633s; 3 Tony Le May; 4 Owens; 5 Mark Sims; 6 Drew. **FL** Owens 1m21.464s (86.26mph).

## **SPORT MAXX CUP (13 LAPS)**

1 Adrian Churchill (s Astra VXR); 2 Stuart Clarke (Vauxhall Astra VXR) +5.482s; 3 Alex Ashby (Vauxhall Astra VXR); 4 Ryan Bensley (Vauxhall Astra VXR); 5 Dan Malone (SEAT Leon Cupra); 6 Mick Weidner (Ford Focus ST). **CW** Kevin George (Vauxhall Corsa). **FL** Churchill 1m31.723s (76.61mph). **RACE TWO (14 LAPS)** 1 Clarke; 2 Bensley +0.257s; 3 Ashby; 4 Craig Currie (Nissan 370Z); 5 Malone; 6 Jordan Witt (BMW 120D). **CW** Witt. **FL** Bensley 1m20.396s (87.40mph). **RACE THREE (15 LAPS)** 1 Ashby; 2 Bensley +0.260s; 3 Churchill; 4 Clarke; 5 Malone; 6 Currie. **CW** Andrei Magy (Mini Cooper S). **FL** Churchill 1m19.407s (88.49mph). **MINI CHALLENGE (14 LAPS)** 1 Chris Knox; 2 Lee Allen +0.301s;

3 Luke Caudle; 4 Jason Richardson; 5 Chris Vinall; 6 Lee Sullivan. **CW** Allen; David Ogdan. **FL** Richardson 1m27.519s (80.29mph). **RACE TWO (15 LAPS)** 1 Knox; 2 Caudle +0.748s; 3 Richardson; 4 Sullivan; 5 Chris Smith; 6 Craig Freeman. **CW** Sullivan; Ogdan. **FL** Caudle 1m20.360s (87.44mph). **RACE THREE (15 LAPS)** 1 Caudle; 2 Knox +0.159s; 3 Allen; 4 Sullivan; 5 Dean Raymond; 6 Smith. **CW** Allen; Kevin O'Connor. **FL** Caudle 1m20.049s (87.78mph). **YOUNG GUNS (14 LAPS)** 1 Leopold Ringbom; 2 Joe Ferguson +9.611s; 3 Anton Spire; 4 James Nutbrown; 5 Max Cornelius; no other starters. **FL** Spire 1m22.909s (84.75mph). **RACE TWO (17 LAPS)** 1 Ringbom; 2 Patryk Szczerbinski +2.178s; 3 Spire; 4 Ferguson; 5 Nutbrown;

6 Cornelius. **FL** Szczerbinski 1m11.008s (98.96mph). **RACE THREE (17 LAPS)** 1 Szczerbinski; 2 Nutbrown +3.694s; 3 Ferguson; 4 Cornelius; no other finishers. **FL** Szczerbinski 1m11.386s (98.43mph). **CSL CUP (15 LAPS)** 1 Nick Foster; 2 Stephen Gill +5.460s; 3 Mark Steward; 4 Dan Stringfellow; 5 Mark Radcliffe; 6 David Briault. **FL** Stringfellow 1m21.695s (86.01mph). **RACE TWO (17 LAPS)** 1 Stringfellow; 2 Steward +9.421s; 3 Gill; 4 N Foster; 5 Adam Hayes; 6 Russell Foster. **FL** Stringfellow 1m13.133s (96.08mph). **RACE THREE (17 LAPS)** 1 Stringfellow; 2 Gill +11.932s; 3 N Foster; 4 Hayes; 5 R Foster; 6 Briault. **FL** N Foster 1m13.459s (95.66mph).



RICHARD STYLES

pressure to collect his maiden victory in race three, with Bensley and Churchill in close formation behind.

Chris Knox snatched a last-lap win at the Bomb Hole in the first Mini Challenge race, having lain in wait as Lee Allen and Luke Caudle battled ravelong. Chris Oakham had led the early laps, but after an off at Russell he pitted with engine issues.

Allen and Caudle continued their duel again in race two, which handed Knox a second win. Caudle got second at Sear with four laps to go, but as Allen fought back at the Esses he spun and collected Jason Richardson. Allen limped to the pits and Richardson just made it home in third.

It was Knox's turn to lose out on the last lap of race three, when Caudle finally snatched the spoils from the Scot at the Esses. Knox had led from the start as Caudle battled for second until Richardson

pulled off at Coram. Allen was third after a bruising duel with Lee Sullivan.

Despite stalling at the start, Leopold Ringbom had the lead of the first Young Guns race from half-distance. Joe Ferguson had ousted early leader James Nutbrown from Riches on lap four and it was Ferguson and Anton Spire who completed the podium.

It was lights to flag for Ringbom in race two, with Patryk Szczerbinski second, but an engine failure robbed Ringbom of his hat-trick. Szczerbinski grabbed the win, after Ferguson and Spire collided. Nutbrown snatched second from the recovering Ferguson.

Nick Foster was a comfortable winner in the first CSL cup race, after seeing off an early threat from Stephen Gill. Dan Stringfellow proved unbeatable for the rest of the weekend, taking two dominant victories.

■ **By Peter Scherer**

Close racing in the Mini Challenge



EDDIE WALDER

**HAREWOOD BRITISH HILLCLIMB** May 9  
Moran and Groves share the spoils



EDDIE WALDER

**Groves beats Moran for landmark victory**

Groves surpassed Lane's record with 91st success

**WITH ONLY** a few hours for the travelling circus to recover from the shock abandonment at Barbon (see Sports Extra News), the BARC ran its usual slick show at Harewood. Nearly a year since matching the late Roy Lane's 90-victory BHC record, Martin Groves surpassed it with a win in the second run-off.

The three-time champ didn't have it all his own way, however, as arch rival Scott Moran had taken victory earlier in the day.

With a relieved sigh, Groves said: "It's nice to peg one back from Scott. I was concerned that he might get away."

With three wins from four rounds under his belt, Moran could afford to be philosophical. "I had a moment at Quarry pushing hard to the finish and narrowly avoided going off," he said.

Scott's father, Roger, took third in each run-off to share series third with Trevor Willis, who only

had an average day by his standards with a fourth and a sixth.

Regular 1600cc chargers Will Hall and Eynon Price were usurped by local specialist Richard Spedding. He is now in the top 10 in the standings for the first time, ahead of all the 1600cc and two-litre runners, and is planning to contest most of the rounds this year.

With home advantage, Spedding improved on his Prescott performance with seventh and ninth to find himself ahead of both his similarly Force-Suzuki-mounted rivals and snatched Hall's class record into the bargain. "I am aiming to hustle both Will and Eynon all season but have no experience of any of the other hills bar

Prescott," he said. "My Force is in a higher state of tune this year and the new paddleshift set-up is clearly helping."

Groves's co-driver Paul Ranson could only qualify once, but Deryk Young bounced back from a low-oil-pressure problem a week ago to score twice after being stranded in Florida when the volcanic-ash cloud struck.

The Chris Merrick and Tom New co-driving partnership scored similarly, with Merrick just one ahead to stand at fifth and sixth overall.

Wallace Menzies failed to deliver in his beautiful DJ-Cosworth XD, but his time must come if he can control his extravagant driving style.

■ **By Eddie Walder**



Spedding starred in his Force-Suzuki

EDDIE WALDER

<p><b>ROUND 3</b> Scott Moran (3.5 Gould-NME GR61X) 49.31s BTD; 2 Martin Groves (3.5 Gould-NME GR55) 49.60s; 3 Roger Moran (3.5 Gould-NME GR61X) 50.69s; 4 Trevor Willis (2.8 OMS-Powertec) 51.08s; 5 Deryk Young (4.0 Gould-Judd GR51b) 51.14s; 6 Chris Merrick (3.5 Gould-Judd GR55) 51.50s; 7 Richard Spedding (1.6 Force-Suzuki PC) 51.57s; 8 Eynon Price (1.6 Force-Suzuki PC) 51.76s; 9 Tom New (3.5 Gould-Judd GR55) 51.81s; 10 Steve Owen (1.6 OMS-Suzuki CF08) 52.72s; 11 John Bradburn (3.5 Gould-Cosworth HB GR55)</p>	<p>53.16s; 12 Will Hall (1.6 Force-Suzuki PC) Fail.</p> <p><b>ROUND 4</b> Groves 49.52s; 2 S Moran 49.54s; 3 R Moran 50.06s; 4 Young 50.77s; 5 New 50.96s; 6 Willis 51.14s; 7 Merrick 51.19s; 8 Paul Ranson (3.5 Gould-NME GR55) 51.56s; 9 Spedding 51.58s; 10 Hall 51.90s; 11 Wallace Menzies (2.65 DJ-Cosworth XD Firestorm) 52.13s; 12 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 52.26s.</p> <p><b>Class winners</b> Paul Webster (1.8 Mazda MX5) 72.17s; Dave Wilson (2.0 Caterham Seven XD) 60.95s; Geoff Twemlow (2.1t Subaru Impreza)</p>	<p>63.62s; Tim Elmer (1.7 Mallock Mk27SG) 59.39s; Les Proctor (1.6 OMS SC4F) 57.16s; Rob Capper (0.6 Nemesis) 59.72s; Dave Banner (1.1 OMS 2000M) 56.01s; Spedding 51.63s</p> <p><b>record:</b> Morgan Jenkins (Pilbeam-Vauxhall XE MP87) 54.33s; S Moran 50.04s</p> <p><b>POINTS</b> 1 S Moran, 39; 2 Groves, 35; 3 = Willis &amp; R Moran, 30; 5 Merrick, 17; 6 New, 15; 7 Young, 13; 8 = Ranson and Price, 9; 10 Spedding, 7</p>
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**SILVERSTONE BARC** May 8-9  
Teenager is first girl to win FRenault race in UK

