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“This is where our engineers go through all the data... and watch the royal wedding apparently”

DTM ACE JAMIE GREEN EXPLAINS THE PRESENCE OF EXTRA TVs IN THE MERCEDES GARAGE AT HOCKENHEIM

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US racing superteam Penske scored its 200th open-wheel pole position last weekend when Will Power secured the top spot in qualifying on the streets of Sao Paulo

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Bonjour Fabia!

See the Škoda Fabia S2000 compete in the Tour de Corse - France.



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Who'll be uplifted by upgrades in Turkey?



THERE MIGHT BE AN IN-SEASON testing ban in Formula 1 these days, but as we analyse this week, that hasn't stopped every team in the paddock from rolling out update packages for this weekend's Turkish Grand Prix.

All will be confident that the windtunnel and CFD figures point to significant gains on track – whether this is justified or misplaced will be

apparent to all come Sunday afternoon.

While it's tempting to think that those chasing Red Bull will find gains easier to come by, Adrian Newey and his design team have proved time and again that they are relentless in pursuing the maximum from their package.

This, combined with a track that's practically tailor-made for the new era of delicate tyres and moveable wings, should make it another thriller.

● Everyone at AUTOSPORT was shocked to hear that Frank Sytner suffered a heart attack while racing at Donington Park last weekend. We wish him a full and speedy recovery.

Andrew van de Burgt, editor

BAMBER'S WEEK



V8 SUPERCARS

Blazing barbie at Barbagallo

Steve Owen's Nemco Holden Commodore burns after a nasty startline shunt in last weekend's second V8 Supercar race at Barbagallo. Owen hit the stalled Brad Jones Racing Commodore of Karl Reindler at almost 100mph but escaped injury. Reindler suffered from minor burns to his hands. Barbagallo report p64.

Picture: Kane/Getty Images





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TURKISH GP PREVIEW

DEVELOPMENT RACE HITS TOP GEAR



McLaren is still chasing Red Bull

McLaren holds off on big upgrades

Red Bull's closest pursuer has major developments in the works, but they won't be rushed through. By EDD STRAW

McLaren plans a series of major car upgrades that will allow it to take the fight to Red Bull, but that means it will only take "small modifications" to the Turkish Grand Prix this weekend.

The car's exhaust package and floor was drastically overhauled just before the season-opening Australian Grand Prix. This has led McLaren to concentrate on getting the best out of its current package in Turkey, rather than risk losing its way by introducing big changes.

AUTOSPORT understands that the team does have a more significant package in the pipeline, which could be introduced as early as the Spanish Grand Prix in two weeks. It is hoped that this could make up the downforce deficit to Red Bull, which continues to have a big advantage in fast corners.

McLaren team principal Martin Whitmarsh told AUTOSPORT: "There are a lot of developments planned. What we turned up with in Australia was fairly hastily configured and there are a lot of



McLaren was all smiles after Chinese GP victory

creative ideas that I've seen on screens and in windtunnels. We will see something quite interesting, not just from us, but various teams this year."

MAKING UP FOR LOST TIME

McLaren is certain it still has some untapped potential to exploit in its MP4-26 due to the late changes.

In Turkey, the team is expected to run with front-wing and diffuser tweaks. This should lead to McLaren's exhaust-blown diffuser

being closer to Red Bull's design. If the changes work as hoped, they should produce an increase in downforce and create a more consistent aerodynamic package.

"Inevitably, if you change direction, you lose time in development work," added Whitmarsh. "That's the nature of testing – you arguably waste time unless you have a 100 per cent hit rate with everything you put through the windtunnel or CFD."

That wasted time will have had a

knock-on effect during the first three races of the season. Inevitably, had McLaren run its more conventional package throughout testing, it would have been able to introduce refinements to its car before Australia. Because of the late switch, these minor tweaks will mostly come online in Turkey.

Whitmarsh has not ruled out a version of the octopus exhaust design, which caused overheating problems during winter testing, appearing later in the year. The concept is still being developed, with hopes that it could be worth a second a lap over the current design.

AGGRESSION IS KEY

Whitmarsh has called on his technical team to adopt an ultra-aggressive approach to close the gap to Red Bull.

McLaren needs to make up half-a-second on the Milton Keynes operation if it is to challenge for pole position on merit. But with Red Bull having a proven track record for bringing



McLAREN'S CHALLENGE

The stats are against McLaren in its bid to overhaul Red Bull

72%

OF TEAMS LEADING THE CONSTRUCTORS' STANDINGS AFTER FOUR RACES HAVE GONE ON TO TAKE THE CROWN SINCE 1958

NUMBER OF TIMES IN THE PAST 20 YEARS THAT WHOEVER LEADS THE DRIVERS' CHAMPIONSHIP AFTER FOUR RACES GOES ON TO WIN IT

10

NUMBER OF POLE POSITIONS SEBASTIAN VETTEL HAS TAKEN IN THE PAST 14 RACES



14

DAYS SINCE McLAREN LAST TOOK A POLE POSITION

327

13

YEARS SINCE McLAREN LAST WON THE CONSTRUCTORS' CHAMPIONSHIP



22

NUMBER OF LAPS LED BY McLAREN THIS YEAR, COMPARED WITH RED BULL'S 127

POINTS BY WHICH LEWIS HAMILTON TRAILS SEBASTIAN VETTEL IN THE CHAMPIONSHIP

21



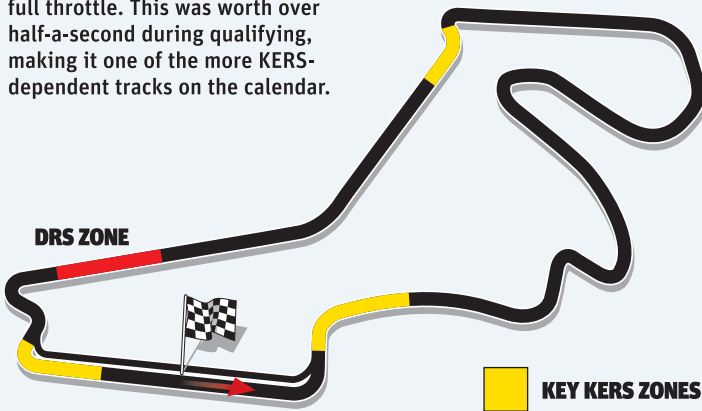
WHY KERS UPGRADE IS KEY FOR RED BULL

Red Bull's KERS tribulations are well-documented (see AUTOSPORT, April 21), but if it cannot rely upon its hybrid system in Turkey it will be at a bigger disadvantage than during the opening three races of the season.

Lewis Hamilton, the man most likely to take the fight to Red Bull in Turkey, has described KERS as a "major benefit" at Istanbul. In 2009, when McLaren and Ferrari ran KERS, drivers used the 80bhp power boost exiting Turns 1, 10 and 14, with all three corners leading onto long stretches at full throttle. This was worth over half-a-second during qualifying, making it one of the more KERS-dependent tracks on the calendar.

More of a concern to Red Bull than the potential lap-time loss will be that it will be difficult to keep cars behind without KERS being available. The DRS zone is located on the run to Turn 12, and without the power boost to defend, Red Bull drivers Sebastian Vettel and Mark Webber could be very vulnerable.

Team principal Christian Horner has ruled out making wholesale changes to the car or to KERS, meaning that the focus will be on increasing the cooling and reducing the vibration of its unit.



effective upgrades to races, it's going to take a major package to close that gap.

"You have to be aggressive to reach the top," said Whitmarsh. "The regulations are very restrictive and people say that you can't be creative because of that. But I'd argue that it's the other way.

"In order to achieve differentiation, you have to be very creative and fight for every opportunity to find performance."

But being aggressive has its limits, as McLaren's flirtation with the octopus exhaust proved. For now, it will settle for an evolution of its proven early-season package, which should ensure that it remains within striking distance of Red Bull on race pace.



TURKISH GP PREVIEW

DEVELOPMENT RACE HITS TOP GEAR



Ferrari waits on flexi-front wing

Scuderia tries development in a straight-line test, but it won't be on the car this weekend in Turkey

Ferrari will not introduce its flexible front wing at this weekend's Turkish Grand Prix, despite trying the design in a straight-line test last week.

AUTOSPORT understands that the team plans to try a new front and rear wing in Turkey, as well as new brake ducts. But there will be no radical overhaul of the 150° Italia, which has fallen well adrift of the raw pace of Red Bull and McLaren this season.

Ferrari, which tried the flexible front wing at Italian test track Vairano, continues to be under huge pressure from company president Luca di Montezemolo. The 63-year-old said in late April that "we can expect the next few weeks to be crucial for our championship chances", indicating that he is still pushing the team to win its first world championship since taking the constructors' crown in 2008.

But Ferrari, which has flirted with podium finishes in the three grands

prix held to date this season, is unlikely to have the raw pace to challenge for a win at the Istanbul Park circuit. Instead, the team will probably settle for holding off Renault and Mercedes, and continuing its campaign of damage limitation while awaiting upgrades.

Technical director Aldo Costa said at last month's Malaysian Grand Prix that Ferrari is "going deeper in the evaluation of front wings and will do a flexible front wing soon". This followed widespread surprise at Red Bull apparently achieving a legal flexible front wing, despite more-

stringent load tests that have been introduced recently. Most believed that these would prevent such a design being used, and forced Ferrari to drop the flexible front wing that it introduced last season.

DOUBLE FLEXI CHALLENGE

Making a wing that flexes and is legal is only part of the challenge. As the wing drops, it affects the whole aero map of the car and can make downforce levels unstable. The data gathered during straight-line testing will allow Ferrari to make progress on solving any such problems. Realistically, a Turkey debut for the design was always likely

to be a long shot.

Fernando Alonso (pictured left) is currently 42 points behind championship leader Sebastian Vettel after just three races. Ferrari has fewer than half the points of constructors' leader Red Bull, meaning that it already faces a tough task to turn its season around. Last year, Alonso was never more than 47 points off the championship lead.

The Spaniard has cited the 2006 season, when his Renault team started the season well ahead of Ferrari, as proof that teams can recover. "Ferrari made such a good job of developing its cars that Michael Schumacher staged a great fightback, overtaking me with two races left," he said. But Alonso and Renault still won the title that year.

WINDTUNNEL PROBLEM

Ferrari has also continued to investigate the correlation between windtunnel and track.





CASE STUDY: FERRARI LOSES ITS WAY

Last year, with its f-duct, Ferrari provided a cautionary tale of the dangers of focusing too heavily on one aspect of the car at the expense of all-round improvement.

The system, introduced by McLaren, allowed the driver to stall the rear wing on the straights by covering a hole in the cockpit. Ferrari started running a prototype of its version in the Chinese Grand Prix, the fourth race of the season, before an upgrade appeared in the Turkish GP.

But come the Canadian GP in June, team principal Stefano Domenicali admitted that the rush to make the f-duct work had, overall, held Ferrari back.

"It's clear we concentrated too much effort on this blown rear wing," said Domenicali. "We spent a lot of effort there, not focusing on the other areas of the car. It's a complicated system that took a lot of resources out of our team."

The f-duct equivalent of 2011 is the ever-more-

complicated exhaust-blown diffuser, a holy grail that McLaren chased during pre-season testing, which was massively to its detriment. As Renault technical director James Allison admits, resources that could be spent on developing radical – and theoretically beneficial – complex exhausts are likely better diverted into more-conventional development paths.

"Let's say everyone decided that our exhaust is the way forward," he told AUTOSPORT. "It would be spectacularly hard to do that mid-season. I suspect that it would be more profitable for teams to persist with their own design and developing the package that they have."



F-duct set Ferrari back in '10

MERCEDES LEARNS FROM 2010 ERRORS



Mercedes is continuing its cautious development strategy as it bids to realise the potential of a car team principal Ross Brawn says is "fundamentally good".

Nico Rosberg's race-leading run in the Chinese Grand Prix proved that the car could be in the mix for best of the rest behind Red Bull and McLaren.

In Turkey, there will be a further revision to its rear wing, which continued to have problems with airflow separation in China as a

result of it running too close to stalling to maximise effect of the DRS. Significant progress was made on this problem during the first three races.

The remaining updates will be minor, designed to consolidate the pace of the car. This approach is a result of the team losing its way in 2010 by throwing too many upgrades at a car that it did not fully understand.



AUTOSPORT SAYS...

EDD STRAW
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In the money-no-object days before Formula 1's test ban, one thing teams didn't lack was track time. In 2009, the outlawing of in-season running changed everything.

Once your 15 pre-season days are up, you have, at most, four straight-line days available. The work teams used to do in testing simply can't fit into four hours of free practice each fortnight. The old empirical model of trying parts back-to-back and running through scores of development ideas on track no longer applies.

Ross Brawn has talked eloquently about how Mercedes lost its way last year with a deluge of upgrades. What really matters is understanding – that's the key to Red Bull's success. The better you understand why your car is as quick as it is, the better your development path. Trial and error is not the weapon it once was.

That's not so say that empiricism is dead, as CFD and windtunnel programmes allow parts to be evaluated.

But you have to be pretty damned sure that whatever you throw at the car in free practice is going to achieve something, even if it's just valuable data.

There was a time when teams would be satisfied with one or two parts out of 20 working when put on the car. Now the bar is higher. As is now usual, it is Red Bull tech chief Adrian Newey who has put it there.

This is where testing is now



As part of this process, it has used the Toyota Motorsport tunnel in Cologne, which it occasionally uses as an extra windtunnel for development, to provide a comparison. The Toyota tunnel, which was used for the Japanese manufacturer's F1 programme, is regarded as one of the best available and will highlight any problems that Ferrari's in-house windtunnel, which was built in 1997, may have developed.

As well as trouble with the interaction of the front wing and front wheels, it is believed that Ferrari is struggling to simulate the effect of its exhaust-blown diffuser.

BIG NUMBER

25

Number of races Michael Schumacher will have gone without a podium if he doesn't make the top three in Turkey. His previous worst run was seven, at the start of his F1 career.



TURKISH GP PREVIEW

DEVELOPMENT RACE HITS TOP GEAR



RENAULT

Top six target for Turkey

Renault team principal Eric Boullier is targeting a place in the top six for Renault in the Turkish Grand Prix.

The Enstone-based team has a series of upgrades for this weekend, including a new front wing and a tweaked rear wing. Renault has shown promising pace in the opening three races of

the season, although problems in the Chinese Grand Prix denied it a possible third podium in succession. Boullier is determined that the team should consolidate its position.

“So far this season, we have been able to show that the car is capable of being in the top six,” Boullier told AUTOSPORT. “We

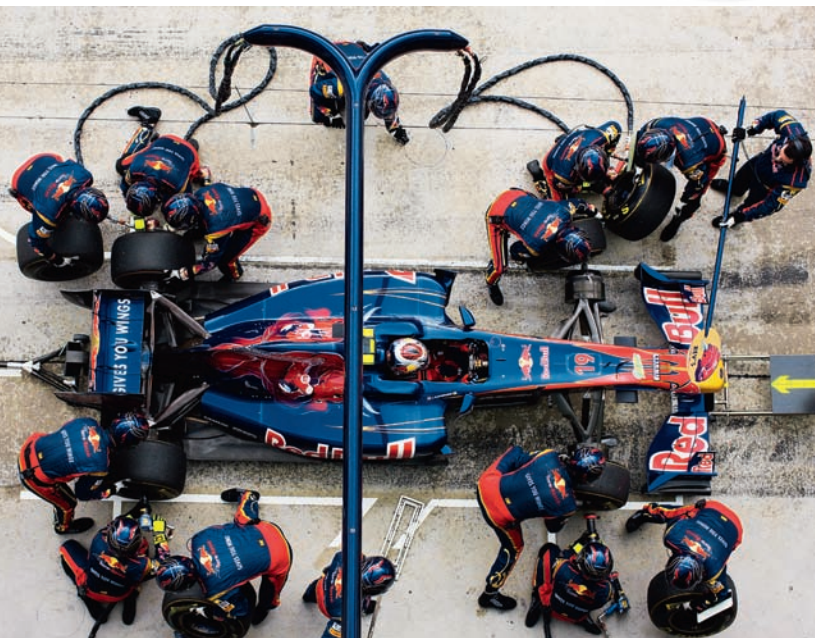
have an upgrade in Turkey and have to be in the top six there.”

Turkey is likely to be the sternest test of Renault’s overall downforce level so far this season. The car’s pace through the long Turn 8 in particular will give a clear indication of how effective its extreme blown-floor concept is.

TORO ROSSO

After a promising start to the season, during which it scored points in the first two races, Toro Rosso is not planning a major upgrade in Turkey.

There will be some small tweaks, although nothing that is expected to produce a major hike in performance. Instead, a significant upgrade is planned for the Monaco Grand Prix, which, it is hoped, will allow Jaime Alguersuari and Sebastien Buemi to continue to challenge for the top 10.



SAUBER

The Swiss team’s first major update package of the season is planned for the Spanish GP, but some aero tweaks will be tried out during Friday practice in Turkey. Sauber is also likely to continue trials on the exhaust-blown-diffuser package it tried

in China, although no decision has yet been taken over whether it will be used for qualifying and the race. The final version is likely to be brought in with the Spanish GP package. With Istanbul Park expected to take a heavy toll on tyres, Sauber’s decision not to tamper too much with a car that is the most gentle on its tyres in the whole field is a logical one.

WILLIAMS COUGHLAN IN AS MICHAEL WALKS AWAY

Williams announced on Tuesday that technical director Sam Michael and chief aerodynamicist Jon Tomlinson have tendered their resignations and will leave at the end of this year.

That is in response to the team's worst-ever start to an F1 season, with a best finish of 13th in the opening three races of 2011. Ex-McLaren chief designer Mike Coughlan, out of grand prix racing since his involvement in the McLaren spy scandal in 2007, is due to join in June as chief engineer.

In the short term, these changes will have little effect and the team is hopeful that its major Istanbul Park

upgrade package will start the process of turning around its season.

This includes a new front and rear wing, as well as new brake ducts and tweaks to the diffuser. It is hoped that the front wing in particular will improve the consistency of the aero package, after Rubens Barrichello's impressive race pace in Melbourne proved that the fundamental mechanical package is sound.

A new exhaust-blown diffuser is planned for the Spanish Grand Prix.

Sam Michael has paid for Williams' bad start



TARGET GAIN EXPLAINED

Each team's pace is generated by taking an average of each car's best lap from each grand prix weekend so far this season and extrapolating it to the expected Istanbul pole position time.

FORCE INDIA

Scoring points in Australia and Malaysia was a remarkable achievement considering the aerodynamic problems that afflicted the team during testing.

In the pre-season, regular airflow-separation problems meant that downforce levels varied from moment to moment, making the car impossible to drive at the limit. After changes stabilised the aero map during



the first three races of the year, Force India is now working to build on its more stable platform and will evaluate a new front wing during Friday practice in Turkey.



LOTUS



Key to Lotus achieving its aim of joining the midfield on raw pace with a major upgrade for this weekend's Turkish Grand Prix will be how well its modified power-steering system works.

Both Heikki Kovalainen and Jarno Trulli have complained that the continual power-steering problems that have afflicted the team since the T128 first tested have held the team

back. With the steering offering little feedback to the drivers, set-ups have not been refined and much time on grand prix weekends has been wasted trouble-shooting.

In addition to the power-steering modification are aerodynamic upgrades, while a new exhaust-blown diffuser is planned for the next race in Spain.

VIRGIN

Along with Williams, Virgin has had arguably the most disappointing start to the season, missing its Q2 target by several seconds.

Technical director Nick Wirth skipped the last two races to focus on developing the major upgrade package for Istanbul, which team principal John Booth describes as "pretty close" to a B-spec car.



HRT



Aerodynamic upgrades, primarily including a modified front wing, form part of the most significant upgrade package that the team has ever taken to a grand prix weekend, and it is hoped that it will produce a major hike in

downforce. Team principal Colin Kolles is bullish, and he believes the team "should be able to beat our closest rivals" – namely Virgin.





TURKISH GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



Right-front tyres will feel the strain

Tyre wear: hot topic at Turkey's Turn 8

Istanbul's trademark corner has always been a talking point, but this year's Pirellis will make it more challenging

Mention Turkey's Istanbul Park and one thing always springs to mind – Turn 8. The long, multi-apex left-hander lasts for well over six seconds and has become one of the most popular corners on the Formula 1 calendar.

In itself, it's a real challenge for the drivers, even with the massive run-off that makes crashing almost – but not quite – impossible. Now

there is an extra difficulty in the shape of Pirelli's tyres.

The Italian firm has specified the same soft and hard compounds that it took to the opening three flyaway races of the season, but the heavy lateral load at Turn 8 is going to ask a lot of the front-right tyre in particular.

"When we run on a soft set of tyres, it's going to be very tough,"

says Force India's Adrian Sutil.

"Even with the Bridgestones, we saw some tyre failures so it could be very difficult and might be harder to drive, too."

"In China, the long corner onto the back straight was very hard on the outside front tyre and Turn 8 in Turkey is much harder. But it should be manageable."

With tyre conservation critical

in F1 in 2011, the Turkish Grand Prix will be a real test of which drivers can best manage their rubber. As well as the problem of the front-right wearing, as the rear tyres go off, it could lead to some spectacular oversteer moments mid-corner.

That means there will be plenty of drivers relieved at the size of the run-off area.



TRACK GUIDE

NUMBER OF LAPS **58**

CIRCUIT LENGTH **3.317m**

LAP RECORD **1m24.770s**

JUAN PABLO MONTOYA (2005)



TURN 12
2nd GEAR
APPROACH SPEED **198_{mph}**
CORNER SPEED **58_{mph}**
BRAKING DISTANCE **132_m**
BRAKING TIME **2.67_s**
BRAKING FORCE **5.09_g**

TURN 9
3rd GEAR
APPROACH SPEED **194_{mph}**
CORNER SPEED **90_{mph}**
BRAKING DISTANCE **96_m**
BRAKING TIME **1.60_s**
BRAKING FORCE **4.98_g**

TURN 8
6th GEAR
APPROACH SPEED **169_{mph}**
CORNER SPEED **162_{mph}**
BRAKING DISTANCE **N/A**
BRAKING TIME **N/A**
BRAKING FORCE **N/A**

TURN 14
2nd GEAR
APPROACH SPEED **85_{mph}**
CORNER SPEED **61_{mph}**
BRAKING DISTANCE **22_m**
BRAKING TIME **0.70_s**
BRAKING FORCE **1.87_g**

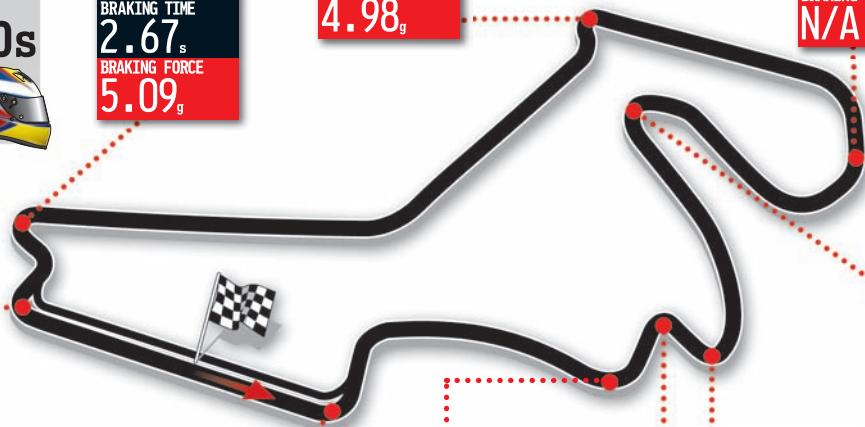
TURN 1
3rd GEAR
APPROACH SPEED **189_{mph}**
CORNER SPEED **94_{mph}**
BRAKING DISTANCE **85_m**
BRAKING TIME **1.44_s**
BRAKING FORCE **4.80_g**

TURN 3
3rd GEAR
APPROACH SPEED **186_{mph}**
CORNER SPEED **114_{mph}**
BRAKING DISTANCE **63_m**
BRAKING TIME **0.97_s**
BRAKING FORCE **4.71_g**

TURN 4
2nd GEAR
APPROACH SPEED **120_{mph}**
CORNER SPEED **70_{mph}**
BRAKING DISTANCE **51_m**
BRAKING TIME **1.26_s**
BRAKING FORCE **2.61_g**

TURN 5
3rd GEAR
APPROACH SPEED **100_{mph}**
CORNER SPEED **84_{mph}**
BRAKING DISTANCE **16_m**
BRAKING TIME **0.38_s**
BRAKING FORCE **2.16_g**

TURN 7
3rd GEAR
APPROACH SPEED **180_{mph}**
CORNER SPEED **82_{mph}**
BRAKING DISTANCE **90_m**
BRAKING TIME **1.65_s**
BRAKING FORCE **4.56_g**



DATA PROVIDED BY
brembo

KEY: TURN 8



SEBASTIEN BUIEMI

The car is going to be very oversteery here. At some circuits, you can do more laps before that, so it is going to make Turn 8 interesting. The right-front might be a problem, but we've seen very small degradation on that tyre so far this year, so it might not be so bad. I honestly don't expect to see more people going off than in previous years, but the rear will move around a lot more on heavy fuel with old tyres in particular.



KAMUI KOBAYASHI

I think we could do with a special right-front tyre for Turn 8 – or maybe run double tyres there! It's going to be very hard to drive as the tyres go off. It's a good corner to drive and I don't think the tyres will be a big problem.



RUBENS BARRICHELLO

The whole circuit is challenging for a driver because it runs anti-clockwise and the left-handers are hard on the neck. But Turn 8 is the real test of a driver and car. It's also very important for lap-time, too.

CLASSIC MOMENT

HAMILTON'S BLOWOUT

Lewis Hamilton was fighting for second place with 15 laps of the 2007 Turkish Grand Prix remaining, a result that would have extended his world championship lead to 11 points. Then, at Turn 9, his front-right tyre delaminated, forcing him to crawl to the pits. He salvaged fifth, while Ferrari took a one-two with Felipe Massa and Kimi Raikkonen.

BALLSY CORNER

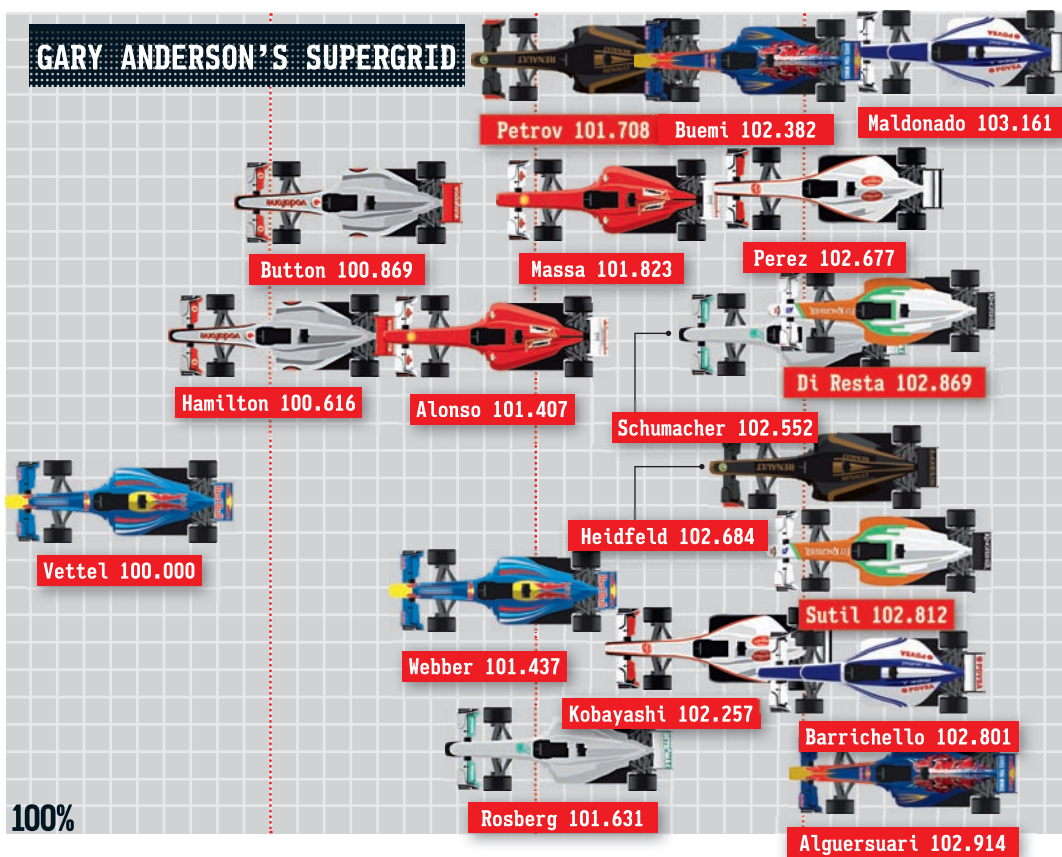
TURN 12

We've heard enough about Turn 8, but there are 13 other corners on the track to think about. The positioning of the DRS overtaking zone on the run to Turn 12 means that the boldest drivers on the brakes will be well-placed to make a pass.

P16

EXPERT VIEWS: GARY ANDERSON AND LUCAS DI GRASSI

GARY ANDERSON'S SUPERGRID



Despite its disastrous start to the season, qualifying two seconds off the pace in Australia and Malaysia, Mercedes has recovered. Nico Rosberg has passed Vitaly Petrov as the fastest driver outside of the big three teams.

100%



2010 Turkey went cold for Red Bull

Stiff suspension, high downforce and, in 2011, three pitstops required...

P19 COULTHARD COLUMN

LIVE TV AND RADIO LISTINGS

FRIDAY MAY 6

0755-0935 Free practice 1 LIVE (BBC red button and online)
1155-1355 Free practice 2 LIVE (BBC red button and online)

SATURDAY MAY 7

0855-1005 Free practice 3 LIVE (BBC red button and online)
1100-1330 Qualifying LIVE (BBC2 & Sports Extra and online)

SUNDAY MAY 8

1210-1525 Grand Prix LIVE (BBC1 & Radio 5 Live and online)

2010 POLE POSITION

MARK WEBBER



2010 WINNER

LEWIS HAMILTON



TYRE ALLOCATION TYRES USED THIS WEEKEND

HARD		MEDIUM	
SOFT		SUPER SOFT	



Kovalainen 105.101



Glock 106.691



Liuzzi 108.432



Trulli 105.338



D'Ambrosio 106.943



Karthikeyan 109.378

Lead Lotus driver Heikki Kovalainen is still two per cent off the midfield on raw pace – the same as pre-China. Despite optimism in the Lotus camp, its upgrade package must produce a huge stride forward in Turkey to get into the midfield.

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

107%

LAST YEAR

RED BULL THROWS IT AWAY

Mark Webber carried his dominant Spain and Monaco Grand Prix form into qualifying at Istanbul Park, taking pole position ahead of Lewis Hamilton. But come Sunday, he was not able to score a victory hat-trick during a race famous for intra-team scraps. The Australian led the first half of the race, with team-mate Sebastian Vettel climbing to second after jumping Hamilton during the pitstops. Then, on lap 50, the German got alongside Webber on the run to Turn 12. Webber squeezed, Vettel edged to his right and triggered a spectacular collision. While Webber recovered to third, Hamilton won from Jenson Button, but not before the pair swapped positions twice in the closing stages.

RESULTS 1 Hamilton; 2 Button; 3 Webber; 4 Schumacher; 5 Rosberg; 6 Kubica



RACE ODDS

Vettel	5/4
Hamilton	3/1
Webber	4/1
Button	7/1
Alonso	11/1
Rosberg	33/1
Massa	33/1
Heidfeld	40/1
Schumacher	66/1
Petrov	66/1
Kobayashi	150/1
Sutil	250/1
di Resta	250/1
Perez	250/1
Barrichello	300/1
Alguersuari	500/1
Maldonado	500/1
Buemi	500/1
Trulli	2000/1
Kovalainen	2000/1
Glock	3000/1
D'Ambrosio	5000/1
Liuzzi	5000/1
Karthikeyan	5000/1

IS THERE ANY

reason to expect Red Bull to be toppled from the head of the timesheets in Turkey? Probably not. And if you're looking for value there, look no further than Mark Webber. He's had a poor start to the year, but took pole position in Turkey last year; if you can find him at 4/1 for top spot in qualifying, that's well worth a punt.

THE DRIVER

LUCAS DI GRASSI

thedriver@autosport.com



IT IS ALWAYS A PLEASURE TO DRIVE AT

Istanbul. I am not the only driver to be fascinated by all the up and down, high speed, heavy braking and blind corners on this circuit. In my opinion this is the finest work of Hermann Tilke, and stands as the proof that it is possible to create a new circuit in the middle of nowhere and still make it challenging.

I expect that the race this weekend will be as good as the Chinese GP was. The DRS and KERS will have a strong impact on the back straight. Actually, the back straight isn't straight at all – it is downhill to begin with, and then it shifts uphill to a blind right kink, ending in a heavy braking area with lots of overtaking options.

But again the key point will be the tyres. It will be difficult to make them work properly in Turkey, and all of the teams can expect a high wear ratio. The main reason for this is the wonderfully-designed Turn 8. It is almost flat (in fact it is flat in qualifying) at more than 170mph for 4-5 seconds, which is a lot. The amount of energy going through the tyre is tremendous.

So once again, the drivers have to think a lot about how to save the tyres without losing too much time. Unlike China, the rear-right tyre is the one to take care of, as most corners, including Turn 8, go to the left.



GARY ANDERSON
Technical consultant

SUSPENSION

To cope with the fast, quadruple-apex Turn 8 the car needs to be set up stiffly otherwise it will bottom out and pitch you off the road. This then compromises the grip in the slow-speed corners at the end of the lap, and the important Turn 9 that leads onto the back straight.

DOWNFORCE

With the long back straight, top speed is very important but in the slow twisty

sections you want as much downforce as possible. As we have seen in previous races this season the DRS will be a big advantage in qualifying but you will still require good top speed in normal trim when the system cannot be activated during the race. Gearing will also be a compromise and as the end of the back straight is downhill it will be a very important decision and it could compromise reliability.

TYRES

Turn 8 is notorious for eating up the right-front tyre so it will be interesting to see how Pirelli copes with this. I'm sure we will see at least three pitstops for everyone, as most of the people who tried to drag out a two stopper in China ended up with egg on their face.



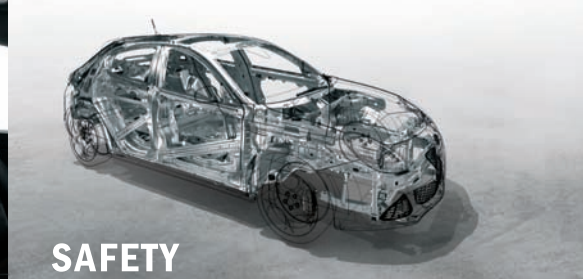
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Giulietta



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Above rental based on Alfa Giulietta 2.0 JTDM-2 140bhp Lusso on Contract Hire payment profile of 3 rentals in advance (equivalent to £837) followed by 35 monthly rentals of £279. Rentals shown above exclude VAT and maintenance. Rentals are subject to VAT at statutory rate. Based on 10,000 miles per annum. Excess mileage charges apply. Vehicles must be registered with Alfa Romeo Contract Hire before 30th June 2011. Offer subject to status. A guarantee and/or indemnity may be required. Offer correct at time of going to press and may be varied or withdrawn at any time. Subject to availability. Alfa Romeo Contract Hire, 240 Bath Road, Slough SL1 4DX. †Including Alfa Red special paint. **P11D value including Alfa Red special paint is £21,185 based on 20% tax bracket, a driver on a 40% tax bracket would pay £92 per month. ***Source - Manufacturer UK websites on 14th January 2011. ****Source - EURO NCAP rating.



