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21 PAGES
OF **TURKISH GP** ACTION

VETTEL'S SMASH AND GRAB

World champ recovers from practice crash to dominate Turkish GP



BUMPER RACE WEEKEND

WRC

Mini makes the points on debut



LE MANS

Peugeot beats Audi at Spa



GP2

Grosjean wins, Leimer rolls



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GINETTA JUNIOR CHAMPIONSHIP

The Ginetta Junior Championship rookie George Gamble secured a fantastically hard fought maiden car racing victory at the ultra-fast Thruxton Circuit in Hampshire, Saturday, 30th April, bringing an end to runaway points leader Seb Morris' early season domination. The two young racers – aged 15 years and 14 years respectively – dominated proceedings

Privateer runner Max Coates rounded out the podium with a tremendous drive to take his first main season rostrum, having qualified a highly impressive fourth finishing just a second adrift at the flag.

Race 2 saw Seb Morris returning to the top step of the Ginetta Junior Championship podium during round six of the season on Sunday, following a tremendously close battle with round five winner George Gamble.

Third place once again went the way of privateer racer Max Coates.

GINETTA Challenge

The Fuchs Ginetta Challenge started at Oulton Park with 34 cars on the grid a broader spread of the new G40 models took on the older, yet lighter, G20s.

Mark Davies and Sean Huyton shared the wins at Oulton Park in the opening rounds of the Fuchs Ginetta Challenge in their Ginetta G40s. Gary Simms won both races in the G20 class.

Davies took the win in the opening 20-minute race but retired from race two after contact with Clive Richards at Island Bend. Huyton starred taking the win from sixth on the grid.

In Race 2 Huyton was a clear winner in the G40 division. The G20 class was won by Gary Simms after a very hard fight. Matt Flowers led initially but Simms found himself boxed in behind a number of G40s. Having worked his way on to the tail of Flowers, light rain for a couple of laps made the track difficult. The treaded tyres on the G20s allowed Simms and Flowers more traction than the slick-shod G40s, and they were able to move up the overall order but Simms finally usurped Flowers for the class lead.

GINETTA GT SUPERCUP

Carl Breeze thoroughly dominated the Michelin Ginetta GT Supercup action at Thruxton Circuit Saturday, 30th April, to finally end Tom Sharp's six-race winning streak. Meanwhile in the G50 Class, embroiled in a fantastic class battle for most of the race with the impressive Aaron Williamson, Ingram managed to break clear of his rival around mid-distance.

Sundays race had an aborted start following a huge collision involving the stalled pole position car of James and Aaron Williamson. Luckily both drivers walked away from the impact, as did Louise Richardson who was also caught-up in the accident. After a short delay, the grid re-formed and Murrells got away well. White took the lead but Breeze saw his winning opportunity so on the inside into the complex he moved ahead with a terrific pass.

Following his third win of the weekend the runaway G50 leader Ingram said: "I'm still in shock – three wins, three poles, fastest in testing as well, this weekend has been absolutely fantastic for me. I've got a big points lead, which is great, and I absolutely love Oulton Park, I'm really looking forward to that."

RESULTS SO FAR... GINETTA JUNIOR

POS	JUNIORS	PTS
1	MORRIS, Seb	211
2	GAMBLE, George	135
3	COATES, Max	120
4	FOSTER, William	117
5	HOWARD, Tom	107
6	ROBERTSON, Charlie	91

RESULTS SO FAR... GINETTA CHALLENGE

POS	G40	PTS
1	RICHARDS, Clive	60
2	HUYTON, Sean	59
3	ROBINSON, Mike	52
4	SYKES, Richard	42
5	DAVIES, Mark	37
6	STEADMAN, Mike	32

RESULTS SO FAR... MICHELIN GINETTA GT SUPERCUP

POS	G55	PTS
1	SHARP, Tom	280
2	BREEZE, Carl	232
3	MORGAN, Adam	213
4	MURRELLS, George	198
5	WHITE, Colin	162
6	RITTER, Joachim	110

POS	G20	PTS
1	SIMMS, Gary	71
2	FLOWERS, Matt	58
3	BOOTH, Harvey	48
4	PEARSON, Stuart	45
5	MURPHY, Brian	42
6	MCILVAR, Craig	34

POS	G50	PTS
1	INGRAM, Tom	265
2	FANNIN, Jody	205
3	GAFFNEY, Robert	186
4	HILL, Jake	173
5	WILLIAMSON, Aaron	144
6	RICHARDSON, Louise	136

Other news...

Six Ginetta's entered for season openers of BGT at Oulton Park. G50 entry won the GT4 class.

"The G55 was an exciting car to drive, it's level of handling and grip was unexpected, this car is very different to its sister car the G50. I really enjoyed it, I expect the G55 to be a real contender for the podium at the end of the season and I would like to do more with the car as it's developed."

Andrew Jordan-BTCC Driver. To find out more about Ginetta Championships contact Max Gregory e: max.gregory@ginetta.com. t: + (0) 113 385 4162

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“Monaco is not overtaking territory... That is a voice of experience”

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EDITOR

Andrew van de Burgt
andrew.vandeburgt@haymarket.com ext.5974

AUTOSPORT.COM EDITOR

Simon Strang ext.5093
simon.strang@haymarket.com

DEPUTY EDITOR

Charles Bradley
charles.bradley@haymarket.com ext.5889

GROUP F1 EDITOR

Jonathan Noble
jonathan.noble@haymarket.com

F1 EDITOR

Edd Straw ext.5887
edd.straw@haymarket.com

DEPUTY F1 EDITOR

Mark Glendenning ext.5801
mark.glendenning@haymarket.com

NEWS EDITOR

Glenn Freeman ext.5309
glenn.freeman@haymarket.com

MANAGING EDITOR

Peter Hodges ext.8617
peter.hodges@haymarket.com

WEB MANAGING EDITOR

Pablo Elizalde

GRAND PRIX EDITOR

Mark Hughes
autosport.editorial@haynet.com

F1 COLUMNIST

David Coulthard

RALLIES EDITOR

David Evans
david.evans@haymarket.com

INTERNATIONAL EDITOR-AT-LARGE

Gary Watkins

SECRETARY

Joanne Grove
joanne.grove@haymarket.com ext.5804

PHOTOGRAPHS

LAT Photographic

ART EDITOR

Aubrey Smith ext.5914
aubrey.smith@haymarket.com

PRESENTER/SUB-EDITOR

Henry Hope-Frost ext.5835
henry.hope-frost@haymarket.com

CHIEF SUB-EDITOR

Marcus Simmons ext.5807
marcus.simmons@haymarket.com

NATIONAL EDITOR

Kevin Turner ext.5432
kevin.turner@haymarket.com

EDITORIAL ASSISTANT

Ben Anderson ext.5425
ben.anderson@haymarket.com

NATIONAL EDITOR-AT-LARGE

Marcus Pye

SENIOR DESIGNER

Matthew Dugate

DESIGNER

Will Clarke

PICTURE EDITOR

Peter Mills ext.5918
peter.mills@haymarket.com

AUTOSPORT.COM FEATURES EDITOR

Jamie O'Leary ext.5811
jamie.oleary@haymarket.com

TECHNICAL TEAM LEADER

Geoff Creighton
geoff.creighton@haymarket.com

AUTOSPORT.COM USER INTERFACE DEVELOPER

Pete Holmes
pete.holmes@haymarket.com

AUTOSPORT.COM PICTURE EDITOR

Chris Bird

chris.bird@haymarket.com

SPECIAL CORRESPONDENT

Adam Cooper

TECHNICAL CONSULTANT

Gary Anderson

TECHNICAL EDITOR

Giorgio Piola

NEWS GRAPHICS

Alan Eldridge

CARTOONIST

Jim Bamber

CORRESPONDENTS

ARGENTINA

Tony Watson

AUSTRALIA

Phil Branagan

AUSTRIA

Gerhard Kuntzsch

BELGIUM

Gordon McKay

BRAZIL

Lito Cavalcanti

FINLAND

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GERMANY

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ITALY

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Jonathan Ingram, Bruce

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Marc Orms, Graham

Read, Peter Scherer, Ian

Sowman, Oliver Timson,

Ian Titchmarsh, Matt

Upton, Eddie Walker, Tim

Whittington, Richard Young

ADVERTISING

Tel: +44 (0) 20 8267 5858
Fax: +44 (0) 20 8267 5850
E-mail: autosport.ads@haymarket.com

SALES MANAGER

Rachel Brock, ext: 5820
rachel.brock@haymarket.com

DISPLAY ADVERTISING

Adam Stimpson, ext: 5244
adam.stimpson@haymarket.com

ONLINE SALES MANAGER

Katie Gamble, ext: 5961
katie.gamble@haymarket.com

ONLINE SALES MANAGER

Karen Reilly, ext: 5576
karen.reilly@haymarket.com

CLASSIFIED ADVERTISING

Andrew Barclay, ext: 5027
andrew.barclay@haymarket.com

ADVERTISING DIRECTOR

Matthew Witham

AD PRODUCTION

Tel: +44 (0) 20 8267 5740 Fax: +44 (0) 20 8267 5320

SPECIAL PROJECTS DIRECTOR

Derek Redfern

LICENSING DIRECTOR

Tim Butley

PRODUCTION MANAGER

Carrie McNally, ext: 5814
carrie.mcnally@haymarket.com

SENIOR DISPLAY PRODUCTION CONTROLLER

Saba Bonser, ext: 5740
saba.bonser@haymarket.com

CLASSIFIED PRODUCTION

Tom Piggott, ext: 5349
tom.piggott@haymarket.com

SUBSCRIPTIONS

UK 08456 777 817
OVERSEAS +44 (0)1795 592 974

EMAIL autosport@servicehelpline.co.uk

US & CANADA 1-866-918-1446

US & CANADA EMAIL haymarket@imsnews.com

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BACK ISSUES

Tel: 08456 777817

DIRECT MARKETING EXECUTIVE

Karen McCarthy, ext: 5053
karen.mccarthy@haymarket.com

MANAGEMENT

PUBLISHING DIRECTOR

Peter Higham

PUBLISHER

Ross Aherne

PUBLISHING MANAGER

Samantha Jemson

DIGITAL PRODUCT MANAGER

Jim Foster

SPECIAL EVENTS MANAGER

Laura Coppin

SYNDICATION SALES MANAGER

Roshini Sethi, 444 208 267 5396
roshini.sethi@haymarket.com

HAYMARKET CONSUMER MEDIA

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STRATEGY AND PLANNING DIRECTOR

Mark Payton

DESIGN DIRECTOR

Paul Harpin

CIRCULATION TRADE ENQUIRIES

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STRATEGY AND PLANNING DIRECTOR

Bob McDowell

MANAGING DIRECTOR

David Prasher

CHIEF EXECUTIVE

Kevin Costello

POLE POSITION

Artificial overtaking: is it now a step too far?



WAS THERE TOO MUCH OVERTAKING in the Turkish Grand Prix? Certainly some of the passes looked far too easy, and it's clearly impossible to defend against a DRS-assisted attack, especially when your tyres are spent.

But the Turkish GP has produced exciting, passing-filled races before. The addition of a moveable wing, tyres that are worth an extra *four* seconds a lap when fresh, and a KERS boost button was always going to exacerbate the passing opportunities that, combined with the enormous amount of pitstops, created a race that lacked clear narrative. But the cars basically still finished in the order of their relative pace.

The true test will come in the next two races. Barcelona and Monaco have been two of the worst offenders during the boring, passing-less years of F1. Surely a race at Monaco where the drivers are genuinely able to make a move into the hairpin, or Ste Devote, stick like they used to in the 1980s should be applauded, not derided. While a Spanish GP that features any overtaking at all is a novelty that I, for one, can't wait to see.

Andrew van de Burgt, editor

BAMBER'S WEEK



GP3

Williamson in the wars in GP3 opener

Carlin's Brazilian driver Leonardo Cordeiro clashes with MW Arden's Lewis Williamson (28) during the first GP3 race at Istanbul. The 2010 McLaren AUTOSPORT BRDC Award winner made a bee-line for our snapper, who was spotted on TV making a sharp exit after taking this shot! Williamson went on to roll in the gravel. GP3 report p44.

Picture: Dunbar/GP3







Webber must earn Red Bull deal

Veteran Australian looks good to stay on for 2012 – if he continues his strong Turkish GP form. By EDD STRAW

Red Bull ace Mark Webber is on target to secure a new contract with the team for 2012, provided he continues to back up team-mate Sebastian Vettel as effectively as he did in last weekend's Turkish Grand Prix.

The Australian, who turns 35 in August, has been widely tipped to lose his seat in 2012 to one of Red Bull's younger drivers. Red Bull motorsport advisor Helmut Marko is known to be keen to promote from his junior-driver scheme, with Toro Rosso race pilots Sebastien Buemi and Jaime Alguersuari and Friday practice driver Daniel Ricciardo the contenders.

But team owner Dietrich Mateschitz is understood to be unwilling to do so unless he can be certain that whoever is given the seat is good enough not to jeopardise the team's constructors' championship chances. He is also



Webber with team boss Christian Horner

known to hold Webber, who is now in his fifth year driving for Red Bull, in high regard.

Webber admitted in Turkey that it was "unlikely" he would drive for another top team next year. Should Red Bull drop him and he is unable to find a frontrunning berth, retirement is considered the most likely option. But his main priority will be to prove to Red Bull that he is indispensable, adding that there is "every chance" he could stay on.

"I was supposed to be replaced by Kimi Raikkonen I don't know how many times," Webber told AUTOSPORT. "There does come a point where you do stop, but I may be talking to you again next year. There's every chance that it will still happen. As long as I am getting the results and still enjoying working with the guys, that will be the case."

THE ALTERNATIVES

Red Bull's best-placed junior driver is currently Sebastien Buemi. In Turkey the 22-year-old Swiss impressed by finishing ninth on a three-stop strategy to claim his second points finish of the year for Toro Rosso. He has a good reputation inside the team for his technical feedback and has been strong in qualifying and races.

Buemi agreed that he has taken a step forward this year, his third in F1. "I think that is fair," he said.

"Qualifying has gone well and I've been happy with the performance because I don't think that there was much more in the car."

But Buemi has yet to convince Red Bull that he has the raw speed needed and must continue his good form over the next two months.

That is because Australian Ricciardo is widely tipped to be in line to race for Toro Rosso over the second half of this season, in place of Buemi or Alguersuari.

Alguersuari, who got his chance in 2009 in similar fashion when he replaced Sebastien Bourdais mid-season, has shown flashes of pace this year. But bad luck and car problems have held him back in races, and the Spaniard has not built on a strong end to 2010.

Ricciardo, 21, looks likely to race for Toro Rosso in 2012, and it would appear logical for Webber to remain at Red Bull for another year while



Webber was quick at Istanbul Park

the younger Australian is evaluated. Ferrari's Felipe Massa has been linked with the team, but his record against Fernando Alonso suggests that he would be further adrift of Vettel than Webber.

THE TIMESCALE

Red Bull has traditionally taken decisions about its following year's driver line-up in the first half of the year, suggesting a final decision could be imminent.

Webber's deal for 2011 was done last May, meaning that his performance – and that of the Toro Rosso drivers – in the upcoming races will be decisive.

Webber could also be of interest to rival teams. Massa's Ferrari future is uncertain and his management is believed to have approached Red Bull. This would leave the Scuderia searching for a support driver for two-time world champion Fernando Alonso.

Renault is the only other competitive team likely to have a berth available, with Robert Kubica's chances of returning from injury next year still in the balance.

WEBBER'S NUMBER-TWO RECORD

In the past 30 years, only twice has the lower-scoring driver from a constructors' championship-winning team scored a higher percentage of the team's points than Mark Webber did in 2010. The Australian's 2010 score (48.6 per cent) places him behind only Alain Prost (1984) and Nelson Piquet ('86).

BEST 'NUMBER-TWO' POINTS SHARE SINCE 1980

- 1 Alain Prost (McLaren, 1984), 49.8 per cent
- 2 Nelson Piquet (Williams, 1986), 48.9 per cent
- 3 Mark Webber (Red Bull, 2010), 48.6 per cent
- 4 Alan Jones (Williams, 1981), 48.4 per cent
- 5 Ayrton Senna (McLaren, 1988), 47.2 per cent*



*Senna won the drivers' title under the dropped-scores system, but Prost scored more points overall.

'NUMBER-TWO' CONTRIBUTIONS IN 2010

- 1 Mark Webber (Red Bull), 48.6 per cent
- 2 Jenson Button (McLaren), 47.1 per cent
- 3 Jaime Alguersuari (Toro Rosso), 38.5 per cent
- 4 Felipe Massa (Ferrari), 36.4 per cent
- 5 Michael Schumacher (Mercedes), 33.6 per cent



Webber has scored 37.2 per cent of Red Bull's points this year, but a four-race sample is too small to be considered representative. Similarly, Alguersuari's score from last year is taken from a small number of points-scoring races for Toro Rosso that renders his figure far less compelling.

AUTOSPORT SAYS...

EDD STRAW
F1 EDITOR

edd.straw
@haymarket.com



Every time Sebastian Vettel dominates a race, it confirms to his bafflingly numerous detractors that he can't win from behind. They dismiss the obvious fact that the confidence gained from winning the 2010 world title has allowed him to raise his game still further. Instead, every immaculately-executed, race-controlling performance is evidence of his failure.

The accusation that he can make mistakes when things aren't going well is valid. He has yet to prove that he has dialled out a tendency to further compromise his race after a bad getaway by excessive defending on the run to the first corner. But he did prove at the Turkish Grand Prix that he can recover from adversity, when he took pole at a canter a day after his heavy practice crash at Turn 8.

In many drivers this would be lauded. To be 0.4 second quicker than someone as fast as Mark Webber in those circumstances is incredible. If Webber himself had done the same, he would rightly be hailed as a gritty, determined, back-to-the-wall battler.

While Vettel does himself no favours with his tiresome 'number-one' gestures after getting out of the car, it's time that more appreciated his talents. People compare Lewis Hamilton to Ayrton Senna, but to me the German seems the more natural heir because of his superhuman qualifying performances.

Vettel is far from above criticism and there are still weaknesses. But his staunch critics who continue to belittle his achievements are starting to make themselves look very foolish.



Vettel's pointing annoys Straw

Vettel's domination

The share of racing laps in 2011 that have been led by Sebastian Vettel. He has led 184 laps, with Nico Rosberg and Jenson Button the next best on only 14.

81%



What News Corp talks mean for F1

How will the sport be affected if the commercial rights change hands? EDD STRAW outlines the possibilities

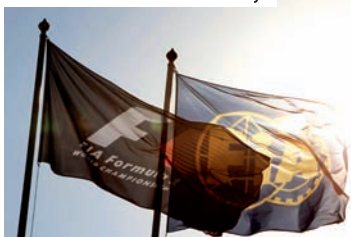
News Corp's announcement that it is considering plans to invest in Formula 1's future has hogged the headlines, but the involvement of Italian investment company Exor has thrown fresh light on the potential deal. The consortium, which also reportedly includes Mexican billionaire Carlos Slim, is due to meet with shareholders in four of F1's biggest teams – McLaren, Ferrari, Red Bull and Mercedes – in Stuttgart this week to continue talks on the possibility of it investing in the sport. Purchasing the commercial rights from CVC Capital Partners is one possibility, with the teams themselves indicating that they want a stake in a part of any deal. But it is understood that the consortium is evaluating a wide range of different ways of investing in F1.

Amid all the rumours, AUTOSPORT answers the key questions arising from a deal that could change the face of F1 – if it goes ahead.

WHAT IS THE CONSORTIUM'S AIM IN FORMULA 1?

Senior figures involved in the negotiations are adamant that F1 has untapped potential, and that the consortium would offer a media platform for development. Exor chairman John Elkann admitted last week that the plan was to “modernise” the sport.

Are F1 and the FIA still in harmony?



“We want to manage to give a great sport like F1 stability and to contribute to its evolution, both in terms of making it more exciting for the fans and in terms of modernising it by making this sport younger,” he said. “Now we need to understand whether something can be done or not.”

Developing F1 globally could significantly boost its revenues, as well as changing a business model that currently relies on high race-hosting fees. This path could suit the teams, the FIA and the consortium, who would enjoy a share in a growing financial pie.

IS THIS A MANUFACTURER TAKEOVER?

The involvement of representatives from McLaren, Ferrari, Red Bull and Mercedes in talks with the consortium suggests that the manufacturers plan to be involved.

Mercedes has financial clout for deal



Mercedes has the financial clout through Abu Dhabi's Aabar Holdings, with McLaren having significant investment from Mumtalakat, the sovereign wealth fund of Bahrain. Along with Red Bull owner Dietrich Mateschitz and Ferrari, through Exor, they collectively have the spending power to fund an expansion of F1.

The desire to control their own destinies was behind the stillborn Grand Prix Manufacturers' Association rival series during the middle of the last decade. That plan came to nought because the



KEY PLAYERS

NEWS CORP

News Corporation is one of the world's largest media companies. Founder Rupert Murdoch is chairman of the company, which owns 39 per cent of BSkyB.

EXOR

An Italian holdings company that is owned by the Agnelli family. It owns 30.45 per cent of FIAT, which itself owns 90 per cent of Ferrari. It is part of News Corp's consortium.

CARLOS SLIM

Hailed by Forbes magazine as the world's richest man, which estimates his wealth at \$74 billion (£45 billion), Slim is a Sauber sponsor and reportedly part of the News Corp/Exor consortium.

CVC

CVC Capital Partners owns the controlling stake in the 100-year lease on the commercial rights of Formula 1. Bernie Ecclestone is its representative.

MUNTALAKAT

The sovereign wealth fund of the kingdom of Bahrain, which owns 42 per cent of McLaren. Its representatives are believed to be part of the talks in Stuttgart.

AABAR INVESTMENTS

Owned by the Abu Dhabi government, Aabar, together with Daimler, owns the Mercedes Grand Prix team.

manufacturers themselves did not have the resources to invest. This time, they could achieve the desired result from within their ranks.

IS THIS THE FIRST STEP TOWARDS A BREAKAWAY?

Rumours that CVC may not be willing to negotiate with the consortium have once again led to whispers of a breakaway series.

The current Concorde Agreement expires at the end of 2012, meaning that a mass walkout of teams to a series created by the consortium, with News Corp's media clout, is not out of the question if a deal cannot be reached with CVC. Teams are pushing for an increased share in the sport's revenues of up to 70 per cent and it is likely that a takeover by the News Corp consortium could satisfy their financial demands. If CVC blocks the deal, a breakaway, in association

with News Corp, could be used as a bargaining position to pressure the current commercial rights holder into either selling, or giving up a larger share of F1's revenue.

However, the current Concorde prevents signatories, including teams and the commercial rights holder, from negotiating individually with third parties until the end of this year. This ultimately means that serious negotiations on the possibility of the commercial rights being sold to the consortium cannot start until 2012.

WHAT DOES THIS MEAN FOR F1'S FUTURE RULES?

In recent months, there has been concern among some teams about the costs of the new 1.6-litre turbocharged engines that are due to be introduced in 2013.

Ferrari president Luca di Montezemolo has publicly

criticised the powerplants as not in keeping with the DNA of F1. His concerns are rooted in Ferrari's commercial image being built around technology closer to the current 2.4-litre, high-revving V8s, while others are worried about the costs that will be incurred in the switch. Some suspect that, were the takeover to be completed, the dropping of the engine switch could be a condition – perhaps with the introduction of more bolt-on green technologies to fulfil the FIA's environmental agenda.

FIA president Jean Todt reiterated last weekend that the engine formula had been unanimously approved by the World Council last December and that “in 2013, we will have the introduction of the new engine”. However, he did give himself some room to manoeuvre, adding that “strong new evidence” could change the situation. He will meet the manufacturers at the Spanish GP to discuss the situation.

The ball is in Todt's court, because, as he confirmed in Turkey,

FIA president Todt confers with McLaren's Whitmarsh



the FIA has a veto on any sale of the commercial rights as part of the 100-year lease that was agreed in 2000. It is possible that he would be willing to drop the 2013 engine were the FIA, which is essential for the regulation of the sport, to be given a share of F1's revenue.

COULD F1 ADOPT A PAY-PER-VIEW POLICY?

News Corp's 39 per cent ownership of BSkyB has led to fears that the acquisition of the commercial rights by the consortium would mean F1 coverage would switch to a subscription channel such as Sky Sports.

McLaren team principal Martin Whitmarsh said in Turkey that it is vital that F1 coverage continues to be available to a “mass market”.

“The business model of the teams is currently structured on having a mass exposure of the



Sky Sports may air F1 on subscription

moving pictures we generate,” said Whitmarsh. “F1 must remain the third-largest sporting spectacle in the world [behind the Olympics and the football World Cup] in terms of TV audience.”

While that falls short of a promise to keep it on free-to-air, Sky Sports viewing figures for the most popular Premier League football matches peak at a little over one million. This is a long way short of last year's BBC F1 race average of 4.3 million viewers. More likely is that Sky could carry premium content related to F1, with race broadcasts remaining free to air.

IS F1 EVEN FOR SALE?

Both CVC Capital Partners and Bernie Ecclestone, who represents CVC, deny that the commercial rights are for sale.

A statement released last week confirmed that the Exor/News Corp consortium had approached them. It claimed that the consortium “acknowledge that F1 is privately owned by CVC and not currently for sale”.

While it may not be for sale, that doesn't mean that the rights are unobtainable. After all, CVC is a private-equity company and bought them with the intention of realising a return. The price is less clear, with Ecclestone recently claiming that the rights are worth \$6-7 billion.

CVC's use of the word “currently” in its statement of last week could prove to be very significant.

Bernie has denied that F1 is for sale



P15 MARK HUGHES ON F1'S SALE POLITICS



Barrichello wants to help recruit staff

Rubens fires warning

Barrichello isn't planning on hanging around unless Williams gets faster

Formula 1 veteran Rubens Barrichello has warned Williams that he is unwilling to stay with the team next year if it does not improve dramatically.

The Brazilian, who has started more grands prix than any other driver in history, was downbeat after Williams enjoyed limited success with its upgrade package at last weekend's Turkish Grand Prix.

Barrichello opted not to use his new rear wing for qualifying and the race after encountering airflow-separation problems in practice that cost him straight-line speed.

"Williams must improve a lot for us to reach an agreement for next

year," said Barrichello, 38. "Things are standing still. It's not worth going on this way. My qualifying performance at the Chinese Grand Prix proved that I'm at the top of my game and I'm quite happy with that. Having said that, I need the team to start to shake up and I need to see differences."

The Brazilian is unhappy with technical director Sam Michael's resignation, which takes effect at the end of this year, and is calling for changes to the way the technical structure works and for further recruitment. He has also complained of staff being overworked, Michael included, and is keen to play an active role in recruiting new

personnel to strengthen a team that he still believes has the potential to return to the front.

"Williams is a small team compared to some, but there are 500 people at the factory," said Barrichello. "We need changes at the top to make the team run smoother."

Williams's technical overhaul is still ongoing, with a number of targets being lined up to bolster the team's aerodynamic department in particular. Ex-McLaren designer Mike Coughlan will join next month to oversee 2012's FW34, with Michael focusing purely on getting the best out of the current car.

As part of the raft of changes, Williams is evaluating a switch from Cosworth to Renault engines.

A deal to reunite Williams and Renault was close to being signed in 2009 for last season, but Williams opted for a three-year Cosworth deal instead. With disappointing results so far this season, the Renault unit is back under consideration. It is not clear what the financial implications of dropping the Cosworth engine would be.

Williams ran with Renault engines from 1989-97, before the French manufacturer pulled out of F1. The Williams-Renault partnership won 63 grands prix.



Michael leaving Williams

Sam Michael in demand

Ferrari and Mercedes top the list of teams hoping to secure Williams technical director Sam Michael's services for next season.

Williams announced last week that Michael had resigned, although he will continue at the team until December 31, when his contract expires. The 40-year-old is understood to have several offers on the table. While he is undecided on which team he will join, he is certain that he will remain in F1.

Michael would not comment on the role he would like to take. He is unlikely to join Mercedes or Ferrari as technical director, as Bob Bell and Aldo Costa respectively fill those roles. Teams' 2012 cars will already be effectively complete when he leaves Williams, so Michael is most likely to head up work on a car built to the major 2013 regulation changes.

It is understood that Force India, which Michael worked for in its Jordan guise from 1994-2004, is interested.

Williams first teamed with Renault in 1989





Changes meant Alonso could fight Red Bull

Ferrari boosted by boat technology

FERRARI ADDED A DRAG-REDUCING 'shark-skin' coating to the undersurface of its front wing for last weekend's Turkish Grand Prix.

The technology, brought in from America's Cup yachting, is used on the keels of yachts to reduce the surface drag to increase top speed. It is used in the same way by Ferrari to create a smoother airflow.

AUTOSPORT technical editor Gary Anderson said: "This coating works by creating small vortices on the

surface that will reduce the airflow-separation problems and make the wing work more consistently."

The coating contributed to an upgrade package that, along with modified front and rear wings and new brake ducts, improved Ferrari's laptime by around 0.2 seconds.

A bigger improvement is expected with an aggressive upgrade for the forthcoming Spanish Grand Prix. These will be the first aerodynamic developments signed off since Ferrari

realised that it had correlation problems with its Maranello windtunnel. It is hoped that the package will be worth at least 0.5s.

Ferrari has started an overhaul of its windtunnel. AUTOSPORT understands that simulation of the performance of exhaust gases has proved to be a major problem.

It is expected to be fully operating by the end of October. In the meantime Ferrari is using Toyota Motorsport's windtunnel in Cologne.

Test ban to be relaxed

FIA PRESIDENT JEAN TODT INTENDS to push through the reintroduction of in-season testing in 2013 even if teams object to the proposal.

The Frenchman plans to allow three two-day tests during the campaign. It will be the first time such tests have been allowed since 2008. The proposal will be submitted to the F1 Commission on June 23 for approval. Even if it is rejected by the Commission, the FIA is able to unilaterally make a rule change given at least 12 months' notice.

"It will be in 2012 if we get enough support," said Todt. "If not, we can implement it in 2013 without any agreement. At the latest, it will be 2013, but hopefully people will accept a few days' testing during the season from next year on."

Teams are concerned that a return even to limited testing will stretch their personnel, who are already working flat out in the 19/20-race season. Dedicated test teams were dissolved in the wake of the ban on in-season running.



They'll be pressing buttons in Monaco

DRS speed-booster set for Monaco weekend after all

THE DRS WILL BE USED DURING the Monaco Grand Prix after all.

At a meeting on the morning of the Turkish Grand Prix, FIA technical delegate Charlie Whiting found that the teams had little support for a ban on the drag-reducing rear wing for the Monte Carlo street race.

It was not felt that the DRS would make the event any more dangerous, and it was felt that a one-race ban could encourage

teams to rush out expensive, high-downforce non-DRS wings.

The DRS will be used freely through practice and qualifying, with the overtaking zone located on the run to the first corner, Ste Devote.

Although the harbourside chicane after the tunnel is the more likely overtaking spot, there were fears that it would be unsafe to use the DRS at this part of the track under racing conditions.

THIS WEEK IN F1



RED BULL After three race weekends beset by KERS problems, Red Bull's modified hybrid system showed a marked improvement at last weekend's Turkish Grand Prix, although cooling problems meant that the boost was not usable on every lap.



RENAULT Team principal Eric Boullier admits that the team is unhappy with its performance after introducing upgrades at the Turkish GP. "We are disappointed," said Boullier. "We were not on the pace with the front with the option tyres, and we need to find out why."



WILLIAMS Jaguar has joined forces with Williams to develop its energy-efficient, low-emissions C-X75 supercar. In addition to aerodynamic and composite technology, Williams will also supply KERS-style hybrid units for the machine.



FORCE INDIA A new front wing was evaluated in Friday practice at the Turkish GP. The team reverted to its Chinese GP-spec wing on Saturday morning, but is confident the test proved that the aero upgrade package planned for the upcoming Spanish GP will perform as hoped.



SAUBER A modified version of the exhaust-blown diffuser that Sauber tried over the Chinese GP weekend was trialled in Turkey. It is set to make its race debut at the Spanish GP after producing positive results during free practice.



TORO ROSSO Liechtenstein-based Money Services Group is no longer a sponsor of the former Minardi team. Toro Rosso, which signed a long-term deal with the company last year, would not comment on the matter on the basis that it is sub judice.



LOTUS One of Team Lotus's trucks caught fire on the Saturday morning of the Turkish GP. Although the team escaped with no damage to data systems, the truck will not be used at the Spanish or Monaco GPs while it is repaired.



VIRGIN Problems with burned bodywork forced Virgin to drop its new exhaust-blown diffuser after Friday practice at the Turkish GP. The team plans to conduct a straight-line test at Idiada before the Spanish GP to evaluate its modified package.



PIRELLI The Italian company has allocated the super-soft and soft tyre compounds for the Canadian GP on June 12, with super-soft and medium used for the following European GP at Valencia. For the British GP in July, Pirelli will revert to the soft and hard compounds, as used in the first races of the season.



COSWORTH F1's only independent engine supplier is set to float on the stock market later this year, according to a report in *The Times*. The company has been owned by former Champ Car boss Kevin Kalkhoven and ex-race-team owner Gerald Forsythe since they bought it from Ford in 2004.

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MPH Mark Hughes

AUTOSPORT grand prix editor

Trying to unravel the F1 power struggle between the FIA, Bernie Ecclestone, the teams, CVC and the Murdochs could be a matter of working out who needs who in the future

The power dance has begun in earnest, with News Corp's expression of interest in buying Formula 1 from CVC. It's an incredibly intricate dance, the moves aren't always what they seem, and the outcome can't be anticipated.

The whole future of the sport is being thrashed out and there are huge implications. The idea of a media group owning the sport is feared by some, but the current concept of it being owned by a private-equity company (CVC) is a deeply unpopular one with the teams. Half of the huge income generated by the sport is simply sucked out by a group that does not pretend to be anything other than a money-making enterprise. It buys; it sells on. At least a media group may take a longer term view and be motivated to reinvest more.

To understand the movements of the News Corp dance, it's necessary to see behind the veil. F1's power is

invested in a triangle – CVC, the FIA and the teams – but two of those sides do not necessarily need the third. But which two? CVC bought the 100-year rights to F1, but from 2013 there's nothing to stop the teams running in a differently-named championship, leaving CVC owning 100 per cent of nothing. Then again, the teams and any new prospective owner do not necessarily need the FIA, so long as they do not use the label 'F1'.

If the teams were to align themselves with the FIA and cut out CVC, they would need to stay unified. Realising this, Bernie Ecclestone – representing CVC – is looking to split that unity. In the FIA's 2013 engine rules, he has recognised a point of conflicting interests among the teams and has set about prising it open – hence his recent negative comments about the planned new small turbo engine.

If he can get a few teams onside, nervous of the expense a new engine formula would entail, suddenly the teams and the FIA are no longer fully aligned against CVC and the power base changes significantly.

With that as backdrop, so the FIA has pre-empted the fear of the smaller teams and thus compromised the chances of Bernie's strategy being successful. With Craig Pollock's newly-announced PURE company, there is suddenly the prospect of an affordable off-the-shelf turbo engine for the independent teams.

Ferrari is one of those not convinced of the idea of the small-capacity, four-cylinder turbo – it does not in any way fit with the values upon which the appeal of its

road cars rests. On this matter, it is with Bernie and against the FIA. But Ferrari has a foot in the other camp too – for it is with the FIA and against Bernie on the matter of how the sport is structured. And it is in this light that News Corp's interest should be seen.

The media group would be backed in its bid by the EXOR investment group – from the same Agnelli family of companies as Ferrari. There are further personal links between Ferrari president Luca di Montezemolo and BSkyB (which is part-owned by News Corp). Ferrari officially: "We have no comment to make, partly because we are not directly involved at the moment."

Ferrari in reality: here we present the teams and the FIA with a beautiful solution – a deal much better than the current CVC one, a great media platform, a great income stream for the governing body. Everybody happy? OK, it's on one condition: you all forget about this silly four-cylinder engine. Otherwise we will create merry hell. We aren't going to hurt each other, are we?

CVC's statements – "We recognise the quality of Exor and News Corporation as potential investors" and "James Murdoch has informed us that the approach is friendly" – while ostensibly stating that F1 is not for sale, effectively confirm the very opposite. All of which still leaves many potential hurdles. Chief among these must be whether FIA president Jean Todt values his green initiative more than the desperately-needed F1 income stream. But there is no reason why green technology could not be applied to the existing engines... ❧

PICTURE: DUNBAR/LAT



Bernie: on side with Ferrari?

“Ferrari: we present the teams and the FIA with a beautiful solution”



Aero kits could end Penske and Ganassi dominance

INDYCAR

IndyCar in aero-kit showdown

Series and team bosses in stalemate over request to delay introduction of variety until 2013

IndyCar teams are harming their own chances of being competitive by calling for the introduction of the series' new aero kits to be delayed until 2013, according to 2012 IndyCar project manager Tony Cotman.

Plans for different bodykit options to be made available from the 2012 Indy 500 onwards have been criticised by some team owners in recent weeks. KV Racing's Jimmy Vasser is among those claiming that it represents too great a cost to teams, which will already have to pay for new chassis and engine packages.

But Cotman argued that by turning their backs on the opportunity to select their own bodywork, smaller teams in particular were compromising their best shot at being competitive.

"We're going to Indy with a new chassis, three new engines and, hopefully, aero kits," said Cotman. "There is a good chance there's going to be a dominant engine. If I'm a little team, with the same engine as Penske or Ganassi, I now have a chance if I play the strategy smarter than them on the day, or if I choose a better aero kit. The aero kit can be the equaliser."

"Similarly, if I've got an engine that's maybe 10bhp off what I consider the best engine, I could have an aero kit that makes up the deficit."

HVM team owner Keith Wiggins is in favour of the delay. "Who really

"Don't complain about lack of fans. You team owners did this to yourselves"

TEXAS MOTOR SPEEDWAY

OWNER EDDIE GOSSAGE



Gossage has no sympathy for teams

thinks that somebody is going to come up with something completely different from what Dallara will have?" he said. "It's unfortunate that we've had a lot of spec racing, but that's not my main concern. My main concern is what is the best for us to survive, and how are we going to pay for this?"

IndyCar CEO Randy Bernard is still yet to announce when a decision on the subject will be made, but Texas Motor Speedway owner Eddie Gossage wrote in his blog that a delay would be catastrophic for the series.

"The expert will tell you that he cannot continue to sell [the current

package] to the fans," said Gossage. "So don't complain about the lack of sponsors, the poor TV ratings, and certainly don't complain about the lack of fans. You [team owners] did it to yourselves."

Lotus, which plans to develop a bodykit alongside its new IndyCar engine, has no issue with the delay according to motorsport boss Claudio Berro.

"It's not a big problem," Berro told AUTOSPORT. "The value for Lotus is to run its own engine."

ORECA boss Hugues de Chaunac, whose organisation also plans to develop an aero kit, was similarly unfazed. "We are still in contact with IndyCar and we are very interested to do it," said de Chaunac, who will visit a race with ORECA technical director David Floury later this year.

Cotman has stated that the cost of an aero kit is relatively low at around \$70,000 per car, although critics have pointed out that different kits could be needed for different tracks.

Wiggins: spec racing not a worry



Choice for teams

INDYCAR HAS CONFIRMED THAT teams will no longer have to commit to a single new-generation aero kit for the entire season.