# Powell reaches female-racing landmark

**LOCAL RACER**  
Alice Powell made history at Silverstone last Sunday when she became the first female driver to ever win a Formula Renault race on British soil.

Utterly dominant in the second race, the Hillspeed driver started from pole – her first – and ran unchallenged to win by 7.5 seconds. Powell, whose car is engineered by Manor Competition's Sarah Shaw, had already taken second behind points leader Mitchell Hale in race one.

"I can't believe it. To take my first win is absolutely fantastic," said 17-year-old Powell.

Hale is still very much the driver to beat. The Fortec Motorsport racer won from pole in race one and brilliantly overturned a stall at the start in

race two to take a determined second. He also posted fastest lap in both encounters.

Another milestone was reached in the Chevron GR8 Challenge, the weekend's two races marking the first for the brand-new GR8 car – a project that has come to fruition in just eight months. Just six cars lined up for the series' debut, but organisers are confident there will be at least 10 in action during the next two rounds at Brands Hatch in early June. Peter Belshaw etched his name into the record books as the first winner on Sunday morning and doubled up later, both times heading Nick Jarvis.

Garrie Whittaker and David Kempton traded paint during the second Kumho BMW encounter and were never more than



Powell made Formula Renault history with win

a few tenths of a second apart for the 19-lap duration. Just 0.6 seconds made the difference at the finish, Whittaker holding on from clear race-one winner Kempton.

Two star performers were Thomas Knight and Richard Mallinson, Knight carving his way from 27th and last on the grid into the top four in race two, behind Ian Crisp – both drivers benefited when Thomas Houlbrook was excluded from third due to his car being underweight. In race one Mallinson produced a strong drive into the top six from 14th on the grid.

AUTOSPORT's Ben Anderson visited the podium on his four-wheel-drive debut in the AAA

Saloon Car Cup. Second place overall to Malcolm Wise's more powerful Escort Cosworth also gave his Mitsubishi Evo 8 the Class B win. Gearbox problems ruled Gary Rebble out of the first race while leading, but he hit back in the second to win at the wheel of his Evo RS7.

The Classic Saloon & Historic Touring Car race provided a great spectacle, Phil Manser's Mini Cooper holding off Roger Stanford's Lotus Cortina in the wet to take a fine win. Victory came Stanford's way in the Pre '93 Touring Cars, with a double success in his BMW M3.

Post Historic Touring Car race-one winner David Howard was unable

to line up for the second encounter after his Jaguar XJ12 blew its engine during the first of the Pre '93 races. Triumph Dolomite driver Nigel Garrett made the most of Howard's absence to dominate.

In the Classic Thunder Touring Cars, Keith Butcher took the spoils in his Nissan Primera after moving to the front on lap seven. Stephen Yates made an outstanding start to the Classic Group 1 Touring Car encounter at the wheel of his Ford Escort to leap from sixth to second into Copse. His getaway put him in a position to unsuccessfully threaten Richard Austin's Capri all the way to the flag.

■ By Marc Orme



Butcher's Primera stormed the Classic Thunder race

## FORMULA RENAULT BARC (16 LAPS)

1 Mitchell Hale, 2 Alice Powell +2.418s, 3 Josh Webster, 4 Kourosh Khani, 5 Luke Wright, 6 Matthew Draper. **Fastest lap** Hale (E36) 39.2s (104.63mph). **RACE TWO (16 LAPS)** 1 Powell, 2 Hale +7.432s, 3 James Theodore, 4 Webster, 5 Khani, 6 James Birch. **FL** Hale (E36) 39.2s (103.21mph).

## CHEVRON GR8 CHALLENGE (37 LAPS)

1 Peter Belshaw, 2 Nick Jarvis +30.926s, 3 Jeff Hodgson/John Murphy, 4 Adam Lippitt/Matt Round, 5 David Witt, no other finishers. **FL** Belshaw (Mitsubishi Evo 8) 1:04.067s (92.09mph). **RACE TWO (37 LAPS)** 1 Belshaw, 2 Jarvis +14.726s, 3 Andy Yool, 4 Lippitt/Round, no other finishers. **FL** Belshaw (Mitsubishi Evo 8) 1:03.943s (92.27mph).

**KUMHO BMW (16 LAPS)** 1 David Kempton (E36 M3), 2 Garrie Whittaker (E36 M3) +2.705s, 3 Tom Webb (E36), 4 James Webb (E36), 5 Ian Crisp (E36 M3 EVO), 6 Richard Mallinson (E36 M3), CW Richard Marsh (E36 M3), Stephan

Lanfermeijer (318i), **FL** Colin Wells (M3)

1m16.191s (77.44mph). **RACE TWO (19 LAPS)**

1 Whittaker, 2 Kempton +0.580s, 3 Crisp, 4 Thomas Knight (E36 M3), 5 T Webb, 6 J Webb. **CW** Des Thresh (E30 M3), Lanfermeijer. **FL** Kempton (Mitsubishi Evo 8) 1:03.843s (92.41mph).

## AAA SALOONS (16 LAPS) 1 Malcolm Wise

(Ford Escort Cosworth), 2 Ben Anderson (Mitsubishi Evo 8 MR) +16.000s, 3 Steve Liqueurish (Mitsubishi Evo X), 4 Martin Thomas (Mitsubishi Evo 8), 5 Angus Gorringer (Audi S2), 6 Richard Jones (Mitsubishi Evo 6). **CW** Anderson. **FL** Laurie Kilby (Mitsubishi Evo 8) 1m07.427s (87.50mph). **RACE TWO (18 LAPS)** 1 Gary Prebble (Mitsubishi Evo RS7 Sprint), 2 Nick Williamson (Ford Escort Cosworth) +7.005s, 3 Simon Norris (Mitsubishi Bogen Evo), 4 Jones, 5 Wise, 6 Liqueurish. **CW** Liqueurish. **FL** Norris 1m07.431s (87.50mph).

**CLASSIC SALOONS & HISTORIC TOURING CARS (15 LAPS)** 1 Phil Manser (Mini Cooper),

2 Roger Stanford (Lotus Cortina Mk1) +1.965s, 3 Richard Sprigg (Ford Anglia 105E), 4 Joe Allenby-Byrne (Ford Cortina Mk1), 5 Paul Pochicol (Ford Capri), 6 Julian Crossley (Morris Mini). **CW** Stanford, Pochicol, Ken Selve (Mini Marcos GT), Tim Dodwell (Austin Cooper), Luc Wilson (Austin A40), Stuart Radford (Triumph 2000). **FL** Stanford 1m22.400s (71.60mph).

## PRE '93 TOURING CARS (13 LAPS) 1 Roger

Stanford (BMW M3), 2 Graham Myers (Ford Sierra Cosworth) +4.039s, 3 David Scriven (Toyota Supra Turbo), 4 Ken Lark (Volkswagen Corrado), 5 Ken Clarke (Rover Tomcat 220 Turbo Coupe), 6 Tim Scott-Andrews (Rover Vitesse). **CW** Myers, Scriven, Stephen Turner (Honda Civic), Matthew Irons (BMW E21). **FL** David Howard (Jaguar XJ12) 1m08.469s (86.17mph). **RACE TWO (14 LAPS)** 1 Stanford, 2 Myers +15.634s, 3 Lark, 4 Scriven, 5 Scott-Andrews, 6 Malcolm Wise (Ford Sapphire Cosworth). **CW** Myers, Scriven, Turner, Daniel

Smoughton (BMW E30 320i), Tom Dommett (BMW 325i). **FL** Wise 1m06.783s (88.35mph).

