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# CONTENTS

April 8 2010 – vol 200 no 2



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COVER IMAGES:  
Main – Etherington/LAT  
Insets: DPPI, Mason/Getty, Dunbar/LAT

## NEWS

### 10 Massa's Ferrari fight

Alonso pace acting as true barometer for Felipe's status

### 12 KERS may be reinstated

Debate reopened for 2011 energy-recovery return

### 14 McLaren's China tweak

Ride-height mods to move McLaren closer to Red Bull

### 18 Audi's high-speed tests

R15-plus runs tests at Monza without first chicane!

### 20 Giovanardi's BTCC plan

Tin-top legend's programme to be decided this week

### 22 Smith joins GP3 field

FRenault champ graduates to F1 feeder series with Carlin

### 24 Citroen boss: fix WRC

Olivier Quesnel warns: series will die if tactic rule not fixed

Dean Smith  
commits to GP3  
with Carlin P22



GIBSON/GP3

## REPORTS

### 28 Malaysian GP

Third time lucky for Sebastian Vettel as he cruises to first 2010 win

### 40 WRC Jordan

Team tactics can't deny Loeb his 56th career win

### 44 BTCC Thruxton

Two for Giovanardi; Kane breaks duck for BMW

### 48 TOCA Thruxton

FRenault; Porsche Carrera Cup; Ginettas; Renault Clios

### 50 Brit F3 Oulton Park

Debut double for Vergne

### 53 F3 Supports Oulton Park

Brit GT/FFord/Trofeo Abarth

### 59 World of Sport

Super GT; NASCAR Nationwide

### 60 Superleague Silverstone

Dolby and Bourdais share the season-opening spoils

British Touring  
Cars back to  
their best P44



EBREY/LAT



**“We haven’t got one - it’s as simple as that. If McLaren have one in China we will protest them”**

RED BULL BOSS CHRISTIAN HORNER MAKES RIDE-HEIGHT ISSUE CLEAR

**41**

The number of laps completed at Thruxton before the BTCC safety car made its first appearance of the year.

Report, P44

## FEATURES

### 64 Le Mans Series preview

Paul Ricard hosts the sportscar series season opener this weekend. Here’s a full guide to who’s who

### 70 F3 Euro Series preview

Despite thinning numbers there’s still a quality field for Europe’s key F3 series

### 76 Helmet science

Under the skin of the latest ‘crash hats’ – every racing driver’s best friend

Le Mans Series kicks off in France P64



DPPI

## SPORTS EXTRA

Trofeo Abarth kicks off at Oulton P91



EBREY/LAT

### 91 Abarth v Clio: the future

Thin grids for Renault and Abarth one-make opener

### 92 Silverstone mud slinging

Mosler shunt raises safety concerns over new layout

### 96 Reports

Silverstone BRSCC; Cadwell Park BARC; Mallory Park 750MC; Lydden Rallycross; Mondello IMRC; Castle Combe CCRC; Snetterton AMOC

### 102 Car focus

BMW’s sublime M3 E30

BMW’s M3 E30 is still going strong P102



RICHARD STYLES

## REGULARS

7 From the editor

8 Snapshot

17 Mark Hughes

26 Subscribe

And get a free Arai Trolley rucksack

104 Final drive

Letters and reviews

106 On track/on screen

What’s coming up over the next seven days

109 Photo finish

Derek Warwick, European F3, Donington Park 1978 (below)

102 Race of my life

Jackie Lewis, Italian Grand Prix 1961



LAT



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# F1 left breathless in the wake of Red Bulls



**Charles Bradley, deputy editor**

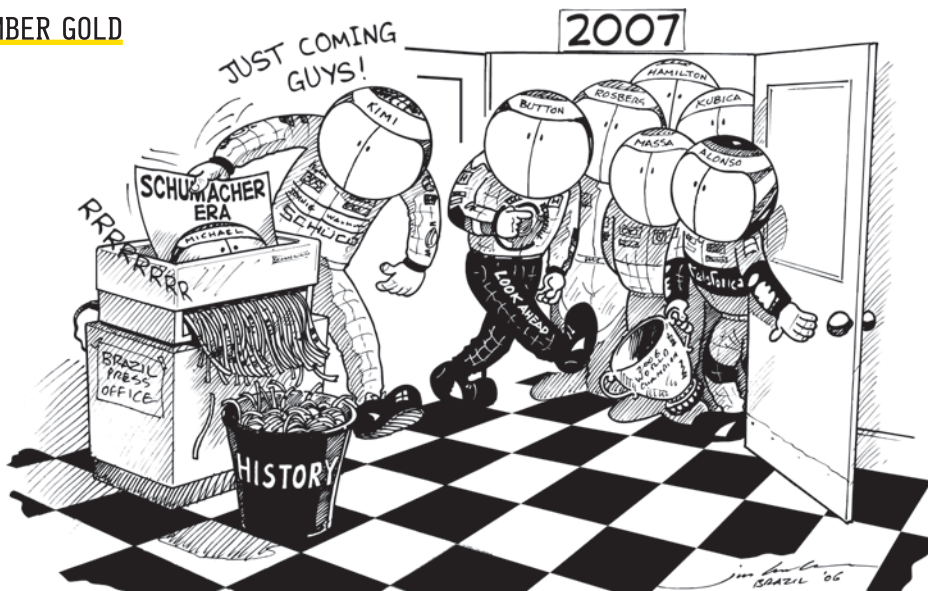
**NICO ROSBERG** gave clear insight during the opening lap of the Malaysian Grand Prix of what could become a very familiar view in 2010. From his rollbar-mounted camera, it wasn't the freedom of the Turn 1 braking zone that Mark Webber allowed Sebastian Vettel (he surely won't do *that* again) but the way the Red Bulls, once in-line astern, left Nico for dead.

Never mind the aero wake that continues to blight the contemporary Formula 1 car from following closely through fast corners, Rosberg's Mercedes sank like a stone in a duck pond in those early stages. On lap one he was already 2.3 seconds in arrears, by lap 5 it was almost 5s. Game over.

Sure, the Ferraris and McLarens were mired in the pack, after Michael Fish-levels of rainstorm denial in qualifying. But only Fernando Alonso, who quite brilliantly overcame a gearbox-downshift glitch, came anywhere close to Mark Webber's fastest lap before his engine cruelly blew. Check the average laptime advantage of the Red Bulls in race conditions: it was quarter of a second over Rosberg and the rest. The opposition need to raise their game – perhaps by lowering their ride-heights?

**Charles Bradley, deputy editor**

## BAMBER GOLD







**WRC**

## Dust the job for Citroen 'road-sweeper' Ogier

Former Junior World Rally Champion Sebastien Ogier clears the loose gravel off the surface of the road to help title-fighting team-mate Sebastien Loeb take his first Rally Jordan win.

Photography: [www.mcklein.de](http://www.mcklein.de)



Leading the points, but Massa is under pressure

ETHERINGTON/LAT

# Massa fights for Ferrari future

Factions within Ferrari pushing for the Brazilian to be replaced by Robert Kubica in 2011. By EDD STRAW

**N**ew world championship leader Felipe Massa faces a fight for his Ferrari future, with Robert Kubica being lined up as a possible replacement for next season.

Tentative contract discussions have been held with the Brazilian, but Ferrari is unsure whether to re-sign the 11-time grand prix winner. A Ferrari spokesman confirmed that the team is "not in a hurry" to finalise its 2011 line-up, and AUTOSPORT

understands that no decision will be taken until after the British Grand Prix on July 11. That gives Massa seven races to convince the Scuderia to retain him.

There has also been contact with 2008 Canadian Grand Prix winner Kubica, who has long been admired within Ferrari.

The Pole joined Renault for this year, and the Enstone-based team will view it as vital that he is retained for next year, but his contract allows him the freedom to join a frontrunning team in 2011.

Sources close to Massa revealed that he is hopeful of a new deal. But he has struggled to match the outright pace of team-mate Fernando Alonso, despite beating him in the Australian and Malaysian grands prix, and this has led some factions within Ferrari to push for Kubica's recruitment.

## MASSA'S BEST-EVER START

The uncertainty over his future comes in the wake of Massa's best start to a season of his F1 career, which stretches back to 2002.

The Brazilian leads the world championship by two points from Alonso following his seventh place last weekend in Malaysia. His previous best position after three races came in 2007, when he lay fourth in the championship.

Speaking after Sunday's race, he admitted that a good start to the season was vital, adding that he feels the Ferrari team is confident in his ability.

"In the past, I've usually had a quite tricky start to the season," said Massa. "This is a really important start for me. This is my fifth season at Ferrari; perhaps that means they really believe in me and I've also done a good job."

Massa's performances have cast aside any doubts about his fitness on returning to the sport following the potentially life-threatening injuries he suffered at last July's Hungarian Grand Prix, when he was struck in the head by a spring.

The recovery has strengthened the bond between Massa and Ferrari, which has been involved in the Brazilian's career since assisting his graduation to F1 with Sauber in 2002. Any decision to drop him will not be taken lightly.

## FERRARI NUMBER TWO?

Ferrari team principal Stefano Domenicali has emphasised that Ferrari does not have a number one/number two driver policy, although there is feeling in the team that Alonso is the man most likely to deliver the title.

Massa outqualified Alonso at the



Kubica has fans inside Ferrari

FERRARO/LAT

## FERRARI'S LEADING F1 RACE WINNERS

Michael Schumacher, 72 wins
Niki Lauda, 15 wins
Alberto Ascari, 13 wins
Felipe Massa, 11 wins
Rubens Barrichello, 9 wins
Kimi Raikkonen, 9 wins
Jacky Ickx, 6 wins
Gilles Villeneuve, 6 wins
Gerhard Berger, 5 wins
Alain Prost, 5 wins
Carlos Reutemann, 5 wins
Clay Regazzoni, 4 wins
Eddie Irvine, 4 wins
John Surtees, 4 wins

⌚ **FELIPE MASSA** has started 65 grands prix for Ferrari since 2006, and is fourth in the Scuderia's all-time world championship race winners list. Massa is currently ninth in the list of Ferrari F1 race starters, although he should move up to fourth by the end of the season, and his haul of 15 pole positions makes him the third most successful Ferrari qualifier behind only Michael Schumacher and Niki Lauda.



## AUTOSPORT SAYS...

**JONATHAN NOBLE**  
GROUP F1 EDITOR

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**J**enson v Lewis. Nico v Michael. Mark v Sebastian. Felipe v Fernando. Eight great drivers going head to head, yet there was only ever going to be one pairing that was going to need some careful handling.

Throughout his career as a top-line F1 driver, Fernando Alonso has had trouble dealing with a fast team-mate. The lessons of the past are why Ferrari president Luca di Montezemolo says he spoke 'one thousand times' to team boss Stefano Domenicali about the issue of driver equality for 2010.

Amid the paranoia of not letting Ferrari be turned into 'Team Alonso' is the goodwill towards Massa, in part because of what happened in Hungary last year, but equally due to the team errors that left him a world champion for just 25 seconds in Brazil 2008.

It's still early days in the Alonso/Massa partnership, but already there are hints of frustrations. When Alonso talked about not being upset at getting stuck behind Massa in Australia, he also said he had a car capable of winning despite his first-corner tangle. Do these two statements tie up?

Ferrari faces a tough choice when it eventually comes around to deciding who will partner Alonso in 2011. But while there are no guarantees for Massa, Ferrari's determination to not let any driver become greater than the team means the Brazilian will get every chance to prove he deserves to stay.

Massa has the team's goodwill



season-opening Bahrain Grand Prix, thanks to the Spaniard making a mistake on his fastest Q3 lap, but finished second to his team-mate in the race. In Australia, Alonso believed that he could have won the race had he not been bottled up behind Massa after spinning to the back of the field in a first-corner incident. In Malaysia, the two-time world champion was battling a gearbox-downshift problem while running behind the Brazilian.

Massa's performances so far this season have been good, but not great, and he needs to get as close as possible to Alonso's pace to make a compelling case to stay on.

### THE DREAM TEAM

Signing Kubica to partner Alonso appeals to Ferrari not just because it would give it a line-up of two of the best drivers in F1, but also

because of the personal friendship between the two.

Kubica, who replaced Alonso at Renault for 2010, told AUTOSPORT during an interview earlier this year (February 25) that the pair have a similar way of working.

"His way of thinking on racing is similar to mine," he said. "Looking at how he was driving and the way that he worked with the team, the way he tried to set up the car is quite similar."

It is not a foregone conclusion that Kubica will replace Massa next year, but there is little doubt that the Pole is Ferrari's next driver target. Whether he is signed for 2011 depends on Massa's performance in the next seven races, and how well the Brazilian responds to being in a squad that is increasingly becoming Alonso's domain.

➔ **P28**  
**MALAYSIAN**  
**GRAND PRIX**  
**REPORT**

## REMEMBER WHEN...



...Massa first impressed Ferrari? After his maiden F1 season with Sauber, Massa spent 2003 as Ferrari test driver. He completed more than 2500 laps in 37 days of running before returning to race with Sauber in '04

# Michelin keen on sportscar-size tyres for F1

**MICHELIN IS** closing on a return to Formula 1 after four seasons away.

The move could have major technical implications, including a switch from 13-inch to 18-inch wheels. Michelin is keen to use its Le Mans prototype tyre

technology as a base for a return to F1, and could be permitted to supply teams on a non-control tyre basis, potentially opening up the sport to tyre competition for the first time since the company withdrew at the end of 2006.

Although teams would prefer not to have to pay for tyres, AUTOSPORT understands that Bernie Ecclestone has told them to budget for up to \$4million a season for rubber in 2011. In the present economic climate it is

unlikely any other company could match Bridgestone's \$70million a year spend.

Williams technical director Sam Michael backed the idea of F1 moving onto 18-inch wheels, which would make the tyre size more road relevant.



# F1 reopens KERS debate

Common system among the possibilities for 2011

**F**ormula 1 teams have yet to come to agreement as to whether KERS will return after Ferrari and Renault tabled a proposal to reintroduce the energy recovery system next season.

Although KERS remains in the 2010 F1 technical regulations, the Formula 1 Teams' Association members came to a voluntary agreement not to use the system this year. FOTA discussed the proposal put forward by Ferrari and Renault to bring back KERS next year with the energy usable on any given lap doubled to 800 kilojoules (kJ). There was some hostility towards the return of KERS on cost grounds, and the idea of a common device was also discussed.

AUTOSPORT understands that both Ferrari – and, in particular, Renault – are under pressure from their parent manufacturers to develop hybrid technology. However, in order to run KERS a means must be found for it to be used by all teams.

“If KERS comes back, it has to be a tool that everyone can use,” said Renault team principal Eric Boullier. “We strongly support the idea of KERS to every team. We can help the teams that can't get it, but now it's under discussion and it will be a tough debate.”

## COMMON KERS POSSIBLE

A common KERS from a single supplier such as Magneti Marelli would allow the system to be available relatively cheaply to all teams, although the idea of a scheme of expenditure capping has also been floated.

Manufacturers are likely to be keen to run their own systems in order to have a trickle-down effect onto the production line. Teams that have not yet raced KERS are concerned that those who have already invested significant sums – McLaren-Mercedes is believed to have spent over €60 million developing last year's system – could leave them behind.



“We've pretty much always been in favour of KERS, but at the moment we're fighting against

**“If we had a push-to-pass button, we could have something quite exciting”**

Ross Brawn, Mercedes GP

people with a lot bigger budgets than us,” said Williams' Patrick Head. “Why dive into a technology where somebody has so much firepower? But it's certainly interesting technology and, with

the right balance, it will genuinely make the car quicker.”

## IMPROVING THE SHOW

There have also been discussions about harnessing the extra energy of KERS to create an ‘overtake button’ to improve the racing.

Under the current regulations, KERS is worth 80bhp and can be deployed for 6.7sec a lap at the driver's discretion, but FOTA is discussing the possibility of limiting its use to several push-button deployments.

“With the systems we have now, the advantage they offer is probably

"It brings Formula 1 into the modern world," he said. "The problem with a 13-inch wheelrim is that it's very specific to F1. If you went to an 18-inch rim F1 will be protecting itself for the future because it's much closer to a road car tyre."

Michelin is understood to be keen to finalise a deal this month.

Michelin brand was last seen in F1 during 2006



**MICHELIN IN F1**

<b>Wins</b>	102
<b>Poles</b>	111
<b>Fastest laps</b>	108
<b>Podiums</b>	317



McLaren used KERS to fight Brawn in 2009

not enough and we would need to look at systems that are substantial enough to help the sporting side of the racing," said Mercedes team principal Ross Brawn. "If we had a push-to-pass button that you can use a certain amount of times, then we could really have something quite exciting."

Since support for KERS is far from unanimous, it is not certain that it will return next year. But with teams recognising the need for F1 to present an environmentally friendly image, there is a willingness to run KERS if it can be made to work financially for the whole field.

**Q&A**

**CHRISTIAN HORNER**

**RED BULL RACING**

**What is your position on KERS?**

It would be wrong to reintroduce KERS as it was last year when it only had an influence at the start or while defending. If KERS can be incorporated as a tool to improve the sporting element and overtaking, perhaps by giving it more power, it could be very interesting. F1 does have an environmental responsibility to do something, but from a privateer point of view, the most important thing for us is affordability. Perhaps it would be better to delay it a year and get it right rather than reintroducing it as it was in 2009.

**Would you like to see a control KERS?**

It can become an arms race. Making a KERS



system shouldn't be our core competence as a chassis manufacturer. It would be nice if all of the manufacturers got together to agree a common system for the good of F1.

**Do you support the idea of doubling the energy from 400kJ to 800kJ?**

KERS didn't really earn itself a place on the car last year other than for start performance. That's why we didn't run it – because it was too much of a compromise in weight distribution. If it has more power, it's a more potent tool.

**THE PADDOCK'S VIEW**

**Five teams explain their thoughts on KERS**



**MARTIN WHITMARSH**

**McLaren**

"A lot of the teams – probably the majority – cannot afford KERS next year. We've got to find something that's affordable. In the future KERS should be one of those sporting opportunities; ie you have a limited number of deployments to help overtaking – a boost button."



**ROSS BRAWN**

**Mercedes GP**

"We would prefer to look at something that is integrated with the new powertrain which comes in for 2013. That doesn't mean that KERS can't come before 2013; maybe it can be anticipated. But if we do a system now then another one in 2013 it would be a shame."



**ERIC BOULLIER**

**Renault**

"We are aiming to have KERS back in for 2011. We spent the money to develop the system, and not to use it is something of a waste. Hybrid road car technology is very successful so it would help to pass on the message to the world that F1 is technological and eco-friendly. F1 must stick to this message more and more."



**FRANK WILLIAMS**

**Williams F1**

"F1 needs a totem. KERS is a very meaningful thing for emissions control, it does save power. It's expensive, it's difficult technology and a big swallow, but sooner or later F1 is going to get aggro from one of these bodies that causes aggro. If three teams had KERS and the rest didn't, it's a major handicap. I believe that it should be compulsory or not at all."



**NORBERT HAUG**

**Mercedes-Benz**

"We are always keen on solutions that everyone can afford. Do we want to spend that money in F1? If you have the right restriction so it is not a money-spending process, then individual solutions [not a common KERS] could work."

## CIRCUIT MODS FOR INDIAN GP

Indian Grand Prix organisers have modified the layout for the track near New Delhi following advice from teams.

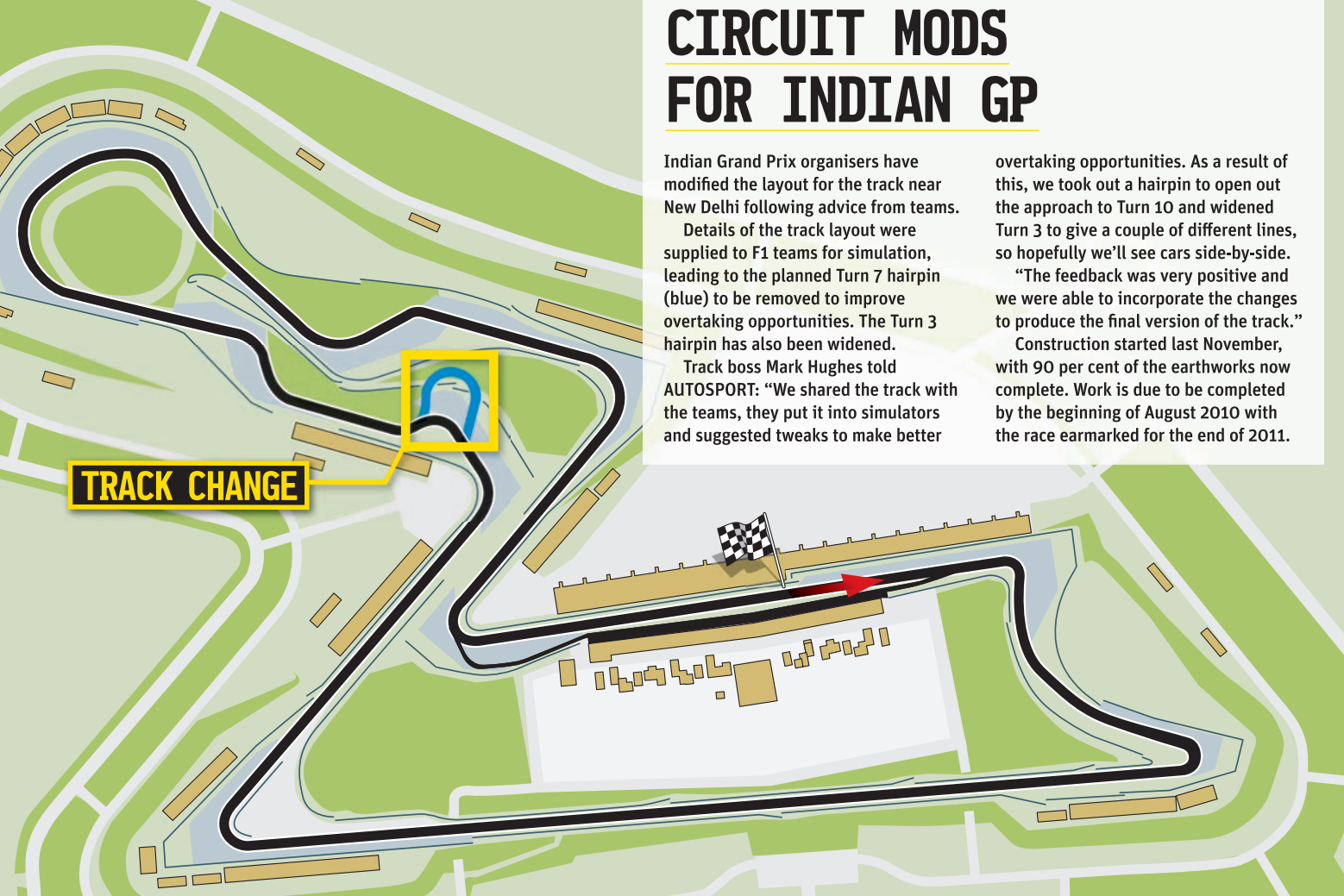
Details of the track layout were supplied to F1 teams for simulation, leading to the planned Turn 7 hairpin (blue) to be removed to improve overtaking opportunities. The Turn 3 hairpin has also been widened.