The initial plan was that teams would be required to use either the default kit from Dallara or one of the optional kits being developed by other companies from the start of the season. But now IndyCar 2012 project manager Tony Cotman says that rule has been relaxed due to the rollout being delayed until the 2012 Indy 500 at the earliest.

"We needed to soften the rules about switching between them," he said. "The idea is that you've got the choice of two kits from Indy onward – Dallara and one other. You declare which kit you're going to run, you go through tech and you run it."

Teams will be allowed to swap kits at Indy, but only during practice.

"You can't spend all Friday in your Dallara kit, and then roll out for Saturday morning practice to do a back-to-back comparison with your Honda kit," Cotman said. "That will only be allowed at Indy, and only up until qualifying."

INDYCAR

Lotus confirms Judd engine for 2012



Judd is getting ready for new-rules Indy

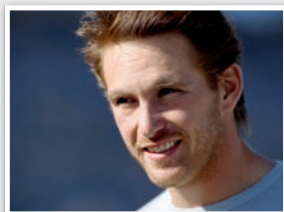
LOTUS HAS REVEALED that it is working with Engine Developments, better known as Judd, to develop its new IndyCar V6 turbo for next year. The British marque announced its plans to build an engine for the

new 2012 IndyCar formula last November, but at the time it did not confirm details of a technical partner. Now Lotus Motorsport boss Claudio Berro has told AUTOSPORT that Engine Developments

has been working on the project since January. Berro said: "We needed a partner and we are very happy with Judd. We didn't want to work with a big company like Cosworth, because everyone would call our engine a Cosworth with Lotus badges." Engine Developments director John Judd Jr said: "This is very exciting for us and is just the kind of high-tech manufacturer project we have been looking for." The first Judd-developed Lotus 2.2-litre IndyCar engine is due to

run on the dynamometer for the first time in September. On-track testing will depend upon delivery of the new Dallara one-make IndyCar chassis. This is not the first time that Engine Developments has been involved in the top flight of US single-seater racing. It developed a turbo V8 with Honda for CART in the mid-1980s, winning one race with Bobby Rahal at Pocono in '88, and also built some of the first prototype engines ahead of Toyota's entry into the same series in '96.

IN BRIEF



SPEED FOR INDY DEBUT

Ex-Formula 1 racer Scott Speed is set for his IndyCar debut after agreeing a deal with Dragon Racing for the Indy 500. Speed (above), who has not raced a single-seater since splitting with Toro Rosso in 2007, will also race at the Las Vegas season finale, where he will be eligible for the \$5 million winners' bonus.

FOYT TO DRIVE PACE CAR

Four-time Indy 500 winner AJ Foyt will drive the pace car at this year's centenary race. Foyt replaces original nomination Donald Trump, who has stood down.

LLOYD GETS COYNE CHANCE

Briton Alex Lloyd will replace Sebastien Bourdais in the Dale Coyne Racing entry for the oval races on this year's IndyCar schedule, starting with the Indy 500. Bourdais will continue to race the car at street and road-course events.

MONTH OF MAY BEGINS

Indy newcomers including Britons Pippa Mann and James Jakes were scheduled to have preliminary runs

at Indianapolis in a rookie test as AUTOSPORT closed for press.

RIGON ON THE SIDELINES

Italian Davide Rigon will be out of action for an estimated four months after suffering multiple breaks to his left leg in a crash during Sunday's GP2 sprint race at Istanbul Park. Rigon underwent successful surgery on Monday and is expected to return home at the end of this week. The Coloni team is yet to announce a replacement driver.

GP3 FRONTRUNNER QUILTS

Andrea Caldarelli has quit GP3 and will race with KONDO Racing in Formula Nippon instead. The Italian currently sits second in GP3 points after taking a podium with the Tech 1 squad at last weekend's season-opener in Turkey.

CHINESE YEAR OF DRAGON

Renault F1 test/reserve driver Ho-Pin Tung (below) will contest the Indy 500 in a combined Dragon Racing/Sam Schmidt Motorsports entry. The Dutch-Chinese tested a FAZZT car last winter before the team was taken over by Schmidt.



INDYCAR

Tracy still bitter over KV deal



Tracy raced at Long Beach with Dragon

CANADIAN INDYCAR VETERAN PAUL

Tracy has admitted that he is still bitter about losing a full-time 2011 IndyCar ride just before the season began. The 42-year-old, who has not contested a full season since the final year of Champ Car in 2007, had been slated to compete with KV Racing after securing a long-term deal with a sponsor. Shortly afterwards, however, he was let go in favour of 2004 champion Tony Kanaan, who had found new backing after losing drives with both Andretti Autosport and De Ferran Motorsports. "When somebody steals something right out from under you, it leaves a pretty sour taste in your mouth," said Tracy. "The deal was mine. This was right up until two or three days before they signed Kanaan." Tracy is one race into a four-race deal with Dragon Racing, and will also contest the Indy 500 with Dreyer & Reinbold Racing. He claims to be close to a deal to enter the IndyCar finale at Las Vegas.

AUTOSPORT SAYS...

GLENN FREEMAN
NEWS EDITOR

glenn.freeman
@haymarket.com



When AUTOSPORT spoke to Romain Grosjean and Jules Bianchi for our GP2 season preview last week, it wasn't in anticipation of the two French starlets colliding with each other at the season opener. Grosjean even spoke of how he felt the two could trust each other, because they respect the ability of their opponent.

With the benefit of hindsight, perhaps it was telling that Bianchi offered no such opinion. When pushed, he said he expected "nice fights" with Grosjean, but even down the telephone I could sense he was shrugging on the other end of the line. Was that because he suspected something of his chief rival?

Grosjean had a reputation for being ruthless with his opposition on his way to winning the Formula 3 Euro Series title in 2007. Has that mean streak returned for 2011? Perhaps, but my gut instinct was that his car only slid into Bianchi's as he tried to correct a touch of oversteer coming out of the final corner. Those in Bianchi's camp who accepted my theory suggested that there was still an extra flick of lock to the right just to make sure he got the job done. Grosjean felt the need to apologise, so perhaps there was an element of guilt afterwards.



Grosjean: did he feel a little bit guilty?

REMEMBER WHEN...

OCTOBER 6 2008



Regan Smith was stripped of a NASCAR win? He took his first Sprint Cup win at Darlington last weekend, but was also first over the line at Talladega in 2008 before a penalty for crossing the yellow line to pass Tony Stewart.

IN BRIEF



WTCC APPLIES WEIGHTS

The Chevrolet Cruzes (above) will carry 40kg of ballast in the WTCC season's first application of penalty weights at Monza this weekend. The BMW 320si and Volvo C30 will lose 20kg from their base weight. SEAT and Volvo teams will test new turbos on Thursday, and will carry 40kg of extra weight as 'new cars' if they decide to give them their race debuts.

VAUXHALL POWER FOR THORNEY

Thorney Motorsport will use Vauxhall engines in its NGTC-spec Insignias when it makes its BTCC debut. The series newcomer, which plans to enter the Silverstone season finale, will develop the powerplants in conjunction with Neil Brown Engineering.

ALMS TO OKLAHOMA

The ALMS intends to add a street race in Oklahoma City to its calendar in 2013. The event, which is expected to be run in mid-May, is the first of what the series claims will be several new venues to appear on the calendar in the future.

DI SABATINO JOINS AUTOGP

Former Formula Renault 3.5 racer Pasquale di Sabatino has joined the AutoGP grid with Ombra Racing ahead of this weekend's season-opener at Monza.

NO NIGHT RACE FOR QR

Plans for a V8 Supercar night race at Queensland Raceway this year have been abandoned for logistical reasons. The event will go ahead to its usual daytime schedule on August 19-21.

HRT ENDURO LINE-UP SORTED

Holden Racing Team has confirmed its line-up for the V8 Supercar endurance races at Phillip Island and Bathurst. Rookie Nick Percat will make his Bathurst debut alongside Garth Tander (below), while Cameron McConville will be paired with reigning champion James Courtney.



GP2 SERIES

Bianchi slams title rival

GP2 contender unimpressed with rival Grosjean's move during race two in Turkey

Jules Bianchi has rejected claims from likely GP2 championship rival Romain Grosjean that their collision in the second race at Istanbul Park on Sunday was a racing incident.

The Frenchmen, who had both finished on the podium in race one, were part of a frantic first lap in the reversed-grid race two as they tried to come through from the lower reaches of the top 10. Bianchi went around the outside of Grosjean at the end of the backstraight into Turn 12, and the two cars stayed side by side through the next two corners. But as they accelerated out

of the final corner – with Grosjean on the inside – the DAMS car tagged Bianchi's green ART machine into a spin. Bianchi just missed out on the points after recovering from 23rd to seventh, while Grosjean finished 10th after he was ordered by race officials to change his broken front wing on safety grounds. Grosjean felt it was a racing incident, which was purely a result of a chaotic opening lap as several cars scrapped for positions. But a disappointed Bianchi disagreed.

"It was not a racing accident, everyone could see it," Bianchi told

AUTOSPORT. "I left him space, and if I was on the inside I would have stayed there and not hit him. He came over to say sorry, but it's not like this is his first season in GP2, is it?"

While Bianchi didn't offer any further opinion on the accident, some ART team members felt that Grosjean had turned right into him as the two cars initially made contact. But the ex-Renault Formula 1 driver denied any wrongdoing.

"It was quite a mess in the first few laps," Grosjean countered. "I left Jules space when he came

GP2 SERIES

Grosjean rejects tyre claims

GP2 CHAMPIONSHIP LEADER ROMAIN Grosjean has dismissed claims that his work as a development driver for Pirelli last year has given him an advantage in GP2 for 2011.

The DAMS driver was one of several racers called on by Pirelli as it worked

to have tyres ready in time for its F1 comeback in a test at the end of last year. Grosjean managed his tyres well to win Saturday's GP2 opener, where he made his fronts last the full distance.

That led to rivals believing that his work with Pirelli has given him a head-start, but he says that the GP2 tyres are different enough to the F1 versions to remove any possible advantage.

"The tyres are not like the F1 tyres I tested with, so [working with Pirelli] is no use," Grosjean told AUTOSPORT.

"I think the degradation we have is a bit too much, but that is better for the experienced drivers because normally they can manage the situation better."

Pirelli racing manager Mario Isola confirmed that the compounds used in GP2 were significantly different to those designed for F1.

"In GP2 they don't have any tyre blankets, so we need a quick warm-up," Isola admitted. "The structure of the tyre is the same, but the compounds are different."

GP2 SERIES

No changes planned for GP2 tyres

PIRELLI DOES NOT EXPECT TO MAKE any changes to this year's GP2 tyre compounds despite teams suffering very high degradation in the two races at Istanbul Park last weekend.

Tyre wear dominated the first round of the main series in Turkey last weekend, with some teams unable to preserve their rubber, even in the shorter sprint race on Sunday. Several cars returned to parc ferme after both races with serious damage to the surface of the tyres, which included strips worn down to the canvas and bald patches that were close to becoming holes.

Pirelli racing manager Mario Isola told AUTOSPORT: "If the races continue like this then I don't see a reason for the change. This is new for most of the teams and drivers to have to look after a tyre, but we saw here that it was possible to manage the tyres we have. We are not planning changes unless there is a specific problem."

Racing Engineering and AirAsia were two of the more high-profile teams to suffer.



High tyre wear plagued GP2 opener in Turkey

Racing Engineering's Dani Clos said: "It was dangerous at times out there. In the first race my tyre looked like there was a head coming out of it towards the end - I couldn't slow down, I couldn't steer."

AirAsia's Davide Valsecchi was angry

after his charge from 16th to seventh in race two fell apart along with his tyres.

"It's up to us to come up with a car to keep them in better condition," said the Italian. "The racing is exciting now, so it's good for the sport, even if I am not happy about it today."



Bianchi was not happy with move

alongside at first, and I tried to go for the inside at the final corner.

"Unfortunately we just touched on the exit. Normally we don't touch, but there were too many cars in a small space. Everybody had cold tyres at this point and it was a bit tight. I think it was a racing accident."

"It was not a racing incident. Everyone could see it. It's not like this is his first season in GP2, is it?"

JULES BIANCHI

P42 GP2 REPORT



Grosjean refutes tyre-advantage claims



LMP2 Lotus has been put back

LMP2

Lotus LMP2 debut delayed

THE NEW LOTUS LMP2 COUPE HAS been delayed and will not race until after next year's Le Mans 24 Hours.

The all-new contender was originally due to start testing this autumn and could have raced before the end of the year. Now, Lotus Motorsport boss Claudio Berro has revealed that a change in the engine the car will use has resulted in a delay.

The original plan had been to use the Toyota-based V6, possibly in turbocharged form, developed for the new GTE-class Evora. It has now been decided to use the five-litre V8 from the new Lotus Esprit due to go on sale in 2013.

Berro said: "The first prototype road car engines will be ready next year and then we can start developing it for racing."

LE MANS

Le Mans bosses push for equality

THE LE MANS 24 HOURS ORGANISERS have promised to enforce new rules for 2011 designed to equalise performance between diesel and petrol-powered LMP1s. Remy Brouard, general manager of the Automobile Club de l'Ouest, said that the new regulations had "not been written just to look at, they have been written to use".

Their application began at a meeting, including representatives of the manufacturers, the morning after Saturday's Intercontinental Le Mans Cup event at Spa.

Article 19 in the technical rulebook aims to "maximise equality between different types of engine and different fuels". A second, sporting rule applying only to LMP1 seeks to "maintain the gap [in lap time] between different powertrain technologies within the range of two per cent".

ACO sports manager Vincent Beaumesnil explained that the first rule was devised to equalise "engine performance only", but that the second was in the regulations to "ensure that the difference was not too big between different fuels".

The sporting rule is based on the average lap time of the fastest diesel and fastest petrol cars over two races. The gap at Spa last weekend was approximately 3.5 per cent, although the margin at Sebring in March, when Highcroft's petrol-powered HPD ARX-01e finished second, was less than two per cent.

Should the ACO decide to make changes, the favoured options appear to include reducing the diesel cars' fuel capacity and giving petrol runners a larger-diameter air-restrictor.



Diesel/petrol parity has been promised

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Fuel Consumption figures for JUKE 1.6 MANUAL: CO₂ 147g/km – URBAN 34.9mpg/8.1L/100km – EXTRA URBAN 53.3mpg/5.3L/100km – COMBINED 44.8mpg/6.3L/100km.

IN BRIEF



OAK PRESSES ON FOR LE MANS...

The French OAK team is pushing ahead with plans to run four cars at Le Mans in the wake of Matthieu Lahaye's shunt in qualifying for the Spa 1000Km last weekend (above). The OAK-Pescarolo PO1 is being built up around a spare tub and will be fielded at Le Mans alongside the team's second LMP1 and two LMP2 cars.

...BUT LAHAYE TO MISS RACE

Lahaye will miss Le Mans courtesy of injuries sustained in his Spa crash. The 26-year-old Frenchman has a suspected broken vertebra and will be out of action for between six to eight weeks.

MAASSEN BACK AT LE MANS

Former FIA GT race winner Xavier Maassen will return to Le Mans with the JMW Motorsport Ferrari squad. The Dutchman will share the team's 458 Italia with Rob Bell and Tim Sugden.

WORK AHEAD FOR RML

The RML team's HPD ARX-01d will need to be built up around a new monocoque after Mike Newton crashed last week in practice for the Intercontinental Le Mans Cup round at Spa. The tub was written off.

NISSAN GETS A BREAK

Nissan was granted a performance break ahead of its double victory in last weekend's Algarve round of the FIA GT1 World Championship. The JRM and Sumo teams were allowed to move the rear wing backwards and upwards in the name of greater consistency over a race distance.

HYBRID RUNS AT SPA

The Zytec O9H entered by the GV Racing team under the MIK Corse banner ran in hybrid form during practice for Saturday's Spa Intercontinental Le Mans Cup round. The Italian team had to disconnect the energy-retrieval systems for qualifying and the race because the car has yet to be homologated in hybrid form.



F1/NASCAR

"TIGHT FIT, TONY?"

Just weeks after McLaren F1 star Jenson Button and V8 Supercar virtuoso Craig Lowndes exchanged cars at Bathurst comes confirmation of plans for Button's team-mate Lewis Hamilton and Stewart-Haas Chevrolet NASCAR ace Tony Stewart to do a similar swap at Watkins Glen on June 14.

NASCAR

NASCAR racers continue spat

Montoya/Newman feud escalates despite NASCAR's best efforts to clear the air

Juan Pablo Montoya and Ryan Newman are refusing to confirm or deny reports that NASCAR's latest attempt to settle the escalating feud between the pair resulted in them coming to blows in the series' hauler in the 10th round of the series at Darlington last weekend.

Series officials summoned the two drivers to discuss the latest in a series of incidents between the pair at Richmond two weeks ago, where Montoya spun Newman into the wall in retribution for an earlier tap. The meeting reportedly succeeded only in provoking a physical skirmish, although both

remained tight-lipped about it.

"I don't know – ask him," Montoya said in response to a question about whether Newman had punched him. "I could tell you either way, couldn't I? I could make something up. Let's leave it at that."

Newman was equally guarded, dismissing queries about the incident as "speculation", although a statement from NASCAR spokesman Kerry Tharp later confirmed that the disagreement remained unresolved.

"NASCAR did meet with Ryan Newman and Juan Pablo Montoya," said Tharp. "The drivers were given their final warning and are fully aware that we are watching this closely. The meeting didn't go as well as we had hoped it would, and we're not completely through with this issue."



Newman (39) and JPM are feuding

NASCAR

Busch contrite after pit clash

KYLE BUSCH SAID THAT HE HAD LITTLE option other than to ram rival Kevin Harvick's unmanned car into a pit-road wall at Darlington last weekend after Harvick appeared to try to punch him.

The pair had made contact late in the race and were returning to the garage

area when Harvick stopped, got out of his car, and approached Busch, who bumped Harvick's car into the wall despite there being pit crew nearby.

"I was either going to get punched in the face or just drive through his car and push it out of the way," said Busch. "I hate it that somebody could have gotten hurt, but I was just trying to get away from it."

NASCAR was yet to decide whether either driver would be sanctioned as AUTOSPORT went to press.

Busch (18) and rival Harvick came to blows



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FIA GT1

GT1 D-Day this summer

Series boss Ratel threatens to can world championship if 2012 grid is not filled by July



Close racing, good venues, uncertainty

FIA GT1 World Championship boss Stephane Ratel has vowed to have a full entry in place for 2012 this summer, or he will abandon the series.

Ratel is pushing ahead with plans to have nine to 12 marques each represented by a single two-car team for next season (see AUTOSPORT, March 31). He wants them to sign up for 2012 as early as July before he pushes ahead with his plans for the third year of the GT1 World Championship.

“Either a team has the funds to compete in a world championship or it doesn’t,” he said. “They should either register and pay in July or stay out. I want a confirmed entry list in August, so I can then finalise my calendar.”

Ratel insisted that he had delivered on his promises of exciting racing in a sprint format and on a global calendar.

“We have nothing to prove,” he said. “If the market is not ready to support it, then fine, I’ll stop.”

Ratel wants to bring GT1, GTE (formerly GT2) and GT3 cars together in the world championship next year and then use the Balance of Performance to equalise them. To that effect, he organised a dinner meeting of interested manufacturers in Paris last week.

“It is no secret that I want to get more manufacturers and brands involved,” he said, “but I will not say who was there and who wasn’t.”

McLaren and Lotus are believed to have been represented at the meeting. McLaren boss Martin Whitmarsh said the world championship “might make sense for McLaren” because “there are signs of convergence [in the rules]”.

Ratel admitted that the timetable for his plan was very short. He needs manufacturer approval this month so that the rule changes can go before the FIA World Council in June.



GTE car could race at Le Mans

LE MANS 24 HOURS

McLaren set for Le Mans return

McLAREN IS PLANNING TO RETURN TO the Le Mans 24 Hours with its MP4-12C.

McLaren boss Martin Whitmarsh said that it was “inevitable that we will do Le Mans with the 12C” at last week’s launch of the first race version of the car, which has been developed for the GT3 category.

Whitmarsh said that the company aims to announce the next step after GT3 “in the next few months”.

That can only be a move up into the GTE class (formerly GT2). Whitmarsh would not comment further on plans to develop a version of the 12C eligible to race at Le Mans, but he emphasised that McLaren’s automotive division was committed to motorsport and racing the cars it builds.

He added that the company was also looking at ideas in one-make racing and was in contact with Stephane Ratel about

his plans for the future of the FIA GT1 World Championship (see above).

Whitmarsh would not say if CRS Racing, McLaren’s development partner for the GT3 car, would be involved.

“We are involved in a joint venture on this particular project, and have told them to make it work on that basis,” he said, “but we are talking about other things.”

McLaren and CRS will build 20 MP4-12C GT3s for customers next year at a race-ready price of £310,000. A total build of 40 cars is envisaged over the three-year life of the programme.

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OBITUARY - Mr Graham Pearce

Total Control Racing (TCR) are very sad to report the untimely death of their much loved Director - Mr Graham Pearce. He passed away on Sunday 8th May after a short battle with cancer.



In the 13 years we have been associated together, Graham missed very few races. He was well known around the paddock for his charm, friendly personality and amazing wit. He had time for everybody and was a true gentleman.

It has been a great pleasure to know and work with him. We send our heartfelt condolences to his wife Theresa and his two children Ainee and Gordon. We shall all miss him terribly.

From the Directors and Staff of TCR.

Upon the instructions of the Joint Liquidators Timothy J. Bramston of Griffins, Tavistock House South, Tavistock Square, London, UK WC1H 9LG, and Kenneth Kryss of Kryss & Associates (BVI) Limited, PO Box 4025, Road Town, Tortola, British Virgin Islands VG1110: re Speedcar International Ltd (in Liquidation)

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PIT BITS

Flashback

June 6/7, 1998

McLAREN AT LE MANS

The latest Woking-produced supercar will contest a future Le Mans 24 Hours. The old F1 GTR won on its debut in 1995. It also took a top-four finish in '96, '97 and in its final appearance at the race – with EMKA (below) in '98



TOP FIVE

GP2 veterans

1 Luca Filippi

Italian has made 91 starts and counting since his debut at Valencia in 2006 (below). Two wins.



2 Javier Villa

81 starts for the Spaniard between 2006 and 2009 yielded three wins.

3 Andreas Zuber

Two wins from 80 starts for the Austrian between 2006 and 2009.

4 Giorgio Pantano

Won the series in his fourth and final season in 2008 after 77 starts.

5 Lucas di Grassi

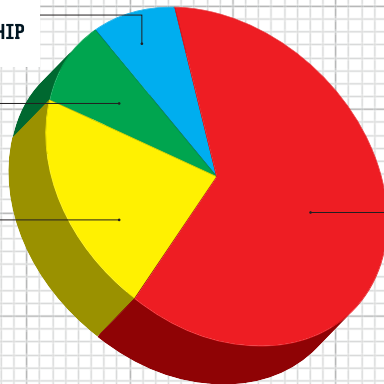
Brazilian made 74 starts between 2006 and '09 and took five wins. He was runner-up to Timo Glock in 2007.

Weekly poll: championships

GT1 WORLD CHAMPIONSHIP
8.4%

WTCC
9.2%

WRC
20.3%



We asked AUTOSPORT forum users which of the FIA world championships they actively followed. Multiple answers were permitted.

Formula 1
62.1%

NEXT WEEK



MARK WEBBER INTERVIEW

The Aussie has been seen-off by his team-mate so far this year, but he reckons he can still put up a fight

FORCE INDIA

Analysing the Silverstone squad's struggle to break out of the midfield



PLUS

DTM Zandvoort; WTCC/Renault 3.5 Monza; GT1 Sachsenring; British F3 Snetterton; FIA F2 Magny-Cours

ON SALE MAY 19

top tweets



@AussieGrit (Mark Webber)
Just to tidy a little detail up, I was more then happy with rosberg moves today, I said I could make cleaner move! not him... classic misquote.



@AntonioPizzonia
Sick as a dog! :/



@AllanMcNish
I agree with my wife - Schuey.... come back to Sportscars and learn to love racing again



@KevinHarvick
ghostbusters theme song on the radio.. makes me laugh at how long ago this movie was out..



@alex_wurz
Just saw @pauldirestaf1 jogging in stormy monaco. Good boy. Well geeza I guess its like summer in scotland if we say its bad weather in MC



@GaryPaffett
What a terrible result for the gunners. Losing 3-1 to Stoke is unacceptable. Need some big changes in the summer. #Arsenal



Throttle problems pitched Meeke off

WRC

Mini buoyed by WRC debut pace

Prodrive-built machine shows early promise as team hurries to cure throttle problems that struck Kris Meeke's car

Mini faces a race against time to solve the throttle problem that blighted an otherwise impressive debut for its World Rally Car on last week's Rally d'Italia.

Briton Kris Meeke was the faster of the two factory cars, running fourth – after setting third-fastest time on the second competitive stage – when a sticking throttle put him off the road in the third test. Meeke returned on Saturday and immediately suffered the same problem on the first stage of the day. He then retired with a water leak on the second. The team elected not to run him for fear of another throttle failure on Sunday.

Mini has already put plans in place to replace the part, which will require a new homologation, having

suffered similar failures in early testing. Meeke admitted the performance of the car had been better than he anticipated on the Sardinian island event, adding that he was confident the team was on top of the problem.

"We were quicker than I had been expecting," said the former IRC champion, "but, in the end, it was an event of one wee high and quite a long low for me. It was disappointing not to get out for more stages in the car, but I can understand why the team didn't want to run me on Sunday: we would have looked pretty silly if we'd gone off with the same problem. I'm sure the team will have it fixed in time."

Meeke's car has suffered more

failures because of the way he uses the throttle, with a more on-off style than team-mate Dani Sordo, who went on to finish sixth.

The Mini's next significant running comes in Italy in two weeks, when the car will switch to asphalt trim for the first time at a four-day test near Sanremo. Mini is expected to change its throttle-body supplier from Magneti Marelli to Bosch – the same manufacturer used by Citroen and Ford.

Prodrive chairman David Richards said: "We have been working on a solution and we know we can have one, but Bosch are taking a while to come up with the revised part. I wish Kris had been able to carry on – if he'd carried on from where he was I think we would

have been in a very, very strong position. But that's life, this is testing and we're learning as we go along. All the signs are very encouraging, we've had no real reliability issues that we're concerned about at all, so we have to take positives from the event. Setting top-three fastest times with a brand new car is pretty special."



Richards congratulates Sordo

Meeke could appear at RAF Marham



WRC

Mini may enter Burns Memorial

THE MINI WRC'S FIRST COMPETITIVE

outing in Britain is likely to be on the Richard Burns Memorial Rally in August.

The RAF Marham event is the weekend before Rally Deutschland and would

provide the Prodrive-built car with a perfect final shakedown before the world championship qualifier.

A source in the team confirmed the RAF Marham event was likely: "It would make sense – we've been to the event before, when we ran Markko Martin in 2008. And, of course, it would be good for the Richard Burns Foundation."

Kris Meeke said he was keen to contest

the two-day rally in Norfolk, adding: "Anything that's linked to the Colin McRae Vision or Richard Burns Foundation is well worth doing. I'm coming up to the age when Richard first had his problem and it's a sobering thought, so I'll do anything I can to help. It would also be good to run the car in competition as well."

Prodrive is also considering an entry on Rally Estonia to prepare for Rally Finland.

WRC
VW: we'll run three cars in debut season



VW's Polo R WRC will test later this year

VOLKSWAGEN HAS revealed it will run three factory when it enters the World Rally Championship in 2013.

The German firm officially announced its WRC entry at a press

conference during Rally d'Italia last week. Unlike current manufacturers Ford, Citroen and Mini, VW will run a third car to help with development of young drivers. Volkswagen

motorsport director Kris Nissen denied any contact had been made with drivers, saying: "We haven't talked to anybody yet. We want a fast driver. We want a young Michele Mouton, young Walter Rohrl and, unfortunately, Carlos Sainz's son has gone to racing, so we can't have him, so we will have one car free – we will run three cars in the WRC."

While the VW Polo R WRC won't compete at the highest level until 2013, it will be testing before the end of this year. And VW-contracted drivers will be competing in Skoda Fabia S2000s in the WRC later this season.

"We have two Skodas in the factory," said Nissen. "We will use them to train the team on [world] rallies in the second half of this year and through next year. We will announce the drivers and rallies at a later date."

The alliance with Skoda is a logical one, as both firms belong to the Volkswagen Group. There is constant speculation that, given the simplified technical regulations, reigning IRC champion Skoda could join VW in the WRC. On that subject Nissen said: "If they come, we can share the coffee bill and see who gets the champagne."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

david.evans
@haymarket.com



Wednesday and Thursday were very good days to be a rally fan in Olbia last week.

On Wednesday, Mini arrived in the World Rally Championship service park for the first time, full of funkiness and deckchairs. Then, 24 hours later, a Volkswagen truck rolled in and disgorged the requirements for one of the most impressive launches seen in the WRC. The white walls were packed with people all clamoring to catch a glimpse of the new Polo R WRC and to hear somebody say in a Hannover accent: "We're coming."

They did. They are. And 2013 can't come soon enough.

While VW packed up and went home, its WRC work done for now, Kris Meeke and Dani Sordo launched the Mini into the stages. It was hard not to be impressed by Meeke's third-fastest time on SS2. The car is clearly well on course. While Sordo delivered a solid and sensible sixth, it wasn't quite the dream debut for Dungannon's finest.

Prodrive's David Lapworth is quick to point out that it's easier to make a quick car reliable than vice-versa. Well, Meeke's shown the Mini to be quick. Out of the box, the relationship between engine experts BMW and the Banbury side of the operation is being tested. The Prodrive squad has served up a promising chassis, now Munich has to make sure the throttle does what Meeke tells it to.



Will the BMW/Prodrive tie-up prosper?

IN BRIEF



UPDATED FIESTA WINS

M-Sport revealed the latest-spec Ford Fiesta S2000 at last week's Rally d'Italia. The new engine specification features a new cylinder head and air intake, while improved dampers, a new front splitter, alternative gear ratios and lighter windows have been added. Ott Tanak (above) used one to dominate SWRC in Sardinia.

SARDINIA KEEPS HOPES UP

Rally d'Italia organisers still hope the WRC will return to Sardinia next year, despite the event not featuring on the 2012 calendar. A source said: "We are hoping the June World Council meeting will make us the 13th event next year. We feel our event is good, with good support."

VATANEN BACK TO CORSICA

Twenty-seven years after he gave the Peugeot 205 T16 its debut in Corsica, Ari Vatanen will return to the island with the French marque. His progress will be slower on this week's IRC round, as he will drive a Peugeot 207 as course car.

FORD TRIES ASPHALT TYRE

Ford has tested the Michelin gravel

tyre on asphalt for the first time ahead of the first mixed-surface stages in Argentina later this month. The next WRC round will include a short stretch of asphalt at the end of the Condor stage and eight miles of it at the end of the Las Jarillas-Falda del Carmen test on day two.

DONUTS FOR DS3 DUO

Sebastien Loeb and Ogier will be in Argentina earlier than usual this month as Citroen, Total and Red Bull combine to put on their biggest roadshow ever. Hundreds of thousands of fans are expected to turn out to watch the DS3 WRC drivers donut their way around the Place de la Republic in the centre of Buenos Aires on Sunday May 22.

SORDO REMEMBERS SEVE

Mini driver Dani Sordo wore a black armband during the second and third day of Rally d'Italia last week, in memory Spanish golfer Seve Ballesteros who died on Saturday morning. "He was a very important sportsman and the news is very sad," said Sordo.

STARS FOR CORNBURY

Ott Tanak will make his debut in a Ford Fiesta RS WRC on Sunday at The Rally Show in Cornbury Park. Henning Solberg will drive the car on Saturday's opening day. Dani Sordo is also expected to drive the new Mini WRC.

DAKAR

VW pulls the plug on its Dakar effort



VW has dominated the past three Dakar marathons

AFTER THREE YEARS OF DAKAR

domination, Volkswagen has confirmed it will not participate in the 2012 event officially – but Nasser Al-Attiyah will defend his victory in a privately financed Race Touareg 3.

Al-Attiyah said the chance to win the marathon event as a privateer was too good to miss after capturing his first success with VW earlier this year.

"I can rent the car and do the rally, it would be a good thing," said Al-Attiyah. "The car is definitely still good enough to win. There's a lot of experience in the Race Touareg now. It's actually my dream to go to Dakar again and to try to win again. It would not be easy, you must find the sponsor, but it would be fantastic to win this way."

IRC PREVIEW

Event	Tour de Corse
Round	3/12
Based	Ajaccio
Date	May 12-14
Stages	14
Mileage	199
Surface	Asphalt
Last winner (2008)	Sebastien Loeb
IRC leader	Juho Hanninen





TURKISH GP

Istanbul Park,
May 8

ROUND 4/19

LAPS 58

WINNER

Sebastian Vettel
1h30m17.558s

POLE POSITION

Sebastian Vettel
1m25.049s

FASTEST LAP

Mark Webber
1m29.703s

RACE RATING

★★★★★
Lots of overtaking,
but much of it was
too artificial

DRIVERS STANDINGS

Vettel	93pts
Hamilton	59pts
Webber	55pts

MILESTONES

- Mark Webber's third successive fastest race lap.
- Vettel's 13th win ties him with Ascari and Coulthard.





RED BULL REDEMPTION

This year, Vettel never needed to pass his team-mate. He never needed to pass anyone, because he dominated to beat Webber. By MARK HUGHES

QUALIFYING

Red Bull only needs one set to sweep the front row, as Rosberg this time heads the rest

With the weekend's strategy game beginning in qualifying, Red Bull converted its pace advantage to a tyre-usage one, Sebastian Vettel and Mark Webber doing just one early Q3 run each in a clever effort at trying to tempt the competition into using up valuable new tyres in a vain attempt at outqualifying them. McLaren went for it, but failed. Mercedes resisted the temptation, and still got Nico Rosberg third, best of the non-Red Bulls.

While the ninth Red Bull front-row lock-out of the past two years was not particularly surprising news, Vettel's performance in securing his fifth pole in five races was quite outstanding. There had been time to produce only one set of updates relating to a new exhaust (see p38), and naturally it was on Vettel's car as the championship leader. But the new parts were all destroyed during his heavy crash out of Turn 8 in the wet of Friday morning, when he'd been pushing hard on inters as the track became wetter, looking to find the ideal changeover pace from these tyres to wets. This caused him to miss all of second practice as the Red Bull crew stripped the car back to the bare tub and rebuilt it – now to the same specification as Webber's. Vettel bounced back from that as if it hadn't happened and was a resounding 0.4s faster than his team-mate after each had completed their single Q3 runs.

Webber was understandably downbeat afterwards. "Seb did a great job," he admitted, "but my lap wasn't too bad." From a strategic viewpoint, the team plan had worked perfectly: a front-row lock-out and a brand new set of softs each available for the race.

Mercedes continues to make progress in untapping the basic potential of the car which had only a minor exhaust reworking, since last time out in China. Nico Rosberg was running the car as low as he dared, and it was frequently to be seen bottoming out over the notorious Turn 8 bump. Nico's single Q3 lap was just over 0.1s adrift of Webber's, and nudged

Rosberg was best of the rest



out Lewis Hamilton's McLaren for third, which must count as a particularly mighty effort. Michael Schumacher in the sister car struggled to match his practice form, when he'd looked close to Rosberg. But as soon as it mattered he was struggling, 0.3s adrift in Q2 and over 1s off in Q3 after a lap in which he ran wide in Turn 1, getting dirt onto his tyres, which compromised the rest of his lap. It left the former champion a deeply disappointed eighth.

McLaren admitted in hindsight that making two runs in Q3 with both Hamilton and Jenson Button was a mistake. Hamilton had wanted to do just one run, as in China, but was overruled by the team as it felt the front row might just have been in reach. Hamilton's second lap was an improvement, but it failed to find him another grid place and he lined up fourth. His lap had been on course for second fastest until he slid wide in the last two corners. Button was never happy with the grip of his car: "The balance was OK and

the telemetry shows I was on the point of locking up everywhere. I just couldn't seem to find the grip." He was 0.4s down on Hamilton and back in sixth.

Ferrari's wing and brake-duct upgrades were reckoned to be worth 0.2s, but that still left Fernando Alonso in his habitual fifth on the grid. "There was definite progress," he reported, "in that I didn't need to use a set of softs to get through Q1 this time." It had been a somewhat fraught time for the team, with Alonso suffering repeated hydraulics problems through practice, while Felipe Massa was given a precautionary engine change. Between the end of Saturday free practice and the start of qualifying, the rear ends of both Ferraris were off, the mechanics working frantically. Massa had actually looked to have a small edge over his team-mate through practice, but failing to do a good lap on the hards in Q1 cost him dear. As a result, the decision was taken to use a set of softs – unnecessarily as it turned out. Planning on just one run in Q3, he abandoned the lap after making a mistake in Turn 9 – leaving him down in 10th.

Seventh and ninth were the Renaults of Vitaly Petrov and Nick Heidfeld, very much par for the R31 at the moment at around 1s off the Red Bull, despite new parts that the team reckoned accounted for around 0.2s. Petrov, who felt he'd not found those last couple of tenths in the car, did two soft-tyre runs, Heidfeld just one, this accounting for the 0.4s difference between them. Operationally, things went well, but with Mercedes now stretching its legs, it's left the black-and-gold cars at the tail end of Q3.

Williams showed improved form here, with a series of upgrades that left Rubens Barrichello missing the Q3 cut by just 0.02s to line up 11th. A new rear wing with an extra 6km/h-worth of DRS drag reduction was discarded because of problems with airflow separation, but the new front wing and brake ducts were both on Rubens's car, and these have clearly found the FW33 some pace. Pastor Maldonado was back in 14th, but had his KERS been working he'd have been matching Barrichello, despite using the old front wing, having trashed his new one with a practice off.

The Force Indias were a couple of tenths adrift of Williams, leaving Adrian Sutil and Paul di Resta 12th and 13th. The Scot had decided on just one Q2 run in order to save tyres for the race, but Sutil opted to use a second set to beat di Resta's time. After Kamui Kobayashi's fuel-pump failure left him stranded on his out-lap, Sergio Perez was Sauber's only representative in Q2, but the team was not finding as much time from the faster soft tyre as everyone else, leaving the Mexican a disappointing 15th. Next was the Toro Rosso pairing of Sebastian Buemi and Jaime Alguersuari, each of whom was struggling with balance changes as the track temperature increased.



Vettel: unbeaten in qualifying in 2011



P40 RESULTS
All the stats
from Istanbul Park





One of many Hamilton/ Button passing moves



RACE CONDITIONS

Cool, but sunny and clear blue sky, which meant track temperature of 35 degrees.

Here was another of the new-era random-action races. What with DRS passing moves, four-stop strategies and a difference between new and worn tyres of around four seconds per lap, it was impossible to know where to look. Action was everywhere but not all of it was significant. It was a series of snapshots, not a flowing story.

But Sebastian Vettel's race had a beautiful narrative: crash on Friday, set pole on Saturday, win the start, build enough of a margin to be able to pit a lap later than any pursuer and still come out in front, giving him the cushion always to be in control. With Nico Rosberg's Mercedes forming an early buffer to anyone else, in much the same way as Nick Heidfeld had done in Malaysia, the race never even looked like wriggling from Vettel's grasp.

It used to be that as a track rubbered in the tyres wore less, but now it's apparently the opposite; just as in China, the Pirellis were wearing out faster on Sunday than they had on Friday and Saturday. Most teams went into the race intending to three-stop but ended up on four. Not even Pirelli is quite sure why this should be, but it's as

if instead of rubbering in, the line simply cleans up so that while it becomes faster, just as it always did, there is no surface rubber for the tyre to chemically bond with – and so in going faster it simply wears more, at a linear rate.