## POST HISTORIC TOURING CARS (13 LAPS)

1 David Howard (Jaguar XJ12), 2 Neil Bray (Ford Capri) +8.835s, 3 Nigel Garrett (Triumph Dolomite Sprint), 4 William Jenkins (BMW 30 CSL), 5 Allan Weyman (Chevrolet Camaro Z28), 6 Chris Nixon (Ford Escort Mk1). **CW** Bray, Garrett, Paul Pochicol (Ford Cortina), Steven Young (Morris Mini Clubman 1275 GT), Chris Nutt (Saab 96 Sport). **FL** Howard 1m10.172s (84.08mph). **RACE TWO (13 LAPS)**

## 1 Garrett, 2 Nixon +8.209s, 3 Tony Crudgington

(Triumph Dolomite), 4 Pochicol, 5 Brian Stevens (Lotus Cortina), 6 Roger Stanford (Ford Lotus Cortina). **CW** Pochicol. **FL** Garrett 1m11.296s (82.75mph).

## CLASSIC THUNDER TOURING CARS/ BOSS (11 LAPS)

1 Keith Butcher (Nissan Primera), 2 Paul Nevill (Ford Escort Cosworth) +19.852s, 3 Joss Ronchetti (Talbot Sunbeam

Lotus), 4 Allan Davies (BMW M3), 5 Jeffrey Windsor (Ford Sierra RS Cosworth), 6 Andrew Williams (Ford Sierra Sapphire). **CW** Nevill, Ronchetti, A Davies, Windsor, Jason Davies (Ford Escort), Brian Long (Ford Fiesta), John Edwards-Parton (Ford Fiesta XR2i), David Knight (Renault Clio), Simon Beament (Ford Escort). **FL** Butcher 1m10.013s (84.27mph).

## CLASSIC GROUP 1 TOURING CARS

(14 LAPS) 1 Richard Austin (Ford Capri), 2 Stephen Yates (Ford Escort) +1.257s, 3 Tim Scott-Andrews (Rover Vitesse), 4 Daniel Smoughton (BMW E30 320i), 5 David Howard (Jaguar XJ12), 6 Mark Fowler (Ford Capri 3000). **CW** Yates, Smoughton, Howard, Fowler, Neil Bray (Ford Fiesta), Paul Coulam (BMW 318i), Andy Johnson (Volkswagen Golf). **FL** Yates 1m23.555s (70.61mph).

**CROFT DDMC** May 8-9  
Gamski and Robinson win again in Britcar



Gamski/Robinson 430 was unstoppable again

# Ferrari pair make it a Britcar hat-trick

**WITT GAMSKI** and Keith Robinson made it three out of three in the combined GT and Production Class Britcar race at Croft last weekend, following their previous GT victories at Brands Hatch and Snetterton earlier this season. But they didn't have it all their own way, and had to overcome starting their Ferrari F430 from the back of the grid after a crown-wheel problem stopped them setting a time in qualifying. With Michael and Sean McInerney's Mosler not at Croft, the main opposition should have been the polesitting Ultima of Michael Millard and Stephen Brady, but they endured problems of their own on race day. A spin on the opening lap for Brady at Clervaux forced the Ultima straight back to the pits to repair a water leak, and when they returned to the track they were 17 laps adrift of the leaders. The Production Class M3 of Steve Clark and Keith Gent led the race until their pitstop at three-fifths

distance, when compressor failure delayed their return. They reached the chequer as class winners, third on track and two laps adrift of the second-placed Marcos of Raphael Fiorentino and Neil Huggins. The first Mighty Mini battle was shaping up to be a cracker, with Cadwell Park victor Matt Pinny just edging it from Peter Bonas, Louise Inch and rookie Peter Tervet. A coming-together left Peter Marston and Chris Slade stranded at the Complex, forcing a stoppage. Inch led Tervet to the chequer at the Complex, the restart for her maiden victory, after early contact between Pinny and Bonas at the Complex.

Next time out was quite simply Mini racing at its very best, with Pinny, Tervet, Inch and Bonas battling door to door for lap after lap and executing multiple lead changes. In the end, Pinny and Bonas led a seven-car pack across the line. Reigning Mighty Mini champion Chris Morgan proved he has what it takes to win at Super Mighty Mini level in the first encounter. Scott Kendall looked set to add to his win in the previous round at Cadwell Park, but had to settle for second ahead of the hard charging Neven Kirkpatrick. Kirkpatrick and Morgan broke clear of the field in the later race

and Morgan made it two after hitting the front at Sunny on the last lap. In the opening Formula Jedi event, Richard Gittings added to his victory at Silverstone last month by holding off poleman Scott Stevens and then former Scottish karting champion Andrew Dunn. Dunn was closing on Gittings at two-thirds distance, but a spin exiting the Hairpin ended any hopes of challenging for the lead. Later, second-placed Daniel Cook had no answer to the pace of the victorious Dunn, with Stuart Abbott making a distant third place his own. Mark Campbell's Lotus Elan continued its

NSSCC-winning form in the opening contest. In his wake, David Headen's Caterham had a tremendous battle with Colin Simpson's Marcos and, while Simpson held on, Headen lost third to fellow Caterham man Bill Addison at the Hairpin on the last lap. With Campbell missing the second race and Simpson retiring after six laps, Headen just headed Addison before a moment at the Complex on the final lap dropped Addison to third, behind the SEAT of Andrew Morrison. In the Allcomers event, David Botterill and David Brewis chased, but could do nothing to stop Addison leading them home. **■ By Graham Read**



Inch came through for maiden Mighty Mini win

**BRITCAR (100 LAPS)** 1 Witt Gamski/Keith Robinson (Ferrari F430 GT3); 2 Neil Huggins/Raphael Fiorentino (Marcos Mantis GT3) -1 lap; 3 Keith Gent/Steve Clark (BMW M3 E46); 4 Javier Morcillo/Manuel Cintrano (Porsche 996 GT3); 5 Gino Ussi (BMW M3 E46); 6 Steve Glynn/Sam Head (TVR Sagaris V8). **Class winners** Huggins/Fiorentino; Morcillo/Cintrano; Gent/Clark; Ian Lawson/David Walton (BMW 320i E46). **Fastest lap** Gamski/Robinson 1m25.388s (89.59mph). **MIGHTY MINIS (3 LAPS)** 1 Louise Inch; 2 Peter Tervet +1.284s; 3 Matt Pinny; 4 Phil Bunn; 5 Ben van den Bos; 6 David Holmes. **FL** Anthony Ford 1m55.246s (66.38mph). **RACE TWO (11 LAPS)** 1 Pinny; 2 Peter Bonas

+0.448s; 3 Ford; 4 Holmes; 5 Tervet; 6 van den Bos. **FL** Ford 1m54.650s (66.72mph). **SUPER MIGHTY MINIS (12 LAPS)** 1 Chris Morgan; 2 Scott Kendall +0.908s; 3 Neven Kirkpatrick; 4 Gary Patterson; 5 Peter Crewes; 6 Elliot Stafford. **FL** Kirkpatrick 1m46.142s (72.07mph). **RACE TWO (12 LAPS)** 1 Morgan; 2 Kirkpatrick +0.364s; 3 Patterson; 4 Patrick Ford; 5 Stafford; 6 James Young. **FL** Kendall 1m46.128s (72.08mph). **FORMULA JEDI (15 LAPS)** 1 Richard Gittings (Mk6); 2 Andrew Dunn (Mk6) +8.753s; 3 Scott Stevens (Mk6); 4 Barry Armstrong (Mk6); 5 Adam Walker (Mk6); 6 Robert Sayell (Mk6). **CW** Sayell. **FL** Dunn 1m19.222s (96.56mph). **RACE TWO (15 LAPS)** 1 Dunn; 2 Daniel Cook

(Mk6) +3.033s; 3 Stuart Abbott (Mk6); 4 Stevens; 5 Jack Smith (Mk6); 6 Dan Clowes (Mk6). **CW** Sayell. **FL** Dunn 1m19.483s (96.24mph). **NORTHERN SALOONS & SPORTS CARS (11 LAPS)** 1 Mark Campbell (Lotus Elan); 2 Colin Simpson (Marcos Mantis) +4.467s; 3 Bill Addison (Caterham R400); 4 David Headen (Caterham R600); 5 Chris Huntley (Subaru Impreza); 6 Andrew Morrison (SEAT Leon Cupra). **CW** Simpson; Mike Cutt (BMW M3); Kyle Murchie (Loco Blade); Paul Moss (Citroen Saxo); Richard Ralston (Renault Clio). **FL** Campbell 1m27.589s (87.34mph). **RACE TWO (11 LAPS)** 1 Headen; 2 Morrison +12.212s; 3 Addison; 4 Huntley; 5 Marcus Pothergill (Porsche 996 GT3 Cup); 6 David

Brewis (Suzuki SC100). **CW** Huntley; Cutt; Murchie; Moss; Ralston; Malcolm Dearnley (Morgan 4/4). **FL** Simpson 1m28.768s (86.18mph). **ALLCOMERS SALOON/GT CHALLENGE (13 LAPS)** 1 B Addison; 2 David Botterill (Porsche 944) +3.114s; 3 Brewis; 4 Brian Murphy (Ginetta G20); 5 Chris Whiteley (SEAT Cupra R); 6 Martyn Addison (Caterham Roadsport). **FL** Brewis 1m32.109s (83.05mph).