Track boss Mark Hughes told AUTOSPORT: "We shared the track with the teams, they put it into simulators and suggested tweaks to make better

overtaking opportunities. As a result of this, we took out a hairpin to open out the approach to Turn 10 and widened Turn 3 to give a couple of different lines, so hopefully we'll see cars side-by-side.

"The feedback was very positive and we were able to incorporate the changes to produce the final version of the track."

Construction started last November, with 90 per cent of the earthworks now complete. Work is due to be completed by the beginning of August 2010 with the race earmarked for the end of 2011.



# China tweak key for McLaren

British squad aims to introduce a new ride-height system for the Chinese Grand Prix that will help it take the final step needed to get on terms with pacesetter Red Bull during crucial qualifying stages

**M**claren hopes that the planned introduction of a system to allow it to run low ride height in qualifying for next week's Chinese Grand Prix will help it close the gap to pacesetter Red Bull.

According to team principal Martin Whitmarsh, the MP4-25s of Jenson Button and Lewis Hamilton are close to the Red Bull RB6 racers of Sebastian Vettel and Mark Webber on race pace but need to improve their qualifying

performance. Any modifications to aid the car's ride-height in qualifying trim will also have to prevent the cars from bottoming out when carrying a full tank of fuel at the start of the race. Whitmarsh admits that Red Bull has the edge, but is confident that improvements for the next race will close the gap.

"They are in a class of their own, but we are a lot closer now," he said following last weekend's Malaysian GP. "Their qualifying pace has been very good, we think we know why and that's something that others will do shortly. We will have some new parts in China that will lift us by a few tenths."

### RIDE HEIGHT SUSPICIONS

McLaren, along with Mercedes team boss Ross Brawn, believes that Red Bull has a means to ensure that it

can run optimum ride heights in qualifying without compromising its car on race fuel loads. Red Bull team boss Christian Horner has vowed to protest any pseudo-active ride system that appears in China, and he also denied that his team is using such a system.

"The FIA are totally happy

**"We will have some new parts in China that will lift us by a few tenths"**

Martin Whitmarsh

with our suspension," Horner told AUTOSPORT. "They didn't find any system that controls the ride height other than standard springs and dampers. There is no system on our car – it's as simple as that."

There is no question that Red Bull's car is legal, but many of its rivals believe that it has found a way to achieve the desired effect

without a direct adjustment mechanism, despite its denials. If this is the case and McLaren can ape the effect, it could allow Button and Hamilton to emerge as contenders for pole position for the first time this year.

### RED BULL MOMENTUM

If McLaren is unable to take the fight to Red Bull in China, it will be a setback for its world title hopes.

Red Bull has had the edge over Ferrari so far in qualifying (all three pole positions have gone to the team), with McLaren unable to better fourth on the grid. However, its race pace has been similar to Red Bull's, validating Whitmarsh's assertion that McLaren will be a threat if they qualify higher.

With Red Bull claiming its first win in Malaysia after losing victory in both Bahrain and Australia with mechanical problems, McLaren needs a strong performance in China to prove its title credentials.



# Teams braced for mirror ban

**THE BAN** on sidepod-mounted 'outboard' rear-view mirrors from the Spanish Grand Prix onwards is expected to cost teams forced to drop the design around 0.1 seconds per lap.

The move has been made because of poor rearward visibility, as drivers must move their head to look in the mirrors. It is accentuated by the excessive vibration. Ferrari, Red Bull, Sauber, Williams, Force India and HRT all run outboard mirrors, while McLaren has also used the design.

## EXPERT VIEW

**GARY ANDERSON**

"All the aerodynamic surfaces on an F1 car are used to improve aerodynamic performance and the rear view mirrors are no exception. Placed outboard on the top of the vertical turning vane, the wake from the mirror has little or no effect on the rear wing, improving its performance. The teams running these mirrors will lose around 0.1s per lap – effectively a grid position. It will be difficult to replace the lost downforce, but it will bring them into line with the other teams."



Outboard mirrors are outlawed

# Lewis dodges weaving rap



Hamilton escaped stewards' wrath for Petrov defence

**LEWIS HAMILTON** escaped penalty during the Malaysian Grand Prix despite appearing to contravene the FIA's regulation allowing only one change of direction to defend a position.

The McLaren driver moved across the track four times on the main straight in an attempt to prevent Renault's Vitaly Petrov from passing by breaking the slipstream. The moves earned the Brit a black and white 'unsportsmanlike behaviour' warning flag.

The regulation covering the code of driving

conduct on circuits is contained in appendix L of the International Sporting Code. Chapter 4 paragraph 2a states that "manoeuvres liable to hinder other drivers, such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track, abnormal change of direction, are strictly prohibited."

That Hamilton was trying to break a tow, rather than blocking a Petrov pass, appears to have saved him from a drive-through penalty.

## THIS WEEK IN F1



**MERCEDES** Nico Rosberg claimed the German manufacturer's first F1 podium in 55 years in Malaysia. Juan Manuel Fangio's win in the 1955 Italian Grand Prix was Mercedes' last as a full factory team.



**RED BULL** Sebastian Vettel avoided a penalty for passing the slowing Lotus of Jarno Trulli under yellow flags late in the Malaysian Grand Prix. Trulli waved him past and stewards accepted that Vettel had slowed down and that there was no safety issue.



**MCLAREN** Jenson Button became Britain's third-highest F1 points scorer with eighth place in Malaysia. He now has 362 points, overhauling Damon Hill and Jackie Stewart, leaving him trailing Nigel Mansell and David Coulthard.



**FERRARI** Following Fernando Alonso's engine failure in Malaysia, team principal Stefano Domenicali admitted that he is concerned about reliability. Ferrari-powered Sauber also suffered two engine failures in Sepang.



**WILLIAMS** Technical director Sam Michael has praised Rubens Barrichello's contribution to the team. "The thing that surprises us most is how this guy hasn't been world champion – he's really impressive," said Michael.



**SAUBER** The Chinese Grand Prix will be new technical director James Key's first with the team. Willy Rampf, technical director since 2000, will be in China to help with the handover process.



**RENAULT** Team principal Eric Boullier questioned the decision to give Lewis Hamilton only a warning flag for weaving in front of Vitaly Petrov. "It is clearly written that you cannot do more than one direction change," he said.



**FORCE INDIA** Vitantonio Liuzzi will sit out the first free practice session in China to allow Paul di Resta seat time. Adrian Sutil will miss out in the following race in Spain.



**TORO ROSSO** Jaime Alguersuari claimed his first F1 points finish with ninth place in Malaysia. He is the seventh Spaniard to score points in F1.



**LOTUS** Technical director Mike Gascoyne is confident that the aerodynamic upgrade the team will take to Barcelona will be a major step forward. "We think it will be between one and two seconds quicker in Spain," he said.



**HRT** Team consultant Geoff Willis has hit out at the Dallara-designed car. "I'm disappointed at the level of engineering in the car and I don't think it reflects current F1 practice," he said.



**VIRGIN** Technical director Nick Wirth has admitted that Lucas di Grassi only just made the finish at Sepang and had to save fuel in the closing stages. "It was quite stressful because we expected it to rain and we went off quite aggressively," he told AUTOSPORT.

# ONE FOR THE HOME FANS

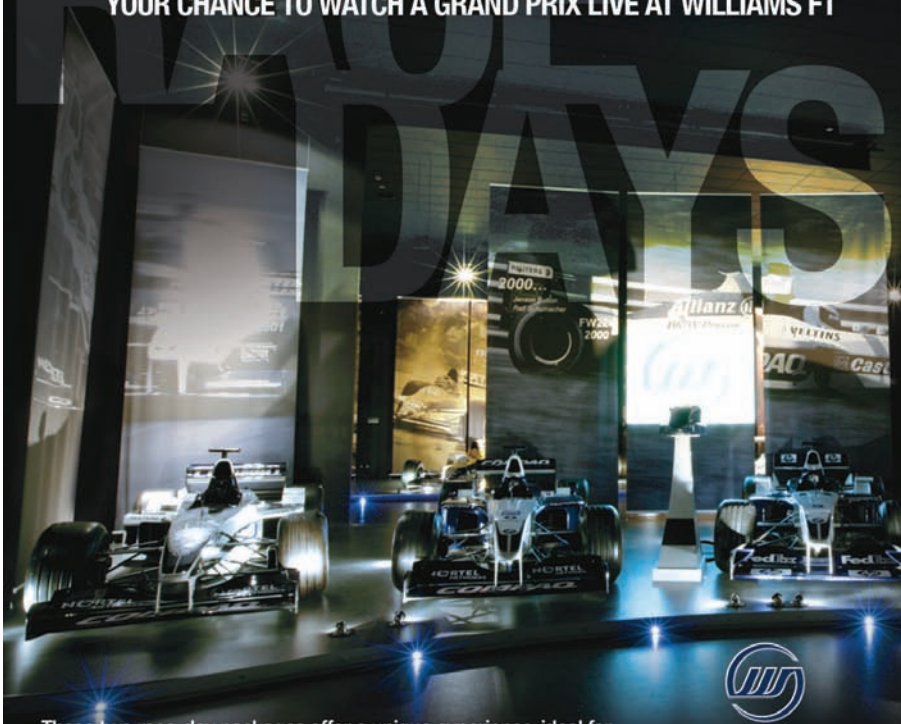
Malaysian Fairuz Fauzy made his debut as a Friday test driver for Lotus in his home grand prix in Sepang last weekend. The 27-year-old completed 19 laps in the session driving Heikki Kovalainen's car, setting a best time 1.261s shy of team-mate Jarno Trulli's best



DUNBAR/LAT

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**Sunday 2nd May:**

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6 hour race – 12.00 to 18.00, teams of up to 6.

The Festival will be a fantastic experience for the teams, family, friends and supporters to enjoy, with a host of activities throughout the event weekend – including junior kart races, fun fair, stalls, bars and food, DJ's, live music and brand promotions.

The races cost **just €150 per driver, except for the 12 hour race which is €200 per driver**, and we can accommodate single drivers and smaller groups to make up teams by age, language, location etc. Corporate hospitality, trade stands and sponsorship packages are also available.

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# MPH Mark Hughes

AUTOSPORT grand prix editor

News of Michelin's willingness to return to Formula 1 could be the competitive incentive to stop Bridgestone walking away from the sport

**W**ord spread like wildfire around the Sepang paddock: Michelin is willing to return to F1 – under certain conditions, thereby potentially rescuing F1 from its imminent tyre crisis.

We should be grateful it's even prepared to contemplate such a move given the disgraceful way it was hounded out of the category a few years ago. But it would come back only under very specific conditions. Not only would it wish to demonstrate the energy efficiency of its tyres, but for reasons of cost and road car relevance it would have to be with a tyre for 18-inch rims, as already produced for Le Mans. The costly moulds already exist for these. This would mean a much lower profile tyre more in keeping with performance road car products. It would also have significant repercussions on the design of next year's cars. The teams are unhappy with this and have

issued a counter-proposal, but the feeling is the 18-inch idea will be accepted by the FIA, with Bernie Ecclestone's encouragement.

Although Michelin would be prepared to take over the current role of Bridgestone as a supplier to the whole field, this would not be a

regulatory single tyre formula – ie other companies could come in to compete if they wished. Should this not happen, then Michelin would supply a single dry compound to be used at every track.

The intriguing prospect is that of Bridgestone. It has been a brilliant ally of F1, trouncing Goodyear then playing its part in some thrilling head-to-head contests, overcoming technical difficulties as it fought Michelin, afterwards providing the field with quality control tyres, tweaking them according to the whims of the sport's management and generally conducting itself with real class. But at the end of last year it announced it would be pulling out at the end of 2010. The suspicion was it had simply decided there was no point spending money when there was no one to beat. But actually that wasn't the reason. It was the green marketing push the company was embarking upon. F1 was and is perceived to be exactly the opposite image to that required.

Bridgestone's F1 budget – around £70 million per season – represents a fraction of the company's profit, equivalent to a one yen to the pound swing in the exchange rate (at the time of writing £1 = ¥144); inconsequential in the overall scheme of things for what's been a massive marketing success. F1 has transformed Bridgestone's image. But the men at the top decided it's no longer the image required.

However, the news that Michelin may be about to return has caused a

stir within Bridgestone. The main board is still committed to its 'green' marketing campaign but the motorsport department, not to mention regional marketing offices in countries with grands prix, are very excited about the prospect of returning to F1 competition with Michelin.

It even has a similar 18in tyre to Michelin's in its Super GT programme. So now one part of the company is itching to get back to competing against the only other tyre company in the world with a similar technical capability and the other part – the one in charge – is bound by its green campaign.

So how to come up with a way of making a green case for tyre development? It's a question which links in with Michelin's original wish of being able to demonstrate the fuel efficiency gains to be made from its tyres. What about linking a tyre's rolling resistance with permitted fuel density? The lower the rolling resistance, the denser your fuel is allowed to be. Therefore you can carry more fuel energy for less weight, and you'll go faster.

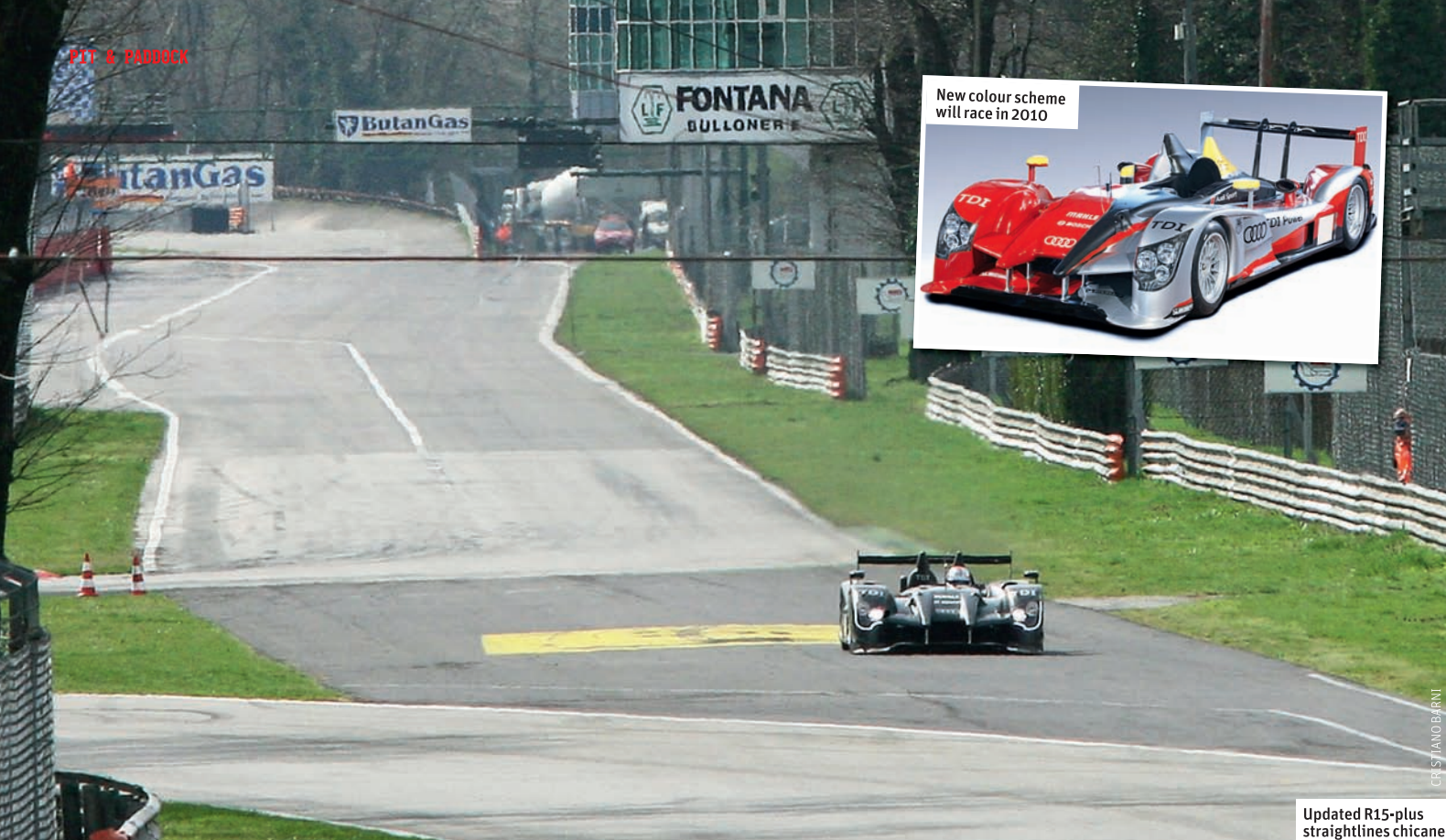
It gets the tyre companies and the fuel companies working together against the other tyre company and fuel companies. Publicise the results – Bridgestone rolling resistance = x. Therefore Ferrari fuel density allowed to = y. Therefore Ferrari starts 8kg lighter than McLaren, meaning Michelin and Mobil have to get to work.

That way everybody's happy. ☺



Michelin insists F1 tyres must match 18-inch Le Mans rubber

“How do you make a case for ‘green’ F1 tyre development?”



New colour scheme will race in 2010

CRYSTIANO BARINI

Updated R15-plus straightlines chicane

LE MANS SERIES

# Audi focused on high speed

Manufacturer skips first chicane at Monza during testing in efforts to get updated R15 sorted for Le Mans 24 Hours

**A**udi attempted to simulate the high speeds of the Circuit de la Sarthe at Le Mans during the latest test of its 2010-spec R15 plus at Monza last week.

The German manufacturer opted to miss out Monza's first chicane, the Rettifilo, over the course of the two-

day test. This meant that its pair of turbodiesel LMP1 prototypes ran flat-out from the Parabolica – the final corner – through the Curva Grande, up to the second Roggia chicane, a distance of over a mile.

Allan McNish, who tested together with Rinaldo Capello, said: "It wasn't as terrifying as you might think. The Curva Grande wasn't a problem; the only issue was arriving at the second chicane much faster than usual."

The Monza test was the third major run for the R15-plus. It followed on from an aerodynamic test at Homestead and then an endurance test at Sebring, during which the test car completed almost 3500 miles over five days.

Last week's test was the first time

that two of the updated cars have run at the same time. Audi continued development running with its test car and also shook down the first of the new race cars, which the Joest factory team will run in the Le Mans Series opener at Paul Ricard's Le Castellet venue this weekend.

McNish explained that initial testing of the R15 had thrown up "no major reliability issues".

"We'd be a bit happier if the first race was still two or three weeks away," he said, "but I'm sure we're not the only ones thinking that."

Audi's assault on the Paul Ricard 8 Hours on Sunday has been billed as "a test in racing conditions" by Audi. The French event is a prelude to a return to the LMS for the Spa

1000km in May, when Audi and Peugeot will both run three cars in what is effectively a dress rehearsal for the Le Mans 24 Hours in June.

McNish, Capello and Tom Kristensen have been listed in the solo R15-plus at Ricard, although Audi Sport boss Wolfgang Ullrich said a late decision would be taken on whether all three drivers would race. It is understood that Kristensen, who is recovering from an Achilles' heel injury, will undergo a fitness test just ahead of the event.

The R15-plus race car ran in its new livery at Monza. The new colour scheme includes more red and leaves large areas of bodywork in unpainted carbon to showcase the car's "lightweight construction".



McNish piled miles on the R15 at Monza

WORLD GT1

# Nissan squad signs Ara for GT1

**FORMER LE MANS** 24 Hours winner Seiji Ara will race a Nissan in the new FIA GT1 World Championship.

The 35-year-old Japanese will drive the second Swiss Racing Team Nissan GT-R alongside Swede Max Nilsson in the inaugural world championship, which starts in Abu Dhabi on April 17. The deal follows a try-out for the Japanese driver with the Sumo Power

Nissan team at the new Aragon circuit at the end of February.

SRT team boss Othmar Welts described Ara as "a powerful asset" for the team.

"Seiji is a strong driver with great experience and a proven track record," he said. "I am particularly happy that one of our cars will be driven by a Japanese pilot."

Former DTM driver Alex Margaritis has firmed up his place with the Triple H Hegersport Maserati team. He will share one of the MC12s with veteran team boss Altfred Heger.

Margaritis was given a brief try-out in an MC12 when the cars were shaken down at Fiorano last month prior to shipping to Abu Dhabi.



Ara will drive Swiss Racing Team Nissan

**LE MANS**

# Dome forced to give up Le Mans entry

THE DOME coupe has been withdrawn from this year's Le Mans 24 Hours.

The entry for the Judd-powered S102 has been scratched after the relationship between Dome and its French partner for Le Mans, OAK Racing, broke down last month.

It is understood that OAK, which was effectively renting the S102 for the 24 Hours, and Dome disagreed on the choice of tyre for the race. OAK's LMP2 Pescarolos run on Dunlops, whereas the Dome raced on Michelins on its previous appearance in the French enduro in 2008.

Hiroshi Yuchi, project

manager on the S102, alluded to this when he spoke to AUTOSPORT.

"Everything was going well until the last moment, when the team suddenly changed the conditions for the drivers, tyres and so on," he said. "That left us with one

month to manage the situation and we almost found a solution."

OAK would not comment other than to say that "issues concerning the budget and tyres were to blame."

Yuchi said that the updated S102 would test

in Japan sometime this year. He added that Dome was continuing to evaluate the 2011 LMP1 rulebook.

The Dome's place on the entry list will be taken by the French Pegasus team's Judd-powered Norma LMP2 car.



Dome will be a non-starter at Le Mans

GIBSON/LAT

**SPORTSCARS**

# Pescarolo takeover deal close



Pescarolo future will be decided this week

GIBSON/LAT

THE FUTURE of the Pescarolo Sport team should be decided this week.

Negotiations for Renault F1 majority owner Genii Capital and its motorsport management arm, Gravity Sport, to buy the team from the Sora composites group have been underway for some time. Gravity boss Eric Boullier told AUTOSPORT that a decision needed to be made this week if the takeover is to go ahead.

Le Mans legend Henri Pescarolo, who would continue to run the team, said he was hopeful that a deal would be concluded imminently and that the team would run its two Judd-powered LMP1s at the Le Mans 24 Hours. He explained that the team would begin its preparations for Le Mans the moment the deal was concluded.

"The complete team is still together," he said. "We are waiting to start work."