Straight talk

David Coulthard

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

After such an exciting Chinese Grand Prix, DC wonders why there is such divided opinion on Formula 1's new style of racing. Surely, technology and unpredictability is what F1's all about

We've had a bit of time to reflect on the first three races of the year, and what was a very good Chinese Grand Prix in particular. The new style of racing we have with Pirelli tyres, adjustable wings and KERS is dividing opinion, but I don't see how any of this can be bad for the sport. What we have this year is a challenge – this is Formula 1 2011. In the past you could pretty much switch off after the last pitstop. You can't do that now, so I fail to see why that's not a good thing. I personally think any sporting contest should not be over until the final whistle blows or the chequered flag drops. Otherwise,

run 20 seconds off the pace in the wet and nobody says it's not proper grand prix racing. Speed is a relative thing; if you're going faster than everyone else you still feel fantastic.

People say this new form of racing is artificial. But there are so many things we don't see from the outside. If a team has an extra engine mode available that rivals with other engines don't have, is that not artificial? If a driver doesn't have to save fuel while others do, is that not artificial? When was racing in its purest form? Probably when the drivers were running across the track to their cars at the start of the Le Mans 24 Hours. But as soon as they switched on the engines, it wasn't about man against man anymore. It became man and machine, team against team, technology against technology. Because of that, you're never going to see 20 cars all racing each other wheel to wheel to the finish line all the time.

As difficult as it was to follow at times, I thought the Chinese Grand Prix was good. I said thank you to Pirelli on TV immediately after the race, because they had a bit of a hard time over the winter but they stuck to their guns. The outcome of that is that we are seeing variable races. And we're seeing people learn from their mistakes and evolve as we go. Lewis Hamilton burned up a set of tyres in Q3 at Malaysia, and he changed his approach for China which worked out for him.

Formula 1 is a technical challenge, and it should be about making all the tools at your disposal work. It shouldn't be just about bolting the car together and going racing – that's what other series are for. This year we're also seeing the drivers' personalities come through – they have to make calls on strategy from within the car when sometimes the team are advising them otherwise.

I think it's good that things are so unpredictable. Where do you place your bet for Turkey this weekend? It should be a good track for McLaren with some long straights, but Red Bull has to be the favourite. McLaren's turnaround has been amazing, and what we need now is Ferrari catching up. Mercedes is in the mix as well – Nico Rosberg led for a long time in China and at one point it looked like he could have won if he didn't have to conserve so much fuel.

Finally, a word about my countryman and former DTM team-mate Paul di Resta. He has been fantastic so far in Formula 1, his transition has been seamless. He looks like he's been doing this for a long time.

I was hopeful that Paul could do it, but I know what a cruel business Formula 1 can be, so I was nervously optimistic that he would deliver. When I see any young driver getting their chance and doing well I feel relieved for them. I want to see young guys who get there on merit – like Paul has – to have great careers in the sport. ☘



Racing at its purest? Le Mans' sprint to the cockpit

before the end you have people leaving the grandstands and turning off their TVs.

Yes, it must be hard for the drivers to run eight seconds per lap off their qualifying pace. But we

PIC: LAT

“Pirelli, DRS, KERS – I don't see how these are bad for F1”



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MPH Mark Hughes

AUTOSPORT grand prix editor

The four-apex, seven-second, high-g Turn 8 of Istanbul Park will give teams a tyre performance/degradation headache for this weekend's fourth grand prix of the season

PICS: BELLANCA/LAT

In 2007 Lewis Hamilton put so much load through his front-right tyre at Istanbul's turn eight that it blew. For 2008 Bridgestone introduced a special Hamilton-inspired strengthening of the front-tyre shoulder but the problem simply shifted to the sidewall – and again the McLaren/Hamilton combination was the one causing Bridgestone concern. So much so, that Hamilton was obliged to do a disadvantageous three-stop strategy, rather than the faster two-stop, minimising the risk of another blow-out by keeping the stints short. The '09 McLaren was so lacking in downforce at the Turkey stage of the season that it was only last year we got full and

proper confirmation that Bridgestone finally had a handle on how to build a front tyre that would take the combined punishment of turn eight and Hamilton in a fast car. Well, now Pirelli has to meet that challenge.

The 5g-force of the turn lasts for seven seconds, putting the front tyres under more strain than at any other place during the season. Two-thirds of the lap's tyre usage is consumed in that single – albeit four-apex – turn. At most tracks it is the rear tyres that are the limitation in that they have to do much more than their share of the work – typically around 65 per cent of the workload for only 52 per cent of the contact-patch area. But at Istanbul, it's the fronts that take the biggest hammering, precisely because they are being steered at high lateral loads for so long without respite. When the car is being steered, the fronts are absorbing most of the cornering energy and it's only as the car's line responds to the steering and takes a set that the lateral loads are transferred more to the rears. The more steering and the higher the speed, the more energy is taken from the front tyres. Given the fast-wearing characteristics of the Pirellis, it potentially makes this weekend very interesting.

Getting the tyre to perform and last through that one turn is going to be the main preoccupation of the teams. "We'll spend part of Friday morning monitoring the loads through the tyres to make sure we can achieve a safe and achievable balance for the race before we head into qualifying," says Jenson Button.

Note the emphasis on 'safe' – for there is more than just the usual balance between wear and speed to be worked out here. The longer the corner goes on, the hotter the steered front tyres become, and the danger is the temperatures become so high that the rubber 'de-vulcanises' and the tyre simply collapses, much as Hamilton's did in '07. The teams therefore have to prevent the critical temperatures being reached by the end of that corner – but that will mean a compromise earlier in the turn. It might well be that drivers will have to deliberately sacrifice a chunk of entry speed, just to keep the tyre within a safe temperature range by the end of the turn. Tyre pressures and ride heights will be even more crucial than normal.

Having worked out how to prevent the tyre delaminating, teams then need to control the wear. Once a tyre reaches the temperature threshold it's designed to work in, so any further increase in temperature tends also to increase wear. It may well be that the fastest cars work the tyres harder than the tyres can be used if you want to make them last. It could be, therefore, that a faster car is forced to do more stops than a slower car – and if it does, can it get a big enough lead over the slower car to do the extra stop?

Combine all this with the lessons of Mark Webber in China – about how having fresh tyres at key parts of the race might even be more important than qualifying position at some tracks – and it seems unlikely this weekend will not be punctuated by tyre-related drama. ☹



Hamilton: tough on tyres in Turkey

“Turn 8 puts the tyres under more strain than anywhere this season”



INDYCAR

THIRD TIME LUCKY

Rain forced two red-flags during IndyCar's visit to Sao Paulo last Sunday before the race was postponed until Monday. Despite continuing wet conditions, the race was finally completed on its third start, with Will Power taking the win.



P58 INDYCAR BRAZIL REPORT

INDYCAR/NASCAR

IndyCar still on Danica's radar

Patrick open to continuing dual IndyCar/NASCAR campaigns in 2012 despite rumours of full-time NASCAR switch

Danica Patrick has not ruled out continuing with a split IndyCar/NASCAR programme in 2012, despite widespread expectation that she would move to NASCAR full-time.

Patrick is out of contract with both her IndyCar team Andretti Racing and NASCAR Nationwide squad JR Motorsports, with which she is contesting her second part-time campaign in NASCAR's second tier, at the end of this year. The commercial benefits of taking her high profile into NASCAR full-time was expected to trigger a move away from single-seaters, however Patrick said that a continuing involvement with both series was still on the cards.

"Yes, [racing in both series] is a

viable option," said Patrick. "All options are open. It's not like people are trying to make me do [NASCAR] or not make me do it."

Despite remaining open to the prospect of continuing with her IndyCar career beyond 2011, Patrick admitted that the series has to find greater exposure if it is to remain afloat over the longer term.

"We're the same race cars doing the same kind of racing throughout the year, so it would be great if people paid attention the rest of the year like they do at Indy," she said. "I would love it if the series got more attention. I'm not the solution-maker to that. All I can do is drive my best, put on a good show. You can't do it every weekend but hopefully you can do it most of

the year and help get new people interested. The series needs to make [TV ratings] numbers bigger because that is what sponsors look at. If you don't have viewership

numbers then you don't have the sponsors, then you don't have the sponsorship money, then you don't have the cars, and you don't have the event. Eyeballs are important."



Patrick may dovetail IndyCar and NASCAR

INDYCAR

Vernay facing IndyCar wilderness

INDY LIGHTS CHAMPION JEAN-KARL Vernay has accepted that it is unlikely he will be able to make use of the series' million-dollar prize fund to progress into a 2011 IndyCar race seat.

Vernay was unable to negotiate either a full-time ride in this year's IndyCar series or an outing in the Indianapolis 500. The Frenchman has recently turned his attention to

pursuing a career in Europe; securing a Peugeot Le Mans reserve-driver role and making a Formula Renault 3.5 outing with Pons at Spa last weekend.

"There are no drives in IndyCar now," said Vernay. "It's a strange situation. I won Indy lights but I haven't been able to touch the million dollars. I think they may have given the money to help someone else now.

"The problem is, IndyCar is not a professional championship. There are seven drivers who are paid and the rest bring millions of dollars. Don't get me wrong, I think it's a great championship, and I'd really like to be driving there. But I have zero budget. If there is a team that could offer me something later in the season, of course I would do it."

Vernay's Pons deal is currently a one-off. The former Red Bull Junior driver created a strong impression with the team despite having only finalised his deal two days prior to practice.



Vernay raced for Pons in FRenault 3.5 at Spa

F3 EURO SERIES

Carlin praises Euro Series tyres



Kumho has done a good job, says Carlin

weekend, said he felt that the latest generation of Euro Series tyre was an improvement on previous efforts.

"The previous tyre had no feel, but this one is much better," Carlin told AUTOSPORT. "In fairness, the Masters tyre last year was pretty good too. In the past, you needed to have data to look at to prove how fast the tyre would go round a corner. That's not the case anymore, so it's easier to get a handle on."

Carlin also admitted his reservations about junior categories using tyres that degrade, to copy Formula 1.

"It means the drivers experience tyre degradation, but it also means you can run out of decent rubber after one hour on a test day," he said. "If drivers can't get out on track as much they can't learn as much."

season F3 Masters event. Kumho had worked on developing a bespoke compound for the Masters in recent years, and it has come up with a completely new tyre for the Euro Series in 2011 as well.

Carlin team boss Trevor Carlin, who entered three cars in the Euro Series event at Hockenheim last

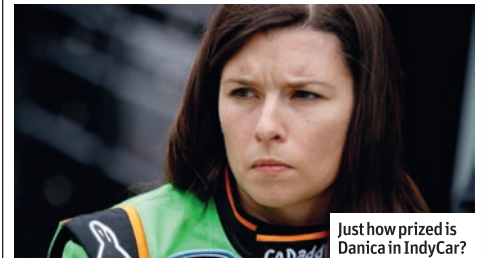
TOP BRITISH FORMULA 3 TEAM

Carlin has praised the efforts of Euro Series tyre supplier Kumho to build a tyre that is easier for teams from other championships to work with.

Non-Euro Series teams have often struggled on the previous generation of tyres, either in guest appearances in the championship or at the mid-

AUTOSPORT SAYS...

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Just how prized is Danica in IndyCar?

The news that Danica Patrick is leaving the door open to the possibility of continuing with a split IndyCar/NASCAR campaign in 2012 and beyond will be music to the ears of IndyCar head Randy Bernard, who has spoken frequently about her perceived value to the series. But how big a loss would she really be to American single-seaters if she made a permanent switch to NASCAR?

There's no arguing with her recognition levels in the US. A couple of strategically-timed appearances in Sports Illustrated and a healthy line in product endorsements has outweighed her solitary win to deliver a profile stratospherically higher than the Dixons, Franchittis and Powers of the world, any of whom could pop into their local shops without attracting attention.

But key to IndyCar's future is its TV audience, and even with Danica there people aren't watching. The Indy 500 gets strong numbers, and the ratings for St Petersburg were reportedly encouraging. Yet some figures for other races put the viewership at somewhere around a fifth of the second-tier NASCAR Nationwide Series. If Danica sells, why is nobody buying? Bernard is better off with Patrick than without her, but she's not the magic bullet.

IN BRIEF



RICE RETURNS FOR INDY

Former Indianapolis 500 winner Buddy Rice (above) has joined Panther Racing for a one-off crack at this year's race.

RIGON RETURNS TO GP2

Davide Rigon will race in GP2 this year for Coloni. The Italian, who made a handful of appearances in the series for Trident in 2009, takes the seat that was vacated by Britain's James Jakes.

FILIPPI PRESSES ON

GP2 veteran Luca Filippi will remain with Super Nova for the opening two races of the new season. The Italian has taken two wins in his four GP2 seasons to date.

ALESHIN BACK AT CARLIN

Formula Renault 3.5 champion Mikhail Aleshin will return to Carlin to race in this season's GP2 opener in Turkey. The Russian lost his full-season deal with the team after struggling to find budget following the GP2 Asia campaign earlier this year.

NO SUPERLEAGUE RACE FOR UK

Donington is among the European circuits to have been dropped by football-themed Superleague Formula for its 2011 season.

F3 EURO SERIES

Champs overcome early-season wobble

REIGNING F3 EURO SERIES champion team Signature has recovered from its tough start to its title-defence season after undertaking a four-day test programme to get back on the pace.

The French squad dominated the 2010 championship, with Edoardo Mortara winning the title and Marco Wittmann completing a one-two. But the team was comfortably beaten in the opening round of this year at Paul Ricard, as it struggled to adapt to the new fragile Kumho tyres introduced for 2011.

The Volkswagen-powered team was in contention for victory at Hockenheim last weekend. However, Mercedes engines have won all six races

in the Euro Series so far this year, with Prema Powerteam taking five of those victories, including a clean sweep in Germany.

"We have worked well to solve the problems," said Wittmann, who took a pole position and three podiums last weekend. "We have definitely made a step compared to Paul Ricard - there we struggled a lot with the tyres. We've been quite strong over long runs here which is good."

Fellow 2010 returnee Laurens Vanthoor added that understanding the tyres was key after Paul Ricard.

"The first round was a disaster," said the Belgian. "We went testing and improved quite a lot. We know what we still have to work on."



Signature has struggled so far

QUOTE OF THE WEEK



He was talking about standing water and puddles. I had to explain that puddles were standing water"



Dario Franchitti on IndyCar race director Brian Barnhardt

IN BRIEF



BAYNE SIDELINED

Daytona 500 winner Trevor Bayne (above) was forced to withdraw from last weekend's NASCAR Nationwide Series race at Richmond as he was suffering from fatigue and nausea that doctors believe could be related to an insect bite earlier this year. No date has been set for his return.

WATCH KIMI IN A TRUCK

F1 world champion Kimi Raikkonen's NASCAR debut will be available to watch for all Sky subscribers in the UK. The Finn's Truck race at Charlotte, in the early hours of May 21, will be shown by Premier Sports (channel 433) at no extra charge.

O'NEILL'S CARD MARKED

British Touring Car racer Paul O'Neill has been handed two points on his licence for his race-three clash with Rob Collard at Donington Park last month. Alex MacDowall received the same penalty for hitting Collard at Thruxton last weekend.

HOENTHAL TRIES STCC

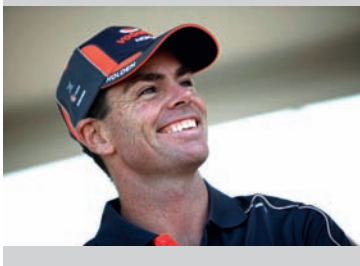
Former British F3 race winner and Formula 2 racer Sebastian Hohenthal could make his Scandinavian Touring Car debut later this year after testing a SEAT Leon for the Danielsson Motorsport squad at Mantorp Park last week.

V8s LOOKING AT INDIA

Talks are underway about a possible V8 Supercar double-header in India. Series representatives and Indian trade officials are discussing a pair of races in New Delhi and Chennai, most likely in 2013.

LOWNDES FOR VLN DEBUT

Three-time V8 Supercar champion and five-time Bathurst 1000 winner Craig Lowndes will race an Audi R8 LMS in the VLN later this month. Lowndes (below), who will share the car with Warren Luff, is aiming to contest the Nurburgring 24 Hours next year with hopes of eventually entering Le Mans.



V8 SUPERCARS

"PRETTY SCARY"

V8 Supercar racer Karl Reindler escaped with minor burns and a degree in understatement from this startline accident in last weekend's V8 Supercar race at Barbagallo in Perth. Reindler, who described the shunt as "pretty scary", was released from hospital later that evening.

DTM

Ralf a contender, says Merc

Schumacher tipped for strong season after maiden podium at Hockenheim

Ralf Schumacher can be a frontrunner in the DTM this year, according to his Mercedes motorsport boss Norbert Haug.

The six-time grand prix winner was one of the star performers at last weekend's Hockenheim season opener. The 35-year-old scored his first podium finish in the series and beat more-fancied HWA team-mates Gary Paffett and Jamie Green for most of the weekend.

Haug told AUTOSPORT: "If you would have said at the final race last year that this weekend Ralf would be 0.3s quicker consistently [than Paffett] over a 20-lap stint, nobody would have believed you, but this is the case."

"Ralf has had good testing and

Ex-F1 ace says new tyres suit him



worked hard over the winter. He understands the tyres [from new control supplier Hankook] and has a good set-up.

"The good front-end grip from the tyres gives him a bit better feedback [than the Dunlop rubber used in the DTM until last year],

NASCAR

Montoya draws flak for shunts

FORMULA 1-TURNED-NASCAR STAR Juan Pablo Montoya has drawn fire from his Sprint Cup rivals following the latest in a series of run-ins between the Colombian and Ryan

Newman at Richmond last weekend.

Montoya put Newman into the wall in what appeared to be payback for an incident earlier in the race, when Newman had nudged the seven-time grand prix winner into the barrier.

Newman told his team over the radio that he believed Montoya should have been black-flagged, and said that he would confront the Ganassi driver afterwards, but Montoya left the track

as soon as the race was over.

"To retaliate the way he did just didn't show much class," Newman said.

Denny Hamlin, who finished second, agreed that Montoya is pushing things too far. "I don't like it," he said. "Every time Montoya has damage, you see who did it, [and] they end up getting wrecked. I think he's a hell of a driver. But you can't wreck someone every time there's an accident."



DTM

Spengler in NASCAR frame

Spengler could join Montreal Nationwide race



EARLY-SEASON DTM LEADER BRUNO Spengler could make a surprise NASCAR debut later this year.

The French-Canadian was contacted by a number of teams in the second-tier Nationwide Series during the winter about a one-off drive at the Montreal road-course event on August 20.

HWA driver Spengler, who kicked off his DTM campaign with a commanding victory at Hockenheim last weekend, told AUTOSPORT that he would be

interested in taking part in the event, but that he had yet to seek permission from Mercedes motorsport vice-president Norbert Haug.

“Racing at home in Montreal would be very interesting and I’d like to try it, just to have a go,” said Spengler. “I spoke to some teams in the winter, but there was nothing really serious.

“I’ll have to have a talk with Norbert and see what he says. We’ll talk first and then I’ll have an idea of whether I’d be

allowed to do it. If it doesn’t work, then it doesn’t work, because the DTM is my priority this year.”

When asked about the possibility of allowing Spengler to compete at Montreal – an event that sits within a four-week gap between DTM races – Haug told AUTOSPORT: “He [Spengler] has not asked me about it, and if he’s not coming and asking, it’s not something that exists for me. It’s pure speculation.”

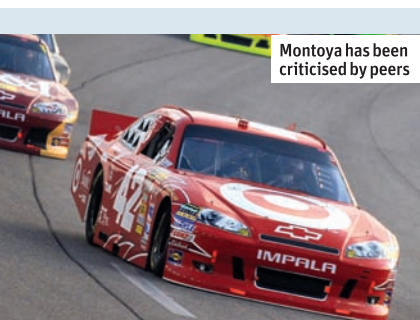
and there are some guys who get much more benefit from that.”

Schumacher agreed with Haug’s assessment that the Hankook rubber had been a major factor in his performance.

“The car is much easier to drive on the Hankooks,” said Schumacher. “You feel the car much more and that makes you work with the car much better. I think being in the same car for a second year [since the mid-2009 development freeze] helps as well. “It’s not natural for a new manufacturer to come in and make such a consistent tyre straight away. They have done a good job.”

Abt Audi rival Mattias Ekström, who beat Schumacher to second place at Hockenheim by just 0.1s following a last-lap suspension problem, acknowledged the German’s upswing in form.

“I have said some stupid things about him in the past, but this weekend he has been pretty fast,” said the Swede.



Montoya has been criticised by peers



Austin’s Audi hasn’t been quick

BTCC

NGTC Audi set for upgrade

THE AUDI A4 IS SET FOR A MAJOR upgrade ahead of the next round of the British Touring Car Championship at Oulton Park.

The Rob Austin Racing-run machine has experienced a number of problems since its debut at Donington Park last month. AUTOSPORT understands that David Pinkney, who had planned to race the car this season, may not do so until it has been improved.

Austin, who drove the A4 at Donington and Thruxton, said: “David likes the idea of the package, but he wants it to be more competitive. We’ve got a big step forward for Oulton – a new engine and a big weight-saving plan. I still see the potential of NGTC.”

Fellow NGTC squad Speedworks skipped Thruxton, after its Toyota Avensis was damaged at Donington.

BTCC

Turbo BMWs on BTCC horizon

TURBOCHARGED BMWs COULD JOIN the British Touring Car Championship within the next year.

BMW teams WSR and Geoff Steel Racing have run normally aspirated 320si racers this season, but have struggled against the wave of new turbo cars in the series. Now both are evaluating running a turbo unit in the Super 2000 BMW chassis.

WSR boss Dick Bennetts, who ran Colin Turkington’s BMW to the 2009 BTCC crown, said: “We’d love to switch to turbos, but BMW said they wouldn’t recommend turbocharging the current engine.

“They do have a production road car engine, but it’s brand new so we’d have to fund developments ourselves. We could

run it in 2012. For next year we’re either out of the BTCC or going to a turbo.”

GSR missed the Thruxton round last weekend after driver Dave Newsham left to join the Special Tuning Racing squad, which runs turbocharged SEAT Leons.

Team boss Steel hinted that his team could change to an unspecified turbo engine during this season. “It depends on drivers – there are some who are happy to take the BMW in the guise that it’s in, but the future is going to the turbos,” he said. “We’ll look at it sooner or later.”

Steel did not rule out using one of his two chassis to test a turbo engine, while keeping his other car in normally-aspirated S2000 specification.



Newsham has quit to drive SEAT turbo

➔ P46 THRUXTON BTCC



GT3

Turvey to race McLaren

Ex-Award winner strengthens McLaren ties with call-up to race new MP4-12C GT3.

By GARY WATKINS

Former GP2 frontrunner Oliver Turvey has been called up by McLaren to race its new MP4-12C GT3 contender in the car's development season this year.

The 2006 McLaren AUTOSPORT BRDC Award winner, who failed to secure the funding to remain in GP2, landed the opportunity as a result of his role with the McLaren F1 team over the past 18 months.

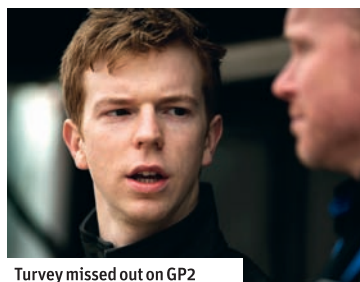
"I drove the McLaren F1 car [MP4-24] at Jerez in 2009 as part of my prize for winning the Award and that led on to some simulator work and a run in the young-driver test at Abu Dhabi last year," Turvey explained. "Then this opportunity came up. It's an exciting programme

and gives me the chance to grow my relationship with McLaren."

Turvey, who lost his backing from the Racing Steps Foundation over the winter, insisted that his single-seater career was not over.

"I haven't given up on my ambition to reach F1," said the 24-year-old. "I see this as an opportunity to develop myself into a better driver."

Turvey is due to contest three or four rounds of the new Blancpain Endurance Series in the MP4-12C GT3, which has been developed in conjunction with CRS Racing. He will share the car with CRS team director Andrew Kirkaldy and former British Formula 3 champion



Turvey missed out on GP2



Car makes debut at Navarra

Alvaro Parente, who was announced as test driver for the car in March.

The race programme will start at round two of the Blancpain series at Navarra in Spain on May 22 and continue with the Magny-Cours and Silverstone events. It is expected that the McLaren will also

take part in the Spa 24 Hours, which is a round of the series.

Kirkaldy explained that the aim was to deliver a car with "outstanding performance" and "metronomic reliability" ahead of the 2012 season. A production run of 20 cars is planned for next year.



R18 could eventually be hybrid

LMP1

Audi engine secrets revealed

AUDI HAS DISCLOSED KEY TECHNICAL secrets of the all-new engine that powers its latest R18 TDI Le Mans 24 Hours challenger.

The German manufacturer had stated only that its all-new engine was a V6, and that the configuration had been chosen for reasons of compactness, lightness and reduced frictional losses. Audi has now revealed ahead of

the R18's race debut in the Spa Intercontinental Le Mans Cup event this weekend that it is a wide-angle 120-degree engine with a single turbo.

The aim has been, stated Audi, "to lower the centre of gravity as much as possible" from the 75-degree V10 of the R15. That required the exhaust manifolds to be moved inside the vee so that the exhaust system does not

impinge on the rear diffuser tunnels.

This configuration resulted in a one-turbo set-up, which was made possible by the introduction of variable turbine geometry on the R15 of 2009-10.

Audi Sport engine boss Ulrich Baretzky confirmed that one of the reasons for opting for a V6 over the V8 path taken by Peugeot was to "leave options open" for the introduction of energy-retrieval systems.

Peugeot has narrowed the angle of its V8 in comparison to its V12 predecessor from 100 degrees down to 90.

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Team is struggling to make Le Mans 24 Hours

LMP1

Doubt for Hope hybrid after test problems

THE SWISS HOPE RACING SQUAD'S plans to contest the Le Mans 24 Hours with its hybrid LMP1 prototype are in doubt after further problems in testing.

The team completed only 22 laps at the Le Mans Test Day last month with its new ORECA-Lehmann O1, which uses the British-developed Flybrid flywheel system.

Further testing on Monday at Paul Ricard was curtailed by a failure in the Flybrid system, which has resulted in the team's withdrawal from this weekend's Spa Intercontinental Le Mans Cup round.

Hope Racing boss Benoit Morand said: "There is a problem with

vibration at low revs and this caused a shaft to break. Flybrid is re-designing the part and we will test again in two weeks."

The ORECA-Lehmann needs to be able to complete 400 metres, the length of the Le Mans pitlane, at 60km/h on stored energy in order to be eligible to compete in the 24 Hours. It failed to achieve this at the Test Day and Morand said he would meet with the Le Mans organisers this weekend to discuss when the team could re-attempt it.

● Dutchman Jan Lammers will race with Hope should it make the event. The 1988 winner has not raced at Le Mans since 2008.

GT OPEN

Firman back in Europe

FORMER JORDAN GRAND PRIX DRIVER

Ralph Firman is to contest a full season of racing outside Japan for the first time since his year of Formula 1 in 2003.

The Briton, who lost his Super GT drive in Japan with Aguri Suzuki's ARTA Honda team over the winter, secured a deal to race a Luxury Racing-entered Ferrari 458 Italia in the GT Open series ahead of last weekend's season opener at Imola. He is sharing the car with multiple Ferrari Challenge champion Ange Barde.

Firman, who won the Super GT title in 2007 with ARTA, said: "It's good to be back racing in Europe; this is my first season outside Japan since F1 and only my second since I won the British Formula 3 Championship in 1996."

"I know I've got to rebuild my reputation outside of Japan," added Firman, who also contested eight of the 11 rounds in the 2005-06 A1GP season. "Super GT is very competitive, but it's easy to get overlooked, so this is a good opportunity for me."



Firman racing a Ferrari

IN BRIEF



ALL-CLEAR FOR CORVETTES

The two teams running Chevrolet Corvettes in the FIA GT1 World Championship have been given the all-clear to continue in the series, despite running one rather than the mandatory two cars in the opening rounds. Series boss Stephane Ratel explained that the Selleslagh-run Team China (above) and DKR squads had proved that they "had entered two cars in good faith".

BOBBI TO REPLACE CAMARA

Former FIA GT Champion Matteo Bobbi is set to join the DKR Engineering Chevrolet team in the World GT1 Championship in place of Jaime Camara. The deal should be finalised in time for this weekend's round at the Algarve circuit in Portugal.

NAKANO LE MANS RETURN

Former grand prix driver Shinji Nakano is returning to the Le Mans 24 Hours for the first time since 2008. The Japanese, who won one of the Asian Le Mans Series races at Okayama in 2009, will drive an OAK Racing Pescarolo-Judd LMP2.

ICKX SET FOR FULL SEASON

Vanina Ickx, daughter of Le Mans legend Jacky, will remain with Marc VDS offshoot Belgian Racing for the remainder of the GT1 World series. She will share one of the team's Ford GTs with Christoffer Nygaard.

SECOND OAK TO SKIP SPA

OAK has withdrawn its second LMP1 Pescarolo-Judd PO1 from this weekend's Spa 1000km. The car, crashed by Richard Hein, is still being repaired after a shunt at last month's Le Mans Test Day.

TURNER FOR NURBURGRING

Aston Martin factory driver Darren Turner will make his Nurburgring 24 Hours debut in June. The Briton (below), who contested last weekend's VLN race, will drive an Aston Martin Vantage V8.



LMP1

Aston to persist with AMR-One

ASTON MARTIN RACING HAS RULED OUT reverting to its Lola-based coupe for the Le Mans 24 Hours in five weeks.

Team principal George Howard-Chappell said that it "was not something that had been considered", despite ongoing problems with its all-new AMR-One design. Those problems have now resulted in the team withdrawing its two cars from the second round of the Intercontinental Le Mans Cup at Spa this weekend.

Aston had said it would be at the race, despite engine issues limiting the pair of AMR-Ones to a total of 15 laps at the Le Mans Test Day on April 24. The decision was made to pull out in the middle of last week, explained Howard-Chappell, after "we took stock of the situation".

"We need to be running in a measured manner rather than a deadline-driven manner," he said.

A new design of cylinder liner for the



Aston won't be racing at Spa

Aston straight-six turbo, which was in the works before the Test Day, was running on the bench last week. The revised engine, with nikasil rather than plasma liners, will be put through its paces in the car at the Motorland Aragon

circuit in Spain next week.

Howard-Chappell said he expected AMR to have both its new cars on the grid for the Le Mans 24 Hours on June 11/12.

"As of [Monday], I see no reason why we won't be there as planned," he said.



Flashback

May 2, 1986

TOIVONEN'S FINAL RALLY

This week marked the 25th anniversary of the death of Henri Toivonen and co-driver Sergio Cresto in the Tour de Corse. The pair were leading the rally when their Lancia Delta S4 crashed into a ravine.

NEXT WEEK



TURKISH GRAND PRIX REPORT

Formula 1 heads to Istanbul for the Turkish GP and *that* corner. As ever, we'll have all the news and views

WRC SARDINIA

The iconic Mini brand makes its WRC comeback. Read the reaction from Rally d'Italia

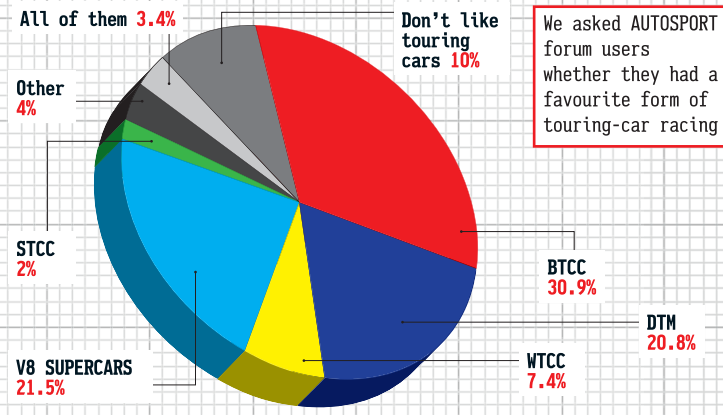


PLUS

Istanbul GP2/GP3 openers, World GT1 Algarve, Le Mans Series Spa, and all the national racing action

**ON SALE
MAY 12**

Weekly poll: Touring cars



TOP FIVE

Successful Renault 3.5 teams



1 CARLIN

Jean-Eric Vergne delivered the team's 20th win at Spa last weekend.

2 GABORD

Took 19 World Series by Nissan wins and two titles with Ricardo Zonta and Franck Montagny in 2002 and '03.

3 DRACO

Regular pacesetters with 17 wins between 2005 and the present day.

4 PONS RACING

Many of the team's 14 wins were delivered by Heikki Kovalainen in 2004. Most recent victory came in 2009.

5 TECH 1

13 victories and counting since the 2007 season.

top tweets



@mw55 (Michael Waltrip)

The sky is angry. Like an old man tryn to order soup at a deli.



@GarthTander

Loving the news reporters 'forced' to report on Bieber-fever, they look heavily impressed!



@JensonButton

Did a 40km bike time trial yesterday here in Guernsey & got totally destroyed!! the guys here r fast! Good 2 c @andypriaulx breathing hard!



@GvanderGarde (Giedo van der Garde)

Somebody knows a good movie to watch on internet?? I AM a bit bored....



@Newman_Haas

Do we race in lightning?



@alex-lloyd

If at first you don't succeed, skydiving is not for you.



GSD RaceDyn is a division of Global Sports Development Ltd

GSD RaceDyn can improve the performance of any modern or historic race car through detailed analysis of suspension, cornering and braking dynamics and aerodynamics. GSD clients achieved lap time improvements of up to 3.7 seconds, average 2 seconds during 2010, on cars varying from a 1960 F1 Lotus 18 to current, high downforce sports racing cars. GSD's circuit simulation software optimises aerodynamic settings, gear ratios and suspension settings for any circuit – and predicts lap times. RaceDyn engineered cars won 3 Historic F1 races at the Silverstone Classic in 2010. GSD services are remarkably cost effective, starting at less than £1000.



Examples in 2010 included: Lola Mk5A Formula Junior – James Murray For over two years we have struggled with power oversteer and poor traction, which meant that our Lola was unpleasant to drive – and was not the front runner we thought it should be. GSD RaceDyn conducted a full computer based engineering analysis in early 2010, supplying a detailed 7 page report and recommendations, for £985. We implemented all GSD's recommendations and GSD attended a test day at Cadwell Park in April. Traction and handling balance were vastly improved. The car lapped 3.7 secs faster than we had previously achieved. Business pressures limited our 2010 programme, but the car has been a consistent frontrunner in both FJHRA and Lurani Trophy events.

1982 Arrows A4 Formula One – Steve Hartley We race a pair of ground effect Arrows A4 F1 cars in the Grand Prix Masters and FIA Historic F1 series. Competition is becoming increasingly stiff and we felt that we weren't extracting all the potential from the cars. Nigel Rees (GSD RaceDyn) undertook a full engineering analysis and ran simple, low cost - but effective - aerodynamic tests on an airfield. GSD gave detailed recommendations. The cars are now substantially faster and much nicer to drive. The improvement in high speed corners is awesome. Against heavyweight competition, our 2010 results included an outright win at the Silverstone Classic, pole at Donington and podiums at Spa and Nurburgring. GSD also run simulations for us before every race, which means that wing settings, suspension settings and ratios are optimised in advance – very important because we are generally unable to test.

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BRC

BOGIE: KING OF KIELDER

David Bogie won last week's Kielder-based Pirelli International Rally in his Mitsubishi Lancer. The Scot led from start to finish to increase his lead at the top of the BRC table.