GARY HAWKINS

## Joyless win for Martin as rival hurt in crash



**A FAULTLESS** drive by Alex Martin in his Dextra Porsche 997 was rewarded with victory on the GT Cup's Thruxton debut, but there were no celebrations. Closest pursuer Jeff Leadley was critically injured when his Ferrari 430 GTC crashed at the chicane in the programme opener (see Sports Extra News).

Martin had made the perfect getaway, out-dragging poleman Leadley and streaking away from the pack. Leadley kept the leader occupied until the closing stages, when he was reeled in by 18-year-old Danny Winstanley in his spectacular ex-Swedish GT series TVR Tuscan. Leadley was facing a battle for second when his car clipped a BMW on Woodham Hill. The yellow Ferrari spun and slammed backwards into the tyres at Club, before vaulting the barrier and landing inverted on the bank.

The race was stopped as rescuers and medics tended the driver, who was eventually transferred to

hospital, but four hours passed before racing could restart. Twin Monoposto grids and tin-top double-headers were reduced to single races, and were crackers, although the second GT Cup start and 13-car Heritage GT enduro fell by the wayside.

A huge Monoposto 2000/1400/1000 field was a splendid sight, but top qualifier Tristan Cliffe's heart was in his mouth when he stalled at the start. Everybody in the stampede missed him, but the red Dallara was last away.

Having lapped seven seconds quicker than Jeremy Timms in the morning (slicks on the wet track having proved ideal), Cliffe sliced through to 16th in a dramatic opening lap and was third (behind Arty Cameron's adventurously-driven one-litre Yamaha R1-engined Jedi and ahead of defending champion Nick Harrison) within four laps.

Almost 14 seconds adrift of leader Timms' ex-Peter Dumbreck Dallara at half-distance, Cliffe was more decisive during

lappery and slashed a six-second deficit to just 1.5s on the penultimate circuit! On Timms' gearbox through Church last time round, Cliffe popped out of his slipstream up Woodham Hill to no avail. An extraordinary manoeuvre round the outside into the chicane got Cliffe's nose ahead though, but he couldn't make the left hand element. As he clattered over the kerbs Timms dived back past for a memorable victory.

Senior Thruxton school instructor Pat Blakeney made no mistake in the Mono 1800/1600 split, putting his vast circuit knowledge to good use in drizzle to twitch his FF1600-spec Vector away from slick-shod masses.

Behind him, Jim Timms was gobbled up by Peter Bragg — who gridded 28th in wet conditions, yet spun away second at the end of the opening lap! — and the mercurial Nigel Davers, as a six-car squabble over the minor places embroiled David Parkinson, Geoff Pashley and Michael Dale.



Waite's BMW gets out of shape at the chicane

GARY HAWKINS

Colin Tester sizzled his Ford Sierra Cosworth clear of Racing Saloons rivals at the start, but Roger Kneebone and Tim Sweet (recovering from a sluggish departure) kept him in sight. The big scrap was for fourth, which Leigh Franklin earned under constant pressure from Stephen Primett and Dave Hickton. Local man Hickton snatched fifth, and a fine class win, when he slithered his unusual Opel Ascona past Primett's RS2000 at the last corner.

The Production BMW finale was a thriller too. When Stuart Waite made a hash of the chicane on lap one, promoting Rob Smith to the lead and delaying shadow Ben Winrow (who lost three places) the race was on. Winrow showed his class by picking off rivals into Club, and gained the initiative with four laps remaining. The race finished under yellows when Ravi Ramyeed rolled after bouncing over the chicane kerbing.

■ **By Marcus Pye**

**GT CUP (12 LAPS)** 1 Alex Martin (Porsche 997); 2 Danny Winstanley (TVR Tuscan) +8.673s; 3 Jim Geddie (Porsche 997); 4 Andy Ruhan (Porsche 997 GT3); 5 Leon Price (Ferrari 430 GTC); 6 Gary Eastwood (Ferrari 430 GTC). **Class winner** Keith Webster (BMW E36); Tom Andrew (KTM X-Bow). **Fastest lap** Martin 1m17.765s (109.06mph). **MONOPOSTO 2000/1400/1000 (12 LAPS)** 1 Jeremy Timms (Dallara-Vauxhall F397); 2 Tristan Cliffe (Dallara-Toyota F398) +1.249s; 3 Arty Cameron (Jedi/Yamaha Mk4); 4 Neil Harrison (Dallara-Vauxhall F398); 5 Richard Purcell (Dallara-Vauxhall F300); 6 Chris Woodhouse (Speads-Suzuki RMO4). **CW** Cameron; Peter Venn (Anson-Vauxhall SA4). **FL** Cliffe 1m12.411s (117.13mph) **record**. **MONOPOSTO 1800/1600 (8 LAPS)** 1 Pat Blakeney (Vector MG95); 2 Peter Bragg

(Mygale SJ00) +24.703s; 3 Nigel Davers (Van Diemen RF89); 4 David Parkinson (Reynard FF); 5 Jim Timms (Van Diemen Ireland); 6 Geoff Pashley (Van Diemen RF82/3). **FL** Davers 1m28.829s (95.48mph). **RACING SALOONS (8 LAPS)** 1 Colin Tester (Ford Sierra Cosworth); 2 Roger Kneebone (BMW M5) +1.785s; 3 Tim Sweet (BMW E36 M3); 4 Leigh Franklin (Talbot-Sunbeam Lotus); 5 Dave Hickton (Opel Ascona); 6 Stephen Primett (Ford Escort RS2000). **CW** Hickton; Matt Knight (Vauxhall Corsa). **FL** Tester 1m30.039s (94.19mph). **PRODUCTION BMW (10 LAPS)** 1 Ben Winrow (320i); 2 Stuart Waite (320i) +1.965s; 3 Rob Smith (320i); 4 Robin Welsh (320i); 5 Tim Wilson (320i); 6 Liam Crilly (318i). **FL** Winrow 1m34.503s (89.74mph).

**MONDELLO PARK MEC** May 8-9  
O'Mahony doubles up in Dunlop Supercars

## Supercar star O'Mahony convinces the rest of his worth

**THE DUNLOP** Supercars returned to Mondello Park last weekend, teaming up with a handful of Porsches for two races which were won convincingly by Ronayne O'Mahony.

Rod McGovern chased him hard early in the first outing, as David Whelan found his Porsche pointing to the startline gantry at the start. He got going as O'Mahony, McGovern and Johnny Whelan battled at the front. As O'Mahony pulled away, Whelan finally got the better of McGovern to take second. Dave Maguire finished third, while Philip Jones trounced the Porsche opposition.

When Whelan retired early on in race two, polesitter O'Mahony was left out front from McGovern. And when McGovern retired he left Maguire second from Kieran Sands. While Jones was again the Porsche winner, 16-year old Megan Kessie showed well in both races, driving dad Alan's 924.

Dan Mulligan drove superbly in the Formula Sheane race to hold off a persistent Anton Savage. Kevin Sheane, Tristan Quinn and Brian Hearty

fought for position behind in a very close encounter.

Dan Daly made amends for a blown engine last time out to turn the tables on Ken Fildes and take a slender Formula Libre win in his Reynard 92D. Third place went to Dan's son Stephen, not far behind Fildes, while Paul Dagg's Dallara F304 took fourth.

The Northern Ireland Sevens ventured south for a double header at Mondello, producing two winners in Richard Morgan and Mark Crawford.

Crawford took the early lead in the first race but Morgan sliced by, the pair having a ding dong until Morgan established himself. Ryan Magennis was a lonely third from

Brian McGoldrick.

A reversed grid provided more action next time out with Jimmy Dougan landing pole, but all eyes were on Stephen Wright who made a demon start to challenge Dougan for the lead. Meanwhile Crawford and Morgan were making mincemeat of the opposition and with four laps to run this pair held sway over the rest. Crawford pulled away slightly in the closing stages, leaving Morgan to unsuccessfully fend off Magennis, who nipped through for second on the last lap. Ian Leinster and Brian McGoldrick were a long way behind at the flag.