The differing grip on line to off was very pronounced at the start, as Vettel made a great getaway, Mark Webber a terrible one from the other side of the front row. Rosberg simply drove by him in a straight line, immediately up to second place without even needing to defend. On the run to Turn 3 Webber was having to get defensive to keep Lewis Hamilton behind him, the McLaren getting out onto the dusty stuff off line, Lewis having to get off the throttle and in an instant being zapped by Fernando Alonso's Ferrari and Jenson Button in the other McLaren. This was a crucial moment in deciding the complexion of Hamilton's day – and this too was all about the tyres, in this case how their delicate traits do not lend themselves to being raced hard in the early laps. Hamilton immediately got into a briefly thrilling pass/repass McLaren match race with Button, but that pretty much destroyed the rubber on both cars.

Team boss Martin Whitmarsh was ruing how it all went downhill after having looked so promising on the long runs in practice. "These tyres are so delicate, you really need clear air to access your potential," he said. "If you get scrapping with

others – in this case your teammate – you damage tyres."

"Yeah, it was made worse by the fact that I had too much front wing dialled in to my car," related Hamilton. "It meant I was really struggling to look after the rears. That's what triggered the four-stop."

Shortly before the resumption of Hamilton's and Button's 2010 Turkish GP duel, there was action just behind them as Vitaly Petrov slipped his Renault down the inside of Michael Schumacher's Mercedes into the hairpin on the second lap. What followed was surely the clumsiest bit of driving Michael has ever committed. With the Renault already inside and ahead, he simply drove into it, smashing his own

front wing as he did so. There were to be several more pieces of cack-handedness from him, but this appeared almost wilful. It damaged no-one's chances but his own as he was forced to pit while Petrov carried on unhindered.

Hamilton even looked briefly inside of Button at Turn 8 (yikes!) but made his move proper into Turn 12 on the sixth lap. It was lap 46 2010 all over again but with the positions reversed, Lewis going around the outside there side-by-side, this feeding him to the inside of Turn 13, but with Button still hanging on, obliging Lewis to take the outside line through the final turn onto the pit straight. Even though Hamilton was ▶

Schumacher elects not to drive into Massa





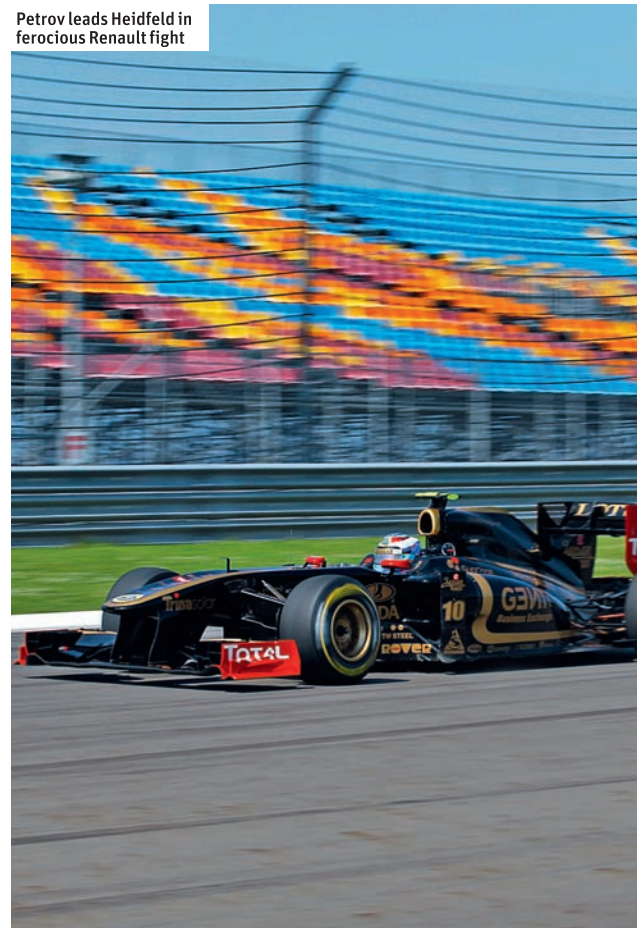
Vettel made four stops, but didn't need to



Schumacher before a very poor race outing



Petrov leads Heidfeld in ferocious Renault fight



DRIVER BY DRIVER by Edd Straw

1  **9/10**
Event rating

SEBASTIAN VETTEL

Red Bull-Renault RB7-3
Start: 1st. Finish: 1st
Would a heavy crash in the damp exiting Turn 8 during FP1 set back the German's weekend? Not in the slightest. Despite completing only four laps on Friday, it was business as usual as he took pole with only one run in Q3 and controlled the race.

2  **7/10**
Event rating

MARK WEBBER

Red Bull-Renault RB7-4
Start: 2nd. Finish: 2nd
Said after the race that Vettel is at the top of his game, an admission that he simply couldn't match his team-mate. A bad start from the dirty side of the grid meant he lost time behind Rosberg. Passed by Alonso mid-race, he retook second with a clean move late on.

3  **7/10**
Event rating

LEWIS HAMILTON

McLaren-Mercedes MP4-26-03
Start: 4th. Finish: 4th
Lack of major upgrades allowed Ferrari and Merc on terms. Hamilton's race started to go wrong when he ran wide at Turn 3 trying to pass Webber. Scrapped hard with Button, then lost time in pits with cross-threaded wheel nuts. For all that, fourth was McLaren's level.

4  **6/10**
Event rating

JENSON BUTTON

McLaren-Mercedes MP4-26-04
Start: 6th. Finish: 6th
Unable to match Hamilton for raw pace, he showed little inclination to let his team-mate stay ahead early on. Passed Hamilton several times before settling in for a three-stop run, the only driver in the top eight to do so. But a four-stop could have been quicker.

5  **10/10**
Event rating

FERNANDO ALONSO

Ferrari 150° Italia-288
Start: 5th. Finish: 3rd
Fifth yet again on the grid. Passed Hamilton on the opening lap and, even though Ferrari's race pace is stronger than its qualifying speed, he deserves huge credit for coming so close to splitting the Red Bulls. Hard to see how he could have improved on third.

6  **5/10**
Event rating

FELIPE MASSA

Ferrari 150° Italia-289
Start: 10th. Finish: 11th
Squandered a set of option tyres during Q1 as he struggled badly on the hards. Climbed into top-five contention early on, but race gradually fell away from him amid indecisiveness in battle – particularly challenging Rosberg – and a disastrous pitstop.



Barrichello wasn't too far away from points



◀ momentarily ahead, Button was able to use his inside line into Turn 1 to retake the place. They continued like this for a few more laps, their cars still heavily-fuelled, and it did for those tyres.

Up front Vettel was already out of DRS range from Rosberg by the end of the first lap, and by the time DRS was allowed to be enabled into the third lap he was 2.4s clear. As he did in Australia and Malaysia, Vettel was able to push just as hard as needed: "Yes, that first stint allowed me just to react. The cushion I got made life a bit easier in

"It was surely the clumsiest bit of driving Schumacher has ever committed, and there would be more pieces of cack-handedness"

finding the right strategy."

Rosberg's rear softs were soon blistered, this only enhancing Vettel's dominance, with the quick cars of Webber and Alonso queued up behind the Mercedes. "It was unusual," said Merc boss Ross Brawn, "because we did not see this in practice, but other cars did but were OK in the race." Whatever the reason, the Mercedes was much less competitive in the race than it had been in qualifying, and Nico would subsequently slide down the order as the afternoon progressed.

The Ferrari, on the other hand, was the polar opposite of the Merc and the gripless car of qualifying that struggled to get its tyres up to temperature was a vision of poise and balance in the race. Alonso was about to prove as much, although Felipe Massa was having a tougher time of it from his compromised starting position, scything past

the Renaults before chasing down the McLaren pair.

Soon Massa was even being held up by them, as the Ferrari proved kinder on its tyres and, with the weight of a full fuel load on board, could somehow generate the initial bite into a corner that it cannot on low fuel. "We think we have understood this characteristic of the car now," said team principal Stefano Domenicali. Essentially the weight is doing what the downforce should be in giving that initial load-up of the front tyres. It makes for a very different tyre-usage pattern to most cars – initially slower than, say, the McLaren, then progressively more competitive until suddenly it has used up all the Pirellis have to give and its performance falls off a cliff.

In a race with longer stints this makes the Ferrari relatively uncompetitive, but a four-stint race allowed the car's uglier characteristics to be avoided. Up and down the pitlane teams were adjusting strategies, adding another stop in response to the worsening lap times – helped by the short 17s a pitstop takes here – and as they did so the race came to the Ferrari.

"I think if Mark and I hadn't been held up by Rosberg early in the race, we could even have fought Vettel," said Alonso. As it was, Webber used his DRS and KERS to go cleanly by Rosberg into the hairpin on the fifth lap, and Alonso followed him through a couple of laps later. Nico's blistered rear tyres meant he had no traction out of Turn 9, making him extra defenceless into the DRS zone.

Webber was almost 5s behind Vettel by the time he'd moved up to second. As he upped his pace, he was surprised to see the blue-helmeted Ferrari stick right with him. The Merc was left well behind, though the two McLarens behind it were no faster on their damaged rubber.

Petrov was the first of the genuine

stoppers, in at the end of the eighth lap from eighth position. The early stop would give the Russian a false boost up the order, but would ultimately be paid for with a long stint at the end, during which time he would fall back down to an eighth-place finish behind team-mate Heidfeld, who managed to eke out his front tyres better. The pair had a wheelbanging session through the slow final corners just before Petrov pitted, Heidfeld's fist held aloft in protest.

A lap later, Massa and Hamilton were in. Felipe had managed to get by the McLaren into the hairpin as they were each on their in-laps, but it didn't do him much good as the Ferrari stop was a full second slower than McLaren's. They went down the pitlane side by side but with Hamilton back ahead. Ironically that was to be the best of Massa's four stops, each problem snowballing into further delays. Tracing it all back, the source of his troubles was that bizarre decision to use a set of softs in Q1 the day before, denying him two runs in Q3. On raw pace and his feisty taste for battle, he was a match for Alonso, but their contrasting circumstances disguised it.

These early stops, including those on lap 10 from Webber, Alonso and Rosberg, confirmed them all as four-stopping. Vettel's lap-11 stop – simply to cover what the opposition did – still left him with the choice, while Button's continuation until lap 13 strongly suggested he was trying for a three-stop. It was a strategy that ultimately didn't work for him. "I really needed to have done a couple more laps in each of the first two stints," he said afterwards. But that wasn't feasible as his pace was dropping off so quickly.

Button's late stop put him into a temporary lead, and he delayed the rejoining Vettel for a couple of ▶

7  **6/10**
Event rating

MICHAEL SCHUMACHER
Mercedes MGP W02-01
Start: 8th. Finish: 12th
On the bad side, he lost over a second to Rosberg in qualifying and struggled badly in battle, as exemplified by his clash with Petrov that forced a pitstop for a new nose. But on the plus side, showed Rosberg-like pace at times during practice and the race.

8  **9/10**
Event rating

NICO ROSBERG
Mercedes MGP W02-07
Start: 3rd. Finish: 5th
Within 0.5s of Vettel in qualifying, ran second at the start. Powerless to prevent DRS-boosted Webber passing him on lap five as he struggled with his used softs. Flirted with a three-stopper, but ended up four-stopping his way to a McLaren-splitting fifth.

9  **6/10**
Event rating

NICK HEIDFELD
Renault R31-01
Start: 9th. Finish: 7th
Blamed understeer for ending up last of the runners in Q3. Spent much of the first part of the race losing time in battle, particularly with Petrov, who almost pushed him into the pitlane on lap 12. Ended up seventh, but could have made the top five with better qualify pace.

10  **6/10**
Event rating

VITALY PETROV
Renault R31-03
Start: 7th. Finish: 8th
Continued his strong start to the season, outqualifying Heidfeld by 0.25s. Clashed with Schumacher in first stint and made a relatively early first stop. Survived a clash with Heidfeld in second stint. Four-stop strategy gave him the pace to pass Buemi on last lap.

11  **7/10**
Event rating

RUBENS BARRICHELLO
Williams-Cosworth FW33-03
Start: 11th. Finish: 15th
Another 0.025s would have earned him a place in Q3, but far from happy with the progress Williams made, having been forced to dispense with upgraded rear wing tried in practice. Faded to 15th in the race, which is a fair result considering he had no KERS.

12  **6/10**
Event rating

PASTOR MALDONADO
Williams-Cosworth FW33-02
Start: 14th. Finish: 17th
Battled KERS problems throughout weekend, which hurt him badly in qualifying, where he was 0.5s behind team-mate Barrichello. Fought oversteer in race, which wasn't helped by a pitlane speeding penalty. Close to a minute off team-mate by the finish.

◀ laps before Seb forced his way by, this allowing Webber and Alonso to get a little closer to him than the 5s they had trailed him by in the first stint. With everyone having made their first stops, these three were a long way clear of the next group, which was being led now by Hamilton, who'd used the DRS zone to take Rosberg on the 14th lap. Massa was now all over the back of the Merc, but unable to find a way by until the 20th lap, the red car trading its yellow-painted Pirelli sidewalls with the unpainted hards of the silver car as they leant upon each other through the final sequence of corners. As this was happening, so the following Button took opportunistic advantage, with a great move clean around the outside of Rosberg through the final corner.

There was similarly frantic action right through the field, some great moves, some simply passing because they couldn't avoid it, so much quicker could you be on new tyres and with your DRS activated. There was incident aplenty, a lot of

two later, but it was a game of nerve between Red Bull and Ferrari as to who out of Webber and Alonso would dare pit first – which would buy you instant position, but consign you to more laps on your remaining tyres. Webber came in first, knowing that he had the advantage of a new set of softs available. He stopped and was under way into lap 22. Alonso had only a used set available and stayed out for another couple of laps. But as he rejoined, he was flying and soon had himself right on the Red Bull's tail.

The Ferrari pit was very busy around this time, for no sooner had Alonso pitted than Massa locked up spectacularly into the hairpin trying to fend off Button's advances. Rather than continue on badly flat-spotted tyres, Felipe made for the pits. The mechanics had only just finished servicing Alonso as he arrived, and the early stop meant Massa hadn't quite cleared a yet-to-stop gaggle of slower traffic as he rejoined, and so his problems



A one-two for Vettel and Webber

“As Hamilton stopped the right-front wheel nut had cross-threaded and had to be replaced – but this too was cross-threaded!”

it involving Schumacher in the midfield. On one occasion he locked up while trying in vain to prevent Adrian Sutil from coming past, light contact getting him offline and allowing the other Force India of Paul di Resta to too!

Up front it was rather less wham-bang, more building tension as Alonso continued to track Webber's every move. Vettel still led by enough to be able to pit a lap or



Alonso joined Red Bull men on podium

DRIVER BY DRIVER by Edd Straw

14  **7/10**
Event rating

ADRIAN SUTIL

Force India-Merc VJM04-04
Start: 12th. Finish: 13th

Reckoned he achieved as much as possible with the machinery, executing a straightforward three-stop race. Passed Perez late on to take 13th after what he described as a “fun” battle. After trying new front wing in practice, is looking forward to Spanish GP.

15  **7/10**
Event rating

PAUL DI RESTA

Force India-Merc VJM04-02
Start: 13th. DNF

Pipped by Sutil in qualifying for the first time this year, on a weekend when Force India didn't have the pace to fight for points. Switched from a three to a four-stop strategy, but a cross-threaded wheel nut caused confusion in final stop and he was told to stop as he exited the pits.

16  **8/10**
Event rating

KAMUI KOBAYASHI

Sauber-Ferrari C30-03
Start: 24th. Finish: 10th

Lost his way during FP3 and reverted to a Friday set-up before fuel-pump failure condemned him to last on the grid. For most that would be the end, but the Japanese put his stock of fresh rubber to good use, passing at least 10 cars on the track and finishing in the points.

17  **6/10**
Event rating

SERGIO PEREZ

Sauber-Ferrari C30-01
Start: 15th. Finish: 14th

Like his team-mate, struggled with set-up changes on Saturday and was 0.5s away from making Q3. Things got worse on the opening lap, when he rear-ended Maldonado, forcing a stop for a new nose. Showed good race pace but planned three-stopper was ruined.

18  **8/10**
Event rating

SEBASTIEN BUEMI

Toro Rosso-Ferrari STR6-02
Start: 16th. Finish: 9th

A very strong weekend, despite struggling for grip in qualifying. Climbed to 12th early on and opted for a three-stop strategy. Seventh with two laps to go, despite struggling with a massive vibration, but powerless to hold back the Renaults on their fresher rubber.

19  **5/10**
Event rating

JAIME ALGUERSUARI

Toro Rosso-Ferrari STR6-03
Start: 17th. Finish: 16th

The Spaniard's bad start to the season continued as he lost his way on set-up. Qualified just behind Buemi, but couldn't follow team-mate up the order and from the start struggled with tyre degradation. That forced an extra stop and left him mired in lower midfield.



Kobayashi fights past Sutil en route to 10th



Buemi (ahead) was in the points too

lap 34 the right-front wheel nut had cross-threaded and had to be removed and replaced – but this too was cross-threaded! Only at the third attempt did it go on properly, by which time he'd been stationary for 15.6s rather than the usual 3.5/4s. The damage was minimised by the fact that Button could not hold a strong pace as he tried to eke out the tyres. Jenson made his third and final stop on lap 39.

Alonso had managed to pull out as much as 3s on Webber in the fourth stint, this giving Ferrari the luxury of being able to simply respond to Webber the lap after the Red Bull stopped on lap 35. Fernando got out with a narrowed lead, but simply set about building it back up again prior to their fourth and final stops, giving himself the same luxury again. Team-mate Massa was having a less-happy time. Having been delayed by traffic after his previous stop, he lost further time behind Petrov and they pitted together on lap 33. On his out-lap, Massa went off at Turn 8, losing several places and a lot of time. It was the penultimate instalment of his snowballing problems. A delay getting on the Ferrari's right-rear on his final stop would leave him finishing out of the points in 11th.

Only Button and Toro Rosso's Sebastien Buemi were committed to three-stops. The Swiss had driven well and after all had stopped was seventh, just ahead of Heidfeld, Petrov and Sauber's Kamui Kobayashi, who had driven a typically charging race from the very back of the grid.

Webber had triggered the final round of stops on lap 44, with Alonso responding the following lap and coming out still ahead, helped by a slight front left-delay on the Red Bull. But now Webber was on a new set of hards, Alonso on used –

and the difference in the early laps of the final stint was considerable. Webber was around 0.5s faster at this stage and got onto the Ferrari's tail on the 51st lap, with seven to go, having set what would stand as the race's fastest lap in his chase. DRS up the long straight to the hairpin, side by side again through the final corners, decisively chopping across for the place onto the pit straight, Alonso coming back at him through Turns 1-3, but Webber placing himself perfectly to repel him. It was beautifully judged by both drivers. Webber had done it without the benefit of KERS though, the unit again proving problematical in the second half of the race.

Hamilton overcame the extra pitstop over Button and repassed his team-mate for fourth on the 49th lap, Jenson not putting up any resistance. He tried then to keep ahead of Rosberg, who was now on soft tyres, much quicker than Button's worn hards, and the Mercedes came past at the hairpin three laps from the end. In fact it was all Button could do to keep himself just out of reach of Heidfeld, once the Renault had passed Buemi, who was struggling even to keep hold of the Toro Rosso's steering wheel, with a severe vibration he'd picked up. On the final lap Petrov, who had spent much of the last stint in major fuel-saving mode, also squeezed past Buemi.

Vettel reckoned he could easily have continued without a fourth stop, but he was brought in on lap 46 as a precaution against a safety car. "If you're on old tyres with everyone stacked up behind you on new, obviously it might have been a problem," he explained. But problems aren't really on Seb's radar at the moment. Even the heavy shunt of Friday had done nothing to detune him and he really is riding the crest of a wave at the moment. ☒

continued to snowball.

Once Alonso had got himself onto Webber's tail, he used his DRS to go around his outside into the hairpin on lap 29, the pair leaning hard but fair onto each other, the Ferrari coming out ahead. This was a terrific, typically relentless performance from Fernando. But he was now 9s behind Vettel, who put in a couple of quick laps, letting Alonso know he was out of reach.

Behind this trio into the third stints ran Hamilton, Massa, Button and Rosberg. Jenson had lost around 1.5s to a sticky left-rear at his stop, while Rosberg did a second consecutive stint on the slower hard tyre after the softs of his first stint had blistered so badly.

Pitstop delays came thick and fast, and at the third stops it was Hamilton's turn. As he stopped on

20  **7/10**
Event rating

HEIKKI KOVALAINEN
Lotus-Renault T128-04
Start: 18th. Finish: 19th
Came into the weekend with high hopes, but was 0.5s off making the cut for Q2. Led team-mate Trulli in the first stint, but slipped behind after running longer on his first stint. A hydraulic leak compromised the workings of the DRS and diff and he finished some way behind.

21  **7/10**
Event rating

JARNO TRULLI
Lotus-Renault T128-03
Start: 19th. Finish: 18th
A little happier with the modified power-steering system, but still reckoned there was 0.5s in the car that he couldn't access because of it. Qualified with no DRS, although probably wouldn't have beaten Kovalainen anyway, before probably his best race drive of the year.

22  **6/10**
Event rating

NARAIN KARTHIKEYAN
HRT-Cosworth F111-03
Start: 22nd. Finish: 21st
Still reacclimatising to F1 after over half a decade away and struggled to match Liuzzi in qualifying, blaming an all-round lack of grip on his second set of tyres. Admitted he should have done better, and turned in a solid race performance, briefly leading d'Ambrosio.

23  **7/10**
Event rating

VITANTONIO LUZZI
HRT-Cosworth F111-02
Start: 20th. Finish: 22nd
The Italian showed that HRT is in the right direction by splitting the Virgins in qualifying. Kept d'Ambrosio behind in the early stages, but his race unravelled when a wheel gun problem sent him onto the track with a loose wheel. After a very slow lap, continued to finish.

24  **5/10**
Event rating

TIMO GLOCK
Virgin-Cosworth MVR-02-02
Start: 21st. DNS
Continues to show admirable humour in a car unworthy of his talents. Couldn't match d'Ambrosio in qualifying, partly down to an engine stutter in sector three. His race was over long before it started when fifth gear destroyed itself during an installation lap.

25  **7/10**
Event rating

JEROME D'AMBROSIO
Virgin-Cosworth MVR-02-01
Start: 23rd. Finish: 20th
Outqualified Glock for the second successive race, before penalty. Fell behind HRTs at the start but worked his way past them in first nine laps. Gambled, successfully, on a unique two-stop strategy and finished in no-man's land between Lotus and HRT.

A Formula 1 car is shown on a track, with a 'FREEZE FRAME' graphic overlay in the top left corner. The car is blue and white, and the track has red and white markings. The background is a green field under a clear sky.

**FREEZE
FRAME**

Wild ride-height

There was plenty of experimenting to be done through the rollercoaster that is Istanbul's Turn 8. By **MARK HUGHES**

NICO ROSBERG LOWERS THE TONE

Approximately 1000kg of load is suddenly momentarily released as the plank grounds out on the infamous Turn-8 bump, leaving streaks of wood on the surface. This was from Saturday practice when Mercedes was experimenting with how low a ride height it could get away with running on its car. For every 1mm of ride-height reduction there's a potential aerodynamic gain of around 0.1s. But you will lose more than that from the sudden step loss in downforce as the car grounds out. Rosberg's terrific car control is on frequent display here as he wrestled with major, sixth-gear oversteer. For qualifying and the race, the Mercedes team re-adjusted the suspension to give Nico and the rear tyres an easier ride.



Drawing board

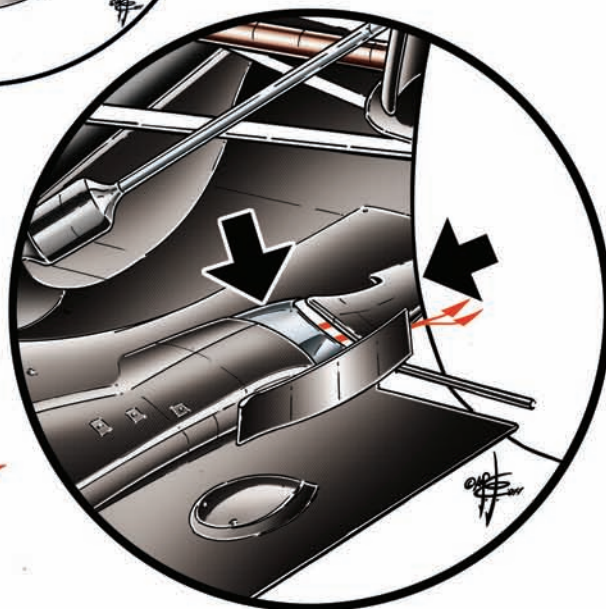
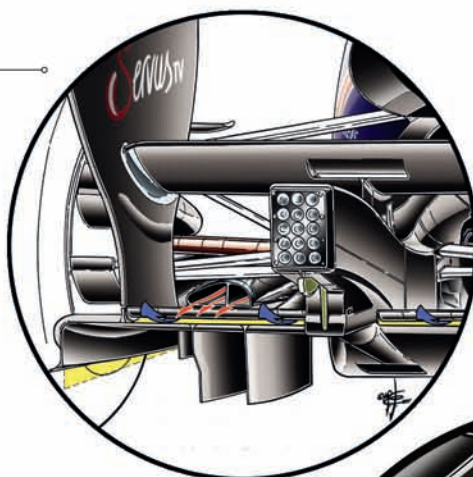


Gary Anderson, Mark Hughes and Giorgio Piola explain some of the modifications introduced at the Turkish GP by Ferrari, Force India, Red Bull and Renault

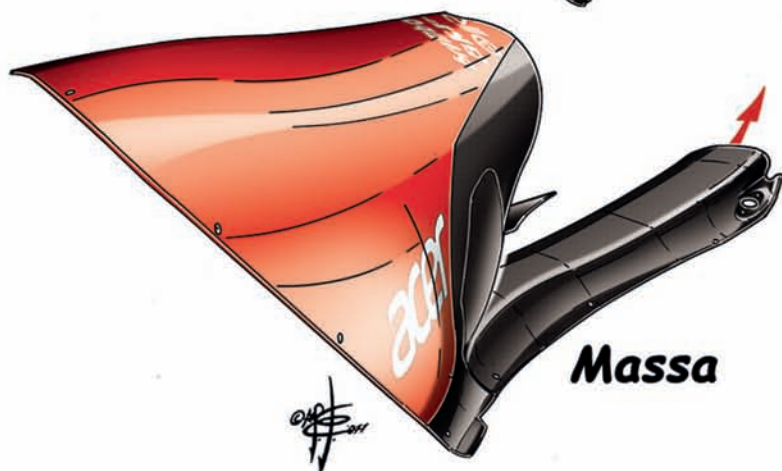
RED BULL EXHAUST

➔ Only one version of a new exhaust layout could be built in time for Istanbul and it was fitted to Sebastian Vettel's car. Unfortunately the new pieces were destroyed in his Friday accident and the car reverted to the previous layout when it was rebuilt.

GARY ANDERSON: While everyone is trying to copy the Red Bull exhaust-exit location, it has also been working on developments in this area, moving the exit to a slightly different position. Some of the high-energy airflow now goes underneath the outboard foot of the diffuser. This foot is also angled to make best use of this flow and create downforce in its own right. By doing this Red Bull is also helping the diffuser's performance by allowing less airflow to spill under this section. It is one of the only teams that uses a small wing section on the upper trailing edge of the diffuser between the two rear-wing endplates – most teams use a large gurney flap here to help trip the airflow and improve the performance of the diffuser, but this small wing section can be a lot more powerful if it has reasonable airflow to it. By moving the exhaust exit to this new location it may also be trying to help energise this airflow, improving the performance of the wing section, which in turn will improve the performance of the diffuser, giving more efficient under-body downforce.



Alonso

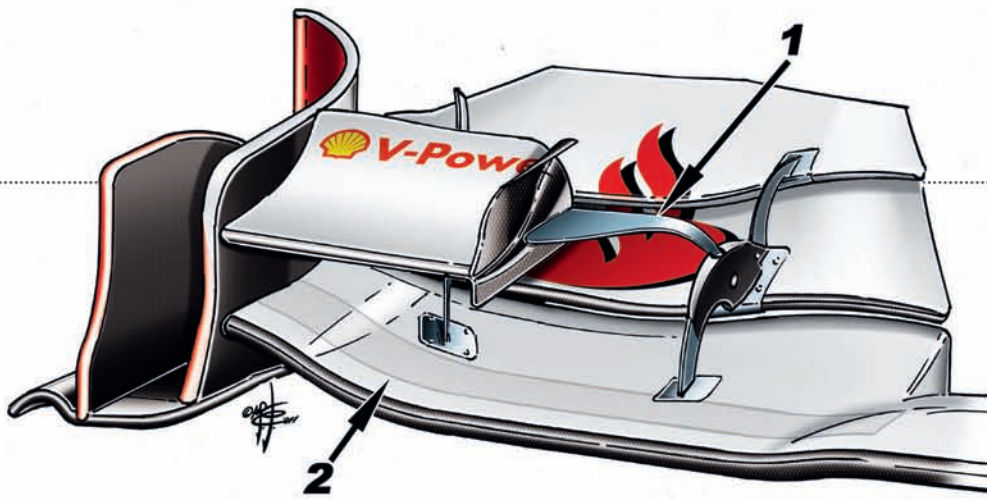


Massa

FERRARI EXHAUSTS

➔ Ferrari was experimenting with exhaust diameters and exit locations.

GARY ANDERSON: Ferrari has also been playing around with exhaust-exit locations. The Alonso system has a shorter and probably bigger diameter exhaust tail pipe. This will give more top-end power that, coupled with KERS and the DRS rear wing, has become very important. It's no use running the engine close to the rev limiter when these two 'boost' buttons are used if it is running out of steam. This development has also allowed Ferrari to subtly change the rear end of the coke bottle, allowing better airflow between the inside of the rear tyre and the internal bodywork. Better flow in this area will help the performance of the diffuser.



FERRARI FRONT WING FIN

➔ Part of the Ferrari's upgrades included this front wing, though the specification was frozen before the team had identified the correlation problems with its windtunnel. A fuller upgrade is expected for the Spanish GP at Barcelona.

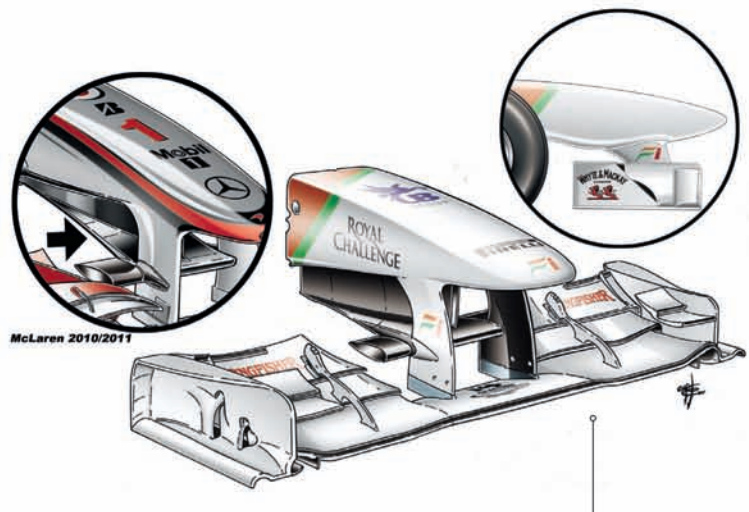
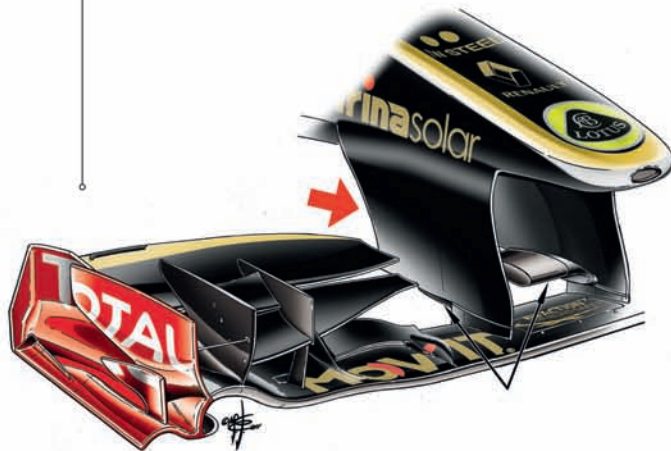
GARY ANDERSON: Small and subtle changes can improve the airflow management coming off the front wing. This small aero section (1) – coming from the inner endplate of the upper forward wing to the main flap strut – is so small its aerodynamic effect must be minimal. Yet its research and manufacturing cost would run into tens of thousands of pounds so Ferrari must feel every small part is vitally important. Ferrari's front wing is a very basic concept with a rather long-chord main plane (2) and two relatively short chord flaps. This is the area I would be looking very closely at as any airflow separation on this wing assembly will lose a large percentage of front downforce and also disrupt airflow to the downstream components.

RENAULT FRONT WING

➔ Renault brought another new front wing to Istanbul. It was thought to be 0.2s quicker than the previous one.

GARY ANDERSON: Renault's new version of its three-element main wing section is a little less three-dimensional than its previous version, but it retains a short slot gap just outside of the FIA-defined symmetrical centre section. This mounting position – along with the cameras or dummy camera housing that everyone is required to carry – and the

long-section wing mounts helps to confuse this symmetrical section, enabling it to produce some downforce. The forward upper-wing components are now fairly clunky. Being in front of the front tyre means the airflow coming off them is disrupted by the tyre, so it's not so important to the performance of the downstream components, but why make it ugly when you can make it nice and probably get as good, if not better, performance out of it?



FORCE INDIA FRONT WING

➔ Force India replaced its two-plane front wing with a three-plane version, mounted on a new nose that required a fresh crash test. It was not used after Friday but is expected to be back on the car soon.

GARY ANDERSON: Force India has introduced the first of its package of developments that it hopes will put it back into the position it feels it should be in – the top 10. It dropped off in performance in the middle of last year and that could be down to quite a bit of movement in the technical staff, but

now it should have had enough time to stabilise this and move forward. The team introduced this year's car with a two-element front wing which is not something I favour. The main problem with a two-element wing is that when the inevitable air-flow separation occurs on the under surface, and the wing gets near to the ground, the percentage of front downforce loss is huge. And because of this turbulent wake off the front wing the under-floor performance also drops off. A three-element wing as the team has now

introduced – with the endplates having slot gaps to allow airflow through to the critical area of the intersection between the end of the flaps and the wing endplate – makes the wing much more consistent, which in turn gives the driver much better feedback and allows him to give better information to the engineers, thus optimising the set-up of the car. The consistency in the aerodynamic performance of the overall package gives the driver confidence, allowing him to push closer to the limits. The

original, walrus-like nose (inset right) aimed to help the expansion of the airflow on the centre-section of the wing. Force India has now followed McLaren's lead (inset left) with more of a horizontal ski ramp in this area to try to achieve the same effect of speeding up the airflow on the underside of the wing section. Influencing the airflow direction needs to be done with the minimum cross-sectional increase, which is why a turning vane will work much more efficiently than the volume change, which creates blockage.

TURKISH GP RESULTS



PRACTICE 1 - Friday

POS	DRIVER	TIME
1	ALONSO	1m38.670s
2	ROSBERG	1m40.072s
3	SCHUMACHER	1m40.132s
4	HEIDFELD	1m40.338s
5	PETROV	1m40.401s
6	KOBAYASHI	1m40.421s
7	MASSA	1m40.697s
8	RICCIARDO	1m41.094s
9	BUEMI	1m41.178s
10	HULKENBERG	1m41.347s
11	WEBBER	1m42.564s
12	MALDONADO	1m42.597s
13	DI RESTA	1m43.525s
14	BARRICHELLO	1m43.913s
15	CHANDHOK	1m43.986s
16	LIUZZI	1m44.787s
17	VETTEL	1m44.954s
18	GLOCK	1m45.183s
19	D'AMBROSIO	1m45.237s
20	KARTHIKEYAN	1m48.461s
21	TRULLI	1m51.676s
22	PEREZ	1m55.791s
23	BUTTON	2m00.666s
24	HAMILTON	no time

Weather: wet

PRACTICE 2 - Friday

POS	DRIVER	TIME
1	BUTTON	1m26.456s
2	ROSBERG	1m26.521s
3	HAMILTON	1m27.033s
4	SCHUMACHER	1m27.063s
5	WEBBER	1m27.149s
6	MASSA	1m27.340s
7	PETROV	1m27.517s
8	DI RESTA	1m27.725s
9	PEREZ	1m27.844s
10	SUTIL	1m28.052s
11	ALONSO	1m28.069s
12	BUEMI	1m28.153s
13	HEIDFELD	1m28.475s
14	ALGUERSUARI	1m28.765s
15	MALDONADO	1m28.828s
16	BARRICHELLO	1m28.946s
17	TRULLI	1m29.409s
18	KOBAYASHI	1m29.637s
19	KOVALAINEN	1m30.281s
20	D'AMBROSIO	1m31.035s
21	GLOCK	1m31.221s
22	KARTHIKEYAN	1m31.230s
23	LIUZZI	1m31.989s
24	VETTEL	no time

Weather: dry

PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	VETTEL	1m26.037s
2	SCHUMACHER	1m26.038s
3	WEBBER	1m26.404s
4	ROSBERG	1m26.420s
5	BUTTON	1m26.578s
6	HAMILTON	1m26.726s
7	PETROV	1m26.755s
8	ALONSO	1m26.819s
9	PEREZ	1m26.883s
10	BUEMI	1m27.080s
11	PEREZ	1m27.121s
12	MALDONADO	1m27.255s
13	SUTIL	1m27.318s
14	HEIDFELD	1m27.379s
15	BARRICHELLO	1m27.528s
16	DI RESTA	1m27.644s
17	ALGUERSUARI	1m27.724s
18	KOBAYASHI	1m27.976s
19	KOVALAINEN	1m28.911s
20	TRULLI	1m29.697s
21	D'AMBROSIO	1m31.097s
22	GLOCK	1m31.175s
23	LIUZZI	1m31.375s
24	KARTHIKEYAN	1m32.009s

Weather: dry

QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	VETTEL	1m27.039s	1m25.610s	1m25.049s
2	WEBBER	1m27.090s	1m26.075s	1m25.454s
3	ROSBERG	1m27.514s	1m25.801s	1m25.574s
4	HAMILTON	1m27.091s	1m26.066s	1m25.595s
5	ALONSO	1m27.349s	1m26.152s	1m25.851s
6	BUTTON	1m27.374s	1m26.485s	1m25.982s
7	PETROV	1m27.475s	1m26.654s	1m26.296s
8	SCHUMACHER	1m27.697s	1m26.121s	1m26.646s
9	HEIDFELD	1m27.901s	1m26.740s	1m26.659s
10	MASSA	1m27.013s	1m26.396s	no time
11	BARRICHELLO	1m28.246s	1m26.764s	-
12	SUTIL	1m27.392s	1m27.027s	-
13	DI RESTA	1m27.625s	1m27.145s	-
14	MALDONADO	1m27.396s	1m27.236s	-
15	PEREZ	1m27.778s	1m27.244s	-
16	BUEMI	1m27.620s	1m27.255s	-
17	ALGUERSUARI	1m28.055s	1m27.572s	-
18	KOVALAINEN	1m28.780s	-	-
19	TRULLI	1m29.673s	-	-
20	D'AMBROSIO	1m30.445s	-	-
21	LIUZZI	1m30.692s	-	-
22	GLOCK	1m30.813s	-	-
23	KARTHIKEYAN	1m31.564s	-	-
24	KOBAYASHI	no time	-	-

Weather: dry

QUALIFYING

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



THE GRID

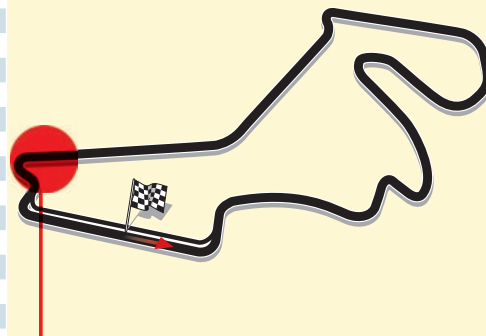
2 WEBBER RED BULL 1m25.454s Soft	1 VETTEL RED BULL 1m25.049s Soft
4 HAMILTON McLAREN 1m25.595s Soft	3 ROSBERG MERCEDES 1m25.574s Soft
6 BUTTON McLAREN 1m25.982s Soft	5 ALONSO FERRARI 1m25.851s Soft
8 SCHUMACHER MERCEDES 1m26.646s Soft	7 PETROV RENAULT 1m26.296s Soft
10 MASSA FERRARI no time Soft	9 HEIDFELD RENAULT 1m26.659s Soft
12 SUTIL FORCE INDIA 1m27.027s Soft	11 BARRICHELLO WILLIAMS 1m26.764s Soft
14 MALDONADO WILLIAMS 1m27.236s Soft	13 DI RESTA FORCE INDIA 1m27.145s Soft
16 BUEMI TORO ROSSO 1m27.255s Soft	15 PEREZ SAUBER 1m27.244s Soft
18 KOVALAINEN LOTUS 1m28.780s Soft	17 ALGUERSUARI TORO ROSSO 1m27.572s Hard
20 LIUZZI HRT 1m30.692s Soft	19 TRULLI LOTUS 1m29.673s Soft
22 KARTHIKEYAN HRT 1m31.564s Soft	21 GLOCK VIRGIN 1m30.813s Soft
24 KOBAYASHI SAUBER no time Hard	23 D'AMBROSIO VIRGIN 1m30.445s* Soft

*5-place grid penalty



TRACKSIDE VIEW

Mark Hughes
Grand prix editor



The naked eye cannot even see the ripples across the track under the braking area for the hairpin – it's just a smooth expanse of tarmac until a car screams over the crest of the hill, sunlight playing upon the paint, the driver confronted by the 150-metre board at 190mph and with a 50mph hairpin coming up. He stands on the left pedal, the car dives on its suspension as 4.5g of braking force is exerted through the tyres. Only then do you detect the rippled waves that traverse the track, their contours violently implied by how the car suddenly pitches backward upon its springs before being forced equally violently back down by the downforce and braking just as the front wheels find the next ripple, momentarily pitching the car back again. The cycle is repeated three times in a second or so, making you wince for the front suspension attachments and the energy being taken from the tyres. Daylight is briefly visible beneath an HRT's front-left

“Daylight is briefly visible beneath an HRT's front wheel”

wheel and if anything the McLaren is even worse here, as if it has less suspension travel at the rear to absorb the repeated assaults. By contrast, the Red Bull is barely disturbed. The ground is boggy underfoot and presumably beneath the circuit too and the repeated braking forces of the cars have folded up this part of it as if it were a Turkish rug. As they close in on the hairpin and the speed bleeds off, so too does the downforce, meaning the violence ceases as the track smooths out. Concurrently, with the downchanges completed the engines take on the ugly, flat, harsh tone of cylinder-cut as they turn in, inner front wheel just this side of locking up. Then it's hard on the gas and the full-fat scream returns once more.