## IN BRIEF



DPEI

### SARRAZIN FOR ORECA

Peugeot factory driver Stephane Sarrazin will race the ORECA team's 908 turbodiesel (above) in the Paul Ricard LMS opener this weekend alongside Nicolas Lapierre and Olivier Panis. The Frenchman will "enable our technical people to learn the car much quicker", said team boss Hugues de Chaunac.

### DUVAL RESHUFFLED

ORECA returnee Loic Duval, who will race the team's Peugeot at the Spa LMS round and the Le Mans 24 Hours, moves over to the team's own AIM-powered LMP1. The Frenchman shares the ORECA 01 with Soheil Ayari and Didier Andre, who are confirmed in the car for Le Mans.

### HINES/STIRLING TEAM UP

British sportscar drivers Luke Hines and Dean Stirling will team up in a Formula Le Mans prototype in the LMS this season, starting this weekend at Paul Ricard. They will share their DAMS-run FLM09 chassis with single-seater convert Edoardo Piscopo.

### AMMERMULLER FOR GT

Former Red Bull F1 test driver and GP2 and A1GP race winner Michael Ammermuller will race a Team Rosberg Audi R8 LMS in the ADAC GT Masters series in Germany this year. The 24-year-old will share with GT regular Kenneth Heyer, son of touring car legend Hans.

### TIEMANN GETS AN AUDI

Five-time Nurburgring 24 Hours victor Marcel Tiemann and American amateur Jim Matthews, a winner in the Daytona Prototype class, will race an Audi R8 for Phoenix in the GT International Open series.

### FIRST WIN FOR HONDA

Takashi Kogure and Loic Duval (below) scored the first win for Honda's new HSV-010 in last weekend's Super GT round at Okayama. The models that replaced the NSX made an incongruous debut at last month's season-opener at Suzuka when two of the cars collided with each other.



ISHIHARA/TI

## AUTOSPORT SAYS...

**JAMIE O'LEARY**  
**BTCC**  
**CORRESPONDENT**

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@haymarket.com



Once again the British Touring Car Championship provided teams, drivers and fans with a winter of uncertainty. Once again though, the racing at Thruxton last weekend allayed all those fears.

Fabrizio Giovanardi's late return is (for now, at least), a massive boost to a championship that looked like it might turn into a one-man show this year, and his two wins were as breathtaking as they were emphatic. Whisper it: his one-off Triple 8 deal probably increased the racecrowd by over 1000 people on an Easter weekend during which race fans also had F3/GT, Superleague Formula and British Superbikes to choose from. Let's just hope that new sponsor Uniq chooses to stick with the team for the rest of the season and keeps the Italian tin-top legend in employment (see story, p20).

Just as interesting as Triple 8's form were the performances of the new works teams, with Jason Plato playing the points game in his Chevrolet Cruze and Matt Neal and Gordon Shedden proving that the revisions made to the Honda Civic have already paid off big-time. On the evidence of Thruxton, this is going to be another brilliant season.



WOOD/LAT

BTCC delivered the goods yet again

## MILESTONES



LAT

British F3 rookie Jean-Eric Vergne's victory on his debut at Oulton Park on Saturday was Carlin's 100th in the championship. Narain Karthikeyan (above, leading) took the first in April 1999 at Brands Hatch

BTCC

# Giovanardi waits on full-season deal

Two-time champion takes double win following last-minute Thruxton deal while sponsor decides on its future this week



Vectras appeared in new black livery

Fabrizio Giovanardi's future in the British Touring Car Championship will be decided within the next week, according to Triple 8 Engineering team principal Ian Harrison.

The two-time series champion took a double win at Thruxton last weekend after agreeing a one-round deal with Triple 8 just two days before the season-opener.

But Harrison said that any extension of the 43-year-old Italian's deal depends on new American sponsor Uniq, a lifestyle brand whose logos appeared on the Vauxhall Vectras of Giovanardi and Phil Glew last weekend.

"As far as we're concerned, that's it for now and there's nothing agreed beyond Thruxton," Harrison told AUTOSPORT. "The guys from

Uniq were absolutely delighted with the result and have gone back to America to have a board meeting this week to decide whether to continue with us. Obviously we hope they stay on board."

Giovanardi, who now has 24 BTCC wins to his name in addition to his 2007 and '08 titles, hopes that a deal can be struck to encompass the rest of the season. The next round will be at Rockingham on April 25.

"I really want to stay," the championship leader said. "If I get a call and they [Triple 8] tell me there's the money to do the rest of the year, then of course I'll do it."

The Italian said that he had seriously considered retiring during the winter when Vauxhall pulled the plug on its works BTCC squad



Giovanardi was the centre of attention

after 20 years in the series. An offer to drive for Chevrolet in the WTCC came to nothing.

"It was very hard once Vauxhall stopped and I knew I couldn't sign for Chevrolet," he added. "Many teams were interested in me, but not manufacturers and not people

with good budgets. I thought about stopping, retiring. I thought very seriously about it. But I just want to race in a championship and to be competitive."

➔ P44 THRUXTON REPORT



**SECOND YEAR OF F2 GETS UNDERWAY**  
The 2010 Formula 2 field had its pre-season group test session at Snetterton on Tuesday

BRITISH F3

## Hitech in F3 trouble

**HITECH RACING** has been reprimanded for running an illegal British Formula 3 test programme.

Ryan Sharp's team ran a third Dallara-Volkswagen for teenager Pietro Fantin at each of the official pre-season tests. The team intended for the Brazilian to test throughout 2010, before stepping up to race in the

series at the end of this season or in 2011.

The teams association FOTA reported Hitech, and race director Bernard Cottrell referred the case to the stewards. They have reprimanded Hitech for breaching article 3.4.1 of the regulations, which is designed to prevent teams running drivers for development purposes

without entering them in the championship.

Sharp said: "It's a case of sour grapes from certain teams that wanted to get hold of Pietro. His car is run under a separate programme [WG Motorsport, a team set up by former Hitech owner Walter Grubmuller] but we were reported to the stewards by FOTA."

**IN BRIEF**



**DC CONFIRMS DTM MOVE**

Former grand prix driver David Coulthard has confirmed that he will race in the DTM this year, as revealed by AUTOSPORT (April 1). "If I can do a championship which fits with my other commitments and get the buzz you get behind the wheel of a racing car, then why not?" said the Scot, who will race a 2008-spec Mercedes.

**FORSTER MISSES THRUXTON**

Forster Motorsport missed the British Touring Car Championship season-opener at Thruxton because the engines for the BMW 320si models of Martin Depper and Arthur Forster were away being repaired by BMW Motorsport in Germany. The team will appear at Rockingham.

**MORE STARS FOR SURFERS V8s**

Gianni Morbidelli, Alex Tagliani and Tiago Monteiro are the latest international drivers to be confirmed for the V8 Supercar enduro at Surfers Paradise in October. Teams must field an international co-driver for the revamped event, which replaces the defunct A1GP race.

**SUPERLEAGUE TEAMS MERGE**

Superleague Formula squads ATECH and Reid Motorsport have joined forces in 2010 to field the Liverpool, AC Milan, Porto and Sporting Lisbon clubs. Alan Docking Racing took over the Atletico Madrid and Flamengo cars in a last-minute deal under the 'Alpha' banner, after Durango bailed out last week.

**GARCIA AND TAPPY SIGN UP**

Borja Garcia and Duncan Tappy were late additions to the Superleague Formula line-up at Silverstone last weekend, driving for Sporting Lisbon and Flamengo respectively.

**VOLVO TO RACE IN BELGIUM**

Volvo has entered the Belgian Touring Car Series with a silhouette version of its S60 model (below), to be run under the Volvo S60 Racing Team banner. Eric van de Poele and Vincent Radermecker will share the 410bhp machine.



**BRITISH F3**

# Three-race format well received

BRITISH FORMULA 3's new 2010 race format went down well with drivers after it was used for the first time at Oulton Park last weekend.

The series has undergone the biggest change to its format since two races per weekend was introduced full-time in 2001. This season an extra 20-minute race with a partially reversed grid has been added to the schedule. A single 30-minute qualifying session is used to set the grid for races one and three, with the third race extended to 40 minutes.

Carlin's second-year driver Adriano Buzaid, who has raced under both formats, praised new strategic elements in the racing this year.

"Tyre wear is key now," he said. "You really have to look after them in the 40-minute race and think about when is best to use them. Maybe this

will help us in GP2 where the drivers really have to manage their tyre wear.

"The reverse grid is awesome, and it will work even better on bigger circuits where it is easier to overtake."

However, some drivers raised concerns over the single-session qualifying format.

Carlin's James Calado found himself relegated to a pair of seventh row starts after a late differential failure in qualifying at Oulton.

"Ideally you need two qualifying sessions," he said. "If there's a problem with the car it affects all three races and that's not right."



Reversed-grid race mixed things up

**P50 BRITISH F3**

**SUPERLEAGUE**

# Drivers unhappy with Silverstone changes

**SILVERSTONE'S RE-PROFILED** Club Corner was used for the first time during last weekend's Superleague Formula season-opener and received less-than-favourable reviews from drivers.

The right-hander has been altered from its previous sweeping profile to a sharper bend as part of the track's revamp ahead of the 2010 British Grand Prix.

"I don't like it," said former F1 racer Narain Karthikeyan. "It's more like an L-shape than it was

before. I used to like it, but I don't now."

Former GP2 Series race winner Alvaro Parente added: "It's much easier than it used to be, because it's a right-hander followed by a straighter exit. It used to be a real challenge to manage your tyres there."

Drivers also criticised the resurfacing of the current GP circuit layout, which has led to a substantial bump in the braking zone at Abbey and on the Hangar Straight.



Silverstone showed signs of building work

**FORMULA 3**

# Merc's F3 concern

MERCEDES IS examining its future involvement in Formula 3 amid growing fears that the category is becoming too expensive.

Volkswagen has pushed to get on the pace since rejoining the category in 2007, and Mercedes motorsport boss Norbert Haug believes that spending needs to be curbed.

"In my opinion we should have strict rules," Haug told AUTOSPORT. "We have resource restrictions in F1 but we don't have them in F3. We

will not be in [F3] in the long term if there is no change."

Haug fears that excessive spending could lead to F3 becoming a one-make category in the future.

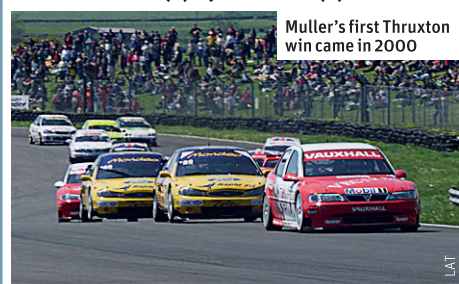
"F3 is not the platform to invest manufacturer money; this is just not the right attitude," he said. "We are not in a competition and it will probably soon be a one-make series."

**P70 F3 EUROSERIES**

## ROLL OF HONOUR

Fabrizio Giovanardi's double win at Thruxton last weekend for Vauxhall meant that the Italian equalled Yvan Muller's record number of British Touring Car victories at the speedbowl. Muller's first came in 2000 (below)

Yvan Muller (7) • Fabrizio Giovanardi (7) • Gordon Spice (6) • Andy Rouse (6) • Frank Gardner (4) • Vince Woodman (4) • Jason Plato (4)



Muller's first Thruxton win came in 2000

Smith impressed  
Carlin in testing



GP3

# Smith joins Carlin for GP3

McLaren AUTOSPORT BRDC Award winner and Formula Renault UK champion takes a step up

**M**cLaren AUTOSPORT BRDC Award winner Dean Smith will race in the inaugural season of GP3 after securing a deal to race for Carlin with Racing Steps Foundation backing.

The RSF, which has assisted the career progression of GP2 Asia race winner Oliver Turvey and British Formula 3 rookie James Calado, will now also support reigning Formula Renault UK champion Smith's graduation to GP3.

The 22-year-old, who went eighth quickest for his new team at the second official GP3 test at Paul Ricard last week, said:

"To be involved at the start of a new championship is extremely exciting and I'm sure Carlin will

have the package to challenge the frontrunners.

"I'm confident this is the right place to be at this point in my career and I'll be working hard to repay the faith that everyone has shown in me."

Carlin's racing director Trevor Carlin said: "We've been watching Dean's progress for quite some time and have been in touch with him since the end of the 2009 season.

"I've no doubt that we have a race winner within the team now, and I'm very excited about Dean's potential for the season ahead."

Smith becomes the first driver to join Carlin's GP3 line-up thanks to the RSF and the Tomax driver

management company. RSF ambassador John Surtees said, "It would have been a travesty if a driver with Dean's talent had been without a drive this season.

"Dean's position as an under-funded but talented British driver is the reason for the Racing Steps Foundation's existence.

"The fact that the RSF has been able to step in and make this possible for Dean is a testament to the work that the Foundation continues to do in British motorsport."

● The multiple GP2 title-winning ART Grand Prix team will race with numbers 1, 2 and 3 in GP3 this year after Alexander Rossi set the pace in a one-off qualifying session during last week's test.



Carlin expects Smith to be a race-winner in GP3

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**NASCAR**

## Truck team works on Karthikeyan deal

**RECENTLY FORMED** NASCAR Truck series team Starbeast Motorsports is hoping to put together a full-time programme for Narain Karthikeyan in the series next year.

The ex-Formula 1 driver made his NASCAR

debut in the third tier Truck series at Martinsville two weeks ago in place of team co-owner Stacy Compton, who is now working on putting a deal together for the Indian following his 13th place finish.

"Looking down the

road, this was definitely the right thing to do," said Compton.

"If things go the way we want them to, we want to run two full-time trucks next season for Narain and myself."

Karthikeyan does not have another NASCAR

race lined up at the moment, but he said he enjoyed his debut.

"I kept it calm because that's how you need to start in America, but we're happy with what we did," he said.

"I learned a lot, and all in all it was fun."



Karthikeyan made a solid Truck debut

**NASCAR**

## Andretti open to NASCAR team

**MICHAEL ANDRETTI** would consider entering NASCAR as a team owner in the future now that he has sole ownership of his IndyCar Series team.

The former Indycar champion took 100 per cent control of Andretti Green Racing at the end of last year, re-naming the squad Andretti Autosport.

While he is not on the verge of starting a NASCAR team, he said that he's open to the idea of following fellow Indy team bosses Chip Ganassi and Roger Penske into stock car racing.

"We are a racing team, we always look at opportunities and if one came up in NASCAR we



Andretti is now sole owner of his IRL team

may jump on it," said the 47-year old. "I've only just taken over the team so it's going to take some

time to get things the way we like, but there is always a possibility [of NASCAR] in the future."

**INDYCAR**

## Penske questions need for new car

New IRL renderings came out last week



**LEGENDARY INDYCAR** team boss Roger Penske has voiced his concerns that switching to a new chassis formula could hurt the series.

The multiple title-winning team boss believes that the outlay for new cars to replace the current 2003-spec Dallaras could send teams out of business.

"I'm all about saving costs right now for all the teams," said Penske. "There's nothing wrong with the sport right now, and I'm not sure that if we changed everything that it's going to put 50,000 more people in the stands."

Despite expressing his doubts about changing the current technical package, Penske did accept that new engine regulations, which would allow more manufacturers into the sport, could be a good idea.

"If there's going to be a change, let's do the engine change and put it in the existing car because that would save us money," he added. "You've got 20 million bucks that would have to be spent by the teams [if the car is changed]."

New IndyCar CEO Randy Bernard confirmed that the interested parties will be invited to submit their final proposals in the coming weeks, and he expects a decision to be made by early June. He added that delaying a new car could be an option.

"Can you imagine if we come out with this new car and then a few weeks later teams have to drop out because they can't afford it?" he said. "Our advisory committee will have to look at that."

### IN BRIEF

#### TAGLIANI SIGNS JUNQUEIRA

Bruno Junqueira will drive for Alex Tagliani's FAZZT team at this year's Indianapolis 500. The Brazilian was offered the drive to make up for last year, when he gave up his seat at Conquest Racing after Tagliani failed to qualify. "This is a nice way to say thank you," said the Canadian.



#### ANDRETTI JOINS ANDRETTI

John Andretti will race a fifth car for his cousin Michael's Andretti Autosport team at the Indianapolis 500 this year. The deal is in conjunction with NASCAR legend Richard Petty, whose team was involved in John Andretti's Indy entry with Dreyer & Reinbold last year.

#### SATO STAYS UPBEAT

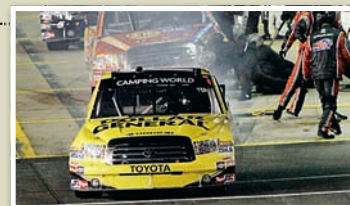
Takuma Sato believes that he will get a grip on racing in the IndyCar Series soon after a tricky start to his career in America. "I have learned a lot about the car in the first two races, but I still have some things to learn about the series," said the KV driver.

#### BAGUETTE STILL EYES F1

Reigning Formula Renault 3.5 champion Bertrand Baguette says that he hopes to be able to move from the IndyCar Series to Formula 1 in the future, ahead of his debut in America at Barber Motorsports Park this weekend. "My goal is to succeed in the states, with the objective of one day competing in F1 when the conditions are right," he said.

#### BUSCH WINS FOR OWN TEAM

Kyle Busch scored his first victory as a team owner in the NASCAR Truck series at Nashville last weekend. "It's a big deal, a lot of blood, sweat and tears were put into this over the winter," said the 24-year old,



who was making only his fourth start in his own truck (above).

#### GOING LONG AT PHOENIX

This weekend's NASCAR Sprint Cup race at Phoenix is scheduled to be the longest Cup race ever held at the one-mile oval. The race distance has been extended by 63 laps compared with 2009, taking it to 375 miles.

WRC

## KIMI FINDS SWEET SPOT ON GRAVEL

Former Formula 1 world champion Kimi Raikkonen scored his first points in the World Rally Championship on last week's Jordan Rally. The Finn finished eighth on only his second ever gravel rally in a Citroen C4 WRC



ALL PICS: MEKLEIN.DE

WRC

## Citroen boss fears for WRC's future

After controversial Jordan Rally, Citroen calls on FIA to amend running order regulation before it kills the WRC

Citroen team principal Olivier Quesnel has warned that the World Rally Championship will die at the end of the season if the FIA does not change the regulations regarding the running order on events.

Quesnel found himself at the centre of a storm during last week's Jordan Rally when his team claimed Citroen Junior driver Sebastien Ogier suffered an engine problem which forced him to leave service five

minutes late. Ogier then took more penalties to allow him to run ahead of Sebastien Loeb on the road, cleaning the road for the eventual rally winner. At Ford, Mikko Hirvonen came back under superally rules after his day two retirement to do the same for Jari-Matti Latvala.

Quesnel has now called on the FIA to implement immediate change, saying he wants to see new regulations before the start of next week's Rally of Turkey.

"I think this using strategy is stupid, it's not sport, it's not rallying," said Quesnel. "We all want the rule changed in Turkey. It can change with a fax vote or [FIA president] Jean Todt can just change it. At the end of the year, if nothing is happening, the WRC is dead."

Asked if he thought Ogier genuinely had a problem to cause his delay, Ford team principal Malcolm Wilson said: "No. Not a chance. I am totally neutral about this [regulation]. But if you want to go back to the old system [reversing the top 15 drivers for day two and three], you will know who's going to win the rally at the end of the first day. The current system adds a real element of excitement to events."

Ford of Europe motorsport director Gerard Quinn said he was disappointed at Citroen's move with Ogier. He said: "Ford wants to win, but not at any cost, our integrity is

of equal importance to us."

Quesnel said he had no quarrel with Ford, saying: "They can believe what they want. The problem is with the regulation. There is no problem between us and Ford. I don't think Gerard [Quinn] knows rallying very well. When I see Malcolm, he was smiling, but honestly this whole thing is stupid."

Jean Todt was at the Jordan Rally, but he declined to discuss the matter with AUTOSPORT.



Quesnel is pushing for immediate change



Prodrive potential for Andersson in 2011

WRC

## Andersson eyes Mini drive

SWEDEN'S P-G ANDERSSON has admitted he is in discussions with Prodrive over a possible WRC drive next season.

The double Junior World Rally champion wouldn't name the manufacturer involved, but it is known Prodrive is on the verge of revealing its Mini programme. Last week's AUTOSPORT revealed the potential for

Andersson to join Kris Meeke as part of the manufacturer's return to the WRC.

Andersson said: "Prodrive could be an option for next year, I have spoken to them and I hope to be a candidate for whatever they are doing."

Andersson is contesting a selected programme of S2000 WRC rounds with a private Skoda Fabia

S2000 this season. Despite winning the opening event in Sweden and finishing third in Jordan, Andersson says he is not chasing the title.

"I'm here to keep myself driving," he said. "I have won two [Junior] world championships already, so the title is not so important. I just want to do the rallies and go for the results."

WRC

## Jordan reinstated on 2011 schedule

THE JORDAN RALLY appears to have won back its place on next year's World Rally Championship calendar at the expense of the planned new event in Abu Dhabi.

The WRC's promoter North One Sport proposed a calendar to last month's World Motor Sport Council meeting that included Abu Dhabi – which will only be running as a candidate event in late December – and not Jordan. AUTOSPORT's sources have indicated this was the principal reason why the calendar was rejected by WMSC, with some members being angered at the treatment of the Dead Sea-based event.

Prince Feisal Al Hussein, the chairman of Jordan Motorsport, met with FIA president Jean Todt and North One Sport CEO Simon Long on Friday night to discuss the event's absence from the proposed 2011 calendar.

The Prince told AUTOSPORT: "No decision

has been made. We have said if we were asked to be on the calendar, we would do our best and it would be our pleasure to be on it. It's up to World Motor Sport Council to decide. Hopefully everybody will come away from this event happy with the standards we

have achieved and will want to see us on the calendar again.

"I'm confident if the FIA is looking at the Middle East, we have demonstrated we can run a world-class event."

The revised 2011 schedule will be revealed on April 16.

A 2011 return to the Jordan Rally seems likely



## AUTOSPORT SAYS...

DAVID EVANS  
RALLIES EDITOR

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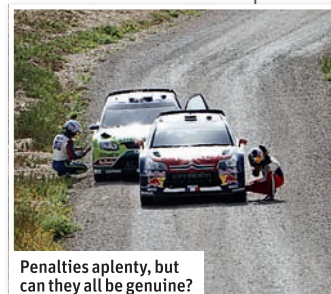


It didn't take long did it? Three rounds in and the great tactics debate is up and running. Ford's Malcolm Wilson is happy for the running order regulation to stay. He sees the end-of-leg mathematics and subsequent jockeying for position as an entertaining dimension to our sport. I don't.

I'm with Citroen's Olivier Quesnel. Let's get it sorted. It's making a mockery of the sport at a time when we need every one of the not enough people watching the WRC to fully understand what's going on. As the penalties started flying for early check-in on Saturday morning, there was more than the odd puzzled look flying around the media centre, so the man in the street must have been completely floored.