Andrew Karstel had a good day at the office,



O'Mahony (leading) won Supercars easily

winning two extremely hard-fought Stryker races from Alan Watkins. There was nothing between them in both events, with Des Bruton and Paul Yeomans waiting in vain to pick up the pieces. Joining the grid with the Strykers were the Punto Abarths, John Denning and Noel Greene sharing the spoils.

Barry Travers again proved totally dominant in the Fiat Puntos, smashing the lap record in the first race and leaving Barry Hallion and Paul Flanagan trailing in his wake. The

Uno section was somewhat closer despite novice Anthony Connors again coming out on top twice.

Alan Kessie's Gryphon took pole for the historic race, but retired to the pits after the first lap. Jackie Cochrane motored into the lead in spite of Stephen Doyle's faster Lola T212. A spin halted the elegant Lola's progress, but Doyle – testing the car before it heads to Brands Hatch in a couple of weeks – made an incredible comeback to finish second.

■ By Linda Keen

### DUNLOP SUPERCARS & PORSCHE

**OPEN (12 LAPS)** 1 Ronayne O'Mahony (Supercar); 2 Johnny Whelan (Supercar) +4.610s; 3 Rod McGovern (Supercar); 4 David Maguire (Supercar); 5 Kieran Sands (Supercar); 6 Philip Jones (Porsche 996).

**Fastest lap** O'Mahony 59.688s (69.33mph).

**RACE TWO (05 LAPS)** 1 O'Mahony;

2 Maguire +6.809s; 3 Sands; 4 Jones;

5 David Whelan (Porsche 996);

6 Pat O'Sullivan (Porsche GT Cup).

**FL** O'Mahony 59.934s (69.04mph).

**FORMULA SHEANE (16 LAPS)**

1 Dan Mulligan; 2 Anton Savage +0.338s;

3 Kevin Sheane; 4 Tristan Quinn; 5 Brian

Hearty; 6 Michael Balfe. **FL** Hearty

58.105s (71.22mph).

**FORMULA LIBRE (17 LAPS)** 1 Dan Daly

(Reynard 92D Holden); 2 Ken Fildes

(Ralt RT4) +1.051s; 3 Stephen Daly (Tatuus); 4 Paul Dagg (Dallara F304); 5 Pat Casey (Nemesis); 6 John Daly (Lola T92). **FL** D Daly 52.937s (78.17mph).

**NORTHERN IRELAND SEVENS (12 LAPS)**

1 Richard Morgan (Westfield Megablade);

2 Mark Crawford (RAW Stryker) +1.676s;

3 Ryan Magennis (Honda GMS002); 4 Brian

McGoldrick (Honda Locost); 5 Andrew

Parkinson (Mk Indy Blade); 6 Jimmy Dougan

(Locost). **FL** Crawford 1.00.641s (68.24mph).

**RACE TWO (05 LAPS)** 1 Crawford;

2 Magennis +1.081s; 3 Morgan; 4 Iain Leinster

(Westfield Megablade); 5 B McGoldrick;

6 Parkinson. **FL** Morgan 1m00.906s

(679.4mph).

**STRYKERS & FIAT ABARTH (10 LAPS)**

1 Andrew Karstel (Stryker); 2 Alan Watkins

(Stryker) +0.355s; 3 Des Bruton (Stryker);

4 Paul Yeomans (Stryker); 5 Sean Wybrant

(Stryker); 6 Roger Welaratne (Stryker).

**Abarth winner** John Denning. **FL** Watkins

1m03.245s (65.42mph). **RACE TWO**

(05 LAPS) 1 Karstel; 2 Watkins +0.403s;

3 Bruton; 4 Yeomans; 5 Simon Beale (Stryker);

6 Wybrant. **AW** Noel Green. **FL** Watkins

1m02.784s (65.91mph).

**FIAT PUNTO/UNO (11 LAPS)** 1 Barry

Travers (Punto); 2 Barry Hallion (Punto)

+5.685s; 3 Paul Flanagan (Punto); 4 Alan

Quinn (Punto); 5 Gary Cunningham (Punto);

5 Mark McCormack (Punto); 6 Anthony

Connors (Uno). **Class winner** Connors.

**FL** Travers 1m06.794s (61.95mph). **Record.**

**RACE TWO (04 LAPS)** 1 Travers; 2 Flanagan

+5.332s; 3 Hallion; 4 Quinn; 5 M McCormack;

6 John McCormack (Punto). **CW** Connors.

**FL** Travers 1m07.060s (61.71mph).

**HISTORICS (05 LAPS)** 1 Jackie Cochrane

(Sunbeam Tiger); 2 Stephen Doyle (Lola

T212) +2.103s; 3 Billy Crosbie (Lotus 7);

4 Bernard Foley (MGB GT V8); 5 John Cardoo

(Austin Mini Cooper); 6 Leo Nulty (Davrian

Imp). **FL** Doyle 1m00.254s (68.68mph).

**FORMULA VEE (05 LAPS)** 1 Daniel Polley

(Leastone JH002); 2 Brian Kelly (Sheane)

+1.451s; 3 Robert Casey (Sheane); 4 Trevor

Delaney (Sheane); 5 David O'Brien (Sheane);

6 Stephen Kershaw (Leastone JH002).

**FL** Delaney 1m01.317s (67.49mph).

**HEAT (12 LAPS)** 1 Kershaw; 2 Robbie

Allen (Sheane) +4.829s; 3 Ger Byrne

(Sheane); 4 Damien Murphy (Sheane);

5 Adam McAuley (Sheane FV01);

6 Gerard O'Callaghan (Sheane 93).

**FL** Byrne 1m02.474s (66.24mph).

Crawford Stryker claimed reversed grid Sevens win



MICHAEL CHESTER

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# Racer's diary

## Ben Anderson

The trials and tribulations of AUTOSPORT's resident racer

It's easy to dismiss historic racers and their cars as relics, but this underrated form of motorsport has plenty to teach all enthusiasts

**M**any modern racing drivers won't go near historics. They write off this form of motorsport as too slow/expensive/dangerous to bother with.

A lack of finance is a genuine reason for ignoring many things in motorsport, but I urge those who so readily dismiss historic racers as mere relics to reconsider. Sampling some '60s sports cars for

certain forms of motorsport are merited, it's worth remembering that to know where you're going, it's sometimes necessary to appreciate where you have come from. This is something historic racing can teach every enthusiast.

### BACK TO THE PRESENT

Thrusting forward several decades, I made my four-wheel-drive debut at Silverstone last weekend – in

mechanic Guy Higgs helped me take second overall, the Class B win, and a driver of the race award on my series debut. I also led race two overall briefly, until the quicker Class A cars (Simon Norris's mad 900bhp Bogey Evo among them) found their feet. An enjoyable dice with JRM Evo X driver Steven Liquorish ended in a spin when I tried to wrest Class B honours from the former Mini Challenge man around the outside at Copse, but not even this over-exuberant mistake could take the shine off a great day's racing.

### FORMULA VEE HOTS UP

We are now a third of the way through the season and the title fight is boiling up nicely.

A horrendous shunt for Pirtek Merauder driver Perry Tubbs called an early halt to the third round at Mallory Park last month, just as Martin Farmer and I were set to slug it out for victory.

Having set fastest lap and closed him down after a poor start, I cursed the red flags for denying me a shot at victory. When my gearbox failed on the first lap of testing before the next round at Brands Hatch, my disappointment turned to palpable relief.



Two-wheeling ex-Jackie Oliver Lotus Elan at Snett

GARY HAWKINS



Narrowly avoiding disaster at Mallory Park

750 Motor Club Formula Vee Championship		
1	Martin Farmer	GAC 01 99
2	Ben Anderson	GAC 01 92
3	Declan McDonnell	GAC 03 87
4	Peter Belsey	Spyder MK2 86
5	Ashley Sutton	Storm 2007 84
6	Paul Smith	AHS Dominator 74
7	Paul Taylor	GAC 67
8	Ian Jordan	Sheane 44
9	Dave Hodkin	AHS Dominator 35
10	David Townrow	Leystone 31

Next round: Castle Combe, May 31

AUTOSPORT endowed me with newfound respect for historic machinery, and its proponents.

As one of a generation of racers brought up on good brakes, high grip and sequential gearboxes, it is easy to forget that modern machines are built with the full benefit of hindsight. Historic racers have to live with the engineering flaws of yesteryear.

"Each historic car has its own unique character," says historic racing ace Will Schryver. "With modern cars there are certain rules that seem to pretty much apply across the board, but in historics each car is an individual."

Historic drivers are undoubtedly an underrated lot. Many are long past their peak, but some were pretty handy in their heyday, while the cars can be difficult to drive at all, let alone master.

When next considering whether

Sliding to glory on 4WD debut at Silverstone



DEREK BINSTED

the second round of the new AAA Saloon Car Cup.