P65 PIRELLI INTERNATIONAL

WRC

Citroen bosses in war of words

Former Citroen WRC chief Guy Frequelin launches scathing attack on French-team successor Olivier Quesnel

Guy Frequelin, the man many regard as responsible for Citroen's current domination of the World Rally Championship, has slammed the French firm's current boss Olivier Quesnel in an extraordinary outburst.

Frequelin stepped down at the end of the 2007 season, with Quesnel replacing him as team principal at the Versailles-based outfit. Since Quesnel took over, Citroen has not lost a drivers' or manufacturers' world title, but Frequelin has hit out at his attitude.

Frequelin, who finished runner-up in the 1981 World Rally Championship as a driver, said: "I've maintained very good relations with everyone at Citroen, from the management to the mechanics. For a year, Olivier Quesnel, who wanted the [team principal] job at all costs,

made use of me to get the job and I did everything I could for him to have it. But now, he's not spoken to me for two years. He has really burned his bridges. He's not just developed a big head; it's actually exploded!"

Frequelin's record is marginally better than Quesnel's at Citroen, having taken the same number of world titles, but the team won two more rallies (32 compared with 30 – and counting under Quesnel).

Frequelin was responsible for bringing Citroen into the WRC with the original Xsara T4 – which later became known as the WRC. He also masterminded the switch to the C4 WRC in 2007, after Citroen took a year-out.

Throughout that time, Frequelin and Sebastien Loeb developed an exceptional working relationship

and the pair remain close. Frequelin believes that Loeb's team-mate, Sebastien Ogier, is not being well looked after by his successor.

Frequelin continued: "Ogier has real potential, but if he continues to be badly managed his wings are going to get burned. I know him well – it was me who signed his contract with Citroen Sport, not Quesnel. But he is not as exemplary as Loeb was at the start of his career, when he [Loeb] beat [Carlos] Sainz and [Colin] McRae – two legends of motorsport [in 2003]. Rather than wanting to go in and do everything, Sebastien Loeb concentrated on listening to his elders, particularly Sainz, who is an excellent tester. Loeb is a reserved person. He doesn't say what he's going to do, he just goes and does it: Ogier is the opposite. He is

undoubtedly talented, but he has an ego comparable with his boss."

Ogier starts this week's Rally d'Italia eyeing a hat-trick after his wins in Portugal and Jordan, but Loeb starts the Olbia-based event as the championship leader.

Frequelin is close to Citroen star Loeb



Al-Attiyah is linked to Polo WRC deal

WRC

VW poised to confirm return

TWENTY-ONE YEARS AFTER IT

unveiled its last four-wheel-drive rally car in Sardinia, Volkswagen will today (Thursday) reveal its plans to return to the World Rally Championship.

The German firm will announce a part-

programme with its Polo World Rally Car for next season, before joining the series full-time in 2013 with what's expected to be a long-term commitment to the WRC.

Nasser Al-Attiyah, winner of the Dakar Rally for VW early this year, is the only driver who is thought to have agreed a contract – and the Qatari could be announced in Sardinia later today. Former world champion Petter Solberg is strongly tipped to be the team's lead

driver, but rumours persist of a potential big-money switch from Citroen for seven-time champion Sebastien Loeb.

VW will be hoping for more success with the Polo WRC than it managed with the Golf Rallye G60. Launched at the Costa Smeralda Rally on Sardinia in 1990, the Golf managed a single world championship podium finish in New Zealand that year, in the hands of Erwin Weber. The car was canned a year later.

WRC Sardinia loses place on 2012 calendar

Sardinia will host its last WRC event this week



WORLD RALLY
Championship promoter Simon Long has confirmed this week's Rally d'Italia will be the series' last visit to the island of Sardinia.

Italy has not been included in next year's WRC calendar and it won't return until the organisers can guarantee a return to the mainland. There had been talk of a ceremonial start in

Rome this evening (Thursday), but when that was not forthcoming, the country was removed from the 2012 schedule.

Long said: "Sardinia has been a good home for the WRC, but we need to be on the mainland and that's why Italy's not on the calendar for next year. When you look at the way events are growing into more endurance-style, longer, tougher events, Sardinia has its limitations."

Long added that he hoped Italy's absence from the WRC wouldn't be a long one. Apart from 1995 and 2010, when the country's

round was not included due to the FIA's policy of rotating events, Italy has been on the WRC calendar since 1973.

"We want Italy back, of course we do," said Long. "We recognise the passion, the history and everything Italy can bring to the WRC, but we want – and we believe Italian rally fans want – to come back to the classic northern Italian events we saw in the past, including the fabulous stages in Sanremo and Tuscany."

Italy's WRC round shifted from Sanremo to Sardinia in 2004, when it was felt there were too many asphalt rounds in the championship.

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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Sardinia's a nice place. The people are nice, the roads are nice and the food is nice.

Sanremo is a fantastic place. And Tuscany is even better. I love northern Italy. I love everything about it, from the madness of rush hour in Milan to the simply silly effort one has to put in to get from one side of Turin to the other. It's a place that's all about cars.

Sardinia is all about boats.

In all honesty, I won't be sad about not going back to Sardinia. But I will be deeply traumatised if the Commissione Sportiva Automobilistica Italiana (CSAI) can't get its act together to get me back on one of those glorious Italian tours I could spend all day talking to Markku Alen about.

Admittedly, it's not going to be easy for the CSAI to get out of the agreement it has with Sardinia. The good people of Olbia are very happy with the hike in visitor numbers at this time of the season, but there are more important things at stake here. Italy is central to all things rallying. Italy is Lancia, Fiat. It's the Stratos, the 131 Abarth. It's Miki Biasion and a bottle of Chianti, stage-side in Ristorante Dall'Avà.

I agree with Simon Long's assertion that the WRC is all about the mainland. But then again, it's the Tour de Corse in a week's time and that IRC round will have far more pure-petrol (rather than Loeb-driven) fever than Alsace can ever muster.

Lancia and Sanremo gravel: proper Italian rally fever



IN BRIEF



BENGUE BACK IN A MINI
Former Skoda factory driver Alex Bengue (above) will return to the World Rally Championship this season, driving a Mini WRC on the series' three asphalt rounds in Germany, France and Catalunya.

ENTRIES OPEN AT CORNBURY
The organisers of The Rally Show at Cornbury Park on May 14 and 15 still have space for anybody wishing to take part. Both Ford and Mini will run their WRC machines publicly in Britain for the first time at the Oxfordshire event. For further info log onto: www.therallyshow.org

McRAE FOR BARBADOS
Five-time British Rally champion Jim McRae will contest the Barbados Historic Rally Carnival in July, at the wheel of a Tuthill-prepared Porsche similar to the one he used to win last week's Pirelli Historic Rally-based second round of the Tuthill Challenge. Francis Tuthill will also contest the event in a 911.

NEW LANCER FOR ITALY
Finnish driver Matti Rantanen will give the Mitsubishi Lancer R4 its

World Rally Championship debut on this week's Rally d'Italia. The car will be run by Ralliart Italia.

CORSICA DEBUT FOR SUBARU
Subaru's R4 Impreza will break cover on next week's IRC-qualifying Tour de Corse, with Toshi Arai. Arai will tackle a further four IRC rounds this year, including Scotland.

FATALITY MARS OLYMPUS
The Olympus Rally round of Rally America was cut short when national driver Matthew Marker died from injuries sustained in an accident in his Subaru Impreza. Marker's co-driver Christopher Gordon was not seriously injured in the crash on the Washington event.

MIKKELSEN FOR SMERALDA
Skoda UK driver Andreas Mikkelsen (below) will compete in Sardinia this week. Instead of tackling the main WRC round, the Norwegian will run Skoda Italia's Fabia S2000 in the Costa Smeralda Rally, the Italian Gravel series round that follows the main event. He took maximum points in the previous round.



WRC

Meeke: IRC helped me



Meeke returns to WRC action in Italy this week

KRIS MEEKE SAYS COMPETING IN THE Intercontinental Rally Challenge made him a better driver than ever thanks to the competitiveness of the series.

The Northern Irishman returns to the World Rally Championship for the first time in three years, when he starts Rally d'Italia in a works Mini today (Thursday). And he says his two seasons in IRC, which include one title with Peugeot, have taught him plenty.

"I'm a hell of a lot stronger as a driver and more mentally tough as a person now than I was last time I was in the WRC," said Meeke. "I've never been at the cutting edge of the WRC, so it's probably not fair to make the comparison yet, but the IRC is a hellishly competitive environment. When you've got lots of good drivers on the limit in cars, it takes a lot to find that extra one per cent to win. But this week, I'll reset all that and start again in the WRC."

WRC PREVIEW

Event	Rally d'Italia Sardegna
Round Based	5/13
Date	Olbia May 5-8
Stages	18
Mileage	211.08
Surface	Gravel
Last year's winner	Juho Hanninen
Championship leader	Sebastien Loeb



“Team spirit is very much part of how we operate here”

So says Renault team principal Eric Boullier. *MARK HUGHES* analyses the team's strong start to 2011 and what needs to be done to ensure it can continue its upward spiral

There was a certain B-movie-plot inevitability about Renault's podium places in the first two grands prix. It had, after all, lost its star driver on the eve of the season, Robert Kubica still consigned to hospital as his short-notice replacement Nick Heidfeld stood on the third step at Sepang, just as Vitaly Petrov had done in Melbourne. The gritty way the team has pulled together is just a reminder of some of the best qualities of the remarkable bunch of people that populate F1.

But step back from the feel-good reaction to adversity and there is much still to be accomplished. Those podiums were more a result of the team's experienced savvy than the car's raw pace. The R31 is still as much as one second away from Red Bull, in qualifying at least. It is a step improvement over last year's car just as that was over the R29, but the team is still far away from the form that brought it world titles five and six years ago – and F1 convention says that a medium-sized team such as this does not find a 1s per lap deficit in addition to keeping up with the development race. Furthermore, it continues to operate on the apparent margins of financial feasibility. A hell of a lot hangs on the team's ability to continue banging in the results.

Genii Capital's Gerard Lopez is a smart guy and may well yet succeed in keeping all the spinning plates of finance in the air. But an F1 team of this size typically swallows up around £100 million per year – and that's significantly more than its current income. There are inevitable constraints upon the technical core of the team, which has had to work harder and smarter than ever just to maintain the momentum of improvement since 2009. Team principal Eric Boullier therefore has a difficult task, in full knowledge of the financial constraints, but also understanding that to be too cautious will surely guarantee a competitive fall that will ultimately lose the team income.

Absorbing much of the stress from the opposing limitations is his technical director James Allison. In terms of co-ordinating the design and build of the car and heading up its operation at the track, his core job hasn't changed much. But in terms of the workload that now involves and the peripheral interface he forms with the management, he is the team's rock in much the same way Pat Symonds used to be. Even before his departure in 2009, Symonds had long-since relinquished control of any of the design process, but as well as having total control of the operation of the car at the track, he was also an invaluable buffer between the management (in his case Flavio Briatore) and the technical team, as well as an influential voice in ►





Petrov takes the plaudits for his P3 in Melbourne



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◀ the team's relationship with the governing body. The departure of Bob Bell as technical director last year has only heaped more responsibility on Allison's broad shoulders. He has assumed those roles as well as continuing with his previous ones. The situation Allison and Boullier find themselves in is far from ideal but it must be said that at the moment they are balancing the conflicting pulls brilliantly.

"Team spirit is very much part of how we operate here," says Boullier. "It's about getting the best from the people on the one hand, but also recognising just what an exceptional bunch of people they are." Boullier is low-key, but under-the-radar tough, too. A supreme level of effort is being required of everyone to keep this team flying the way it is. The Enstone factory houses one of the most hardened, resilient and talented engineering groups in F1 – and the turnover there is remarkably low. The team spirit Boullier talks of was already planted there, but it would have been oh-so-easy for a new ownership and management regime to have a) not understood that, b) not to have nurtured it and c) to have lost it. In reality, that group of people is the team's secret weapon, the thing that allows it to be punching above its weight as an under-financed independent and Boullier has managed the situation with poise.

The progressive improvement in the base car 2010 from '09, and 2011 from '10, is powered by technology upgrades that were made when this was still a works team. The then parent company Renault paid for the massively upgraded CFD facility that took effect in '09 and the re-engineered windtunnel that came online last year. Combined, they have given the team a much more effective and detailed handle on what the air around the car is doing. Allison is adamant that a project like the forward exhaust of the R31 could

not have been contemplated a few years ago. "I didn't press the button on that until September last year," he says, "and I was only able to do that because of the confidence I had in the people at the factory – and the power of our CFD." What he leaves unsaid is his own willingness – and that of several key people in the team – to work ridiculously long hours for much of the winter.

Impressively for such a radical layout, the car has not so far suffered any exhaust-related unreliability. It's also proved to be easy to run and set up. Not only does the exhaust flow energise the floor in just the way the CFD said it would, but the ramp-up of downforce as the exhaust flow increases – and the way the car's centre of pressure changes – is fine-tuned to perfection. Yet it remains only a lower-order Q3 car; those podiums came from good strategy, good starts and good drives by Petrov and Heidfeld in Australia and Malaysia respectively. While it's true that the team found more lap time from the start of the season to the end than any other last year – and was surpassed only by McLaren on that score in 2009 – the current performance gap to Red Bull, or even McLaren, looks daunting. Then there is the well-financed potential of Mercedes to consider. Transcending its current performance level this year might be beyond feasible.

But then again, as deputy technical director Naoki Tokunaga points out, this is not your normal season. "This year there are a lot of factors that add uncertainty to the races such as tyres, DRS and KERS. I think all of these combined will increase the volatility during the races, so I would expect more teams to be winning races than last year and of course I hope Renault is one of them." From the three races we've had so far the R31 appears to be second only to the Sauber on how easy it is on its tyres. Combine that with the team's tactical sharpness and in those races ▶



Boullier is delighted with 'stand-in' Heidfeld



Team's technical clout is headed by James Allison (l)



Petrov heads McLaren and Ferraris in Australia



Kubica's brilliance bagged Monaco podium last season

◀ where the tyre performance is wildly unpredictable, the team is quite well placed to spring a surprise. Tokunaga first came to the team from Nissan as a systems engineer when Renault and Nissan merged and he was at the heart of producing the systems that helped give the Renaults such sensational starts in the launch-control days – and even afterwards. That trait seemed to disappear after the team reverted to more conventionally configured cars following Michelin's withdrawal, but judging by the evidence of Malaysia, it could be that the team has again found something that might give it an advantage in those first vital few seconds of a race. Any improvements found in the startline mechanism/technique will give a disproportionate boost this year – for the Pirellis are much weaker in traction than the Bridgestones. A typical 0-60mph time for a Bridgestone car was 2.6s whereas this year it's more like 3.5s. At Sepang

PICS: LAT, GETTY

Petrov: Renault's Russian riddle

At this stage Vitaly Petrov is an enigma. He can have a weekend like he had in Melbourne, where he was quick from the moment the car first turned a wheel right through to his parking the car in the area reserved for podium finishers. Not a wheel out of place all weekend, fast and efficient throughout.

He's also a tough but fair fighter wheel-to-wheel as Lewis Hamilton and Fernando Alonso have found to their cost. But there are other weekends where one incident follows another as the last couple of tenths are forlornly chased. It's almost certainly the result of an experience level that is lower than those around him – he was a very late starter in single-seaters. The fact that when all is right – when the car feels as he needs it to feel – he can perform to a high level that says he has the potential to be a genuine front runner.

But F1 is not an environment for learning on the job. One of the things experience brings is a self-knowledge of the feeling a driver needs to access his best stuff. It can be that he doesn't have a fine-honed recognition of that, but when the track/car balance combine, he's dialled in without necessarily even knowing why.

He's got big balls – as seen by his willingness to try things he'd seen on Kubica's telemetry last year, even if he didn't always have the fine-honed feel to then pull them off. As his database increases, and his race engineer understands more about what works for him and what doesn't, he just may be able to make that Melbourne weekend the norm rather than the exception.



the car's acceleration off the line was central to it achieving a better result than its general speed warranted.

'If only Kubica had not had that accident,' is a common refrain in the paddock, the inference being that he could have provided a chunk of the missing performance. It's an unknown variable, but he served the team fantastically well last year, flattered the car at places like Monaco, Spa and Suzuka in a way that neither of the current drivers might. But his value was beyond just what he did in the car. Such is this team's no-nonsense nature that he was the perfect driver to be leading its driving strength: devastatingly fast, hugely motivated, with a fantastic work ethic and yet personable and down-to-earth. Then suddenly he was gone. Nick Heidfeld's a very different, less forceful, personality – but in addition to his well-honed skills, he has played himself into his role in a way that has

impressed Boullier. "He didn't try to make capital of the situation," he emphasises. "He's very respectful of Robert's plight and he fits in with the team spirit. He knows what he wants, communicates well and works hard. It's as if he's always been here."

But as yet he's not consistently reaching Kubica levels of performance. Boullier knows the importance of getting the best from people and that's underlined when he says: "You have to be careful of the environment – and to make sure we can put the drivers in a situation where they can deliver. Robert was clearly in this positive loop... Nick was in a different place so we have to put him back in this loop – and that will not come in a few days."

As for Petrov, he was terrific in Australia; mature, measured and quick. But two weeks later he looked more like the rookie of last year again. The jury is ultimately still out on him, despite the monetary value he brings. If he can

more consistently access his potential, he could yet prove to be a great asset. But the harsh reality is that the team is currently under-represented in its combined driving strength.

The team that won consecutive titles a few years ago – and even much of the one that did so in the '90s with Michael Schumacher – is still there. But to repeat such form requires a host of circumstances to combine: in 2005-06, it was the way the team's direction on car design fitted superbly well with the traits of the Michelin tyre. This year's randomising factor of Pirellis may form a similar spark for the team to work from.

The technical team is performing wonders putting the team where it is but that needs to be the basis of securing a better financial foundation if the progressive improvement of the past few years is to be maintained. It's a team that is beautifully balanced, but it's a fragile balance. ❧

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PETROV
Q&A



PIRELLI



TOTAL

PIRELLI

PIRELLI

Vitaly Petrov

Proving his worth

The Russian has shown beyond doubt that he belongs in F1 with a first podium in Australia. *EDD STRAW* spoke to him about his start to 2011

How would you assess your start to the season?

At the beginning of the year we didn't know how fast our car was because winter testing wasn't easy. Suddenly, in Australia the potential was there and the team and I did a fantastic job to finish on the podium. In Malaysia we had the problems with the broken suspension on Friday. Nick [Heidfeld] finished on the podium but I was always fighting with slower cars before picking up some marbles and understeering wide. Then suddenly I found a bump and I was flying two metres off the ground! In China the car was quick and I could have fought with Ferrari, but we had the mechanical problems in Q2 and I had to battle with Force India and Sauber.

People talk about breakthrough results. Did the podium in Melbourne change anything for you?

Definitely. When you are on the podium it gives you and the team big confidence. And the team believes you can do it. Last year was tough because I had a lot of crashes, but [the podium] proved that I can be one of the quickest drivers.

Is the improvement this year down to having a year of experience, or has the change in approach and moving from Valencia to be close to Renault's factory helped?

It's mainly experience. Before, I didn't know what to do, I didn't know how to improve the car, what to say to the engineers and I didn't know some of the circuits. And with Robert Kubica it was difficult because he knows so much and I knew zero! This year I've made a big step.

Did things change for you when the team lost Robert for the year?

It did change things. They knew that Robert is one of the best in F1 and they lost him, so they needed someone to trust. After the first race the team understood that I could do the job. The team trusts me and I trust that we can achieve things together.

Were the mistakes last year partly down to pushing too hard to keep up

with Robert when you were still going through the learning process?

Last year was all new. Sometimes I made some stupid mistakes that I've never made before. That was my first year and now I know what to do. I hope that I never repeat this! The new car, with the new exhaust, is also much better to drive for me.

You have a contract to the end of 2012 with Renault. How helpful is that stability?

When you can see that the team believes in you, it helps. The two-year contract should help me, and help me to bring the team to the top.

What do you think are the chances of a win this year?

Anything is possible. Maybe there will be a race with rain and it will be about who has the right tactics. And maybe there will be some tracks that suit the car, because usually Red Bull and McLaren are too quick for us. Maybe Singapore or Monaco will give us a chance to show something. It won't be easy, but we just need a little luck.

What did Nick coming into the team change? Did he bring some new ideas in?

He came too late, so we didn't get new ideas from him. But he's got much more experience than me and even Robert so he can still help us in the future. Experience is helpful for us.

How has the response to your success this year been in Russia?

It's amazing. People don't believe that Russians can be on the podium because I was the first Russian in F1 last year! Now we already have a podium. I've had a lot of congratulations and a lot more people have started to watch F1. Even if I go for a walk, people recognise me!

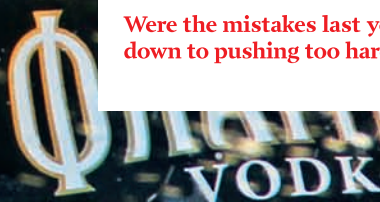
Is that a big change from last year, as some parts of the Russian media didn't understand F1 and were questioning why you weren't winning lots of races?

That's why I've tried to help them to understand F1. I know it's not easy for the Russian people because they have not been in F1 before, so it's something completely new. Just like it was difficult for me to know what F1 was like inside, I didn't know what it was like to work in until I was in it. So I try to explain to the media what F1 is and what we are doing. Now people understand what things like the DRS are.

So by the time we have the Russian Grand Prix in 2014, do you expect there to be a big fanbase?

I hope so. Every driver in the world and every sportsman loves to do an event in his country. Can you imagine if you come to Barcelona how many people there are supporting Fernando Alonso, or how many people in England support Jenson Button or Lewis Hamilton? ☒

With a little luck a win is possible, says Petrov



FRENCH

Frenchmen Romain Grosjean and Jules Bianchi tell *GLENN FREEMAN* that this year's GP2 Series is a must-win step for both of them

Had everything gone to plan, Romain Grosjean and Jules Bianchi's only chance of crossing paths on a racetrack would have been once they both appeared on the grid for a grand prix. The two French rising stars were just far enough apart on the single-seater ladder that they never really had to worry about each other. Grosjean won the F3 Euro Series title in 2007, and Bianchi demolished the field in the same championship two years later. By that point, Grosjean was already racing alongside Fernando Alonso at Renault in F1. Yet now, he and Bianchi are preparing to go head-to-head for the GP2 title, which is a must-win for both. Having not spent any time together on their way up the racing ladder, there is not much of a relationship in place between the two Frenchmen.

"We know each other a bit, but not very well," says Bianchi. "We speak

sometimes, but we are not the same age so it is not like we are friends. But Romain is a really good driver, and he has a lot of experience."

Grosjean shares Bianchi's respectful sentiments, but he elaborates a little more on how he feels about going wheel-to-wheel on track with his countryman.

"Jules was always behind me going through the categories, so we haven't raced together much," he says. "But we have a big respect for each other. When we were fighting in GP2 Asia in Abu Dhabi it was really good – fun and fair. We can do some things that you couldn't try with some other drivers. We know that the other one will stay in control of the car – most of the time! – so it should be interesting."

But while they are fighting on the same playing field, the circumstances remain different. Bianchi's career has travelled on an upwards curve, while Grosjean carries the scars of a CV that



FANCIES



Bianchi pipped his rival
in Abu Dhabi opener



For Grosjean, F1 in '09
was not a happy time



Bianchi has got himself
on Ferrari's test roster



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◀ fell off the rails following his brief spell alongside Alonso in '09. Now, he is preparing for his first assault on a full season of GP2 since 2008, with experiences ranging from AutoGP to the World GT1 championship under his belt from 2010. It's hardly the formulaic route, but he appears to have come out the other end with a refreshed approach and a more mature, relaxed attitude than he had when he departed F3 for GP2 over the winter of 2007/8.

"People can say that it has been a strange time for me, but I wouldn't say that," says Grosjean. "It has been interesting, and last year was very nice. Something like GT racing was a world that I didn't know at all. Then I did some AutoGP to get back to single-seaters, and then some GP2. It was great to go through all that."

And it's because of that experience that Grosjean's approach is different to his main rival's. For Bianchi, it's

because it was his second year in the category, and he did it in style. Heading into his second year of GP2, there's something familiar about the objectives he has been set.

"It's the same as it was in F3," he admits. "Everybody, my manager, Ferrari, and my team [ART], wants me to win. The expectation for this year has to be victory, and that is pressure. But I am OK. I don't care much about pressure, it is quite usual for me."

As Grosjean alludes to, we got a brief glimpse of what the 2011 GP2 season could be all about when these two scrapped over the Asia series title earlier this year. Bianchi came out on top of a proper head-to-head, race-long battle in the Abu Dhabi season opener, but Grosjean responded to that by blowing away the field next time out at Imola to grab the crown. As a former Asia-series champion he wasn't too bothered about the title, but he knew the significance of making

ENTRY LIST

RAPAX

1 Fabio Leimer (CH)
2 Julian Leal (COL)

ADDAX

3 Charles Pic (F)
4 Giedo van der Garde (NL)

ART GRAND PRIX

5 Jules Bianchi (F)
6 Esteban Gutierrez (MEX)

RACING ENGINEERING

7 Dani Clos (E)
8 Christian Vietoris (D)

ISPORT INTERNATIONAL

9 Sam Bird (GB)
10 Marcus Ericsson (S)

DAMS

11 Romain Grosjean (F)
12 Pal Varhaug (N)

ARDEN INTERNATIONAL

14 Josef Kral (CZ)
15 Jolyon Palmer (GB)

SUPER NOVA RACING

16 Fairuz Fauzy (MAL)
17 Luca Filippi (I)

SCUDERIA COLONI

18 Michael Herck (RM)
19 Davide Rigoni (I)

TRIDENT RACING

20 Rodolfo Gonzalez (YV)
21 Stefano Coletti (MC)

OCEAN RACING TECHNOLOGY

22 Kevin Mirocha (D)
23 Johnny Cecotto (YV)

CARLIN

24 Max Chilton (GB)
25 TBA

TEAM ARIASIA

26 Luiz Razia (BR)
27 Davide Valsecchi (I)

CALENDAR

May 6-8
Istanbul (TR)

May 20-22
Barcelona (E)

May 26-28
Monaco (MC)

June 24-26
Valencia (E)

July 8-10
Silverstone (GB)

July 22-24
Nurburgring (D)

July 29-31
Hungaroring (H)

August 26-28
Spa (B)

September 9-11
Monza (I)



Grosjean (I) got one over Bianchi in '11 Asia finale



Grosjean did Le Mans in Ford GT last season



Before reaching F1 in '09, Grosjean starred in GP2...



...while Bianchi was romping to Euro F3 title

as simple as ever: he's in his second year, so it's time to deliver. He has no concerns other than getting the job done for himself. For Grosjean, he feels the need to prove to the decision makers in F1 that there's more to him than what they saw in 2009.

"I have two goals this year – to be champion to get myself back to Formula 1, but also to bring DAMS to the front and make them a strong team for the future," he says. "It's a nice challenge and I'm looking forward to it. I have to be the leader for the team, bring them confidence and everything they need to be at the front. I have experience, but this is a new challenge for me."

Bianchi only has to concentrate on the job he is doing, but his career is not one without pressures. His management, led by Nicolas Todt, keeps him on his toes, as does the attentions of Ferrari, which has placed him on its young driver scheme. But by now Bianchi is used to all of that. He went into the 2009 F3 season being told he had to win the title

a point to the young upstarts he was returning to fight with this season.

"It was good to win Asia because [for the first time] we had the same car that we will use in the main season," he says. "The level of drivers was very high and it was important to show we were straight on the pace and that everyone will have to contend with us. I prefer to be the favourite rather than the outsider."

Bianchi's face on the Imola podium told a similar story – he knew Grosjean had seized the initiative. But all that seems to have done is fire him up for the main season even more.

"I want to win every race, and obviously that is not possible," says Bianchi. "But that is what I am and I cannot change it. I was disappointed with Imola because I knew that we could do better."

"Romain did F1 so that helps him a bit. He will have a good chance for the title, but we have improved [since GP2 Asia]. I have more experience now too, so we will see what happens. After last year, I have to fight for the title." ❧

Bird's fledgling GP2 career

When Romain Grosjean and Jules Bianchi each rolled off a list of names of their potential rivals for this year, only one driver was noted by both: Sam Bird.

The Briton made a positive impression in his rookie GP2 campaign last year, showing well against Bianchi in the same team and finishing fifth in the standings. Unlike Bianchi, Bird did manage to win a race, and he's taken great confidence from that first

season as he switches from ART Grand Prix to iSport International for year two.

"I had a good first year, I learned an awful lot about GP2," says Bird. "I didn't feel that I had the most luck, but if I'd finished more of the races I could have been second or third in the points. That was possible, so I'm feeling extremely positive about this season."

The 24-year-old believes that his misfortunes in 2010 have taught him the importance of consistency in mounting a title challenge.

"You've got to finish if you want to be up there at the end," he adds. "If you're not winning, you need to be second, third or fourth, just scoring all the time."



Bird: confident for year two

Search for supremacy

GP3 has top teams and drivers on its large entry list for year two – and it's still on the F1 support bill. Things look good, says *GLENN FREEMAN*

The GP3 juggernaut is gathering pace. Its arrival on the single-seater racing ladder last year was met with some trepidation, particularly from those who felt it was muscling in on Formula 3's turf. But surely a one-make series with limited track time couldn't hold a candle to one of the best training grounds out there for young drivers?

Guess again.

Like it or not, GP3 is getting stronger. This year, not only does it have some hot prospects from categories like Formula Renault, but even Formula 3 frontrunners are stepping across. And is there any bigger sign of a change in the tide than F3 powerhouse ART Grand Prix abandoning the category that it held so close to its heart? Over the winter – and after winning the inaugural GP3 title – ART boss Frederic Vasseur admitted that leaving F3 was not an easy decision, but he “couldn't

risk the business” by taking a punt on the troubled Euro Series turning its fortunes around. He has been proved right, as just 12 cars lined up for the first round at Paul Ricard last month.

Driving the point home even further is the fortune of inaugural GP3 champion Esteban Gutierrez. The Mexican showed little in the way of star quality in his rookie F3 Euro Series campaign with ART in 2009, so he left it behind for 2010 and gambled on GP3. With the title in his pocket, he is now Sauber's reserve driver and has a top GP2 drive with ART. Meanwhile, two drivers that outshone him in F3 – Valtteri Bottas and Alexander Sims – are coming over to GP3 for this year.

“F3 is a good category, you learn a lot,” says Williams junior driver Bottas. “But that might be changing. I am not sure about F3. There are more cars on the grid in GP3, and supporting F1 is a good thing. If you are on top in GP3 then everyone will see you are quick.”

Sims adds: “I consider GP3 a sideways step from F3, but in terms of being on grand prix weekends it does make it easier to make contacts with the GP2 and F1 teams. I think GP3 is taking over in terms of strength of grids and, at the end of the day, it doesn't matter what I'm driving, I just want to get out there and win in something that will further my career. I think GP3 will do that. The fact that other good drivers have taken the same decision reinforces our view, and if we do well against this field then people will realise it was quite an achievement.”

The fact that GP3 is attracting better drivers this year is also influencing the decisions made by those further down the ladder. Where F3 would have once been a natural bridge between Formula Renault and GP2, the prospect of racing in something similar to F3, with a stronger grid of drivers, can sway people.

Current McLaren AUTOSPORT

F1 support status adds to appeal, says Sims



F3 Euro Series opener at Ricard had small grid





GP3 attracted big grids in first season



CALENDAR

May 6-8
Istanbul (TR)
May 20-22
Barcelona (E)
June 24-26
Valencia (E)
July 22-24
Nurburgring (D)
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Hungaroring (H)
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Spa (B)
September 9-11
Monza (I)

BRDC Award holder Lewis Williamson experienced just that after testing a GP3 car during the winter, and he is set to bypass F3 altogether.

“The test at the end of last year went well and a lot of F3 drivers were looking at GP3 as a step forward,” says the Scot. “It’s a big step up for me, but to be quick against them made me think we could go straight in there.”

Finding 30 drivers with the €600,000 budget to race in GP3 is no easy task, but the teams have little choice. Just like in GP2, teams are fined if they don’t field their cars on a given weekend, which prevents grid numbers dwindling like they can in other series.

Just as more drivers are now seeing the appeal of getting on the F1 support bill early, the same goes for teams. Status Grand Prix made its name by winning the A1GP championship for Team Ireland in 2009, but when the ‘World Cup of Motorsport’ died it had to look elsewhere. The prospect of a new sub-GP2 category seemed ideal.

“We want to get into GP2,” says Status team manager Simon Cayzer. “Being in GP3 and knowing the way it all works means that we will be well-prepared if the opportunity comes to move up.”

One of Formula 3’s trump cards has always been its open formula, which allows drivers and engineers to truly work on developing a car. It’s always kept F3 high on the list of important championships to go through as far as F1 teams are concerned, and GP3 certainly doesn’t come close to allowing the freedom to tinker with everything on the cars.

“Coming from F3, you suggest things



Carlin: F3 and GP3 can co-exist on the ladder

to change on the car and it’s a bugger when the team says you can’t do that here!” says Sims. “But you just have to work around the restrictions you have. The knowledge gained from F3 cannot be a bad thing.”

Cayzer points out that the restrictive nature of the formula helps the teams keep costs down in comparison with F3.

“There’s not too much to do on the cars, it’s all pretty basic,” he says. “But that’s good for the teams because you can run them with fewer people. It’s too early to tell where GP3 stands, but it’s still important for a driver to have the skills that you get from F3.”

Trevor Carlin, who runs teams in British F3 and GP3, believes that both categories can co-exist.

“I still believe you need to do F3 first to be competitive here, because it is such a great technical training ground,” says Carlin. “There is definitely room for both – have a really good year in F3 then go to GP3 or World Series. I think the ladder is simplifying, slowly but surely.”

The ladder may simplify yet further in years to come, but the message is loud and clear: GP3 is here to stay. ☒

GP3 ENTRY LIST

TEAM	DRIVERS		
ART Grand Prix	1 Pedro Nunes (BR)	2 Valtteri Bottas (FIN)	3 James Calado (GB)
Status Grand Prix	4 Alexander Sims (GB)	5 Antonio Felix da Costa (CP)	Ivan Lukashovich (RUS)
Jenzer Motorsport	7 Nico Muller (CH)	8 Maxim Zimin (RUS)	9 Vittorio Ghirelli (I)
Manor Racing	10 Adrian Quaipe-Hobbs (GB)	11 Rio Haryanto (IND)	12 Matias Laine (FIN)
Carlin	14 Conor Daly (USA)	15 Tom Dillmann (F)	16 Leonardo Cordeiro (BR)
Tech 1 Racing	17 Aaro Vainio (FIN)	18 Andrea Caldarelli (I)	19 Tamas Pal Kiss (H)
Atech CRS Grand Prix	20 Marlon Stockinger (RP)	21 Nick Yelloly (GB)	22 Zoel Amberg (CH)
Addax Team	23 Dominic Storey (NZ)	24 Gabby Chaves (COL)	25 25 Dean Smith (GB)
MW Arden	26 Mitch Evans (NZ)	27 Simon Trummer (CH)	28 Lewis Williamson (GB)
RSC Mücke Motorsport	29 Luciano Bacheta (GB)	30 Michael Christensen (DK)	31 Nigel Melker (NL)



Bottas has moved to GP3 with crack ART



THRUXTON

GB

April 30-May 1

BTCC

Round 3/10



AT A GLANCE RACE 1

- Winner Gordon Shedden
- Pole Gordon Shedden
- Fastest lap Mat Jackson



Special Tuning was pleased with Boardman's podium

Honda takes command

Gordon Shedden and Matt Neal took wins as the turbo Civics set the pace at Thruxton



DESPITE ITS DISPLEASURE AT the turbo-boost reduction in the week leading up to the event, the Honda Racing team dominated the British Touring Car meeting at Thruxton. Gordon Shedden led home team-mate Matt Neal in the first race before Neal chalked up his third win of 2011 to leave the

Hampshire circuit at the top of the table.