THE RACE: 58 LAPS, 192.257 MILES

POS	DRIVER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOP	FASTEST STOP	TYRE CHOICE				
								STINT 1	STINT 2	STINT 3	STINT 4	STINT 5
1	VETTEL	RED BULL-RENAULT	58	1h30m17.558s	1m29.937s	4	20.11s	Soft	Soft	Soft	Hard	Hard
2	WEBBER	RED BULL-RENAULT	58	+8.807s	1m29.703s	4	20.42s	Soft	Soft	Soft	Hard	Hard
3	ALONSO	FERRARI	58	+10.075s	1m30.279s	4	21.31s	Soft	Soft	Soft	Hard	Hard
4	HAMILTON	McLAREN-MERCEDES	58	+40.232s	1m30.108s	4	21.08s	Soft	Soft	Soft	Hard	Hard
5	ROSBERG	MERCEDES	58	+47.539s	1m30.573s	4	20.31s	Soft	Hard	Hard	Soft	Soft
6	BUTTON	McLAREN-MERCEDES	58	+59.431s	1m31.167s	3	21.37s	Soft	Soft	Soft	Hard	
7	HEIDFELD	RENAULT	58	+1m00.857s	1m30.158s	4	20.87s	Soft	Hard	Hard	Hard	Soft
8	PETROV	RENAULT	58	+1m08.168s	1m30.618s	4	20.52s	Soft	Hard	Hard	Hard	Soft
9	BUEMI	TORO ROSSO-FERRARI	58	+1m09.394s	1m31.360s	3	21.77s	Soft	Soft	Soft	Hard	
10	KOBAYASHI	SAUBER-FERRARI	58	+1m18.021s	1m31.038s	3	21.82s	Hard	Soft	Soft	Soft	
11	MASSA	FERRARI	58	+1m25.444s	1m31.118s	4	21.32s	Soft	Soft	Soft	Hard	Hard
12	SCHUMACHER	MERCEDES	57	-1 lap	1m31.153s	4	20.38s	Soft	Soft	Soft	Hard	Soft
13	SUTIL	FORCE INDIA-MERCEDES	57	-1 lap	1m32.070s	3	21.01s	Soft	Soft	Hard	Soft	
14	PEREZ	SAUBER-FERRARI	57	-1 lap	1m30.797s	4	21.72s	Soft	Hard	Soft	Soft	Hard
15	BARRICHELLO	WILLIAMS-COSWORTH	57	-1 lap	1m32.079s	3	21.69s	Soft	Soft	Soft	Hard	
16	ALGUERSUARI	TORO ROSSO-FERRARI	57	-1 lap	1m29.894s	4	21.83s	Hard	Soft	Soft	Soft	Hard
17	MALDONADO	WILLIAMS-COSWORTH	57	-1 lap	1m32.044s	3	21.83s	Soft	Soft	Soft	Hard	
18	TRULLI	LOTUS-RENAULT	57	-1 lap	1m32.862s	3	22.22s	Soft	Soft	Soft	Hard	
19	KOVALAINEN	LOTUS-RENAULT	56	-2 laps	1m32.695s	3	21.63s	Soft	Soft	Hard	Hard	
20	D'AMBROSIO	VIRGIN-COSWORTH	56	-2 laps	1m34.971s	2	22.78s	Soft	Soft	Hard		
21	KARTHIKEYAN	HRT-COSWORTH	55	-3 laps	1m33.948s	3	24.47s	Soft	Soft	Hard	Soft	
22	LIUZZI	HRT-COSWORTH	53	-5 laps	1m34.699s	4	24.63s	Soft	Soft	Hard	Soft	Hard
R	DI RESTA	FORCE INDIA-MERCEDES	44	loose wheel	1m32.519s	4	20.78s	Soft	Soft	Hard	Soft	Hard
NS	GLOCK	VIRGIN-COSWORTH	0	gearbox	-	-	22.42s	DNS				

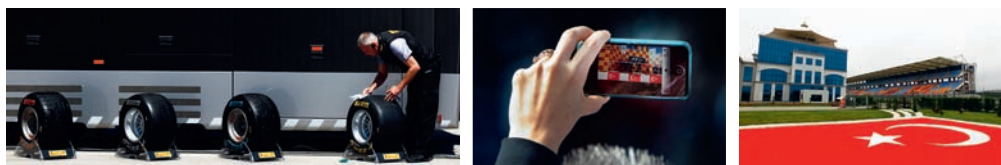
Weather: dry. Fastest lap: Mark WEBBER 1m29.703s (133.416mph) on lap 48

Option tyre in bold

Lap leaders: 1-11 Vettel; 12 Button; 13-58 Vettel

SEASON SO FAR - Points and positions

POS	DRIVER	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR	
1	VETTEL	93	1 st	1 st	2 nd	1 st																
2	HAMILTON	59	2 nd	8 th	1 st	4 th																
3	WEBBER	55	5 th	4 th	3 rd	2 nd																
4	BUTTON	46	6 th	2 nd	4 th	6 th																
5	ALONSO	41	4 th	6 th	7 th	3 rd																
6	MASSA	24	7 th	5 th	6 th	11 th																
7	HEIDFELD	21	12 th	3 rd	12 th	7 th																
8	PETROV	21	3 rd	17 th	9 th	8 th																
9	ROSBERG	20	ret	12 th	5 th	5 th																
10	KOBAYASHI	8	dsq	7 th	10 th	10 th																
11	SCHUMACHER	6	ret	9 th	8 th	12 th																
12	BUEMI	6	8 th	13 th	14 th	9 th																
13	SUTIL	2	9 th	11 th	15 th	13 th																
14	DI RESTA	2	10 th	10 th	11 th	ret																
15	ALGUERSUARI	0	11 th	11 th	ret	16 th																
16	BARRICHELLO	0	ret	ret	13 th	15 th																
17	TRULLI	0	13 th	ret	19 th	18 th																
18	PEREZ	0	dsq	ret	17 th	14 th																
19	D'AMBROSIO	0	14 th	ret	20 th	20 th																
20	KOVALAINEN	0	ret	15 th	16 th	19 th																
21	GLOCK	0	nc	16 th	21 st	dns																
22	MALDONADO	0	ret	ret	18 th	17 th																
23	KARTHIKEYAN	0	dnq	ret	23 rd	21 st																
24	LIUZZI	0	dnq	ret	22 nd	22 nd																



SEASON SO FAR - Points and positions

POS	TEAM	PTS	AUS	MAL	PRC	TR	E	MC	CDN	EU	GB	D	H	B	I	SGP	J	ROK	IND	UAE	BR	
1	RED BULL	148	35	37	33	43																
2	McLAREN	105	26	22	37	20																
3	FERRARI	65	18	18	14	15																
4	RENAULT	42	15	15	2	10																
5	MERCEDES	26	0	2	14	10																
6	SAUBER	8	0	6	1	1																
7	TORO ROSSO	6	4	0	0	2																
8	FORCE INDIA	4	3	1	0	0																
9	LOTUS	0	0	0	0	0																
10	WILLIAMS	0	0	0	0	0																
11	VIRGIN	0	0	0	0	0																
12	HRT	0	-	0	0	0																



ISTANBUL PARK

TURKEY

May 6-8

GP2 Series

Round 1/9



AT A GLANCE

- Race 1 Romain Grosjean
- Race 2 Stefano Coletti
- Pole position Romain Grosjean
- Fastest laps Bird/Grosjean



Coletti took spoils in reversed-grid race

Romain leads the gladiators

The ex-**Renault Formula 1** man held off Sam Bird as thrilling racing provided great entertainment



Grosjean damaged wing in second race

GP2 WENT BACK IN TIME LAST weekend. Not since the first generation of car was in action from 2005-07 had the racing been so action-packed, leaving almost everyone in the paddock buzzing after the season opener in Turkey.

Last weekend's races put to bed the concerns that some series bosses had after a less-than-thrilling two-round Asia series with the new car earlier this year. Much like in Formula 1, the marginal Pirelli tyres did the trick on both days to give drivers the chance to go wheel to wheel as much as they dared.

"It was a fantastic race," said ART boss Frederic Vasseur after Saturday's encounter, in which Romain Grosjean held off a charging Sam Bird for the win as the

pair streaked away from the frantic action in the pack. Vasseur likened the action to that seen at the Nurburgring in 2005, in a race widely regarded as the best in GP2's six-year history. "Maybe it wasn't quite as good, but this kind of racing is perfect for GP2," he enthused. "It was just like it used to be, and this is why we do this job."

Bird, who ties Grosjean for the championship lead after nearly winning race one and charging from seventh to third in race two, couldn't get over how much fun it had been out on track.

"Pirelli has created a tyre that has led to one of the best races I have ever been involved in," the Briton said after his race-long pursuit of a victory. "The package we have this year is awesome;

the racing is just ferocious. I wasn't involved in GP2 in the early days, but everybody still talks about those races and hopefully the series can hold its head up high at the end of this year as well."

Luca Filippi has spent more time in GP2 than anyone, and he was one of the stars of Saturday's race until a wayward Johnny Cecotto Jr spun across the track coming out of Turn 8 and took the Italian with him. Before then, Filippi had put moves on Christian Vietoris, Jules Bianchi and Dani Clos in spectacular fashion to run as high as third. Despite his misfortune, he'd had so much fun that he still had a smile on his face.

"It's not quite like the racing was with the first car, but it's better than the last couple of years," said the

Super Nova driver. "Now, when you are a little bit faster, you know you have the chance to overtake."

The marginal Pirelli tyres caused some teams more problems than others. It wasn't just that everyone was sliding around though – in Saturday's race teams didn't know if changing two tyres or four was the right way to go. Bird's team iSport pulled a fast one by very publicly practising rear-tyre

changes only in the paddock, before Bird took four tyres in the race, while leader Grosjean only changed his rears. As the Frenchman struggled to keep any life or performance in his ageing fronts, Bird was able to charge with new rubber all round. Grosjean somehow held on, but only after squirming his way around the final few laps with Bird snapping at his heels.

"Nobody knew what to

Clos struggles to hold off van der Garde



RACE RATING

★★★★☆

Great racing throughout the field - all it lacked was some passing for the lead in both races

MILESTONE

Best start to a GP2 season for DAMS since Jose Maria Lopez was second in 2005 opener



REPORT GP2 ISTANBUL

GLENN FREEMAN
reports



expect, but it was interesting for the show," said DAMS driver Grosjean. "It's very tough for the drivers because you have to adapt yourself every single minute of the race, but it's good. In 2010 I think it was too easy to manage the tyre, and maybe now we have a bit too much degradation. But it made for some nice fights."

While iSport, ART and Addax in particular seemed to have a good handle on looking after the tyres, not everybody got the hang of the new challenge this

weekend. Racing Engineering and AirAsia had plenty of pace, but both teams' drivers fell out of contention in both races as their tyres fell to pieces. Racing Engineering's Christian Vietoris had to make two pitstops in the main race, and didn't share the view of some of his rivals that the all-action racing was an improvement.

"It's not racing when you have guys lapping 10 seconds off the pace," said the German. "It's like having Formula 3 cars on track. It's good to copy what they have

in F1 [with tyre degradation], but I think this is a bit much."

Racing Engineering admitted that it simply didn't have the knowledge of the tyres to know exactly how to approach the race, but the decision to pit Vietoris as early as lap seven to gain track position caused raised eyebrows even at Pirelli, whose engineers couldn't understand why tyres that were still in reasonable condition had been taken off so early in the race.

As well as creating more on-track action, the tyres have opened up the strategy options for the teams like never before. The fancied Ocean line-up of Kevin Mirocha and Cecotto gambled on a long first stint, meaning they would have a serious pace advantage with fresher tyres as everyone else limped to the end. Cecotto's clash with Filippi ruled him out of contention, but Mirocha ended up on the fringes of the points and was able to pass drivers he wouldn't have expected to be fighting with. That will be food for thought towards the front of the grid.

The only thing that is certain right now? GP2 is back to its best on the entertainment front. 🏆

Bird can't quite get his beak ahead



Grosjean (facing) hugs Bird after race

ROMAIN GROSJEAN SOMEHOW HELD ON AGAINST THE odds to win the GP2 season opener, after clever strategy from iSport and a race-long chase from Sam Bird gave the Frenchman more to think about than he was expecting.

DAMS only changed Grosjean's rear tyres, while Bird took four new Pirellis. The result was that a gap of more than five seconds was down to zero just 12 laps after the pair pitted together. Had Bird not missed his marks when he came in for his stop, he'd have had even longer to harass the leader and might have forced a bigger mistake than a small lock-up at Turn 12 on the final lap. The front two finished more than 30 seconds clear of Jules Bianchi, who spent most of his race scrapping with other cars he could never quite get clear of.

Race two was as frantic as expected, with Stefano Coletti putting in a faultless drive to go from fourth to the lead in the opening seven laps, and then clearing off at the front until a late-race safety-car period that was almost inevitable, considering the racing going on behind him. That left a one-lap sprint: Coletti held on, while Giedo van der Garde completed a solid weekend with second place.

There were more heroics from Bird as he picked off Charles Pic on the final lap to reward his charge from seventh with a podium finish. That, combined with a controversial collision between Grosjean and Bianchi, means the Briton left Turkey as joint championship leader.



Bianchi embroiled in the pack throughout



Pirellis produced hoped-for wear rate

RESULTS

GP2 Series, Istanbul Park (TR), May 6-8, round 1 of 9

GRID	DRIVER	TIME
1	GROSJEAN	1:34.398
2	BIRD	1:34.483
3	FILIPPI	1:34.709
4	BIANCHI	1:34.784
5	CLOS	1:34.797
6	RAZIA	1:34.888
7	PIC	1:34.954
8	VIETORIS	1:34.981
9	KRAL	1:35.050
11	V. D. GARDE	1:35.140
13	LEIMER	1:35.164
15	CECOTTO	1:35.360
17	ERICSSON	1:35.375
19	FAUZY	1:35.428
21	VARHAUG	1:35.681
23	GUTIERREZ	1:35.973
25	GONZALEZ	1:36.187

RACE 1 - 32 LAPS, 106.140 MILES				
POS	NAME	TEAM	TIME	GRID
1	Romain Grosjean (F)	DAMS	57m09.999s	1
2	Sam Bird (GB)	iSport International	+0.332s	2
3	Jules Bianchi (F)	ART Grand Prix	+35.856s	4
4	Giedo van der Garde (NL)	Addax Team	+45.933s	11
5	Stefano Coletti (MC)	Trident Racing	+52.280s	14
6	Luiz Razia (BR)	Team AirAsia	+52.866s	6
7	Charles Pic (F)	Addax Team	+1m03.117s	7
8	Dani Clos (E)	Racing Engineering	+1m11.822s	5
9	Marcus Ericsson (S)	iSport International	+1m12.913s	17
10	Davide Rigton (I)	Scuderia Coloni	+1m15.636s	16
11	Christian Vietoris (D)	Racing Engineering	+1m20.559s	8
12	Fairuz Fauzy (MAL)	Super Nova Racing	+1m26.007s	19
13	Josef Kral (CZ)	Arden International	+1m31.885s	9
14	Michael Herck (RO)	Scuderia Coloni	+1m43.492s	20
15	Kevin Mirocha (D)	Ocean Racing Technology	-1 lap	22
16	Davide Valsecchi (I)	Team AirAsia	-1 lap	18
17	Jolyon Palmer (GB)	Arden International	-1 lap	12
18	Pal Varhaug (N)	DAMS	-1 lap	21
19	Julian Leal (CO)	Rapax	-1 lap	24
R	Rodolfo Gonzalez (YV)	Trident Racing	16 laps-gearbox	25
R	Luca Filippi (I)	Super Nova Racing	15 laps-accident damage	3
R	Johnny Cecotto Jr (YV)	Ocean Racing Technology	14 laps-accident	15
R	Max Chilton (GB)	Carlin	0 laps-accident	10
R	Fabio Leimer (CH)	Rapax	0 laps-accident	13
R	Esteban Gutierrez (MEX)	ART Grand Prix	0 laps-accident	23
NS	Mikhail Aleshin (RUS)	Carlin	injured wrist	-

RACE 2 - 23 LAPS, 76.288 MILES				
POS	DRIVER	TIME	GRID	
1	Coletti	41m40.571s	4	
2	van der Garde	+2.184s	5	
3	Bird	+2.756s	7	
4	Pic	+3.243s	2	
5	Fauzy	+3.502s	12	
6	Kral	+5.038s	13	
7	Bianchi	+5.373s	6	
8	Ericsson	+5.602s	9	
9	Palmer	+7.143s	17	
10	Grosjean	+7.501s	8	
11	Gutierrez	+7.892s	25	
12	Herck	+9.261s	14	
13	Cecotto	+10.697s	22	
14	Filippi	+11.862s	21	
15	Clos	+12.140s	1	
16	Valsecchi	+12.237s	16	
17	Chilton	+12.359s	23	
18	Razia	+12.826s	3	
19	Mirocha	+12.950s	15	
20	Leimer	+13.708s	24	
21	Varhaug	+14.195s	18	
22	Gonzalez	+15.582s	20	
R	Rigton	18 laps-accident	10	
R	Leal	18 laps-accident	19	
R	Vietoris	3 laps-brake failure	11	
NS	Aleshin	injured wrist	-	

CHAMPIONSHIP TABLES		
POS	DRIVER	PTS
1	Grosjean	13
2	Bird	13
3	Coletti	10
4	van der Garde	10
5	Bianchi	6
6	Pic	5
7	Razia	3
8	Fauzy	2
9	Kral	1
10	Clos	1
POS TEAM PTS		
1	Addax Team	15
2	iSport	13
2	DAMS	13
4	Trident	10
5	ART	6
6	AirAsia	3

KEY R=Retired; NS=did not start
* 10-place grid penalty.
Race 1 Winner's average speed: 111.264mph. Fastest lap: Bird, 1m37.580s, 122.368mph.
Race 2 Winner's average speed: 109.643mph. Fastest lap: Grosjean, 1m38.442s, 121.297mph.

- Race 1 winner **Nigel Melker**
- Race 2 winner **Alexander Sims**
- Poles **Tom Dillmann/Sims**



New-for-2011 marginal tyres added a new element to the racing



From zero to hero: Melker took first win

Melker: pukka for Mucke

Fast but erratic in 2010, Nigel Melker and his team started this season in style in Turkey

NIGEL MELKER AND RSC Mucke Motorsport proved last weekend that a lot can change in a winter. The team that finished 10th and last of all the outfits in the opening season of GP3 was on fine form in Turkey, and a driver who could only

manage 23rd in the standings last year came away with the championship lead.

Melker topped the first two qualifying sessions of the year in 2010, yet it wasn't until the final weekend of the season at

Monza that he bagged his first point of the season based on a race finish. The speed was clearly in the package last year, but the luck and a bit of racecraft was lacking.

Part of the result of that is that Melker is also racing

for the same team (minus Ralf Schumacher's timing-screen acronym) in the F3 Euro Series this year, so he had six 2011 starts under his belt before the GP3 field arrived in Turkey.

After starting third for race one, Melker was leading by the end of the first lap. Poleman Tom Dillmann is not used to hand clutches and made a poor start, and Melker then picked off Andrea Caldarelli at the end of the backstraight. Job done.

"This is our refund for last year," he said afterwards. "Last year we were quick but we had some problems, but I trusted the team and they trusted me. We worked hard over the winter and we are much stronger now. I knew we could be fast, but even I did not expect it to be like this."

So much stronger in fact that Melker added a second podium finish in the reversed-grid race two. Just like in race one, the Dutchman had a trick up his sleeve at Turn 12, where he let his rivals defend down the backstraight and he could then just hang on around the outside of the hairpin to have the line for the right-hander that

immediately followed.

"I knew from the move on Caldarelli [in race one] that it was possible," said the championship leader. "I'm not sure what happened, but it was an incredible feeling to have so much performance over the other guys. This race was amazing, I enjoyed it more than the first one where I was just at the front."

Caldarelli came away from Turkey second in the standings after a sensible weekend. He didn't fight Melker on the opening lap because it wasn't worth the risk, and he hoped he would get a chance to fight back. He did when the safety car came out mid-race, but he didn't see the lights go out to indicate that the race was about to restart, so he let Melker get just out of reach.

But the race at the front was missing two potential contenders, after Britons Alexander Sims and Lewis Williamson had their second- and third-place spots on the grid taken away. Sims was penalised for going outside of the track limits – just – at the Turn 9/10 chicane so dropped from second to 12th, while Williamson was given two penalties



Brit Sims took easy win in second race



Dillmann took first pole of 2011

“That was the first time I’ve ever spun a car in the dry”

Antonio Felix da Costa on his scary off at Turn 8 in race two

GLENN FREEMAN
reports



Melker (31) passes Caldarelli for first win



Williamson overcooked his race-one fightback

for crossing the white line at the pit exit in qualifying and would start eighth instead of third.

Their fortunes differed from then on. Sims got his way into the points in race one while Williamson had a spin on the opening lap and a scary crash at the end of the backstraight when he was coming back through the pack. Sims struggled towards the end of the race and just held on to eighth, giving him pole for race two. That set him up for what turned out to be a comfortable win on Sunday.

“I’m really happy with today, it’s been a good save after everything that happened earlier in the weekend,” said the race-two winner. “Obviously it’s disappointing to have been put down the grid, because we had the pace to fight for the win yesterday. But overall we’ve done well.”

Status Grand Prix was on course for a one-two on Sunday until Antonio Felix da Costa couldn’t hang onto his car any longer as his rear tyres went to pieces. He wasn’t the only one – fellow F3 convert Valtteri Bottas fell completely out of contention with a car that wanted to arrive rear wheels

first at every corner to top off a disappointing weekend. Da Costa knew he was in trouble when his car was well-balanced at the start, meaning it would have serious oversteer later on. But even that couldn’t prepare him for a spin in the famous Turn 8 – which dropped him from second to fourth. Somehow, from there, he held off Caldarelli to the finish.

As well as Melker’s change in fortunes, team-mate Michael Christensen bagged two points finishes, including second place in race two. Now RSC Mucke sits on top of the points in both championships. What a difference a year makes.

RESULTS

Race 1 1 Nigel Melker, 15 laps in 28m13.773s; 2 Andrea Caldarelli, +0.605s; 3 Tom Dillmann; 4 Valtteri Bottas; 5 Antonio Felix da Costa; 6 Mitch Evans; 7 Michael Christensen; 8 Alexander Sims; 9 Dean Smith; 10 Gabby Chaves. **Race 2** 1 Sims, 15 laps in 27m03.624s; 2 Christensen, +7.406s; 3 Melker; 4 da Costa; 5 Caldarelli; 6 Smith; 7 Evans; 8 Bottas; 9 Dillmann; 10 Ryo Haryanto. **Points:** 1 Melker, 14; 2 Caldarelli, 11; 3 Sims, 8; 4 Dillmann, 8; 5 Christensen, 7; 6 da Costa, 7; 7 Bottas, 5; 8 Evans, 3; 9 Smith, 1.

PORSCHE SUPERCUP ISTANBUL (TR), MAY 8, RD 1/9

Engelhart uses his head for first win

CHRISTIAN ENGELHART scored his first Porsche Supercup win in Turkey after fending off the challenge of Konrad Motorsport team-mate Nick Tandy.

The series started almost two months late after losing its opening two rounds when the Bahrain GP was cancelled. The teams need all the mileage they can get as they get used to wider tyres, which are the main novelty in the 2011 package.

There was some unusual drama in Friday practice when former champion Alex Zampedri had a big off on his first flying lap of the season. A tow truck sent to retrieve his car sank into the soggy grass, forcing a lengthy red-flag delay while a second vehicle more suitable to off-roading was sent out to rescue the stranded flatbed.

New Konrad recruit Engelhart has clearly settled in well with his new team under the guidance of team manager Chris Crawford, and he did a good job to beat

Tandy to pole, albeit by the tiny margin of 0.02s. Tandy in turn only just pipped Austrian Norbert Siedler.

The ToLimit cars of Jeroen Bleekemolen and Sean Edwards were next, while reigning champ and Siedler’s Lechner team-mate Rene Rast was down in sixth in a respectable field of 21 cars, given the logistical challenge of getting to the Istanbul circuit.

Engelhart managed to stay ahead of Tandy at the start and the pair stayed close throughout the race. At half distance it looked as though pressure from the Brit might pay off, but in the end the order stayed the same to the flag, Tandy dropping back and happy to land some solid points in his quest for the title.

Siedler followed them home in third, any hopes he had of joining the lead battle disappearing when his tyres went off. There was a bit more excitement behind him. Rast got ahead of Bleekemolen and Edwards on the first lap, and the Dutchman pushed the champion

Engelhart broke his Porsche duck in Turkey



hard. However, as they scrapped Edwards managed to nip past both of them to claim fourth in a single opportunistic move. Rast subsequently held on to fifth ahead of Bleekemolen, Kuba Giermaziak and French rookie Kevin Estre.

● Adam Cooper

RESULTS

1 Christian Engelhart, 14 laps in 27m57.668s; 2 Nick Tandy, +4.737s; 3 Norbert Siedler; 4 Sean Edwards; 5 Rene Rast; 6 Jeroen Bleekemolen; 7 Kuba Giermaziak; 8 Kevin Estre; 9 Patrick Huisman; 10 Stefan Rosina. **Points** 1 Engelhart, 22; 2 Tandy, 18; 3 Siedler, 16; 4 Edwards, 14; 5 Rast, 12; 6 Bleekemolen, 10; 7 Giermaziak, 9; 8 Estra, 8; 9 Huisman, 7; 10 Rosina, 6.



Konrad-run duo lead the Supercup pack

PICS: GIBSON/GP3, DUNBAR/LAT

- Winner **Regan Smith**
- Pole position **Kasey Kahne**
- Most laps led **Kasey Kahne**



Biffle congratulates Smith



Smith (78) held off charging Edwards

NASCAR SPRINT CUP DARLINGTON (USA), MAY 7, RD 10/36

Smith scores on a big night out in Darlington

AFTER TREVOR BAYNE'S breakthrough Daytona win, Saturday night's Southern 500 at Darlington was another NASCAR classic scooped by a first-time winner, as Regan Smith's Chevrolet held off Ford star Carl Edwards in a nailbiting green-white-chequer finish.

Smith, who crossed the line first at Talladega in 2008 but was stripped of victory when NASCAR

judged he'd passed Tony Stewart below the yellow line, gambled on not pitting for fresh tyres when the caution flag flew with eight laps remaining. At the final restart, as Regan Smith's Chevrolet held off Ford star Carl Edwards in a nailbiting green-white-chequer finish, but then clattered the wall exiting Turn 2. Edwards – whose Roush Ford had fresh tyres – was right on his tail, but Smith

carried just enough momentum to beat him to the finish by 0.196s.

It was also the first-ever Sprint Cup victory for the Denver-based Furniture Row squad. "I would trade in a lot of Talladega wins for one win in the Southern 500," said Smith. "I hit the fence off Turn 2 and sailed off into 3, going in deeper than I wanted. Carl did the same thing and wasn't able to make the run."

Edwards added: "I felt like that was our race to win, and I sincerely planned on driving right by him.

We raced hard and he won. Congratulations to Regan."

Less affable were the scenes following Kyle Busch and Kevin Harvick's late-race clash, which occurred after Clint Bowyer clipped Harvick and smote the inside wall, causing the final yellow. After the race Harvick got out of his car and swung a punch at Busch through his window, before Busch calmly drove forwards and shoved Harvick's vacant car into the pitwall!

Keselowski finished third, ahead of poleman Kasey Kahne (Toyota)

and Ryan Newman's Chevy. ● Chuck Bradbury Sr

RESULTS

1 Regan Smith (Chevrolet Impala), 370 laps in 3h53m51s; 2 Carl Edwards (Ford Fusion), +0.196s; 3 Brad Keselowski (Dodge Charger); 4 Kasey Kahne (Toyota Camry); 5 Ryan Newman (Chevy); 6 Denny Hamlin (Toyota); 7 Tony Stewart (Chevy); 8 Greg Biffle (Ford); 9 Jamie McMurray (Chevy); 10 Martin Truex Jr (Toyota). **Points** 1 Edwards, 378; 2 Jimmie Johnson, 355; 3 Kyle Busch, 339; 4 Dale Earnhardt Jr, 331; 5 Kevin Harvick, 328; 6 Newman, 317; 7 Stewart, 313; 8 Kurt Busch, 306; 9 Clint Bowyer, 297; 10 Matt Kenseth, 295.

BUSCH CLOSES ON NATIONWIDE SERIES VICTORY RECORD

Kyle Busch celebrates beating Denny Hamlin in Friday's Nationwide event at Darlington, and is now one win away from Mark Martin's record tally of 49 in the series.



EUROPEAN GT3 ALGARVE (P), MAY 7-8, RD 1/6

BMW and Audi share spoils in the Algarve

A PAIR OF DRAMATIC European GT3 events produced two very different outcomes. A raft of pitstop penalties skewed the result of the opener, while the second was turned on its head by a safety-car period that promoted a backmarker into a race winner.

Enzo Ide (Audi R8) swept from fifth to first at the opening corner of race one, only to concede the lead at a restart following a safety

car a few laps later.

Joakim Lambotte led briefly in his Mercedes SLS, before Edward Sandstrom hit the front in his BMW Z4, and handed his lead to partner Abdulaziz Al Faisal despite backmarker traffic.

Gary Hirsch, who took over from Lambotte, was chasing hard when he was given a drive-through penalty for misjudging the 75s pitstop handover time. The third-placed Ide/Greg

Franchi Audi also got a similar drive-through, while second-on-the-road Philippe Giaque/Mike Parisy (Merc) were slapped with a time penalty that dropped them to fourth.

That left a BMW 1-2-3 for Sandstrom/Al Faisal, Csaba Walter/Claudia Hurlgen and Hovert Vos/Jeroen den Boer.

Al Faisal's big part in race two was to collide with Hirsch, and the resultant

safety car coincided with the pit window opening at the perfect time for Franchi to hand over to Ide, promoting them from the nether regions of the top 20 to the lead. Ide held on to win from the charging Ferrari 458 of Francesco Castellacci and Federico Leo. ● Charles Bradley

RESULTS

Race 1 1 Edward Sandstrom/ Abdulaziz Al Faisal (BMW Z4), 32

laps in 1h00m09.741s; 2 Csaba Walter/Claudia Hurlgen (BMW), +16.927s; 3 Hovert Vos/Jeroen den Boer (BMW); 4 Philippe Giaque/Mike Parisy (Mercedes-Benz SLS); 5 Filip Sladicka/Patrick Hirsch (Merc); 6 Joakim Lambotte/Gary Hirsch (Merc).

Race 2 1 Greg Franchi/Enzo Ide (Audi R8), 31 laps in 1h01m02.610s; 2 Federico Leo/Francesco Castellacci (Ferrari 458 Italia), +0.691s; 3 Dominik Baumann/Brice Bosi (Merc); 4 Nikolaus Mayr-Melnhof/Albert von Thurn und Taxis (Lamborghini Gallardo); 5 Hurlgen/Walter; 6 David Hallyday/Didier Andre (Audi). **Points** 1 Hurlgen/Walter 28; 2 Ide/Franchi, 27; 3 Sandstrom/Al Faisal, 25.

CURRENT STANDINGS

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

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Regan Smith (94) moves into the top 100 after his unexpected Sprint Cup victory at Darlington. In the Scandinavian Touring Car series, Mattias Andersson (565) is now the leading driver after his win at Knutstorp. Meanwhile, World GT1 champ Andrea Bertolini (140) makes an enormous leap after a Superstars win at Valencia.

To see the full list, visit castroldriverrankings.com

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The Gentlemen Le Mans

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Entries are now open and full details are

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Ferrari wins!



www.sunocodaytonachallenge.com

British F3 star Felipe Nasr remains on top in the Sunoco Rolex 24 At Daytona Challenge. Morcilo's gearbox failure at Donington meant he did not finish the race however he still claimed points for fastest lap and pole position.

Driver standings – average per race*

1	Felipe Nasr	Carlin/F3	108.75
2	Javier Morcilo	Azteca/Britcar	83.33
3	Lucas Foresti	Fortec Motorsport/F3	80.00
4	David Ashburn	Trackspeed/British GT3	70.00
5	Keith Robinson	MJC/Britcar	68.33

8th May race report

It was the second win of the season for the McNerney brothers in the Britcar Endurance Championship at Donington. In 2nd place was White/Lockie with their Mosler MT900R closely followed by Wilkins/Scott in their Dodge Viper.

In Britcar Production the win was again masterly executed by Kevin Clarke and Wayne Gibson in their BMW M3 E46 ahead of Lunn/Bennett-Baggs and 3rd placed Ticehurst/Mildenhall in their Mazda MX5.



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In the Sunoco GRAND-AM Challenge Aaron Steele has gone back up to second place after a great weekend's racing at Snetterton scoring maximum points towards the challenge. Will anyone catch Jason Richardson?

Driver standings – average per race*

1	Jason Richardson	MINI Challenge	130.00
2	Aaron Steele	MSV F3	100.17
3	Andy Ruhan	GT Cup class 1	99.00
4	Adrian Churchill	PTC	90.00
5	Stephen Treherne	Legends	87.50

* points correct at time of print

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- Race 1 winner **Fredrik Eklblom**
- Race 2 winner **Mattias Andersson**
- Pole position **Fredrik Eklblom**



Nice to see a privateer victory among the works cars

SCANDINAVIAN TOURING CARS KNUTSTORP (S), MAY 7, RD 2/9

Andersson's Alfa pulls off shock privateer victory

IN THE ABSENCE OF defending champion Richard Goransson, who broke his back in the opening round, Fredrik Eklblom and Mattias Andersson won at the hilly and twisty Knutstorp circuit in southern Sweden.

Eklblom put his biogas-powered VW Scirocco on

pole and never put a foot wrong to win the opening race, despite heavy pressure from Volvo's Tommy Rustad towards the end. Norwegian Rustad passed Rickard Rydell's Chevrolet down the inside going into the first corner, and former BTCC champ Rydell could only follow him after that.

Behind, Goransson's BMW team-mate Martin Ohlin (of shock-absorber family fame) impressed with fourth. Next up were Patrik Olsson's Scirocco, another ex-BTCC champion Colin Turkington (Flash BMW) and points leader Johan Stureson in his privately-entered BMW. Mattias Andersson had his seven-year-old Alfa in the leading bunch until going onto the grass and dropping to eighth by the flag.

This gave him pole for the second race, and he kept



Eklblom VW won race one from pole

his nerves by leading all the way to the flag. From third on the grid, Turkington pushed his BMW to second on the inside of the first corner and held station until the final laps. Ohlin shadowed him for most of the race, until he was passed by an on-form Stureson, who then caught Turkington and smartly passed him on the penultimate lap.

Olsson finished fourth, ahead of Rustad and VW team-mate Eklblom.

Ohlin dropped to 10th behind opening-round winner Jason Watt's SEAT. Watt was less impressive at Knutstorp than when he won at Jyllands-Ringen.

Rydell retired after a collision, while Rustad lost two places going wide but still salvaged fifth at the flag. His British team-mate

James Thompson had a dismal weekend: 10th in qualifying, he retired in the first race and finished 11th in the second. While fellow Brit Turkington shadows Stureson in points, Thompson has dropped to 10th in the standings.

● Tege Tornvall

RESULTS

Race 1 1 Fredrik Eklblom (Volkswagen Scirocco), 19 laps in 19m53.348s; 2 Tommy Rustad (Volvo C30), +0.466s; 3 Rickard Rydell (Chevrolet Cruze); 4 Martin Ohlin (BMW 320si); 5 Patrik Olsson (VW); 6 Colin Turkington (BMW).