Learning the quickest way to pilot a 1400kg, 400bhp Evo VIII around a sodden Silverstone created its fair share of hairy moments (I now know why so many racers refer to Woodcote as a genuine corner!), but the chance to join this 'turbo nutters' club for a day was also huge fun.

After a poor qualifying, an inspired wet-tyre call by Ajec head

Concerns that our untried spare might not last the weekend proved founded when the unit let go during race one. My father Phill and sister Jenny did a mighty job cannibalising her GAC to mate its gearbox to my car for Sunday's second leg and, after a dominant win in the qualifying race, a podium finish from eighth on the grid in the points-payer at least gave us something to smile about after a torrid weekend. ☘

## YOUR SAY

What you think of the motorsport news of the past week



### What the 'f' is Formula 1 doing?

The decision to ban f-ducts is not only short-sighted in terms of how it will neutralise the top teams, but also shows that teams may as well not bother to innovate. The ban has been brought in on two counts, safety and cost. The safety aspect is fair enough, but patently unsafe solutions like Ferrari's could be banned in isolation.

This episode just shows that ingenuity is no longer rewarded in F1 because it gets taken away as fast as it appears.

**David Herron**

Washington, Tyne And Wear

EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**I wanted** to pre-empt all the negative press regarding the Spanish Grand Prix. I thought it was great to watch.

To all of those looking for a quick adrenaline fix at every race and not being able to appreciate 'suspense over Hollywood action', please look deeper before complaining.

This season's rules have really provided good battles and racing throughout the field - and, for once, very little politics away from the racing.

Long may it continue!

**Nick Alterskye**

By email

**In the** last 10 years the pole-sitter has always won the Spanish Grand Prix. Come on, why are we still racing at Europe's most boring track?

Roll on Silverstone.

**Rupert Hinde**

By email

**On the** calendar today (Sunday, May 9) is the Spa 1000Km, the Spanish Grand Prix and Rally New Zealand. I was at Knockhill, Scotland, watching the Avon GT Championship and support races.

No need to go far to see good motor racing with excitement and drama. Lots of overtaking, few crashes, close racing.

British Formula Ford with a new star: Josh Hill. Bonus: no rain. Thank you for coming up north and entertaining us. Can't wait for the BTCC.

**JM Meny**

By email

**What is** happening to what one might call traditional trophies for winning a race? Especially one as prestigious as F1!

Over the years I've seen more and more so-called trophies that are nothing more than ugly... and art run amuck! That said, the trophies handed out at Sunday's Spanish GP must be the ugliest ever. And the size of them, especially for second and third place - equally inappropriate!

I've seen better and larger trophies awarded at my grandkid's go-kart races!

**Tom Letourneau**

Cumberland, RI, USA

**AUTOSPORT.COM**

### TOP FIVE ON OUR WEBSITE

1. FIA APPROVES FERRARI ENGINE CHANGES
2. MERCEDES TO RUN RADICAL ENGINE COVER
3. BRIATORE: NO SCHUMACHER FIGHTBACK
4. DRIVERS WANT MONACO QUALIFYING SPLIT
5. FERRARI REMOVES BARCODE DESIGN

### WIN!



#### ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected - the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

#### CORRECTIONS AND CLARIFICATIONS

- The sidebar on F1's 'three-decade club' in last week's Pedro de la Rosa feature failed to include Bruce McLaren, who raced in 1959, through the '60s and in the first three GPs of '70. Thanks to Peter Richings for pointing that out.
- Apologies for the gremlins in World of Sport last week. F1Renault Eurocup points leader Kevin Korjus was named as Korjun, while GT3 contender Christian Hohenadel became Hohendal. Also, Mitch Evans didn't take 'a clean sweep of the two Australian F3 races'. He won all three!

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)

# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

## PIRTEK BTCC MERCHANDISE

Various  
[pirtek-racing.co.uk](http://pirtek-racing.co.uk)

Andrew Jordan's Vauxhall Vectra is undoubtedly the coolest-looking car on the British Touring Car Championship grid, and his dad Mike's Pirtek Racing outfit has some pretty good-looking gear to go along with it too, all of which has been launched recently.

If you've only got a few quid to spare then there's a nifty little torch keyring with illuminating headlights when you press the #77 on its side – very handy for finding your keyhole at night! Our favourite item though is the racing hoodie (£25), which we're told is already selling quickly. You can order from your local Pirtek centre or online.



### AUDI iPHONE APP

£FREE  
Available on iTunes

Audi fans and Apple iPhone users will need to download – at no cost – the company's new racing app. It's packed with the latest news, results, photos, sound bites, videos and info on the firm's DTM and sportscar projects.

A live ticker keeps you up to speed on all four-ringing racing activities.



### SEB LOEB OAKLEY SHADES

£150  
[oakley.co.uk](http://oakley.co.uk)

Designed for the undisputed king of the WRC, these Oakley sunnies feature a matt-black frame with grey polarised lenses, to help reduce glare.

The six-time champ's signature is laser etched near the bottom of the lens, while the branding includes chequered flags and Citroen colours.



### FRANCHITTI'S GREAT DRIVES

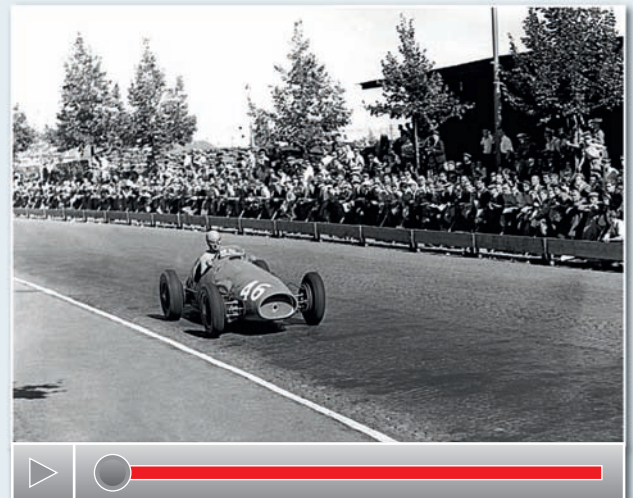
cometoscotland.com

Double IndyCar champion Dario Franchitti has joined forces with VisitScotland tourism to promote three driving routes around his Scottish homeland.

Dario has chosen itineraries between Edinburgh and Inverness, taking in such landmarks as Culloden, Loch Ness and Scone Palace. Just watch out for the speed cameras!

## HOT ON THE WEB THIS WEEK

### YOUTUBE: 1953 SWISS GRAND PRIX



#### SEARCH: 1953 Swiss Grand Prix (8:09)

Extraordinary colour footage of the penultimate world championship Swiss GP around the 4.5-mile wooded Bremgarten circuit. Ferrari's Alberto Ascari took the 13th and final victory of his short, stellar career.

# 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

**HSCC**  
**May 15-16**  
**Admission £10 (Saturday), £10 (Sunday),**  
**£15 (weekend ticket, advance purchase)**  
**Tel: 0844 3728 200**

The Historic Sports Car Club has received over 500 entries for its 13-race programme on the

Silverstone Bridge (nee Grand Prix) circuit this weekend. Sixty cars make up a massive Guards Trophy grid, while 40 pre-1961 sportscars and GTs will contest the first round of the new Stirling Moss Trophy guest series. With the HSCC's roster of regular series well supported, plus guest events on the programme, it's a pretty impressive line-up for the International Trophy event.



1960s single-seaters among those to star

## OULTON PARK

**BRSCC**  
**May 15**  
**Admission £12**  
**Tel: 01829 760301**  
 For those northern-based motorsport fans, a single day's action on the fabulous Cheshire parkland circuit is well worth a look. The British Racing and Sports Car Club has put together a quickfire 12-race programme that includes four FF1600 thrashers, four Mazda MX5 events and a Caterham R300 Superlight double-header. Euro Saloons and Sportscars, and Alfa Romeos complete the bill.

## PEMBREY

**BARC (Truck Festival)**  
**May 15-16**  
**Admission £12**  
**Tel: 01554 891042**

## CADWELL PARK

**BARC**  
**May 16**  
**Admission £12**  
**Tel: 01507 343248**

## MALLORY PARK

**BARC**  
**Motors TV Live Race Day**  
**May 16**  
**Admission £12**  
**Tel: 01455 842931**



FF1600 always entertains at Oulton

## F1 WORLD CHAMPIONSHIP

**Rd 6/19**  
**Monaco Grand Prix**  
**Monte Carlo**  
**May 16**  
**www.formula1.com**

And it's off to the Tip-Top afterwards!