The Team Dynamics-run Civics had been the fastest cars in the opening two meetings – certainly in qualifying trim – but various clashes and issues limited Neal to two wins, one in a reversed-grid race, and prevented Shedden

from getting off the mark.

The normally-aspirated versions of the car had also suffered tyre failures at Thruxton in previous years, so there was no guarantee the turbo versions would fair better. But they did.

Only the Eurotech Racing Vauxhall Vectra of Andrew Jordan could get near them in qualifying and Neal quickly dispatched him in race one. Such was the Civics' advantage that they were able to swap positions to allow Neal the extra point for leading a lap, before Shedden took over again to score his 16th BTCC victory.

Shedden led race two early on as well, but his left-front air jack dropped during lap one. Neal quickly overtook his team-mate to take an easy win, while Shedden lost second on the

road to Jordan, only to get it back again when the Vectra was penalised for cutting the Club chicane.

Neal then drove to fifth in the reversed-grid race to take a 12-point lead in the drivers' standings.

He believes the new-for-2011 Neil Brown-

to make up for a power disadvantage – now we have the full package.

"We also do a lot of work with our four-wheel steer. It helps us look after the tyres and gives us more mid-corner grip.

"We're flying at the moment and we need to

"We're flying at the moment and we need to because it isn't going to go our way at every event"

Neal wants to make the most of Civic's current form

prepared turbo engines are an important part of the success, but is keen to point to the car's other strengths.

"We had a couple of punctures last year, but after that the Civic was brilliant," he said. "We were pushing it hard then because we were trying

because it isn't going to go all our way at every event."

Prior to the weekend, Neal had not been happy that series boss Alan Gow's new boost restriction was 0.1 bar less than that recorded for each car at Donington Park, rather than a simple reduction from



Chilton took two strong fourths before crashing

RACE RATING

★★★★☆

Generally much more sensible racing than seen at Donington Park last time out

MILESTONE

Shedden's race-one victory was Honda's 90th in the BTCC. Neal then gave the latest-shape Civic its 25th win in the second encounter

REPORT BTCC THRUXTON

KEVIN TURNER
reports



Shedden and Neal were on fine form



Neal heads the table after third win of 2011



Jordan led the chase of the Honda Civics



Plato crashed in race one, but won the third event

VETERAN TIN-TOP ACES SHOW THEIR CLASS

THE EXPERIENCED HANDS fought back at Thruxton. After Andrew Jordan's Donington Park victory and James Nash's move to the top of the standings, it was older racers who triumphed at the high-speed circuit.

Honda duo Gordon Shedden and Matt Neal took a win apiece before Jason Plato took the opportunity of a front-row start in the reversed-grid race to take BTCC victory number 63.

Shedden led race one from pole while Eurotech Racing's Andrew Jordan held off Neal for second. Neal applied pressure to the Vauxhall Vectra driver and found a way by into Campbell on lap four.

The Civic gradually edged away and, once within range of Shedden, Neal called for a lap in the lead to score an extra point. Shedden duly obliged before Neal handed the advantage back, the duo crossing the line together two seconds clear of Jordan.

Tom Chilton once again led the chase of the Civics and Vectras in Arena's ever-developing Ford Focus in fourth.

Plato's late tyre failure allowed the SEAT of Tom Boardman, who defended strongly from Mat Jackson's Motorbase Focus for much of the race, to take fifth.

Shedden led initially in race two, but his left-front jack deployed, causing an imbalance that allowed

first Neal and then Jackson to find a way by. Neal comfortably headed off to victory, but Jordan was demoted to third post-race for cutting the Club chicane.

Chilton was once again fourth, while this time it was Jackson's turn to get defensive. He'd received a tap from Nash on the opening lap, leaving his Focus's handling somewhat awry, and repaid the Triple 8 driver with some robust defending on his way to fifth.

Not for the first time this season, Jackson made a superb getaway to jump from fifth to second in race three. But the man ahead of him was Plato.

The reigning champion had charged through to eighth in race two, giving him a front-row start for the final outing. Poleman Boardman was slow away so Plato had an easy run to the first corner and he built a small lead before Tom Chilton crashed.

That brought out the safety car, but Plato was able to rebuild a lead over Jackson once again, as the Ford man successfully fended off the attentions of Boardman and Nash, who improved impressively throughout the weekend.

Neal was right behind in fifth, having survived contact with Jordan after the Vectra almost followed Chilton off, and jumping his team-mate during a multi-car scrap.

1.8 to 1.7. That was because Honda had run to 1.7 at Donington, so Neal felt they were simply doing a better job with less boost, and now had to run at 1.6.

The Thruxton results suggest the Honda's edge has not been lost, but Neal is not convinced that will remain the case.

"Historically the most competitive cars here have been the Civic and the Vectra, so it's hard to make a comparison just based on Thruxton," he said.

"I felt very singled out. I didn't think they could change us against the other turbos and they have."

Shedden agreed: "I don't have a problem with equalisation. What I have an issue with is the different turbos running to different levels. You're

artificially making some cars look faster than they are — you're penalising good engineering. Last year the Civic was one of the best handling cars so it's not just the turbo that's given the performance."

For Gow, whose main aim has been to promote close racing, the restriction made sense. "They've always run at 0.1 less than everyone else," he confirmed. "If you reduced the turbo from 1.8 to 1.7 and it didn't affect one team what'd be the point?"

"They've come down by the same amount as everyone and they're still competitive."

Arguments over turbo boost aside, the weekend was a key one for Shedden. His season started badly with a heavy crash in first practice at Brands Hatch,

and he was excluded from P3 in race one at Donington due to an overboost issue.

Now he can get his title challenge back on track.

"Lady luck just hasn't been shining on me," he said. "I haven't made any big mistakes myself. The guys did a heroic effort to have me racing at all at Brands and to pick up 25 points was good."

"This series is always about trying to score points consistently. Look at all the champions over the years; they've scored points in almost every race, so that's what I'm trying to do."

"I see absolutely no reason why we can't."

The 32-year-old, who is now in his fourth year as Neal's team-mate, also points to team stability as another key factor. ▶



Shedden broke his 2011 duck



AT A GLANCE RACE 2

- Winner **Matt Neal**
- Pole **Gordon Shedden**
- Fastest lap **Alex MacDowall**

AT A GLANCE RACE 3

- Winner **Jason Plato**
- Pole **Tom Boardman**
- Fastest lap **Jason Plato**

◀ “People forget the Civic is well into its development and we have continuity with the team,” he said.

“Matt and I are employed to get a Civic across the line first and we get on away from the track. We’re a closer unit than any other.”

Nevertheless, there have been some things to get used to in 2011, such as the characteristics of driving a turbo. “It’s very different,” said Shedden. “There were places in the atmo car where you could lift, but now you need to brake. And there’s more weight over the front so it’s harder on the tyres.”

There was certainly a significant gap between the Honda’s qualifying times and race pace at Thruxton – over two seconds, much more than the margin for the normally-aspirated cars – indicating conservative cambers and driving to make the tyres last.

“I had to really pace myself at the start – you’ve got to think of the long

game,” confirmed Shedden.

Looking at the long game is something one of Honda’s main rivals is rather good at. Jason Plato feels he can’t compete with the fastest turbos at present and feels more reductions to their boost are required if he is to retain his title.

“If it doesn’t swing back to us at Oulton Park the championship is over,” said the RML Chevrolet driver. “We just want equality.”

Plato managed a 1m17.9s in qualifying, matching Fabrizio Giovanardi’s 2009 pole (2010 was damp), and was quickest atmo car by 0.7s, but he was almost a second shy of Shedden.

“Fabrizio was always the benchmark around here and my lap should have been pole, not a second off,” said the double champion.

Muddying the waters slightly is race pace: whereas at Donington

Plato could not match the frontrunners, at Thruxton his race times were good.



MacDowall punted Collard in race two

“If I’m at the front I’ve got pace, but we need to be able to challenge for pole and at the moment we can’t”

Plato calls for greater restrictions for the turbos



The AmD Milltek Golf of Onslow-Cole starred

He even set the fastest race lap of the weekend in race three, when he drove away from the reversed-grid race. But he feels the power loss is preventing him from being able to race in the pack.

“In race one to stay with them I was hurting the car,” said Plato, who lost fifth when a tyre failure put him in the wall. “We weren’t as aggressive with camber as we were last year, but every lap’s a qualifying lap. I’m driving over the limit.”

“If I’m at the front I’ve got pace, but we need to be able to challenge for pole and at the moment we can’t. TOCA promised us equality. I trust TOCA, but I question the people who are advising them.”

And that, of course, puts the onus on Gow. He has always maintained he’ll tweak things to reach parity and he’ll look at it again before Oulton Park in June. It seems this year’s BTCC will be fought as much off the track as on it. ☒



Plato grabbed his chance to leave the pack behind in race three

PICS: LAT



Jackson fought hard and is second in table

NEXT ROUND OULTON PARK June 4-5



REPORT BTCC THRUXTON

DRIVER BY DRIVER

Jason Plato (R/8/1)



Great effort once again. Only chance of a win was in reversed-grid race and he took it.

Alex MacDowall (10/7/8)



Ill on Saturday and couldn't get near Plato. Set R2 fastest lap by cutting the Club chicane.

Matt Neal (2/1/5)



Dealt well with the success ballast to take a second and a win to top table, then charged to fifth in R3.

Gordon Shedden (1/2/6)



Finally got first win of season in R1. Bizarre air-jack problem hampered R2, but a good weekend.

Tom Chilton (4/4/R)



Happy with own efforts, but mystified by Honda and Eurotech qualifying pace. Solid until R3 error.

Andy Neate (16/13/12)



Had best qualifying lap erased for chicane-cutting and failed to make much progress.

Mat Jackson (6/5/2)



Great starts hauled Focus up on a track that isn't its best to score good points once again.

Liam Griffin (14/17/15)



Still trying to build up confidence, especially on cold tyres. R2 incident, but got three finishes.

Rob Collard (12/14/13)



Collard drove well all weekend in BMW that lacked pace. Taken out by MacDowall in promising R2.

Nick Foster (15/16/17)



Difficult event for BTCC rookie and was further away from Collard than usual. Still building experience.

Tony Gilham (11/10/9)



Frustrated by traffic in qualifying but kept improving in the races to score points again.

James Nash (8/6/4)



Disappointed with his qualifying, but hadn't driven a tin-top here before. Solid points.

Paul O'Neill (13/11/14)



Waiting for turbos to be pulled back further. He shouldn't be racing Neate and Griffin.

John George (17/15/16)



Found the Cruze a more tricky proposition than his old Honda Integra and struggled to get pace.

Andrew Jordan (3/3/7)



Jordan is now a consistent threat. Main challenger to the Hondas. Pleased with points despite R2 penalty.

Jeff Smith (9/12/11)



Still pressing on, but probably have scored a little more given Eurotech Vectra's speed.

Tom Boardman (5/9/3)



Good defensive drive in R1, turbo issue in R2. Pleased with first overall podium in R3 despite poor start.

Tom Onslow-Cole (7/NS/10)



Brilliant weekend in ever-improving car. Cracked manifold prevented R2 start.

Rob Austin (R/NS/NS)



Engine and power issues still hampering hard-working team and its driver. More to come.

Frank Wrathall (R/NS/R)



Gasket problems stymied him, but impressive 1m19.7s lap in R3 gave glimmer of hope in developing car.

Chris James (18/R/18)



Found circuit he'd only raced on once before rather daunting and just had to focus on racking up miles.

Wrathall had issues but showed speed



RESULTS

British Touring Car Championship, Thruxton (GB), April 30-May 1, round 3 of 10

GRID	DRIVER	TIME/REASON
1	SHEDDEN	1:17.004
2	JORDAN	1:17.006
3	NEAL	1:17.217
4	CHILTON	1:17.759
5	PLATO	1:17.966
6	COLE	1:18.122
7	SMITH	1:18.249
8	JACKSON	1:18.325
9	BOARDMAN	1:18.327
10	NASH	1:18.341
11	MACDOWALL	1:18.640
12	GILHAM	1:18.787
13	O'NEILL	1:18.990
14	COLLARD	1:19.079
15	NEATE	1:19.131
16	GRIFFIN	1:19.906
17	FOSTER	1:20.960
18	GEORGE	1:21.088
19	WRATHALL	1:21.655
20	AUSTIN	1:22.072
21	JAMES	1:23.301

RACE 1 - 16 LAPS, 37.696 MILES					
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID
1	Gordon Shedden (GB)	Honda (Dynamics)	Honda Civic	21m28.457s	1
2	Matt Neal (GB)	Honda (Dynamics)	Honda Civic	+0.256s	3
3	Andrew Jordan (GB)	Eurotech (Pirtek)	Vauxhall Vectra	+2.651s	2
4	Tom Chilton (GB)	Arena (Team Aon)	Ford Focus	+4.361s	4
5	Tom Boardman (GB)	Special Tuning Racing	SEAT Leon	+9.142s	9
6	Mat Jackson (GB)	Motorbase (Airwaves)	Ford Focus	+9.611s	8
7	Tom Onslow-Cole (GB)	Amd Milltek Racing	Volkswagen Golf	+10.641s	6
8	James Nash (GB)	Triple 8 Engineering	Vauxhall Vectra	+11.382s	10
9	Jeff Smith (GB)	Eurotech (Pirtek)	Vauxhall Vectra	+12.469s	7
10	Alex MacDowall (GB)	Chevrolet (RML)	Chevrolet Cruze	+12.827s	11
11	Tony Gilham (GB)	Triple 8 Engineering	Vauxhall Vectra	+19.416s	12
12	Rob Collard (GB)	WSR	BMW 320si	+20.068s	14
13	Paul O'Neill (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+20.786	13
14	Liam Griffin (GB)	Motorbase (Airwaves)	Ford Focus	+32.348s	16
15	Nick Foster (GB)	WSR	BMW 320si	+33.482s	17
16	Andy Neate (GB)	Arena (Team Aon)	Ford Focus	+39.931s	15
17	John George (GB)	Tech-Speed Motorsport	Chevrolet Cruze	+45.057s	18
18	Chris James (GB)	Team ES Racing	Chevrolet Lacetti	+1 lap	21
R	Jason Plato (GB)	Chevrolet (RML)	Chevrolet Cruze	13 laps-accident	5
R	Frank Wrathall (GB)	Dynojet	Toyota Avensis	3 laps-head gasket	19
R	Rob Austin (GB)	Rob Austin Racing	Audi A4	0 laps-turbo	20

DRIVERS' CHAMPIONSHIP

POS	DRIVER	PTS	DRIVER	PTS	
1	Neal	90	5	Shedden	65
2	Jackson	78	6	Plato	63
3	Nash	75	7	Chilton	48
4	Jordan	69	8	MacDowall	28
			9	O'Neill	26
			10	Boardman	24

RACE 2 - 16 LAPS, 37.696 MILES							
POS	DRIVER	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID
1	Neal	21m33.457s	2	1	Plato	25m54.654s	2
2	Shedden	+3.289s	1	2	Jackson	+1.444s	5
3	Jordan	+3.426s	3	3	Boardman	+2.217s	1
4	Chilton	+3.694s	4	4	Nash	+2.601s	4
5	Jackson	+4.749s	6	5	Neal	+3.110s	9
6	Nash	+4.809s	8	6	Shedden	+3.463s	8
7	MacDowall	+5.928s	10	7	Jordan	+8.790s	7
8	Plato	+7.462s	19	8	MacDowall	+9.113s	3
9	Boardman	+11.196s	5	9	Gilham	+10.507s	10
10	Gilham	+11.405s	11	10	Onslow-Cole	+11.602s	19
11	O'Neill	+12.166s	13	11	Smith	+17.682s	12
12	Smith	+18.882s	9	12	Neate	+18.300s	13
13	Neate	+19.166s	16	13	Collard	+18.468s	14
14	Collard	+32.218s	12	14	O'Neill	+19.568s	11
15	George	+35.764s	17	15	Griffin	+19.875s	17
16	Foster	+35.938s	15	16	George	+26.512s	15
17	Griffin	+56.715	14	17	Foster	+27.293s	16
R	James	3 laps-suspension	18	18	James	+54.655s	18
NS	Austin	engine	21	R	Chilton	5 laps-accident	6
NS	Onslow-Cole	cracked manifold	7	R	Wrathall	2 laps-head gasket	20
NS	Wrathall	head gasket	20	NS	Austin	engine	21

Race 1 Winner's average: 105.32mph.

Fastest lap: Jackson, 1m19.192s, 107.10mph.

Race 2 Winner's average: 104.91mph.

Fastest lap: MacDowall, 1m19.195s, 107.09mph.

Race 3 Winner's average: 98.20mph.

Fastest lap: Plato, 1m18.836s, 107.58mph.

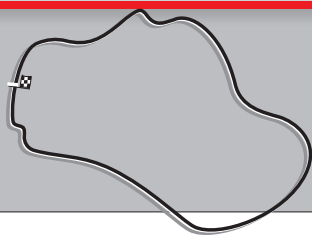


P50 & 55
BTCC SUPPORTS

THRUXTON

GB

April 30-May 1
TOCA supports
Round 3/10



FORMULA RENAULT AT A GLANCE

- Race 1 **Alex Lynn**
- Race 2 **Alex Lynn**
- Poles **Alex Lynn x2**
- Fastest laps **Alex Lynn x2**

REPORTS TOCA THRUXTON



Lynn was on peerless form at Thruxton

FORMULA RENAULT & CLIO CUP THRUXTON, APRIL 30-MAY 1

Lynn bounces back with dominant double

WHAT'S THE BEST WAY TO bounce back from exclusion? Well, if nobody has written the manual yet, then Formula Renault UK star Alex Lynn staked his claim at the weekend. Two weeks after the scrutineers struck at Donington Park, Lynn swiped both poles, both wins and both fastest laps at Thruxton. And he took a new lap record for good measure.

The Fortec Motorsport man's utter domination was thrown into greater relief by major rival Tio Ellinas (who leads the championship

owing to Lynn's Donington exclusion) being buried in mid-grid for race two.

Ellinas and the Atech Reid GP team attended only one of the two Thruxton test days back in March, and that turned out to be the wet one, so the Cypriot had no experience of the quirky Hampshire speedbowl in this car in the dry until Friday's 90 minutes of testing. The long, sweeping curves of Thruxton meant tyres were only operating at their peak for two laps last weekend, and Ellinas overcommitted to the

chicane at the crucial time in both qualifying sessions – the result was third and seventh on the grid.

Lynn was fastest by 0.396 seconds in the later session, but could have been pipped by outside-front-row man Jordan King in the first, had the Manor Competition rookie not been scuppered by a yellow flag at the chicane. King found himself on the outside into the Complex after the start, so Ellinas snuck through into second, then forced King onto the grass on the 150mph approach to the chicane. The move earned the Cypriot two points on his licence.

Lynn thereafter pegged the gap to Ellinas, while Fortec's Oliver Rowland swept around the outside of Ollie Millroy's Manor machine into the Complex on the final lap to take third. Both had moved up when Josh Hill took out Manor team-mate Alice Powell while trying to pass her at the chicane.

Incredibly, Ellinas was second again in race two. He leapt from seventh to fourth at the Complex on lap one when Bolivian Pedro Calbimonte harpooned front-row starter Powell,

and Millroy ran wide in avoidance. He found himself a gap to follow King past Rowland, and then he saw King spin at the chicane after dropping down the gears too quickly.

While Lynn sailed on to victory from Ellinas, Rowland held off Hill for third in what, against all the odds, was a duplicate of the first podium.

There was a double winner in Clios too, as Aron Smith put himself in the safest place – his Team Pyro machine ahead of all the maniacs.

The Irishman broke his season duck in race one, which was marred by a major shunt at Noble that accounted for second-place battlers Lee Pattison and Luke Wright. With impressive Thruxton debutant Tom Grice forced wide in this incident, and series leader Paul Rivett in the pits having a left-front puncture changed, Westbourne Motorsport's James Colburn emerged in second. The Sussex redhead held off the recovering Grice and title contender James Dixon.

Smith really earned his spurs in race two with a solid defence from Rivett,

who briefly lost second to Jack Goff before reclaiming it on the outside at Church.

"It felt like the race lasted two days – really hard work," said Smith, who saw Rivett's Stancombe machine sail around the outside and miss the chicane on the final lap, before backing off.

● Marcus Simmons

RESULTS

Formula Renault UK (15 laps)

1 Alex Lynn; 2 Tio Ellinas +1.606s; 3 Oliver Rowland; 4 Ollie Millroy; 5 Mitchell Gilbert; 6 Jack Hawksworth; 7 Pedro Calbimonte; 8 Dan Wells; 9 Oscar King; 10 Jordan King. **Fastest lap** Lynn 1m09.582s (121.89mph) **record.**

Race 2 (16 laps) 1 Lynn; 2 Ellinas +6.133s; 3 Rowland; 4 Josh Hill; 5 Millroy; 6 Gilbert; 7 Hawksworth; 8 Wells; 9 O King; 10 J King. **FL** Lynn 1m09.808s (121.49mph).

Points 1 Ellinas, 171; 2 Lynn, 166; 3 Millroy, 130; 4 Hawksworth, 129; 5 Hill, 98; 6 Rowland, 95.

Clio Cup (15 laps) 1 Aron Smith; 2 James Colburn +0.494s; 3 Tom Grice; 4 James Dixon; 5 Jake Packun; 6 Jack Goff. **FL** Grice 1m24.601s (100.25mph). **Race 2 (14 laps)**

1 Smith; 2 Paul Rivett +0.619s; 3 Goff; 4 Adam Bonham; 5 Lee Pattison; 6 Dixon. **FL** Rivett 1m24.437s (100.44mph).

Points 1 Rivett, 161; 2 Dixon, 140; 3 Smith, 134; 4 Packun, 104; 5 Colburn, 100; 6 Bonham, 90.

Smith leads Clio pack towards the Complex



PICS: EBREY/LAT

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Sunoco Drivers of the Weekend
 < British F3 – Lucas Foresti
 British GT – Mike Guasch >



Part of the



Oulton Park saw Carlin driver Filipe Nasr extend his advantage in the Sunoco Daytona Challenge, Foresti

gained momentum leaving him in 5th place in the standings. In GT, 2010 champion David Ashburn scored the highest points – keep up with the latest news at www.sunocodaytonachallenge.com

Driver standings – average per race

1	F Nasr	Carlin/F3	108.75
2	J Morcilo	Azteca/Britcar	105.00
3	K Robinson	MJC/Britcar	87.50
4	J Shepherd	Hawthorns/Britcar	82.75
5	L Foresti	Fortec Motorsport/F3	80.00
6	D Ashburn	Trackspeed/GT3	70.00
7	M Bell	United Autosports/GT3	65.00
8	M Guasch	United Autosports/GT3	65.00

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THRUXTON



GB
April 30-May 1
TOCA supports
Round 3/10



CARRERA CUP AT A GLANCE

- Race 1 **James Sutton**
- Race 2 **James Sutton**
- Poles **James Sutton x 2**
- FLs **James Sutton x 2**

REPORTS TOCA THRUXTON

OTHER BTCC SUPPORTS THRUXTON, APRIL 30-MAY 1

Sutton takes control with Thruxton double

JAMES SUTTON ALREADY LED the Carrera Cup title chase before Thruxton, despite having not yet taken any wins. In Hampshire, the 2007 champion scored a double, and now the RedLine Racing man has opened up a comfortable advantage in the points.

Circuit instructor Euan Hankey always looked the man most likely (or least unlikely) to shade Sutton. He was on the front row for both races alongside double poleman Sutton, feeling that he'd lost out by running too hot into the chicane in qualifying, and in the first race his Team Parker Racing machine kept Sutton under huge pressure.

Sutton had a big lock-up at the chicane halfway through the first race, but did a great job to hang on with a tyre worn down to the canvas.

Hankey's team-mate Stephen Jelley got elbowed down to fifth at the Complex on lap one, but passed Michael Meadows and then Jonas Gelzinis – both of them into Church. As Gelzinis struggled, Meadows passed the Lithuanian and re-caught Jelley by the end.

Again Hankey pressured

Sutton in race two, but downshift problems meant locking up at the rear and his tyres suddenly went off.

"I nearly crashed a million times," he sighed, while a glorious four-wheel drift at Church and an ill-timed backmarker both cost time, allowing Jelley to challenge and pass around the outside into the chicane one lap from home.

RedLine racer Meadows again passed Jura Racing's Gelzinis for fourth, while a perplexed Tim Harvey and the Motorbase team had only a pair of sixths to show for the weekend. In both races he was chased by impressive Scottish rookie Rory Butcher, but the Celtic Speed man became a Celtic spinner in the first.

Ginetta Junior points leader Seb Morris and car racing rookie George Gamble served up the very best in close, yet fair, action in the two Ginetta Junior races at Thruxton.

Gamble secured his maiden victory in race one by just 0.036 seconds, before Morris hit back to grab his fifth win of 2011.

Gamble took the initial advantage with his first career pole positions and he led away well in race one,



Sutton headed Hankey for his first win of 2011

but Morris wasted no time in slicing past for the lead at the ultra-fast Church midway through lap one. After a brief safety-car period, the two pulled clear and as the laps counted down Morris came under major pressure.

After a couple of rare mistakes from Morris, the lead changed hands and although he hit back almost immediately, rival Gamble got better drive out of the chicane on the final lap to just edge the win – ending his rival's early-season run of dominance.

Morris didn't make a repeat of his earlier errors in the second race, taking the lead on lap seven and winning by 0.4s.

It was hard to know which action to follow in the Ginetta GT Supercup races, all three providing superb dicing and surprises galore. Tyre degradation played a big role, especially for points leader Tom Sharp, who saw his unbeaten streak of six wins come to a sudden end.

Carl Breeze twice defeated Adam Morgan, either side of a first win of the year for the ex-Dynojet racer, who scored with a well-judged drive as Breeze, Sharp and other rivals faded with grip problems.

Colin White took his first outright podium with third in race two, while reigning Junior champion Tom Ingram destroyed the G50 class opposition with a faultless performance.

● M Simmons & Marc Orme

RESULTS

Porsche Carrera Cup (21 laps)

1 James Sutton; 2 Euan Hankey +0.427s; 3 Stephen Jelley; 4 Michael Meadows; 5 Jonas Gelzinis; 6 Tim Harvey. **Class winners** Gelzinis; Keith Webster. **Fastest lap** Sutton

1m14.876s (113.27mph).

Race 2 (21 laps) 1 Sutton; 2 Jelley +2.400s; 3 Hankey; 4 Meadows; 5 Gelzinis; 6 Harvey. **CW** Gelzinis, George Brewster. **FL** Sutton 1m14.783s (113.41mph) **record**.

Points 1 Sutton, 114; 2 Hankey, 95; 3 Meadows, 94; 4 Jelley, 86; 5 Gelzinis, 62; 6 Plant, 56.

Ginetta Junior (12 laps) 1 George

Gamble; 2 Seb Morris +0.036s; 3 Max Coates; 4 Brad Bailey; 5 Sennan Fielding; 6 Charlie Robertson. **FL** Morris 1m31.087s (93.11mph). **Race 2 (9 laps) 1 Morris**; 2 Gamble +0.469s;

3 Coates; 4 Bailey; 5 Tom Howard; 6 Michael Day. **FL** Morris 1m30.969s (93.23mph).

Points 1 Morris, 211; 2 Gamble, 137; 3 Coates, 120; 4 William Foster, 117; 5 Howard, 107; 6 Robertson, 89.

Ginetta GT Supercup (11 laps)

1 Carl Breeze; 2 Adam Morgan +5.218s; 3 Nathan Freke; 4 Tom Sharp; 5 Tom Ingram; 6 Colin White. **G50** Ingram. **FL** Breeze 1m17.027s (110.11mph). **Race 2 (16 laps) 1 Morgan**; 2 Breeze +8.537s;

3 White; 4 George Murrells; 5 Alistair James; 6 Joachim Ritter. **G50** Ingram. **FL** Morgan 1m17.011s (110.13mph). **Race 3 (16 laps) 1 Breeze**; 2 Morgan +0.392s;

3 Sharp; 4 Murrells; 5 Ritter; 6 White. **G50** Ingram. **FL** Morgan 1m16.882s (110.31mph). **Points 1 Sharp, 280**; 2 Breeze, 232; 3 Morgan, 213; 4 Murrells, 198; 5 White, 162; 6 Ritter, 110.

Breeze (3) and Morgan (33) ended Sharp's G55 win run



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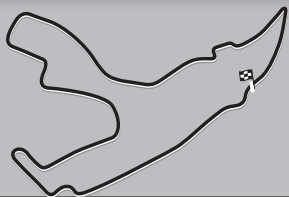
SPA

BELGIUM

April 30-May 1

Renault 3.5

Round 2/9

**AT A GLANCE**

- Race 1 **Robert Wickens**
- Race 2 **Jean-Eric Vergne**
- Pole position **Wickens/Vergne**
- Fastest laps **Wickens x2**

REPORT
FR 3.5 SPA**PETER MILLS**
reports

Two one-twos at Spa for Carlin

Carlin duo Robert Wickens and Jean-Eric Vergne shared the spoils in the Ardennes forest to head up the points table



Late braking cost
Costa race-one lead

ROBERT WICKENS AND Jean-Eric Vergne shared the spoils as Carlin produced a comfortable pair of one-twos at Spa-Francorchamps. Race one was only fleetingly enlivened by some opening-lap theatrics from an overambitious Albert Costa into Les Combes.

Another Wickens-led Carlin procession looked to have set in during Sunday's second encounter, but a fired-up Jean-Eric Vergne proved he won't settle for runner-up every time. The

Frenchman recovered from a slightly under-par opening stint to overhaul Wickens in thrilling fashion. The British Formula 3 champion left the narrowest of margins in his impeccably judged manoeuvre on Wickens at Les Combes to seal victory.

The Canadian only averted a potentially embarrassing collision by heavily locking up both front wheels. Any sign of tension between the pair following the incident gave way to high-fives when

news sunk in that they now occupy first and second spot in the points standings.

EPIC Racing's Costa had capitalised on a focused final lap effort in Saturday's qualifying to surge from P10 to claim a front row starting position. The diminutive Spaniard was the only driver other than Wickens to lead the first race; when he chose to brake insanely late and lunge around the outside at Les Combes. Sadly for Costa's admirers, he soon ran out of road.

Both Carlin men took advantage, and would circulate in tandem for the remainder of the race.

"It was like being on a motocross bike," said Costa referring to the hideous flat-spots on his tyres.

Despite being held back, the chasing Nelson Panciatici was unable to find a way through into third, and the KMP Racing man was demoted to fifth by Gravity driver Brendon Hartley on the last lap.

Wickens appeared faster than pole-sitter Vergne over the initial running in race two. An early pitstop on lap six for fresh rears handed the 2010 GP3 runner-up an opportunity to exit with a clear road ahead, and to press home his advantage. When Vergne emerged from his own stop a lap later, Wickens gained track position. "I wasn't so crazy with pit entry and exit," said Vergne. "I was struggling a bit in the first part of the race, and I didn't know if I stopped before Robert whether the problem would improve or get worse, I think I made the right call."

The new tyres did provide an injection of performance, and Vergne took 10 laps to catch and pass the leader. Without Costa's roadblock, the Carlin duo did not equal Saturday's victory margin. Chris van der Drift proved he was up to speed after missing the pre-season tests to claim third for the revamped Mofaz team. The

Kiwi was less than a second behind Wickens at the end.

Front-row starter Daniel Zampieri completed the first lap in third. The BVM Target driver then decided to delay his pitstop and subsequently dropped to sixth. The Italian recovered to fourth with some fine driving, including a determined pass on Costa on the last lap.

RESULTS

Race 1 1 Robert Wickens, 22 laps in 46m34.016s; 2 Jean-Eric Vergne, +2.694s; 3 Albert Costa; 4 Brendon Hartley; 5 Nelson Panciatici; 6 Daniil Move; 7 Alexander Rossi; 8 Jan Charouz; 9 Sergio Canamasas; 10 Daniel Ricciardo.

Race 2 1 Vergne, 22 laps in 46m56.662s; 2 Wickens, +1.468s; 3 Chris van der Drift; 4 Daniel Zampieri; 5 Costa; 6 Walter Grubmuller; 7 Rossi; 8 Hartley; 9 Ricciardo; 10 Panciatici.

Points 1 Wickens 71; 2 Vergne 57; 3 Rossi 56; 4 Costa 52; 5 Panciatici 26; 6 Korjus 25; 7 Van der Drift 19; 8 Move 18; 9 Hartley 16; 10 Grubmuller, Zampieri 14.



Now top of the points,
Carlin pair celebrate

SAO PAULO

Brazil

May 1-2

IndyCar Series

Round 4/17

AT A GLANCE

- Winner **Will Power**
- Pole **Will Power**
- Most laps led **Will Power**
- Fastest lap **Simona de Silvestro**



Sunday's laps were a crashfest

You got to know when to hold 'em, know when to fold 'em

Ex-F1 racer Takuma Sato was the star of Monday's rain-delayed race on the streets of Sao Paulo, then took a gamble he didn't need to



Sato drove round the outside of Power

SOMETIMES, INDYCAR SERIES strategy calls are a black art. For example, take Graham Rahal's maiden win at St Petersburg in 2008: he won that because he was spun around by Will Power early on, and then a sequence of events played perfectly into his off-sequence pit strategy. But much of the time it's straightforward, and despite all the issues

caused by the weather in Sao Paulo — which meant the race took over 20 hours to complete — this was one of those occasions if you were running up front.

Following Sunday's shambles, where two attempts to get the race started in a monsoon ended with multiple pile-ups, and then a parade behind the pace car in an unproductive

effort to clear away huge amounts of standing water, Monday's strategy was clear. One-stop if there's lots of yellows; two-stop if it's green all the way.

The field started on slicks on a bone-dry track, only for the heavens to open at the green flag, sending all scurrying into pitlane for wets at the end of lap one.

A yellow soon followed: Sebastian Bourdais slithered to a halt, Ryan Hunter-Reay spun in sympathy.

It was after this restart that KV Racing Technology's Takuma Sato pulled off a magical around-the-outside outbraking move on leader Will Power. The hard work was done; track position was gained. Taku's job was to stay ahead and keep out of the wall. KV's was to make the right call when to

pit. Sato upheld his side of the bargain; his team sadly did not.

Another yellow, as Rahal spun down to the tail of the field. Remember that St Pete race I mentioned? We'll come back to it later.

Then a third caution, as first Dario Franchitti made a rare error and slammed the Turn 1 tyrewall, while Alex Tagliani rejoined from the pits and promptly spun and stalled. The pits, hmmm. Good idea. With 36 laps under their belt, and still half an hour of racing remaining, the majority of the field — if it hadn't already (such as Rahal and a chastened Franchitti) — filed pitwards for fuel and tyres.

But leader Sato, despite his advantageous position with nothing to gain from a gamble, stayed out — now banking on a no-stop

strategy that required further yellows. In fact, KV had already spun the wheel of fortune and got lucky as its cars went for a full-wet set-up. This 'accumulator' would backfire.

Also gambling was Sato's now third-placed teammate EJ Viso (er, split the strategy anyone?) who would soon pass Andretti Autosport's Marco Andretti for second place.

With no more yellow flags forthcoming, Sato was forced to pit under green for fuel with seven laps to go. He rejoined sixth, but in his haste to chase down Oriol Servia (Newman/Haas) he straightlined the chicane and dropped to eighth.

If he'd done what Power, Ryan Briscoe (Penske) and Servia had done, chances are he'd have won; certainly finished on the podium.