While I'm with Citroen on the binning of tactics, I'm not so sure I followed the reasoning of the electrical issue on Sebastien Ogier's car. Maybe I'm a born cynic, but it was enormously convenient time for a problem.

On a brighter note in Jordan, it looks like a sense of fair play has prevailed to keep the rally on the calendar. Abu Dhabi's arrival on the schedule on the back of some fairly hefty pay cheques left a nasty taste for many. But let's not be hasty: Abu Dhabi's investment warrants a WRC slot, providing it comes up to scratch as a candidate event. And multi-million pound sponsors aren't exactly queuing up at the door marked WRC.



Penalties aplenty, but can they all be genuine?

## IN BRIEF



### OGIER FOR NEW ZEALAND

Rally New Zealand has been added to Sebastien Ogier's 2010 schedule with the Citroen Junior Team. CJT manager Benoit Nogier said: "We found some extra sponsorship so we can go with Sebastien [above]. We don't have a decision on whether Kimi [Raikkonen] will go, but I would say it's 80 per cent sure that he won't do the event."

### HIRVONEN REMAINS UPBEAT

Mikko Hirvonen is not concerned by his result on the Jordan Rally last week, where the Finn finished outside the points for the first time since Argentina in April last year. The Ford driver is now 31 points adrift of WRC leader Sebastien Loeb following his retirement on day two. Hirvonen said: "I want the old Mikko back, this was unlike me. I made a mistake, but there's a very long way to go in the season."

### KETOMAA FIESTA FAILURE

Jari Ketomaa's S-WRC programme didn't get off to the best of starts on last week's Jordan Rally. The Finn's

Ford Fiesta S2000 suffered an engine failure at the foot of the start ramp, ruling him out of day one before it began. The car started day two, allowing him to win one stage, before it stopped again with an alternator problem.

### IRC BOOST FOR KOPECKY?

Skoda IRC driver Jan Kopecky will contest this year's Italian Rally Championship in a Fabia S2000 in an attempt to bolster his chances of IRC success.

### TAKE TWO FOR KENYAN ROSE

Kenyan driver Lee Rose collected his second Safari Rally win in three years last weekend. The Nairobi event was hit hard by heavy rain, forcing the cancellation of Friday night's superspecial.

### KOSCIUSZKO LUCKY ESCAPE

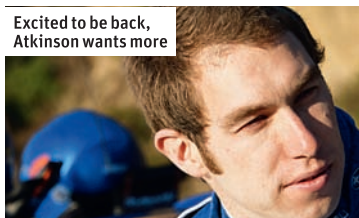
S-WRC driver Michal Kosciuszko was airlifted to hospital in Amman after his SS16 crash on last week's Jordan Rally. The Pole's Fiesta (below) landed heavily on its roof, leaving him with concussion. He was discharged later the same day and his co-driver was uninjured.



IRC

## Atkinson shoots for IRC chance

Excited to be back, Atkinson wants more



**PROTON'S LATEST** signing Chris Atkinson is hoping his deal to contest the Asia-Pacific Rally Championship will lead to an extended programme in the Intercontinental Rally Challenge.

Atkinson, who lost his WRC seat when Subaru withdrew from the sport in 2008, was announced as part of the British team's APRC plans last week – where he joins Alister McRae – but there has not yet been any decision on the IRC.

Proton MEM team principal Chris Mellors said: "We've been working flat-out to get the Asia-Pacific programme nailed down. Once we get through the first round in Malaysia later this month, we'll look at IRC."

Atkinson said: "It's great to be back and I'm really looking forward to APRC. It would be fantastic to get into the IRC as well. At the end of the day, though, I've been out of the sport for a while, so I'm grateful to be back."

## QUOTE OF THE WEEK



Why? Do we really have to?"



Red Bull driver Kimi Raikkonen's reply to the WRC official's offer to join his fellow drivers in dressing up as a chariot racer

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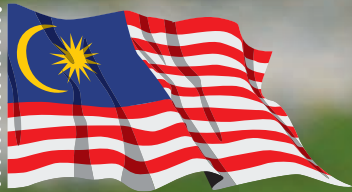
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## MALAYSIAN GP

Sepang

ROUND 3/19

LAPS 56

## WINNER

Sebastian Vettel  
1h33m48.412s

## POLE POSITION

Mark Webber  
1m49.327s

## FASTEST LAP

Mark Webber  
1m37.054s

## RACE RATING

★★★★★

Exciting qualifying conditions, race more moderate

## DRIVERS STANDINGS

Massa	39pts
Alonso	37pts
Vettel	37pts

## MILESTONES

- First time there's been so many Germans in the top eight of the grid in a top-line grand prix since the 1939 Swiss GP, when there were seven
- First time ever since new-style qualifying introduced in 2006 that neither Ferrari nor McLaren made it into Q3



# WEBBER HANDS VICTORY TO VETTEL IN RED BULL RAMPAGE

A seamless weekend for Vettel gave F1 its third winner in three races. **MARK HUGHES** reports



# QUALIFYING

Too much faith in weather predictions, tricky conditions and an awesome Australian

➤ The rain did its predictable stuff at the predictable time in the afternoon – making for a highly unpredictable grid. Having just survived the tricky opportunities to make the wrong calls in getting through Q1 (the booby trap that caught out McLaren and Ferrari), Mark Webber then made the ultimate gamble when it counted – in the restarted final few minutes of Q3. Opting for intermediates when every other top 10 runner took the safer choice of wets paid off to the tune of pole by 1.3s as the rain held off just long enough for a damp line within the wet to form. So Red Bull kept intact its 100 per cent pole record into the new season but this time it was more an intuitive call by Webber and engineer Ciaran Pilbeam than any inherent advantage in the RB6.

That intuition seemed absent in the McLaren, Ferrari and Mercedes garages in Q1 but the latter got away with it. All were trusting radar equipment that was telling them the storm would pass and the track would be much drier before the end of the session. They therefore chose to sit out the early part as everyone got in banker laps that turned out to be the best of the session because the rain actually increased, making the track around 6s per lap slower than when Robert Kubica's Renault had set what would stand as the session's best time. Webber was one of the last to join the track and only just squeezed in. Similarly Mercedes' Nico Rosberg and Michael Schumacher got laps together that just scraped them in, as did Jenson Button but the McLaren then aquaplaned off into the Turn 6 gravel. At the final corner Lewis Hamilton spun away the only lap that would have got him in, while the Ferrari drivers were each delayed by yellow flags and various adventures. Alonso 19th, Hamilton 20th and Massa 21st were the big name scalps among the HRTs, Jarno Trulli's Lotus and Lucas di Grassi's Virgin. Button's time was

13th best of the session but he'd drop to 17th through taking no part in Q2. It created rare Q2 spaces for two new-team cars, filled by Heikki Kovalainen's Lotus and Timo Glock's Virgin.

As the rain eased, conditions were poised between full wets and inters in Q2, with Sebastian Vettel's Red Bull marginally fastest from Kubica who seemed to be revelling in the conditions, as was Force India's Adrian Sutil and Williams's Nico Hulkenberg. Those not making it through at this point were Vitaly Petrov's Renault, Pedro de la Rosa's Sauber, the two Toro Rossos plus the two newbie cars of Kovalainen and Glock. Sebastien Buemi missed Toro Rosso's call

to pit for inters and lost a real opportunity of making it to Q3. Instead, Kamui Kobayashi made it there for the first time.

The top-10 run-off had just begun when the heavens opened and the session was red flagged before anyone had even completed a lap. The storm lasted about 15 minutes, the green lights came on and all 10 cars headed straight out, determined not to get tricked by the weather again. All but one of them were on full-wets. Webber made a decisive gamble, trusted the radar that had almost left him stranded in Q1. "I was far from certain I'd made the right decision," he said afterwards. "I had a huge moment on the first lap in Turn 2 where I almost spun there. It was a good tyre but quite high maintenance as conditions were right on the cusp between the two tyres."

Although the tropical rain arrives fast here, the intense heat dries the track even quicker. By the middle of Webber's second lap he was taking whole chunks out of everyone else's best and it was clear the track was moving quickly towards inters territory. That lap would have stood as pole but the one that followed put him 1.3s clear. Against the run of play, he'd taken the perfect gamble and made it work.

The only other guy who'd wanted to start on inters but had been overruled by his team was Rosberg and he proceeded to go fastest of the wet-shod pack, giving himself and the reconstituted Mercedes

their first front row start, marginally faster than Vettel's Red Bull. As he inevitably is in the wet, Adrian Sutil was rapid and secured a second row slot for Force India while Nico Hulkenberg was delighted with fifth place for Williams, but acknowledged that they were 1s off the pace in the dry.

Actually, at the moment Rubens Barrichello encountered Michael Schumacher having a moment in front of him he was close to completing a beautiful lap that would have put his Williams second fastest. Instead he wound up seventh, behind Kubica's Renault. Robert had been told the rain was imminent and so pushed very hard on his first flyer, this taking the best out of the wet weather tyres, leaving him compromised as the track continued to dry. It was a similar story with Schumacher, though in his case he hadn't realised this generation of wets were so sensitive: "Previously they would stay consistent, so this is a lesson learned."

Prior to that, he'd been generally as quick as Rosberg in the wet. Kobayashi and Tonio Liuzzi's brake-grabbing Force India rounded out the top 10.



Webber called it perfect for pole

TEE/LAT

McLaren and Ferrari both missed out on Q3



TEE/LAT



**P38 RESULTS**  
Every Sepang fact can be found here





FERRARO/LAT

Hamilton took both Toro Rossos on his first lap charge



**RACE CONDITIONS**

Hot and dry, with air temperatures in the low 30s and track temperature in the low 40s throughout the race.

**I**t was the Red Bull's outboard mirrors that sealed this result for Sebastian Vettel. He won not because of the estimated 0.1s per lap they are worth over the more conventional inboard units, but because the visibility from them is terrible – bad enough for team-mate Mark Webber not to have realised Vettel was even there as they raced into Turn 1. That was the moment the race result was sealed. Given that the expected rain didn't arrive to randomise the outcome, it was only ever going to be a fight between the pair of RB6s – and pole man Webber gave the win away within a few seconds of the start.

Mark was visibly gutted in the immediate aftermath of the race, knowing full well the enormity of his misjudgement after such a brilliant gamble and delivery the day before. You cannot give a team-mate like Vettel an inch – and Webber had given him over half the width of the track. "I had a look to see where Seb was as I was going through second/third gears and he wasn't mega close. I wasn't sure where Nico [Rosberg] was either. The track is so

bloody wide it's difficult to defend but if anything I thought Seb was going for my outside."

But he wasn't. Vettel was actually stuck virtually to Webber's diffuser, having got a good start and then used Webber's tow and the long run down to the braking zone to get so he was almost touching. But critically he was also absolutely line astern – and with those outboard mirrors, effectively invisible in Webber's blind spot. Maybe Seb realised this and worked it to his advantage – he's smart enough to do that, smart enough also not to admit it. Whatever, Webber was well and truly suckered, opening the door as he swept left for the right-hander's approach. "I only saw him when we each got on the brakes and he was on my inside," he admitted.

Angle mirrors that are so far outboard for a workably wide view and you cut off a crucial part of visibility immediately behind you. This blind spot is much smaller with mirrors that are closer. Last year the GPDA was on the verge of unanimity on requesting mirrors that were within reach from the cockpit. Lewis Hamilton disagreed, so the motion was never passed.

"As soon as I saw him there I thought, 'My God, the whole race now, I'm in second,'" said the crestfallen Webber, his struggle between fierce competitor and team player visible. "Or he makes a mistake – which we know he

doesn't." He didn't – Vettel was predictably faultless.

As they scrabbled through Turn 2 together, Webber got a run going up to three but was on the dusty side and couldn't brake any later without risking collision. Vettel held his line and thereafter Webber was definitively behind. Webber pushed, kept the pressure on, looked slightly faster in the early stages. Vettel just controlled him, mindful that he would need his tyres to be in good shape just before the pitstops if he was to be sure of staying ahead.

Vettel had strategic preference as the guy in the lead. He was brought in on lap 23, pushing like crazy, knowing the fight he had on his hands, letting rip on the still healthy soft tyres and getting a big sideways moment going on the exit of the left-hander in the pit-entry road.

Webber responded as best he could, setting personal best sector times on his in-lap – but already Vettel was setting significantly faster times, courtesy of his fresh rubber.

A slight delay releasing the wheel gun on Webber's front right sealed it. Vettel's lead extended, Webber just tried filling those outboard mirrors of Vettel's for the rest of the race – to no avail. "A sensational result for the team," Webber graciously said of the Red Bull 1-2, albeit between gritted teeth.

The RB6s looked like they could have delivered this result even if Ferrari and McLaren had not messed up their Saturdays and started from where they should have. As it was, Mercedes, Renault and Force India held the positions in the Red Bulls' wake from the start of the race to the end, this simply exaggerating ▶



Vettel fended off Webber's attempts to retake the lead

THOMPSON/GETTY



TEE/LAT

Rosberg had a lonely drive to third



DUNBAR/LAT

Lap 1: McLaren, Ferrari, McLaren, Ferrari...Lotus!



COATES/LAT

Even when Hamilton caught Sutil, he could not pass him



ETHERINGTON/LAT

## DRIVER BY DRIVER by Edd Straw

**1**  **6/10**  
Race rating

**Jenson BUTTON**  
McLaren-Mercedes MP4-25-01  
Start: 17th Finish: 8th  
**HUNG BACK** in Q1. Not sure that his flying lap was good enough to make the cut. It was, but he aquaplaned into the gravel trying to improve. Pitted for hards from 15th after nine laps, and with clear air climbed to seventh. But, on worn tyres, couldn't hold off Massa.

**2**  **9/10**  
Race rating

**Lewis HAMILTON**  
McLaren-Mercedes MP4-25-03  
Start: 20th Finish: 6th  
**FELL IN Q1**, but leaped to 12th on lap one. Scythed through the Toro Rossos, Kobayashi and Petrov, and had climbed to second while others pitted. Stopped on lap 30, emerging seventh, then sixth when Alonso pitted. Rapidly caught Sutil, but stuck there to the finish.

**3**  **6/10**  
Race rating

**Michael SCHUMACHER**  
Mercedes MGP W01/03  
Start: 8th Finish: DNF  
**FOUND HIMSELF** in the unusual position of being outqualified by his teammate in the wet, admitting that he went too hard on his first Q3 lap. Ran sixth in the early stages after passing both Williams-Cosworths at the start, but retired with a loose wheelnut on lap 10.

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

**Nico ROSBERG**  
Mercedes MGP W01/02  
Start: 2nd Finish: 3rd  
**IMPRESSED IN** qualifying, claiming his first front-row start at the 73rd attempt with a lap that would have earned him pole but for Webber's intermediate tyre gamble. Had a quiet race in third, stopping on lap 22, and it's hard to see how he could have done any more.

**5**  **9/10**  
Race rating

**Sebastian VETTEL**  
Red Bull-Renault RB6-3  
Start: 3rd Finish: 1st  
**WAS DISAPPOINTED** to be behind Rosberg on the grid, but latched onto Webber at the start and dived up the inside into Turn 1. Pitted for hards on lap 23, re-emerging just ahead of Hamilton. Webber ended up behind the McLaren after his stop, so was unable to challenge.

**6**  **9/10**  
Race rating

**Mark WEBBER**  
Red Bull-Renault RB6-4  
Start: 1st Finish: 2nd  
**GAMBLED ON** intermediates in Q3, putting in an inspired lap in difficult conditions to take pole by 1.3s. Lost race at the start when Vettel passed him, undefended, into Turn 1. Spent six laps stuck behind Hamilton before making his point, cutting into Vettel's lead then settling for second.

DUNBAR/LAT



Glock's move on Trulli put him out of the race



Both Ferraris started the wrong end of the field

◀ Vettel and Webber's dominance. Rosberg's Merc got a little too much wheelspin off the front row and was almost instantly passed by Vettel. Thereafter he had a lonely afternoon, not entirely happy on the soft tyres of the first stint, this allowing Kubica's Renault to get quite close until the hot running of the R30's motor obliged Robert to back away from the Merc's slipstream. Kubica in turn was able to edge comfortably away from Adrian Sutil's Force India, which was under no apparent threat from Michael Schumacher's Mercedes even before the returning champion pulled off after nine laps with a loose left-rear wheel.

**“HAD THE RAIN COME BY THE TIME THE OTHERS HAD STOPPED BUT LEWIS HADN'T, WE'D HAVE LOOKED LIKE GENIUSES”**  
Martin Whitmarsh

Sutil initiated the stops in this little group, pulling in on lap 20 and getting into clean air, this triggering Kubica in response on the following lap to defend his position which in turn brought Rosberg in to ensure he stayed ahead of Kubica. In the process Rosberg's crew turned him around in 3.9s, the quickest live stop yet seen. On the softer tyre Nico was much happier with the car's balance and proceeded to edge away from Kubica who in turn remained unchallenged by Sutil. It stayed this way to the end, Rosberg delighted to give Mercedes its first podium of its comeback, Kubica again maximising his car faultlessly and Sutil satisfied to have finally got the Force India home in a position that reflects its speed. But one wondered if we'd had a normal grid would we not have had a race as uneventful as that of Bahrain, for there was zero passing among the top five all race.

As it was, with the McLarens and Ferraris starting from near the back, there was plenty of entertainment

as they made their ways through the field on a variety of strategies.

At McLaren they had spent most of Saturday evening doing race simulations, trying to compute the ultimate tyre choice and pitstop timings. The data said start on the softs, pit on lap nine. That would be the theoretical ultimate strategy from where they were on the grid. But obviously it would entail a very long 47-lap second stint on the hards. If either of their drivers were suited to that strategy it was Button.

The viable alternative was to begin on the hards and run long. It wasn't theoretically quite as quick but was more adaptable and would require the driver to not waste much

time in the early laps passing the slower cars. Sounded like perfect Hamilton territory. Dovetailing the two extremes in this way, McLaren was perfectly

positioned to have a foot in each camp, especially with an eye to the weather. "We were expecting rain," explained Martin Whitmarsh, "and had it come by the time the others had stopped but Lewis hadn't, we would have looked geniuses. It was very attractive in that sense."

Hamilton indeed scythed through, from 20th to 12th on the opening lap – helped immeasurably by having a virtually free run on the right-hand side of the grid up to Turn 1 – and quickly thereafter picked off the Toro Rossos and the soon-to-retire Sauber of Kamui Kobayashi. Next: Vitaly Petrov, an unknown prospect wheel-to-wheel. Lewis was about to find out there's steel within the Russian rookie.

Hamilton squeezed by under braking for the final corner on the fifth lap, but on his compromised exit he was slower out of there than the Renault and Petrov muscled back ahead into turn one. It took Lewis another two laps to make the same move stick, but once again ▶

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

**Felipe MASSA**  
Ferrari F60-281  
Start: 21st Finish: 7th  
**FELL IN** Q1 after the improved weather conditions that Ferrari predicted failed to arrive. Started on hards, climbing to 14th before switching to softs at the end of lap 26. Pulled a good move to pass Button into Turn 1 to take seventh and the points lead.

**8**  **7/10**  
Race rating

**Fernando ALONSO**  
Ferrari F60-283  
Start: 19th Finish: DNF  
**MIGHT HAVE** made it out of the Q1 mire but for a plethora of yellow flags on his final lap. Ran 15th early on and, battling a downshift problem, sat behind Massa. Pitted for softs at the end of lap 36, and was challenging Button for eighth when his engine failed on lap 55.

**9**  **6/10**  
Race rating

**Rubens BARRICHELLO**  
Williams-Cosworth FW32-03  
Start: 7th Finish: 12th  
**CAPITALISED ON** the tricky conditions in qualifying to start seventh, but an undiagnosed problem off the line meant that he was dead last. The Williams didn't have the pace to get back in the points, so 12th was probably a fair result considering the first lap.

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

**Nico HULKENBERG**  
Williams-Cosworth FW32-01  
Start: 5th Finish: 10th  
**ACHIEVED AN** inspired fifth on the grid. Ran seventh, inheriting sixth when Schuey retired, but had to make an early pit-stop when unable to change fuel mixture due to a steering wheel fault. Couldn't keep Alguersuari back, and had to settle for 10th.

**11**  **9/10**  
Race rating

**Robert KUBICA**  
Renault R32-03  
Start: 6th Finish: 4th  
**PUSHED TOO** hard on his first flying lap in Q3, which cooked his wets, but made amends for that by jumping to fourth at the start. Not quite fast enough to trouble Rosberg, no further risk of being backed up into Sutil when he emerged from his pitstop just ahead of Massa.

**12**  **7/10**  
Race rating

**Vitaly PETROV**  
Renault R32-02  
Start: 11th Finish DNF  
**JUST MISSED** out on a Q3 debut after showing his wet credentials. Ran ninth early on, audaciously re-passing Hamilton at Turn 1, pitted for hards on lap 13. Was 13th when a gearbox problem ended his race, he probably wouldn't have made the points had he finished.

◀ Petrov was quicker exiting the final turn and this time Hamilton moved once, twice, three times, four, from left to right to keep the Renault behind down the pit straight. That's way more than the agreed code of conduct and for a time it seemed quite feasible that Lewis had just blown his chances by triggering a drive-through. Instead, reasonable refereeing prevailed and a black and white warning flag was hung out. Ninth became eighth on the 12th lap as, just in front of him, Tonio Liuzzi's Force India retired with an electrical failure to the throttle pedal. Eighth became seventh as Nico Hulkenberg brought the Williams in early because a fault

**“ BY THE TIME MASSA HAD PASSED BUTTON, ALONSO WAS RIGHT WITH THEM AND PROCEEDED TO HARRY BUTTON'S WORN-TYRED CAR”**

on the steering wheel didn't allow the engine map to be changed.

Without the stop to change the steering wheel Nico would otherwise have been in danger of running out of fuel before the end. It was at least better fortune than that suffered by the other Williams of Rubens Barrichello that stalled on the grid, giving a few near-misses before he got going at the back. An early stop strategy failed to bring him back into contention.

Hamilton was for now on his own; fifth place Sutil was way ahead and the McLaren wouldn't get close to the Force India until much later in the afternoon.

Button's progress was characteristically less fiery than Hamilton's, but quietly effective. From 17th he got a reasonable start but on the vulnerable outside line into Turn 1 was pushed wide by Jarno Trulli's Lotus. He thus completed the opening lap 15th – in between the hard-tyred Ferraris of Felipe Massa and Fernando

Alonso, the latter already suffering a downshift malfunction that obliged him to tug several times on the paddle each time.

On the second lap Massa got out of shape, obliging Button to lift in avoidance and far from being able to take advantage, instead found himself being passed by Alonso. He stayed with the Ferraris – which were being held up by Sebastien Buemi's Toro Rosso – until the pre-planned ninth lap pitstop. This worked to perfection – in that he rejoined now on his hard tyres without having lost a place, there having been such a big gap behind to the new team cars.