Race 2 1 Mattias Andersson

(Alfa Romeo 156), 19 laps in 21m00.698s; 2 Johan Stureson (BMW), +0.564s; 3 Turkington; 4 Olsson; 5 Rustad; 6 Eklblom.

Points 1 Stureson, 57; 2 Turkington, 47; 3 Rustad, 46; 4 Andersson, 45; 5 Rydell, 37; 6 Eklblom, 34.



Andersson's venerable Alfa leads Turkington

GERMAN F3 CUP SPA-FRANCORCHAMPS (B), MAY 6-7, RD 2/9

Honours even at Spa

WITH A SECOND PLACE and a race win at Spa, Van Amersfoort Racing's Kiwi driver Richie Stanaway extended his points lead in the German F3 Cup.

In the opener, Stanaway was defeated for the first time this season as Danish driver Marco Sorensen made the most of his pole position to claim the maiden race win for his

team Brandl Racing. At the start Stanaway had the upper hand, but on lap three Sorensen overtook him for the lead and then drove victory home.

Stanaway placed second ahead of Israeli Alon Day, who scored his first-ever F3 podium finish. Austrian Klaus Bachler beat Tom Blomqvist in the battle for fourth.

In the second race, Sorensen fluffed the start and dropped to 15th as Stanaway took the lead. Sorensen made up the lost ground to finish second.

Winner Stanaway admitted: "I was surprised to see him show up in my rear-view mirrors."

Austrian driver Klaus Bachler completed the podium ahead of Rene Binder and Blomqvist.

● Rene de Boer

RESULTS

Race 1 1 Marco Sorensen (Dallara-Mercedes), 14 laps in 32m00.442s; 2 Richie Stanaway (D-Volkswagen), +5.309s; 3 Alon Day (D VW); 4 Klaus Bachler (D VW); 5 Tom Blomqvist (D VW); 6 Bernd Herndlhofer (DM). **Race 2 1 Stanaway**, 14 laps in 31m57.213s; 2 Sorensen, +2.533s; 3 Bachler; 4 Rene Binder (DM); 5 Blomqvist; 6 Day. **Points** 1 Stanaway, 40; 2 Sorensen, 36; 3 Blomqvist, 17; 4 Day, 17; 5 Binder, 14; 6 Bachler, 11.



Stanaway avenged race-one defeat

INTERNATIONAL SUPERSTARS VALENCIA (E), MAY 8, RD 2/9

Maiden win for Bertolini

ANDREA BERTOLINI scored Maserati's maiden race win in the Italian-based International Superstars Series at Valencia on Sunday.

Four-time FIA GT champion Bertolini drove his Swiss Team-prepared Quattroporte to victory by dominating the duration of the opening race, finishing 1.5s clear of Luigi Ferrara's CAAL Racing Mercedes C63. Thomas Biagi surged through to finish third from ninth, but complained bitterly after the race that his BMW M3 was 10km/h down on his rivals on straight-line speed.

Ferrara made a flying start to lead race two, and managed to hold Bertolini off by 0.7s. He takes the points lead as a result of becoming the fourth different winner from the

first four races.

Massimo Pigoli (Mercedes) pipped Biagi for third this time, with Stefano Gabellini repeating his earlier fifth. Former F1 star Johnny Herbert finished sixth in race one in his Mercedes but was only classified 18th in race two.

● Carlo Bradlinelli

RESULTS

Race 1 1 Andrea Bertolini (Maserati Quattroporte), 16 laps in 27m31.225s; 2 Luigi Ferrara (Mercedes C63), +1.559s; 3 Thomas Biagi (BMW M3); 4 Massimo Pigoli (Mercedes); 5 Stefano Gabellini (BMW); 6 Johnny Herbert (Mercedes). **Race 2 1 Ferrara**, 16 laps in 27m34.945s; 2 Bertolini, +0.761s; 3 Pigoli; 4 Biagi; 5 Gabellini; 6 Ermanno Dionisio (Audi RS4). **Points** 1 Ferrara, 51; 2 Pigoli, 43; 3 Michela Cerruti, 37; 4 Bertolini, 37; 5 Biagi, 35; 6 Gabellini, 28.

Sebastien's Sardinian mind sweeper

Championship leader Sebastien Loeb ran first on the road on the Italian island, but that didn't stop him blitzing his pursuers

RALLY D'ITALIA SARDEGNA

Olbia, May 5-8

ROUND 5/13

WINNER

Sebastien Loeb

RACE RATING

★★★★★

Loeb at his brilliant best to win from the front.

DRIVERS' STANDINGS

Loeb 100pts

Hirvonen 93pts

Ogier 81pts

POWERSTAGE WINNER

Hirvonen

MILESTONES

Last WRC round on Sardinia; Tanak's maiden SWRC win

DAVID EVANS
reports



TWO PRESS CONFERENCES, one Sebastien Loeb. The difference in the champion's body language from the pre-event conference to the post-event was amazing. On Thursday he was defensive and tired of the same running-order questions. Three days later and it was happy Sunday for Seb. It looked as though a weight had been lifted from his shoulders, as well it might. Prior to Italy, Loeb hadn't won for two rallies, but Citroen had – courtesy of Sebastien Ogier. And the younger of the two Sebastiens had done it the hero's way: from the front, sweeping the road. Loeb went one better last week; Ogier only did two days at the front of the field in Portugal and Jordan. Loeb, as championship leader,

swept all three days. Loeb was exceptional; Ogier was only fourth.

LEG ONE (81.44 miles) SUNNY - AMBIENT TEMP RANGE ON STAGES 13-27C

Eighty miles, eight stages, no service and more corners than you could possibly imagine – and a surface and grip change in pretty much every one of those corners. It was little wonder the air was filled with apprehension as the drivers arrived dockside in Olbia for Thursday's ceremonial start of what would be the final WRC round on the island of Sardinia.

That pre-event talk of carnage proved to be entirely accurate. And it started with Jari-Matti Latvala, who dropped his Ford with the event just a couple of miles old.

Last time the WRC was in this town, in 2009, Latvala was the hero of the hour winning from the front for Ford. This time, it had all gone wrong in under two minutes. His co-driver Miikka Anttila had called a pace note wrong, leading Latvala to believe the ensuing left-hander was a couple of gears quicker than it was. The Ford ran wide, smacked a wall and damaged the steering. The Finn made it through the stage, but retired soon after. Anttila was distraught, while Latvala was admirably sympathetic.

"We all try to be perfect," he said, "but we are all human. I don't blame him."

Ford team principal Malcolm Wilson was gutted, but mirrored Latvala's feelings, adding:

"It's not like Jari-Matti hasn't made a few mistakes of his own..."

Petter Solberg is a man well versed in disappointing results this season, but the Citroen driver promised a massive attack in Sardinia – and he certainly delivered one at pre-event shakedown, posting a time seven tenths of a second

quicker than anybody. He continued that pace into SS1, moving straight into the lead. The lead lasted one stage. Mid-way through the next one, the turbo pipe on his DS3 worked loose, fell off and took all the force out of his forced induction.

He dropped 39 seconds. Understandably, he was furious at the end of the

Solberg salvaged superb third after more trouble





Runner-up Hirvonen took the Powerstage

Champion's charge: Loeb took final Sardinia victory

test. Wound up as he was, he got under the bonnet and bolted the pipe back on. "I just can't believe it," the 2003 champion said. "What do I have to do?" Solberg's quote has been cleaned up for this family magazine. Insert your own profanities for the real deal. It was hard not to share the Norwegian's frustration. Day one was not a day to be a Solberg in Sardinia. One stage later and Henning Solberg arrived at the end of the stage with the left-rear of his Fiesta looking like a bonfire waiting to happen. It had happened just after the flying finish. Solberg Sr slid wide and whacked a barrier with the left-rear, bursting the damper canister, the contents of which ignited on the scorching brake disc.

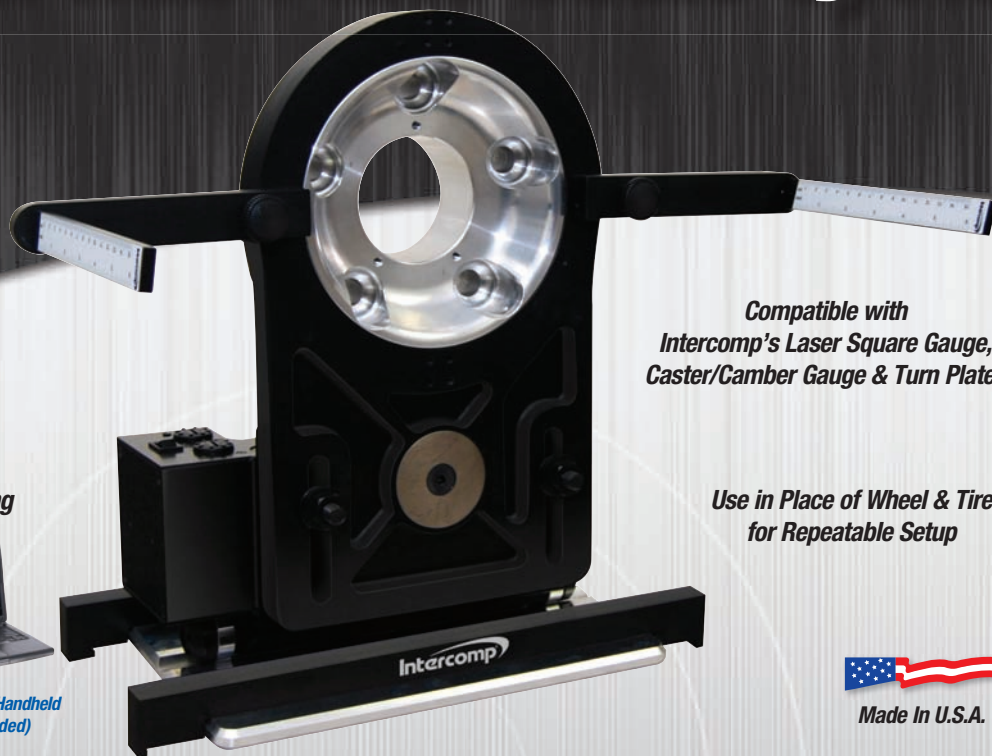
As if that wasn't bad enough, the incident also pierced a spare bottle of power-steering fluid, which furthered the fire. Those collective problems for Norway's fastest family left the door open at the front of the field, and Mikko Hirvonen was straight into the lead with fastest time on SS2. Much to Loeb's delight, however, the rock-hard roads weren't cleaning as much as he had feared and he made the most of it. Second after SS2, 10.5s off Hirvonen, the Frenchman slashed into that gap through the third test, ending it just three tenths off the front. "I think he's found another gear," admitted a reflective Hirvonen. One stage later and he'd found another place.

"The morning was good," smiled Loeb when he arrived at the remote service at lunchtime on Friday as leader. "The road has been cleaning sometimes, you can see this from the faster times coming behind. No problems this morning." On hearing that, Loeb's co-driver Daniel Elena raised his eyebrows: "What about the second stage?" he said. Elena continued: "We came to a crest and the note was to keep the car left over the crest, but Seb had the car in the middle of the road and when we landed we were in the ditch on the right at 180km/h!" Hirvonen was mildly concerned at his tyre wear through the morning, but more concerned by Loeb's times. He said: "We've got

to make sure he doesn't get away this afternoon." Without decrying his obvious talent, a third-placed Evgeny Novikov at the mid-point of day one was proof of the road cleaning. The Russian's performance was even better when you considered there had been no pre-event test and only two runs at shakedown. "I feel good and I'm not pushing too hard, nothing stupid," he promised. Mads Ostberg admitted he was relieved to be sitting down to lunch in fourth place after sliding his Fiesta into a couple of SS2 ditches as he made his way through what he felt was one of the toughest stages on the whole event. "The grip is changing all of the time. The car is oversteering a little bit and we've had some brake problems." Pasta finished, Ostberg would be getting his own hands dirty sorting those issues out, with this being a remote rather than a conventional service – allowing the crew to use only the spares they carry with them in the car. Loeb's team-mate Ogier was fifth having struggled to find his confidence through the morning. Hirvonen's afternoon started well as he closed the gap to Loeb with fastest time on SS5, before Seb hit back on the second run through Alta Marmilla. "I pushed hard in there," said Loeb, taking a big breath as he took off his crash helmet at the end of the stage. "I'm attacking. It's all I can do." Hirvonen was doing all he

could too. But the Finn overcooked it just before the halfway point in SS7. "I went a little bit wide onto the gravel," he said, "and we slid into a bank with the right rear. The tyre was going down but it was the last three kilometres that it was on the rim." Hirvonen shipped 51s to Loeb and slipped to fourth overall. The silver lining to that particular cloud was, of course, two extra cars sweeping the gravel between him and Loeb. Unfortunately for Hirvonen, three became two when Ogier slowed down on the final stage, dropping 20s to slot in behind the Fiesta. Out front with a lead of 33s wasn't exactly where Loeb had expected to be from running first on the road through the morning. This had been one of Loeb's best days in the sport as he found a rhythm on roads where there was none. Solberg was happy with second place, especially considering the time he'd dropped with his turbo problem. He remained convinced he could win this event. Friday night's two big questions centred on conditions: how much gravel and would it rain? Hirvonen had the answers to both questions. "There's going to be loads of gravel," he said. "He's [Loeb] going to lose loads of time. Rain? It's not going to rain, it's going to snow!" Ogier and Ostberg were fourth and fifth, with Dani Sordo's Mini sixth. The Spaniard's car was the sole representation from Oxfordshire after Kris ▶

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Ostberg took P5 for Stobart Ford

REPORT
WRC ITALY



Sordo gave Mini sixth place on its WRC debut

STAGE TIMES

SS1 LAGO OMODEO (6.34 MILES)

Fastest: P Solberg 5m59.2s
Leader: P Solberg

SS2 MONTE GRIGHINI NORD (13.24 MILES)

Fastest: Hirvonen 14m59.1s
Leader: Hirvonen

SS3 ALTA MARMILLA (8.91 MILES)

Fastest: Ogier 9m37.8s
Leader: Hirvonen

SS4 MONTE GRIGHINI SUD (12.21 MILES)

Fastest: Loeb 13m45.6s
Leader: Loeb

SS5 LAGO OMODEO (6.34 MILES)

Fastest: Hirvonen 14m32.6s
Leader: Loeb

SS6 MONTE GRIGHINI NORD (13.24 MILES)

Fastest: Loeb 9m18.4s
Leader: Loeb

SS7 ALTA MARMILLA (8.91 MILES)

Fastest: Loeb 13m17.0s
Leader: Loeb

SS8 MONTE GRIGHINI SUD (12.21 MILES)

Fastest: Hirvonen 5m58.6s
Leader: Loeb

SS9 COILUNA (18.23 MILES)

Fastest: Latvala 17m39.9s
Leader: Loeb

SS10 MONTE LERNO (17.38 MILES)

Fastest: Latvala 18m06.2s
Leader: Loeb

SS11 SU FILIGOSU (8.83 MILES)

Fastest: Latvala 8m59.8s
Leader: Loeb

SS12 COILUNA (18.23 MILES)

Fastest: Ogier 17m13.8s
Leader: Loeb

SS13 MONTE LERNO (17.38 MILES)

Fastest: Latvala 17m41.0s
Leader: Loeb

SS14 SU FILIGOSU (8.83 MILES)

Fastest: Latvala 8m44.0s
Leader: Loeb

SS15 GALLURA (5.12 MILES)

Fastest: Latvala 6m28.9s
Leader: Loeb

SS16 MONTE OLIA (15.22 MILES)

Fastest: Latvala 17m50.7s
Leader: Loeb

SS17 TERRANOVA (15.28 MILES)

Fastest: P Solberg 17m26.4s
Leader: Loeb

SS18 GALLURA (5.12 MILES)

Fastest: Hirvonen 6m15.2s
Leader: Loeb

◀ Meeke went off the road from fourth place when his throttle jammed open (see Special Stage).

An extraordinarily long list of casualties included Novikov rolling (in a potential change to that 'nothing stupid policy'), P-G Andersson breaking a steering arm, Matthew Wilson suffering day-long brake problems and Federico Villagra crashing into a bridge. All would restart day two, but plenty wouldn't after one of the toughest days in the sport for years.

POSITIONS AFTER DAY ONE

1 LOEB/ELENA	1h27m47.0s
2 SOLBERG/PATTERSON	+33.2s
3 HIRVONEN/LEHTINEN	+53.1s
4 OGIER/INGRASSIA	+55.5s
5 OSTBERG/ANDERSSON	+1m04.7s
6 SORDO/DEL BARRIO	+1m33.2s

LEG TWO (88.89 miles) SUNNY

- AMBIENT TEMP RANGE ON STAGES 15-28C

It didn't rain. So, if Loeb was going to do this, he was going to have to do it the hard way. The first loop would be the toughest. The upside was that at least he was back in familiar territory as the route returned to the north of the island, focusing on the roads that have made this event famous.

The returning Latvala was fastest (and would be on all-but one of the day's six stages) as he kept his eye in and aimed to further the one manufacturers' point he started the day in line for. Loeb was 17.4s slower

than the flying Ford, but that mattered little given that Latvala was 37 places behind him. What did matter to Loeb was that Solberg trimmed his lead back to 26s. The Norwegian was getting excited.

"I know I can beat him," he said. "I know it."

Unfortunately for Solberg, he then collected a slow puncture on the next stage and handed 11s back to Loeb. Solberg was then overhauled by Hirvonen, who risked pretty much everything on the first run through Su Filigosu to bring his Fiesta to service 18s closer to Loeb than it had been when he left. It wasn't enough for the disconsolate Hirvonen.

"I needed more this morning," he admitted. "I should have pushed harder. We needed more time out of him."

Loeb didn't see it exactly the same way. He remained 35.4s to the good. He was happy. Happy, but quick to point out how tricky the second loop of stages could be.

After a stiff talking to himself in service, Hirvonen delivered on his promise with a scorcher of a time through Coiluna 2. He took nine out of Loeb. It was then Loeb's turn to have a quiet word.

"I said to myself, 'Okay, that's not so good. I have to find a solution to this'"

The solution came on the second run at Monte Lerno. The solution was to

redefine where Loeb himself thought the limit was.

"I went over it," said Loeb with a smile. He went over it and got away with it, taking three seconds out of Hirvonen. At lunchtime, Loeb had talked of needing a 20-second advantage to make Sunday stick. He'd be going in with 28.3s.

"I'm happy with that," he said with a smile. "I think it's enough to win, but not enough to relax — they will be coming hard."

They were Hirvonen, Ogier and Solberg: second to fourth separated by 11s. It was going to be another one of those Sundays.

When he saw Loeb's time for the penultimate stage, Hirvonen smiled, and shook his head: "Where did he find that speed?"

Ostberg was fifth, with Sordo closing on him from sixth. The Spaniard had enjoyed another fruitful day's learning in the Mini. Meeke was back for one stage before a water leak on the second stage forced him back to the sidelines.

POSITIONS AFTER DAY TWO

1 LOEB/ELENA	2h57m05.7s
2 HIRVONEN/LEHTINEN	+28.3s
3 OGIER/INGRASSIA	+34.6s
4 SOLBERG/PATTERSON	+39.5s
5 OSTBERG/ANDERSSON	+1m44.9s
6 SORDO/DEL BARRIO	+2m29.0s

LEG THREE (40.75 miles)

OVERCAST - AMBIENT TEMP RANGE ON STAGES 12-24C

Loeb enjoyed Sunday in Sardinia. He was completely in control of proceedings ▶



Latvala flew after stage-one mishap



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Meeke was on a high until throttle trouble

◀ and happy enough with the Citroen to dangle the rear of the DS3 in the only ditch along the way, just to keep the people happy. The people dressed in red were very happy.

Determined not to let go of the podium's second step, Hirvonen pushed, taking time – if only fractions – out of Ogier through the first two stages of the day. When Ogier's challenge fell apart with a broken rear damper on the penultimate stage (at the cost of more than a minute through the rerun Terranova test), Solberg stepped up with an awesome effort through that test. The privateer Citroen man was third, but he refused to give up on further improvement – although he admitted the

5.8s that split him from Hirvonen's second place was a bit much.

Once again, world rally watchers were treated to an awesome Powerstage. Granted, it wasn't quite as dramatic as Jordan's two-tenths thriller, but it was still captivating viewing. And it was Hirvonen who took the three points, just beating his team-mate Latvala who had to settle for second on a stage everybody thought had his name all over it.

Loeb and Solberg both had similar sentiments. Loeb said: "When I saw Jari-Matti's time, I thought, 'Okay, there will be no extra three points!'"

Hirvonen thought the same, but then he found the right rhythm and he kept pushing and pushing. "That

was good," he smiled at the finish. "I have been second on this event five times; I'm not supposed to win here. But at least I got the Powerstage points."

Ogier's problems might have cost him a shot at the podium, but he had enough in hand to stay ahead of Ostberg's fifth-placed Fiesta. Sordo delivered the top-six finish the Mini team had asked for ahead of the rally, while Ott Tanak enjoyed a career-best seventh overall, one place up on Wilson, who had endured a troubled rally in his Stobart Ford.

Loeb's rally was anything but troubled. It was the rally of a man reasserting himself in his own world as much as ours. It was the rally of a champion – a seven-time champion. ☒

RESULTS

Rally d'Italia, May 5-8, round 5 of 13

18 SPECIAL STAGES, 211.089 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen DS3 WRC	3h45m40.9s
2	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Fiesta RS WRC	+11.2s
3	11	Petter Solberg/Chris Patterson	Citroen DS3 WRC	+23.8s
4	2	Sebastien Ogier/Julien Ingrassia	Citroen DS3 WRC	+1m31.5s
5	6	Mads Ostberg/Jonas Andersson	Ford Fiesta RS WRC	+2m42.6s
6	37	Dani Sordo/Carlos del Barrio	Mini John Cooper WRC	+3m27.6s
7	22	Ott Tanak/Kuldar Sikk	Ford Fiesta S2000	+7m10.9s
8	25	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	+7m37.6s
9	5	Matthew Wilson/Scott Martin	Ford Fiesta RS WRC	+8m00.0s
10	21	Martin Prokop/Jan Tomaneck	Ford Fiesta S2000	+11m28.2s
OTHERS				
18	4	Jari-Matti Latvala/Miikka Anttila	Ford Fiesta RS WRC	4h19m27.8s
R	52	Kris Meeke/Paul Nagle	Mini John Cooper WRC	SS3-crash

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Sebastien Loeb	100
2	Mikko Hirvonen	93
3	Sebastien Ogier	81
4	Jari-Matti Latvala	68
5	Petter Solberg	46
6	Mads Ostberg	38
7	Matthew Wilson	24
8	Kimi Raikkonen	18
9	Federico Villagra	12
10	Henning Solberg	10
MANUFACTURERS' POINTS		
1	Citroen Total WRT	167
2	Ford Abu Dhabi WRT	150
3	Stobart Ford	61

CLASS WINNERS WRC: Loeb/Elena; SWRC: Tanak/Sikk; WRC Academy: Egon Kaur/Erik Lepikson (Ford Fiesta R2); Starters/finishers: 63/32; Leaders: SS1 P Solberg; SS2-3 Hirvonen; SS4-18 Loeb

RALLY SUMMARY Out of the WRC last season, this rally returned with an entirely new opening day. The crews tackled more technical roads south of Olbia around the town of Oristano. The stages on days two and three had been used plenty of times before.

SWRC

Tanak on top for maiden Super 2000 victory

➤ Ott Tanak delivered the perfect drive to dominate the Super 2000 element of last week's Rally d'Italia.

The Estonian was one of four drivers running with the upgraded Fiesta S2000 engine, but he was the one who made the most of it. Tanak led from the start, despite never having competed on Sardinia. Nasser Al-Attiyah and Martin Prokop both challenged briefly, but both fell back when they suffered fires in their Fords. Al-Attiyah's was caused by a burst damper canister on Friday afternoon, while the Czech driver's car lost time when the power-steering fluid caught fire on SS11.

By the mid-point of the event, Tanak had built a lead of close to a minute, and from then on he was able to drive his own rally – much to the annoyance of Juho Hanninen, who had moved into second place after he recovered from persistent brake problems on the opening day.

Every time Hanninen took time out of Tanak, the Ford man had the perfect response.

"I tried," said Hanninen, "but he was too quick this time. He is the quick guy."

Tanak was typically understated about it all.

"It's good. I'm happy, but this has not been easy," he said. "In the stage before the

last one, I backed off too much and dropped a lot. But it was okay."

Hanninen was second, ensuring he stays in touch with the championship race. Prokop's third place was enough to move him to the top of the table, a position he shares with Tanak.

KAUR IS ACADEMY KING

Standing at the side of the road trying to heave his Fiesta back onto the first Monte Grighini stage on Friday, Egon Kaur's chances of success in Sardinia were not looking great. Four minutes later, when he finally got going again, they looked even worse. Two days later, the Estonian repeated his round-one win on the second FIA WRC Academy event. Rally d'Italia was anything but predictable.

A fourth-stage, house-sized rock accounted for eight of the 18 Fiestas on Friday, including that of early leader Craig Breen. This was a rally of extraordinary attrition with just three of the 18 runners completing all 12 stages. Miguel Baldoni and Fredrik Ahlin took second and third.

"I really didn't think this was possible on Friday," said Kaur. "Now I have a good lead [32 points] in the championship and Finland is next – I would love to win that one as well!"



Estonian Tanak was peerless in S2000

SWRC - Round 3 of 8

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Ott Tanak/Kuldar Sikk	Ford Fiesta S2000	3h52m51.8s
2	Juho Hanninen/Mikko Markkula	Skoda Fabia S2000	+26.7s
3	Martin Prokop/Jan Tomaneck	Ford Fiesta S2000	+4m17.3s

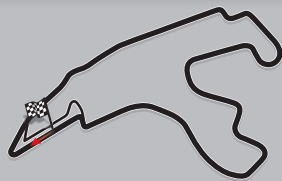
SPA

Belgium

May 6-7

ILMC, round 2/7

LMS, round 2/5

**AT A GLANCE**

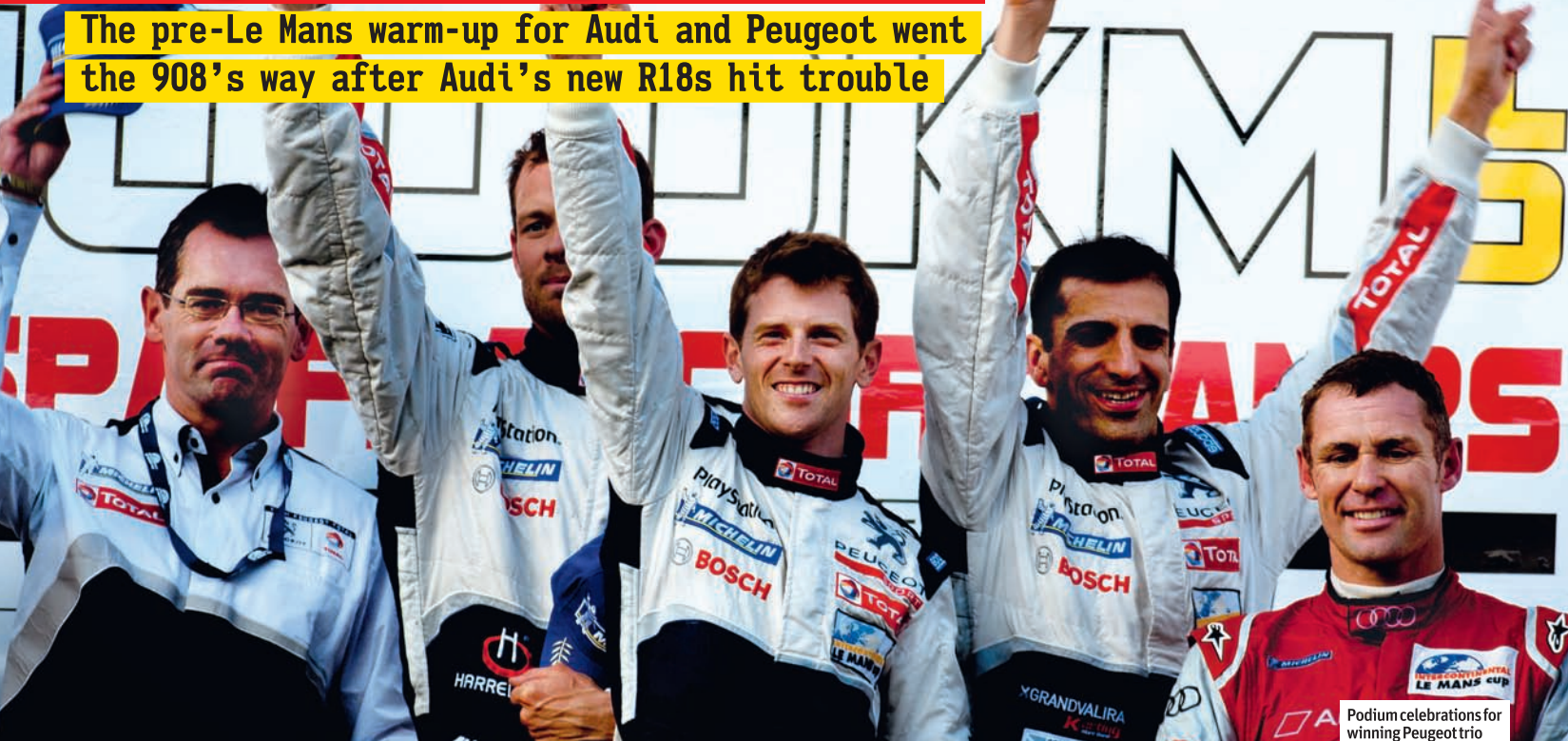
- Winners **Wurz/Davidson/Gene**
- Pole position **Timo Bernhard**
- Fastest lap **Nicolas Minassian**



Lamy's off dropped the #9 Peugeot to eighth

Peugeot's Belgian bonus

The pre-Le Mans warm-up for Audi and Peugeot went the 908's way after Audi's new R18s hit trouble



Podium celebrations for winning Peugeot trio

DID PEUGEOT DOMINATE THE Spa 1000Km last Saturday or did Audi throw it away? That's the question both camps will be working hard to understand this week as they begin their final preparations for the Le Mans 24 Hours in a month's time.

Alex Wurz, Anthony Davidson and Marc Gene led home what appeared to be an easy one-two for the French manufacturer's new 908 HDi in the second round of the Intercontinental Le Mans Cup on a day that all three of its German rival Audi's R18 TDIs ran into problems of its drivers' making. Where those cars would

have been but for those problems is the question that needs to be understood.

The trio of Joest-run Audi R18 coupes topped each of the three of free practice sessions and then the new car, making its race debut, blocked out the top three positions on the grid. The Peugeots, meanwhile, were left languishing down the order after the French team kept its cars in the pits at the start of a session that was cut short after a major accident caused significant barrier damage.

Audi appeared to have the upper hand right up to the start of the six-hour race that retained the historic 1000Km tag line. Then it

started to go wrong.

After Allan McNish's first-lap spin at Les Combes, Timo Bernhard was the next to encounter problems. A brush with a backmarker resulted in damage to the rear body, necessitating an early pitstop. Worse still, the diffuser had been damaged, blunting the performance of the car he shared with Romain Dumas and Mike Rockenfeller for the remainder of the race.

Rinaldo Capello, who drove the #3 Audi with McNish and Tom Kristensen, inadvertently flicked on the pitlane speed-limiter at the Bus Stop chicane, a delay that compounded itself when he was stuck behind the second of two safety cars on track during the race's only full-course yellow.

Benoit Treluyer needed an unscheduled stop courtesy of rubber pick-up, the same problem throwing him into the gravel at Fagnes. That left the car he shared with



All-French crewed 908 completed Pug one-two

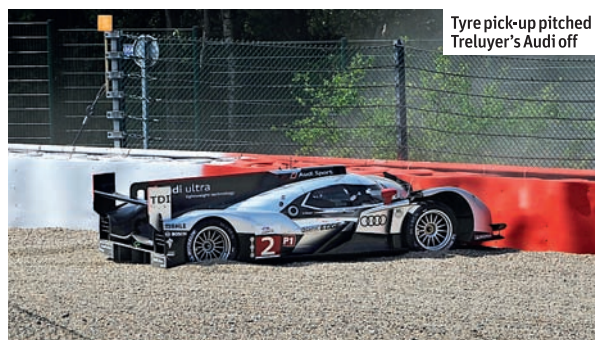
Andre Lotterer and Marcel Fassler two laps off the lead by the halfway mark.

Audi's ignominy wasn't over. A slow puncture brought Kristensen into the pits with just over an hour to go. The team opted to change damaged rear bodywork, which the driver claimed was not affecting his pace. The delay resulted in the car finishing off the lead lap behind the Wurz/Davidson/Gene Peugeot and the second-placed car of Franck Montagny, Stephane Sarrazin and Nicolas Minassian, which had to

come from the back of the grid after Minassian failed to set a time in qualifying.

Kristensen's stint suggested that the Audi was a much more competitive proposition than the final results sheet from Spa suggests. The Dane had been catching Minassian and had brought the gap down to 14 seconds when he was forced to stop.

The Audi was a force as the temperatures dropped at the end of a race that finished after 8pm. It looked a blunter machine during the heat of the afternoon.



Tyre pick-up pitched Treluyer's Audi off

RACE RATING

★★★★☆

It might have been incident-packed for Audi, but it wasn't a thriller for the 35,000 fans at Spa last Saturday

MILESTONE

The R18 TDI failed to follow in the footsteps of the R8, R10 and R15 - it didn't win on its race debut

REPORT ILMC/LMS SPA

GARY WATKINS
reports



Wurz's opening stint from 12th on the grid suggested the Peugeot had the edge. The Austrian was up to fifth by the end of the first lap and into the lead on lap 20.

"At the end of the stint I still had some energy left in my Michelins and managed to get past whichever Audi [Lotterer's] was leading," he said. "I was high-fiving myself in the car and kept going like a crazy guy to get a bit of a lead."

Peugeot Sport technical boss Bruno Famin reckoned the 908 was the more consistent car.

"It seems that our car was faster over the second part of the second stint on the tyres," he explained. "It's not really a surprise, because it is one of the key points of the car."

Audi was more worried about its inconsistency over the course of the race.

"We had the pace at times," admitted Kristensen, "but we were not truly competitive over the full race distance"

Kristensen suggested the problem may have been "temperature-related", while McNish reckoned that Audi probably hadn't optimised its set-up during free practice interrupted by a series of red flags.

Peugeot wasn't pretending that it had the kind of performance advantage in Belgium that it had enjoyed at Le Mans last year.

"We did have the speed, but most importantly we had the perfect race," said Davidson. "That's what made it look so easy."

Fizzy sparkles for first victory

Giancarlo Fisichella added a maiden sportscar victory to his already impressive CV at Spa. The three-time grand prix winner and AF Corse Ferrari team-mate Gianmaria Bruni came through the race on a four-stop strategy, which put them in front when it mattered.

The new Ferrari 458 Italia was the car to have around Spa, though not necessarily a Michelin-shod AF Corse one. The Farnbacher entry driven by Dominik Farnbacher and Allan Simonsen on Hankook tyres, another four-stopper, was only 11 seconds behind at the finish, but the quickest car was the JMW Motorsport Ferrari on Dunlops.



Bruni/Fisichella
Ferrari won GTE

Rob Bell and James Walker both led into the pits at the end of their respective first stints, only for Bell to make a rare mistake at Les Combes after taking the car back over. He sideswipped the barriers, which eventually precipitated a water leak and a long stop for repairs.

The Pescarolo Team scored top Le Mans Series LMP1 points with P6 for Christophe Tinseau, Emmanuel Collard and Julien Jousse. Second place went to the best of the Rebellion Lola-Toyotas driven by Nicolas Prost and Neel Jani despite six minutes lost to body damage.