DUNBAR/LAT

## NURBURGRING 24 HOURS

**Nurburgring, Germany**  
**May 15-16**  
**adac.24h-rennen.de**



## GP2 SERIES

**Rd 2/10**  
**Monte Carlo, Monaco**  
**May 14-15**  
**paddock.gp2series.com**

## NASCAR SPRINT CUP

**Rd 12/36**  
**Dover, Delaware, USA**  
**May 16**  
**www.nascar.com**

## FORMULA RENAULT 3.5

**Rd 3/9**  
**Monte Carlo, Monaco**  
**May 16**  
**www.renault-sport.com**

## DANISH TOURING CARS

**Rd 2/8**  
**Padborg Park, Denmark**  
**May 16**  
**www.dtc-net.dk**

## SUPERLEAGUE FORMULA

**Rd 2/10**  
**Assen, Netherlands**  
**May 16**  
**superleagueformula.com**

## AUSTRALIAN V8 SUPERCARS

**Rd 6/15**  
**Winton, Victoria, Australia**  
**May 16**  
**www.v8supercars.com.au**

## Television

### THURSDAY MAY 13

0855-1035 **BBCi LIVE**

F1: Monaco GP first practice

1255-1435 **BBCi LIVE**

F1: Monaco GP second practice

### FRIDAY MAY 14

1000-1100 **Motors TV**

Mazda MX5: Snetterton

1015-1120 **Eurosport 2 LIVE**

GP2: Monte Carlo

Race one from the streets of Monaco.

1800-1900 **Eurosport 2**

& 2345-0045 **Eurosport**

GP2: Monte Carlo

1800-1835 **Motors TV**

Caterham racing: Castle Combe

1940-2010 **Motors TV**

Pickups: Brands Hatch

### SATURDAY MAY 15

0405-0430 **Five**

Motorsport Mundial

0930-1030 **Eurosport 2**

& 2015-2100 **Eurosport**

GP2: Monte Carlo

0955-1105 **BBCi LIVE**

F1: Monaco GP third practice

1210-1430 **BBC1 LIVE**

F1: Monaco GP qualifying

1325-1425 **ITV4**

Motorsport UK

1940-1955 **Motors TV**

Porsche Supercup: Barcelona

1955-2010 **Motors TV**

Formula BMW Europe: Barcelona

2010-2045 **Motors TV**

British Formula Ford: Knockhill

### SUNDAY MAY 16

0700-0730 **Channel 4**

The Grid

Lewis Hamilton previews the Monaco GP.

0730-0755 **Channel 4**

British GT: Knockhill

0755-0845 **Eurosport**

GP2: Monte Carlo

0845-0930 **Eurosport LIVE**

Porsche Supercup: Monte Carlo

0900-1000, 1400-1500 **Dave**

World Rally 2010

A look back at a mega Rally New Zealand.

1000-1100 **Eurosport 2 LIVE**

FRenault 3.5: Monte Carlo

1210-1530 **BBC1 LIVE**

F1: Monaco GP

Formula 1's most famous race from the

testing streets of Monte Carlo.

1530-1630 **BBCi LIVE**

F1: Post-race interactive forum

1300-1800 **Motors TV LIVE**

Live Race Day: Mallory Park

Five hours of live club racing.

1630-1715 **Eurosport**

Formula Renault 3.5: Monte Carlo

1700-2200 **Open Access 3 LIVE**

NASCAR Sprint Cup: Dover

2100-2200 **BBC4**

Deadliest Crash

A revealing analysis of the biggest disaster

in motorsport: the 1955 Le Mans 24 Hours.

2220-0030 **Motors TV**

Live Race Day highlights

### MONDAY MAY 17

1900-2000, 2200-2300 **Sky Sports 4**

NASCAR: Dover highlights

## Online

# AUTOSPORT.COM

Coming up on the web this week

### MONACO GRAND PRIX

It's the glitz and glamour of the Monaco Grand Prix this weekend, and AUTOSPORT is there with bodies in the paddock to bring you all the latest developments as well as live coverage of every session. It's also the beginning of practice for the Indianapolis 500, NASCAR at Dover, World GT1 at Brno, GP2 and Formula Renault 3.5 supporting F1 at Monaco and, even though the footy season has finished, Superleague at Assen.



Read this week's AUTOSPORT magazine in full on the internet

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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



From the comfort of his hotel room, DC aired his observations

LAST WEEKEND, telly news whipped itself (steady, Max) into a rabid frenzy of door-watching as it guessed which group of Savile Row-clad expense fiddlers was going to run the country. Clandestine meetings were going on behind closed doors.

Despite hours of filming them, the doors stayed shut. Damn them! And when they did open, boring men appeared and made non-committal statements. Damn them too! Closed doors and hidden agendas make rubbish telly. Even when they're being filmed by the Skycopter.

I much preferred David Coulthard's

dirty-linen-cleansing approach when it came to his critique of the BBC's Spanish GP coverage on the post-race forum.

"Good effort guys, I enjoyed watching the coverage and I've made some notes for you all that we can discuss," said DC. Jake Humphrey: "Uh-oh. Our boss said you were emailing constantly during the race. What messages were you sending in?"

DC: "From the comfort and quiet of my hotel room it was easier to make observations than when we're in the paddock with all that noise going on. We can all learn from that, and hopefully we can make an

even better show for the fans at home."

Hear, hear! Jake pulled a face. EJ looked worried. DC went on: "Things and observations that we missed, like the contact with Pedro de la Rosa, which at the time we didn't pick up until Pedro made his comments."

Jake laughed nervously. DC was on a brilliant roll... "It's very easy when you're on the ground to not be able to see the wood from the trees. I think what it does show is that any time the viewers

at home are saying, 'Why are they missing those points?', it's because you're sort of immersed in the paddock, there's so much going on, it's not quite as easy as when you're sitting in your air-conditioned home."

Jake jumped in: "Yeah, let's not point out anything more that we've missed until we're in a meeting room back at Television Centre."

EJ: "Thanks David." The campaign starts here: Coulthard for PM! *Revved Up*

"Closed doors and hidden agendas make rubbish telly. I much preferred DC's critique of the Spanish GP coverage"

# THE WEEK IN PICTURES

The lensmen pounding the beat, from Spa to Fort Benning

## HOW TO WIN A LONG-DISTANCE RACE: SPIN AT THE FIRST TURN

Sunday's Spa 1000Km was one of the most chaotic races in sportscar history. This is how it started for Pedro Lamy, who spun his Peugeot at the first corner. It won!



BE SHAM/LAT



**WHY DIDN'T WE THINK OF THAT?**  
Merc's snazzy new airbox received quizzical looks in Barca pitlane

COATES

## US ARMY PLANNING ANOTHER DESERT STORM?

Ryan Newman's NASCAR Chevy got drafted by the US Army at its Fort Benning base in Georgia. Just don't let him drive a tank



LECKA/GETTY



GIBSO/WF2

## YO-HEAVE-HO, YO-HEAVE-HO, ETC

Heavy overnight rain made parking tricky at Barcelona, as GP2's Christian Vietoris proves

## Engineering debrief – F1 throttle



Gary Anderson's weekly technical insight, with illustrations by Giorgio Piola

### BIO

Gary has a long CV in motorsport, including spells at both Jordan and Stewart/Jaguar



### END OF THE CABLE ERA

1992 McLaren was first F1 car to feature a fly-by-wire throttle

LAT

**THE THROTTLE** in Formula 1 used to be controlled mechanically, and its sensitivity could be altered depending on the driver's wishes and ability. That changed with the arrival of 'fly-by-wire' systems, whereby the throttle is managed electronically. It was no longer necessary for engine developers to chase a smooth torque curve, as the car's electronic systems could go a long way towards compensating automatically for any problems, a philosophy that peaked with the now-banned traction-control systems.

# FROM THE ARCHIVE

Ari Vatanen, Rally New Zealand, 1977



Vatanen with Kiwi F1 legend Denny Hulme

“People said my co-driver looked like my father, but it’s fair to say when we got to the finish he looked like my grandfather”

WWW.MCKEIN.DE

LAST WEEKEND’S running of Rally New Zealand marked the event’s return to the WRC calendar after a year away. That 2009 absence ended an unbroken sequence on the world championship calendar stretching back to 1977.

Rallies of the South Pacific (as they were known originally) were nothing new, having been run as non-championship events in various parts of the country since 1969, but inaugurating them into the world championship raised the stakes considerably. Despite doubts over the legality of local cars, and the readiness of organisers to allow foreign teams to practice on the rural roads, the rally proved a hit.

A week-long contest, spanning 1400 miles over 71 stages (75 were planned originally), made it a grueller too – behind only the Moroccan and Safari marathons in terms of distance.