In clear air, Button now began lapping very quickly. So quickly in fact that it was soon apparent that his main target was team-mate Hamilton, currently 22s and several places up the road, but with his stop still to make. Both were running on their own, fighting an invisible rival – their team-mate, on very different strategies.

Hamilton wasn't due to stop until lap 30. As Button rejoined after his lap nine stop he was 27s behind his team-mate, on the same hard compound tyres, but nine laps newer. A pit-stop would take around 19-20s here. So Button had 21 laps to gain 7-8s on Hamilton.

For a time it looked like he would do it, cutting the gap down to 24s within just a couple of laps. Lewis was alerted to Button's pace, and on the 13th lap suddenly found 1s. For a time they were the fastest two guys on the circuit. Jenson would just begin looking like he was on course – getting to within 22s with still another 12 laps before Lewis' stop. But then Lewis would stretch it back out again. It was a fascinating, if abstract, duel and on such different strategies. The respective race engineers and drivers had been told they were free to fight it out with



Button and Alonso battle into Turn 1 late in the race



## DRIVER BY DRIVER by Edd Straw

**14**  **9/10**  
Race rating

**Adrian SUTIL**  
Force India VJM03/03  
Start: 4th Finish: 5th  
**SAT OUT FP1** to allow reserve driver Paul di Resta track time, and again showed his speed in the wet by qualifying fourth. Slipped to fifth behind Kubica at the start, but from there turned in an 'almost perfect' race, holding off the charging Hamilton from lap 34.

**15**  **6/10**  
Race rating

**Vitantonio LIUZZI**  
Force India VJM03/01  
Start: 10th Finish: DNF  
**WAS AGAIN** disappointed in qualifying despite making Q3, locking his front brakes and aborting what should have been his best lap. Was solid in seventh early in race and was on target for a third consecutive point finish when a throttle problem stopped him on the 12th lap.

**16**  **6/10**  
Race rating

**Sebastien BUEMI**  
Toro Rosso STR5-01  
Start: 13th Finish: 11th  
**SUFFERED UNDERSTEER** as a result of early contact with Kobayashi, was 10th when pitted for second set of softs. Passed Petrov but pitted again for a new nose and hard tyres, just missing out on a point in 11th after wheelbanging his way past Barrichello.

**17**  **8/10**  
Race rating

**Jaime ALGUERSUARI**  
Toro Rosso STR5-03  
Start: 14th Finish: 9th  
**THE SPANIARD** is really starting to look the part as an F1 driver, although qualifying let him down. Fought hard during the race, passing Petrov and, around the outside, Hulkenberg to move into the top 10. Was up to ninth when Alonso retired late on, two point reward.

**18**  **6/10**  
Race rating

**Jarno TRULLI**  
Lotus-Cosworth T127-03  
Start: 18th Finish: 17th  
**JUST MISSED** out on making Q2, but leaped into the lead of the 'new team' class at the start. Glock didn't like this, and tried an optimistic move on lap 3, hitting Trulli after losing the back end, which damaged the Italian's car. Made the finish, five laps down and in 17th place.

**19**  **8/10**  
Race rating

**Heikki KOVALAINEN**  
Lotus-Cosworth T127-01  
Start: 15th Finish: DNF  
**TOOK ADVANTAGE** of the chaotic Q1 session to put a Lotus into Q2 for the first time. From there, he claimed 'new team' pole, ahead of Glock. Damaged the left-rear tyre when passing di Grassi's Virgin, suffered a long delay in the pits later in the race, was unclassified.



"Well done, mate. But it should have been mine"

each other. Button was flying on the eve of Hamilton's stop but Lewis pulled a great final lap out the bag and followed it with a great in-lap.

The crew got him underway smoothly and he exited just as Button was arriving alongside. They were side-by-side through Turn 1, but with Hamilton on the inside the place was his. Now on much faster fresh soft tyres, he was able to quickly pull away from Button and set chase for Sutil's fifth place.

Now Button would pay the penalty for that early stop and his attempt to leapfrog his team-mate. Massa had been the first Ferrari to stop, on lap 26. He rejoined one place but 10s behind Button, and on fresh soft tyres to Button's punished old hards. With encouragement from his race engineer Rob Smedley, Massa was soon catching the McLaren hand over fist. "The car was much better on the softs," said Massa, and within seven laps he was on Button's tail, the pair fighting for seventh place. On the 37th lap Massa went for the outside of Turn 1 and was briefly ahead but running wide on the exit, allowing Button to claim the place back as they scabbled into the tight Turn 2. A few more laps and Massa launched another move, down the inside this time into the first turn, Button's tyres now too worn to resist. Massa was through in one of the few true overtaking moves of the race.

Alonso meanwhile had been driving a heroic grand prix. He'd driven just behind Massa, taking up where he'd left off in Melbourne, maintained a very similar pace despite his gearbox's continued refusal to downshift properly. Ferrari left him out for a long time, to give them cover in case the predicted mid-race rain arrived. But it showed no sign of doing so and he was finally brought in on the 36th lap, rejoining 12s behind the Button/Massa battle. Upon resuming, his combination of half tanks with fresh

soft tyres was more favourable than anyone else's but still it was some achievement for him to set the race's second fastest lap with the downshifting glitch. By the time Massa had passed Button, Alonso was right with them and proceeded to harry Button's worn-tyred car. Two laps later they were side-by-side through Turns 1 and 2. Button prevailed on this occasion but it seemed only a matter of time...

Massa, meanwhile, was now closing down fast on Hamilton's sixth place. Lewis had spent some laps pressuring Sutil but Adrian had shown no weakness. Besides, the Force India was very fast down the straights and even the McLaren's f-duct wasn't enough to give it the edge. With the best now taken from his tyres, Lewis began to drop from Sutil and come under attack from Massa. Lewis had it under control and would cross the line 3s ahead, sixth from 21st a good day's work.

With two laps to go Alonso gave one last push at taking Button's eighth place, launching down the inside into Turn 1 but running way wide. Almost immediately the Ferrari's engine became sick and within a few hundred metres he was pulling it to the side in a cloud of oil smoke. This promoted Alguersuari to ninth, a good reward for the race's best passing manoeuvre. On the 33rd lap he'd got alongside Hulkenberg at Turn 4, putting him on the outside for the sixth gear Turn 5. This is not normally a passing place, but he kept his foot in and swept majestically around the outside of the Williams, the Toro Rosso giving an evil twitch mid-corner as he completed the move. Hulkenberg took the final point.

Lucas di Grassi got the Virgin home in 14th, and Karun Chandhok won an intra-HRT battle with Bruno Senna for 15th. Afterwards Karun was delighted, far more so than the second place Webber. But then, that's not so difficult to understand. ☒



Kubica and Renault deserved their fourth



Lap 10, and Schumacher's out with a loose wheelnut



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

**Karun CHANDHOK**  
HRT-Cosworth F110-01  
Start: 22nd Finish: 15th  
**HAD THE** edge on team-mate Senna over most of the weekend, and delivered a solid performance in the race to finish second in the 'new team' class after passing Trulli. Pushed hard in the closing stages hoping that di Grassi would run out of fuel, but had to settle for 15th.

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

**Bruno SENNA**  
HRT-Cosworth F110-02  
Start: 23rd Finish: 16th  
**AN OFF** in the wet Q1, prevented him from improving on 23rd. A solid performance in the race, saw him follow Chandhok home. Was happy with the team's progress in its third GP, even though HRT still has some way to go to start bothering Lotus and Virgin.

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

**Pedro DE LA ROSA**  
Sauber-Ferrari C29.03  
Start: 12th Finish: DNS  
**LIKE THE** rest of the team, was puzzled by Sauber's struggle to recapture testing pace. Reckoned he would have made it to Q3 at Schumacher's expense had he not hit traffic in Q2. But his Ferrari engine suffered a pneumatic system failure on the way to the grid.

**23** **8/10**  
Race rating

**Kamui KOBAYASHI**  
Sauber-Ferrari C29.01  
Start: 9th Finish: DNF  
**MADE THE** most of the rain to storm into Q3, even though the Sauber didn't have the speed to make it in dry conditions. Ran in top 10 early on, but he only made it to lap nine before his Ferrari engine suffered the same fate as his team-mate's with a pneumatic system failure.

**24** **5/10**  
Race rating

**Timo GLOCK**  
Virgin-Cosworth VR-01/1  
Start: 16th Finish: DNF  
**BEAT THE** worst of the rain in Q1 to put a Virgin into Q2 for the first time. Slipped back at the start, but was running second in the 'new team' class behind Trulli when he made a rash move up the inside, losing the rear and spinning into the Lotus, ending his race on lap three.

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

**Lucas DI GRASSI**  
Virgin-Cosworth VR-01/2  
Start: 24th Finish: 14th  
**WAS UNABLE** to hit the track early in Q1 as the team rushed to change a blocked filter in the fuel system, forcing him to the back of the grid. Pushed hard early on, but when the fuel-saving rain didn't come, had to back off. Conserved fuel well to make the finish.

# Drawing board



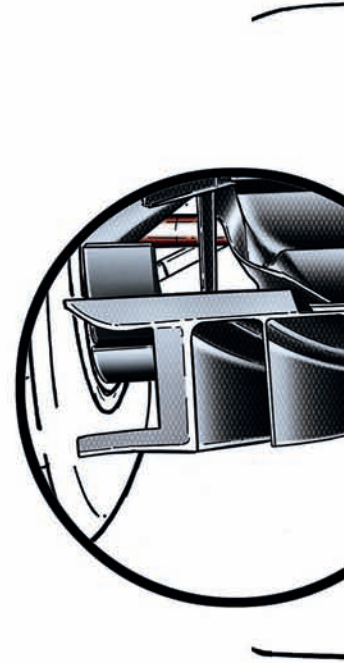
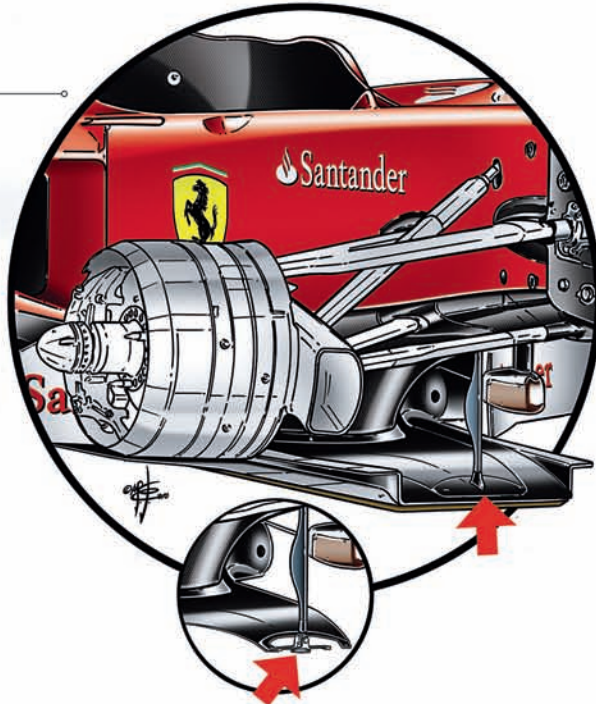
Malaysia presented teams with cooling and downforce challenges.

Solutions explained by Gary Anderson, Mark Hughes and Giorgio Piola

## FERRARI FLOOR

→ One of Ferrari's rivals was concerned that the fixing of the stepped bottom of the car allowed the floor to flex for aerodynamic benefit. The suspicion was that because only one of the two separate surfaces was apparently fixed, the lower part would be allowed to flex (inset shows the fixed part with the floor removed). This rigidity of the lower part was checked by the FIA and found to be properly fixed and in full compliance with the regulations. Sauber uses a similar fixing system.

**GARY ANDERSON:** The forward section of the under floor is in reality a legality panel. The flat floor area has to start at the rear edge of the front tyre and continue to the centre of the rear tyre. With its high-fronted chassis, Ferrari requires this panel to make it legal. However, as with any of the surfaces on an F1 car, they are all used to create downforce. This snow plough section is quite critical to movement and some teams thought Ferrari were pulling a fast one; if it flexes down it will increase downforce but if it flexes down too much it makes the car very pitch sensitive, especially in wet conditions. Flexing upwards allows the teams to use a lower ride height as it will deflect when it touches the ground, thereby increasing downforce. The FIA has a standard body deflection test which it has carried out on this area of the Ferrari and pronounced it legal.

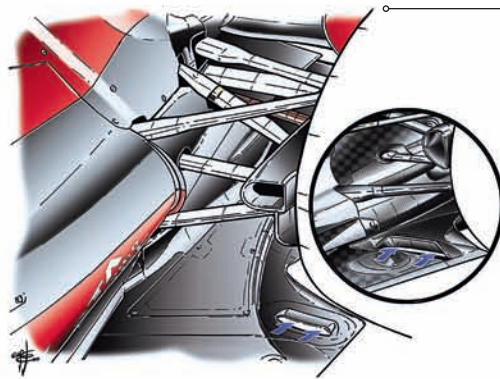


## FERRARI DUCT

→ Ferrari tried a new duct on the floor corner ahead of the rear tyre during Friday practice, similar to that already used by McLaren (inset) to accelerate the airflow. It was not used in qualifying or the race.

**GARY ANDERSON:** The airflow of the rear footplate of the floor here is very complex; the low pressure in the diffuser area is taking in as much air as will pass under

the sides of the floor and the rear tyre is displacing a certain volume of air as it rotates on to the ground. The end result is that the diffuser is not as effective as it would be if, for example, the car had side skirts sealing the sides of the floor. This duct will reduce the amount of airflow that is displaced by the tyre, meaning that more will go over the floor with less flowing under, resulting in more overall downforce.

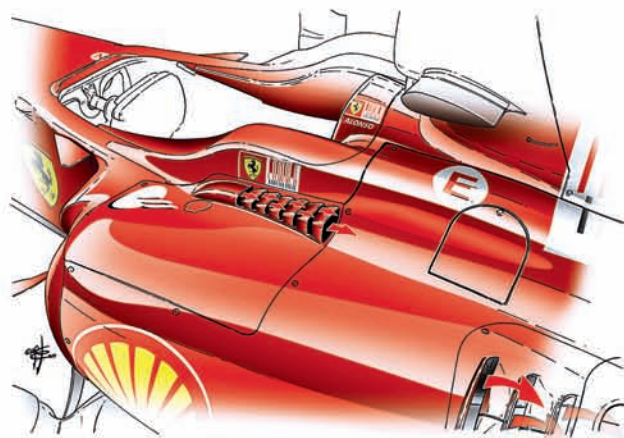


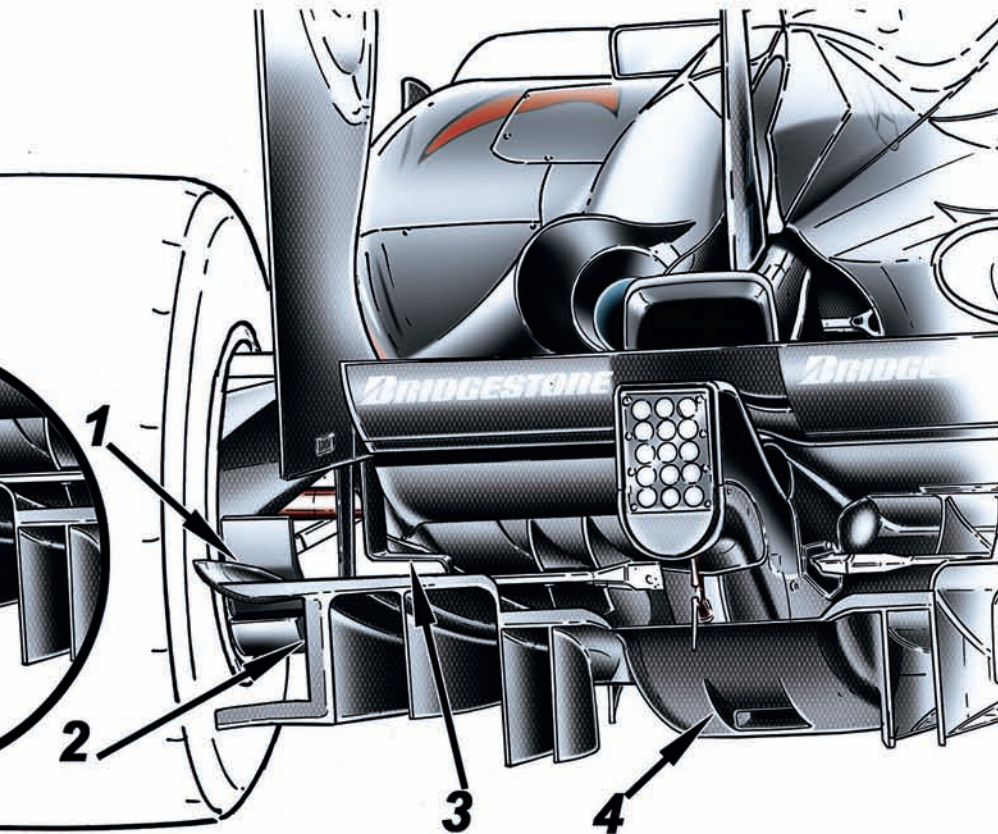
## FERRARI COOLING GILLS

→ Ferrari's overheating worries in Bahrain led to this gilled cooling treatment above the sidepods to improve radiator through-flow for the heat of Malaysia.

**GARY ANDERSON:** Since 2009, the regulations have not allowed louvre panels as radiator exits all over the sidepods. However these have to start and stop somewhere, and this example on the Ferrari is just inside the width dimension where the ban starts in the regulations. Engine cooling is an area that

can be very expensive in terms of lost downforce, if you consider that the airflow between the front tyres (and that at the height of the front tyres) is the mass flow that the car uses firstly to cool the systems, and secondly to produce downforce. Larger radiator intakes or larger exits that take more air through the radiator lose you downforce. So at circuits that require either of these, the teams need a plan B. Ferrari has fitted these as the best way to gain the extra cooling required for Malaysia.





**McLAREN DIFFUSER**

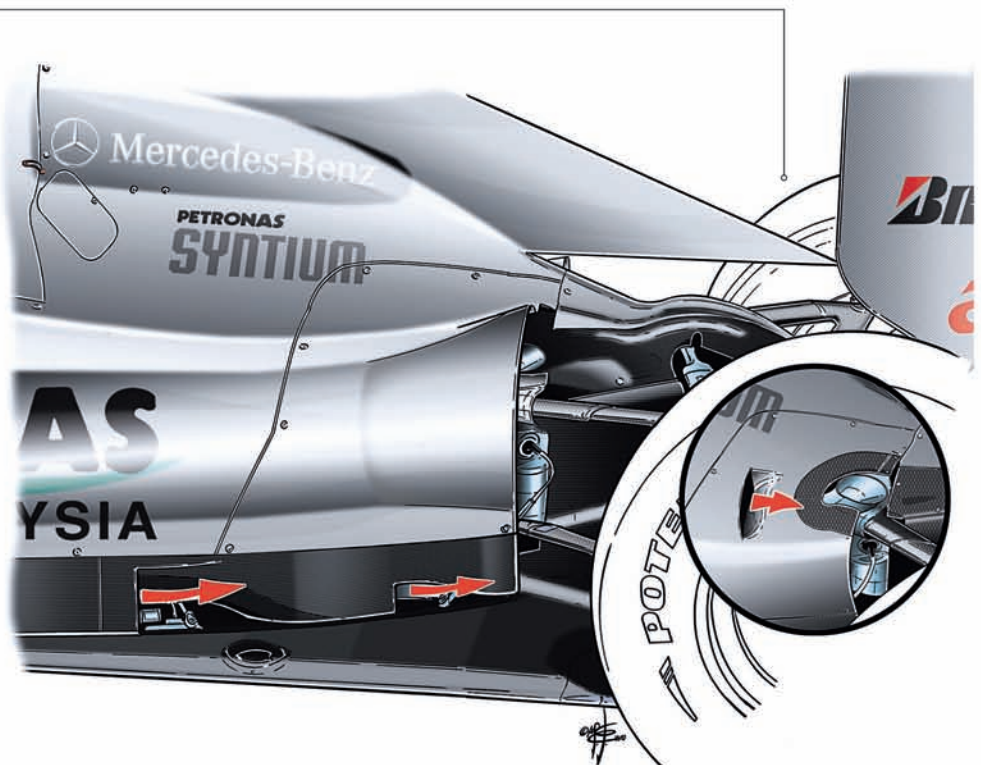
➔ McLaren made further alterations to its diffuser in Malaysia. In addition to the changes made in Australia to reduce the size of the air starter hole (4), there was also a more twisted section ahead of the outer channel and a gurney flap that covered just the outer channel (1) rather than the previous fuller width gurney. There is a narrower wall to increase the size of the outer channel (2), and an additional fixing from the endplate (3).

**GARY ANDERSON:** For Australia, McLaren were forced by the FIA to alter the size of the external starter shaft access hole and this inevitability has brought on other small detail changes. Also, the diffuser package is really dependant on the circuit. A track like Albert Park that is dominated by slow corners, requires a diffuser that produces high levels of downforce at high ride heights; whereas a circuit like Malaysia, with some very important fast corners, requires a diffuser that is aerodynamically consistent at low ride heights. One of the benefits of the double diffuser is more consistency between high (slow speed) and low (high speed) ride heights. It can also be fine tuned with the size and location of some of the trailing edge gurney flaps; by changing the specification of these you can control the areas of airflow separation at low ride height. Doing this will reduce the amount of high ride height downforce, but that is exactly the type of development that is required from circuit to circuit to keep a team competitive.

**MERCEDES REAR BODYWORK**

➔ Mercedes made significant changes to its rear bodywork. There is a significantly bigger ramp ahead of the rear wheels (old inset) and the previous duct there is no longer necessary because of the greater expansion allowed by shaping of the new bodywork.

**GARY ANDERSON:** In contrast to Ferrari's extra forward-mounted cooling exit fins, Mercedes has just enlarged its rear exit area by opening up the vertical sidewall of this exit panel. This area on the Mercedes is – as I said in the pre-season car release – a little clunky when compared to nearly all the other teams, but if you need the cooling then something has to be done to achieve it. With this extra rear exit, a larger percentage of the airflow going between the rear wheels to the rear downforce-producing devices of the car will be destroyed, as it will have had endured the torturous route of going through the radiators (slowing the airflow considerably as it picks up temperature), then past the engine, picking up more temperature. Exiting the side pods then a lot slower and at around 120 deg C, this quality of air has not a lot left to give so is not a lot of use in producing downforce from the lower rear beam or main wing.