RESULTS

Spa-Francorchamps (B), May 6-7, Intercontinental Le Mans Cup, round 2 of 7
Le Mans Series, round 2 of 5

GRID	
2 LOTTERER 2:01.788	1 BERNHARD 2:01.502
4 LAPIERRE 2:05.482	3 KRISTENSEN 2:02.145
6 PLA 2:07.290	5 PROST 2:06.767
8 PICCINI 2:08.821	7 TINSEAU 2:07.528
10 BECHE 2:10.141	9 WATTS 2:10.016
12 GENIE 2:10.725	11 MAILLEUX 2:10.474
14 K-SMITH 2:11.218	13 DE CREM 2:11.183
16 ROSTER 2:11.842	15 WEICHTRY 2:11.306
18 BARLESI 2:12.373	17 PAGENAUD 2:12.108
20 KEEN 2:13.592	19 KAFFER 2:13.584
22 GAROFALL 2:14.122	21 BOUCHUT 2:13.851
24 LOMBARD 2:17.120	23 HARBOC 2:14.431
26 SCHELL 2:18.757	25 JULIAN 2:18.219
28 BELL 2:20.915	27 MELO 2:20.743
30 LIEB 2:21.291	29 FISICHELLA 2:21.086
32 FARNBACHER 2:21.779	31 FARFUS 2:21.460
34 HENZLER 2:22.955	33 PRIAULX 2:22.219

161 LAPS, 700.677 MILES						
POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Alexander Wurz (A)/Marc Gene (E)/Anthony Davidson (GB)	Peugeot Sport Total	Peugeot 908 HDi	LMP1	6h02m03.799s	12
2	Franck Montagny (F)/Stephane Sarrazin (F)/Nicolas Minassian (F)	Peugeot Sport Total	Peugeot 908 HDi	LMP1	+42.965s	48
3	Allan McNish (GB)/Rinaldo Capello (I)/Tom Kristensen (DK)	Audi Sport North America (Joest)	Audi R18 TDI	LMP1	-1 lap	3
4	Timo Bernhard (D)/Romain Dumas (F)/Mike Rockenfeller (D)	Audi Sport Team Joest	Audi R18 TDI	LMP1	-2 laps	1
5	Andre Lotterer (D)/Marcel Fassler (CH)/Benoit Treluyer (F)	Audi Sport Team Joest	Audi R18 TDI	LMP1	-3 laps	2
6	Christophe Tinseau (F)/Emmanuel Collard (F)/Julien Jousse (F)	Pescarolo Team	Pescarolo-Judd 01	LMP1	-5 laps	7
7	Nicolas Prost (F)/Neel Jani (CH)	Rebellion Racing	Lola-Toyota B10/60	LMP1	-5 laps	5
8	Sebastien Bourdais (F)/Pedro Lamy (P)/Simon Pagnaud (F)	Peugeot Sport Total	Peugeot 908 HDi	LMP1	-6 laps	17
9	Andrea Belicchi (I)/Jean-Christophe Boullion (F)	Rebellion Racing	Lola-Toyota B08/60	LMP1	-6 laps	49
10	Loic Duval (F)/Nicolas Lapierre (F)/Olivier Panis (F)	Team ORECA Matmut	Peugeot 908 HDi	LMP1	-9 laps	4
11	Mathias Beche (CH)/Pierre Thiriet (F)/Jody Firth (GB)	TDS Racing	ORECA-Nissan 03	LMP2	-11 laps	10
12	Nicolas de Crem (B)/Dominik Kraihamer (A)	Boutsen Energy Racing	ORECA-Nissan 03	LMP2	-11 laps	13
13	Jonny Kane (GB)/Danny Watts (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-01d	LMP2	-11 laps	9
14	Rob Garofall (GB)/Barry Gates (GB)/Simon Phillips (GB)	RLR Msport	MG Lola-Judd EX265	LMP2	-14 laps	22
15	Soheil Ayari (F)/Franck Mailleux (F)/Lucas Ordenez (E)	Signatech Nissan	ORECA-Nissan 03	LMP2	-15 laps	11
16	Nicolas Marroc (F)/Luca Moro (I)/Zhang Shan Qi (PRC)	Hope Racing	ORECA-Chevrolet FLM09	FLM	-17 laps	23
17	Giancarlo Fisichella (I)/Gianmaria Bruni (I)	AF Corse	Ferrari 458 Italia	GTE	-17 laps	29
18	Dominik Farnbacher (D)/Allan Simonsen (DK)	Hankook Team Farnbacher	Ferrari 458 Italia	GTE	-17 laps	32
19	Andy Priaulx (GB)/Uwe Alzen (D)	BMW Motorsport (Schnitzer)	BMW M3	GTE	-17 laps	33
21	Augusto Farfus (BR)/Jorg Muller (D)	BMW Motorsport (Schnitzer)	BMW M3	GTE	-18 laps	31
25	Nicolas Armindo (F)/Raymond Narac (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GTAm	-21 laps	35
34	Rob Bell (GB)/James Walker (GB)	JMW Motorsport	Ferrari 458 Italia	GTE	-29 laps	28
36	Marc Lieb (D)/Richard Lietz (A)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE	-32 laps	30
38	Tom Kimber-Smith (GB)/Karim Ojeh (SA)/Gary Chalandon (F)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-38 laps	14
40	Giacommo Piccini (I)/Maximo Cortes (E)/Ferdinando Geri (I)	MIK Corse	Zytek 09	LMP1	-41 laps	8
R	Jaime Melo (BR)/Toni Vilander (FIN)	AF Corse	Ferrari 458 Italia	GTE	137 laps-acc damage	27
R	Olivier Pla (F)/Miguel Amaral (P)	Quifel-ASM Team	Zytek 09SC	LMP1	106 laps-engine	46
R	Frederic Makowiecki (F)/Stephane Ortelli (MC)	Luxury Racing	Ferrari 458 Italia	GTE	64 laps-throttle cable	6
R	Pierre Kaffer (D)/Matias Russo (RA)/Luis Perez Companc (RA)	Pecom Racing (AF)	Lola-Judd B11/40	LMP2	60 laps-suspension	19
R	Scott Tucker (USA)/Christophe Bouchut (F)/Joao Barbosa (P)	Level 5 Motorsports	Lola-HPD B11/60	LMP2	59 laps-suspension	21
R	James Rossiter (GB)/Jonathan Hirschi (CH)/Johnny Mowlem (GB)	Lotus Jetalliance	Lotus Evora	GTE	21 laps-engine	53
R	Wolf Henzler (D)/Patrick Pillet (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GTE	16 laps-engine/elec	34
NS	Matthieu Lahaye (F)/Guillaume Moreau (F)/Pierre Ragues (F)	OAK Racing	OAK Pescarolo-Judd P01	LMP1	accident in qualifying	
NS	Tommy Erdos (BR)/Ben Collins (GB)/Mike Newton (GB)	RML	HPD ARX-01d	LMP2	accident in practice	

ILMC LMP1 MANUFACTURERS		
POS	DRIVER	PTS
1	Peugeot	55
2	Audi	38

ILMC GTE MANUFACTURERS		
POS	DRIVER	PTS
1	BMW	49
2	Ferrari	38
3	Corvette	24
4	Porsche	14
5	Aston Martin	8

ILMC LMP1 TEAMS		
POS	DRIVER	PTS
1	Peugeot Sport Total	27
2	Audi Sport Team Joest	19
3	Team ORECA Matmut	18
4	Rebellion Racing	12

ILMC LMP2 TEAMS		
POS	DRIVER	PTS
1	Signatech Nissan	22
2	OAK Racing	18
ILMC GTE-PRO TEAMS		
POS	DRIVER	PTS
1	AF Corse	27
2	BMW Motorsport	26

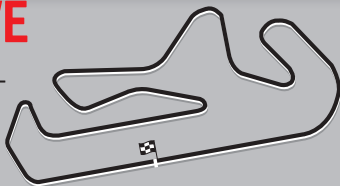
Winners' average: 116.114mph. Fastest lap: Pagnaud, 2m03.699s, 126.658mph. LMP2: Ayari, 2m12.588s, 118.167mph. GTE: Bruni, 2m22.012s, 110.325mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. There were 53 starters.

CHARLES BRADLEY
reports

ALGARVE

 PORTUGAL

May 7-8
World GT1
Round 3/10



AT A GLANCE

- Qual race **Dumbreck/Westbrook**
- Championship race **Luhr/Krumm**
- Pole position **Westbrook**
- Fastest lap **Westbrook**

Ailing Dumbreck was soon passed by Krumm



WORLD GT1 ALGARVE (P), MAY 7-8, RD 3/10

Nissan wins despite losing its leading car

LAST YEAR AT AUTODROMO do Algarve, Peter Dumbreck and Michael Krumm were paired in a Nissan GT-R and were robbed of victory by a wheelgun failure during their pitstop. Last weekend, Krumm – now partnered by Lucas Luhr – enjoyed the ecstasy of success, but only at the expense of Dumbreck’s agony, as a gearbox problem ruined his and team-mate Richard Westbrook’s almost-certain race win.

It had all looked so good from the start of the championship race, as Westbrook’s JRM Nissan leaped into the lead ahead of Luhr. Their battle in the previous day’s qualification race had ended with Westbrook prevailing, but only after a bold lunge past Luhr at Turn 1. Westbrook and Dumbreck had lost their early lead when their pitstop was 3s slower than the Krumm/Luhr stable-mate.

On Sunday, with a fresh set of tyres, Westbrook

extended a 6s lead as Luhr couldn’t keep his pace on older rubber. Luhr could pull away, however, from the third-placed Sumo-entered Nissan of Jamie Campbell-Walter. The Nissan’s 5.5-litre V8 grunt, which offsets its bulky dimensions, was well suited to the enormous swoops of the majestic Algarve layout.

Just before the pitstop cycle, Westbrook radioed-in to report that the gearbox temperature had gone off the scale (it only went up to 150C!). Dumbreck took over, but only with a 1s lead after another slower stop, and rejoined under orders to be gentle with the gearchange.

“At first it didn’t feel too bad,” he said. “But eventually the shift mechanism started to get sticky.”

Dumbreck lost the lead to Krumm when the ‘box briefly jammed in third, but managed to solve that problem by purposely hitting the rev limiter, which allowed him to

change gear as the ignition-cut system kicked in. He continued for another six laps, but his smoking car cried enough eight laps from home as the gearbox’s oil burned out.

“I just hoped it would hang in there, but then it made a terrible noise and that was it,” Dumbreck added, who was then told to get back in the smoke-filled car to allow it to be towed from its ‘dangerous position’ by marshals. “The smoke was toxic; I was almost asphyxiated. But that doesn’t hurt as much as losing a win.”

Krumm and Luhr (who sportingly consoled a distraught Westbrook in the JRM pits) accepted their win was “lucky”, and they came home 5s clear of Darren Turner/Stefan Mucke (Aston Martin DB9). They grabbed second from Campbell-Walter/David Brabham during the pitstop cycle, despite Turner stalling while fiddling with his belts. Neither Turner nor Mucke was meant to be doing this race, but Aston’s prototypal travails meant they were available for combat.

Brabham hassled Turner to the finish, but DT had his

attacks all figured out: “I’ve been Brabham’s team-mate before, so I thought, ‘What would he do in my situation?’ And the answer was stay calm.” Brabs concurred: “I was trying to put pressure on Darren but he didn’t make a mistake.”

The Lamborghinis of Dominik Schwager/Nicky Pastorelli (All-Inkl) and Karl Wendlinger/Peter Kox (Swiss Racing Team) were next up, the latter making a great recovery after a disastrous first lap in the opening race that sent them spinning to the tail of the field. Sixth-placed Bas Leinders/Marc Hennerici also rebounded after Leinders suffered a frightening rear-wing failure in the qualify race.

Series leaders Marc Basseng and Markus Winkelhock finished

seventh, but both All-Inkl Lambos had to recover from major transmission issues in qualifying.

RESULTS

Qualification race 1 Peter Dumbreck/Richard Westbrook (Nissan GT-R), 34 laps in 1h00m04.931s; 2 Michael Krumm/Lucas Luhr (Nissan), +0.388s; 3 David Brabham/Jamie Campbell-Walter (Nissan); 4 Darren Turner/Stefan Mucke (Aston Martin DB9); 5 Dominik Schwager/Nicky Pastorelli (Lamborghini Murcielago); 6 Maxime Martin/Yann Clairay (Ford GT).

Championship race 1 Luhr/Krumm, 34 laps in 1h00m25.013s; 2 Mucke/Turner, +5.497s; 3 Campbell-Walter/Brabham; 4 Pastorelli/Schwager; 5 Karl Wendlinger/Peter Kox (Lamborghini); 6 Marc Hennerici/Bas Leinders (Ford GT).

Points 1 Markus Winkelhock/Marc Basseng, 55; 3 Luhr/Krumm, 37; 5 Mucke/Turner, 37.

Turner/Mucke came through to second



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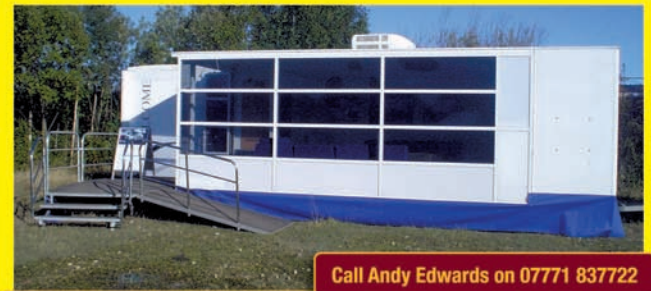
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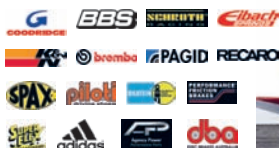
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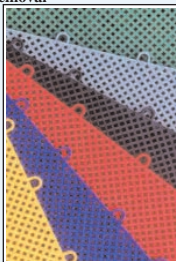
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SYSTEMS ENGINEER

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The successful candidate will be experienced in all aspects of race car electronic systems, with knowledge of Atlas and System Monitor an advantage. Good communication skills are a must with the ability to work to tight timescales in a team environment.

This role involves travel to all race and tests and is ideally suited to a highly motivated team player with a willingness to work flexible hours.

If you wish to be considered for this post, please email hr@teamlotus.co.uk, quoting TL/HR/SYSENG/014/05.11 and attaching an up to date CV.

Closing date for applications: 27th May 2011.



CAD/PLM SUPPORT ENGINEER

An opportunity has arisen for a CAD/PLM Support Engineer within our IT department.

The role of CAD/PLM Support Engineer is responsible for the implementation, support and maintenance of all CAD/PLM applications throughout the business.

The successful candidate will be able to demonstrate a minimum of 3 years work related experience in the engineering/manufacturing industry, preferably Automotive. They will be highly self-motivated, directed, with a strong customer service orientation, with experience of delivering and supporting CAD/PLM systems especially CATIA V5 & SmarTeam. They will also be able to demonstrate experience of configuring and deploying new applications and systems software and/or enhancements to existing applications.

If you wish to be considered for this post, please email hr@teamlotus.co.uk, quoting TL/HR/CADPLMENG/013/05.11 and attaching an up to date CV.

Closing date for applications: 27th May 2011.



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Company	Job Title	Application Deadline
Lotus Renault GP	CATIA V5 CAP Programmer / 5 Axis Mill Operator for night shift	12 May 2011
Red Bull Technology	Electronic Support Engineer	12 May 2011
Team Lotus	Damper Engineer	12 May 2011

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- Optimization of race engine and chassis performance (from analysis of logged data)
- Pre-test planning and post-race engineering reporting
- Pre/post event race strategy analysis

Extensive travel to race events and tests will be required.

Applicants should have an engineering degree (or equiv); a background in internal combustion engine development or vehicle dynamics; and at least 2 years full-time trackside engineering experience (incl. typical software). Initiative, excellent communication skills and an outgoing personality are essential.

An excellent remuneration and benefits package will reward the right candidates.

Please e-mail resume to tracksideengineer@gmail.com

Following the setting up of our new wind tunnel program, HRT is looking to expand its Technical Group. We are seeking highly motivated and capable individuals to work in our Design and Aero Groups on our 2011 development and 2012 design programs. The roles will initially be based in the UK close to the wind tunnel program but may require occasional travel to, and working from the team's operational base in Germany and Spain. This is a unique chance to join a small team right at the beginning of its development and to benefit from the wide range of challenges and opportunities available.

AERODYNAMICS DEPARTMENT

Aero Team Leader / Senior Aerodynamicist

You will be involved in all aspects of aerodynamic design and development. This will involve leading our group of aerodynamicists and model designers, working closely with CFD and design engineers, taking responsibility for the preparation and running of wind tunnel test programs and analyzing and reporting results. You will have a degree in aerodynamics or its equivalent and a proven track record of experimental F1 aerodynamic development, involving a minimum of five years experience. You will have previous experience with CAD (preferably CATIA v5) and a flexible approach to working hours.

Aerodynamicists / Junior Aerodynamicist

You will work closely with your aerodynamics group leader to develop the car and will be expected to play an important role within the planning and execution of wind tunnel testing and reporting on test sessions. You will have a degree in aerodynamics or its equivalent and at least two years experience in an F1 environment. You will have previous experience with CAD (preferably CATIA v5) and a flexible approach to working hours.

CFD Aerodynamicist

Based in the aero development group, you will be involved in aspects of CFD aerodynamic development to enable optimum use of our external CFD consultants and HPC resources. You will be responsible for preparing geometry for analysis, reviewing CFD results and integrating them into the experimental program. You will have a degree in aerodynamics or other relevant subjects with a good understanding of aerodynamics and computational methods. You will have experience in an F1 or similar motorsport environment of using CFD tools for design and development. You will have previously used a commercial or open-source Navier-Stokes codes and have experience with CAD.

Project Manager / Buyer

You will be responsible for the planning, coordination and management of our wind tunnel model build program and, in particular, for the buying of all wind tunnel model components. You will have good organizational and planning skills together with a flexible approach to problem solving and ability to coordinate the activities of model makers and designers. Previous experience of buying in a motorsport environment or similar is essential together with a good understanding of the manufacturing techniques used in wind tunnel model testing. You will also have relevant computer skills such as Windows Office and some experience of 3D CAD.

Model Designers

You will join one of our aerodynamic development groups working on a range of aerodynamic projects related to wind tunnel testing. You will be able to create new designs from scratch as well as working to develop existing designs and must be capable of managing projects with minimum supervision. You will have an HND or degree level qualification in an engineering design discipline and significant experience of using CATIA v5. Experience of working in an F1 environment would be an advantage.

Model Makers

You will be part of our aerodynamic development group, responsible for the manufacture, preparation and operation of our wind tunnel models. You will have extensive model making experience, possess a sound engineering background and have experience of wind tunnel testing. You will be expected to produce high quality components to tight deadlines. These positions will involve flexible working hours.

DESIGN GROUP

We are seeking experienced designers for our full-scale design group. As part of a small team you will need to have the ability to work with minimum supervision to tight time-scales and to a high accuracy. You will need a very flexible approach to working hours and good organizational and communication skills.

Mechanical Design Engineers

Composites Design Engineers

You will have an appropriate engineering degree and a minimum of five years motorsport experience, preferably in F1 and be fully skilled with 3D CAD, using CATIA v5. You will be experienced in producing engineering drawings to BS8888 and ISO 2768 and have the ability to make appropriate hand-calculations to support your designs.

Head of Electronics

Within our electronics department we are looking for a senior electronics engineer with a minimum of five years experience in Formula 1 and extensive knowledge of the MES-Systems. You will work close together with the design group and the racing team. This position will need a very flexible approach to working hours and may require occasional travel to tests and races.

To apply please email your full CV application to heike.feldkamp@hispaniaf1team.com



ADVANCED ENGINEERING

Following the announcement of our exciting new project in association with Jaguar, we have a variety of opportunities available to work on the design and manufacture of the new Jaguar C-X75 hybrid supercar.

Jaguar C-X75 will become the British marque's most advanced model to date. It will offer performance on a par with the fastest production cars on the market, while adopting cutting-edge technology that offers remarkably economical running. Jaguar expects this hybrid supercar to deliver incredibly low CO₂ emissions of less than 99g/km while being able to achieve a top speed in excess of 200mph, making it one of the world's highest performance and most environmentally sustainable supercars.

The design and early stage manufacture of the project will be based and staffed at our Grove headquarters and will provide Jaguar with a direct technology transfer of Williams' engineering expertise, particularly in the areas of aerodynamics, composite structures, hybrid systems and systems integration. The project will be undertaken in a motorsport environment and will draw heavily on Williams' ability to drive rapid product development.

We now have a number of vacancies for technical staff who have worked recently in motorsport or on the development of high performance road cars, in the following areas:

- **Aerodynamics and CFD**
- **Composites Design and Manufacture**
- **Transmission Design**
- **Hybrid Technologies Engineering**
- **Battery Management Systems Engineering**
- **Electronics, particularly Control Systems Integration**
- **Mechanical Design**
- **Suspension and Steering System Design**
- **Powertrain applications: Cooling, Intake and Exhaust Systems**
- **Vehicle Dynamics**
- **Realtime Software**

You should have the drive and passion to deliver innovative projects as part of a diverse team and good CAD skills, NX and Catia5 preferred.

We anticipate that this team will go on to complete future high profile advanced engineering projects, with Jaguar and other partners. It will also interact with the core Williams F1 design team and there will be opportunities to progress into the Formula One side of the business, and for existing F1 personnel to work on this and future projects, which may in turn create further vacancies within the Company.

To apply for any of these roles, please visit our website at williamsf1.com and select the Recruitment option under the Team heading.

Closing date: Tuesday 31st May 2011.



Damper/Hydraulics Technician

As a member of the Hydraulics team, you will assemble and test various parts of the hydraulic circuit, with a primary focus in this role on F1 dampers. Ideally, you will already be familiar with contemporary F1 car hydraulic systems, and possess significant practical experience as a technician within a motorsport environment. You will be able to understand and work from detailed hydraulic circuit and assembly drawings and associated symbols; be familiar with data acquisition software, and have the ability to ensure that rigorous and accurate job recording is undertaken for all work carried out.

You may be required to undertake regular international travel in support of our Race and/or Test schedules, and will complete fault finding and diagnosis both trackside and at the factory. A flexible approach to working hours and the ability to work well under pressure is central to this role, along with excellent interpersonal and communication skills.

Design Engineer – Suspension, Steering and Brakes

We are seeking an experienced design engineer to work on suspension, steering and brake system components. Main responsibility will be for the design of the steering system including column, steering rack assembly and power steering system. Other responsibilities include cockpit installation layout during initial car design (driver controls), and assistance with layout and detail design of front and rear inboard and outboard suspension assemblies.

Responsibility for complete systems will start from conceptual design, through calculation, detail design, manufacture, build, testing, and faults analysis correction, whilst ensuring tight project deadlines are met.

You will have a degree or equivalent qualification in mechanical engineering. The ability to perform functional analysis to support design concepts and an understanding of hydraulic systems is essential, whilst experience of using NX5/6 is desirable. Knowledge and understanding of suspension kinematics preferred.

To apply for either role, please visit our website at williamsf1.com and select the Recruitment option under the Team heading.

Closing date for both posts: Friday 27th May 2011.



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CONTROL/ELECTRICAL SYSTEMS TRACK SUPPORT TECHNICIAN



You will be required to provide track support for the electrical/electronic systems fitted to the car and the associated support equipment. This will involve assisting in the installation of electrical components, configuring/calibrating the chassis related control and data acquisition systems, monitoring their operation to ensure that they are functioning correctly and carrying out any necessary fault diagnosis. You will work closely with the engineers to optimise the systems set up and be involved in developing the processes and tools for system configuration, data analysis, etc.

The successful candidate will have previous experience in providing field support for electrical/electronic systems ideally in an automotive or aerospace environment; a good knowledge of using PC based system configuration/calibration tools and experience in the design, manufacture and installation of wiring harnesses. The candidate will also be able to demonstrate their ability to work to tight deadlines, strong problem solving skills and team working abilities.

STRUCTURAL ENGINEER

We are looking to employ an engineer qualified to a degree or equivalent in mechanical or aeronautical engineering. Applicants should have some industrial/motorsport experience in stress analysis of composites and metallic materials. A strong working knowledge of Catia V5, Hyperworks and MSC suite would be an advantage. The successful candidates should be able to demonstrate in-depth knowledge of FEA codes and a good understanding of structures and systems.

COMPOSITE LAMINATOR

The successful candidate will be highly experienced in the production of high quality Complex Carbon Composite components. The ability to read and understand drawings and lay up manuals is essential. You will have a flexible attitude to working shift patterns.

PATTERN MAKER

Working on the late shift within our Pattern Shop you will be responsible for the manufacture of full size and scale model patterns, jigs and components to a high level of accuracy. You will have the ability to read and understand drawings and have a flexible attitude. Experience in programming and operating 3 & 5 axis CNC machines would be advantageous.

MACHINIST

This day shift role involves programming setting and running CNC 3,4 and 5 axis milling machines and occasional Turning. You will be highly experienced with Heidenhein control systems whilst displaying understanding of engineering drawings, symbols and geometric tolerancing, producing parts to the highest quality.

COMPOSITE TRIMMER

Successful candidates will be highly experienced in trimming, bonding and assembly of complex high quality Carbon Composite components. The ability to read and understand drawings is essential.

If you are interested in applying for any of the above positions, please email your CV with a covering letter including your salary expectations to: sarah.watson@forceindiaf1.com (closing date 20 May 2011). **NO AGENCIES**



Secretary

Maternity Cover: part-time fixed-term contract

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This diverse role is based in a busy editorial department and you will need to be proficient in all aspects of Microsoft Office, have good basic administration skills and a confident and friendly telephone manner. A familiarity with making complex travel arrangements would be advantageous although training will be given.

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Single-seater racer Holmes plots race return in GTs, p74

Sports Extra

NATIONAL RACING • HISTORICS • CLUB • RALLY • RALLYCROSS • HILLCLIMB

Foster breaks back at Spa

British racer is seriously injured after his WFR SPEED prototype takes off at the top of Eau Rouge



Foster is recovering in hospital in Belgium

» THREE-TIME WALTER
Hayes Trophy winner Joey Foster is recovering in hospital in Belgium after breaking his back in an aerial accident at Spa last week.

The 28-year-old, who won the Walter Hayes FF1600 blue-riband event from 2003-05, underwent a five-hour operation on Thursday as a result of the accident, in which his SPEED EuroSeries WFR-Honda WFR03 cleared the debris fencing at Eau Rouge. The procedure on the damaged vertebra was judged a success by doctors, and Foster is expected to continue his recovery in the hospital in Verviers for the rest of this week.

Team WFR managing director Myles Schofield said: "Joey has feeling in his arms and legs; everything is pointing to a good recovery. He will return to the UK

when the doctors say he is able to travel."

The accident happened during a private test last Wednesday, ahead of the Intercontinental Le Mans Cup event, which the SPEED EuroSeries was supporting. The car spun in the middle of Eau Rouge and took off as it went backwards. The car landed on the tyre barriers, barrel-rolled over the debris fencing and came to rest among trees.

The two works-run WFRs and the first privateer example, which was due to be given its debut by Xero Competition, were withdrawn from the event.

Schofield said the decision not to race had been taken because it "couldn't be 100 per cent certain what had happened".

"It looks like there was a loss of downforce, but we haven't identified anything that may have caused it as

yet," he explained. "We will be looking at the car and at the data to find out exactly what happened."

WFR said that reports that the car suffered a rear-wing failure could not be confirmed. Warren Hughes, who was due to share the other works WFR entry with Jody Firth, said that video footage suggested the "car was intact" as it spun.

This is the second time that Foster has sustained major back injuries. He broke three vertebrae in July 2006 after crashing in practice for a German F3 Cup race at EuroSpeedway Lausitz. Foster underwent four major operations during a recovery period that lasted more than a year. He returned to full-time action with Embassy Racing, WFR's forerunner, in the LMP2 division of the LMS in 2008 and is already a race winner in SPEED this year.

AUTOSPORT SAYS...

BEN ANDERSON
EDITORIAL ASSISTANT

ben.anderson@haymarket.com



IT FEELS AS THOUGH WE'VE

been horribly unlucky yet incredibly fortunate at the same time recently.

Three horrendous accidents in as many weeks could so easily have claimed the same number of racers' lives, yet thankfully all have survived their respective ordeals.

Toyota MR2 racer Andrei Bgatov is still recovering from the serious concussion he suffered after vaulting the barriers and penetrating the catch-fencing at Brands Hatch last month, while 'fearless' Frank Sytner is reportedly itching to return to action just a week after suffering a heart attack at the wheel of his Lola T70 Mk3B at Donington Park.

Now multiple Walter Hayes Trophy winner Joey Foster is set for another lengthy spell on the sidelines after breaking his back for the second time in a testing crash at Spa last week.

Accidents will inevitably happen in motorsport, so we should be thankful for the modern safety standards and medical expertise we all take for granted when they do.

Bgatov, Sytner and Foster all face a hard road to recover their health and fitness - let alone their racing careers. The determination and grit they are so used to displaying behind the wheel will be invaluable to them in the hard months ahead.

Extra contact details

Kevin Turner, national editor
kevin.turner@haymarket.com



Foster won with WFR in Paul Ricard SPEED race

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British GT

Holmes to make race comeback

Former single-seater racer lands Brit GT drive in Barwell-run Aston Martin Vantage GT4

FORMER SINGLE-SEATER driver Chris Holmes will return to racing this season in the British GT Championship.

Holmes finished 10th in Formula Renault UK in 2007, after two years in Formula BMW. He was a race winner in the 750 Motor Club's Formula 4 Championship in 2009, but has not raced since due to a lack of funding.

Now he will drive a GT4 Aston Martin Vantage with ex-Britcar and Porsche racer

Peter Erceg. The car will be run by crack Aston squad Barwell Motorsport under the Secure Racing banner.

"It'll be great to get back out there," said 24-year-old Holmes, who has already tested the car at Silverstone.

"The deal came about through Peter, who is involved with [main sponsor] Dtex Systems."

"We were hoping to be at the Snetterton round this weekend. That looks unlikely, but we'll definitely be

out later in the year. It's a two or three-year deal, so it's not a disaster if we miss Snetterton."

Vantage GT4s – and the model's predecessor the N24 – have not run regularly in British GT during the past few seasons. But Holmes, who is managed by GT veteran Tim Sugden, believes the car can run at the front.

"We were on the pace straight away in the test," he added. "Barwell has a proven track record and I think we'll be right up

there in British GT4."

Championship promoter SRO hopes the Barwell-run Vantage GT4 will help swell the total grid to 29 cars for the Brands Hatch round on June 19.

Former series regular Tom Alexander had hoped to enter an Aston Martin DBRS9 GT3 car for Snetterton this weekend, but has had to withdraw for personal reasons, while the Magic Racing GTC Ginetta G50 is also expected to delay its series debut until Brands

British Formula Ford

Juno in Finnish FFord tie-up

BRITISH RACING CAR BUILDER

Juno hopes to encourage young Finnish driving talent into British Formula Ford by expanding into the country's racing scene.

The company, which has built sports prototypes for the two-litre SPEED category as well as single-seaters for Duratec Formula Ford, has linked up with motorsport organisation Rally Drive Finland, which will become the Juno agent for the Baltic States.

Juno boss Ewan Baldry hopes the new tie-up will feed Finnish talent back into the UK series. "RDF has been concentrating on rallying, but has been looking to create some sort of [racing]

ladder for young Finnish kids," he said. "They would start in Formula Ford in Finland and then graduate into the UK Formula Ford championship.

"RDF wanted to find a link with a manufacturer and we managed to sell ourselves [to them]. I think getting Tom Bradshaw in at the end of last year proved that the car has potential."

Baldry confirmed Juno would travel to Finnish races to "offer technical support and grow the relationship."



Juno has had mixed results in UK FFord races

British GT

Second 458 for Scuderia Vittoria

RACE-WINNING BRITISH GT SQUAD Scuderia Vittoria is planning to expand its British GT line-up after acquiring a second Ferrari 458.

The new team enjoyed a strong debut with the 458 at Oulton Park last month, winning one of the two races with drivers Charlie Bateman and Michael Lyons.

It has since been offered a second car by builder Michelotto and team manager Piers Masarati is looking to put together another pairing for an assault on British GT and European GT3 events.

Masarati said: "We've got a second 458 that's coming and will be available from Brands [June 19]



SV has been successful with new Ferrari 458

onwards, but I need some drivers. "If we don't find drivers for it this year then we'll do it in 2012."

Rival squad CRS Racing is still running old 430 Scuderias while it awaits delivery of two new 458s. Ex-champion Tim Mullen stands in for International GT Open-bound Alex Mortimer alongside Andrew Tate at Snetterton this weekend.

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Radical UK Cup

Chapman to dovetail Radical SR8 races with Toyota MR2 comeback

REIGNING 750 MOTOR CLUB

Toyota MR2 champion Zac Chapman will graduate to the Radical UK Cup later this season.

Chapman, 20, has bought an SR8 and plans to contest the Brands Hatch and Donington Park rounds this year ahead of a full assault in 2012. He could also appear in Radical European Masters events.

"In terms of value for money it is the quickest car I can get my hands on," said Chapman, who has already tested the car at Brands.

"My dream since sitting at the Porsche Curves at Le Mans aged seven has been to race there. The Radical UK and European series go to some of the best circuits and experience of these will be key for my development."

Chapman plans to race solo this season, but has not ruled out sharing the car in 2012.

Despite his major MR2 accident at Brands Hatch last month, in which his car was destroyed in a series of barrel-rolls, Chapman still hopes to race in the series again. "The existing car is

obviously not going to run again," he confirmed. "However, we plan to find a replacement shell and rebuild it with good bits from the existing one.

"I'm not sure which races I'll compete in, but I'd like to make the odd appearance in the championship towards the end of the year."



Chapman has tested SR8

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Boyhood hero Peterson raced Interserie Lola

The Historic Sports Car Club's Martini Trophy series, for two-litre sports prototypes of the 1970s, gets underway at Silverstone this weekend. It's a logical follow-on to the club's Guards Trophy retrospective (a reincarnation of the Classic Sportscar series for Pre-'66 sports racing and GT cars, with extensions for non-scoring Pre-'69 sports racers), which has grown hugely since its 2007 relaunch.

The Martini Trophy also reinvents an old club favourite. The RJB Mining championship, discontinued when demand for a domestic race programme tailed off in the face of the high-profile Orwell SuperSports Cup, which - then boasting big-buck backing - rampaged through Europe, and occasionally as far afield as Australia.

Originally an annual Aston Martin OC event, the Martini Trophy monicker graced international Sports GT races in the '60s, then European 2-litre Sportscar championship rounds and early-'70s Interserie slugfests in which big-banger American V8-engined bolides were ultimately panzered by Porsche 917/10 turbocars in the Can-Am equivalent.

Those of us around in June 1971 remember the 4-3-4 grid formation packed with Chevron B19s and Lola T212s up front (plus older marque reps and singleton Taydec, Daren, Gropa, Martin and Mercury chassis) at Silverstone. While the new-look Martini Trophy series will

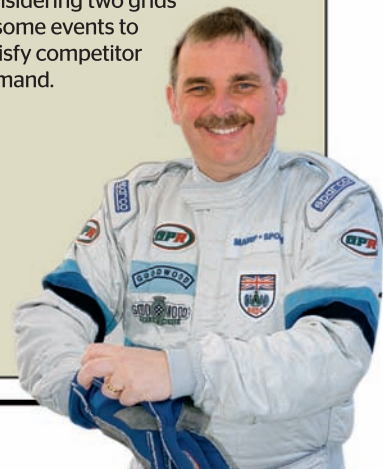
encapsulate later winged cars, I hope its progenitors will sanction a commemorative photograph in the same style.

Toine Hezemans (DART B19) and my boyhood hero Ronnie Peterson (Scuderia Filipinetti T212) won a heat apiece that day, the Dutchman claiming aggregate honours. Among the runners was Dr Tony Goodwin in the Redex RPA-BMW, an ugly spyder created by crudely hacksawing the roof from his four-year-old Chevron B6 because open cars attracted greater start money. That sacrilege has thankfully long been reversed, indeed the shapely coupe will be out in the Guards event with long-time custodian Michael Schryver up.

Turning the clock back to an earlier era, the superb turn-out of Jaguar E-types in racing specification - many freshly built to period homologated lightweight trim for the 50th anniversary series - at last Wednesday's Silverstone Classic media day certainly whetted the appetite for the big race, sure to be among the highlights of the annual festival from July 22-24.

A capacity field of more than 50 will bring the place alive in front of the largest throng of E-types assembled for years - more than 750 are currently registered, with 1000 the target for the display. The race series kicks off at Brands Hatch on July 2-3, with the HSCC considering two grids at some events to satisfy competitor demand.

The Martini Trophy series is a logical follow-on to the HSCC's Guards Trophy retrospective"



FF1600

Euro contest plan for Kent Fords

FORMULA FORD 1600 GURU

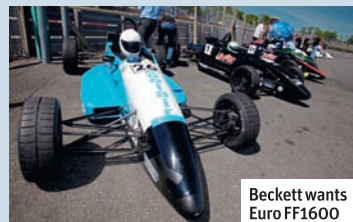
James Beckett is to launch a pan-European competition for the category this season.

Beckett, the man behind Silverstone's Walter Hayes Trophy and the revival of the Champion of Brands, will run a taster event on the Brands Hatch GP circuit in August. If successful, the Euro National series will include FF1600 events abroad in 2012.

"I have been contacted by Formula Fordsters from all over Europe about running a number of events in 2012 for Kent-engined cars," said Beckett. "I believe with the right care and attention this is possible, and I have decided to run a taster race in combination with

the final round of the Champion of Brands in August. It needs to be on a big track to attract European racers and Brands GP fits the bill."

Beckett confirmed that the three or four-round 2012 Euro National contest would likely include trips to Brands GP and Spa. "Spa is the aim for the European flagship meeting," he said. "Think Walter Hayes Trophy on tour."



Beckett wants Euro FF1600

AUTOSPORT
GOLDEN HELMET

GINETTA GT SUPERCUP ACE

Tom Sharp tops our UK/Ireland race winners' table, despite not taking any wins last time out at Thruxton. Scottish Morganeer Russell Paterson is looking a threat, but the whole table is incredibly close at the moment. Legends star Stephen Treherne could be out front on nine, but five of his heat wins were below our 10-mile scheduled-distance rule.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Tom Sharp (Ginetta G55)	6	0	6
2	Russell Paterson (Morgan Plus 8)	5	1	6
3	Rob Boston (Mazda MX-5 Mk3)	5	0	5
4	Tom Roche (Mazda MX-5 Mk1)	5	0	5
5	Adam Sharpe (BMW M3)	5	0	5
6	Garrie Whittaker (BMW E36 M3)	5	0	5
7	Ross Marshall (Ford Coupe)	5	0	5
8	Robert Spencer (Stuart Taylor Locosaki)	5	0	5
9	Benn Simms (March 803B/Alexis Mk14)	5	0	5
10	Seb Morris (Ginetta G40)	5	0	5
11	Kenneth Thirlwall (Van Diemen)	5	0	5
12	Alex Lynn (Barazi-Epsilon EBO1A)	5	0	5

Repechage, consolation, overflow entry and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com

SMART 4two Cup

SMART start for new tin-top series

ORGANISERS OF THE new SMART 4two Cup are targeting grids of more than 30 cars for next season after 11 contested the inaugural races at Donington Park last weekend.

Proving an unusual addition to the weekend's BRSCC programme, the first two outings went by pretty much without a hitch – despite a couple of cars harmlessly rolling in qualifying.

The original plan was to introduce the category next year, but after talks with Britcar boss James Tucker, 4two Cup organisers Paul Bates and James Palmer agreed to get cars on

the grid for last weekend.

Bates said: "Everyone's been very positive about it and the long-term goal is to get up as high as 32 cars if we can.

"We're also going to look at putting another level into it, where people can bring their own SMART cars to race.

"It's very cost-effective, the car is £21,000 to buy and you can run them from just £4,000-£5,000 per season.

"They're semi-automatic and handle very much like a go-kart, so it's a natural and good-value progression from karting to tin-tops, without the need for spending stupid money."



Inaugural SMART race gets underway



Pearson will race in B26 'Chocolate Drop'

Martini Trophy

Pearson for Martini race

Successful historic racer Gary Pearson and Travis drummer Neil Primrose join inaugural entry for two-litre sportscar revival series

HISTORIC ACE GARY PEARSON AND Travis drummer Neil Primrose are among the entries logged for the inaugural Martini Trophy races at Silverstone this weekend.

The Historic Sports Car Club series, which caters for two-litre sportscars built before 1979, has attracted over 20 entries for the opening event on the Silverstone Grand Prix circuit.

Pearson and Carlos Monteverde are entered in the latter's Chevron B26 'Chocolate Drop', recently acquired from historic car owner John Ruston, while Fun Cup racer Primrose will drive his Lola T212.

Also among the entry for the double-header are Frank Lyons (Toj S502), Charlie Kemp (T212), Manfredo Rossi

di Montelera (Abarth Osella PA11) and ex-FF1600 racer Josh Fisher (Huron 4A). The Chevron ranks include Irvine Laidlaw (B19), Sandy Watson (B19 or B36), Andrew Schryver (B21/23) and John Burton (B26).

HSCC executive director Grahame White said: "The entry is extremely encouraging. If we can get grids of mid or late-20s later in the year that would be excellent."

White also confirmed a record entry of over 80 cars has forced him to run two races for the Guards Trophy, one for sports-racing cars and one for GTs.

"We split them at Oulton Park last year, but that was planned," he said. "We thought with the 58 spaces on the Silverstone GP grid we would be able to do it with one, but it's a fantastic problem to have."

Scragg and Bussell lead Brands E-type celebrations

Chris Scragg (below) and John Bussell were runaway winners when the Classic Sports Car Club held the first of two 60-minute races at Brands Hatch last Saturday, to celebrate 50 years of the Jaguar E-type



Group C/GTP

Ernst to race EMKA Group C car

GERMAN HISTORIC RACER

Rudolf Ernst has added the EMKA-Aston Martin to his stable and plans to race in the Group C/GTP Racing event at the Silverstone Classic in July.

Ernst's new acquisition was entered at the Le Mans 24 Hours by Michael Cane Racing in 1983 and famously led the event two years later in rebodied form. The EMKA eventually finished

11th in the hands of Tiff Needell, Nick Faure and car owner Steve O'Rourke.

Ernst, whose roster of cars also includes Lotus 18 and March 721 F1 machinery, said: "I love Aston Martins, so the EMKA's history sold it to me."

The '83-spec EMKA bodywork and original spares were used to build a recreation car in 1989 and this is also raced in historic events.

EMKA Aston took 11th at Le Mans '85



IN BRIEF

PRODUCTION BMW CHAMPION ROB

Smith made his Production Touring Car Trophy debut at Snetterton in a BMW 330d (left) last weekend. "The idea of running a diesel is to promote environmentally friendly racing, because the car's emissions are so low," he explained. His first race came to a premature end with a rear puncture, but in the third and final race he was sixth.