Fulvio Bacchelli’s works Fiat Abarth 131 (one of three) took the laurels by 1m35s from Ari Vatanen’s locally-entered Ford RS1800, but the Finn stole the show with a mighty recovery drive to second after a lengthy delay.

“The 1977 South Pacific Rally was probably

the most eventful event I ever did,” says Vatanen, who took four of his 10 WRC wins (and the 1981 title) in an RS1800. “It was incredible! I was off the road for more than half an hour, but I came back and only lost by one and a half minutes.

“When I started the rally, people said that my co-driver [Kiwi Jim Scott] looked like a lot like my father, but it’s fair to say when we got to the finish he looked like my grandfather! I really enjoyed the event, it was so long with so many stages, but fantastic roads and incredible times.”

Vatanen traded the lead with the Fiats of Bacchelli and fellow Finn Markku Alen early on, before disappearing down a bank on SS6. A further off and a puncture later in the rally gave Vatanen much to do, but the Ford ace worked miracles to recover to second.

“I remember one stage in the middle of the night [SS43 Pehira to Rakauroa]. It was more than 100km and we had only done one recce of the stages. For this stage, I didn’t go off the road and Jim was perfect on the notes all the way. We started fourth on the road, but passed all three Fiats. I won the stage by three minutes.”

## THIS WEEK IN...



MAY 15 1997

WE HAILED another wet-weather driving masterclass from double F1 world champion Michael Schumacher, as the German claimed his third Monaco Grand Prix victory.

The Ferrari ace gambled on an intermediate set-up and it paid off. While his Williams rivals struggled with “undriveable” dry settings, Schumacher pulled out a 30-second lead over the first 10 laps and won by 53s from Stewart’s Rubens Barrichello, despite a trip down the Ste Devote escape road.

In our top story (below), FIA president Max Mosley announced that radical efforts to reduce speeds in F1 – by introducing narrow cars and grooved tyres – would go ahead as planned for 1998. Mosley moved to quell attempts to reverse the changes, branded by Williams driver Jacques Villeneuve as “ridiculous”.



NEXT WEEK



Who can catch runaway Red Bull?

# MONACO GP

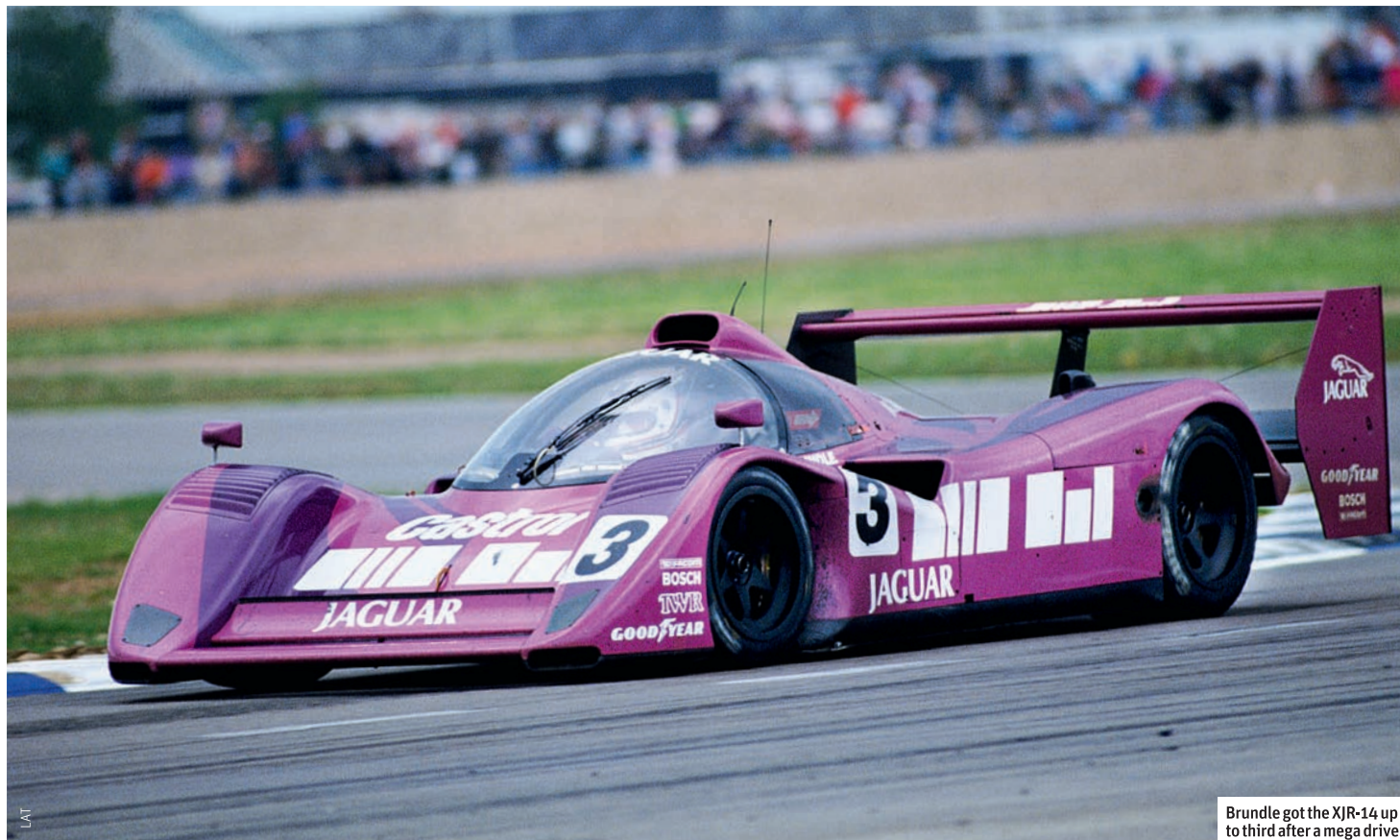
F1 fight takes to the streets On sale May 20

PLUS

Lotus’s first GP victory;  
Ford: 75 WRC wins;  
Superleague Assen action

# MARTIN BRUNDLE

■ Silverstone Empire Trophy ■ May 19, 1991 ■ Jaguar XJR-14 ■ Charge to the podium after delays



Brundle got the XJR-14 up to third after a mega drive

**EVEN WHEN** I sat in a balsawood mock-up of that Jaguar XJR-14 it felt absolutely right. It had more grip in one tyre than my Brabham F1 car altogether. It was fun just to see how stupidly fast you could go through a corner.

Teo Fabi, Derek Warwick and I did two stints each that season. I used to drive both cars and didn't score points because the other two were the main drivers. I had already finished first and second at Monza!

At Silverstone I put 'Fabi's car' on pole but started Warwick's car from second place. Quite early on the throttle cable broke coming through Woodcote and I coasted between two cones to get it back to the pits.

We lost about 10 minutes fixing it, so the team decided to put Warwick in Fabi's car so both of them could score points.

After that I went out and just drove dementedly, passing cars left, right and centre. About an hour-and-a-half in, the team put out a board saying I was 14th and it completely did my head in. After that amount of time driving like a

**"In parc ferme I started crying. I couldn't hold my head up on the podium - it must have been a miserable sight"**

lunatic, I thought I would have been in the top 10 at least, so I screamed on the radio to put the board away after that.

I set the fastest lap of the race with half-an-hour to go and took three laps out of Fabi and Warwick in their car. I pulled a move on Fabi at Vale and nearly ran into him!

I finished third, but I had no

drink in the car because I wasn't expecting to drive more than 45 minutes and I was knackered. As soon as you switch the adrenaline off, you are absolutely done for and it can have a strange effect on you.

In parc ferme, I started crying. When the team came to get me, I said, "I'm sorry, I don't know why

I'm crying, I am actually okay." I was trying to laugh the situation off, but I was just crying my eyes out. I couldn't even hold my head up on the podium, it must have been a miserable sight.

In the press conference I was asked, "How hard was it to drive the whole race?" Michael Schumacher – who finished second – snapped his head around and asked, 'You drove the whole race?' I had never met Schumacher before and we're mates now, but he didn't want to give me any satisfaction so he just dismissed it with his facial expression, as only Michael could. I laughed my head off. ❧

*Martin Brundle was talking to Simon Strang*

## IN PROFILE



**NOW IN HIS** 14th year of commentating on F1, Martin Brundle started 158 GPs between 1984 and '96. He finished second twice – at Monza in '92 and Monaco in '94. He was also second at Detroit in '84, but his Tyrrell team was later disqualified. Brundle's greatest success came in sportscars. World champion in '88, he also won at Daytona and Le Mans in '90, all with TWR Jaguar. After his F1 career ended, Brundle returned to La Sarthe with Nissan, then Toyota and finally Bentley. The speed was still there but car reliability wasn't.

**NEXT WEEK**

**Frank GARDNER**



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