# MALAYSIAN GP RESULTS



## PRACTICE 1 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m34.921s
2	ROSBERG	1m35.106s
3	BUTTON	1m35.207s
4	SCHUMACHER	1m35.225s
5	KUBICA	1m35.402s
6	WEBBER	1m35.479s
7	SUTIL	1m35.955s
8	ALONSO	1m35.959s
9	VETTEL	1m35.043s
10	BUEMI	1m36.100s
11	MASSA	1m36.451s
12	KOBAYASHI	1m36.503s
13	ALGUERSUARI	1m36.645s
14	PETROV	1m36.712s
15	DI RESTA	1m36.891s
16	DE LA ROSA	1m36.899s
17	HULKENBERG	1m37.802s
18	BARRICHELLO	1m38.278s
19	TRULLI	1m39.460s
20	GLOCK	1m39.755s
21	DI GRASSI	1m40.159s
22	FAUZY	1m40.721s
23	SENNA	1m41.832s
24	CHANDHOK	1m41.966s

Weather: hot and sunny

## PRACTICE 2 - Friday

POS	DRIVER	TIME
1	HAMILTON	1m34.175s
2	VETTEL	1m34.441s
3	ROSBERG	1m34.443s
4	BUTTON	1m34.538s
5	SCHUMACHER	1m34.674s
6	KUBICA	1m35.148s
7	ALONSO	1m35.581s
8	BUEMI	1m35.660s
9	PETROV	1m35.872s
10	SUTIL	1m35.957s
11	KOBAYASHI	1m36.018s
12	LIUZZI	1m36.221s
13	DE LA ROSA	1m36.325s
14	ALGUERSUARI	1m36.325s
15	MASSA	1m36.602s
16	BARRICHELLO	1m36.813s
17	HULKENBERG	1m37.415s
18	TRULLI	1m38.454s
19	KOVALAINEN	1m38.530s
20	WEBBER	1m38.786s
21	GLOCK	1m39.061s
22	DI GRASSI	1m39.158s
23	CHANDHOK	1m41.084s
24	SENNA	1m41.481s

Weather: hot and sunny

## PRACTICE 3 - Saturday

POS	DRIVER	TIME
1	WEBBER	1m33.542s
2	HAMILTON	1m33.559s
3	VETTEL	1m33.587s
4	ALONSO	1m33.751s
5	SCHUMACHER	1m33.992s
6	ROSBERG	1m34.090s
7	BUTTON	1m34.113s
8	MASSA	1m34.174s
9	BARRICHELLO	1m34.540s
10	KUBICA	1m34.549s
11	SUTIL	1m34.623s
12	BUEMI	1m34.673s
13	HULKENBERG	1m34.882s
14	LIUZZI	1m34.957s
15	ALGUERSUARI	1m35.026s
16	PETROV	1m35.076s
17	DE LA ROSA	1m35.477s
18	KOBAYASHI	1m36.404s
19	GLOCK	1m37.299s
20	TRULLI	1m37.369s
21	KOVALAINEN	1m38.161s
22	DI GRASSI	1m38.783s
23	SENNA	1m39.868s
24	CHANDHOK	1m39.895s

Weather: hot and sunny



## QUALIFYING

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	WEBBER	1m51.886s	1m48.210s	1m49.327s
2	ROSBERG	1m52.560s	1m47.417s	1m50.673s
3	VETTEL	1m47.632s	1m46.828s	1m50.789s
4	SUTIL	1m49.479s	1m47.085s	1m50.914s
5	HULKENBERG	1m49.664s	1m47.346s	1m51.001s
6	KUBICA	1m46.283s	1m46.951s	1m51.051s
7	BARRICHELLO	1m50.301s	1m48.371s	1m51.511s
8	SCHUMACHER	1m52.239s	1m48.400s	1m51.717s
9	KOBAYASHI	1m48.467s	1m47.792s	1m51.767s
10	LIUZZI	1m49.922s	1m48.238s	1m52.254s
11	PETROV	1m47.952s	1m48.760s	-
12	DE LA ROSA	1m47.153s	1m48.771s	-
13	BUEMI	1m48.945s	1m49.207s	-
14	ALGUERSUARI	1m48.655s	1m49.464s	-
15	KOVALAINEN	1m52.875s	1m52.270s	-
16	GLOCK	1m52.398s	1m52.520s	-
17	BUTTON	1m52.211s	-	-
18	TRULLI	1m52.884s	-	-
19	ALONSO	1m53.044s	-	-
20	HAMILTON	1m53.050s	-	-
21	MASSA	1m53.283s	-	-
22	CHANDHOK	1m56.299s	-	-
23	SENNA	1m57.269s	-	-
24	DI GRASSI	1m59.977s	-	-

Weather: wet

## QUALIFYING

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



## THE GRID

1 WEBBER RED BULL 1m49.327s soft	2 ROSBERG MERCEDES 1m50.673s soft
3 VETTEL RED BULL 1m50.789s soft	4 SUTIL FORCE INDIA 1m50.914s soft
5 HULKENBERG WILLIAMS 1m51.001s soft	6 KUBICA RENAULT 1m51.051s soft
7 BARRICHELLO WILLIAMS 1m51.511s soft	8 SCHUMACHER MERCEDES 1m51.717s soft
9 KOBAYASHI SAUBER 1m51.767s soft	10 LIUZZI FORCE INDIA 1m52.254s soft
11 PETROV RENAULT 1m48.760s soft	12 DE LA ROSA SAUBER 1m48.771s*
13 BUEMI TORO ROSSO 1m49.207s soft	14 ALGUERSUARI TORO ROSSO 1m49.464s hard
15 KOVALAINEN LOTUS 1m52.270s soft	16 GLOCK VIRGIN 1m52.520s soft
17 BUTTON McLAREN soft	18 TRULLI LOTUS 1m52.884s soft
19 ALONSO FERRARI 1m53.044s hard	20 HAMILTON McLAREN 1m53.050s hard
21 MASSA FERRARI 1m53.283s hard	22 CHANDHOK HRT 1m56.299s soft
23 SENNA HRT 1m57.269s soft	24 DI GRASSI VIRGIN 1m59.977s soft

\* did not start





## RALLY JORDAN

Dead Sea

ROUND 3/13

### WINNER

Sebastien Loeb  
3h42m41.7s

### RALLY RATING

★★★★★

Tactics overshadowed another great drive to victory from Loeb

### DRIVER STANDINGS

Loeb 68  
Latvala 43  
Hirvonen 37

### MILESTONES

- \* Sebastien Loeb's first win in Jordan
- \* First ever points-scoring WRC finish for Kimi Raikkonen



David Evans reports

# LOWER, LOWER, AND LOEB

Rallying plunged to controversial depths on the banks of the Dead Sea, but there was no doubt that Loeb deserved his win

**T**he message had to be repeated. It didn't change. Not far into stage eight, Mikko Hirvonen had 'crashed'. As it transpired, 'crash' was a bit harsh, but it didn't matter. He was out, and taking his first early bath on a WRC day since Mexico 2006. Already on a roll from a rampant Rally Mexico win last month, Sebastien Loeb made the most of his rival's absence to dominate the Dead Sea-based event and open up a 25-point lead after just three rallies.

On reflection, it wasn't Loeb who dominated, it was the continued and controversial use of tactics to affect the running order. The Middle East is no stranger to political conflict, and the arrival of the World Rally Championship brought its own agenda for debate.

#### DAY ONE 7 stages, 59.46

miles WEATHER: SUNNY 17-32 DEGREES

After a day that started with the drivers cavorting around a chariot-racing arena in Jerash, dressed as warriors from the Roman era, there was nothing particularly gladiatorial about the way

in which the day ended. Once again, this was a day for the calculators and mathematicians, as the teams attempted to shuffle the pack and find the best place on the road for their drivers on Friday and, more importantly, the final day on Saturday. In the end, everybody claimed to have come up with the best plan.

When it came to the actual driving, nobody had a better day than Jari-Matti Latvala. Since the start of the season and the Ford team's new world order with Hirvonen at the top of the tree, Latvala has

started each event looking like a nervous opening batsman going out to face a particularly irked Dennis Lillee. But not this time. Instead, a particularly productive pre-event test had reinstated his confidence.

Running third on the road, Latvala was in a good but not great position. But he absolutely made the best of it with an inch-perfect run through the tricky, narrow and nadgery opener in Rumman Forest. He ended the 10-miler four tenths up on Petter Solberg, with the road-opening Loeb

sixth fastest, 5.6 seconds off the lead. Hirvonen was 11s slower than Loeb's Citroen, after he half-spun at a tight left-hander. "I stalled the car twice trying to get it going," he sighed at the end of the stage.

Latvala was quickest again in stage two, while Dani Sordo elbowed his way to the top in SS3. The Spaniard's tenure of the lead was short-lived as Latvala returned one stage later and remained there until the start of the day's final test. Which is where the maths were being done...

Waiting to go into SS7,



Loeb was the first to finish in Jordan

Latvala remained tight-lipped on whether he expected to come out in the same position. The team, he said, had talked about it and a plan was in place.

With that, he gunned the Ford into the second run at Mount Nebo. There was nothing unusual about the first split times from the stage, but when Sordo came in at +33.9s and Solberg +26.9s, it was clear that Latvala would be out front on Friday. Indeed, he ended the test half a minute up on Sebastien Ogier.

"I felt good today," beamed Latvala. "It was a

joint decision by all of the team for me to lead tonight."

But did he think it was a good idea? He pondered the question momentarily and then answered – as usual – with utter frankness. "Yes. I do. Of course, we'll see what happens, but 30 seconds is not a bad lead and rallies can be won from the front. I did it in Sardinia and I'm sure [Sebastien] Loeb has done it before too."

Loeb was just 1.6s behind fellow Citroen man Ogier in third, the six-time champ looking both troubled and slightly annoyed.

"What can I do?"

Everything I can do, they [Ford] can respond to," he said. "It's very difficult."

Over lunch, Loeb had been offered Sordo to run as an extra road sweeper ahead of him, but he declined. The Frenchman pointed out that the difference between running third and fourth on the road was slight, so Sordo was sent to the back of the pack – dropping from third to sixth in order as a last line of defence for Citroen.

Team principal Olivier Quesnel looked a slightly troubled man at the end of the day. "We have a plan, we think it's the best, but we

don't know if it will work."

His opposite number at Ford, Malcolm Wilson, was all smiles. "It's been a dream day," said the Cumbrian.

"Mikko is fifth and in the ideal position and Jari has driven very well to lead."

Ten seconds ahead of fifth-placed Hirvonen was Solberg. He admitted he'd considered dropping those 10s to run one car further back, but the team's number cruncher said no. "Everything is going to plan," said Solberg, furthering the day's running theme.

The same couldn't be said for older brother Henning, the Stobart Ford-driving Norwegian struggling to pinpoint his problem across the spread of the seven stages. "I don't know what it is," he said, pondering his lot over a cheese sandwich. "The car felt okay, but the times weren't there. We'll make some changes and start again tomorrow."

One consolation for Solberg was that he was ahead of fellow Stobart runner, top Brit Matthew Wilson. The Englishman had struggled to find grip from his car in the morning, but his times were much closer to the pace through the afternoon. Federico Villagra and Kimi Raikkonen rounded out the top 10, with the Citroen-driving Finn dropping time when he whacked a rock in stage one and then slipped off the road for the thick end of a minute two stages later.

**END OF DAY ONE**

1 LATVALA/ANTTILA	1h11m31.5s
2 OGIER/INGRASSIA	+30.2s
3 LOEB/ELENA	+31.8s
4 SOLBERG/MILLS	+32.5s
5 HIRVONEN/LEHTINEN	+42.2s
6 SORDO/MARTI	+45.4s

**DAY TWO 6 stages, 85.97**

**miles WEATHER: SUNNY 16-33 DEGREES**

Prior to going out for the second day of competition, Loeb warned against expecting too much.

"Latvala," he said, "can still be dangerous, even from first on the road. He was very quick from third yesterday, and I think it will be the same today."

Latvala then led the crews out to the lowest sporting venue on earth. The Suwayma test started on the

banks of the Dead Sea before running along the bottom of the Jordan Valley at 420 metres below sea level.

Whether running at the breathless altitude of Rally Mexico three weeks ago or more than 2000 metres lower in the Middle East, it made little difference to Loeb: he was fastest, moving ahead of Ogier and into second place. Further significant inroads into Latvala's lead were put on ice through stage nine, as Loeb found the inconsistent grip hard work in his C4.

Solberg was fastest, reminding people that he was still well and truly in this battle by leapfrogging Loeb and Ogier to move from fourth to second. But the Norwegian's hopes were hit hard in the event's longest stage that followed. His Citroen C4 was running too hard a set-up, and Solberg struggled with the car's handling as the stage progressed. By the end, he was back in fourth, having dropped 26.9s to the world champion and almost as much to the younger of the two Sebastiens.

Loeb was fastest through every inch and every split time of the 25-mile Jordan River test to close the gap to Latvala to just 4.7s. The Finn's efforts to stem the time loss to Loeb were reflected in the sixth split time, which he halved with Loeb.

Latvala was upbeat over lunch. "I'm quite pleased," he said. "The morning has been okay; we haven't taken any big risks and we're still here [leading]."

The empty service bay alongside Latvala's Ford was testament to Hirvonen's first accident-induced retirement since the Tour de Corse in 2007. Of Ford's two Finns, Hirvonen had been the one expected to have much the better morning, starting from fifth on the road.

Instead, he chopped through a fast right over crest three miles into the Friday opener, threw the car across the track and mashed the left-front suspension with a heavy landing.

"It was stupid, so stupid," said Hirvonen. "It wasn't even an accident; it was ▶

◀ just me cutting the corner a little bit. We were lucky not to have rolled, but it's my mistake."

Hirvonen was Ford's ace in the pack and, with him out, it was widely expected that Latvala would be swept aside as a sea of Citroens surged. That was the expectation from the afternoon. The reality was wholly different.

Before going out for the afternoon loop, Loeb admitted he didn't really have the stomach to slow down and take a tactical approach. Yes, running order was more important than ever on the final day's gravellier-than-ever roads but, at the same time, it's just not what the sport should be about.

"I have to be clever," said Loeb, "but I don't like to play. I'm here to drive, not to slow down."

In the end, Loeb was clever – and very, very fast. His team, however, was not so fast. Loeb reckoned that, to retain his lead while running first on the final day, he would need a 30s buffer over Latvala. He emerged with 27s, and fully expected Ogier to have been slowed sufficiently to keep the Ford in second place. Unfortunately for Citroen, the team was too slow in sending the target time to Ogier. In the absence of any communication, Ogier's



Hirvonen, Lehtinen and a damaged Ford

orders were to press on, and second place – 3.1s ahead of Latvala – was his reward. The disbelief on Loeb's face at the end of the stage said it all.

Ford team director Malcolm Wilson added: "Stunned! I can't believe it. I just don't know how that could happen."

Happen it had. Citroen had contrived to shoot itself firmly in the foot by leaving

Latvala in a very strong position for Saturday's eight stages. Having driven with a degree of conservatism for the last two days, Latvala was straining at the leash on Friday night. "I want to go for it," he said.

Ogier was distraught. "The communication came to the car three seconds after I had finished the stage. It's nobody's fault. We had a good strategy and



we deserved for it to work."

Loeb's mood wasn't much brighter. "I wanted 30 [seconds] on Latvala and 40 on Solberg. I have 27 and 44," he shrugged. "We'll see if it's enough..."

Despite fitting softer springs, Solberg once again struggled to keep his C4 in

line through the long Jordan River stage. But away from that one he was going well, 1.1s away from the fastest time in SS11 and quickest through SS12.

Sordo was suffering from similar instability from his Citroen and he would end the day five seconds behind the Norwegian in fifth. Wilson was sixth, despite his Ford ingesting vast amounts of dust through Jordan River.

#### END OF DAY TWO

1 LOEB/ELENA	2h41m06.7s
2 OGIER/INGRASSIA	+24.6s
3 LATVALA/ANTTILA	+27.7s
4 SOLBERG/MILLS	+43.2s
5 SORDO/MARTI	+48.8s
6 WILSON/MARTIN	+5m05.7s

## STAGE TIMES

### SS1 RUMMAN FOREST (9.53 MILES)

Fastest: Latvala 12m12.1s  
Leader: Latvala

### SS2 WADI SHUEIB 1 (5.37 MILES)

Fastest: Latvala 7m05.2s  
Leader: Latvala

### SS3 MAHES 1 (12.70 MILES)

Fastest: Sordo 14m44.1s  
Leader: Sordo

### SS4 MOUNT NEBO (6.89 MILES)

Fastest: P Solberg 8m16.3s  
Leader: Latvala

### SS5 WADI SHUEIB 2 (5.37 MILES)

Fastest: Latvala 6m44.1s  
Leader: Latvala

### SS6 MAHES 2 (12.70 MILES)

Fastest: P Solberg 14m17.7s  
Leader: Latvala

### SS7 MOUNT NEBO 2 (6.89 MILES)

Fastest: Loeb 8m00.6s  
Leader: Latvala

### SS8 SUWAYMA 1 (6.51 MILES)

Fastest: Loeb 5m13.7s  
Leader: Latvala

### SS9 KAFRAIN 1 (10.68 MILES)

Fastest: P Solberg 11m54.0s  
Leader: Latvala

### SS10 JORDAN RIVER 1 (25.75 MILES)

Fastest: Loeb 27m38.4s  
Leader: Latvala

### SS 11 SUWAYMA 2 (6.51 MILES)

Fastest: Loeb 5m13.7s  
Leader: Loeb

### SS12 KAFRAIN 2 (10.68 MILES)

Fastest: P Solberg 11m43.3s  
Leader: Loeb

### SS13 JORDAN RIVER 2 (25.75 MILES)

Fastest: Loeb 27m10.0s  
Leader: Loeb

### SS14 YAKRUT 1 (8.79 MILES)

Fastest: Loeb 8m30.4s  
Leader: Loeb

### SS15 BAHATH 1 (7.78 MILES)

Fastest: P Solberg 9m30.3s  
Leader: Loeb

### SS16 SHUNA 1 (9.46 MILES)

Fastest: Loeb 11m55.5s  
Leader: Loeb

### SS17 BAPTISM SITE 1 (6.72 MILES)

Fastest: Loeb 5m21.1s  
Leader: Loeb

### SS18 YAKRUT 2 (8.79 MILES)

Fastest: Latvala 8m21.1s  
Leader: Loeb

### SS19 BAHATH 2 (7.78 MILES)

Fastest: Loeb 9m17.0s  
Leader: Loeb

### SS20 SHUNA 2 (9.46 MILES)

Fastest: Latvala 12m00.6s  
Leader: Loeb

### SS21 BAPTISM SITE 2 (6.72 MILES)

Fastest: Ogier 5m25.8s  
Leader: Loeb

## DAY THREE 8 stages, 65.55 miles

WEATHER: SUNNY 17-38 DEGREES  
When Ogier's Citroen refused to fire in service, the Ford management smiled a knowing smile. They'd been expecting this. Plan B. The returning Hirvonen was swung into action and sent out of service and into the opening stage early, to run immediately ahead of Latvala. When the C4 did start, Ogier was instructed to get it up the road sharpish



Solberg toasts Loeb's 56th WRC success



Ogier swept the road for Loeb on final day

and start Yakrut before Loeb. Having spent most of the night greeting his supper for the second time, Ogier's mood was dark as he surveyed a drop from second to sixth that had come about in the service park.

Asked what the problem was with his car, he replied: "Ask the team, I'm not a mechanic. I just followed orders."

Benefiting from Ogier's tracks through the loose gravel, Loeb was fastest on three of the morning's four stages. With the lead at 37s, Latvala knew his chance was gone. "I tried to go flat-out,"

said the Finn, "but it was not easy. I can't match his speed. I was at the maximum on the first stage this morning, I had two moments and realised I couldn't do more. I started to back off."

Loeb reeled off the repeated stages and ticked off win number 56: "The positive here is that Mikko didn't score points; it's good for the championship. It's been a tough rally, but I was quite confident once we got through the second stage this morning."

Solberg was on the podium for the second event in succession,

equidistant between Latvala and fourth-placed Sordo. Wilson ended the event fifth, with Ogier sixth. Red Bull star Kimi Raikkonen collected his first WRC points in eighth place.

Once the cheering had subsided in the Citroën service park, team principal Quesnel smiled. "Do you really think the result would have been different if he had been first on the road today?" he asked.

After five fastest times on what was acknowledged as the toughest day of the event, it was hard to argue. In fact, it was impossible. ☒

## RESULTS

Jordan Rally, April 1-3, round 3 of 13

### 21 SPECIAL STAGES, 210.94 MILES

POS	NO	DRIVER/NAVIGATOR	CAR	TIME
1	1	Sebastien Loeb/Daniel Elena	Citroen C4 WRC	3h51m35.9s
2	4	Jari-Matti Latvala/Mikka Anttila	Ford Focus RS WRC09	+35.8s
3	11	Petter Solberg/Phil Mills	Citroen C4 WRC	+1m11.8s
4	2	Dani Sordo/Marc Marti	Citroen C4 WRC	+1m49.3s
5	5	Matthew Wilson/Scott Martin	Ford Focus RS WRC08	+8m24.3s
6	7	Sebastien Ogier/Julien Ingrassia	Citroen C4 WRC	+10m26.4s
7	9	Federico Villagra/Jorge Perez Compagn	Ford Focus RS WRC08	+11m28.0s
8	8	Kimi Raikkonen/Kaj Lindstrom	Citroen C4 WRC	+12m31.0s
9	6	Henning Solberg/Ilka Minor	Ford Focus RS WRC08	+14m08.6s
10	28	Xavier Pons/Alex Haro	Ford Fiesta S2000	+18m33.9s
<b>OTHERS</b>				
20	3	Mikko Hirvonen/Jarmo Lehtinen	Ford Focus RS WRC09	+46m33.5s

### CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Loeb	68
2	Latvala	43
3	Hirvonen	37
4	P. Solberg	35
5	Ogier	33
6	Sordo	24
7	H Solberg	18
8	Wilson	16
9	Villagra	12
10	Pons	5
<b>MANUFACTURERS' POINTS</b>		
1	Citroen Total WRT	101
2	BP Ford WRT	87
3	Citroen Jr Team	48

**RALLY SUMMARY** Biggest change is the ceremonial start in the Roman city of Jerash and the road used on the first stage of the event. Otherwise the stages remain largely the same. The event ran a Thursday-Saturday format this year to fall in with the Arabic weekend.

**CLASS WINNERS** A8 Loeb/Elena; N4 Pons/Haro; starters / finishers: 33/26; leaders: SS1-2 Latvala; SS3 Sordo; SS4-10 Latvala; SS11-21 Loeb.

## S-WRC

### Pons keeps it going

Attrition is one of the key elements to rallying in the Middle East. Never was that more obvious than among the Super 2000 field, among which winner Xevi Pons was the only driver to finish the event without using Superrally.