SCOTT MOAKES MISSED THE

Formula 4 round at Cadwell Park last weekend after a heavy off in qualifying. The 2010 Saxmax runner-up spun on oil and collided with the tyre wall on the exit of Charlies on the fourth lap of the session and lacked the spares needed to repair his Ray.

STOCK HATCH RACER PIP

Hammond must upgrade his rollcage before he can compete in the championship again. Scrutineers found that it was not up to the latest standards, although he was permitted to race at Cadwell Park last weekend, where he duly won the Class B race in his Vauxhall Nova. "It could be a while before I am able to get back out again," he admitted.

FORMER GINETTA G20 RACER

Steve Bell returned to the Classic FF1600 Championship at Snetterton last weekend. "It's a one-off to keep my hand in," he said after taking second place in the first race. He retired his car from second in race two, after losing water.

EX-FORMULA FORD FESTIVAL

winner Dave Coyne is to race a Ferrari 308 in the Ferrari Classic and CSCC Future Classics series. The 1990 Festival winner will share the car owned by Christopher Compton Goddard that is currently being prepared. They will also share a Porsche 924 in Future Classics.

A BIZARRE

incident occurred before the final CSCC race at Brands Hatch last Saturday when the BRSCC ambulance/rescue unit suffered an under-bonnet fire (above). Another vehicle was drafted in to allow racing to continue.



INAUGURAL SAXMAX CHAMPION

Liam McMillan had his first race for 18 months when he debuted his SEAT Leon in the Production Touring Car Trophy at Snetterton last weekend. "My last race was in the BTCC at Donington, so it's nice to be back," he said. He took third in his first two races, before retiring in the final.

Guards Trophy

Drayson set for historic return at Silverstone

SPORTS-PROTOTYPE COMPETITOR

Paul Drayson will return to his historic-racing roots in the Historic Sports Car Club's International Trophy meeting at Silverstone this weekend.

Drayson will share his Jaguar E-type and Chevron-BMW B8 in the HSCC's bumper Guards Trophy events with preparation ace Martin Stretton.

Drayson, who cut his teeth in historic

racing classes, competing regularly in F1 Lotus-BRM 24 and F2 March 712 single-seaters from an extensive stable, has concentrated on modern classes in recent years, competing on both sides of the Atlantic.

Having started his own team to field Aston Martin GT cars, then graduated to Lola LMP chassis, Drayson, 51, has turned his back on the high-profile

international scene.

He is now expected to enter numerous 'fun races' instead, which are also expected to include rounds of the new EV Cup for electric cars.

Double FIA Thoroughbred Grand Prix (now Historic F1) champion Stretton, also 51, who is credited with tutoring Drayson in his early racing days, has been a regular winner in Jon Minshaw's Jaguars since the 1990s, but has yet to race a Chevron B8.

"I've tested both cars, but haven't raced either," said Stretton. "It's all come together over the past week, so it came as a bit of a surprise. Paul is planning a programme of events, so we should have some fun."

Drayson's B8, CH-DBE-33, is a well-known 1968 car supplied to Lancastrian John Bridges' quasi-works Red Rose Racing team. It subsequently crossed the Pennines to Pete 'Rhubarb' Smith in Wakefield and has contested historic events with Richard Arnold, Terry Nightingale and Richard Eyre.



Drayson cut his teeth in historic single-seaters

CSCC

High-speed shunts cripple classic cars

SWINGING SIXTIES

racers Matthews Sanders, Philip Rothwell and John Muirhead were fortunate to escape injury in a big smash at Brands Hatch last Saturday.

The accident was triggered when Sanders' Reliant Scimitar ran wide through the gravel at Paddock, shot across the track and collected Rothwell's Lotus Elan.

Muirhead, who was running second at the time, was about to lap them but suddenly found himself with nowhere to go and was unable to

avoid joining the crash. Rothwell's car suffered the worst, having a wheel torn off and being defrocked of its rear bodywork. Fortunately, nobody hit the errant wheel as it rolled back down the hill.

A few races later, in the Jaguar Saloons event, another car running out of the gravel triggered a similar incident, which badly damaged the cars of Chris Boon and Derek Pearce. Inspections revealed the bodysell of Boon's Jaguar was distorted beyond repair.

HGPCA

Scarab still on for HGPCA

JULIAN BRONSON IS STILL

targeting July's Silverstone Classic for the debut of his front-engined Scarab Grand Prix car, despite his engines from the USA being overdue.

Delivery of the 2.5-litre powerplants is holding up the project, but Bronson is still confident of making his HGPCA Pre-'61 debut in the

iridescent blue machine.

"I've ordered two Offenhauser engines from different shops and they are holding up the build," he said.

"The rest of the car [a former Donington Collection exhibit] is coming together well. The chassis, gearbox and differential are rebuilt and new bodywork has been made."

Scarab raced in F1 in 1960



Historics

Sytner released from hospital after heart attack



Sytner (left) was "incredibly lucky"

FORMER BTCC CHAMPION FRANK Sytner has been released from hospital following the heart attack he suffered while racing at Donington Park.

The 1988 BTCC title winner, who suffered the cardiac arrest while at the wheel of his Lola T70 Mk3B during the inaugural Donington Historic Festival on April 30 (see AUTOSPORT, May 5), will seek the advice of specialists regarding a possible

return to the tracks.

Sytner has been described as "incredibly lucky" by the medics who treated him at Derby City Hospital, where two stents were inserted in his cardiac arteries due to calcification.

Following recuperation locally, Sytner, 66, has been referred by Sir Jackie Stewart to a London heart specialist, who he will consult before returning to his home in Monaco.



Clarke/Gibson M3 took Production honours

BRITISH ENDURANCE CHAMPIONSHIP DONINGTON PARK, MAY 6-8

Ferrari trio Eclipse rapid Moslers for enduro win

ECLIPSE MOTORSPORT took a dominant win at Donington on Sunday in a four-hour event that became a race of attrition.

Sean and Michael McInerney, partnered by Phil Keen, didn't have a completely trouble-free outing themselves, with contact at Redgate on the first lap dropping their Ferrari 430 to fifth by the end of the first hour, three laps down on the leading Mosler of Javier Morcillo and Manuel Cintrano.

The rapid Spanish duo opened up an advantage of around 50 seconds, but it all started to unravel at their first pitstop 70 minutes into the action, when a gear problem led to retirement.

John Gaw, partnering Witt Gamski and Keith Robinson in their Ferrari

430, assumed the lead but a pitlane speeding penalty of two laps effectively ended that particular challenge. It went from bad to worse when Gamski was involved in contact at Redgate soon after. They eventually came home fifth, running on little more than fumes.

After two hours the chequered flag fell to signal the end of the Production GTN class race, which was won comfortably by the BMW M3 E46 of Kevin Clarke and Wayne Gibson, a lap ahead of the similar M3 piloted by Jensen Lunn and Sarah Bennett-Baggs.

Following several laps behind the safety car, racing resumed for the Endurance cars and, having climbed back up the order, the Eclipse team maintained control, winning by 52s



Mosler leads as Ferrari fishtails

from the Mosler of Paul White and Calum Lockie.

Aaron Scott and Craig Wilkins fought back from a puncture to take the final podium spot in their Dodge Viper, while the rapid Praga of Slovakian pairing Dick Kvetnansky and Martin Sedlak was fourth. They were well in contention after two hours, but an

oil stop just before the third hour ended their chances of a podium.

● Marc Orme

RESULTS (191 LAPS) 1 Sean McInerney/Michael McInerney/Phil Keen (Ferrari 430 GTC); 2 Paul White/Calum Lockie (Mosler MT900R) +51.988s; 3 Craig Wilkins/Aaron Scott (Dodge Viper); 4 Dick Kvetnansky/Martin Sedlak

(Praga R4S); 5 Witt Gamski/Keith Robinson/John Gaw (Ferrari 430 GTC); 6 Gareth Jones/Philip Jones/Morgan Jones (Porsche 997 GT3 Cup). **CW** Wilkins/Scott; Kvetnansky/Sedlak; Jones/Jones/Jones; Peter Fairbairn/Paul McLean/Tony Littlejohn (Porsche 993 RSR); Kevin Clarke/Wayne Gibson (BMW M3 E46). **FL** Javier Morcillo (Mosler MT900) 1m07.726s (105.19mph).



Sheard (18) and Herbert go at it

MAZDA MX5 DONINGTON PARK, MAY 6-8

Brilliant Mazda battles in a bumper billing of MX5s

UNSURPRISINGLY, THE massively-subscribed Mazda MX5 grids produced some of the best competition of a bumper weekend.

Luke Herbert won the first of two MX5 Cup races by just 0.7 seconds from Paul Sheard, with Tom Roche third, 10s back after running wide through the gravel at Redgate four laps from the finish. Rob Boston flirted with the same gravel trap on lap one, but fought back brilliantly into fourth from 26th, and last, place.

Boston made amends in race two with a 0.4s victory over Herbert.

Sam Hill took a strong win in the first of the Mk1 races, but the best Mazda battle of the weekend came in race two with Roche and Adam Gore never more than a few tenths apart. Roche edged it by 0.2s.

Sheard just saw off the very close attentions of Ben Short and Hill to win race three, while Gore dominated the fourth encounter. Roche was similarly strong in the last outing, ahead of an

impressive Jordan Stilp.
● Marc Orme

RESULTS – MAZDA MX5 CUP (13 LAPS) 1 Luke Herbert; 2 Paul Sheard +0.794s; 3 Tom Roche; 4 Robert Boston; 5 Chris Dawkins; 6 Justin Newnam. FL Rob Boston 1m33.961s (75.82mph). RACE 2 (11 LAPS) 1 Boston; 2 Herbert +0.447s; 3 Sheard; 4 Jim Edwards Jr; 5 Roche; 6 Dawkins. FL Edwards Jr 1m23.763s (85.05mph). MAZDA MX5 CHAMPIONSHIP (13 LAPS) 1 Sam Hill; 2 Matthew Davies +5.153s; 3 Simon Goddard; 4 Wayne Le Montais; 5 Daniel Molloy; 6 Brian Chandler. FL Le Montais 1m28.357s (80.63mph). RACE 2 (14 LAPS) 1 Roche; 2 Adam Gore +0.203s; 3 Jordan Stilp; 4 Alan Henderson; 5 Alyn Robson; 6 Clive Bailie. FL Roche 1m27.167s (81.75mph). RACE 3 (13 LAPS) 1 Sheard; 2 Ben Short +0.340s; 3 Hill; 4 Chandler; 5 Davies; 6 Matt Robinson. FL Hill 1m28.225s (80.75mph). RACE 4 (14 LAPS) 1 Gore; 2 Goddard +10.461s; 3 Le Montais; 4 Rhys Jenkins; 5 Jonathan Blake; 6 Gary Hufford. FL Gore 1m28.370s (80.62mph). RACE 5 (14 LAPS) 1 Roche; 2 Stilp; 3 Sheard; 4 James Blake-Baldwin; 5 Henderson; 6 Robinson. FL Roche 1m27.654s (81.28mph).

DUTCH SUPERCARS DONINGTON PARK, MAY 6-8

Supercars leave it late

KOEN BOGAERTS AND Mark van der Aa won both Supersport II races of the visiting Dutch Supercar Challenge. Pieter van Soelen led almost all of race one in his BMW E46, but lost out on the penultimate lap to the BMW GTR.

Ted van Vilet looked odds-on for success in race two, but his BMW's engine died temporarily coming onto the last lap.

In the GT Division, Diederik Sijthoff won the first race in his Dodge Viper, while the gorgeous Audi R8 LMS of Ardi van der Hoek and Danny van Dongen earned the spoils in the second. Martin Short's Mosler expired while leading race one. Cor Euser's Marcos then nosed ahead of Sijthoff at the final corner, but the Viper had better traction.

● Marc Orme

RESULTS SUPERSPORT II & SPORT (45 LAPS) 1 Koen Bogaerts/Mark van der Aa (BMW 132 GTR); 2 Pieter van Soelen (BMW E46 Coupe GTR) +1.632s; 3 Nick Aerts (Ford Mondeo); 4 Luc de Cock (Lotus 2/11 GT4). FL van Soelen 1m14.223s (95.98mph). RACE 2 (45 LAPS) 1 Bogaerts/van der Aa; 2 Ferry Monster/Robin Monster (SEAT Leon Supercopa) +0.217s; 3 Bob Herber/Meyer (Saker GT); 4 de Cock. FL Herber/Meyer 1m13.440s (97.01mph). GT & SUPERSPORT I (49 LAPS) 1 Diederik Sijthoff (Dodge Viper SRT10); 2 Cor Euser (Marcos LM600) +0.158s; 3 Ardi van der Hoek/Danny van Dongen (Audi R8 LMS GT3); 4 Roger Grouwels (Corvette CR5 GT1). FL Martin Short (Mosler MT900R GT3) 1m06.671s (106.86mph). RACE 2 (46 LAPS) 1 van der Hoek/van Dongen; 2 Short +40.769s; 3 Grouwels; 4 Sijthoff. CW Michael Donovan (Porsche 997 GT3). FL Short 1m05.729s (108.39mph).



Johnson took S2000 Duratec honours

SPORTS 2000 CADWELL PARK, MAY 7

Pinto pugilists provide S2000 thrills and spills

THE SPORTS 2000 Pinto championship provided Cadwell's biggest grid of the day and close racing throughout the field.

Having watched the rest safely stream past his stalled Cabir CS2 on pole, Scott Guthrie embarked on a climb back up to sixth.

Andy Mathew had assumed the lead of a five-car breakaway in his

Shrike P16, before Paul Streat took his Swift DB2 past, and Mike Johns took up the chase in the Martini liveried Royale S2000M.

Johns closed the gap to Streat and they moved away from the pack as Johns tried unsuccessfully to dislodge his rival.

Mathew also dropped behind the Royale RP37 of Russell Hennessey, who



Mathew's Shrike heads Pinto pack

held third until Mathew recaptured the place, no doubt helped by Hennessey depositing his nosecone at the entry to the Mountain.

The Duratec race was eventful, with three midfield runners locking together off the startline, bringing an immediate stoppage. Of the three, only Paul Tickner (Carbir C52) was able to restart from the back of the grid, while poleman Mike Jenvey also pitted his Gunn T56 and had to take the restart from the pitlane.

Robert Oldenshaw led the restart in his Gunn TS11, but punctured under pressure from Richard Johnson's Van Diemen and retired, leaving Johnson in the lead from Paul Sherrington's MCR.

When Sherrington also retired, Johnson secured a hard-won victory. Jenvey, released from the pitlane, picked his way steadily through a squabbling field and finished a fine second. Paul Tickner's recovery drive was also admirable as he finished third.

In the poorly-supported Historic race, Mike Johns led from pole in his Royale S2000M, but an error dropped him to fourth. Peter Needham thus took his Tiga SC82 to victory, while Johns recovered to second, ahead of Charles Fogg (Tiga SC80).

● John Turner

RESULTS

PINTO (16 LAPS) 1 Paul Streat (Swift DB2); 2 Mike Johns (Royale S2000M) +0.584s; 3 Andy Mathew (Shrike P16); 4 Russell Hennessey (Royale RP37); 5 Charles Fogg (Tiga SC80); 6 Scott Guthrie (Cabir CS2). FL Mathew 1m34.384s (82.88mph).

DURATEC (17 LAPS) 1 Richard Johnson (Van Diemen SC02); 2 Mike Jenvey (Gunn T56) +14.799s; 3 Paul Tickner (Carbir C52); 4 Craig Mitchell (Lola T88/90) 5 Scott Guthrie (Van Diemen RFS02); 6 Nick Bates (Lola B07/90). FL Jenvey 1m25.217 (91.80mph) record.

HISTORIC (13 LAPS) 1 Peter Needham (Tiga SC82); 2 Mike Johns (Royale S2000M) +0.892s; 3 Charles Fogg (Tiga SC80); 4 Gwyn Pollard (Royale S2000M); 5 Kevin Cooke (Lola T492); 6 Mark Turner (Elden Mk23). FL Needham 1m35.152s (82.21mph).

IN BRIEF



BOSS GP

Marijn van Kalmthout set a new outright lap record for the revised Donington Park National Circuit, with a time of 57.221 seconds in his Benetton B197, before an electrical problem ended his involvement in race one. Fellow Benetton runner, and Ascari race resort owner, Klaas Zwart (above) dominated to win both races.



SMART 4TWO CUP

The inaugural outing for the new 4two Cup for Brabus SMART cars was subject to a lot of interest at Donington Park. Ex-Ginetta G20 racer Sarah Franklin (above) won the opener after seeing off a challenge from Howard Kayman, while David Moore dominated the sequel after taking the lead on lap two.



CATERHAM TROPHY

Fortunately, from the Cadwell spectators' points of view, Adam Bettinson and Ben Gower provided excellent lead battles in both of the over-long and poorly-supported Caterham Trophy races. Bettinson just took the honours on each occasion. Stephen Collins filled the bottom step of the podium in both races.

BRSCC ALFA ROMEO CADWELL PARK, MAY 7

Smith overcomes undulations for Alfa Romeo double

THE FABULOUS ex-WTCC Alfa 156 of Neil Smith dominated the Alfa Romeo race at Cadwell Park, pulling an ever-increasing lead on the 156 of Stephen Dymoke, who in turn drew away from the 75 of Robin Eyre-Maunsell.

Emma Karwacki had made an excellent start to snatch fifth in her 147, and

then held off Paul Plant's faster 33 for several laps before eventually giving best. Eyre-Maunsell's third place began to look increasingly at risk and, having been caught and passed by Chris Oxborough, he pulled into the pits to retire with engine problems.

Behind Plant, Karwacki was just staying ahead of

a race-long dice for sixth between Sarah Heels (147 GTV), Mel Healey (156) and James Thomas (156) and this was the order in which they finished. With the race pattern seemingly set, attention was drawn to the leader's dropping pace, but he managed to get to the flag ahead of Dymoke with less than six seconds to

spare. We later learned that it was not the car that was ailing, but Smith, who was less than comfortable with the undulations of the Cadwell circuit!

Nevertheless, he came out for the second race and, after a poor start, proceeded to dominate again, this time without any drop in pace.

The first four finished in the same order as earlier, but fifth went to Eyre-Maunsell in a substitute 75, ahead of Heels, who reversed roles on Karwacki.

● John Turner

Smith got quicker as he gained comfort



NATIONAL RACES & RESULTS
MGCC
OULTON PARK

QUICK RESULTS

→ Thoro'bred **Russell McCarthy**
→ **Morgan Russell Paterson**

"Dad would definitely have approved of that"

McCarthy dedicated win to late father Roy



Coulthard won in Cockshoot Cup

OULTON IN BRIEF



MIDGETS/BCV8

The combined MG Midget and MG BCV8 contest was another thriller as the Midget of Paul Sibley hunted down Joe Parrington's MGB GT V8 (above). Sibley was mighty as he chased the more powerful car and had just nosed ahead when his transmission wilted.

MG TROPHY

Paul Luti and Paul Streater shared the wins, with Luti taking the opener on a very wet track. In the dry later race, Streater battled to the front, with Luti right behind at the flag.

PETER BEST CHALLENGE

Dan Ludlow was peerless in the wet first race in his ZR, but a tardy start left him playing catch up in the dry later on. He needed one more lap to have a chance of deposing winner Rob Spencer's MGB GT V8.

MG METRO

Mike Williams was on top in the Metros, both in the opening points scorer and the closing non-championship encounter. Andrew Ashton and Tony Howe made sure it was never easy for Williams. Ashton was a real threat until a moment at Cascades.

COCKSHOOT CUP

David Coulthard was completely untroubled, taking his ZR190 away from the pack within the first half-lap. He continued to romp clear as David Morrison's Midget chased.

PRE-'60 CLASSICS

A new initiative from the MG Car Club got off to a modest start with an eight-car grid and it was the MG T-Types of Peter House and Tim Patchett to the fore (below). Though he matched House in wet qualifying, Patchett could not quite do the same in the dry race.



THOROUGHBRED SPORTSCARS OULTON PARK, MAY 7

McCarthy wins great duel in late father Roy's MG racer

THE THOROUGHBRED Sportscar counter had all the right ingredients to make a fine race and it did not disappoint; changing track conditions, two class drivers and two very different cars.

The contenders were Russell McCarthy, in the beloved MGA that his late father Roy raced to countless successes, and Simon Garrad, having one of his occasional outings in his more powerful Jaguar D-type replica. In dry qualifying, Garrad was in a class of his own, roaring to pole by a whopping three seconds, but a wet track changed the dynamic completely for the race.

Garrad took the early advantage, but with more rain in the air, McCarthy soon went past Rob

Spencer's MGB GT V8 and set off after the leader. A battle quickly ensued and what Garrad could eke out on the straights, McCarthy would claw back in the corners in what was only his third race in the MGA Roadster.

After several cat-and-mouse laps, McCarthy wriggled ahead as Garrad missed a gear at Britten's. Now Garrad had to chase, and as the track dried a little the gap came down. Into the last lap there was less than a second in it and Garrad gobbled up most of that on Lakeside. But with a big attack, he spun at Britten's and McCarthy's win was secure. Garrad recovered to salvage second, with Spencer leading the rest, more than a minute down in third place.



McCarthy leads in Thoroughbred thriller

"That's a very special result," said McCarthy after finally taking victory by 16 seconds. "He was catching me hand over first and I was on wets; my tyres had gone. I think dad probably made it rain and it made for a good race."

Garrad was full of praise for his rival. "He drove a faultless race," said the poleman. "The rain was not my idea and I wasn't getting any traction at all. It was like a skating rink out there, and I inherited these wets

with the car about eight years ago.

"I'd rather have a good race like that than romp away in the lead."

● Paul Lawrence

RESULTS (9 LAPS)

1 Russell McCarthy (MGA);
2 Simon Garrad (Jaguar D-type Replica) +16.046s; 3 Rob Spencer (MGB GT V8); 4 Simon Cripps (MGB GT V8); 5 Roger Whiteside (Morgan Plus 8); 6 Ian Prior (MGB). **Class winners** Spencer; Prior. **Fastest lap** Garrad 2m10.682s (74.15mph).

MORGAN CHALLENGE OULTON PARK, MAY 7

Paterson pips Ahlers on final lap

IN A BATTLE OF THE two leading Morganistas of the moment, Russell Paterson scored a last-gasp victory over Keith Ahlers at the culmination of an absorbing 30-minute contest at Oulton Park.

The battle lines were drawn in qualifying when Paterson was

delighted to qualify just 0.17s behind fellow Plus 8 racer Ahlers, ahead of their first proper contest in this season's Morgan Challenge.

With a dry line developing, Ahlers set the pace as Paterson settled into a lengthy chase, able to measure his pace against

Ahlers as the sun came out to further dry the track. Lap by lap, Paterson edged closer and closer, and with 10 minutes to run the gap was down to half a second as Paterson set the fastest lap of the race.

As they sliced through traffic, Ahlers was still in control but that all

changed as they headed for Old Hall on the final lap. Paterson dived for the inside and, with his rear wheels locked up, slithered into the lead over an unsuspecting Ahlers.

"I was asleep," admitted Ahlers. "I didn't think he'd make a move and then he came past with smoke coming off the rear tyres."

Paterson was elated after leading round the final lap to complete a hat-trick of wins. "That was fantastic," he said. "Keith is the target and I'm over the moon to beat him. I do like changing weather conditions and I just grabbed a chance."

● Paul Lawrence

RESULTS (13 LAPS)

1 Russell Paterson (Plus 8);
2 Keith Ahlers (Plus 8) +0.704s; 3 Philip Goddard (Plus 8); 4 Andrew Smith (Plus 8); 5 Tony Rivers (Roadster); 6 Simon Orebi Gann (Roadster). **CW** Rivers; Andy Green (Plus 8); Steve McDonald (Plus 8); Andy Faulds (Plus 8); Charles Neal (Plus 4). **FL** Paterson 1m56.826s (82.95mph).



Paterson edged past Ahlers on the last lap

BRITISH RALLYCROSS BLYTON, MAY 7

Procter’s Puma goes hunting after dark

IT’S JUST TWO ROUNDS old, but already the British Rallycross championship has the look of a series in which fortune, and the comings and goings of those who had not originally planned to chase the title, may play a greater part than usual.

In Blyton Park’s Night Race – already a firm favourite on the schedule – it was Kevin Procter who slipped away into darkness and claimed victory for the second year running.

With his European championship plans delayed while his Focus is rebuilt, Procter wheeled out his old Puma and, after qualifying third for the A final, claimed a relatively easy win.

“What happened to the rest? Perhaps I’ll sell the Focus and keep this one,”

he said after winning a race that was red flagged on its last lap when champion Pat Doran ripped the right front corner off his Focus.

By that time Procter was well clear of second qualifier David Binks, who came under pressure from Doran after the champion had cut through the field following a grim run in qualifying.

Doran’s progress was aided by the retirements of Steve Hill and Julian Godfrey, the latter having taken pole with fastest times in the first two heats before running out of luck in the final.

Steering clear of problems and reaping the rewards, Steve Mundy took fourth with his Focus, while Colin Anson was fifth, his new Ford Ka running strongly here.



Procter (12) was lord of darkness

Procter’s Tony Bardy Motorsport stablemate Andy Scott, meanwhile, spent the evening on the sidelines. The engine management system in his Peugeot failed after practice and left the winner of the opening round vowing revenge in

Ireland next month.

“I’ve unfinished business at Mondello Park, I’ll just have to win that one,” he said.

● Tim Whittington

RESULTS – SUPERCAR A FINAL

(3 LAPS) 1 Kevin Procter (Ford Puma) 2m01.335s; 2 David Binks

(Ford Fiesta VI) 2m04.053s; 3 Pat Doran (Ford Focus) 2m04.553s; 4 Steve Mundy (Ford Focus) 2m09.935s; 5 Colin Anson (Ford Ka) 2m24.935s; 6 Julian Godfrey (Ford Fiesta VI) 2 laps; 7 Steve Hill (Mitsubishi Lancer E10) 1 lap.

POINTS 1 Binks, 50; 2 Doran, 50; 3 Mundy, 41; 4 Godfrey, 40; 5 Hill, 37; 6 = Scott & Procter 30.



Treherne was on form in Legends

LEGENDS SILVERSTONE, MAY 7-8

Treherne stars to take Legends clean sweep

STEPHEN TREHERNE had an incredible weekend at Silverstone, taking victory in four of the six Legends races.

Nobody could match him on Saturday as he took a clean sweep, the first driver to do so in the series this season. Treherne took 10 places on the first lap of the opener to move to second.

He took the lead from Lawrence Davey on lap three of six and stayed there. He took a win from

ninth on the grid in heat two, with Davey coming an impressive second after starting 19th. In the final, Treherne scythed through the field from the back, with Dean Brace second.

Treherne also took the first heat on Sunday, but Brace’s victory in heat two meant that Treherne wouldn’t have it all his own way and he finished third behind Davey in that one.

In the final, a first-corner pile-up at Copse meant the

majority of the top runners, including Treherne and Brace, couldn’t take the restart, which left the door open for John Mickel.

● Matt Upton

RESULTS – SATURDAY

HEAT 1 (6 LAPS) 1 Stephen Treherne; 2 Lawrence Davey +0.850s; 3 Richard Pocklington; 4 Eliot Bunn; 5 John Mickel; 6 Peter Morton. **FL** Morton 1m16.205s (77.42mph). **HEAT 2 (6 LAPS)** 1 Treherne; 2 Davey +0.583s; 3 Dean Brace; 4 Mickel; 5 Bunn; 6 Morton. **FL** Nick Brace 1m10.872s (83.25mph). **FINAL (8 LAPS)** 1 Treherne; 2 D Brace +1.391s; 3 Mickel; 4 Davey; 5 Morton; 6 Bunn. **FL** D Brace 1m10.426ss (83.78mph).

SUNDAY HEAT 1 (6 LAPS)

1 Treherne; 2 Pocklington +0.212s; 3 Mickel; 4 Davey; 5 Morton; 6 James Holman. **FL** D Brace 1m10.279s (83.95mph). **HEAT 2 (6 LAPS)** 1 D Brace; 2 Davey +0.238s; 3 Treherne; 4 Mickel; 5 Simon Belcher; 6 Bunn. **FL** Treherne 1m10.608s (83.56mph). **FINAL (6 LAPS)** 1 Mickel; 2 Davey +0.065s; 3 Bunn; 4 Belcher; 5 Nathan Anthony; 6 Pocklington. **FL** Pocklington 1m10.211s (84.03mph).

CHEVRON GR8/CROSSLE 9F CHALLENGE SILVERSTONE, MAY 7-8

Owens’ GR8 double

MARK OWENS TOOK a double win in the Chevron GR8/Crossle 9F Challenge, but the likes of British GT racer Jordan Witt and ex-Ginetta racer Dominic Pettit made life very difficult for him.

Pettit made a great start in race one, climbing from sixth to first in one lap. But with three quarters of the race still to go, Pettit’s car hit gearbox problems, dropping him down to ninth. Owens took the lead on lap 12 of 37, and had a comfortable gap to Witt in second.

Owens won again in race two, but not before Pettit had streaked away in the first half of the race. He accrued a 30-second advantage for Paul Lippitt before the pitstops. Witt and Owens had their own battle for

second for the first 10 laps, exchanging places several times until Witt made a mistake and spun at Brooklands.

Unfortunately, Lippitt didn’t have the pace to retain the lead and was hunted down by Owens and Witt.

● Matt Upton

RESULTS

RACE 1 (37 LAPS) 1 Mark Owens (Chevron GR8); 2 Jordan Witt (Chevron GR8) +5.035s; 3 Arnie Black (Crossle 9F); 4 Mark Hobbs (Crossle 9F); 5 Roger Donnan (Crossle 9F); 6 John Taylor (Crossle 9F). **CW** Black. **FL** Dominic Pettit (Chevron GR8) 1m00.806s (97.01mph). **RACE 2 (38 LAPS)** 1 Owens; 2 Witt +9.239s; 3 Jeff Hodgson/John Murphy (Chevron GR8); 4 Black; 5 Adam Lippitt/ Dominic Pettit (Chevron GR8); 6 Hobbs. **CW** Black. **FL** Pettit 1m00.120s (98.14mph).



Churchill dominated in Astra VXR

SNETT IN BRIEF



INTERSTEPS

It was a Fortec whitewash in the Intersteps Championship at Snetterton. Alex Walker (left of pic) ousted team-mate Ed Jones (right) through Coram on the second lap of race one and survived a late safety-car period for his maiden victory, with points leader Jake Dennis third. Dennis was dominant in race two from James Peace and Walker, but it was Jones who took race three, after Dennis and Walker clashed at Bomb Hole.



CLASSIC FF2000

Defending champion Ian Pearson never missed a beat, as his Van Diemen RF82 (above) proved unbeatable again at Snetterton. Peter Chippindale battled hard to retain second in race one from Nigel Corry. As Pearson stroked home to victory again in race two, Tom Pope survived a spin at Murray's to retain second place over Andrew Storer, who made a mid-race escape from a three-way battle for third.



AUSTIN HEALEY

David Smithies soon made up for a poor start in the first Austin Healey race at Snetterton. His 3000 led from the third lap to head home David Grace by over 14s at the flag, with Paul Campfield third. Smithies led race two from the start, but a misfire allowed Grace to stay in touch (above) and he was only 0.346s adrift at the flag.

MINI MIGLIA & MINI SE7EN SNETTERTON, MAY 7-8

Owens flies high in Snett Mig fight

ENDAF OWENS SCORED a double win in the Mini Miglias, but he didn't have it all his own way.

Sarah Munns led the first race into the last lap, hoping for her maiden win, but Owens snatched it. “She asked me before the race where she was slower, so I told her under the bridge, so that's where I got her,” he said.

Tony le May gradually came into the frame and he took third, while Kane Astin – one of the drivers to share the lead early on – dropped back.

Owens led from lap two later on, while the safety car ended any hopes

Munns had of challenging. Le May completed the podium again.

It was honours even in the Mini Sevens between Paul Spark and Max Hunter. Spark held a narrow advantage for the first half of race one, before Hunter went ahead at the Bomb Hole on lap six of 10. Spark was back ahead a lap later, as Hunter defended second from Darren Thomas. Graeme Davis closed in too, and all four took the flag covered by only 0.73s.

It came down to the last lap of race two before Hunter made a do-or-die challenge into Brundle,



Owens beat Munns twice

having lost the lead to Spark a lap earlier. Davis was a close third again.

● Peter Scherer

RESULTS

MINI MIGLIA (10 LAPS) 1 Endaf Owens; 2 Sarah Munns +0.273s; 3 Tony le May; 4 Mark Sims; 5 Colin Peacock; 6 Dave Drew. **Fastest lap** Kane Astin 1m26.223s (82.84mph). **RACE 2 (10 LAPS) 1** Owens;

2 Munns +0.386s; 3 le May; 4 Drew; 5 Peacock; 5 Astin. **FL** le May 1m25.831s (83.22mph).

MINI SE7EN (10 LAPS) 1 Paul Spark; 2 Max Hunter +0.176s; 3 Darren Thomas; 4 Graeme Davis; 5 Andrew Deviny; 6 Gareth Hunt. **FL** Davis 1m34.855s (75.30mph).

RACE 2 (10 LAPS) 1 Hunter; 2 Spark +0.114s; 3 Davis; 4 Hunt; 5 James Coulson; 6 Tristen Knight. **FL** Davis 1m34.783s (75.36mph).



Van Diemen RF79 took two victories

CLASSIC FF1600 SNETTERTON, MAY 7-8

Two wins for Kestenbaum

“I DIDN'T KNOW about the battles behind as I didn't look in my mirrors,” said Stuart Kestenbaum after leading from lights to flag for two comfortable Classic FF1600 wins in his Van Diemen RF79.

Steve Bell managed to break free from the chasing pack to secure second in his Royale RP29 in race one, with Colin Williams's PRS holding off Andrew Smith's Van Diemen FA73 for the final podium spot.

Andy Powell (Royale) was spun out of second at Murray's by Williams in race two, before Bell started to consolidate the position, only to pull off the track with a water leak.

While Kestenbaum eased

to his double win, Smith and Steve Pearce (Van Diemen RF78) shared a terrific duel, with Pearce finally declared second in a photo finish.

● Peter Scherer

RESULTS (BOTH 11 LAPS) – RACE 1

1 Stuart Kestenbaum (Van Diemen RF79); 2 Steve Bell (Royale RP29) +7.873s; 3 Colin Williams (PRS RH01); 4 Andrew Smith (Van Diemen FA73); 5 Andy Powell (Royale RP26); 6 Steve Pearce (Van Diemen RF78). **Class winner** Smith. **FL** Kestenbaum 1m22.522s (86.53mph).

RACE 2 1 Kestenbaum; 2 Pearce +20.559s; 3 Smith; 4 Alan Fincham (Van Diemen RF80); 5 Dave Lowe (Lotus 69); 6 Williams. **CW** Smith. **FL** Kestenbaum 1m22.659s (86.42mph).

PRODUCTION TOURING CAR TROPHY SNETTERTON, MAY 7-8

Churchill issues a war cry with triple victory

ADRIAN CHURCHILL made it three out of three as his Vauxhall Astra VXR dominated the Production Touring Cars.

Churchill was in the clear from the start of race one. Kevin George's Astra held a racelong second, but had former BTCC racer Liam McMillan (SEAT) closing in at the end.

Renault Megane driver Josh Cook headed the pursuit of Churchill initially in the second race, before losing out in a fight with George. Cook then missed a gear and allowed McMillan to close and snatch third.

In the final race, the reversed grid left Churchill to battle his way through from fourth. Gary Duckman's SEAT led the opening lap before McMillan took charge.

Churchill picked off both Duckman and Cook into Riches on

consecutive laps, before reeling in McMillan. The lead changed into Brundle on the eighth lap, and McMillan broke his fuel pump on the kerbs at Murray's in an effort to keep up. Cook reclaimed second, with Duckman fending off George for the final podium spot.

● Peter Scherer

RESULTS (ALL 15 LAPS) – RACE 1

1 Adrian Churchill (Vauxhall Astra VXR); 2 Kevin George (Vauxhall Astra VXR) +6.995s; 3 Liam McMillan (SEAT Leon); 4 Josh Cook (Renault Megane); 5 Ryan Bensley (Vauxhall Astra VXR); 6 Gary Duckman (SEAT Leon). **FL** Churchill 1m21.870s (87.25mph). **RACE 2 1** Churchill;

2 George +4.702s; 3 McMillan; 4 Cook; 5 Duckman; 6 Tom Carnaby (Vauxhall Astra VXR). **FL** Churchill 1m21.950s (87.16mph). **RACE 3 1** Churchill; 2 Cook +2.810s; 3 Duckman; 4 George; 5 Maurice Hayden (Renault Megane); 6 Rob Smith (BMW 330D). **FL** George 1m21.521s (87.62mph).



Webb won 750 Trophy events

FORMULA 4 CADWELL PARK, MAY 8

Weston-Taylor's win; Sirrell's record



JW-T was in control and took F4 spoils

JONNY WESTON-TAYLOR took victory in the second round of the Formula 4 Championship at Cadwell Park. He thought he had established a new lap record too, only to find that runner-up Oliver Sirrell had gone even faster.

Robbie Watts (Van Diemen Raw 09) had won

the Brands Hatch season opener, but found that his 2010 luck returned to haunt him when first gear snapped as he took up his pole position. That left 2009 champion Weston-Taylor (Mygale) with the initiative, but Sirrell (Van Diemen) did his best to take it off him. JW-T was the first to lower

Jeremy Walker's benchmark, but Sirrell reduced it on two further occasions in the following 10 laps.

Nevertheless, Weston-Taylor did pull out something of a gap but, with a two-second deficit going into the final lap, Sirrell sensed an opportunity. Pushing hard on the final lap he made a slight mistake at Gooseneck, which was enough to ensure Weston-Taylor secured the win.

Jenny Scott made it two podiums in a row (sufficient for the early points lead) after passing Charles Adrian on Park Straight on lap three of 14. Nine laps later Scott's father Malcolm – the current title holder – blew his high-revving

engine at the same part of the track.

Although he twice called at the pits with suspected ECU issues, 16-year-old Ashley Dibden continued his sensational single-seater debut season. After beating FF Zetec stalwarts at Brands, he obliterated the class lap record at Cadwell, reducing the previous mark – held by Sirrell – by 1.5 seconds.

● Ian Sowman

RESULTS (14 LAPS) 1 Jonny Weston-Taylor (Van Diemen); 2 Oliver Sirrell (Van Diemen) +1.12s; 3 Jenny Scott (Van Diemen); 4 Erwin Smiech (Van Diemen); 5 Charles Adrian (Van Diemen); 6 Paul Young (Revelation). CW Adrian; Simon Davey (Swift); Ash Dibden (Ray). FL Sirrell 1m26.73s (90.78mph) record.

CADWELL IN BRIEF



KIT CARS/SRGT

Reigning Kit Car champion Andy Hiley (above) comfortably won the first race at Cadwell Park, but it was a different story in the re-run. Nick Taylor – who had narrowly lost out to Paul Boyd's Eclipse for second in the opener – blasted his six-litre Cobra replica ahead at the start, and drove defensively in the twisty bits before pulling away from Hiley on the straights.

750 TROPHY

Poleman Graham Weetman (DNC) suddenly slowed in the opener at Cadwell, triggering a pile-up. John Webb's 1172cc Rawson beat the Climax-engined version of creator Don Rawson after passing him on lap two. Webb and Weetman dived in the second encounter, but Weetman's exuberance defeated him – he spun away his chances of victory at Charlies.