Matos submarines under Kanaan



RACE RATING

★★★★☆

Sunday was a waste of time, but Monday's action was far more entertaining fare

MILESTONE

Will Power gave Penske Racing its 200th Indycar pole. It was the 19th top spot of his open-wheel career (six in Champ Car)

REPORT INDYCAR SAO PAULO

CHUCK BRADBURY JR
reports

"I was really happy in the wet conditions," said Sato. "I'd never driven an Indycar in the wet before, and never used this tyre, but I was immediately comfortable and confident. I really enjoyed it, and [passing Power for the lead] was an exciting moment. I was so comfortable. I was able to manage everything.

"I was doing massive fuel saving, and just watching my mirrors to maintain the gap. But, in the end, we didn't make it with pitstop strategy issues. That caused us a real problem."

Sato believed he only needed three laps of yellow flag running to make the finish without stopping, but later admitted there had been a "miscalculation on fuel or something"

He concluded: "Honestly, we didn't need any [track]

position to make a gamble, but that's easy to say now after the race." If only that logic had been applied...

It didn't rain but it looked on KV's parade: Viso was harshly pinged for blocking Andretti, when EJ claimed he was only "braking on the dry parts of the track, I didn't weave or anything".

He'd finish 13th after climbing to second position from last on the grid in the spare car, after missing qualifying when a technical failure pitched him off at almost 200mph and wrecked his usual car.

And Rahal? Despite his spin, despite pitting while the pits were closed and earning a drive-through, despite allegations that he jumped the final restart, the strategy fell his way just like it had at St Pete in '08. He finished second. ❌



Dixon spun on Sunday and again on Monday



Perfectly-timed stop helped Power's cause

POWER PICKS THEM OFF IN STYLE

WILL POWER'S 11TH CAREER open-wheel victory moved him ahead of Dario Franchitti to the top of the point standings, but he had to work pretty hard for it.

Never mind the threat of strategy gamblers Takuma Sato, EJ Viso and Marco Andretti, Power only just beat team-mate Ryan Briscoe off pit road on lap 36 and had to pass the off-sequence Franchitti and Graham Rahal to prevail.

"I had to pick a few people off, because we went back in the pack there after that stop," he said. "It was a matter of keeping calm and

not making any mistakes." Power's decision to pit when he did was actually based on Franchitti's stop, after Dario had pounded the Turn 1 tyrewall: "My visor was a bit fogged-up and I misjudged my braking, but the yellow fell right for us."

Power's own big escape of the day was an early brush against one of Sao Paulo's unyielding concrete walls.

His team-mate Ryan Briscoe finished third, passing Franchitti going into the final hairpin, but failing in his quest to chase down second-placed Rahal.

"We didn't change wets

on the last stop but we had slightly fresher tyres," said Briscoe. "I was sort of hanging on a bit."

Behind Oriol Servia, Long Beach winner Mike Conway did a great job to come back from a lap down to finish sixth, after his engine cut-out under the pace car during Sunday's deluge.

"To make our way up to sixth from 20th, I'm pretty happy with that," he said.

Justin Wilson finished right behind him in seventh, despite a couple of spins along the way, while best Brazilian was 17th placed Vitor Meira.

RESULTS

IndyCar Series, Sao Paulo (BR), April 30-May 2, round 4 of 17

GRID	
1 POWER 1:21.8958	7 HUNTER-REAY 1:22.2975
3 DIXON 1:22.3620	4 BRISCOE 1:22.3937
5 RAHAL 1:22.4970	6 FRANCHITTI 1:22.6103
7 CASTRO'S 1:22.6283	8 WILSON 1:22.6471
9 CONWAY 1:22.6986	10 SATO 1:22.7379
11 HINCHCLIFFE 1:22.8450	12 BOURDAIS 1:22.9084
13 SILVESTRO 1:23.6807	14 MEIRA 1:23.3196
15 ANDRETTI 1:23.7682	16 SERVIA 1:23.4015
17 PATRICK 1:24.0967	18 KIMBALL 1:23.7126
19 MATOS 1:24.1890	20 TAGLIANTI 1:23.7801
21 KANAAN 1:24.2205	22 HILDEBRAND 1:23.8443
23 SAAVEDRA 1:24.2963	24 JAKES 1:23.8482
25 BEATRIZ 1:24.8246	26 VISO no time

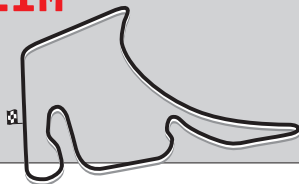
55 LAPS, 139.48 MILES				CHAMPIONSHIP TABLE				
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	PTS
1	Will Power (AUS)	Team Penske	Dallara-Honda	2h04m05.2964s	1	1	Power	168
2	Graham Rahal (USA)	Chip Ganassi Racing	Dallara-Honda	+4.6723s	5	2	Franchitti	154
3	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+7.9037s	4	3	Servia	110
4	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+10.1470s	6	4	Conway	102
5	Oriol Servia (E)	Newman/Haas Racing	Dallara-Honda	+15.8188s	16	5	Briscoe	101
6	Mike Conway (GB)	Andretti Autosport	Dallara-Honda	+16.6775s	14	6	Kanaan	99
7	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+20.0131s	8	7	Taglianti	85
8	Takuma Sato (J)	KV Racing Technology-Lotus	Dallara-Honda	+23.0683s	10	8	Dixon	84
9	James Hinchcliffe (CDN)	Newman/Haas Racing	Dallara-Honda	+25.2924s	11	9	Rahal	82
10	JR Hildebrand (USA)	Panther Racing	Dallara-Honda	+31.3172s	22	10	Sato	80
11	Sebastian Saavedra (CO)	Conquest Racing	Dallara-Honda	+36.4261s	23			
12	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+42.1974s	3			
13	EJ Viso (YV)	KV Racing Technology-Lotus	Dallara-Honda	+45.8266s	26			
14	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+1m14.5634s	15			
15	James Jakes (GB)	Dale Coyne Racing	Dallara-Honda	+1m16.2783s	24			
16	Charlie Kimball (USA)	Chip Ganassi Racing	Dallara-Honda	-1 lap	18			
17	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	-2 laps	14			
18	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	-5 laps	2			
19	Alex Taglianti (CDN)	Sam Schmidt Motorsports	Dallara-Honda	-7 laps	20			
20	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	-9 laps	13			
21	Helio Castroneves (BR)	Team Penske	Dallara-Honda	-9 laps	7			
22	Tony Kanaan (BR)	KV Racing Technology-Lotus	Dallara-Honda	-9 laps	21			
23	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	-9 laps	17			
24	Ana Beatriz (BR)	Dreyer & Reinbold Racing	Dallara-Honda	31 laps-mechanical	25			
25	Raphael Matos (BR)	AFS Racing	Dallara-Honda	28 laps-accident damage	19			
26	Sebastien Bourdais (F)	Dale Coyne Racing	Dallara-Honda	20 laps-accident	12			

Winner's average: 67.442mph.
Fastest lap: de Silvestro, 1m39.8231s, 91.46mph.

Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the pole shootout.

HOCKENHEIM

Germany
April 30-May 1
DTM
Round 1/10



AT A GLANCE

- Winner **Bruno Spengler**
- Pole position **Spengler**
- Fastest lap **Spengler**



Tomczyk's fuel can attachment

Spengler's special day

After a terrible end to 2010 and zero morning practice, Spengler really showcased his talent at the season opener



Spengler beasted his way to victory

THERE WASN'T A DRIVER on the DTM grid at Hockenheim who would have traded places with Bruno Spengler before qualifying at the German circuit last weekend.

A problem later attributed to the front splitter of his Mercedes had prevented him from completing a single flying lap in the morning's practice session, leaving him without much more than a basic idea of what set-up to run during the afternoon.

And yet a little over 24 hours later, the Canadian was celebrating a dominant victory as he and the HWA squad repelled everything that rival manufacturer Audi could throw at them.

Not only did Spengler lead every lap of the race on his way to an eighth career win, he did it from pole position and set the fastest lap of the race on the way there. This was, in the words of the man himself, "a special day".

The significance of the

result should not be underplayed. This, after all, is a man who led the majority of the 2010 championship, only to throw it away spectacularly at the Shanghai season finale by crashing in two of the weekend's sessions, allowing his team-mates Paul di Resta and Gary Paffett to slip by him in the final reckoning.

Spengler though, had been hard at work during the winter, banishing memories of his trip to China and preparing himself for another shot at the title.

"The Sunday night at Shanghai was very tough," said Spengler. "I had to be happy because we had won the manufacturers' championship and been 1-2-3 in the drivers' [points], but because I'd gone from first to third, I found it very hard.

"But after about two weeks, it was history and I didn't think about it any more. I decided I needed to focus on getting myself as prepared as I could be for

this year. As humans, we have no limit on how much we can improve ourselves.

"I told everyone that China was forgotten, but they didn't believe me. Maybe they will now."

They should. With a new splitter attached to his Mercedes (there wasn't time to fix the old one during practice), Spengler built himself up slowly during qualifying. With no reference points to use from the morning and only a basic set-up to use, he focused on progressing to Q3 and on honing his car's balance all the way.

Fastest in Q3, he then fought off the advances of Abt Audi duo Mattias Ekstrom and Timo Scheider, plus his own team-mate Ralf Schumacher, to secure the top spot – one that he said ranks alongside his Dijon pole of 2009 – by going fastest in the single-lap, Q4 shootout.

The race was far more straightforward. Beaten off the line by Ekstrom's A4, Spengler swept around the

outside of the Swede at the first turn, using a lot of the tarmac run-off area on the corner's exit to do it.

After that, he was largely imperious, and seemed to have enough in reserve that he could have gone even faster had he needed to.

The one blot on his copybook during the race arose during a mid-race safety car period – created when a fuel can fell off

Martin Tomczyk's Phoenix Audi between turns one and two (the German had left the pits with the offending article still attached to his car).

Exiting the Sachs Kurve, Spengler floored the throttle, but approaching the double-right hander that concludes the lap, he suddenly stood hard on the brakes, catching Ekstrom by surprise. Both were very



RACE RATING

★★★★☆

Few passing moves once Paffett's early climb plateaued, and even the safety car didn't spice things up

MILESTONE

Ralf Schumacher scored his first DTM podium finish on his 33rd start



REPORT DTM HOCKENHEIM

JAMIE O'LEARY
reports



lucky not to have been at the centre of a big accident.

"I was going to do my restart at the start/finish line, so I was still warming my brakes and tyres," said Spengler. "That's why I braked hard. If it caused a problem for Mattias, I apologise, but it's the leader who decides when to go."

Ekstrom, predictably, had a different view of the incident.

"Out of Sachs I went flat-out after him," said the two-time DTM champion. "The rules say once you're committed [to a restart], then you're committed. I was very surprised he was braking. It's a good job Ralf [sitting behind in third] was sleeping [at the restart]."

Ekstrom's words failed to ruin Spengler's day, but further down the field there was an equally strong race day performance from his HWA team-mate Paffett, on a day when the Mercedes teams had a clear pace advantage over those from Audi.

A missed downshift had

caused Paffett to spin backwards into the tyres at the Sachs Kurve during Q1, resulting in a back row start. He was into the top 10 by the time the pit window opened though and, after passing both Miguel Molina's 2008-spec Abt Audi at turn two immediately after the restart, and then later Maro Engel's Mücke Mercedes, went on to finish sixth.

Given that Mercedes' motorsport vice-president Norbert Haug had earlier said that eighth spot would be "a dream result" for the Brit, Paffett had every right to be pleased with his day's work.

"I didn't give myself an aim for the day," he said. "I just wanted to get as high as possible, so I've saved some points from what could have been a disaster weekend."

"The downside, of course, is that we had the pace to win this weekend, and if I'd been on the front two rows, I think I would have. At least it shows we have good speed for the races ahead."

EKSTROM SURVIVES DESPITE DAMAGE

Spengler beaten off line, but took lead and kept it



IF BRUNO SPENGLER'S VICTORY AT Hockenheim was never in doubt, the same could not be said for the podium hopes of the man that spent the whole race behind him, Abt Audi driver Mattias Ekstrom.

With second place seemingly in the bag and Ralf Schumacher and Timo Scheider having a private battle over third a little further back, Ekstrom suddenly found his car unexpectedly crabbing with just four corners of the race remaining.

"I thought I had a puncture, because the car suddenly was driving like a fork lift truck," said the Swede. "Actually a piece of the right-rear suspension had broken. I could see Ralf coming behind me, but I managed to beat him over the line."

In fact, just a tenth of a second separated them at the finish with Schumacher, revelling in the more responsive Hankook tyres being used by the DTM for the first time in 2011, taking his maiden podium in the series.

Scheider was fourth, ahead of Martin

Tomczyk, who was the best of the year-old brigade in his Phoenix Audi. Tomczyk, one of the weekend's most impressive performers, passed Scheider at the first pitstops and was challenging Schumacher for third, but a brief slip into the gravel at the Sachs Kurve robbed him of his hopes of a magnificent podium result, and then came that safety car-inducing fuel can incident.

Gary Paffett and fellow HWA Brit Jamie Green were next up, ahead of Maro Engel (Mücke Mercedes), while Oliver Jarvis (Abt) and David Coulthard (Mücke) completed the top 10.

Miguel Molina lay seventh for the first half of the race, but outraked himself at the hairpin trying to repass Paffett for position and was spun to the tail of the field by the unsighted Jarvis. Edoardo Mortara was the most impressive rookie and held off Paffett for a while, but the Rosberg Audi man lost a points finish after being caught out on track while the safety car came out.



Grid: 18th, race: 6th, Paffett on a charge

Two podium places for HWA, Ralf's first in DTM

RESULTS

DTM, Hockenheim (D), April 30-May 1, round 1 of 10

GRID	
1 SPENGLER 1:34.270	2 EKSTROM 1:34.402
3 SCHUMACHER 1:34.577	4 SCHEIDER 1:35.434
5 RIFFELLER 1:34.194	6 TOMCZYK 1:34.285
7 ENGEL 1:34.386	8 MOLINA 1:35.286
9 VIETORIS 1:34.445	10 MORTARA 1:34.460
11 V D ZANDE 1:34.475	12 JARVIS 1:34.559
13 COULTHARD 1:34.698	14 GREEN 1:34.720
15 ALBUQUE 1:34.750	16 STODDART 1:34.778
17 FREY 1:35.403	18 PAFFETT No time

39 LAPS, 110.838 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	1h03m07.244s	1
2	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	+3.696s	2
3	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+3.883s	3
4	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+4.585s	4
5	Martin Tomczyk (D)	Team Phoenix	Audi A4 (2008)	+5.256s	6
6	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+6.591s	18
7	Jamie Green (D)	HWA	Mercedes C-class (2009)	+10.653s	14
8	Maro Engel (D)	Mücke Motorsport	Mercedes C-class (2008)	+11.938s	7
9	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+13.803s	12
10	David Coulthard (GB)	Mücke Motorsport	Mercedes C-class (2008)	+14.246s	13
11	Mike Rockenfeller (D)	Abt Sportsline	Audi A4 (2009)	+16.164s	5
12	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+16.488s	16
13	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	+17.310s	9
14	Edoardo Mortara (I)	Team Rosberg	Audi A4 (2008)	+18.341s	10
15	Rahel Frey (CH)	Team Phoenix	Audi A4 (2008)	+25.944s	17
16	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+28.420s	8
17	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	+29.011s	15
R	Renger van der Zande (NL)	Persson Motorsport	Mercedes C-class (2008)	30 laps - accident damage	11

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Spengler	10
2	Ekstrom	8
3	Schumacher	6
4	Scheider	5
5	Tomczyk	4
6	Paffett	3
7	Green	2
8	Engel	1

KEY R=Retired
Winner's average: 102.711mph.
Fastest lap: Spengler,
1m35.230s, 107.406mph.



Race one podium joy



F3 EURO SERIES HOCKENHEIM (D), APRIL 30-MAY 1, RD 2/9

Merhi's gamble pays off at Hockenheim

Merhi took two wins and leads both points tables

STAYING IN THE F3 Euro Series for a third season was a risky career move for Roberto Merhi, but so far he is on course to make it pay off.

With his level of experience and the flashes of promise shown in the past, the Spaniard has no option but to win the title this year. And at Hockenheim last

weekend, where he took two wins from the three races, there were signs that the Mercedes-backed driver has turned a corner for this crunch campaign.

"It has been a very good start to the season," said the championship leader. "At Prema we have a very good car, it has been very easy to push and find the limit."

Merhi won the first race of the weekend from pole, having stormed off into a lead of more than 3s in the early laps. But from lap eight he was being caught by Wittmann, and admitted that he didn't have enough left in his tyres to defend the lead. But Wittmann refrained from any genuine attacks, allowing Merhi to hang on to win.

Wittmann put his inability to pass the Merc-powered car down to Prema's strong performance on the straights. The Italian team went for a risky approach of running less rear wing, but it paid off all weekend as Merhi and Daniel Juncadella shone.

Juncadella led his team-mate home for a 1-2 in the reversed grid second race, where even a late race shower at the Spitzkehre

hairpin couldn't upset their rhythm. Merhi had starred on his way through from eighth, but he was demoted to fourth after it was deemed that he went too wide at Turn 1 on the first lap to pass Wittmann.

Under the new three-race Euro Series format, the fastest laps in qualifying determine the grid for race three. Wittmann had pole, but he fluffed his start and was swamped by Prema's Spaniards. Merhi was through, while Juncadella took to the grass on the outside after getting squeezed by the lead pair off the line, dropping to fourth behind Felix Rosenqvist.

Merhi didn't storm off quite so early this time, instead opting to hold a smaller gap before extending it in the closing stages. By winning the two

main races of the weekend, he also took a maximum haul in the new FIA F3 International Trophy.

● Glenn Freeman

RESULTS

Race 1 Roberto Merhi (Dallara-Mercedes F308), 25 laps in 39m46.951s; 2 Marco Wittmann (Dallara-Volkswagen F308), +0.703s; 3 Laurens Vanthoor (DV F309); 4 Daniel Abt (DV F308); 5 Felix Rosenqvist (DM F308); 6 Daniel Juncadella (DM F308).

Race 2 Juncadella, 12 laps in 19m13.691s; 2 Carlos Munoz (DV F308), +4.350s; 3 Wittmann; 4 Merhi; 5 Rosenqvist; 6 Vanthoor.

Race 3 Merhi, 25 laps in 39m25.238s; 2 Wittmann +5.114s; 3 Rosenqvist; 4 Juncadella; 5 Nigel Melker (DM F308); 6 Abt.

Euroseries points 1 Merhi 95; 2 Juncadella 76; 3 Wittmann 75; 4 Melker 53; 5 Rosenqvist 52; 6 Munoz 34. **FIA Trophy** 1 Merhi 50; 2 Juncadella 20; 3 Abt 20.



Juncadella battles with Vanthoor (2)



CURRENT
STANDINGS

1	Sebastian Vettel	◇	25,805
2	Mark Webber	◇	21,803
3	Lewis Hamilton	◇	20,258
4	Fernando Alonso	◇	19,981
5	Sebastien Loeb	◇	19,492

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Roberto Merhi's superb weekend at Hockenheim moved him 10 places to 95th, while Marco Wittmann (105) went the other way and lost eight spots. The showpiece DTM event brought winner Bruno Spengler (46) a six-place gain while his Mercedes team-mate Gary Paffett's sixth place caused him to drop 10 spots to 66th.

To see the full list, visit castroldriverrankings.com

NASCAR SPRINT CUP RICHMOND (USA), APRIL 30, RD 9/36

Busch gets an early birthday present

ON THE EVE OF HIS 26th birthday Kyle Busch was given the perfect present as he stormed to victory at Richmond, his 21st Cup win.

Busch's only real concern was whether he was able to eke out sufficient fuel mileage from his Joe Gibbs Toyota to make it to the flag without the need for a splash-and-dash during a 107-lap run to the finish. But with team-mate Denny Hamlin in second and Red

Bull Racing's Kasey Kahne in third also in fuel saving mode, he was able to drop his pace accordingly without ever having his lead under threat.

It was Busch's third win in a row at the unusual three-quarter mile oval. His only real opposition came from team-mate Hamlin, but Busch's pit crew regularly gave their man track position and from there he did the rest.

"This is pretty awesome,"

he said. "We had a really good car, and we knew that if we could play through traffic a little bit better than the 11 [Hamlin] that we had a shot at the win, and we did that."

Pole sitter Juan Pablo Montoya had a fraught race. He led the opening 25 laps, before slipping back into the pack. He was later clipped by Ryan Newman, which spun him backwards into the wall, broke his rear spoiler and sent him into a

rage. Later in the race he sought out Newman and tagged the rear of his Stewart-Haas Chevy firing him into the barrier.

Jeff Gordon ran near the front in his Hendrick Chevy until he was taken out in a multi-car shunt triggered when RCR's Clint Bowyer pinballed between team-mate Paul Menard and Matt Kenseth, sending the pair crashing into each other while escaping unharmed!

David Ragan took his best result of the year in fourth, ahead of Roush Ford team-mate Carl Edwards and Bowyer.

Edwards extends his

points lead over five-time champion Jimmie Johnson, who finished eighth.

● Connell Sanders Jr

RESULTS

1 Kyle Busch (Toyota Camry), 400 laps in 3h08m55s; 2 Denny Hamlin (Toyota), +1.805s; 3 Kasey Kahne (Toyota); 4 David Ragan (Ford Fusion); 5 Carl Edwards (Ford); 6 Clint Bowyer (Chevrolet Impala); 7 AJ Allmendinger (Ford); 8 Jimmie Johnson (Chevy); 9 Tony Stewart (Chevy); 10 Brian Vickers (Toyota).

Points 1 Edwards, 335; 2 Johnson, 326; 3 Kyle Busch, 305; 4 Dale Earnhardt Jr, 301; 5 Kevin Harvick, 300; 6 Kurt Busch, 289; 7 Bowyer, 284; 8 Ryan Newman, 277; 9 Kenseth 276; 10 Stewart, 275.



Busch, birthday victory honours



DOMINANT HOME NATIONWIDE WIN FOR VIRGINIAN HAMLIN
 Denny Hamlin held off Paul Menard at a late-race restart to win the Nationwide Series race at Richmond on Friday night. Justin Allgaier finished third to extend his points lead.

FORMULA RENAULT EURO CUP SPA-FRANCORCHAMPS (B), APRIL 30-MAY 1, RD 2/7

Stevens hounds Sainz and Kvyat

TEAM-MATES CARLOS Sainz Jr and Daniil Kvyat took the Formula Renault 2.0 Eurocup honours at Spa-Francorchamps, as Briton Will Stevens hounded them to victory.

An outstanding 46 cars were assembled for the combined Eurocup and NEC rounds. Robin Frijns

got away cleanly from pole in race one. From sixth on the grid, Stevens charged to third inside three laps, joining Frijns and Sainz in a three-way battle for the lead. First Sainz and then Stevens demoted Frijns at Les Combes on successive laps. Fortec man Stevens was denied a shot at

victory when the race was halted. Under yellow flags, Gregoire Demoustier had cannoned into Timmy Hansen's stationary car at Eau Rouge.

Kart star Kvyat took his maiden Eurocup victory on Sunday by a little over a second from Stevens and Sainz.

● Peter Mills

RESULTS

Race 1 1 Carlos Sainz Jr, 6 laps in 14m25.590s; 2 Will Stevens, +0.576s; 3 Robin Frijns; 4 Daniil Kvyat; 5 Miki Weckstrom; 6 Yann Zimmer. **Race 2** 1 Kvyat, 11 laps in 28m17.967s; 2 Stevens, +1.130s; 3 Sainz; 4 Zimmer; 5 Frijns; 6 Felix Serralles. **Points** 1 Sainz, 83; 2 Stevens, 61; 3 Frijns, 58; 4 Riberas, 23; 5 Zimmer & Serralles 20.



Sainz (leading) won again at Spa

GT OPEN IMOLA (I), APRIL 30-MAY 1, RD 1/8

Frezza impresses in a Fezza

ON A TREACHEROUSLY wet track for the first GT Open stanza of the season, Marco Frezza was the star of the show and charged into the lead by lap six.

But after the pitstops, Alessandro Garofano (Ferrari 430) was out front from a closing Juan Manuel Lopez, who'd taken over his 430 from Frezza. Following one off-track moment at a chicane, Garofano spun five laps from the finish, handing Lopez the win.

Andrea Ceccato capitalised on Porsche 911 team-mate Alvaro Barba's stellar opening stint to win race two in the sunshine on Sunday, but Ceccato had less than 0.5s in hand over a charging Raffaele Giammaria, who partnered Miguel Ramos in their 430.

Ex-F1 racer Ralph Firman finished sixth on Saturday, but struggled in race two.

● Carlo Bradlinelli

RESULTS

Race 1 1 Marco Frezza/Juan Manuel Lopez (Ferrari 430), 33 laps in 1h011m57.081s; 2 Luca Rangoni/Alessandro Garofano (Ferrari 430), +3.355s; 3 Soheil Ayari/Nicolas Misslin (Ferrari 430); 4 Gianluca Roda/Fabio Babini (Porsche 997); 5 Miguel Ramos/Raffaele Giammaria (Ferrari 430); 6 Ralph Firman/Angel Barde (Ferrari 458 GT Italia).

Race 2 1 Andrea Ceccato/Alvaro Barba (Porsche 911), 28 laps in 51m37.206s; 2 Ramos/Giammaria, +0.471s; 3 Andrea Montermini/Emanuele Moncini (Ferrari 458 Italia); 4 Frezza/Lopez; 5 Lorenzo Bontempelli/Stefano Gattuso; 6 Ayari/Misslin. **Points** 1 Frezza/Lopez, 32; 3 Ramos/Giammaria, 27; 5 Barba/Ceccato, 26.

- Race 1 winner **Jamie Whincup**
- Race 2 winner **Jason Bright**
- Race 3 winner **Jamie Whincup**



Bright won race two for BJR

IN BRIEF



VW SCIROCCO R-CUP

Poland's Mateusz Lisowski (above, left) beat polesitter Daniel Lloyd (middle) off the line at Hockenheim and was able to repel everything the young Brit could throw at him. Nicola Larini was the best of the 'legends' drivers in third.

GERMAN CARRERA CUP

Nick Tandy took a lights-to-flag victory in drying conditions in the Porsche Carrera Cup at Hockenheim. He kept Rene Rast at a safe distance throughout, with the final gap of one second being as close as the pair got. Sean Edwards completed the podium, charging through the field from 14th on the grid.

ARCA

Debutant Brennan Poole fought back from one lap down to win the Kentucky Ford Dealers 200 on Salem Speedway's high-banked oval. Poole is the first driver to win his first ARCA start since Patrick Long in 2009.

RENAULT MEGANE TROPHY

Stefano Comini made it four straight 2011 victories, with a double win in round two at Spa-Francorchamps. Dimitri Enjalbert finished runner-up in both races. Following Niccolo Nalio's penultimate lap spin, Fabien Thuner picked up third place in race one. Michele Faccin claimed third in race two.

FUJITSU V8

Andrew Thompson swept the Fujitsu V8 Supercar races at Barbagallo. The Triple Eight driver was far too swift for the opposition, with David Russell the best of the Fords ahead of teenager Scott McLaughlin.

AUSTRALIAN CARRERA CUP

Jonny Reid took two of the three Carrera Cup races at Barbagallo, with Steven Richards taking the other. Craig Baird was third overall, while Ben Barker impressed, the lad from Truro qualifying fastest in his second Cup appearance.

V8 SUPERCARS BARBAGALLO (AUS), APRIL 30-MAY 1, RD 4/14

Whincup doubles up as Bright lands a win

JAMIE WHINCUP

extended his V8 Supercar championship lead with a near-perfect performance at Barbagallo Raceway.

The two-time champion put his previous 'bogey' efforts to rest with 1-2-1 results in the track's unique three-race format. But he had to work for his points, and his challenges came from an unexpected source. The fact that Brad Jones Racing had never, in its 11 seasons in V8 Supercars, managed to win a single race was no hindrance to Jason Bright, who was just too fast for Whincup in the first of Sunday's two races. On the softer 'Sprint' tyre, Bright seized the lead and kept it, to take his first win in almost four seasons.

Two other occurrences made the win even more remarkable. Jason Bargwanna streaked through the field late in the race to give BJR a 1-3 result, in his first podium finish in four seasons. That was a great

boost for the team; the race had started with its third driver, Karl Reindler, stalling on the start line, where he was hit at almost 100mph by an unsuspected Steve Owen. Reindler's car burst into flames, forcing him to exit swiftly with minor burns. The car was a write-off but BJR had one more up-and-down 50-lapper to endure, Bright leading Whincup early in Race 3 — until a stuck wheel during a pitstop delayed Bright, handing Whincup the win.

Garth Tander came through for third in what was a below average weekend for Holden Racing Team. While Tander gritted out his results, James Courtney suffered from a lack of speed, compounded with clash with Rick Kelly and a bent steering arm, just when it looked like a decent result was within reach in Race 2.

It was a tough weekend for the Ford teams, with



Whincup leads the rush up the hill at Barbagallo

Stone Brothers Racing's trio of cars have problems in qualifying, while Ford Performance Racing's Mark Winterbottom and Will Davison had up-and-down weekends. Otherwise, the move to a softer tyre promoted close racing and was deemed a success, while the Race 1 was a procession on the 'Control'.

Whincup has had a noted dislike of the softer tyre, and a lack of success in the west of Australia. After these results, he is threatening to put himself in position for a third V8 title. ● Phil Branagan

RESULTS

Race 1 Jamie Whincup (Holden Commodore VE), 50 laps in 49m38.69s; 2 Craig Lowndes (Holden) +0.9041s; 3 Will Davison (Ford Falcon FG); 4 Shane van Gisbergen (Ford); 5 Steven Johnson (Ford); 6 Jason Bright (Holden).

Race 2 1 Bright, 50 laps in 49m03.87s; 2 Whincup, +4.4552s; 3 Jason Bargwanna (Holden); 4 Lowndes; 5 Tim Slade (Ford); 6 Alex Davison (Ford). **Race 3 1 Whincup**, 50 laps in 49m04.04s; 2 Bright, +0.9351s; 3 Garth Tander (Holden); 4 Lowndes; 5 James Courtney (Holden); 6 Johnson. **Points** 1 Whincup, 946; 2 Lowndes, 804; 3 Tander, 737; 4 Van Gisbergen, 730; 5 W Davison, 714; 6 R Kelly 713.

JAPANESE SUPER GT FUJI (J), MAY 1, RD 1/9

Belated start and a premature finish at Fuji

SATOSHI MOTOYAMA

and Benoit Treluyer won the belated Super GT opener at Fuji Speedway on Sunday in their NISMO-run Nissan GT-R, ahead of a horde of Lexus rivals.

With the first round postponed due to the massive earthquake in the north-east of Japan in March, the season started

with five laps under the safety car due to rain and cold conditions.

Front row starters Hiroaki Ishiura (Lexus SC430) and Ronnie Quintarelli (Nissan) struggled for pace early on, so Bjorn Wirdheim (Nissan) led for six laps before being forced to pit to have his windscreens demisted.

Joao Paolo de Oliveira

(Nissan) led for the next six laps followed by Treluyer, but de Oliveira spun and touched a 300-class car at first corner on lap 17 and the Brazilian was passed by Treluyer.

In the middle of the race, the Lexus of Kazuya Oshima chased Treluyer, and when Oshima pitted to change over to Daisuke Ito, Team Le Mans did not change tyres. Treluyer pitted a lap later and NISMO also elected not to change its rubber, and Motoyama rejoined with a 15s lead.

As the race approached the finish, Ito pushed very hard as the rain increased. He got the gap down to 5s with 10 laps to go, but on lap 60 the red flag was shown six laps early due to

the deteriorating weather.

Tatsuya Kataoka/Seiji Ara finished third in their Lexus, ahead of ex-Formula 1 racer Kazuki Nakajima and Germany's Andre Lotterer.

The next round of the series, which was the planned season-opener, will take place in three weeks time at Okayama. ● Jiro Takahashi

RESULTS

1 Satoshi Motoyama/Benoit Treluyer (Nissan GT-R), 59 laps in 1h56m19.904s; 2 Daisuke Ito/Kazuya Oshima (Lexus SC430); +5.211s; 3 Tatsuya Kataoka/Seiji Ara (Lexus); 4 Andre Lotterer/Kazuki Nakajima (Lexus); 5 Yuji Tachikawa/Kohei Hirate (Lexus); 6 Hiroaki Ishiura/Takuto Iguuchi (Lexus). **Points** 1 Motoyama/Treluyer, 20; 3 Ito/Oshima, 15; 5 Kataoka/Ara, 11.



Top Nissan duo beat Lexus chasers

Bogie strikes back to get a grip on the Pirelli

AFTER WINNING THE British Rally Championship event furthest away from his native Scotland in February, David Bogie earned the same result on last week's Pirelli International Rally – a meeting considerably closer to home.

Starting with two Friday night runs through Newcastleton – a stage which straddles the Scottish border – Bogie made the event his own from there. The Mitsubishi driver emerged from the murk of a mild evening in Kielder with 9.3 seconds in hand over round two winner Elfyn Evans.

A further 11 stages were planned for Saturday and Bogie redoubled his efforts to ease his way further ahead of the Welshman through the first two, before Evans was able to pick up his first fastest time in Falstone 2, trimming Bogie's advantage back to 12.8s. Unfortunately for Evans,

disaster struck in the next stage, when he collected a puncture on his Subaru and dropped more than a minute. He dropped from second to fifth, but made up one more place to take fourth at the finish.

Evans' problem left Bogie with a half-minute advantage at the front of the field. His intention was to keep out of trouble through Saturday afternoon – something he did by setting fastest time on every one of the seven remaining stages to further extend his lead at the top of the table.

Behind him, Robert Barrable and Jonny Greer were rapidly coming to terms with their respective Skoda Fabia S2000s, despite an alternator problem which had robbed Greer of full illumination through Friday night's stages. Barrable demonstrated his pace with a brace of fastest times to start Saturday morning, putting clear air between



Bogie/Rae won by over a minute

him and Greer – a gap the Irishman was able to manage for the rest of the event on his way to a career-best result. Greer was third, comfortably ahead of Evans. Jason Pritchard had been running fourth until he dropped his Impreza into a ditch and slid down the leaderboard to ninth. Adam Gould and Tom Cave both retired with damaged suspension.

Martin McCormack justified Citroen's belief in him by taking a half-minute win in the R3 class, despite gear-shift issues with his DS3 R3, while Finland's Jukka Korhonen put together a stunning run to edge fellow Fiesta runner Craig Breen off the top step of the R2 podium, the Irishman 10.1s behind the Scandinavian at the finish.

RESULTS
1 David Bogie/Kevin Rae (Mitsubishi Lancer Evo X), 1h28m57.9s; 2 Robert Barrable/Damien Connolly (Skoda Fabia S2000) +1m02.1s; 3 Jonny Greer/Dai Roberts (Skoda) +2m39.6s; 4 Elfyn Evans/Andrew Edwards (Subaru Impreza WRX); 5 Martin McCormack/David Moynihan (Citroen DS3 R3); 6 Jukka Korhonen/Marko Salminen (Ford Fiesta R2). **Points** 1 Bogie, 58; 2 Evans, 51; 3 Greer, 44; 4 Tom Clark, 33; 5 Adam Gould, 31; 6 Barrable 30.

TC2000 SAN MARTIN (RA), MAY 1, RD 4/13

Ortelli under the Fluence

GUILLERMO ORTELLI gave the new Renault Fluence its first win on its third TC2000 outing at San Martin on Sunday.

Ortelli won the first heat, while Jose Maria Lopez (Fiat Linea) took the second. Lopez grabbed the lead of the final from pole, but Ortelli harried him from the outset. Mauro Giallombardo (Ortelli's team-mate), Matias Rossi (Toyota) and Guido Falaschi (Renault) battled for third behind them.