Pons's sensible and trouble-free run through three baking days of competition delivered him to the finish with an astonishing 12-minute margin over his nearest S-WRC competitor. Pons and fellow Fiesta driver Bernardo Sousa battled for the first two days, but the result was decided when the Portuguese rolled his Ford on the final Friday stage. His car then refused to fire up after the test, when he'd stopped to change a puncture, but he was eventually excluded for being pushed by another competitor.

That left Eyvind Brynildsen's Skoda in a

distant second place, the Norwegian hampered by serious differential problems for pretty much the whole event. P-G Andersson took the bottom step of the podium at the finish, a further seven minutes down on Brynildsen. Andersson led the first three stages, before 'going out' with a broken front-left damper.

Nasser Al Attiyah was another Skoda driver to have led early on, only to go off the road and damage his radiator on the final stage of day one.

Michal Kosciuszko's hopes of a maiden S-WRC win in his Fiesta went south when he suffered a broken radiator and then rolled heavily on the final morning. Janne Tuohino's Fiesta was halted with a broken propshaft.

Unsurprisingly, Pons's smile was born as much out of relief as it was delight at winning his second consecutive S-WRC round.

### S-WRC - Round 3 of 10

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Xavier Pons/Alex Haro	Ford Fiesta S2000	4h10m09.8s
2	Eyvind Brynildsen/Cato Menkerud	Skoda Fabia S2000	+11m51.9s
3	PG Andersson/Jonas Andersson	Skoda Fabia S2000	+18m57.4s

## P-WRC

### Flodin holds off Araujo

Patrik Flodin celebrated his second consecutive win in his 2010 Production Car WRC campaign.

The Subaru-driving Swede was part of a three-way battle for the lead that dominated the first half of the event. He and reigning P-WRC champion Armindo Araujo swapped places regularly until Friday lunchtime, by which point Flodin was beginning to strengthen his grip. Martin Semerad was the third driver in this fascinating early tussle. The Czech posted his first fastest times at the highest level of Group N rallying on this event, but his hopes of a maiden win were

dashed when the rear diff on his Mitsubishi failed.

Flodin's only problem was a broken anti-roll-bar link on Friday afternoon. A determined effort from him kept the wayward Subaru on the road through the second run at the event's longest stage: Jordan River. Araujo stiffened his suspension for a final-morning charge to try to close the 22s gap between his Lancer and the leader. It didn't work. The tweak robbed the Mitsubishi of traction and left Araujo unable to challenge.

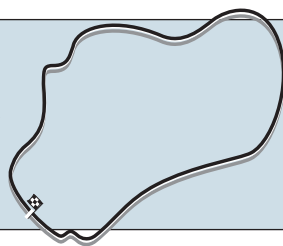
Spyros Pavlides won a final-day tussle for third from Nick Georgiou, but they were almost 20 minutes down.

### P-WRC - Round 3 of 9

POS	DRIVER/NAVIGATOR	CAR	TIME
1	Patrik Flodin/Goran Bergsten	Subaru Impreza	4h10m42.9s
2	Armindo Araujo/Miguel Ramalho	Mitsubishi Lancer E10	+1m56.6s
3	Spyros Pavlides/Chris Patterson	Subaru Impreza	+19m11.8s

## THRUXTON

Great Britain  
April 3-4  
BTCC  
Round 1/10



### AT A GLANCE

- Race 1 Fabrizio Giovanardi
- Race 2 Giovanardi
- Race 3 Steven Kane
- Pole position Gordon Shedden



O'Neill took podium in ageing Integra

Giovanardi's Vauxhall leads BMW of Jackson



# Giovanardi: from farewell to fared well

A short while ago it looked as though Fabrizio Giovanardi and Triple 8 had waved a reluctant goodbye to the BTCC. Now they've burst back onto the scene

## QUALIFYING

### Sheds heaven as Scot takes pole

Gordon Shedden claimed his first pole position for nearly two years after maximising what time he had on a dryish circuit. With rain in the air, Honda judged the conditions to perfection and sent Matt Neal and Shedden out on rain tyres as the pitlane opened, while some of the others – Jason Plato included – opted for a combination of tyre types. It paid off, with the Team Dynamics-run Civics topping the times as the rain really started to come down.

The extra moisture on the track actually created more grip – for those who avoided the standing water that is –

and allowed Fabrizio Giovanardi, who spent the first 10 minutes in the garage while his Triple 8 mechanics cured a gearbox problem, to sprint up to second.



Shedden took the first pole of the BTCC season

What can you say about Fabrizio Giovanardi? Mercurial? Stylish? Lightning-quick?

A week ago, fans of the British Touring Car Championship could have added 'absent' to that list of adjectives. Little did they know that on Sunday they would witness a comeback of epic proportions, as the two-time champion rocked up after a winter away from the circuits and claimed a brilliant double win for the Triple 8 Vauxhall squad.

Further down the pitlane, the satisfied looks were exchanged for the broad grins at Motorbase Performance as Steven Kane capped off his return to the

BTCC after a year away with a well-taken maiden series victory. The Northern Irishman led home his team-mate Mat Jackson for the BMW-equipped Kent squad's first one-two finish.

Throughout the weekend, the Honda Racing squad showed the kind of pace that could make Matt Neal and Gordon Shedden serious title contenders. Meanwhile, the Chevrolet Cruze was driven conservatively – but still stonkingly quickly – to a pair of podiums by Jason Plato. This is a great season in the making.

Triple 8 doesn't do gloating. Ian Harrison's squad has been winning races for far too long for any of that sort of carry-on, but Giovanardi's victories

produced a distinct air of triumphant satisfaction about the garage. Those wins, although visibly straightforward, had really been ground out.

Just a week earlier, such a scenario was unthinkable. Although Triple 8 had filed two BTCC entries, only touring car novice Phil Glew had been signed. Giovanardi was just waiting for the phone to ring.

"Over the winter I was thinking about retiring," said the Italian. "I spent a few months doing work for my father-in-law's flooring company, and I thought that maybe that would be my year as well."

"I got a call from 'H' [Harrison] and I am here. He was worried today that

## RACE RATING

★★★★★

Fairytale wins for Giovanardi and Kane and drama by the bucketful. Roll on Rockingham



It was brown-trouser time for sure”

Steven Kane's overalls thankfully remained clean after a high-speed excursion at Goodwood corner during a wet practice session

## REPORT BTCC THRUXTON



Jamie O'Leary reports

### KEY MOMENTS

**Qualifying Shedden secures pole with early banker before the worst of the rain sets in Race 1 Punctures halt Honda challenge at mid-distance, allowing Giovanardi to win**

with no testing, that maybe things would not go so well, but I know how good this car has been at Thruxton in the past, and we have really got a handle on the new tyre and the set-up. It's been a perfect weekend. Maybe the best of my career, because we've really worked for this.”

Giovanardi's opening race win was the first in the BTCC for Triple 8 as an independent team, all of its previous 105 successes coming as Vauxhall's works outfit. The fact that it managed it in its very first race without factory backing is a clear testament to the work that has gone on behind the scenes at the Greatworth operation over the past few weeks.

Race one was

straightforward for the Italian, who was sandwiched between the Hondas of Gordon Shedden and Matt Neal for the first half of the race, but who suddenly found himself seven seconds clear of the field at half distance after near-identical front-left punctures sent Shedden into the barriers at high speed at Church and forced Neal into the pits for new rubber.

“I was lucky that I had such a lead that I could back off,” said Giovanardi. “The team was giving me the signal to look after my tyres, although after I had a puncture in practice, we had used less camber and that was better. Then in race two there was a battle behind me, so I was able to take it

Ebullient Plato was up there all weekend



GRIFFITHS/LAT

easy, keep away from the kerbs, and win again.”

Carrying maximum success ballast into the final race meant that, from ninth on the reversed grid, a triple victory for Triple 8 was highly unlikely, and this proved to be the case as the Italian came home an unbruised fifth.

Unbruised is hardly how

you could have described the cars of Rob Collard and Matt Neal after that final race. Collard had already been in the wars after hitting Paul O'Neill's Tech-Speed Honda in race one. This put him out with a bent wheel, and necessitated a sterling recovery to ninth in the second event – which put

open, and he just put me in the wall. It's dangerous more than anything else and the guy with more touring car experience than anyone in this paddock should know better.”

Neal shrugged off the incident. “If he doesn't like the way I drive, he should avoid me on the track,” he said. “And anyway, if you watch the TV replays, you'll see that it's him who has hit me in the first place.”

Shedden also had an impact, although in his case it was far more frightening, when he clouted the barriers at almost 140mph at Church Corner during race one.

“There was no warning and I'd not been hitting the kerbs either,” said the poleman. “Just a complete tyre failure. I'm pretty pissed off because I did a 14-lap run in practice with exactly the same settings on the car, and it was warmer then than today. Very strange.”

Honda was not the only team to suffer from punctures. Both Arena Fords were thwarted by blowouts in race one, Tom Chilton's causing him to have a near-identical accident to Shedden's, and Tom Onslow-Cole's causing him to spin at Goodwood.

Prior to the incidents, the Focuses, which were ▶

### THE INSIDE LINE

## The other Jordan rally ends in disappointment



If there was a prize for unluckiest driver at Thruxton, Andrew Jordan would have been well in contention.

There was no doubting that the Eurotech man had pace, as proven by his fourth spot in qualifying, but a

coming together with Tom Onslow-Cole's Ford in race one, which forced his Vauxhall into the pits for a checkover, was just the start of his problems.

A superb charge through the field from 14th to fifth place in the second race was

ruined two laps from home as he became the latest victim of a puncture – although his was a result of running over debris on the track.

To compound his misery, a loose wire within the turbo of his TOCA engine meant he started the final race from the back, and a misfire put him out of that one too.

At least he could look at the positives. “It's really disappointing because if you look at our pace, we were really quick here,” said Jordan. “To have the tyre go when it wasn't to do with me hitting the kerbs or running too much camber is frustrating. The good side is that we know we're quick and that's reason to be confident.”

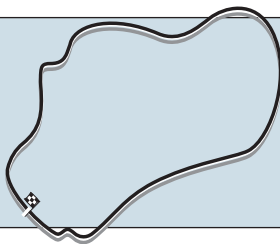


Jordan got flat tyre, but not from the kerbs

EBREY/LAT

# THRUXTON

Great Britain  
April 3-4  
BTCC  
Round 1/10



## AT A GLANCE - FASTEST LAPS

- Race 1 **Shedden**
- Race 2 **Plato**
- Race 3 **Collard**



Amazingly, Shedden got out in race two

Kane lets fly on team-mate Jackson



## KEY MOMENTS

- Race 2 Neal and Plato collide at chicane and O'Neill grabs podium**
- Race 3 Collision between Neal and Collard hands Motorbase a maiden one-two, with Kane leading home Jackson**

after a driveshaft broke on the first-race warm-up lap. A great race-two recovery drive left him on the front row for the reversed-grid finale.

The meat in a Collard-Neal sandwich initially, Kane slipped into the lead when the pair collided, and hung on to claim the spoils from Jackson – a top-five finisher in each race. The result, which came exactly 52 weeks since the team's maiden BTCC success, prompted the instruction 'everyone on the wall' from David Bartrum to his team, and a primal release of emotion afterwards.

"I pushed too hard trying to get past Rob [Collard] at the start and destroyed my tyres doing that," said Kane. "For the last seven laps I was nowhere. I was really lucky that Mat didn't decide

to push me hard, because he had quite an easy start on his tyres and had a lot more life in them at the end."

Kane's elation was matched by that of O'Neill, who was a constant force in the races and collected third place in race two on what should be the best circuit of the year for the Tech-Speed-run Honda Integra-R. It nearly didn't happen though.

"I'd had a misfire in the first race and the guys from [engine tuner] Neil Brown had to change the loom in the engine. With 90 seconds before the pitlane closed, I tried to turn the car on, but it just wurred and did nothing. Talk about tense!"

Thruxton delivered a clear signal that the 2010 BTCC season will be a classic – just so long as a certain Italian sticks around. ☒

◀ racing with LPG power for the first time, had run convincingly in the top six. For both drivers, this represented a major step forward from the same point last year.

Throughout all the mess, there was one man who had a virtually trouble-free weekend, and that was Jason Plato, who quietly went about his own business on what was the debut in the BTCC for the Chevrolet

Cruze. Second in the opening race was followed by a fourth after a collision with old rival Neal at the chicane, which resulted in a spin for the 2001 title winner and for which Plato took full responsibility. After adding a third place behind the Motorbase pair in race three, Plato was extremely happy with his weekend's work.

"We were conservative this weekend," he said. "We

didn't take any chances on running crazy cambers on the tyres because we just wanted to finish high up and get 30 points. For me, the championship starts at Rockingham."

Conservative was not how you could describe Kane's race. The Northern Irishman, one of the most likeable men in the paddock, could not have foreseen his first BTCC win coming in the way it did, especially



"I could hear his throttle wide open. He put me in the wall"

Rob Collard

Neal does effective Collard-removal job

## AT A GLANCE - LAP LEADERS

- Race 1 **Shedden/Giovanardi**
- Race 2 **Giovanardi**
- Race 3 **Collard/Kane**



Sorry mate. I just ran out of talent”

Jason Plato apologises to Matt Neal live on TV after the two came together at the chicane during race two

## REPORT BTCC THRUXTON



Jamie O'Leary reports

## DRIVER BY DRIVER

### JASON PLATO (2/4/3)



Thinking of championship already and took useful points at a track where wins were not expected.

### ALEX MACDOWALL (7/6/9)



Showed maturity to keep his nose clean throughout the weekend. Bad start in R3.

### MATT NEAL (12/2/R)



Had great pace, as R2 12th-to-second charge showed. Puncture and Collard clash cost him.

### GORDON SHEDDEN (R/11/4)



First pole for two years. Puncture caused big R1 accident, from which he recovered well.

### FABRIZIO GIOVANARDI (1/1/5)



Showed real class to win twice despite no testing. Broken gearbox limited him to two qualify laps.

### PHIL GLEW (6/7/R)



Like MacDowall, a very effective debut for the Clio Cup Champion. Will win a race this year.

### ROB COLLARD (R/9/R)



The curse of the local track struck again. Irate with Neal over R3 clash that put him in the wall.

### ANDY NEATE (10/14/11)



Slow start, but improved pace all weekend. Ran wide in R3 on cold tyres, costing him points.

### MAT JACKSON (3/5/2)



A real points weekend for Mat, the most consistent BMW driver in the field over the weekend.

### STEVEN KANE (NC/8/1)



Missed R1 start with broken driveshaft, but great recovery drive paved way for maiden win.

### TOM CHILTON (R/R/8)



Puncture caused big R1 crash, up to which point he looked good. Less-reliable car than T0-C.

### TOM ONSLOW-COLE (13/12/7)



Another to suffer a puncture in R1 after defending well. Bounced back to R3 points.

### PAUL O'NEILL (4/3/6)



Brought out the sunshine with two superb results on what should be the Integra's best track.

### JOHN GEORGE (9/17/R)



Has raised his game, and took best finish since 2007 in R1. Spin and broken gearbox followed.

### ANDREW JORDAN (14/15/14)



Showed top-five pace, but myriad problems thwarted him whenever possible. Better to come.

### DAVID PINKNEY (8/10/10)



Points in all three races, but not comfy driving turbo. Will surprise a few this year.

### TOM BOARDMAN (5/16/13)



Kept his head to take excellent fifth in R1, but R2 off prevented him scoring any more points.

### MARTIN JOHNSON (11/19/R)



Just failed to pass Neate for a point in R1, but suffered via gearbox and clutch failures later.

### MATT HAMILTON (R/13/12)



Puncture in R1 but bounced back with good lap times and best BTCC finish yet in final race.

### SHAUN HOLLAMBY (R/18/R)



Got quicker as weekend went on through variety of major set-up changes. Two driveshaft failures.

## NEXT ROUND

Rockingham (GB)  
April 25



## RESULTS

British Touring Car Championship, Thruxton (GB), April 3-4, round 1 of 10

GRID	RACE 1 - 16 LAPS, 37.696 MILES					RACE 2 - 16 LAPS, 37.696 MILES					RACE 3 - 18 LAPS, 42.408 MILES				
	POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	POS	DRIVER	TIME/REASON	GRID	
1	1	Shedden			1:24.061		1	Giovanardi	21m32.829s		1	Kane	25m29.299s	2	
2	2	Giovanardi			1:24.317	5	2	Neal	+2.429s	12	2	Jackson	+1.096s	5	
3	3	Neal			1:24.614	7	3	O'Neill	+4.008s	4	3	Plato	+1.543s	6	
4	4	Jordan			1:24.833	10	4	Plato	+5.046s	2	4	Shedden	+1.733s	11	
5	5	Plato			1:24.868	14	5	Jackson	+6.144s	3	5	Giovanardi	+1.907s	9	
6	6	Chilton			1:25.017	9	6	MacDowall	+6.844s	7	6	O'Neill	+8.381s	7	
7	7	Jackson			1:25.289	15	7	Glew	+7.128s	6	7	Onslow-Cole	+9.036s	12	
8	8	O'Neil			1:25.504	13	8	Kane	+13.309s	18	8	Chilton	+9.643s	20	
9	9	Glew			1:25.563	20	9	Collard	+14.902s	20	9	MacDowall	+11.363s	4	
10	10	O'Neill			1:25.832	17	10	Pinckney	+16.857s	8	10	Pinckney	+12.003s	10	
11	11	Kane			1:25.867	16	11	Shedden	+17.096s	17	11	Neate	+23.338s	14	
12	12	Collard			1:25.894	3	12	Onslow-Cole	+28.390s	13	12	Hamilton	+40.177s	13	
13	13	Pinckney			1:26.362	8	13	Hamilton	+39.089s	16	13	Boardman	+1m19.688s	16	
14	14	Boardman			1:26.369	4	14	Neate	+40.476s	10	14	Jordan	-1 lap	15	
15	15	MacDowall			1:26.967	6	15	Jordan	+50.065s	14	R	Glew	16 laps-engine	3	
16	16	Johnson			1:27.292	19	16	Boardman	+54.477s	5	R	George	14 laps-gearbox	17	
17	17	Neate			1:28.270	1	17	George	+54.874s	9	R	Hollamby	13 laps-driveshaft	18	
18	18	Hollamby			1:28.309	11	18	Hollamby	+55.749s	19	R	Neal	7 laps-acc damage	8	
19	19	Hamilton			1:29.045	18	19	Johnson	-1 lap	11	R	Collard	6 laps-accident	1	
20	20	George			1:29.336	12	R	Chilton	8 laps-vibration	15	R	Johnson	0 laps-clutch	19	

DRIVERS' CHAMPIONSHIP			5	19
POS	DRIVER	PTS	6	12
1	Giovanardi	38	7	11
2	Plato	31	8	11
3	Jackson	28	9	9
4	O'Neill	23	10	6

KEY R=Retired, NC=Not Classified

Race 1 Winner's average: 104.77mph. Fastest lap: Shedden, 1m18.473s, 108.08mph.

Race 2 Winner's average: 104.96mph. Fastest lap: Plato, 1m19.084s, 107.23mph.

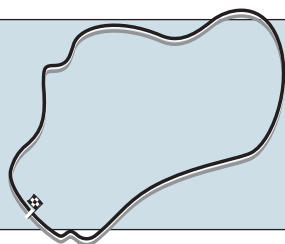
Race 3 Winner's average: 99.82mph. Fastest lap: Collard, 1m18.562s, 107.96mph.

## THRUXTON

Great Britain

April 3-4

TOCA supports  
Round 1/10



### FORMULA RENAULT AT A GLANCE

- Race 1 Tamas Pal Kiss
- Race 2 Will Stevens
- Poles Lewis Williamson/Stevens
- Best laps Blomqvist/Williamson

Stevens took win and title lead



FORMULA RENAULT UK & CLIO CUP ROUND 1

# Goodbye Kiss from Stevens

Thruxton played host to a world first on Saturday, in the form of the first ever race for the new Formula Renault spec chassis – and it was a thriller. Through came Tamas Pal Kiss to take arguably the most significant Renault-powered victory for a Hungarian since Ferenc Szisz won the 1906 French Grand Prix, and also provide Atech GP, the team formerly known as Hitech Junior, with its first FR success.

It's Manor Competition recruit Will Stevens, after his first ever win in cars on Sunday, who tops the points, but this weekend was inconclusive and the 2010 season looks impossible to call.

In many ways, Stevens' methodical slicing through the pack on Saturday, from eighth on the grid to second at the flag, was as significant as his win. This opening round had a wet track for qualifying and the race, and Stevens just didn't get it right in the morning as team-mate Lewis Williamson took pole.

Williamson clashed with fellow front-row man Tom Blomqvist at Allard just after the start, which knocked the tracking on the

left-side wheels seriously askew. An early safety car preceded an excellent restart by the Scot, but the jostling pack soon reeled him in and he slid to fourth.

"My steering wheel was offset at 45 degrees," he said. "I could feel the tyres scrubbing so I knew they wouldn't last. It was like rallycross at Church Corner! I hung on for a wee bit but then it got really bad."

Kiss had briefly jumped ahead of Williamson on the opening lap before the Manor man fought back, but completed the job at half-distance before sprinting to a popular win, from fourth on the grid. "Those first laps were incredible," beamed the Mighty Magyar, who's always strong in the wet.

Like Stevens in race one, Kiss did a fantastic recovery job in Sunday's encounter. In a slick-but-slippery qualifying session, Atech had eschewed the tall, Thruxton-only seventh-gear ratio and Kiss started down in 10th. He charged through the pack and nabbed fourth from Blomqvist – into Church – on the penultimate lap.

Up front, poleman Stevens had the measure of Williamson, who had qualified fourth but battled



Kiss won first race of new era

past Harry Tincknell into second place on the opening lap. The lap-record-setting Williamson then took the best from his tyres while chasing down Stevens, who had enough life left in his Michelins to remind the Scot that it was a forlorn hope. "Tyre wear is really crucial around here," said the Surrey teenager. "I conserved the tyres a bit, and then I was able to push again. A big thanks to Manor."

Tincknell and Blomqvist were the best drivers from Fortec Motorsport and CRS Racing respectively, as both teams had slightly under-par weekends. Each made the wrong choice for the wet opening qualifying session – they went for new rain tyres from the start, while most pacesetters took new wets halfway through. That made Blomqvist's second on the grid, a feat he matched in the dry later on, all the more impressive.

Tincknell did a sound job in the races. He battled to third in the first one, despite damaging his front wing when he was caught out by Williamson's

troubles, and matched the result later on. Blomqvist, after his clash with Williamson, had a spin at the Complex and a collision with Victor Correa at the chicane. Then he stormed from the back to fifth!

Ollie Millroy was another Fortec man to run well, holding third in race one before sliding down the order. Team-mate Alex Lynn also lost places from excellent qualifying and opening laps, and narrowly lost the all-Essex battle of the kart graduates to Robert Foster-Jones in race one. He redressed the balance on Sunday, as Michael Lyons beat them both.