750 FORMULA

After his almost mandatory tardy start, Mick Harris (Darvi) passed two cars in two corners to take the lead on the second lap at Cadwell. He won, but was disappointed not to break his own six-year-old lap record. That fell to Dave Robson in race two, though the SDAR pilot fell short of defeating Nathaniel Cooper's Davis. Harris retired from third after losing drive.

STOCK HATCH B

"I wanted someone to go off so there was a red flag," said Pip Hammond (Nova), after soaking up pressure from Lee Scott's Fiesta to take a maiden win at Cadwell (below). Wheelspin off the line cost him ground, but confidence on cold tyres was rewarded with the lead halfway around lap one. Matt Rozier's 205 was third in a race of attrition.



STOCK HATCH A CADWELL PARK, MAY 8

Fletcher takes maiden win as Stock Hatch disappoints

THE THIRD ROUND OF the Stock Hatch title race promised a lot, but left most disappointed – apart from first-time winner Patrick Fletcher, who dominated.

Fastest in qualifying by 0.2s from ex-Saxmax rival Andy Tibbs, Fletcher was never headed. Even a stoppage – to recover the hapless Craig Bell – didn't disrupt his rhythm, and at the end of the first lap of the restart he was three quarters of a second clear.

Martin Ward pegged the Berkshire lad's advantage, while Matt Digby's third-placed Peugeot 106 prevented complete Citroen Saxo dominance. There was just one place change in the

top six: Jake Farndon passed Tibbs for fourth at Charlies, but that was negated by another – terminal – stoppage.

Nick Carter took sixth position in his Corsa – a personal best – while championship leader Carl Swan was a retirement.

There was better racing outside the leading sextet, with Rory Cooper breaking away from a five-car scrap.

● Ian Sowman

RESULTS (5 LAPS) 1 Patrick Fletcher (Citroen Saxo); 2 Martin Ward (Citroen Saxo) +0.79s; 3 Matt Digby (Peugeot 106); 4 Andrew Tibbs (Citroen Saxo); 5 Jake Farndon (Citroen Saxo); 6 Nick Carter (Vauxhall Corsa). FL Fletcher 1m46.64s (73.83mph).



Fletcher's Saxo leads a Stock Hatch train



Mittell leads an inspired Bradley

LOCOST CADWELL PARK, MAY 8

Mittell calculates right

REIGNING CHAMPION Scott Mittell took what was, by Locost standards, a comfortable victory in the second round of this year's competition.

The maths teacher led initially, but the race was soon halted after an incident at Charlies in which one third of the field was involved. After a 40-minute delay to soak up spilt fuel and remove broken-down course vehicles, a shortened re-run got underway.

Mittell again converted pole position into the lead, with Richard Bradley (from row two) going with him. Bradley stretched Mittell for a while before dropping back, but still claimed

second – bettering son Sam's career best.

Brands Hatch winner Alex von Ehrheim spent most of the race in third or fourth, with fellow 2010 form man Nicholas Morley trading places during the last two laps but losing out by a tenth. Heat winner and runner-up Lee McNamara and Vicky Pickles completed the top six, ahead of Stuart Sellars, who drifted backwards from third on the grid.

● Ian Sowman

RESULTS (7 LAPS) 1 Scott Mittell; 2 Richard Bradley +4.76s; 3 Alex von Ehrheim; 4 Nicholas Morley; 5 Lee McNamara; 6 Vicky Pickles. FL McNamara 1m48.96s (72.26mph).



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Coleing (33) took three victories

BRANDS IN BRIEF



SWINGING SIXTIES

Having won their respective divisions at Snetterton, Triumph TR drivers Mark Campbell (above) and Roy Chamberlain both carried their form to Brands Hatch. Chamberlain's margin grew after a chasing Simon Page spun on the final lap, while Campbell's nearest opposition was sidelined in an accident.

SPORTS v SALOON

There was a varied grid but only one winner in Caterham CSR260 driver Mark Coleing. Despite not qualifying well on Saturday, Coleing was in imperious form in race one. He took pole on Sunday and romped to victory after shaking off Pascal Green.

MAGNIFICENT SEVENS

A superb 34-car turnout at Brands Hatch ensured the trials of the season-opener at Snetterton were consigned to history. Mark Coleing took the honours, capping a memorable treble-winning weekend for the Loughton man.

FUTURE CLASSICS

Triumph TR7 V8 driver Martyn Adams made winning look easy, while an extra 30-second pitstop penalty for Snetterton race-winner Nicholas Olson blunted his hopes. A detached gearlever thwarted the polesitting Porsche of Trevor Knight/Tony Jardine.

JAGUAR XJS

Stewart Lydall (V12, #23) won both races at Brands, but it was far from straightforward in race one. A poor start left him trailing the six-cylinder car of Chris Palmer, who kept him at bay until a final-lap lunge into Paddock. Sunday's race was a repeat, but Lydall swept ahead much sooner.



CLASSIC K BRANDS HATCH INDY, MAY 7-8

Scragg shows off his classic style

LOCAL MAN CHRIS

Scragg trod the top step of the podium twice at Brands Hatch last Saturday, but his win in the Classic K Series encounter was the more enthralling.

A spin, a safety car period and a hugely determined rival in Marcos driver Ian Cox tested the Jaguar E-type co-driver pilot's persistence.

Another Marcos pedaller, Allen Tice, set the early pace thanks to a superb down-the-inside manoeuvre at Graham Hill Bend that took him from third to first.

But Scragg soon led and looked to have things under control until he spun at Paddock. He

resumed in fourth place.

The order chopped and changed as pitstops took place, Tice earning co-driver Chris Conoley a drive-through penalty after eagle-eyed officials spotted seatbelts undone before the car came to rest.

Scragg hit the front again on lap 22 of 38, but a charging Cox (up from row nine after an electrical glitch cut short his qualifying) never let him get too far away.

"These blokes in Marcoses don't half know how to drive," said the jubilant Scragg after taking the flag a fraction over three seconds clear of the chasing Cox.

Meanwhile Conoley



Scragg Jag leads the Cox Marcos 1800GT

forged back past the tussling Paul Castaldini (Jaguar E-type low-drag coupe replica) and Stephen Bond (Lotus Elan).

Backmarkers added spice to this duo's scrap, in which Castaldini (with both nearside wheels on the grass) just held on in a tense last-lap dash to the flag to take fourth. ● Dud Candler

RESULTS (38 LAPS)

1 Chris Scragg (Jaguar E-type); **2** Ian Cox (Marcos 1800GT) +3.057s; **3** Allen Tice/Chris Conoley (Marcos 1800GT); **4** Paul Castaldini (Jaguar E-type); **5** Stephen Bond (Lotus Elan 26R); **6** Harry Wyndham (Jaguar E-type). **CW** Cox; Mark Potter (Austin Healey 3000); Brian Arculus (Lotus Elite); Nigel Webb (Jaguar XK120); Dick Grainger (Porsche 911); Alistair Dyson (Lotus Cortina). **FL** Bond 56.985s (76.31mph).



Adams/Gane Integra led Honda dominance

TIN TOPS BRANDS HATCH INDY, MAY 7-8

Adams and Gane leave it late to snatch Brands win

IT'S EASY TO SEE WHY

Tin Tops is commentator Alan Hyde's favourite race on the CSCC package: the outcome of the 40-minute encounter at Brands was in doubt throughout.

There were three changes of leader in the closing stages, Honda Integra pairing Chris Adams and Richard Gane (the former doing the closing stint) moving ahead only on the penultimate lap.

Fellow Integra duo Joe Giovannini and William Gannon must have thought that victory was theirs when they had

unseated erstwhile leaders Simon Taylor and John Hammersley in yet another Honda (a Civic Type R) a few laps earlier.

● Dud Candler

RESULTS (41 LAPS)

1 Chris Adams/Richard Gane (Honda Integra); **2** Joe Giovannini/William Gannon (Honda Integra) +1.666s; **3** Simon Taylor/John Hammersley (Honda Civic Type R); **4** Danny Cassar (MG ZR); **5** Ian & Ashley Collins (Renault Clio); **6** Nigel Ainge/Alan Broad (Honda Integra). **CW** Cassar; Simon Frost/Nick Reynolds (Peugeot 205GTi); Alex Daly (VW Golf GTI Mk1). **FL** Ainge/Broad 55.113s (78.90mph).

JAGUAR SALOONS BRANDS HATCH INDY, MAY 7-8

Dorlin and Hill triumph

RICHARD DORLIN AND

Gail Hill took a win apiece from the Jaguar Saloons races, but it was Hill who left Brands with a greater points haul after Dorlin suffered an off-course excursion in Sunday's event.

Round-one winner Dorlin drew first blood on Saturday, the Yorkshireman making a super start to come from row six and hit second inside the opening lap. He took the lead on lap three and stayed ahead, with only Hill able to offer any kind of opposition.

David Bye edged third from Simon Lewis in a tussle that held the interest of spectators.

"It was tricky in qualifying [in the wet]; my tyres are a year old and they're like slicks," said Dorlin, explaining his lowly grid position.

Things didn't go so well for him in Sunday's sequel: a trip through the Paddock Hill Bend gravel trap damaged his car and forced him to retire.

Hill served notice of her intentions with a quite raunchy opening-lap manoeuvre at Graham Hill Bend that took her ahead.

Bye spent the next 16 laps prodding and probing, getting mighty close to ousting Hill on several occasions, but she held firm to win by just 0.3 seconds. "I've aged 20 years in that race!" said a very happy Hill.

By the end Bye had his mirrors full of Lewis, who closed in after getting the better of Tim Marrant at around two-thirds distance. ● Dud Candler

RESULTS - RACE 1 (17 LAPS)

1 Richard Dorlin (XJ6C); **2** Gail Hill (XJ6) +1.006s; **3** David Bye (XJ6C); **4** Simon Lewis (XJ6); **5** Tim Marrant (XJ6); **6** Philip Woods (XJ40). **CW** Woods; Roger Bowman (Mk1); Alistair Dyson (XJ). **FL** Dorlin 58.162s (74.76mph). **RACE 2 (17 LAPS)** **1** Hill; **2** Bye +0.303s; **3** Lewis; **4** Marrant; **5** Woods; **6** Neil Taylor (S-type). **CW** Woods. **FL** Bye 58.582s (74.23mph).

TECH SPEC

CHASSIS	SUBARU IMPREZA WRX (1996)
ENGINE	TWO-LITRE TURBO
TRANSMISSION	FIVE-SPEED, 4WD
POWER	280BHP
WEIGHT	1240KG
TYRES	SILVERSTONE FTZ RR



Far East feast

The Nippon Challenge is a cost-effective and friendly place to race Asian-made tin-tops. By BEN ANDERSON

Asian-made saloon cars, particularly Japanese ones, have a large fanbase in the UK, but where should people go if they want a cost-effective place to race one?

This is the question Red Dragon Racing Club founder Steve Vince asked himself when he wanted to develop his Toyota MR2-based following into something more.

Having grown his original MR2 series to "about 60 cars" since starting out within the 750 Motor Club's Roadsports category in 2004, then seen the bottom fall out of it as the 750MC started its own championship for the little Japanese roadster, Vince was looking for a way to continue.

"I had about 12 [MR2] drivers stay loyal to me, so I carried on," he says. "I had already planned to launch the Nippon Challenge, coincidentally – to keep developing the racing club.

"I was looking for a niche and there's so much enthusiasm for Japanese performance cars, so I thought, 'That's the way to go'. The first season was 2008 and we've built up to have almost full grids again – 40-odd cars [in total] with the Mk1 MR2s.

"It's the only totally Japanese/Asian

race series that exists. We've done amazingly well. We've had Hondas, Mitsubishis and Subarus, Skylines and [Mazda] RX7s, to MR2s and everything in between. No matter what the spec of your car, you can race it here."

After a year of grace – "to see what cars were turning up" – Vince introduced a class structure, which splits racers into groups according to weight and peak horsepower. Competitors are "trusted" to be honest about their power figures, rather than being subjected to formal checks. The invitation 'Super GT' category caters for cars that don't fall into the prescribed system. "It was a bit of a shot in the dark," explains Vince. "The aim is not to equalise cars, but ensure people run competitively in their class."

The 'GT500' group, which catered for the likes of Maxim Taylor's Mazda RX7, was introduced in 2009 but was dropped because of a lack of support. "With speed differentials that's probably sensible," says Vince. "They were expensive cars too, which is not what we're about. I don't really want £100,000 cars like you see in Time Attack – they're absolutely bananas!"

While not quite in the 'bananas'

CLASS STRUCTURE

Super GT unlimited bhp and weight
GT300 300bhp and 1060kg minimum weight
GT250 250bhp and 1010kg minimum weight
GT200 200bhp and 960kg minimum weight
GT150 150bhp and 910kg minimum weight

league, Vaughan Fletcher's highly-modified Scooby Clinic Subaru Impreza is an example of a car that has arguably out-grown the Nippon Challenge. After regularly winning races outright in the series as a GT300 entry (300bhp maximum), he has fitted slicks to the car (which now chucks out 430bhp on full boost) and moved into Euro Saloons and Classic Thunder.

"My sponsors wanted a championship this year and the Nippon Challenge can't offer that," he says. "I always want to develop the car further. I joined the Challenge for learning really. It's a good series, with good drivers, and it's friendly –

Left to right: West, McLennan and Anderson on the podium





Anderson ponders driveshaft abuse...

Challenge attracts healthy numbers



Imprezas run at the front of Nippon grid

...before hitting the track in the Scooby

IT'S NIPPON AND TUCK AT FRONT OF THE PACK

MARTIN WHITE'S TENGU DO Motorsport team is named after mythical Japanese mountain goblins that represent mischief and a sense of fun.

Fun is at the heart of the way White and his Subaru-mad mechanics 'Haz' and Mike go racing. Their mantra is "bring it back first or bring it back broken!" AUTOSPORT had a crack at doing both on its guest outing in the Nippon Challenge at Silverstone last month.

After race-one runner-up Jason West's rapid Nissan 200SX failed to make the grid for race two, the way opened for me (third in race one) to take on ex-Hot Hatch

champion Andy McLennan's screaming Super GT-class Suzuki Swift.

Pensioner McLennan's 1300cc GTI 'wolf in sheep's clothing' was lighter, nimbler and quicker down the straights, but couldn't get off the line as well as AUTOSPORT's torquey production-spec 4WD Impreza.

After grabbing the lead at the start, losing it, and then retaking it into Brooklands in traffic, I made the brakeless but well-balanced Scooby as wide as possible in an effort to cling on, but eventually retired from the lead after breaking "the strongest production driveshaft Subaru ever made" at half distance...

everyone helps one another."

The Nippon Challenge also offers progression for the RDRC's MR2 drivers – like double 'series winner' Adam Lockwood, who has graduated this year with a Nissan Pulsar.

"It's friendly in the paddock and cheap as motorsport goes," he says. "No one thinks they're the next F1 superstar, so there are no egos – everyone just gets on and has a race.

"We found our MR2 in a field with 140,000 miles on the engine. We bought it for 400 quid, wrote it off at Mallory Park, rebuilt it for 600 quid and have run at the front for three years while only spending about two grand on the car!"

In the more modified surroundings of the Nippon Challenge, money is bound to become more of a factor than in the restricted realm of the MR2 series where Lockwood cut his teeth. With this in mind, several marque-based cup competitions (with more stringent technical restrictions) have sprung up within the Challenge. The Civic, Hyundai and Subaru Cups cater for production-spec vehicles of a certain age, which race within the existing classes of the Nippon

Challenge. The hope among their instigators – like Subaru Cup prime mover Martin White – is that they will grow sufficiently to eventually warrant their own grids.

"It offers people a cheaper way to race in the Challenge," says White, who came to racing from track days and won the inaugural Subaru Cup in 2009. "I looked at Kumho BMW Class C but found guys that weren't winning dumping 20 grand on their cars.

"I want to drive a quick car and have close racing, where a guy beats me because he drives better than me. BMW E30 M3s are expensive to repair too – I don't want to do a series where every mistake is going to bankrupt me!"

The Nippon Challenge has also provided a new home for veteran racer Andy McLennan and his highly-modified Suzuki Swift GTI.

"I moved to Nippon when Hot Hatch died," says the ex-Mitsubishi Starion Production Saloon racer and Hot Hatch champion. "It's friendly and allows me to race my car, so why not?"

This is exactly the question you should be asking yourself if you're a fan of Asian tin-tops and want a cheap and amiable place to race them. ❧



Suzuki Swift 'Q-car' stalks Tengu Do Impreza

YOUR SAY

What you think of the motorsport news of the past week



Don't be too swift to judge new regs

The Turkish GP has brought forth a flurry of criticism of DRS, with many suggesting it's made overtaking far too easy. It's important for the FIA not to give a knee-jerk reaction. For a start, the criticism is likely coming from the same people who used to say overtaking was too difficult.

Three changes took place this year: DRS, a new tyre supplier and the reintroduction of KERS. All three elements contributed to last weekend's overtaking moves and it would be wrong to make changes to one in isolation. We've been waiting for action like this for years; let's not try to bring it to an end already!

David Herron Washington, Tyne & Wear

EDITORIAL CONTACT mail@autosport.com

Am I the only one who feels that F1 has morphed into some slightly bizarre form of surgically enhanced entertainment?

With the likes of KERS and DRS creating, let's be honest, artificial (and sometimes all too easy) overtaking opportunities, I can't help feeling F1 has created its equivalent of the silicone breast – hugely appealing on the surface but lacking in both depth and integrity; to say nothing of longevity.

One day the bubble will surely burst.

Guy Wrench
By email

I'd like to make a complaint about the current state of F1. It is much too exciting.

I briefly went to the bathroom during Sunday's Turkish GP and missed three or four crucial passing moves.

A few years ago I used to watch the start of the race, have a little nap and wake up to see the final laps safe in the knowledge I'd have missed very little action.

May I suggest a return to the old days; we can go back to uneventful Sunday afternoons.

Ryan Monagle
Co Donegal, Ireland

Most exciting F1 races of this year so far? All those on Hermann Tilke-designed tracks, where, as Martin Brundle explained, there are opportunities for counter-attacks.

Tilke was criticised for designing boring circuits. But now we can see the full picture after the introduction of DRS/KERS and degrading tyres.

What fantastic racing we've witnessed in Malaysia, China and Turkey. Hermann Tilke's a genius.

Brendan Budgen
Woodley, Berkshire

Richard Hargrave's letter (May 5) re News Corp/Sky's bid for F1's commercial rights is ignoring Sky's passion for sport and forgetting what it has done in the past... football being a prime example.

Sky might be the evil media empire we all love to hate, but it also drives innovation and invests heavily. Had Sky looked after F1 we'd have had HD broadcasting years ago for a start.

Chris 'willing to pay for premium access to F1' Sanderson
Leighton Buzzard, Bedfordshire

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TOP FIVE ON OUR WEBSITE

1. **GROUND EFFECT RETURN TO BE CALLED OFF**
2. **VETTEL TAKES COMMANDING WIN IN TURKEY**
3. **F1 FIGURES DEFEND OVERTAKING RATE**
4. **HORNER INSISTS RBR NOT UNBEATABLE**
5. **FERRARI CONFIDENT OF PROGRESS IN SPAIN**

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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

● An old version of the Spa track map was used on last week's Renault 3.5 report (p57). You can see the current layout on p58 of this week's magazine.

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



IXO SEAT LEON WORLD TOURING CAR 1:43 MODELS

£34.99 each
autosport.com/shop

Miniature model master craftsmen at IXO have produced all three of the factory SEAT Leon TDI racers that secured the World Touring Car manufacturers' crown for the Spanish marque in 2009. You can choose from drivers' title winner Gabriele Tarquini or his team-mates and fellow tin-top veterans Yvan Muller and Rickard Rydell. All three 1:43-scale models come in commemorative SEAT Sport packaging.



LORENZO MOTOGP PIC BOOK
£25 (978 0857 330 956)
M Roberts (haynes.co.uk)

As the title of this new, picture-led book suggests, Spaniard Jorge Lorenzo is the new king of MotoGP.

The reigning champion has collaborated with BBC bike-racing anchorman Matt Roberts to produce an enticing collection of images with personal captions from the Yamaha ace's riding career to date.



GURNEY EAGLE T-SHIRT
£20
petrolthreads.co.uk

Dan Gurney's Eagle T16 is one of the most stunning grand prix cars of all time, so what better F1 racer to splash over a T-shirt.

Petrolthreads has done just that with the Weslake V12-powered #11 beauty from the final two GPs of 1967 at Watkins Glen and Mexico City. Check the site for other fashion classics.



RAIKKONEN 1:43 CITROEN
£37.99
autosport.com/shop

Kimi Raikkonen fans can now get hold of Norev's first 1:43-scale model of the Citroen C4 WRC used by the ex-Formula 1 world champion on his World Rally Car debut in last season's Swedish Rally.

With the flying Finn committing to rallying over a return to F1, this model could become a collectible...

HOT ON THE WEB THIS WEEK

YOUTUBE: LUCKY ESCAPE FOR PORSCHE RACER



SEARCH FOR: Massive crash, Porsche Carrera Cup Italia 2011 (1:20) Porsche Carrera Cup Italia racer Marco Mapelli walks away from a mother-father-two-children-and-a-couple-of-labradors shunt at Imola after collecting the punctured car of rival Max Busnelli.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SNETTERTON

F3/GT

May 14-15

Admission £12 Saturday, £21 Sunday, £21 weekend (advance online purchase)

Tel: 01953 887303

The ultra-competitive British F3 boys (below) and the strongest British GT grid seen for some years will both be racing on the new Snetterton 300 circuit for the first time this weekend. The track developments were carried out with an eye on the bigger categories, so head for the new banked infield viewing area to see cars that the revised layout should naturally suit. British Formula Ford, the VW Racing Cup and Caterham's premier R300 Superlight series provide support race action.



SILVERSTONE

HSCC

May 14-15

Admission £10 on the gate (each day) or £15 weekend (advance purchase only)

Tel: 0844 3728 200

A bumper 14-race bill for the HSCC's International Trophy meet. Historic Road Sports, Classic Racing Cars, 70s Road Sports, Derek Bell Trophy, Guards Trophy, GTSCC, Historic Formula Junior, Classic F3, Historic Formula Ford, Historic FF2000, Historic Touring Cars and the first races for the revived Martini Trophy for two-litre sports racers.

BRANDS HATCH

BARC

May 14-15

Admission £13 on the gate (each day) or £16 weekend (advanced online purchase)

Tel: 01474 872331

DONINGTON PARK

BRSCC

May 14-15

Admission £14

Tel: 01332 810048

OULTON PARK

MSVR

May 14

Admission £13 on the gate, £10 (advance online purchase)

Tel: 01829 760301

LYDDEN

SEMSEK

May 15

Admission £10

Tel: 01304 830557

BARBON MANOR

British Hillclimb

May 14

Admission £10

www.top12runoff.co.uk

HAREWOOD

British Hillclimb

May 15

Admission £10

www.top12runoff.co.uk

MONDELLO PARK

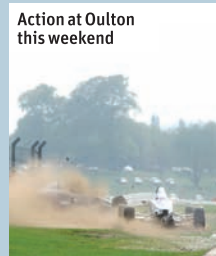
CKMC

May 15

Admission €15

Tel: +353(0)45 860200

Action at Oulton this weekend



INTERCONTINENTAL RALLY CHALLENGE

Rd 3/12

Tour de Corse

May 12-14

ircseries.com

The Corsican event is one of the world's most fabled rallies and this year should be a straight fight between Skoda (Jan Kopecky, Freddy Loix and Andreas Mikkelsen) and Peugeot (Bryan Bouffier, Guy Wilks and Thierry Neuville) on the island roads.



Mikkelsen is in with a shout in Corsica

FORMULA RENAULT 3.5

Rd 3/9

Monza, Italy

May 14-15

worldseriesbyrenault.fr

AUTO GP

Rd 1/7

Monza, Italy

May 14-15

autogp.org

WORLD GT1

Rd 4/10

Sachsenring, Germany

May 14-15

gt1world.com

GERMAN FORMULA 3

Rd 3/9

Sachsenring, Germany

May 14-15

formel3.de

FORMULA NIPPON

Rd 1/8

Suzuka, Japan

May 15

f-nippon.co.jp

DTM

Rd 2/10

Zandvoort, Netherlands

May 15

dtm.de

FORMULA 3 EURO SERIES

Rd 3/9

Zandvoort, Netherlands

May 14-15

f3euroseries.com

FORMULA 2

Rd 2/8

Magny-Cours, France

May 14-15

formulatwo.com

INTL GT OPEN

Rd 2/8

Magny-Cours, France

May 15

gtsport.es

NASCAR SPRINT CUP

Rd 11/36

Dover, Delaware, USA

May 15

nascar.com

NASCAR NATIONWIDE

Rd 11/34

Dover, Delaware, USA

May 14

nationwide.nascar.com

WORLD TOURING CARS

Rd 3/12

Monza, Italy

May 14-15

fiawtcc.com

GRAND-AM

Rd 4/12

Virginia International Raceway, USA, May 14

grand-am.com

Television

THURSDAY MAY 12

1000-1100 [Sky Sports 4](#)
F3 Euro Series: Hockenheim
1240-1445 [Motors TV](#)
Superstars: Valencia
2305-0000 [Eurosport](#)
GP2: Istanbul

FRIDAY MAY 13

0000-0040 [Eurosport](#)
IRC: Corsica day one
0800-0900 [Eurosport &](#)
1100-1200 [Eurosport 2 LIVE](#)
IRC: Corsica day two
1900-2000 [ESPN](#)
WRC: Rally Italy highlights

SATURDAY MAY 14

0725-0755 [Channel 4](#)
British Formula Ford: Oulton Park
0800-0900,1900-2005 [Eurosport LIVE](#)
IRC: Corsica day three
1100-1200 [Bloomberg](#)
FIA GT1: Algarve highlights
1300-1500 [Bloomberg LIVE](#)
FIA GT1: Sachsenring qualifying race
1340-1430 [Motors TV LIVE](#)
European F3 Open: Magny-Cours
1430-1600 [Motors TV](#)
International GT Open: Magny-Cours
1600-1720,2100-2205 [Motors TV](#)
Formula 2: Magny-Cours
1645-1745 [Eurosport 2](#)
Formula Renault 3.5: Monza
1745-1815 [Eurosport 2](#)
IRC: Corsica
1755-1855 [Motors TV](#)
LMS: Spa highlights

1815-1845 [Eurosport 2](#)
WTCC: Monza qualifying
2000-2100 [Bloomberg](#)
FIA GT3: Algarve highlights

SUNDAY MAY 15

0800-0830 [Eurosport LIVE](#)
WTCC: Monza warm-up
1015-1145 [Eurosport](#)
Formula Renault 3.5: Monza
1050-1140,2340-0040 [Motors TV](#)
European F3 Open: Magny-Cours
1140-1300 [Motors TV](#)
International GT Open: Magny-Cours
1145-1245 [Eurosport LIVE](#)
WTCC: Monza race one
1245-1345 [Eurosport LIVE](#)
Auto GP: Monza
1300-1500 [Bloomberg LIVE](#)
FIA GT1: Sachsenring main race
1300-1415,2130-2340 [Motors TV](#)
Formula 2: Magny-Cours
1345-1445 [Eurosport LIVE](#)
WTCC: Monza race two
1530-1630 [Bloomberg LIVE](#)
FIA GT1 highlights
1630-2130 [Premier Sports LIVE](#)
NASCAR: Dover
1645-1815 [ESPN](#)
DTM: Zandvoort
1815-1945 [ESPN](#)
FIA GT1: Sachsenring
2100-2200 [Bloomberg](#)
FIA GT3 highlights

MONDAY MAY 16

1830-1930,2130-2230 [Sky Sports 2](#)
NASCAR: Dover highlights

Online

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Coming up on the web this week

DE ANGELIS ANNIVERSARY

Sunday marks 25 years since the death of grand prix winner Elio de Angelis, and Tony Dodgins's column brings you memories of the charming Italian. Plus watch-live streaming coverage of the latest round of the GT1 World Championship from the Sachsenring, and keep up with all the latest news from the DTM and MotoGP.



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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



Eurosport viewers saw Rigon (top right) break his leg in GP2

EVER GET THAT KNOTTED feeling in your stomach as you watch the lights go out at the start of a race? That indefinable sense that something exciting but potentially terrible is about to happen?

Don't blame yourself – it's not your fault. Ever since you were a child the anticipation of dread has been beamed directly into your living room. Telly dishes out fear like a crack dealer on a council estate. Scared of walking down a badly-lit street? It's only because TV has made you believe there's a stranger lurking in the dark.

Remember those public information films, telling you not to fly kites near

electricity cables or put crossplies and radials on the same axle or you'll understeer off a cliff?

The so-called 'news' basically tells you everything bad that's happening in the world, even lists them in order of abject terribleness. Then there are 'dramas' like *Casualty*: "I've told you not to operate that bacon slicer naked... Ooof!" Or *Doctor Who*, making kids familiar with the back of the family sofa since 1963.

So what's there to fear from motorsport on TV? Obviously the last thing anyone wants to see is someone getting hurt, like Davide Rigon in the Istanbul GP2 race, or

worse. With the increases in safety of cars and tracks, the spectre of witnessing a death has been greatly reduced – but could you imagine watching today's blanket F1 live coverage in the '60s? It would have to come with a warning that it was unsuitable for those of a nervous disposition.

You could argue that, with marginal tyres, moveable wings and boost buttons, the scope for a catastrophic F1 accident has been raised by

drastically increasing the speed differential between cars. In junior single-seaters, banging wheels has become the norm. Even in sportscars, they've pegged back the LMPs so much on straights that they're taking bigger risks by lunging past tiddlers in fast corners.

Live in denial if you like; hopefully nothing bad will happen. But when it does, rest assured you'll see it all, maybe in HD.

Don't have nightmares. *Revved Up*

"Could you imagine watching today's blanket F1 live coverage in the '60s? It would have to come with a warning"

THE WEEK IN PICTURES

The lensmen pounding the beat from Istanbul to South Carolina



A SHIRK OF ART AT ISTANBUL PARK

Ocean's Kevin Mirocha sends Esteban Gutierrez's ART Grand Prix GP2 car into orbit following a disagreement over the first corner

PEUGEOT DOESN'T HAVE EVERYTHING GO ITS WAY AT SPA

The #9 Peugeot 908 only finished eighth in the Spa 1000km, not helped when Pedro Lamy beached it in the gravel at Rivage. Its other cars finished one-two



RALLYING CAN BE A MUDDY HELL

Karl Kruuda churns up the brown stuff on Rally d'Italia on his way to 21st in his Skoda



A GENTLE SHOVE ON HIS WAY TO THE FINISH LINE

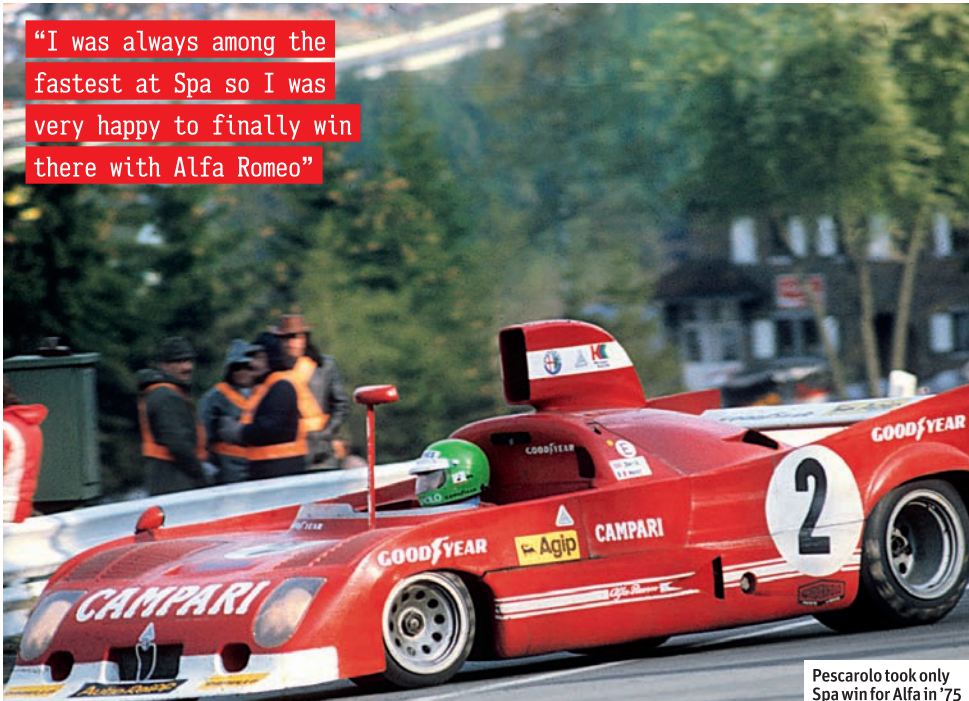
A battered Denny Hamlin bumps Tony Stewart at the green-white-checker restart at Darlington on Saturday night. Hamlin would pass him late on



FROM THE ARCHIVE

Henri Pescarolo wins 1975 Spa 1000km in Alfa Romeo T33TT/12

"I was always among the fastest at Spa so I was very happy to finally win there with Alfa Romeo"



Pescarolo took only Spa win for Alfa in '75

THINK HENRI PESCAROLO AND SPA-FRANCORCHAMPS, and you'll probably conjure up an image of a Gitanes-sponsored Matra with the great man's famous green helmet poking out the top. Turn to your history books, though, and you'll find out that he never won the Spa 1000km at the wheel of one of the French V12 screamers.

That's why Pescarolo's victory at Spa with Alfa Romeo in 1975 is so special to him after all these years. The Frenchman, who was back at the Spa 1000km at the weekend at the helm of his re-formed sportscar team, had moved over to Alfa for a successful season in its flat-12 T33TT/12, after the end of Matra's prototype programme. The Spa victory, however, was the pinnacle.

"I always wanted to win a big race at Spa because the old track was my favourite along with the Nurburgring-Nordschleife," he says today. "I was always among the fastest there and set the lap record in the Matra [in 1973], but I never won for various reasons, so I was very happy to finally do it with Alfa."

The challenge of the old 8.755-mile Circuit de Spa-Francorchamps, a flat-out blast along a rough triangle of public roads in the Ardennes mountains, offered a unique challenge, reckons Pescarolo.

"After the rise at Les Combes, we came into the terrible sequence of Burnenville and the Masta Kink. You might think that with the long straights, you could rest a little between bends. Wrong: we did not have time to catch our breath. At 300km/h [185mph], we knew that the

slightest mistake could end in disaster."

Pescarolo and Derek Bell claimed victory in the '75 Spa 1000km (the last to be held on the old circuit) over team-mates Arturo Merzario and Jacky Ickx, who'd joined Alfa for a one-off in place of Jacques Laffite on his local track. Pescarolo and Ickx exchanged the lead several times during the opening stint, but Bell subsequently had the measure of Merzario on a drying track and handed back to his team-mate with the car a full lap to the good in a race shortened to 750km.

Pescarolo/Bell also won at the Osterreichring and Watkins Glen in '75 to help Alfa Romeo to seal the World Championship of Makes.

Pescarolo, who'd previously raced for Alfa in the full International Championship of Makes in 1971, admits that he was lucky to have a drive. Industrial unrest in Italy almost scuppered the programme, which remained a factory effort even after Willi Kauhsen's eponymous team took over.

Pescarolo describes the Alfa as a "good car", but it didn't have the poise of the Matra MS670 in which he set the Spa lap record in 1973.

"The Matra had such good mechanical grip," he said. "Over the bumps at Burnenville we were flat out. We were kings there."

Pescarolo's 3m13.4s lap in '73, an average speed of 162.975mph, was the fastest-ever race lap of a road course. It is a record that remains to this day. ☒

THIS WEEK IN...



MAY 14 1992

TRIPLE F1 WORLD champion Nelson Piquet was fortunate to escape with his life from a high-speed accident during practice for the Indy 500 (above).

The Brazilian ran over a small piece of aluminium on the back straight before spinning between turns three and four at 220mph. Piquet's Menard Racing Lola-Buick struck the outer wall nose first, and a concussed Piquet was taken to hospital with multiple leg and ankle fractures. Surgeons spent nearly eight hours reconstructing Piquet's badly smashed feet and ankles.

Four-time Indy 500 winner Rick Mears also broke his left ankle in a separate practice crash.

Didier Auriol claimed his fourth win in five years on the Tour De Course by dominating the event in his Lancia Delta Integrale (below). The Frenchman led the rally from start to finish and won twice as many stages as the rest of the field put together.



PIG: LAT

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KELVIN BURT

■ Porsche Supercup, Indianapolis Motor Speedway ■ July 1, 2006 ■ From jailbird to Indy podium finisher



Banking on it: Burt went from 16th to P2

I'D DONE THE SILVERSTONE round of the Supercup for MRS that year after Duncan Huisman had quit the team. I qualified sixth and ran well until the gearbox linkage broke, but it was enough for the team to invite me to do the race at Indianapolis. I'd never seen the place, let alone raced there, so I was looking forward to it. But I had to get there first...

There had been bad storms in Toronto where I was due to catch a connection so loads of flights were cancelled. The airport was horrible – it was like a refugee camp and I spent 24 hours there trying to get a flight. I eventually caught a connection to Cleveland, but my bags – and race kit and licence – went to Dayton. I'd lost so much time already but needed to get to Indy for the test on the Friday.

I jumped in the only rental car I could find – a nasty, 80s white Jeep with gold alloys – and caned it down the highway flat-out at 100mph. I was undertaking, zig-zagging across the lanes and using the hard-shoulder. It wasn't long before I got pulled – in fact there were cops in front and behind me! Proper Police, Camera, Action!

"A safety-car period bunched us all up and I picked off a load more for fourth. Then I took third on the last lap!"

job! They were pretty bolshy and I asked how they'd known what I'd been up to. They pointed to the sky – a helicopter had tracked me because they thought I'd nicked the Jeep! I got hauled off to court on the spot and paid the bail bond and fine – about \$500. Clearly, I'd missed the test and was now in danger of missing qualifying.

I spanked the Jeep all the way

to Indy and then phoned Darren Manning to talk me into the circuit from the ring-road. MRS team boss Karsten Molitor was waiting at the gates – he'd got me mechanics overalls, nylon gloves and trainers [luckily I'd hung on to my helmet] and I jumped, fully stressed, into the car for the rest of the session.

I was 16th fastest – about half way down – and decided to take

off all the wing for the first race to be quick on the banking and main straight and hope that I could keep people behind in the twisty bits. It worked well and I got up to eighth, although the fastest seven had disappeared. Then a safety-car period bunched us all up and I picked off a load more and got to fourth. I took third on the last lap so I was really chuffed.

Second-placed Uwe Alzen was then kicked out for causing one of the big smashes so I inherited second. It was MRS's first podium and Karsten and I had a big tug-of-war over the trophy. He won, but then got me a replica made. Oh, and I got my bags back on the Sunday night! Race of my life? On many levels! 🏆
Kelvin Burt was talking to Henry Hope-Frost

IN PROFILE



BIRMINGHAM-BORN Kelvin Burt won titles in FVauxhall ('91) and British F3 ('93) before landing an F1 test role with Jordan. It didn't lead to a top-flight breakthrough, but he made the switch to touring cars, winning two BTCC races – one for Ford and one for Volvo. He dabbled in the series until the early noughties, dovetailing that with sportscar racing here and in Japan. He's now co-principal of FRenault BARC squad MGR and driver coach for top FRenault UK team Atech Reid GP.

NEXT WEEK
Kurt THIMM





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