On lap 14, Lopez's hopes

of victory evaporated as rising water temperature led to his engine switching off. Ortelli was handed a 5s lead, ahead of the Giallombardo/Rossi/Falaschi train, the order of which was altered two laps later as Giallombardo tripped over a backmarker, allowing both Rossi and Falaschi to slip past him.

● Tony Watson

RESULTS
1 Guillermo Ortelli (Renault Fluence), 31 laps in 42m16.761s; 2 Matias Rossi (Toyota Corolla) +1.220s; 3 Guido Falaschi (Renault); 4 Mauro Giallombardo (Renault); 5 Leonel Pernia (Honda Civic); 6 Gabriel Ponce de Leon (Fiat Linea). **Points** 1 Rossi, 63.5; 2 Juan Manuel Silva & Mariano Altuna, 49; 4 Pernia, 44.5; 5 Ortelli, 41; 6 Fabian Yannantuoni, 39.

Ortelli won for Renault



Mamerow and Hahne triumphed

VLN NURBURGRING NORDSCHLIEFE (D), APRIL 30, RD 2/10

Hahne Merc tops 'Ring

VETERAN TIN-TOP RACER Armin Hahne and youngster Chris Mamerow proved the perfect combination in their Mercedes-Benz SLS around the daunting Nurburgring Nordschleife to claim VLN victory on Saturday.

Following a six-hour test on Friday, their Mamerow/Rowe Racing-run Merc defeated the 203-strong field a day later by over 30s in the four-hour event.

"Even though it might have looked easy, that was

not a relaxed victory," said Mamerow. Meanwhile Hahne, who had never before won a VLN race, added: "Our team's efforts, making great progress regarding suspension and brakes, have paid off."

Timo Bernhard, Lucas Luhr and Romain Dumas finished second in their Manthey-run Porsche 911, followed by the first factory-run BMW M3 of Dirk Muller, Dirk Werner and Dirk Adorf.

They were just 0.614s ahead of fourth placed Lance David Arnold, Christopher Bruck and Christian Frankenhout in a Heico-Motorsport-run Mercedes SLS.

The second BMW of Jorg Muller, Augusto Farfus and Pedro Lamy finished fifth, ahead of the first Audi R8 of Marc Basseng, Frank Stippler and Marcel Fassler.

Top Brit was 12th-placed Richard Westbrook, who shared his Manthey Porsche with Mike Sturnsberg and Hans Guido Riegel.

● Jurgen Schiftschraube

RESULTS
1 Chris Mamerow/Armin Hahne (Mercedes-Benz SLS), 28 laps in 4h05m01.495s; 2 Timo Bernhard/Lucas Luhr/Romain Dumas (Porsche 911), +33.604s; 3 Dirk Muller/Dirk Werner/Dirk Adolf (BMW M3); 4 Lance David Arnold/Christopher Bruck/Christian Frankenhout (Mercedes-Benz SLS); 5 Jorg Muller/Augusto Farfus/Pedro Lamy (BMW M3); 6 Marc Basseng/Frank Stippler/Marcel Fassler (Audi R8).

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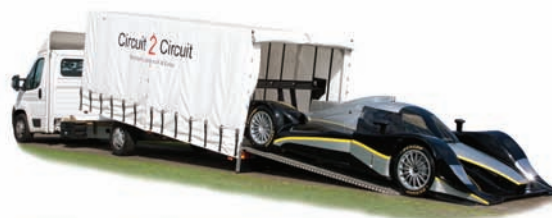
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Ex-BTCC champ hospitalised after heart attack in race, p82

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Top Clio names speak out after Thruxton crashes

Several drivers penalised after accidents damage cars in Renault Clio Cup



Cars of Pattison and Wright didn't look like this for long

» FORMER RENAULT CLIO CUP champion Danny Buxton has branded the driving in this year's series "disgraceful and disgusting" after the two cars he runs were destroyed in accidents at Thruxton last weekend.

Buxton, the 2001 Clio champ and driver coach of 2010 title winner Dave Newsham, set up Scuderia Vittoria with GT racers Tom Ferrier and Piers Masarati this season. Vittoria's two drivers – tin-top rookie Luke Wright and ex-Touring Car racer Matt Allison – were both involved in heavy accidents at Thruxton.

Teenager Wright was running fourth in the first race. Ahead of him, ex-karter Tom Grice tried to pass veteran Lee Pattison around the outside into the Noble left-hander. Pattison did not back off and tried to avoid contact by moving onto the inside kerb, but he clipped Grice and the kerb sent his own car out of control. He veered across the road and into the front of Wright's car.

Buxton said: "We will review our position if standards don't improve. Luke has been taken off in all three race weekends through no fault of his own.

You can't drive like that at 120mph – you have to respect your rivals.

"I always tell my drivers that as long as they qualify in the top six the racing will be clean – that's how it used to be. It's always been dodgy in the pack – that's the nature of one-make racing – but now it's like that at the front."

Wright added: "If it hadn't been for the side of the seat my head would have been through the window. It leaves me speechless and I'll be lucky to be out in five weeks' time at Oulton Park – I can't afford to buy another car."

Pattison, the 2010 runner-up, was fined, given a grid penalty for race two and docked three championship points for his part in the incident. The JHR Developments driver is now considering his future in the series.

"This year it's just banger racing," he said. "I've had two accidents this year already now and this season you can't drop scores. I'll decide if I want to continue, but at the moment I feel that I may as well go and do something else."

Using precedent from a Formula Renault round last year, Scuderia Vittoria

hoped to run Wright in the second race in a different car – if all other competitors signed an agreement. Rival team Westbourne Motorsport agreed to loan a car, but only Pattison refused to sign the waiver. It is understood that JHR would have prepared its own spare for Pattison had it been aware this course of action was available.

Wright's SV team-mate Allison had already been eliminated in contact with Adam Bonham, for which the ex-Ginetta Junior racer was given a grid penalty and docked championship points. Allison was given a similar penalty in race two (with the grid-drop effective for the next round at Oulton Park) for a collision with James Colburn, as was Jake Packun. Allison's car now also needs a new shell.

In the pre-weekend test, Nicolas Hamilton suffered a heavy crash at the fast Goodwood sweeper. Hamilton, the brother of 2008 world champion Lewis Hamilton, qualified and raced Total Control Racing's spare car – the ex-Sam Tordoff race-winning machine. He had a minor crash at the same place in qualifying, but finished both races.

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



FRANK SYTNER IS A TOURING

car legend. I'll confess I was always an Andy Rouse fan as a kid, but there's no doubt 'Fearless Frank' added excitement to late 1980s BTCC.

Whether it was storming down the pitlane to remonstrate with team-mate Mike Smith for stealing a point for fastest lap, or thrashing his car to bits in an effort to beat James Weaver, Sytner provided drama.

His 1988 title might have come partly thanks to a system that was as generous to class winners as it was to overall victors, but he worked for it. He raced against the likes of Steve Soper, John Cleland and Roland Ratzenberger, and deserved more than his handful of wins.

Sytner was a graduate of club racing and in recent years he has competed, entertained and won in a variety of historic machinery.

All this helps to explain why so many were concerned when news of his heart attack at Donington Park last weekend filtered through.

Initial reports weren't good, but as AUTOSPORT closed for press things were more positive. He had regained consciousness and was lucid, if rather tired and mystified as to how or why he was in hospital.

What he needs now is time to rest and everyone at AUTOSPORT wishes him a full and swift recovery.

Extra contact details

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Donington Historic Festival

Sytner suffers heart attack in race

Touring car legend and historic racer rushed to hospital after crashing Lola at Donington Park

FORMER BRITISH TOURING Car champion Frank Sytner was in a serious but stable condition in hospital having suffered a heart attack during last Saturday's Pre-'72 Sports Racing car enduro at the inaugural Donington Historic Festival.

The 1988 BTCC champion, 66, who underwent quadruple bypass surgery in 2008, was lying second to Oliver Bryant's Lola T70 Mk3 when his Mk3B left the circuit between Starkey's Bridge and

Schwantz Curve on lap 40 of the race.

Sytner was off the throttle as the car arrowed right and made no attempt to brake or steer before its frontal impact with the conveyor-belted tyre wall.

Sytner's heart had stopped when marshals reached him, but medics resuscitated him at the scene.

A hard racer for 40 years, latterly in his stable of historic cars, Sytner was taken by road to Derby City Hospital where his condition was initially described as

critical. He was kept under sedation and by Sunday his heart rhythm and blood pressure gave doctors optimism. He was lucid when briefly awake on Monday.

Earlier on Saturday, Frank had finished second on his two-litre Formula 2 debut in his March-BMW 782, and had embraced young pursuer Andy Smith warmly after a brilliant tussle to the flag.

Despite entering the famous ex-Sid Taylor Racing T70 for himself and Gary Pearson, Frank elected to go solo in the

one-hour sportscar race, which he had led on pitstop stagger. He pitted on lap 32 and, while pushing hard in the closing stages, set his fastest lap (1m11.876s) five tours before his accident.

MSA steward Geoff Strong praised the marshals and medics involved: "The first person to Frank calmly summoned the rescue crew, and the doctor did a magnificent job. It was textbook stuff and their training kicked in. I'd like to thank them all for doing a great job."

VW Scirocco Cup

Lloyd impresses on VW debut

FORMER RENAULT CLIO WINTER Cup champion Daniel Lloyd believes he can fight for the Volkswagen Scirocco Cup title after making an impressive debut in the series at Hockenheim last weekend.

The West Yorkshire teenager took pole - half a second clear of his nearest rival Mateusz Lisowski - but got too much wheelspin at the start and was unable to pass the Polish driver before the finish. He still took second.

"Before coming here, I'd told myself that a top-five would be a great result," said Lloyd. "But after this, I've readjusted my aims and think that, if this is the level I can be at, then I can be

in with a chance of winning the title."

Former Ginetta Junior frontrunner Lloyd, who made a one-off BTCC appearance for Triple 8 at Croft last year, said that it felt "absolutely amazing," to beat ex-DTM champion Nicola Larini, who finished third in a guest appearance at Hockenheim.

Fellow tin-top legends Johnny Cecotto, Klaus Niedzwiedz and Kurt Thiim also took part in the race, finishing 12th, 16th and 17th respectively.



Lloyd impressed on VW Scirocco Cup debut

British Hillclimb

New machine gives Willis boost

BRITISH HILLCLIMB ACE TREVOR Willis believes his new OMS machine will allow him to fight for the UK championship this season.

Gould drivers Martin Groves and Scott Moran have dominated the category in recent seasons, but reigning champion Groves has decided not to defend his title in 2011. Willis has been a regular frontrunner over the past four years - finishing second to Moran in 2009 - and hopes to go one better with a revised chassis and bigger 3.2-litre engine. He took two thirds in the opening round at Prescott last weekend.

"There has been a different



Willis was happy with new OMS

engine and seating position to get used to but I was encouraged by my practice performance and was delighted by the run-off results," said Willis.

"There is definitely potential for me to win the championship now. [Constructor] Steve Owen has done an incredible job producing not only my car, but several more with little outside help."

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Formula Renault

UK title rivals Lynn and Ellinas target Renault Eurocup outings

FORMULA RENAULT UK TITLE contender Alex Lynn is planning to contest two rounds of the Eurocup, and could be joined by points leader Tio Ellinas.

The two drivers are hoping to race at the Hungaroring on July 2-3, with Lynn also planning to race at the Barcelona round in October.

Both Lynn and Ellinas beat Will Stevens, a winner at the Eurocup

opening round at Motorland Aragon and who lies second in the title race, when Stevens contested a UK 'warm-up' at Brands Hatch last month, alongside Lynn at Fortec Motorsport.

Lynn said: "Through my career I seem to be coming up against [Eurocup racers] Carlos Sainz Jr and Daniil Kvyat. I'm pretty confident I can take them on and fight for the win."

Atech Reid GP confirmed that Ellinas would compete in Hungary if the budget could be found.

Stevens, who holds second in the Eurocup standings after two race weekends, is expected to contest the next UK round at Oulton Park on June 4-5, alongside Fortec Eurocup team-mates Felix Serralles and George Katsinis.

Lynn (middle) and Ellinas (right) plan Eurocup outings



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Combe Saloons were a weekend highlight

Covering meetings at Donington Park and Castle Combe - my seventh and eighth of 2011, the former my first repeat venue - over another Bank Holiday weekend contrasted historic and club events. Both proved hugely enjoyable.

The first Donington Historic Festival, set to be run annually, melded top series. Seen as a moveable feast, with no fixed agenda beyond quality and variety, it worked very well. Other than in some broad-ranged grids where, almost inevitably, one car/driver combo will always dominate.

Talk of Frank Sytner's accident dominated Saturday evening, albeit in hushed tones. 'Fearless Frank' has mellowed enormously, and while many have seen him puce with rage (or been on the end of his sharp tongue), the spectre of historic sport without his dry wit, commitment and entertaining style was pulled into sharp focus.

Frank was on top form. Sociable in the paddock club, combative in his newly-acquired F2 March, magnanimous in his respect for young Andy Smith who pressured him relentlessly, and at his spectacular best in the Lola T70. That he was feeling good is probably why, at 66, he opted to drive solo rather than share with Gary Pearson as pre-arranged.

That said, the best place to have a medical emergency is at a British race circuit. Sytner's treatment was exemplary. Marshals and medics,

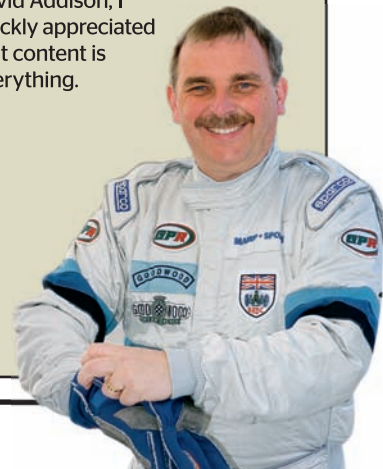
the first there in seconds, did an extraordinary job resuscitating Frank and we should recognise that. After all, if you were to shunt on the motorway you wouldn't find highly skilled help every 200 metres.

I reflected on the number of people (officials, associates, rivals and friends) involved in the drama, the aftershocks of which continued as I headed to Combe on Monday morning. A fine run down the picturesque and deserted Fosse Way through the Cotswolds to Wiltshire relaxed me in anticipation of the second Motors TV live raceday. A new concept to me as I couldn't get to Mallory Park last year.

Expecting short, sharp, races - which the three resident series have provided for decades, indeed the second Sports GT race was the 250th - to enthuse viewers around the globe, I was surprised to see a half-hour event for disparate cars, and almost devoid of overtaking, on the card. Two Production BMW sprints would have worked better.

Fortunately, the Mighty Mini race surpassed the criteria for the BBC's fabled *100 Great Sporting Moments* series (remember Gerry Marshall and co in special saloons at Crystal Palace?), while the Combe Saloon finale had a gripping climax to say the least. Having been invited, unexpectedly, with James Beckett to work with lead commentator David Addison, I quickly appreciated that content is everything.

“The spectre of historic sport without Frank's dry wit and commitment was pulled into sharp focus”



Ginetta GT Supercup

Butler-Henderson targets Ginetta

FORMER BRITISH TOURING CAR racer Charlie Butler-Henderson is planning to contest the 2012 Ginetta GT Supercup.

Butler-Henderson will make the move with Redbrick Racing, which has been running him in Time Attack events since late last year.

The team has recently acquired a Ginetta G50, which it will convert to G55 spec for an assault on the

one-make TOCA support series next season.

Team boss Robin Duxbury said: "It is something we've been looking forward to doing for quite a while, and we want to take the next step on the ladder of our racing career."

"We're looking forward to joining the Ginetta family with Charlie Butler-Henderson on board as our driver."

British Rallycross

Scott commits to UK Rallycross

BRITISH RALLYCROSS championship leader Andy Scott has decided to commit to a full season in a bid to win the crown.

The Ford Focus driver had intended to contest the European Rallycross Championship and only appear in selected rounds of the BRC. But after winning the opening round at Lydden last month, Scott has now decided to go for the British title.

"I'd planned to do the Mondello Park and Knockhill rounds of the British championship, and the last two rounds

that are outside the European season, so adding the other three events to the schedule isn't too difficult," he said.

When BRC events are too close to ERC rounds for his Focus to be prepared, Scott will use his Peugeot 306 in

Britain. "I've still got the Peugeot I raced last year so the plan is to use that in Britain when racing the Focus would be a risk to the European events," he added.

"The Peugeot is still a very competitive car for British events."



Scott will use this Focus and a 306 in BRC events



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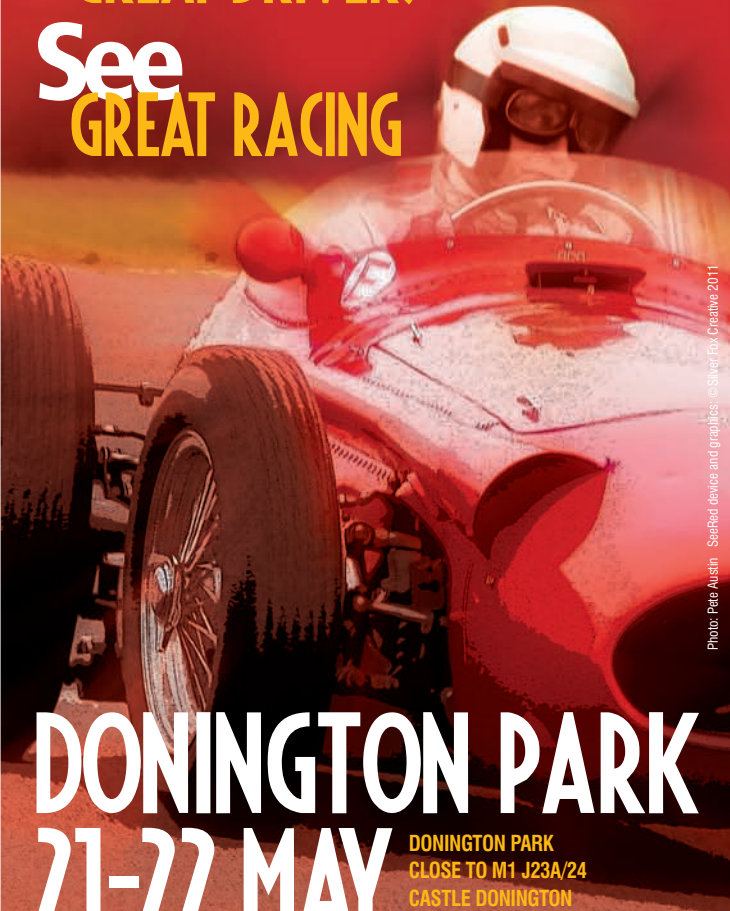


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IN BRIEF

FORMULA RENAULT UK RACER DAN

Wells switched from Antel Motorsport to Atech Reid GP for last weekend's round at Thruxton (left). Wells showed improved form to take a pair of eighth-place finishes.



EX-BTCC RACER DARREN DOWLING

will share Andy Holden's revised TVR Sagaris for Donington Park's Dutch Supercar events this weekend.

IRISH TOURING CAR RACER

Barry Rabbitt competed in the Snetterton Six Hours last Saturday. Rabbitt was drafted in by Gilmartin Motorsport to pilot its Porsche 924 as preparation for a season of endurance-type events. The trio finished seventh overall.

JASON WRIGHT AND MICHAEL GANS

were third in last Saturday's Pre-'72 Sports Racing enduro at Donington. The outing was the first for Wright's Lola T70 Mk3B clone, which began life as an open T160, raced by Mario Andretti.

MORGAN CHALLENGE RACERS WILL

provide the cars for the celebrity race at this year's Silverstone Classic. Chef Heston Blumenthal, DJ Neil Fox and ex-England goalkeeper David Seaman are among the expected entries.

GEORGE SALTER, SON OF SOMETIME

Champion of Brands racer Mark, made his race debut in the revived series at Brands Hatch last Saturday (below). Driving a Kevin Mills Racing Spectrum, the 16-year-old qualified 12th and finished ninth. Salter Jr, who has no previous race experience, plans to do all five CoB races.



His father's own career was ended by a heavy shunt at Brands, which left him in a coma with two broken legs.

FORMER LE MANS RACER REMI

Pochauvin took two wins at the Lotus Cup Europe season opener at Dijon last weekend, driving a 2-Eleven.

FRESH FROM HIS VICTORY IN A

Pre-War Alta at Donington last Saturday, Alex Ames dusted down his family's Swift SC92F for his first Castle Combe FF1600 outing in several years on Monday. "It was a bit rough out there," he said after finishing 10th and ninth in the two races.

A SELECTION OF CARS DRIVEN BY

Sir Stirling Moss will be exhibited outside the Theatre Royal in Bury St Edmunds on May 29. Among the cars on display will be a Porsche RS61, a Maserati 300s, a Jaguar C-type and a Cooper Monaco. Moss will be interviewed in the theatre.



Fortune won race two after earlier exclusion

Monoposto

Exclusions mar Mono race

Five drivers thrown out for running cars with inoperable reverse gears

FIVE OF THE TOP EIGHT FINISHERS

were excluded from the first Monoposto 1800/1600/1000 race at Brands Hatch last weekend after failing eligibility checks.

The cars of race winner Dan Clowes, runner-up Marc Fortune, Mike Scott (fourth), Stuart Digby (sixth) and Mike Reed (eighth) were all found to have an inoperative reverse gear. Other than Scott's Speads, all ran Jedi chassis.

These five all run motorcycle engines and rely on an electric motor as a means of providing a reverse gear. All were fitted with the necessary parts, but due to various reasons - primarily detached or broken wiring - the cars all failed post-race scrutineering.

Having finished fifth, Dan Levy (Jedi) was also called in, but passed the test.

"I feel sorry for the others - it's not like they were trying to gain any sort of

unfair advantage," he said.

Adrian Wright, who had finished third in his self-built GEM AW2, was promoted to race winner, but wasn't subject to the eligibility check despite also running a motorcycle engine.

Fortune went on to win Sunday's race, in which Clowes was lucky to escape injury after his Jedi launched over the wheel of a much slower rival during lappery.

Aston Martin GT4 Challenge

Red Bull boss Horner makes race return

RED BULL RACING TEAM principal Christian Horner made a one-off return to racing at Silverstone last Saturday, sharing a car with Aston Martin chairman David Richards in the Aston Martin GT4 Challenge.

Horner started third on the grid and managed to get into the lead before handing

the car over to Richards at his mandatory pitstop. The pair finished sixth in the 90-minute enduro.

"It's the first time I have driven at Silverstone in a long time, and it's been a real pleasure to be back here and to partner David," said Horner, who finished fourth in Formula Renault UK in

1992. "It's a bit of a busman's holiday being at a track on a weekend off, but enjoyable.

"I've done a couple of events at Goodwood, but this is the first really

competitive thing I have done since F3000.

"This was for one day only; it's back to the day job now. My racing days are firmly behind me."



Horner enjoyed his Vantage GT4 outing

British Historic Rally

Elliott and Brooks take second straight victory



Elliott made up for error on last year's Pirelli

NICK ELLIOTT AND CHRIS BROOKS

made it two wins on the trot in the British Historic Rally Championship by emerging from the dust of Kielder forest to win last weekend's Pirelli Historic Rally.

The Ford Escort Mk2 crew were only able to move ahead when arch-rivals Julian Reynolds and Ian Oakey were sidelined late on with an electrical

problem after setting a fierce pace.

After a couple of scary moments in the morning, Elliott was relieved to make the finish having rolled out of the corresponding event a year ago.

"I felt more relaxed in the afternoon and just took it steady," he said.

Elliott finished six seconds clear of Will Onions and David Williams in their Escort Mk2.



MRL DONINGTON PARK, APRIL 30-MAY 1

Stretton and Watts in F2 star turn

DONINGTON PARK

saviour Tom Wheatcroft loved Formula 2 as entrant and circuit owner, thus the HSCC's pan-European retrospective was a fitting centrepiece to son Kevin's inaugural Historic Festival, promoted with MRL's Duncan Wiltshire.

As at Hockenheim's opener last month, Matthew Watts and Martin Stretton (Marches) won a race apiece, but the thrill was always in the chase. Delayed by Peter Meyrick's first lap off at Coppice on Saturday, Watts hunted Stretton, who outbraked himself at the chicane and smashed his car's nose. Stretton screamed clear on Sunday as Watts suffered a high-speed vibration.

Frank Sytner started brilliantly in his ex-Jean-Pierre Jarier March 782 on Saturday, but had to fight for second. FAtlantic standout Andy Smith matched him gearchange for gearchange in his 79B.

The evening ended under a cloud, however, when

Sytner crashed his Lola T70 Mk3B at Schwantz Curve having suffered a heart attack during a bid to catch Ollie Bryant's Mk3 in the Pre-'72 Sportsscar mini-enduro (see Sports Extra News). Bryant won from Leo Voyazides/Simon Hadfield and Jason Wright/Michael Gans, but with Sytner critically ill nobody celebrated.

Smith chased Stretton and Watts until the final lap of Sunday's F2 leg, when an ignition master switch failure slowed him and he was swamped by Dave Methley (ex-Kim Mather Chevron B35D), Steve Maxted (Lola T360) and David Gathercole (Chevron B25) as he snaked over the line. Meyrick (782) flew from pitlane to fourth, then retired. Portugal's Diogo Ferrao (March 712) dominated the 1600cc class.

The spirit of racer and aviator Richard 'Mad Jack' Shuttleworth – winner of the 1935 Donington GP – was evoked by the opening Pre-War Sportsscar race.

The ex-Etancelin Alfa Romeo 8C Monza of Peter Neumark/Simon Hope should have triumphed, but glitches in both stints set the supercharged Altas of Alex Ames and Sam Stretton free. When Stretton revolved at the Old Hairpin, Hope gleefully split them.

The FIA Lurani Trophy Formula Junior struggle between Edwin Jowsey and Callum MacLeod was scintillating but unnecessarily ugly. Spurning his Caravelle's drum brakes, MacLeod attacked Jowsey's disc-equipped Lotus 22 relentlessly on Saturday and sensationally forged ahead into McLeans, albeit temporarily. MacLeod regained the lead, but Jowsey chopped him savagely as he surged back ahead past the pits – retaliation for being squeezed onto the grass at the start. Jowsey lost the advantage immediately though, by running wide at Redgate, then spun at the

Old Hairpin. Furious, he retired to the pits, promoting Pierenrico Tonetti and James Murray to second and third.

Jowsey was fined 1000 Euros for forcing MacLeod over the pit exit markings in Sunday's start. Tonetti led into Redgate and MacLeod followed the Italian through. After some robust challenges, Jowsey vaulted Tonetti's Brabham into Coppice. With nowhere to go, John Fyda shunted his Lotus 22 heavily, breaking an ankle, and Stuart Roach bent his Alexis Mk4. The race was

red-flagged. Livid, title contender Tonetti protested Jowsey but left the circuit, thus stewards could not convene.

MacLeod, who was censured for the second day running, won the restart from Lola Mk5As of Murray and Swiss Philip Buhofer, and the round on aggregate from Murray and Robin Longdon's Mk5.

Defending champion John Delane (Lotus 18) was beaten roundly by Crispian Besley (Cooper-BMC T56) on Sunday but, as reserve, Besley hadn't raced on Saturday.

MacLeod won ill-tempered FIA Formula Junior round





Hadfield drifted D-type to victory



Stretton leads F2 pack into Redgate



Ames guided Alta to Pre-War sports car win



Berridge Sauber C11 thrashed Group C field

With Stefano Rosina's Spice-Pontiac – which also qualified inside a minute – non-starting, Bob Berridge lapped the Group C field in his awesome Sauber-Mercedes C11. Only Andy Meyrick threatened en route to C2 victory for the family Spice, which was passed by Justin Law (Jaguar XJR-8) and Katsu Kubota (Nissan R90C) before the close.

The Pre-'63 GT race was a formality for Carlo Vogele (Ferrari 330GTO) once Jon Minshaw retired his Jaguar E-type with a blown head gasket early on.

Nick Naismith (Aston Martin DB4) and Dion Kremer (Morgan +4) disputed second until the stops, whereupon Naismith's partner John Young sealed it. Despite an unhelpful diff ratio in John Clark's E-type FHC, Julian Bronson passed the Morgan, in papa Gabriel

Kremer's hands, for third with a lap to spare. The Ginetta G4 of Nigel Winchester/Chas Mallard outran the Lotus Elites among the tiddlers.

Jon Minshaw's initial pace focused Bobby Verdon-Roe (ex-Phil Hill Ferrari 246S) in the pre-'61 sports car race, but again fortunes conspired against him. His Lister-Jaguar's right-rear tyre punctured at Redgate and, after a long limp to the pits, Martin Stretton resumed.

Graham Dodd's Cooper Monaco sounded sick intermittently and thus offered no challenge to BV-R. Neither could Alan and Jason Minshaw's misfiring Maserati Birdcage, so Richard Attwood glided the '59 Le Mans-winning Aston Martin DBR1 to second, a lap down, with Alasdair McCaig closing fast.

● Marcus Pye

U2TC PRE-'66 TOURING CARS DONINGTON PARK, APRIL 30-MAY 1

Absorber the Greek sets up Cortina win

SUCH HAS BEEN THE gain in Leo Voyazides' pace over the past year, since he teamed up with Simon Hadfield in the Plan B Motorsport Lotus Cortina, that he now takes on big names with relish – and beats them!

Hadfield put the Bruce Stevens-prepped car on pole for the U2TC race, before Swiss-born Greek Voyazides shot away from the lights and soaked up huge pressure from Jackie Oliver (in Richard Shaw's BMW 1800TiSA), the Cortinas of Dion Kremer (ex-Andy Wolfe/Rob Hall) and Mike Wrigley, and Sean McInerney's BMW, before easing away.

With four seconds in hand over Oliver, Voyazides pitted three laps earlier than the ex-F1 driver's heavier but more powerful machine, relaying Hadfield with an advantage his partner

multiplied over Oliver's co-driver Shaw, who led a futile chase.

Soloist Richard Postins (BMW) completed the podium, finishing ahead of the white Alfa Romeo GTAs of Michael Gans and Kilian Konig (started by Jason Wright and Christian Traber respectively). ERA racer Gans got the upper hand a lap from home after a long chase, while McInerney fell back after stopping to a report a loose exhaust.

RESULTS (42 LAPS) 1 Leo Voyazides/Simon Hadfield (Ford Lotus Cortina); 2 Jackie Oliver/Richard Shaw (BMW 1800TiSA) +22.868s; 3 Richard Postins (BMW 1800Ti); 4 Jason Wright/Michael Gans (Alfa Romeo GTA); 5 Christian Traber/Kilian Konig (Alfa Romeo GTA); 6 Henry Mann (Ford Lotus Cortina). **CW** Oliver/Shaw; Andy Hack/Dan Wheeler (Austin Cooper S). **FL** Hadfield 1m25.443s (82.46mph).



Voyazides leads U2TC through Old Hairpin

HISTORIC F2 (23 LAPS) 1 Matthew Watts (March-BMW 772); 2 Frank Sytner (March-BMW 782) +19.354s; 3 Andrew Smith (March-BDA 79B); 4 Steve Maxted (Lola-BDG T360); 5 Hans Peter (Ralt-BMW RT1); 6 Richard Meins (March-BMW 762). **Class winners** Smith, Diogo Ferrao (March-BDA 712). **Fastest lap** Watts 1m05.964s (106.82mph).

RACE 2 (23 LAPS) 1 Martin Stretton (March-BDG 742); 2 Watts +15.202s; 3 David Methley (Chevron-BDG B35D); 4 Maxted; 5 David Gathercole (Chevron-BDG B25); 6 Smith. **CW** Smith; Ferrao. **FL** Stretton 1m05.074s (108.28mph).

PRE-'72 SPORTS RACING CARS (39 LAPS) 1 Oliver Bryant (Lola-Chevrolet T70 Mk3); 2 Simon Hadfield/Leo Voyazides (Lola-Chevrolet T70 Mk3B) +18.698s; 3 Jason Wright/Michael Gans (Lola-Chevrolet T70 Mk3B/C); 4 Irvine Laidlaw/Simon Hadfield (Chevron-FVC

B16); 5 Sandy Watson (Chevron-BMW B8); 6 Paul Knapfield (Lola-Chevrolet T70 Mk2). **CW** Laidlaw/Hadfield. Knapfield; Dion Kremer (Elva-BMW Mk8). **FL** Bryant 1m10.665s (99.71mph).

PRE-WAR SPORTS CARS (29 LAPS)

1 Alex Ames (Alta); 2 Peter Neumar/Simon Hope (Alfa Romeo 8C Monza) +27.839s; 3 Sam Stretton (Alta); 4 Tom Walker/Charles Gillett (Frazer Nash Super Sports); 5 Fred Wakeman/Patrick Blakeney-Edwards (Frazer Nash Super Sports); 6 Gary Caroline/Sue Darbyshire (Morgan Super Aero). **CW** Walker/Gillett; Peter & James Morley (Bentley VdP); John Polson (Talbot AV105). **FL** Ames 1m32.124s (76.48mph).

FORMULA JUNIOR (19+15 LAPS AGG)

1 Callum MacLeod (Caravelle Mk2); 2 James Murray (Lola Mk5A) +19.056s; 3 Robin Longdon (Lola Mk5); 4 Christian Traber (Lotus 22); 5 Richard Smeeton (Wainer); 6 Patrizia Sbardolini (Merlyn

Mk5). **CW** Murray; John Delane (Lotus 18); Tony Steele (Lola Mk2); Jan Biekens (Stanguellini). **RACE 1 (19 LAPS)**

1 MacLeod; 2 Pierenrico Tonetti (Brabham BT6) +13.520s; 3 Murray; 4 John Fyda (Lotus 22); 5 Stuart Roach (Alexis Mk4); 6 Chris Chilcott (Lotus 20). **CW** Tonetti; Delane; Andrew Tart (Bond); Biekens. **FL** MacLeod 1m19.849s (88.24mph).

RACE 2 (15 LAPS) 1 MacLeod; 2 Murray;

3 Philip Buhofer (Lola Mk5A); 4 Longdon; 5 Traber; 6 Sbardolini. **CW** Murray; Brian Mitcham (U2 Mk2); Crispian Besley (Cooper T56); Daniele Salodini (Taraschi). **FL** MacLeod 1m19.543s (88.58mph).

PRE-'56 SPORTS CARS (39 LAPS)

1 Simon Hadfield/Irvine Laidlaw (Jaguar D-type); 2 Stephen Bond (Lister-Bristol) +36.970s; 3 Lukas Huni/Gary Pearson (Maserati A6GCs); 4 Carlo Vogele (Maserati A6GCs); 5 John Ure/Chris Mann (Cooper-Bristol T24); 6 Patrick Watts (Allard-Cadillac J2). **CW** Bond; Watts;

Adrian Hall/Nick Adams (Lotus-Bristol 10); Chris Jolly (Aston Martin DB2); Barry & Richard Hodson (Lotus 6). **FL** Hadfield 1m27.329s (80.68mph).

GROUP C (64 LAPS) 1 Bob Berridge

(Sauber Mercedes C11); 2 Justin Law (Jaguar XJR8) 53 laps; 3 Katsu Kubota (Nissan R90C); 4 Andy & Peter Meyrick (Spice SE89C); 5 Martin Stretton/Steve Tandy (Nissan R90C); 6 Fernando Espirito Santo/Ricardo Bravo (Spice SE90C). **CW** Meyrick/Meyrick. **FL** Berridge 1m00.701s (116.08mph).

PRE-'63 GT CARS (41 LAPS) 1 Carlo

Vogele (Ferrari 330GTO); 2 Nick Naismith/John Young (Aston Martin DB4) +47.414s; 3 John Clark/Julian Bronson (Jaguar E-type); 4 Dion & Gabriel Kremer (Morgan +4 Super Sports); 5 Malcolm Paul/Rob Wells (Morgan +4 Super Sports); 6 Nigel Winchester/Chas Mallard (Ginetta G4). **CW** Winchester/Mallard; Lee Maxted-Page (Porsche Pre-A Speedster).

FL Vogele 1m25.655s (82.26mph).

PRE-'61 SPORTS CARS (43 LAPS)

1 Bobby Verdon-Roe (Ferrari 246S);

2 Richard Attwood (Aston Martin DBR1) -1 lap; 3 Adrian van der Kroft/Alasdair McCaig (Cooper T49 Monaco); 4 Graham Dodd (Cooper T49 Monaco); 5 Jon Minshaw/Martin Stretton (Lister-Jaguar Knobly); 6 Philip Champion/Sam Stretton (Lotus 11 Le Mans). **CW** van der Kroft/McCaig; Champion/S Stretton; Peter Rutt/Peter Sugden (Lola Mk1). **FL** Jason Minshaw (Maserati T61 Birdcage) 1m20.570s (87.45mph).

1972-'85 TOURING CARS (30 LAPS)

1 Mark Wright (Ford Escort RS1800); 2 Paul Pochioi/Mike Wrigley (Ford Capri) +54.111s; 3 Allen Tice/Chris Conoley (BMW 3.0 CSL); 4 Wil Arif/Alex Buncombe (Datsun 240Z); 5 Alan Daffin (Ford Capri); 6 Chris Clarkson/David Smithies (BMW 2002). **FL** Wright 1m18.579s (89.67mph).

NATIONAL RACES & RESULTS

CCRC
CASTLE COMBE

QUICK RESULTS

- Combe FF1600 double **Steven Jensen**
- Combe Saloons double **Andrew Prebble**
- Combe GTs double **Andrew Shanley**



Sinclair nearly hit 160mph in his Jade 3



Jensen took first win before live TV audience

CCRC CASTLE COMBE, MAY 2

Jensen buttons Ford double

BREAKING AN EIGHT -year duck before a live Motors TV audience across 39 countries guarantees archive immortality, and there could not have been a more popular winner than Steven Jensen at Castle Combe on Monday. And he did it again two hours later...

The son of local GT ace Erling Jensen, from whose Danish surname Jensen Button's name was derived, arrived on the back foot. His Kevin Mills Racing Spectrum was smashed seven days earlier, yet he qualified the repaired car on pole, ahead of defending champion Marcus Allen's Wiltshire College version.

If he was more anxious to finally remove the monkey on his shoulder it didn't show. Denied so many times before, the lanky lad withstood racelong pressure from Allen, and the Van Diemens of fast-starter Adam Higgins and Felix Fisher. David Vivian's Swift rose from 15th to fifth in race one, but crashed out later.

Last year's heroine Louise Inch will be the darling of the airwaves

following another sensational victory in an epic Mighty Mini slipstreamer. Thrice she led a five-car train before being shuffled back to fourth at Quarry. When the Plymouth lass forged back from there to lead by Quarry, the spectator banks erupted and she held on to win from Mark Burnett and Oulton Park victor Adrian Tuckley, as early leader Stuart Coombs's machine wilted.

Earlier, Elliot Stafford had made it two from two in Super Mighty Minis, bobbing to the front with Gary Patterson and Patrick Ford in tow after errors by early pacemakers Chris Morgan and Scott Kendall.

Both Combe Saloon races featured splendid lead battles, but Adam Prebble belied his novice cross by prevailing in the faithful Rover 220 Turbo that served brother Gary so well. Reigning champ Nick Charles nosed his Peugeot 106 ahead briefly in race two, having seen Tony Hutchings (Audi TT) and Tony Dolley (Peugeot 206) tangle and hit the Esses wall first time around. But as Charles spotted a potentially winning route between Wayne Osborne's Ford Puma and Russell Akers's Vauxhall Astra during lappery on the dash to the final corner, Prebble boldly passed them on the grass – four-abreast down

Westway – to win!

Dolley's tattered car still played a competitive role in the later race behind David Kift's 106. Steve Burns owned the baby class, although his Fiesta had Nick Clark's Suzuki in tow for much of the time.

Andrew Shanley (Radical Prosport) duffed up Darcy

Smith (Nemesis) in both Combe GT outings. Josh Smith (Radical) chased his father home in race two, after the Nemesis of Guy Parr – who had made up his jumped-start penalty earlier for third – and Norman Lackford's Radical collided at the Esses.

Tony Sinclair reminded spectators of a big-engined prototype's awesome performance by rocketing his Nissan V6-engined Jade 3 up Avon Rise at almost 160mph en route to the Motors TV open race victory. Pursuer Shanley's Radical retired with a rare failure, but an enthralling BMW dice between Ian Crisp, Dave Kempton and Doug Watson entertained.

The Kumho BMW half-hour was tedious TV fodder, however. As Garrie Whittaker powered his M3 to a fifth straight win of 2011, the top six circulated individually, in grid order. The only significant place change came after Stuart Laws shunted and Colin Whitmore snatched sixth amid an oily last-corner melee. With Class B leader Mark Smith absent, D winner Paul Bellamy and Whittaker remain equal atop the points table.

● Marcus Pye



Inch starred again in Mighty Minis

COMBE FF1600 (10 LAPS) 1 Steven Jensen (Spectrum O11B); 2 Marcus Allen (Spectrum O11B) +0.204s; 3 Adam Higgins (Van Diemen RF94); 4 Felix Fisher (Van Diemen RF05); 5 David Vivian (Swift SC92); 6 Andrew Jones (Ray GRS07).

Class winners Higgins; David Cobbold (Van Diemen RF89). **Fastest lap** Allen 1m12.602s (91.73mph).

RACE 2 (10 LAPS) 1 Jensen; 2 Allen +0.122s; 3 Higgins; 4 Fisher; 5 Roger Orgee (Van Diemen RF00); 6 Chris Acton (Ray GRS08). **CW** Higgins; Cobbold. **FL** Fisher 1m11.892s (92.63mph).

MIGHTY MINIS (13 LAPS) 1 Louise Inch; 2 Mark Burnett +0.156s; 3 Adrian Tuckley; 4 Chris Slade; 5 Michael Dryden; 6 Paul

Tervet. **FL** Stuart Coombs 1m31.467s (72.81mph).

SUPER MIGHTY MINIS (14 LAPS)

1 Elliot Stafford; 2 Gary Patterson +0.380s; 3 Patrick Ford; 4 Chris Morgan; 5 Scott Kendall; 6 Peter Crewes. **FL** Stafford 1m25.753s (77.86mph).

COMBE SALOONS (9 LAPS)

1 Adam Prebble (Rover 220 Turbo); 2 Nick Charles (Peugeot 106 GTI) +0.207s; 3 David Kift (Peugeot 106 GTI); 4 Mark Wyatt (Vauxhall Astra); 5 Simon Norris (Honda Integra); 6 Tony Dolley (Peugeot 206 GTI). **CW** Charles; Norris; Steve Burns (Ford Fiesta). **FL** Dolley 1m17.415s (86.03mph). **RACE 2 (9 LAPS)** 1 Prebble; 2 Charles +0.483s; 3 Kift; 4 Dolley; 5 Wyatt;

6 Norris. **CW** Charles; Norris; Burns.

FL Dolley 1m16.677s (86.85mph).

COMBE SPORTS & GT (10 LAPS)

1 Andrew Shanley (Radical Prosport); 2 Darcy Smith (Nemesis RME98) +12.769s; 3 Guy Parr (Nemesis); 4 Norman Lackford (Radical Prosport); 5 Altay Ali (Radical PR6); 6 Josh Smith (Radical PR6). **CW** Keith Dunn (Caterham C400); David Vincec (Honda Civic Type R). **FL** Shanley 1m06.496s (100.15mph).

RACE 2 (10 LAPS) 1 Shanley; 2 D Smith +6.836s; 3 J Smith; 4 Ali; 5 Andrew Tidy (Radical Prosport); 6 Martin Baker (Radical Clubsport). **CW** Dunn. **FL** Shanley 1m05.818s (101.8mph).

MOTORS TV TROPHY OPEN (18 LAPS)

1 Tony Sinclair (Jade-Nissan 3); 2 Altay Ali (Radical Pro6) +43.077s; 3 Des Andrews (MegaHarVauxhall 001); 4 Dave Kempton (BMW E36 M3 Evo); 5 Ian Crisp (BMW E36 M3 Evo); 6 Doug Watson (BMW Z4 M Coupe). **FL** Sinclair 1m04.406s (103.40mph).

KUMHO BMW (24 LAPS) 1 Garrie Whittaker (E36 M3 Evo); 2 Dave Kempton (E36 M3) +24.828s; 3 Ian Crisp (E36 M3 Evo); 4 Stephen Pearson (E36 M3); 5 James Card (E46 M3); 6 Colin Whitmore (M3). **CW** Rodger Card (E30 M3); Paul Bellamy (316s). **FL** Whittaker 1m13.983s (90.02mph).

BRITISH HILLCLIMB CHAMPIONSHIP PRESCOTT, APRIL 30-MAY 1

Moran wins but 1600cc machine of Adams stars

SCOTT MORAN MIGHT have won both rounds, but the star was Peterhead competitor Lee Adams in the 1600cc GWR Raptor. The Scot was joint fastest in practice with Moran, bettered the 1.6-litre class record on both qualification runs, qualified fastest for both run-offs, then took second behind the double champion each time.

Even Moran almost ignored his own success. “I just hope Lee doesn’t repeat this fantastic performance too often this year,” he said.

Still relatively inexperienced as a hillclimber, but a karter since childhood, Adams calmly approached each run-off assisted by his mentor, Raptor constructor and twice British Champion Graeme Wight Jr. The beautifully-balanced Raptor was able to take the long and

slightly off-camber left-hander at Orchard absolutely flat, a feat nobody else could achieve in either run-off.

The weekend was full of stunning performances, and another came with the surprise appearance of a brand new car for Trevor Willis, which he then took to third in each run-off.

The tight Prescott hill suits the small modern bike-engined single seaters, as proven by Adams, and it was from these that other notable performances emerged.



Raptor of Adams scored two seconds

Prodrive electrical engineer Jos Goodyear thrust his Firehawk into the first run-off, but could not score, and it was three 1600cc-powered Force PC drivers who got points. Richard Spedding scored best, taking eight.

Despite good performances, Eynon Price felt disappointed with his second run-off, in which

he missed a gear, while Will Hall came far too hot into Pardon Hill hairpin and had a spin, fortunately without damage.

Roger Moran was his durable self, but last year’s numbers five and seven – Chris Merrick and Tom New – were disappointed with pace, spending time altering downforce levels. ● Eddie Walder

ROUND 1 Scott Moran (3.5 Gould-NME GR61X) 37.35s; 2 Lee Adams (1.6 GWR-Suzuki Raptor) 37.48s; 3 Trevor Willis (3.2 OMS-Powertec) 37.68s; 4 Chris Merrick (4.0 Gould-Judd GR55) 37.83s; 5 Roger Moran (3.5 Gould-NME GR61X) 37.98s; 6 Eynon Price (1.6 Force-Suzuki PC) 38.07s; 7 Will Hall (1.6 Force-Suzuki PC) 38.17s; 8 Tom New (4.0 Gould-Judd GR55) 38.27s; 9 Richard Spedding (1.6 Force-Suzuki PC) 38.35s; 10 John Bradburn (3.5 Gould-Cosworth HB GR55) 38.45s; 11 Mark Coley (2.5 Gould-Cosworth GR55) 38.75s; 12 Jos Goodyear (1.6 DJ-Suzuki Firehawk) 39.29s.

ROUND 2 S Moran 36.99s BTD; 2 Adams 37.39s; 3 Willis 37.64s; 4 Bradburn 37.92s; 5 Spedding 38.21s; 6 R Moran 38.48s; 7 Rob Turnbull (3.5 Gould-Cosworth HB GR55) 38.50s; 8 New 38.81s; 9 Merrick 38.82s; 10 Price 38.96s; 11 Coley 39.23s; DNF Hall, Fail. **POINTS** S Moran, 20; 2 Adams, 18; 3 Willis, 16; 4 R Moran, 11; 5 Merrick, 9; 6- Bradburn & Spedding, 8; 8- New & Price, 6. **Class winners** Rob Wilson (1.6 Peugeot 205 GT1) 54.60s; Marcus Viveash (2.0 Subaru Impreza) 52.30s; Tim Cross (2.0 Caterham-Vauxhall) 46.47s; Mike Meredith (5.0 Morgan +8) 49.21s

record: Andrew Russell (1.1 Ginetta G15) 49.54s **rec:** Mark Hobbs (1.7 Ford Fiesta) 53.16s; Donald McKaskill (2.3 Mitsubishi Lancer Evo5) 44.32s **rec:** Mick Harriman (2.1t Audi Quattro Sport) 46.39s; Wallace Menzies (1.3t Westfield) 43.00s; Les Mutch (2.5 Dax-Rover KV6) 44.59s; Rob Stevens (1.3s Force-Suzuki SR4) 40.94s; Mike Manning (2.0t Ford Puma 4WD) 44.18s; Robert Capper (0.6 Nemesis-Honda HC) 44.62s; George Brown (1.0 Force-Suzuki PT) 39.62s; Andrew Henson (1.6 Van Diemen-Ford RF91) 48.36s; Adams 37.53s **rec:** Alex Summers (1.4s DJ-Suzuki) 39.37s; S Moran 37.93s.

SILVERSTONE IN BRIEF



FERRARI OPEN

The F458s made their debuts in the Ferrari Open. The Italia model of Geoffrey Finlay (above, right) led early on, before Radical ace Derek Johnston closed in his F458 Challenge (above, left). With Johnston right with him, Finlay’s car slowed and then stopped as the ECU played up, leaving Johnston to win from the older F430 of Leon Price.

FERRARI CLASSIC

Rapid early laps allowed Jim Cartwright to open a gap at the front of the 18-car Ferrari Formula Classic race. Poleman Gary Culver closed in with his similar 328 GTB in the final laps, but the leader had the race under control. Ben Cartwright claimed third after working his way past Chris Butler.

INTERMARQUE

Jackie Cochrane and Jonathan Fildes dominated the AMOC Intermarque race, lapping the field despite a slow pitstop as they struggled to refit the steering wheel in their Sunbeam Tiger. Chris Scragg took second in his Aston Martin V8, while Mike Johnson’s 911 beat the Ferrari F355 Challenge of Wayne Marrs to complete the podium.

PRE-’60 & PRE-’66

AMOC’s two new sportscar series were combined to form a 12-car field. Simon Crompton claimed the spoils in his AC Cobra, but had Chris Scragg (Jaguar E-type) challenging him for the full 40 minutes as the duo (below) lapped the rest. The Elva of Peter Barnard and Angus Dent was the top pre-1960 runner in third overall.



ASTON MARTIN GT4 CHALLENGE SILVERSTONE, APRIL 30

Poole pots Black to take Aston opener with Abra

THE OPENING ROUND of the Aston Martin GT4 Challenge kicked off the AMOC’s first race meeting of 2011. The Generation AMR GT4 of Mark Poole and Richard Abra converted their qualifying pace to a win, as they came through to lead easily in the latter part of the race.

At the start of the 90-minute event, poleman Poole fell to third in what was only his second race. Tom Black took the lead, chased by a fast-starting Christian Horner.

These three eased away from the rest, Horner moving ahead for three laps before Black reasserted

himself over the Red Bull team principal.

Poole was first to pit on lap 35 of the 83-lapper, before Black stopped to hand over to Alan Bonner. Horner continued to lead and finally handed over to Aston Martin boss David Richards on lap 53.

Abra’s pace meant that he

emerged with a healthy advantage once the round of stops was over, ahead of Bonner, with the solo-running Karsten le Blanc further back in third.

Le Blanc was reeled in by the Marek Reichman/Owen Mildenhall machine. The order at the front remained unchanged thereafter, Poole and Abra winning from Vantage Racing’s Black and Bonner, with Reichman and Mildenhall rounding off the podium places.

● Paul Jurd

RESULTS (83 LAPS)

1 Mark Poole/Richard Abra (GT4); **2** Tom Black/Alan Bonner (N24) +13.577s; **3** Marek Reichman/Owen Mildenhall (GT4); **4** Karsten le Blanc (GT4); **5** Chris Kemp/Les Goble (GT4); **6** Christian Horner/David Richards (GT4). **Fastest lap** Abra 1m02.024s (95.13mph).

Poole/Abra (left) took Aston victory





Bly's Skyline beat Birley's Escort

PRODUCTION BMW BRANDS HATCH, APRIL 30-MAY 1

Mac the 'Green Reaper' carves up his BMW rivals

TWO WINS FOR JAMES MacIntyre and a single victory for Mike Tovey in the thrill-packed Production BMW races were just one highlight from a monster 26-race Bank Holiday offering at Brands Hatch last weekend.

Running in the colours of The Green Reaper (a garden machinery firm) MacIntyre was more akin to the Grim Reaper as he carved up his rivals in impressive fashion in both of Saturday's races.

Starting from pole in race one, MacIntyre held sway throughout, a good start keeping him ahead when the safety car appeared as early as lap one. When things got going again, he edged clear of a four-car group headed by Tovey.

Tovey received no respite and was finally ousted from second on the penultimate lap by former champion

Liam Crilly. But Tovey was in no mood to surrender his hard-fought place and came back with a stunning pass that started on a very wide line at Surtees and ended at Clearways.

They'd got clear of reigning champion Rob Smith (in a rare convertible 320) and Jack Gabriel, who in turn had dropped another squabbling trio behind.

MacIntyre added to his haul in race two, in which he led home a very evenly matched quartet comprising Tim Wilson, Dean Spurr, Crilly and Alan Wileman. Quite how they all survived was amazing, as these four asked for and received no favours from each other. A paltry 0.8 seconds blanketed them at flag fall.

Such was their pace that Smith was never able to land a blow and was forced to settle for a detached (and



MacIntyre leads Tovey at Druids

even lonelier) sixth spot.

The long wait for Sunday afternoon's final encounter was worth it as it turned out even more enthralling. Tovey emerged ahead, but it took him until two-thirds race distance thanks to an ultra defensive Wilson.

Once ahead, the Bristol man put valuable yards between himself and his chasers, leaving Wilson

to be tackled and further demoted by Gabriel. Wilson then came under attack from Spurr, Wileman and Matthew Swaffer.

The erstwhile leader wasn't about to let another visit to the podium go and, try as they may, none could unseat Wilson in the latter stages. Just 1.2s covered the quartet at the flag.

● Dud Candler

RESULTS - RACE 1 (13 LAPS)

1 **James MacIntyre**; 2 Mike Tovey +2.66s; 3 Liam Crilly; 4 Rob Smith; 5 Jack Gabriel; 6 Stuart Waite.

FL MacIntyre 58.837s (73.90mph).

RACE 2 (16 LAPS) 1 MacIntyre;

2 Tim Wilson +4.73s; 3 Dean Spurr; 4 Crilly; 5 Alan Wileman; 6 Smith. FL MacIntyre 58.511s (74.32mph).

RACE 3 (15 LAPS) 1 Tovey; 2 Gabriel +1.44s; 3 Wilson; 4 Spurr; 5 Wileman; 6 Matthew Swaffer.

FL Tovey 58.773s (73.98mph).



Quartermaine chases Alberico

CHAMPION OF BRANDS FF1600 BRANDS HATCH, APRIL 30-MAY 1

American Alberico earns his Brands Hatch stripes

NEIL ALBERICO BECAME the first driver to wear a Champion of Brands crown in 2011, but the American had to survive pressure, contact and a subsequent stewards' enquiry.

With Josh Barnett dropping his Van Diemen into the Clearways gravel having just taken third early on, and Mike Gardner unable to keep pace, Alberico and Adam Quartermaine dominated at the sharp end.

Fastest in qualifying, Cliff Dempsey's young charge showed his lack of circuit knowledge, as he continually left inviting gaps for Quartermaine.

Quartermaine had shown admirable restraint on several occasions before things came to a head at Clearways on lap 13. Once again Alberico went wide on the way in and this time Quartermaine dived inside.

He was alongside when they interlocked wheels,

Quartermaine's car being launched into a roll across the front of Alberico. It ended inverted in the gravel trap. The race was quickly stopped to allow marshals to release Quartermaine.

"He came from three car lengths back," said Alberico, another page ticked off in his book of learning.

Quartermaine's exit left Gardner to take a detached second, well clear of a race-long, five-way scrap for what became the final podium spot. Jamie Jardine always just headed the group, in which Jonathan Hoad ran next until a rear wheel worked loose. Just 1.6s covered a quintet, with three drivers snapping at Carl Hemming's heels.

● Dud Candler

RESULTS (12 LAPS) 1 Neil Alberico

(Ray GRS08/09); 2 Mike Gardner (Van Diemen RF91) +7.139s; 3 Jamie Jardine (Ray GRS07); 4 Carl Hemming (Ray GRS08); 5 Miles Johnston (Mygale SJ01); 6 Rob Smith (Van Diemen RF99). FL Alberico 50.811s (85.58mph).

RACING SALOONS BRANDS HATCH, APRIL 30-MAY 1

Tester defeats Sharpe

COLIN TESTER AND Adam Sharpe shared the spoils as the now sadly sponsorless Racing Saloons came to Brands Hatch for the first time this year.

Local man Tester drew first blood, his Ford Sierra Cosworth handing Sharpe's BMW its first defeat of 2011 despite seeing his lead eroded by a safety-car period.

"With the safety car, I thought, 'my gap's gone,' but I got a good restart," said Tester.

Some way back, the squabbling Peter Seldon, Lawrie Dunster, Mike Dugdale and Roger Kneebone ensured that BMWs filled five of the top six places.

The later race followed a very similar pattern to the first, except this time

Sharpe was able to oust Tester in a move that lasted fully half a lap before the BMW was able to edge ahead.

In traffic, Tester closed up again, but Sharpe had things under control. Dunster was third, ahead of the squabbling Seldon and Dugdale, the latter eventually piercing Seldon's defences.

● Dud Candler

RESULTS - RACE 1 (15 LAPS)

1 **Colin Tester** (Ford Sierra Cosworth); 2 Adam Sharpe (BMW M3) +1.044s; 3 Peter Seldon (BMW M3); 4 Lawrie Dunster (BMW M3); 5 Mike Dugdale (BMW M3); 6 Roger Kneebone (BMW M5). FL Tester 53.954s (80.59mph).

RACE 2 (17 LAPS)

1 **Sharpe**; 2 Tester +1.389s; 3 Dunster; 4 Dugdale; 5 Seldon; 6 Robert Sadler (BMW 325i). FL Sharpe 53.925s (80.64mph).

NIPPON CHALLENGE BRANDS HATCH, APRIL 30-MAY 1

Subaru and Suzuki duel for the spoils of victory

CROWDS LOVE A GOOD little ‘un against a good big ‘un and they don’t come much more diverse than diminutive Suzuki Swift v mighty Subaru Impreza. So when Andy McLennan’s highly-tuned Swift defeated race-one winner Adrian Howells’ Impreza in Sunday’s finale, it was the perfect way to bring down the curtain on a bumper Bank Holiday at Brands.

Double Silverstone invitation-event winner

McLennan qualified fastest, but with a trio of Imprezas around him, he knew his pole advantage would be swallowed up. The non-appearance of fellow front-row man Darren Hughes was only slight respite.

While Howells launched hard and fast from row two, so too did third-row man Kevin Middleton (now also Subaru mounted) to push the polesitter down to third. Willy old fox

McLennan fought back, diving past Middleton on lap three down into Graham Hill Bend.

Bit by bit, McLennan closed on Howells, but catching was one thing, getting by quite another. Several times there was nothing between them in the twiddly bits, but the Subaru’s superior torque would help keep it clear onto the straights.

A paltry 0.2s split them at the flag, with Middleton a long way back in third. Some of the scraps behind were gripping stuff.

Howells fired into an immediate lead in the curtain closer, before Middleton sliced past at Graham Hill Bend. Three tours later, Howells redressed things at Druids. With McLennan further demoting Middleton on the following lap, a replay of earlier was on the cards.

By lap six, the front two were nose-to-tail as Howells got terribly held up during lappery, but power and grip allowed the leader to maintain his

advantage. However, as Howells exited Graham Hill for the penultimate time, his car hesitated and McLennan got by on the run to Surtees.

“Third gear went at Druids, I had to do the last two laps in either second or fourth,” recounted Howells on the second step of the podium. Middleton was again on the final step.

There were some hugely entertaining battles further back, none more so than the Honda Civic tussle, won by Richard Hockley.

● Dud Candler

RESULTS

RACE 1 (16 LAPS) 1 Adrian Howells (Subaru Impreza); 2 Andy McLennan (Suzuki Swift GTi) +0.208s; 3 Kevin Middleton (Subaru Impreza); 4 Martin White (Subaru Impreza); 5 Lee Bennett-Neal (Honda Integra Type R); 6 Richard Hockley (Honda Civic). FL McLennan 56.500s (76.96mph).

RACE 2 (16 LAPS) 1 McLennan; 2 Howells +3.446s; 3 Middleton; 4 Bennett-Neal; 5 Jonny White (Toyota MR2); 6 Hockley. FL McLennan 55.720s (78.04mph).



Howells fends off McLennan's Swift

SNETTERTON SIX HOURS SNETTERTON, APRIL 30

TVR-engined Escort endures for Snett Six success

THE 360 MOTOR Racing Club’s six-hour enduro was back for a second run in 2011 with double the field tackling the new Snetterton 300 circuit.

The battle for overall honours was intriguing rather than constantly close, with an indefatigable BMW 325 and the gutsy V8 roars of both the Aston Martin Vantage and TVR-powered Ford Escort contesting top

spot. In the end it was the pace of the Chris Lord/Tim Mashman invitation-entry Escort that held sway, finishing two laps clear with only an early stop/go for a yellow-flag infringement blotting its copybook.

The Rikki Cann/Joe Cann/Phil Williams Aston captured second, surviving an off at Hamilton to deny the superior fuel economy of the almost production-

spec 325 of Jody Halse, Adam Sharpe and George Haynes in the ‘80s split.

Historic ace Gareth Burnett and AUTOSPORT’s Ben Anderson joined up with Michael Birch and revelled in the handling of Birch’s Alfa Romeo Giulia Ti Super. Anderson took the middle stint (after a strong start by Burnett) and set the team’s fastest lap as he moved back up to fourth,

before an ever-improving Birch secured ‘60s honours.

Peter Mallett’s Capri had an outside chance of catching the Alfa until stymied by fading brakes and a late pitstop. He struggled home for ‘70s glory ahead of the closing Mini Cooper of a charging Christian Devereux, who delivered the car’s quickest time on its final lap.

● Oliver Timson

RESULTS (143 LAPS) 1 Chris Lord/

Tim Mashman (Ford Escort Mk1); 2 Rikki Cann/Joe Cann/Phil Williams (Aston Martin V8 Vantage) –2 laps; 3 Jody Halse/Adam Sharpe/George Haynes (BMW 325); 4 Michael Birch/Gareth Burnett/Ben Anderson (Alfa Romeo Giulia Ti Super); 5 Peter Mallett/Jerry Knight (Ford Capri 3.0 S GT); 6 Christian Devereux/Gerald Dale (Mini Cooper S). CW R Cann/J Cann/Williams; Birch/Burnett/Anderson; Mallett/Knight. FL Lord 2m12.707s (80.53mph).

TVR-engined Escort leads rorty V8 Aston



IN BRIEF



MR2 RACING SERIES

Polished performances from David Pittard (above) netted him two wins at Brands in a typical cut and thrust pair of races. The winner’s team-mate Aaron Pullan was second both times.

GOLF GTI

James Bark converted two poles into two wins at Brands. Mike Thurston pressured him in race one until a gearbox glitch dropped him to sixth. Herry Wright and Jamie Martin each took a second and a third.

D/MW SALOONS

A so-far untraceable misfire is threatening to ruin Rod Birley’s title defence as Darren Bly (Nissan Skyline) again twice defeated him on his home circuit of Brands. Having missed opening rounds, title contender Bill Richards bounced back with a double Class C win.

VAG TROPHY

There were narrow wins for Cris Hayes (SEAT Leon Cupra) as he led a Spanish marque 1-2-3 in both races at Brands. Donington Park double winner Daniel Rose chased him home with Andy Thompson in his wheeltracks in a tense later race.

BARC TIN TOPS

Unusual cars claimed victories at Brands. Andy Woods-Dean’s ex-Dutch series Renault Megane won the first race, before former oval racer Ian Butler (2.5-litre Ford Focus RS) claimed his first long-circuit win in race two.

WEDDING BREAKFAST

After a late safety car bunched up the field in the Snett Six Hours support race, poleman Gwyn Pollard (below) resisted the attentions of Roger Donnan in a Crosse battle for victory.





Steele took MSV F3 double

IN BRIEF



IRISH GINETTA JUNIOR

Jake Byrne won race one at Kirkistown from Andrew O'Brien and Sean Doyle, aided by an altercation between team-mates Joel Richardson and Andrew Watson. It was Watson's turn for glory in race two. He forged ahead when early leader Doyle was demoted by Richardson.

FORMULA LIBRE

Only six cars started and just two finished at Kirkistown, with Martin Daly's Tatuus Formula Renault heading Jim Larkham's Radical after Eamon Matheson and Ivor Greenwood broke down while leading, and Larkham punted poleman Philip Shields (Tatuus Honda) off at turn one.

SALOON/GT

Connaire Finn's Ginetta G50 started from the back after practice dramas, but took only a couple of laps to hit the front at Kirkistown and was never headed thereafter. Stephen Traub (Honda Integra) lost out to the BMW M3 Compact of Ralph Jess in the battle for second.

FORMULA SHEANE

Poor numbers but great racing summed up the two encounters at Kirkistown. Kevin Sheane led Brian Hearty and Anton Savage in the opener, when Tristin Quinn hit the barriers and brought out the red flags. Savage took race two from Sheane, with Dan Mulligan taking third.

MSVR TEAM TROPHY

Such was the advantage built up by Dan Surridge and Julia Penfold's MG ZR 190 (below) in the Team Trophy race at Snetterton that they could afford to serve a one-minute stop-go penalty for cutting short their earlier pitstop and still emerge with a winning lead in the first race for the new series.



GT TROPHY SNETTERTON, MAY 2

Ferrari 458 runs riot in GT Trophy

THE SECOND ROUND of MSVR's GT Trophy marked the debut of a new format, with the race split into two one-hour segments.

With overall results being an aggregate of both parts, and only gaps of one or more complete laps from the first half allowed to be carried forward into the second, it looked a tough task for anyone to build a decisive lead before the break.

But Rob Barff and Leon Price (Ferrari 458) had other ideas. Although Barff's storming opening stint wasn't quite enough to send his team-mate out

a lap ahead of second-placed Jon Finnemore's Marcos, Price quickly completed the job to ensure they banked a substantial advantage.

Further back, Aaron Scott's Ferrari 430 hunted down the similar car of Paul McNeilly to finish third, while soloist Barclay Dougal's BMW E46 held off Lee Atkins's Ginetta for fifth.

Sadly, clutch problems forced Scott out before part two started and any tension at the front evaporated as Barff and Price easily maintained their one-lap lead.

There was late drama in



F458 was in a class of its own

the distant Ferrari-v-Marcos fight for second, which looked to have gone the way of Finnemore's team-mate Chris Beighton, only for a blown diff in the dying seconds to leave his team pushing the car across the line in the pits to salvage fourth.

● Oliver Timson

RESULTS (60 LAPS) 1 Rob Barff/Leon Price (Ferrari 458); 2 Jamie Stanley/Paul McNeilly (Ferrari 430 GTC) - 1 lap; 3 Barclay Dougal (BMW E46 GTR); 4 Chris Beighton/Jon Finnemore (Marcos Mantis); 5 Chris Bentley/Adriano Medeiros (Porsche 996 GT3); 6 Dave Cox/Jason Cox (BMW M3 CSL). **Class winners** Dougal; Bentley/Medeiros. **FL** Barff 1m51.724s (95.66mph).



Hutchinson ended Donnelly's run

ROADSPORTS KIRKISTOWN, APRIL 30

Hutchinson beats Donnelly

STEPHEN DONNELLY has been undisputed Roadsports top dog for several seasons with his Honda S2000-powered Locost, but the arrival on the scene of former Jade pilot Jim Hutchinson and a rapid GM-powered Westfield changed everything last weekend. Donnelly might have taken pole for both races, but he would win neither race.

The Locost got away first in race one, but even some Schumacheresque moves could not prevent Hutchinson finding a way by. The Westfield then pulled clear to win.

Race two provided more of the same. Donnelly swept across the track as soon as the lights went out, but the

outcome was the same as Hutchinson won again.

The one-litre Class B runners were left trailing by Ryan Magennis. Even the reversed grid of race two delayed him but briefly.

● Richard Young

RESULTS - RACE 1 (15 LAPS)

1 Jim Hutchinson (Westfield GM); 2 Stephen Donnelly (Locost Honda) +11.485s; 3 Maurice McClay (Radical Clubsport); 4 John Benson (Sylva Fury); 5 Ryan Magennis (GMS Honda); 6 Alan Davidson (GMS Honda). **CW** McClay; Magennis. **FL** Donnelly 59.133s (92.05mph).

RACE 2 (11 LAPS) 1 Hutchinson;

2 Donnelly +4.139s; 3 Benson; 4 Magennis; 5 Iain Leinster (Westfield Honda); 6 Jimmy Dougan (Locost Honda). **CW** Magennis. **FL** Hutchinson 58.807s (92.56mph) record.

MSV F3 CUP SNETTERTON, MAY 2

Steele back on track with Snetterton wins

AFTER FUEL-PUMP problems wrecked his chances last time out at Donington, Aaron Steele returned to Snetterton for the third round of MSV's Club F3 series, hoping to repeat his convincing double victory in the season opener.

Having eclipsed the rest to take pole by the yawning gap of 1.7 seconds, Steele won comfortably ahead of Alex Craven in race one. Meanwhile, after stalling at the lights and dropping to the back thanks to throttle-sensor problems, fellow front-row starter Louis Hamilton-Smith set off on a stirring recovery through the pack. It culminated in a great move into Agostini on lap nine to relieve Chris Needham of his long-held third place.

Behind, Matt Draper came within a whisker of further demoting

Needham on the final lap.

Steele's only challenge in race two was the lap record he set in March, but although he dominated again he couldn't lower the mark. Behind him, Draper spent most of the race chasing Craven for second before a moment at Hamilton left him desperately defending from Hamilton-Smith to make sure of third.

● Oliver Timson

RESULTS (12 LAPS) - RACE 1

1 Aaron Steele (Dallara F302); 2 Alex Craven (Dallara F302) +13.288s; 3 Louis Hamilton-Smith (Dallara F301); 4 Chris Needham (Dallara F302); 5 Matt Draper (Dallara F304); 6 Mark Terry (Dallara F302). **CW** James Ledamun (TOM'S O36F). **FL** Steele 1m46.328s (100.51mph).

RACE 2 1 Steele; 2 Craven +13.144s; 3 Draper; 4 Hamilton-Smith; 5 Terry; 6 Nick Robinson (Dallara F302). **CW** Ledamun. **FL** Steele 1m46.383s (100.46mph).



Carol Brown won Legends

JACKIE STEWART TROPHY/FF1600 KNOCKHILL, APRIL 30-MAY 1

FF1600 pack fails to stop Thirlwall



Thirlwall continued fine FF1600 run

KENNETH THIRLWALL took both Scottish FF1600 wins to continue his unbroken run of victories in this season's championship campaign. Furthermore, his triumph in last Sunday's Sir Jackie Stewart Trophy race provided him with his first accolade of the season. The former Mini Cooper

Cup champ joins the likes of Graham Carroll and Scott Malvern as winner of the trophy. Last year's winner Scott Fraser returned to defend his title using Ross McEwen's car, but a collision with Ivor McCullough at Scotsman caused the pair to retire. Thirlwall led from pole

and built an early lead, but this was interrupted when reigning Irish FF1600 champion and British Formula Ford runner Jonathan McMullan suffered a massive crash on the main straight.

The leader's advantage was immediately removed as the safety car was dispatched. Fortunately, McMullan limped away from the wreckage, disappointed at the driving standards of John Ferguson, who was later excluded for his part in the collision.

Thirlwall's final challenge came from Alistair Dow, who was amazed to find himself second at the restart having only qualified sixth. Thirlwall sprinted away when the race resumed

and immediately pulled clear of Dow. Adrian Pollock completed the top three.

● Jonathan Crawford

RESULTS

SIR JACKIE STEWART TROPHY (15 LAPS)

1 Kenneth Thirlwall (Van Diemen); +1.636s; 3 Adrian Pollock (Van Diemen RF92); 4 Martin Pieraccini (Van Diemen RF90); 5 Chris Paul (Mondiale M93K); 6 Willie Hourie (Van Diemen) **FL** Thirlwall 56.384s (81.73mph).

RACE 1 (7 LAPS)

1 Thirlwall; 2 Dow +5.968s; 3 Jordan Gronkowski (Van Diemen); 4 Ross McEwen (Van Diemen); 5 Michael Gray (Vector); 6 Ian Munro (Van Diemen). **FL** Thirlwall 56.581s (81.44mph). **RACE 2 (10 LAPS)** **1 Thirlwall**; 2 Dow +3.204s; 3 McEwen; 4 Munro; 5 Pieraccini; 6 Gronkowski. **FL** Dow 55.077s (83.66mph).

IN BRIEF



SCOTTISH MINIS

Having seen brother David (above) win race one at Knockhill, Tim Sleight misjudged his braking and took his sibling out of the lead in race two. Vic Covey celebrated an inherited win during an awkward podium ceremony for the Sleights.

SCOTTISH LEGENDS

A busy Legends weekend was not without controversy, but there was some excellent 'no bump-drafting' racing at Knockhill. Ex-champs shared the spoils with Ross Marshall taking three wins and Carol Brown two. Ross Mickel also won, having missed April's season opener.

NORTHERN IRISH FF1600

Ivor McCullough was delighted to take both wins at Knockhill. Jonathan McMullan's pole quickly turned to dust in the first race, as he broke a driveshaft. John Ferguson recovered from a race-one retirement to finish fourth in race two.

SALOONS/SPORTSCARS

Garry Watson continued his dominance of the category at Knockhill with his highly-tuned Westfield. Fellow frontrunner James Bruce had a disastrous meeting with a Mitsubishi engine blow-up in race one and subsequent problem in race two.

CLASSIC SPORTS/SALOONS

John Marshall won twice at Knockhill, but the absence of Andrew Smith's Morgan denied Marshall the fight he craved.

NW SPORTS/SALOONS

Robert Spencer (ST Locosaki) overtook fast-starter Danny Keenan (MK Indy) and clung on to win at Mallory, as the pair battled for 26 laps with scarcely a length between them.



SCOTTISH FIESTAS KNOCKHILL, APRIL 30-MAY 1

Milloy wins twice as Fiesta drivers keep racing clean

RUSSELL MILLOY might not have covered himself in glory in April's opening meeting, but he bounced back in style to take two wins last weekend.

Fresh from a "no-nonsense" warning at the drivers' briefing following clashes, the Fiesta racers managed to battle cleanly. Last month's double winner Dave Colville could not keep pace with Milloy and the XR2 frontrunners, only managing a fifth and sixth.

Rory Bryant's dominant run of Fiesta ST class wins looked under threat from ex-Formula Ford racer Duncan Vincent, who made an astonishing comeback to racing in a guest car. A

surprised Vincent secured pole on the ST grid and pulled an assertive move on Bryant at the first corner to maintain his early advantage. Bryant made it past, but found an equal threat in race two from Blair Murdoch, who finished just three tenths behind.

● Jonathan Crawford

RESULTS (BOTH 10 LAPS)

RACE 1 **1 Russell Milloy**; 2 Wayne MacCauley +4.008s; 3 Peter Cruickshank; 4 Craig Taylor; 5 Rory Bryant (ST); 6 Dave Colville. **CW** Bryant. **FL** Vincent 1m02.621s (73.59mph). **RACE 2** **1 Milloy**; 2 Cruickshank +2.796s; 3 MacCauley; 4 Taylor; 5 Colville; 6 Bryant. **CW** Bryant. **FL** Murdoch 1m02.533s (73.69mph).



Evans narrowly won both races

WELSH SPORTS AND SALOON CARS MALLORY PARK, APRIL 30-MAY 1

Evans tops Mallory duel

IT DOESN'T ALWAYS take a big grid to produce a great race, as the Welsh Sports and Saloon Cars proved last weekend.

Dominic Evans had dominated all three races in the season opener at Pembrey, but had no respite in the first of the Mallory rounds. "It was the highlight of my last three years of racing," he said.

Evans (Caterham CSR) made the best start to lead David Krayem (Ginetta G50), and with the two cars capable of lapping at a similar pace – but with differing strengths – a fascinating race ensued. The lead changed twice on the last lap alone, with Evans retaking the lead on

the drag away from the hairpin, after Krayem had stormed past on the exit of Gerard's Bend.

"I've got the corner speed but not the straight-line speed," said Krayem.

Race two was altogether more low key. Evans scored a resounding victory – his fifth of the season.

● Ian Sowman

RESULTS (BOTH 20 LAPS)

RACE 1 **1 Dominic Evans (Caterham CSR260)**; 2 David Krayem (Ginetta G50) +0.199s; 3 Russell Haggerty (Raw Striker); 4 Andrew Williams (Ford Sierra Sapphire). **FL** Krayem 48.624s (99.94mph). **RACE 2 (20 LAPS)** **1 Evans**; 2 Krayem +3.875s; 3 Haggerty; 4 Nick Jones (Renault Clio). **FL** Evans 48.534s (100.13mph).



Milloy took an XR2 double at Knockhill

Back to School

Caterham has been bringing new people into motorsport for years. **GLENN FREEMAN** prepares for a season in the firm's Academy

One of the most daunting things about taking your first steps in motorsport is joining the ranks of experienced racers before you've been able to find your feet. Being a novice driver is not easy, and those that have been through that difficult process can often forget just how intimidating an arena the racetrack can be in the early days. Then you have the fact that with experience (usually) comes more speed, and it can be demoralising trying to play catch-up against rivals that have been perfecting their craft for years.

No matter what the activity is, it's always better to learn the ropes in the company of others doing the same, and that's the case with the Caterham Academy. It's a series designed purely for racing novices, set up with the aim of introducing more than 50 people a year to Caterham's racing ladder. For £18,500 this year's competitors get their car in kit form, with costs such as championship registration, BRSCC membership, entry fees and trackside technical support all covered. It's an impressive deal and one that doesn't make Caterham a lot of money in the short term. But it gets people hooked on racing these cars, meaning they will often keep spending their time and money in the same arena that has welcomed them into racing.

Caterham motorsport manager Simon Lambert says: "In the mid '90s, before the internet had really taken off, trying to find out about motorsport was a black art. You really had to do your homework, so we saw a gap in the market. We could set up a series that explained everything for novice drivers and took them through the whole process of going racing so



Freeman will contest 2011 Academy

there was no need to be afraid of it."

The Academy cars are road legal, and the series encourages its entrants to drive them to races. It's all part of getting the drivers to feel at home in their first racing car, so that everything doesn't feel quite so alien when it's time to switch from the road to track.

Those with even the most limited understanding of motorsport are looked after by the championship organisers from day one. The early weeks of the Academy campaign are centred on introducing the competitors to racing, which also encompasses earning a race licence by passing the MSA's ARDS test. There are low-speed handling sessions and racing terminology that many would take for granted is explained in full.

"The majority of people we get have only watched a bit of F1 and they don't know what is involved in going club racing," says Lambert. "It can be a bit basic for someone who is a motorsport enthusiast already, but we have to assume that every aspect is completely new to everyone. We explain each process and take the drivers through it all step by step. Going racing for the first time is daunting, so you're not always in the best frame of mind. So we round them all up and get them

to signing-on, then herd them to scrutineering after that. Most people have never heard anything about marshals or all the paperwork involved, and we have guys that have been doing it for years that still forget things!"

In keeping with the aim of a gentle start to motorsport, the Academy features a calendar of mixed-discipline events made up of sprints and races. The first three dates are sprints, enabling drivers to get used to competing in a fully-fledged motorsport event, and get acclimatised to driving competitively on a track, before having to worry about fighting over the same piece of asphalt as 27 others simultaneously.

AUTOSPORT is competing in the Caterham Academy this year, to give an insight into what it's like to embark on a first season of car racing. Later we'll go into detail about what drivers can do after their Academy season, but the usual destination is Roadsport B. It acts as the second stepping stone before the drivers really start to work their way up the Caterham ladder.

"The people that come out of the other end as winners are genuinely good drivers," says Lambert. "I think that comes as a surprise to people that join higher up the ladder."

Since 1995 more than 800 drivers have taken their first racing steps in the Caterham Academy. That number will be past 850 by the end of this year. ❧



AUTOSPORT'S ACADEMIC

Just one week after it rolled out of the factory, AUTOSPORT's very own Caterham Academy car was on track at Castle Combe for a pre-season test. That meant it was a little under-prepared for its first taste of track action, so there were frequent visits to Caterham's on-site support crew between sessions.

After my first tentative outing - basically my first time driving the car on anything other than a motorway - one of the mechanics noted that my car hadn't been "race-prepped".

"I bet that was understeering like mad out there," he added, before rattling off a list of minor tweaks and adjustments that the cars usually get *before* they go on track at all. I shrugged, saying that it didn't feel too bad.



Then, as the day went on, I was able to mix it on track with some of the quicker cars and extract a bit more from our red and white machine. As it turned out, the car had a serious amount of understeer once it was being pushed closer to its limits!

My Academy rivals started their season with a sprint event at Aintree last weekend while yours truly was at Hockenheim for the DTM season opener. Car number seven makes its debut on May 14 at Curborough, hopefully without any understeer.



YOUR SAY

What you think of the motorsport news of the past week



Club racers revel in new Snetterton

Back of the Snett!

I took part in the recent BRSCC meeting at Snetterton and was blown away by the new circuit. The infield is a real technical challenge, while the classic corners of Riches, Coram and so on have been retained. And speaking of Riches, the challenge of this corner is opened up by the transformed viewing opportunities.

Not long ago there was a strong likelihood that Snetterton would be lost to housing or supermarket developments. MSV has done a fantastic service to the racing community by saving Snetterton and now delivering one of the best circuits in Europe.

Mike Fry by email

EDITORIAL CONTACT mail@autosport.com

It's truly horrifying to imagine that F1 is considering turbos again, something that massively dilutes its fundamental appeal and core values.

Whether it be V12, V10 or V8, the normally-aspirated engine is pure F1, and more importantly nothing on earth sounds like an F1 car.

The previous turbo era was impressive only for the craziness of the engines; the 2013 versions will be tame and if they sound like the previous era, I'm afraid lame!

Andy Lovatt
Montreal

If Newscorp/Sky takes over the rights to Formula 1, it would be a disaster. I don't want Sky!

The viewing figures would plummet, revenues would fall, and who would lose out? The fans, the circuits and the teams.

A few individuals will have even more money to count at the expense of the rest of us.

Richard Hargrave
Hitchin, Hertfordshire

Hearing that the Bahrain deadline may be extended made me cringe. The original decision to cancel the Bahrain Grand Prix was correct.

It showed that the sport and the safety of its participants and followers were paramount issues ahead of lost revenue for the 'money men'.

My advice: stick with the original decision to cancel the Bahrain GP and leave it alone.

Keith Spicer
Bishops Stortford, Hertfordshire

I read that Silverstone plans to create its own version of Henman Hill.

In my humble opinion it is of the utmost importance that an appropriate name is used that not only makes reference to a British Formula 1 champion, but evokes something of their character.

May I therefore respectfully suggest that it should be known as Hunt's Hump?

Darren Bringes
Faversham, Kent

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. **BAHRAIN GIVEN EXTENSION UNTIL JUNE**
2. **FERNANDES: NO DECISION ON TEAM NAME**
3. **BUTTON WANTS TO END CAREER AT McLAREN**
4. **LOTUS CONFIRMS CATERHAM PURCHASE**
5. **BOULLIER: 2013 ENGINE DEBATE OPEN**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

FLEXIBLE FRONT WINGS EXPLAINED

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!



ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

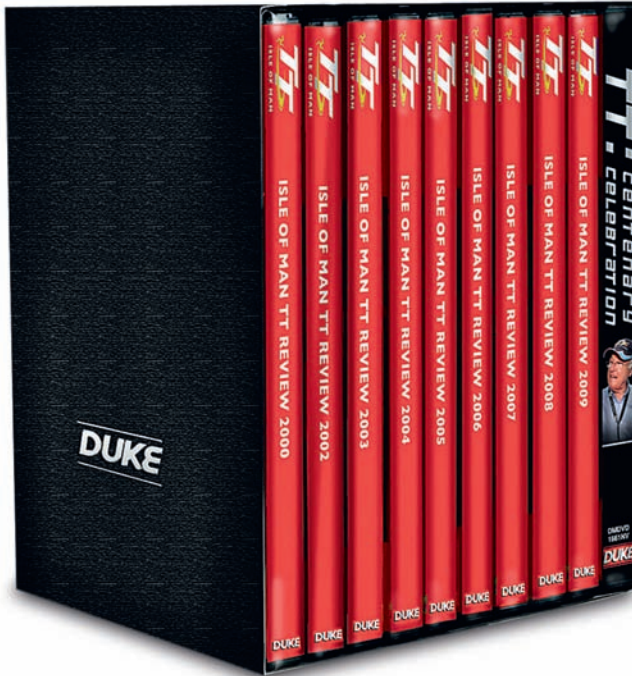
CORRECTIONS AND CLARIFICATIONS

● Kris Meeke (April 28, p101) made his WRC debut on the 2002 Rally GB when he drove a Ford Puma S1600, a prize drive for winning the British S1600 title. He retired.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

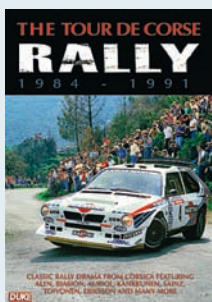
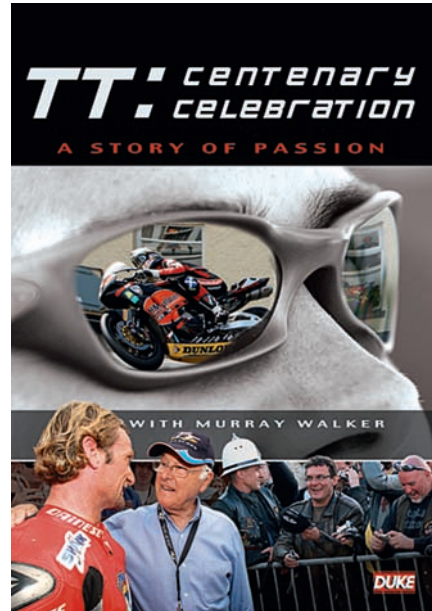


ISLE OF MAN TT DVD BOXSET 2000-09
£119.99
dukevideo.com

We don't cover the Isle of Man TT races in AUTOSPORT, but that doesn't matter: the legendary closed-road extravaganza

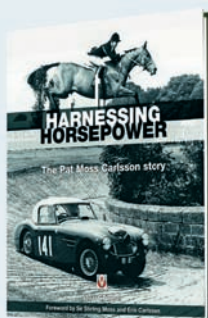
still rates highly among fans of motorised sport – especially if like many of us, you subscribe to the 'half the wheels, twice the fun' analogy. This superb 10-disc boxset brings over 35 hours of official reviews from every TT meeting from 2000 to 2009 (the event was cancelled in '01 in case

you've spotted the anomaly), with cutting-edge on-bike, trackside and aerial camera work. And there are plenty of interviews and bonus features, including a special film, narrated by bike-loving motormouth Murray Walker, celebrating the event's centenary in 2007.



TOUR DE CORSE DVD
£16.99 (230 mins)
autosport.com/shop

There's a poignancy to this Tour de Corse DVD – Henri Toivonen's ill-fated Lancia Delta S4 adorns the cover... Duke's celebration of an island asphalt event loved by drivers and fans covers the period 1984-91 so it's packed with the greatest names and cars from the WRC's most exuberant period.



PAT MOSS CARLSSON BOOK
£24.99 (978 184 584 3069)
autosport.com/shop

Stirling Moss's younger sister Pat began her early sporting endeavours on horseback, but soon took up rallying after tutoring from her brother! Veloce's story of one of the best female drivers of all time is told by former top co-driver, team manager and friend Stuart Turner – the right man for the job.



FERRARI F300 1998 1:43
£46.99
autosport.com/shop

The latest addition to IXO's La Storia 1:43 Ferrari F1 collection, which will eventually include every car produced by the Scuderia from 1950, is the 1998 F300 driven to six grand prix wins by Michael Schumacher. The model comes in a metal storage case, with a guide to its inner workings.

HOT ON THE WEB THIS WEEK

YOUTUBE: REMEMBERING HENRI TOIVONEN



SEARCH FOR: Henri Toivonen.... Tribute (9:41)

Twenty-five years ago this week, one of rallying's brightest stars was killed while leading the Tour de Corse Rally for Lancia. Henri Toivonen and his co-driver Sergio Cresto are remembered in this video tribute.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

DONINGTON PARK

BRSCC

May 6-8

Admission £14

Tel: 01332 810048

Catch the third round of Britcar's new British Endurance Championship era at the revived Leicestershire circuit. The top five cars all finished on the same lap at Rockingham recently and the concurrent Production race should also be hotly contested. The ever-popular MaSda MX5s (Mk1 and Mk3) are also on the bill, along with the visiting Dutch Supercars (below), and there'll be some Formula 1 fever to be had too in the form of the BOSS GP series.



CADWELL PARK

BRSCC/750MC

May 7-8

Admission £13 each day

Tel: 01507 343248

Cadwell has two separate meetings on each day this weekend, with BRSCC Alfas, Caterhams and Sports 2000s on Saturday, followed by the 750 Motor Club's F4, 750 Formula, Kitcars & SRGTs (including Allcomers), Locost, Stock Hatch and 750 Trophy on Sunday.

SNETTERTON

BARC

May 7-8

Admission £13 each day

or £16 for an online

weekend ticket

Tel: 01953 887303

Varied line-up includes Production Touring Cars (nee Sport Maxx),

InterSteps (nee Young Guns and Formula BMW), Austin Healeys, Mini Sevens and Miglias, Classic FF1600, Classic FF2000 and Pre-90 FF1600.

STILVERSTONE

BARC

May 7-8

Admission £10 each day

or £15 advanced-

purchase weekend ticket

Tel: 0844 3728 200

Clubmans Cup, Classic Clubmans, Legends, MGOC, Mazda MaX5, 2CVs, 250 Superkarts and the new Chevron GR8/ Crossle 9S Challenge.

BRANDS HATCH

CSCC

May 7-8

Admission £13 each day

or £16 advanced-

purchase weekend ticket

Tel: 01474 872331

Swinging Sixties, Classic K, Jaguar Saloon/XJS, E-type Challenge, Sports Car v Saloon, Tin Tops, Future Classics, Magnificent Sevens and Deutsche Marque.

OULTON PARK

MGCC

May 7

Admission £13 on gate

Tel: 01829 760301

MG Trophy, Peter Best Challenge, Metro Cup, Thoroughbred Sports Cars, BCV8s, Cockshoot Cup, MG Midgets and the Morgan Challenge.

BLYTON

British Rallycross

May 7

Admission £15

Tel: 01304 830557

FORMULA 1 WORLD CHAMPIONSHIP

Rd 4/19

Turkish Grand Prix, Istanbul Park

May 8

formula1.com

After Lewis Hamilton's thrilling victory in China, Turkey is the next stop for the Red Bull-versus-McLaren battle. Last year, of course, Istanbul Park was the venue for the infamous Sebastian Vettel/Mark Webber collision...



Webber on the march in Turkey?

WORLD RALLY CHAMPIONSHIP

Rd 5/13

Rally d'Italia Sardegna, Olbia

May 5-8

wrc.com

GP2 SERIES

Rd 1/9

Istanbul Park, Turkey

May 7-8

gp2series.com

GP3 SERIES

Rd 1/8

Istanbul Park, Turkey

May 7-8

gp3series.com

SCANDINAVIAN TOURING CARS

Rd 2/9

Knutstorp, Sweden

May 7

stcc.se

SUPERSTARS SERIES

Rd 2/9

Valencia, Spain

May 8

superstars.it

INTERCONTINENTAL LE MANS CUP

Rd 2/7

LE MANS SERIES

Rd 2/5

Spa-Francorchamps, Belgium

May 8

lemans-series.com

WORLD GT1 CHAMPIONSHIP

Rd 3/10

Algarve, Portugal

May 8

gt1world.com

EUROPEAN GT3 CHAMPIONSHIP

Rd 1/6

Algarve, Portugal

May 7-8

gt3europe.com

NASCAR SPRINT CUP

Rd 10/36

Darlington, South Carolina, USA

May 7

nascar.com

Television

FRIDAY MAY 6

0755-0935 **BBCi LIVE**

F1: Turkish GP first practice

1155-1335 **BBCi LIVE**

F1: Turkish GP second practice

2200-2230 **ESPN**

WRC: Rally Italy day one

2235-2340 **Motors TV**

WRC: Rally Italy day one

SATURDAY MAY 7

1125-1225,1535-1635 **Motors TV**

WRC: Rally Italy day one

0530-0600,1000-1030 **ESPN**

WRC: Rally Italy day one

0700-0725 **Channel 4**

British GT: Oulton Park

0725-0755 **Channel 4**

The Grid

DTM highlights and RML's Le Mans team.

0855-1005 **BBCi LIVE**

F1: Turkish GP third practice

1100-1330 **BBC2 LIVE**

F1: Turkish GP qualifying

Moving channels for Football Focus. Boo!

1445-1600 **Eurosport 2 LIVE**

ILMC: Spa

New Peugeot and Audi Le Mans contenders go head to head for the first time.

1635-1825 **Motors TV**

V8 Supercars: Perth

1730-1900 **Eurosport LIVE**

ILMC: Spa

Coverage of the Spa 1000Km continues.

1830-1930,2100-2200 **Eurosport 2**

GP2: Istanbul race one

2145-2215 **ESPN**

WRC: Rally Italy day two

2235-2340 **Motors TV**

WRC: Rally Italy day two

SUNDAY MAY 8

0145-0315 **ESPN**

FIA GT1: Algarve

0315-0345 **ESPN**

WRC: Rally Italy day two

0800-0900 **Eurosport**

GP3: Istanbul

Race one recap followed by race two live.

0900-1025 **Eurosport**

GP2: Istanbul

Race one recap followed by race two live.

1000-1100,1400-1650 **Motors TV**

Superstars: Valencia

1045-1130 **Eurosport LIVE**

Porsche Supercup: Istanbul

1100-1200 **ESPN LIVE**

WRC: Rally Italy Powerstage

1210-1525 **BBC1 LIVE**

F1: Turkish GP

1520-1620 **BBCi LIVE**

F1: Turkish GP post-race forum

1615-1745 **ESPN**

FIA GT1: Algarve

1900-2000 **BBC3**

F1: Turkish GP highlights

2145-2215 **ESPN**

WRC: Rally Italy

2235-2340 **Motors TV**

WRC: Rally Italy day three

MONDAY MAY 9

1700-1800 **Sky Sports 3**

& 2130-2230 **Sky Sports 2**

NASCAR: Darlington

Highlights from the Southern 500.

Online

AUTOSPORT.COM

Coming up on the web this week

TURKISH GRAND PRIX

As Formula 1 resumes in Turkey, AUTOSPORT.com will supply the fastest news and analysis from Istanbul, plus full preview and race coverage of the next generation of F1 stars in the GP2 and GP3 openers. We'll also have comprehensive coverage from Sardinia as Mini makes its eagerly-awaited WRC debut.



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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



Wiltshire's equivalent of a NASCAR slipstreamer

CASTLE COMBE is a real-life Midsummer. Oft voted the prettiest village in Britain, it's also the home of some miserable buggers who successfully lobbied to have the most well-attended day at the circuit that carries the same name neutered by moaning about the noise.

No doubt it would have come as a massive surprise to these people to learn that last Monday was the "first time that motor racing has been live at Castle Combe since 1955". Clearly all those noisy F3 cars they hated so much were running in some parallel dimension...

But that slip of the tongue aside, David

Addison's stint behind the mic during six hours of live club racing from Wiltshire was a tour de force. His notes must have been vast. No matter how far down the order the driver the camera picked up, he instantly recognised the car and had a passing comment to make about them.

It was a mixed bag of action to call. The two Mini races made for brilliant telly. From the guy starting last on the grid jumping the start by about 10 seconds, to the Talladega-style pack drafting, there was never a dull moment.

The same could not be said about the BMW race,

which had been extended to 30 minutes for this special occasion. That was at least 20 too many, as they droned around watching Garrie Whittaker disappear into the distance. At least his car has a cool Fina-type livery.

Jensen, Orgee, Fisher, Higgins. The Formula Ford race had a line-up like a Combe Special GT race from the 1980s. Not that you could see them for the opening couple of laps as they kicked up the cement dust laid after the leaky

Beemers before them.

But the race of the day came in the Combe Saloons, where the winning Rover 220 turbo took to the grass on the run into the final corner in order to lap some dawdling traffic. "I can't believe I stopped in time for the corner," Adam Prebble told the windswept Jennie Gow in the post-race interview.

I've no idea who was watching, but fair play to Motors TV for showing it. *Revved Up*

"From the guy in last jumping the start by 10s to Talladega-style drafting, there was never a dull moment in Minis"

THE WEEK IN PICTURES

The lensmen pounding the beat from Westminster Abbey (sort of) to Thruxton

DTM CATCHES ROYAL WEDDING FEVER

Last Friday's Prince William and Kate Middleton nuptials had the HWA Mercedes pit tuning in their garage TVs to the ceremony. Gary Paffett was livid he missed the balcony kiss due to having to go out on track



AN UNUSUAL LINE THROUGH THE THRUXTON CHICANE

Liam Griffin got the better of Andy Neate in their Ford Focus BTCC duel, but then outbraked himself and spun into the blocks



SENNA, BLACK AND GOLD LOTUS LIVERY, RENAULT ENGINE, SPA.. Not 1985, the scene of Ayrton's second F1 win, but 2011 and his nephew Bruno in the cockpit doing the Renault roadshow



AND NOW A WORD FROM NOT OUR SPONSORS

Steve Parish (not the biker - different spelling) surely annoyed Carrera Cup tyre supplier Michelin with his promotion of a rival!

FROM THE ARCHIVE

Indycar goes abroad, Silverstone, 1978

"This place is incredible. Man, you can go off here and not hit anything for 10 minutes!"



Indycars were faster than F1 on GP circuit

WE'VE GOT USED TO INDYCAR GOING INTERNATIONAL

in recent years. Last weekend's Sao Paulo street race has been on the calendar since 2009, and the series has been going to Motegi (in Champ Car and IRL guise) since '98.

The first championship Indycar race to be held outside North America came in 1978, when Brands Hatch supremo John Webb decided to help the United States Automobile Club export its premier single-seater category to the UK. Indycars came to Silverstone for the first part of a British double-header, which also included a race at Brands the following week. Despite strong promotion, few spectators went along to catch a glimpse.

With inclement weather doing its best to ruin the four-day meeting, the American aces spent most of the run-up to the race signing autographs and posing for photos. Lacking treaded tyres and worried about wheelspin wrecking their fragile 900bhp turbocharged engines, most sat out much of practice and admired their surroundings. "This place is incredible," said 1973 Indy 500 winner 'Gordy' Johncock. "Man, you can go off here and not hit anything for 10 minutes!"

The drivers got some dry running in on the Friday afternoon and Hawaiian Danny Ongais annihilated the Formula 1 lap record by over three seconds within half a

dozen laps. He was clocked at 203mph down the Hangar Straight and another washout on Saturday meant Ongais' time stood as pole for the race, which was then postponed until Sunday in hope of better weather.

It came, and the race went ahead, with Ongais shooting into an early lead and cutting a new outright lap record for the Silverstone GP circuit, before his Parnelli VPJ6B broke a halfshaft.

Al Unser (Lola-Cosworth T500), Johncock's Wildcat-DGS Mk3, and Bobby Unser (Eagle-Cosworth 78) all took turns in the lead, but Al and 'Gordy' both ran short of fuel and Bobby dropped out with a cracked cylinder head, before rain caused the race to be stopped.

Having fought his way into second (between the Penskes of Rick Mears and Tom Sneva) before the half-hour delay, AJ Foyt's dated Coyote-Ford was on a mission at the restart. Within a couple of laps he had slipped past Mears at Stowe, before going on to become the winner of England's first USAC race.

"I only really got to know this place today, having practised so little," said Foyt, who took circuit tips from triple F1 champion Jackie Stewart. "And I'd have to say that, in all the years I've been racin', this is the most fantastic road course I've ever seen." ❧

THIS WEEK IN...



MAY 7, 1965

FEMALE PAIR Rosemary Smith and Val Domleo tackle the Nurburgring in their works Hillman Imp on our cover (above). The duo won the Tulip Rally from fellow Imp combo Tiny Lewis/David Pollard.

Denny Hulme won the 30th running of the Tourist Trophy at Oulton Park in Sid Taylor's Brabham-Climax BT8 (below). Piloting one of the smallest cars in the race (held at Oulton for the first time), Hulme claimed a fortuitous victory because of the way the result of the two-part race was calculated.

Each part was stopped at a certain time, but the number of laps completed was still used to calculate the result. Hulme gained a lap on runner-up David Hobbs by crossing the line in part one just before the flag came out.

Hobbs covered his 137 laps 2m04s quicker than Hulme did his 138. In this time, Hobbs could have covered an extra lap and a quarter to beat Hulme!



PICS: LAT

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TIFF NEEDELL

■ Hockenheim European F2 ■ September 24, 1978 ■ Toleman March 782-BMW ■ Tearful Toleman debut



Tiff starred in his first F2 outing for Toleman

IT WAS THE LAST FORMULA 2 race of the year, at Hockenheim. Alex Hawkridge from Toleman offered me his spare chassis and that was a huge opportunity for me. It had been Rad Dougall's car all year. I'd been close to Toleman as I'd raced for them in '77, but they wouldn't let me drive until the last round. Tom Walkinshaw was the team manager that weekend and Rory Byrne was the engineer. It was a fantastic group of people that went on to great things.

We got to Hockenheim and Eje Elgh – who was one of my best friends from Formula 3 – saw me in the paddock and said, 'You'll be lucky to qualify Tiff, F2 is so competitive nowadays.' Something like 48 cars turned up for 34 places on the grid. I qualified seventh, and everybody was just astounded. I was just ahead of Dougall. I'd never been to the track before and just had the normal one-hour untimed then qualifying sessions. I was suddenly the 'whizz kid'.

That version of Hockenheim was a fantastic track, and the car just suited me. It was the end of the best cars in the world, just before the dreaded ground-effects arrived.

"I was catching Giacomelli and Surer in the works Marches when my engine exploded heading back into the stadium"

The Ostkurve was magnificent. I have no idea what speed it was, but we arrived flat out and dropped one gear for the corner, and then just floored it – a magnificent corner.

In the first race I made a reasonable start and got into a huge battle. Dougall got ahead of me and I thought, 'I shouldn't pass him as he was Toleman's blue-eyed boy.' Luckily, he speared off into the

barriers at the second chicane.

That left me battling Eddie Cheever in his March-BMW. I kept on trying to get past, but he was holding me up. Eddie then made a mistake, and I got a good run at him – and he just put me on the grass, flat-out! Even so, I ended up fourth in the first heat.

In the second Brian Henton was up front, but he made a bad start

and dropped back behind me. I had Ingo Hoffman on my tail, and he got a run on me, so I put *him* on the grass. Ingo laid into me afterwards. I said, 'I thought that's what you all did in F2... Eddie did it to me.'

I was running third on the road, and had fastest lap at the time. I was catching Bruno Giacomelli and Marc Surer in the works Marches, when my engine exploded heading back into the stadium section. The flames filled my cockpit. I thought I was seriously on fire – it was a massive explosion!

I walked across the infield, and even for F2 there were 100,000 people there, and they all just cheered. I was in tears with the emotion as they were all cheering. I'd become the 'name of the day'.
Tiff Needell was talking to Andy Hallbery

IN PROFILE

TIFF NEEDELL began racing after winning a Lotus 69 Formula Ford in an AUTOSPORT competition. Success quickly took him to F3, and then the UK's Aurora F1 series. In 1980, he joined Ensign and qualified for the Belgian GP, but suffered engine failure. He didn't qualify next time out in Monaco, and that was the end of his GP career. He finished third at Le Mans in 1990, then raced touring cars, before taking up a successful TV career with *Top Gear* and *Fifth Gear*.



**NEXT
WEEK**
**Kelvin
BURT**





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Porsche Carrera Cup GB

Rounds 5 and 6, Thruxton, April 30-May 1

Double race win for James Sutton
 Double Pro-Am1 win for Jonas Gelzinis
 Pro-Am2 wins for Andrew Shelley and George Brewster
 Overall podiums for Euan Hankey and Stephen Jelley
 'Driver of the weekend' award for James Sutton
 'Team of the weekend' award for Parker with Juta

Round 5 results

- 1 James Sutton (SAS/Redline)
- 2 Euan Hankey (Parker with Juta)
- 3 Stephen Jelley (Parker with Juta)
- 4 Michael Meadows (SAS/Redline)
- 5 Jonas Gelzinis (Juta Racing)
- 6 Tim Harvey (Nationwide/Motorbase)

Round 6 results

- 1 James Sutton (SAS/Redline)
- 2 Stephen Jelley (Parker with Juta)
- 3 Euan Hankey (Parker with Juta)
- 4 Michael Meadows (SAS/Redline)
- 5 Jonas Gelzinis (Juta Racing)
- 6 Tim Harvey (Nationwide/Motorbase)

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Overall points' position after round 6

1	James Sutton	114
2	Euan Hankey	95
3	Michael Meadows	94
4	Stephen Jelley	86
5	Jonas Gelzinis	62
6	Richard Plant	56
7	Sam Tordoff	49
8	Tim Harvey	46
9	Ben Hetherington	42
=	Michael Caine	42
11	Rory Butcher	31
12	Ahmad Al Harthy	28
13	Derek Pierce	21
14	Daniele Perfetti	12
15	Alex Martin	11
=	George Richardson	11
17	Michael Leonard	6
=	Andrew Shelley	6
19	George Brewster	5

Pro-am1 category

1	Jonas Gelzinis	71
2	Rory Butcher	32
3	Ahmad Al Harthy	28
4	Derek Pierce	22
5	Daniele Perfetti	12
6	Alex Martin	11
=	George Richardson	11

Pro-am2 category

1	Andrew Shelley	56
2	George Brewster	55
3	Keith Webster	37
4	Richard Denny	36
5	Tommy Dreelan	32
6	John Taylor	30
7	Tautvydas Barstys	26
8	Steve Parish	16

Team championship

1	SAS/Redline	208
2	Parker with Juta	181
3	Team Parker Racing	105
4	Nationwide/Motorbase	88
5	Redline/Oman Air	70
6	Juta Racing	62

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