Atech's Nick Yelloly backed up Kiss to take sixth in race one, while Team Firstair's David McDonald took that place on Sunday. McDonald and Jordan Oakes gave the team third and fifth on the grid on Saturday, but their slicks-in-the-wet race strategy was doomed. They bounced back later on, with McDonald winning their intra-team battle.

The Clio Cup grid is down to 15, but the racing was closer – and cleaner – than much of what we saw in 2009. Dave Newsham's switch to Team Pyro paid off with a great wet-weather win in the first race, after an epic fight with Sam Tordoff. The Total Control Racing youngster was better at the Complex, but Newsham's bravery around the fast sweeps paid off.

Lee Pattison had taken

the early fight to Newsham in race one before his tyres faded dramatically. In the second race the JHR-run Yorkshireman pressured the Inverness man before slipping in front with three laps remaining.

Jake Packun – who took his second podium of the weekend and a new lap record – and Tordoff also got ahead of Newsham, who suffered fuel-surge problems, as the leading quartet was covered by just 1.3 seconds at the flag.

● Marcus Simmons

### RESULTS

#### Formula Renault UK (18 laps)

**1 Tamas Pal Kiss;** 2 Will Stevens +2.953s; 3 Harry Tincknell; 4 Lewis Williamson.; 5 Tom Blomqvist; 6 Nick Yelloly; 7 Ollie Millroy; 8 Robert Foster-Jones; 9 Alex Lynn; 10 Marlon Stockinger. **Fastest lap** Blomqvist 1m15.542s (112.27mph). **Race 2 (16 laps) 1 Stevens;** 2 Williamson +0.789s; 3 Tincknell; 4 Kiss; 5 Blomqvist; 6 David McDonald; 7 Jordan Oakes; 8 Michael Lyons; 9 Lynn; 10 Foster-Jones. **FL** Williamson 1m09.895s (121.34mph) **record. Points** 1 Stevens, 60; 2 Kiss, 54; 3 Williamson, 52; 4 Tincknell, 50; 5 Blomqvist, 42; 6 Yelloly, 28.

**Renault Clio Cup (14 laps) 1 Dave Newsham;** 2 Sam Tordoff +0.395s; 3 Jake Packun; 4 James Colburn; 5 Fulvio Mussi; 6 Lee Pattison. **FL** Newsham 1m32.067s (92.12mph).

**Race 2 (12 laps) 1 Pattison;** 2 Packun +0.738s; 3 Tordoff; 4 Newsham; 5 Mike Robinson; 6 Tom Carnaby. **FL** Packun 1m24.079s (100.87mph) **record. Points** 1 Newsham, 56; 2 Packun, 55; 3 Tordoff, 53; 4 Pattison, 50; 5 Robinson & Carnaby, 34.



Newsham leads Packun, Pattison

**PORSCHE CARRERA CUP AT A GLANCE**

- Race 1 **Tim Harvey**
- Race 2 **Harvey**
- Poles **Harvey x2**
- Fastest laps **Michael Caine x2**

“It’s seriously tough and hot in these cars - I’m dreading what it’s going to be like in summer”  
Euan Hankey is used to single-seaters

» For more reports see p96  
**SportsExtra** Page 91

OTHER BTCC SUPPORTS APRIL 3-4

# Harvey double as Hankey stars

**T**im Harvey justified his status as favourite for a second Carrera Cup title, but he had to absorb a lot of pressure to take his two wins at Thruxton with Redline Racing.

Fellow ‘oldie’ Michael Caine came through in the first race to take the fight to the ex-BTCC champion, and finished less than a second behind, but it was Porsche scholar Euan Hankey who was the revelation of the weekend. He might have been passed by Caine in the first race, but managed to keep him behind in the second.

These were Hankey’s first ever races out of single-seaters, with Team Parker Racing. Qualifying was wet, so the races were only his second experience of the dry at Thruxton in a Carrera – and the first had been a red-flag-plagued general test session. It was a remarkable debut, of which Harvey acknowledged: “If Euan’s got that pace now, we should be worried.”

For his part, Motorbase Performance driver Caine felt his clutch slipping out of slow corners in the second race, but will clearly be a contender again in ‘10.

Tom Bradshaw shared the front row with poleman Harvey on both occasions, but the JHR man wasn’t

quite there in the dry races and claimed a brace of fourths. He was fast being caught at the end of race one by a Charlie Bateman/Stephen Jelley train, which ran in tandem throughout.

Ex-BTCC man Jelley’s bid to gain experience was hampered in race two when a gearbox problem put him out before the start. This time it was Glynn Geddie, on his jinx circuit, who was happy to take another finish and beat Bateman to fifth.

The Pro-Am 1 class featured some great racing. In the first, Tony Gilham denied Omani debutant Ahmad Al Harthy at the chicane with just three laps remaining, as Ollie Jackson – after dropping down the field on lap one – closed them down. Jackson won later on, but was reeled in by the race-long battle between Jonas Gelzinis and Al Harthy. Impressively, Lithuanian Gelzinis’s second flying lap of Thruxton in the dry (which was the third lap of race one!) was just 0.2 seconds slower than Harvey’s best of the race.

Rarely, if ever, has a guest driver come in and won all three races on his bow in a TOCA-support. But when that guest is of the calibre of World Touring Car Championship ace Rob Huff, perhaps it wasn’t



Harvey, chased by Hankey, took two wins

such a big surprise to see the Ginetta G50 regulars put firmly in their place at Thruxton.

Back in Hampshire for the first time in six years, Huff served notice in qualifying where, despite it being his first time in the car, he was quickest ahead of Dynojet team-mate Frank Wrathall.

In Saturday’s wet race, the duo ran side-by-side into the complex on the opening lap, but it was Huff who emerged ahead. From that point, Wrathall played second best.

They drew a long way clear of Chris Dittmann who eventually mastered Tom Sharp at around two-thirds distance. Carl Breeze blitzed through from a lowly 14th grid spot to bag fifth just behind the squabbling duo.

A nasty smash that befell Dan Denis (see Sports Extra News) turned Sunday

morning’s race into a two-lap dash following the intervention of the safety car. Huff and Wrathall mirrored the result of Saturday’s race, while Breeze completed the podium.

Despite being handed a third-row start in the last race, Huff proved unstoppable and soon carved his way up the order. His pass on race leader Matt Bell around the outside at Church was perhaps the move of the weekend.

Jake Hill and Tom Ingram shared the honours as the new Ginetta G40 started a new era in the Junior championship. With precious little running time to date, teams and drivers face a new challenge in finding the optimum set-up.

Hill’s dry qualifying pace was negated by the wet conditions in Saturday’s race in which he led but suffered two spins and a visit to the even slipperier grass. In contrast, Ingram looked much happier as he led home Chris Swanwick.

Hill made amends in the dry on Sunday but only after he’d seen off a very real threat from Swanwick who spun at the complex while challenging for the lead. Alex Austin and David Moore rounded out the podium visitors. Swanwick recovered to seventh.

● M Simmons & Dud Candler

**RESULTS**

**Porsche Carrera Cup (21 laps)**

**1 Tim Harvey;** 2 Michael Caine +0.815s; 3 Euan Hankey; 4 Tom Bradshaw; 5 Charlie Bateman; 6 Stephen Jelley. **Class winners** Tony Gilham, Mark Hazell. **Fastest lap** Caine 1m16.241s (111.24mph).

**Race 2 (21 laps) 1 Harvey;** 2 Hankey +0.744s; 3 Caine; 4 Bradshaw; 5 Glynn Geddie; 6 Bateman.

**CW** Ollie Jackson, Hazell. **FL** Caine 1m15.354s (112.55mph) **record.**

**Points** 1 Harvey 42; 2 Caine 36; 3 Hankey 34; 4 Bradshaw 28; 5 Bateman 22; 6 Geddie 21.

**Ginetta G50 Cup (11 laps) 1 Rob Huff;** 2 Frank Wrathall +5.015s;

3 Chris Dittmann; 4 Tom Sharp; 5 Carl Breeze; 6 Rachel Green. **FL** Huff 1m28.743s (95.57mph).

**Race 2 (14 laps) 1 Huff;** 2 Wrathall +0.826s; 3 Breeze; 4 Dittmann; 5 Benji Hetherington; 6 Matt Bell. **FL** Wrathall 1m17.165s (109.91mph) **record.**

**Race 3 (16 laps) 1 Huff;** 2 Bell +4.776s; 3 Dittmann; 4 Breeze; 5 Joachim Ritter; 6 Stephen Tyldsley. **FL** Wrathall 1m17.692s (109.16mph).

**Points** 1 Wrathall, 92; 2 Dittmann, 86; 3 Breeze, 79; 4 Bell, 74; 5 Ritter, 50; 6 Hetherington, 49.

**Ginetta Junior (9 laps) 1 Tom Ingram;** 2 Chris Swanwick +0.795s;

3 David Moore; 4 Louise Richardson; 5 Jake Hill; 6 Adam Parker. **FL** Jody Fannin 1m41.632s (83.45mph).

**Race 2 (9 laps) 1 Hill;** 2 Alex Austin +2.494s; 3 D Moore; 4 Richardson; 5 Ingram; 6 Sarah Moore. **FL** Hill 1m33.034s (91.16mph) **record.**

**Points** 1 Hill, 58; 2 Ingram, 55; 3 D Moore, 52; 4 Austin & Swanwick, 46; 6 Richardson, 44.



Ingram took first Ginetta Junior G40 victory

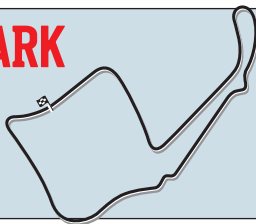
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# OULTON PARK

Great Britain

April 3-5  
BRITISH F3  
Round 1/10



- Race one **Jean-Eric Vergne**
- Race two **R Svendsen-Cook**
- Race three **Vergne**
- Poles **Vergne x2**
- Fastest laps **Vergne x3**



Svendsen-Cook starred as BMW rival Nasr failed

# Taureau rouge is on the run

**Red Bull-backed French talent Jean-Eric Vergne made a near-perfect start to his F3 campaign**

**A** Red Bull-backed driver, in a Carlin Dallara-Volkswagen, is an unstoppable British F3 combination at Oulton Park.

Daniel Ricciardo founded his 2009 title-winning campaign on a dominant double win here 12 months ago, and Jean-Eric Vergne (Ricciardo's successor as a Red Bull-backed, SG Formula-schooled, future superstar at Carlin) was mindful to follow the Aussie's example.

Having lapped over 0.3 seconds clear during the pre-season Oulton test last month, Vergne started the weekend as favourite and delivered on that promise. A handful of drivers looked capable of at least keeping the Frenchman in sight, but a mixture of mistakes and

mechanical maladies cost Fortec protege Oli Webb, Raikkonen Robertson ace Carlos Huertas, and Racing Steps Foundation star James Calado their chances of mounting a serious challenge. Webb gave his French rival the most to think about, but Vergne always looked comfortable.

He dominated the first race from pole: a ballistic first lap put him 1.1s clear, before fellow front-row starter Webb slowly edged back into contention. Then a charging Calado (up to 11th from 15th on the grid in one lap) rammed Hywel Lloyd with an over-optimistic move at Hislop's chicane, triggering a safety car.

"I was thinking how embarrassing it would be to finish 10th in my first F3 race, so I just went for it," said Calado, who seemed to



lose his cool after a differential failure in qualifying relegated him to lowly grid positions.

Behind the safety car, Lucas Foresti rammed reigning Formula BMW Europe champ Felipe Nasr while searching his steering wheel for the radio button!

At the restart, Vergne began weaving on the approach to the final corner and waited for Webb to begin copying him. As soon as the Fortec man began his own weave, the Frenchman bolted. By the time the local boy had reacted, Vergne was

gone. At the end of the next lap his lead stood at 1.1s. By the end of the 19-lap race the gap was out to 3.5s...

"He went, then braked, then went again and I had the wrong gear," said Webb, whose team had set the car up to handle best in Vergne's turbulent wake. "Following him closely helped neutralise the balance, but when I was further back the car oversteered and I couldn't catch him."

Carlin's Adriano Buzaid completed the podium, after jumping team-mate Rupert Svendsen-Cook

and Huertas at the start. As his rivals squabbled over position into Old Hall, Buzaid simply drove round the outside of both of them.

Svendsen-Cook's poor start confined him to fifth, while Raikkonen Robertson's Daisuke Nakajima leapt from eighth on the grid to complete the top six.

Litespeed's Jay Bridger should have finished seventh, but clipped the grass and crashed into the barriers at Knickerbrook on the penultimate lap. His misery was compounded when Vergne drew seventh

## QUALIFYING

### Vergne finishes well clear

➤ **Jean-Eric Vergne made the best of the new single-session qualifying format to annex pole position for races one and three at Oulton.**

The single 30-minute session took place on a damp but drying track, so the order was decided in the dying seconds when conditions were at their most favourable.

Vergne recorded three times good enough to top the timesheet and led the way by 0.277s from Carlos Huertas.

Some alleged many of the fastest times were set under yellow flags, and a few questioned why officials had said they would clamp down on such shenanigans in the drivers' briefing, given that no punishments followed.



...but ex-FR team-mate Calado had a nightmare



## RACE RATING

★★★★★

Impressive driving and hilarious incidents couldn't quite make up for lack of wheel-to-wheel stuff



I just clipped the tyre wall, then I saw the wheel and thought 'shit!'"  
Hywel Lloyd gives himself a red face with a crash on the way to the grid

## REPORT BRITISH F3 OULTON



Ben Anderson reports



Salut! Vergne greets Carlin crew with a win

outside of his rival.

Dias spun and retired to the pits, leaving Nakajima in the lead, but the Japanese struggles to judge the grip when faced with a clear road and found himself immediately under pressure from Carlin rookie Svendsen-Cook.

The FBMW Europe graduate drove with intelligence and maturity to claim his maiden F3 win. He forced Nakajima onto a defensive line heading into Old Hall and surged in front with a classic 'switchback' pass as the Japanese ran wide on the damp.

"I was struggling on the brakes but didn't want to risk changing the bias, so I just focused on the corner exits," said Svendsen-Cook, who drove on to a 0.658s victory. "I don't think many people expected this on my first weekend in F3, but the progress we made in the [final pre-season] test at Silverstone was massive."

The final 40-minute feature race was all about two men: Vergne and Webb. Huertas (starting second) knew he had a great chance to score his own maiden F3 win, but stalled on the grid

## Race 1 Vergne plays tactics perfectly at the restart to outfox Webb and get the jump Race 2 Svendsen-Cook tricks Nakajima off line and drops an extra gear to surge into the lead Race 3 Huertas stalls to leave Vergne and Webb well clear

– delaying the rest and allowing Vergne and Webb to sprint clear. Helped by Svendsen-Cook backing the field up, the pair finished over 25s clear of the field.

The advantage ebbed and flowed between the two as they drove away at the front, but Vergne always looked in control as he completed a Carlin clean-sweep. "I knew he was fast and pushing, but

even if he came back at me, where was he going to overtake?" said Vergne.

Dias made up for his earlier disappointment by claiming a career-best fourth, ahead of Buzaid, and Calado, who gained a place before the start when Hywel Lloyd crashed on his out-lap, then completed an impressive charge from 14th to round out the top six. ❌



Dias (left) is about to spin battling Nakajima

place in the reversed-grid lottery. Thus Gabriel Dias would start from pole for race two after inheriting Bridger's position.

The Brazilian's advantage

didn't last long. An early dice with Nakajima for the lead ended in tears at Old Hall, where the Japanese edged Dias onto the grass as he tried to go round the

## RESULTS

British F3 International Series, Oulton Park (GB), April 3-5, round 1 of 10

GRID		RACE 1 - 19 LAPS, 51.148 MILES					RACE 2 - 13 LAPS, 34.996 MILES					GRID		RACE 3 - 26 LAPS, 69.992 MILES				
POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	
1	VERGNE	Carlin	DVW F308	30m21.288s	1	1	Svendsen-Cook	DMB F308	20m08.175s	3	1	VERGNE	Carlin	DVW F308	39m00.158s	1	1	
2	WEBB	Fortec Motorsport	DMB F308	+3.491s	2	2	Nakajima	DMB F308	+0.658s	2	2	HUERTAS	Double R Racing	DMB F308	+1.377s	3	2	
3	S-COOK	Carlin	DVW F308	+5.797s	5	3	Huertas	DVW F308	+3.168s	4	3	Svendsen-Cook	DMB F308	+25.912s	4	3	3	
4	HUERTAS	Double R Racing	DMB F308	+9.698s	4	4	Buzaid	DMB F308	+3.618s	5	4	Dias	DMB F308	+26.893s	6	4	4	
5	BUZAID	Carlin	DVW F308	+11.164s	3	5	Vergne	DVW F308	+4.500s	7	5	Buzaid	DMB F308	+27.544s	7	5	5	
6	BRIDGER	Double R Racing	DMB F308	+12.572s	8	6	Jaafar	DVW F310	+7.417s	8	6	Dias	DMB F308	+28.131s	14	6	6	
7	LLOYD	Hitech Racing	DVW F310	+15.741s	10	7	McKenzie	DVW F308	+7.916s	9	7	Buzaid	DMB F308	+31.976s	9	7	7	
8	NAKAJIMA	Carlin	DVW F308	+16.942s	9	8	Webb	DMH F307	+8.240s	6	8	LLOYD	DMB F308	+40.341s	5	8	8	
9	JAAFAR	Carlin	DVW F308	+17.771s	13	9	Buller	DMH F307	+9.378s	10	9	NAKAJIMA	DMB F308	+42.837s	10	9	9	
10	DIAS	Fortec Motorsport	DMB F308	+20.105s	12	10	Brundle	DVW F310	+10.860s	15	10	BRUNDLE	DMB F308	+43.024s	13	10	10	
11	(N) MENASHEH IDAFAR (BRN)	T-Sport	DMH F307	+26.259s	14	11	Calado	DMH F307	+11.006s	20	11	JAAFAR	DMB F308	+46.059s	11	11	11	
12	(N) JAMES COLE (GB)	T-Sport	DMH F307	+33.714s	16	12	Bridger	DMH F307	+12.355s	18	12	BULLER	DMB F308	+46.428s	2	12	12	
13	MAX SNEGIREV (RUS)	Fortec Motorsport	DMB F308	+34.159s	17	13	(N) IDAFAR	DMB F308	+20.228s	11	13	HUERTAS	DMB F308	+48.575s	12	13	13	
14	HYWEL LLOYD (GB)	CF Racing/Manor	DMB F308	+34.800s	7	14	Nasr	DMB F308	+23.420s	19	14	CALADO	DMB F308	+1m04.443s	17	14	14	
15	ALEX BRUNDLE (GB)	T-Sport	DVW F310	+35.428s	11	15	Foresti	DVW F310	+23.975s	17	15	COLE	DMB F308	+1m16.562s	19	15	15	
16	ADDERLY FONG (PRC)	Sino Vision Racing	DMB F308	+42.381s	18	16	Snegirev	DMB F308	+27.317s	13	16	TDAFAR	DMB F308	+1m28.870s	18	16	16	
17	LUCAS FORESTI (BR)	Carlin	DVW F308	-1 lap	19	17	Fong	DVW F308	-1 lap	16	17	FONG	DMB F308	-1 lap	16	17	17	
18	JAY BRIDGER (GB)	Litespeed F3	DMB F308	17 laps-acc	6	18	Lloyd	DMB F308	-3 laps	14	18	SNEGIREV	DMB F308	15 laps-damage	20	18	18	
R	FELIPE NASR (BR)	Double R Racing	DMB F308	7 laps-damage	20	R	Dias	DMB F308	6 laps-damage	1	R	FORESTI	DMB F308	0 laps-accident	15	R	19	
R	JAMES CALADO (GB)	Carlin	DVW F308	3 laps-acc	15	R	(N) COLE	DMB F308	4 laps-spin	12	R	NS	LLOYD	accident	8	R	20	

Key: D=DaTara; VW=Volkswagen/Spies; MB=Mercedes Benz/HNA; MH=Mugen Honda/Brown; (N)=National Class

## CHAMPIONSHIP

POS	DRIVER	PTS
1	Vergne	50
2	Webb	33
3	Svendsen-Cook	30
4	Buzaid	27

5	Nakajima	19
6	Huertas	18
7	Dias	14
8	Jaafar	8
9	McKenzie	7
10	Calado	6

KEY R=Retired, NS=Did not start, NC=Not classified as finisher

Race 1 Winner's average: 101.10mph. Fastest lap: Vergne, 1m29.073s, 108.80mph.

Race 2 Winner's average: 104.27mph. Fastest lap: Vergne, 1m29.664s, 108.08mph.

Race 3 Winner's average: 107.67mph. Fastest lap: Vergne, 1m29.064s, 108.81mph.

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# OULTON PARK

Great Britain

April 3-5  
BRITISH GT  
Round 1/8

## AT A GLANCE

- Race 1 **Duncan Cameron/Matt Griffin**
- Race 2 **Griffin/Cameron**
- Poles **David Jones/Allan Simonsen**
- Fastest laps **Griffin/Simonsen**

## REPORTS GT OULTON PARK

For more reports see p96  
**SportsExtra** Page 91



MTECH started 2010 with a fine double at Oulton

BRITISH GT APRIL 3-5, RD 1/8

# Griffin leads 430 double

**D**uncan Cameron and Matt Griffin opened their British GT Championship account with two impressive wins at Oulton Park, despite a cracked exhaust that hampered their Ferrari 430 Scuderia in race one.

David Jones's Ascari KZ1R led away in race one and the reigning champion was able to build a big lead over Cameron and the 430 Scuderia of Hector Lester.

When the pitstops were done, Griffin set off in pursuit of Godfrey Jones in the leading Ascari. Jones, as courageous as ever, tried to lose minimal time in traffic but went for a wild ride at the top of Clay Hill when lapping the Rick Pearson/Derek Palmer Nissan 350Z and the Ascari bounced over the grass, damaging its oil pipe in the process. The car then retired to the pitlane with damage.

Lester had fallen to sixth

by the time of his stop, but co-driver Allan Simonsen had charged up the order and now moved into second place. The leading Scuderia of Griffin began to sound like no other Ferrari as its exhaust problem manifested itself. Simonsen pushed as hard as he could and began to take two seconds per lap out of Griffin's advantage, but had to overcome a gap of more than half a minute. The MTECH team worked out what lap times Irishman Griffin needed to do to secure the win, and he matched them to survive in the lead, with Simonsen 10 seconds away at flagfall.

Michael Bentwood took third place in the Aston Martin DBRS9 that had been started by Paul Whight, ahead of the United Autosports Audi R8 LMS. This was forced to serve an extra 30 seconds in the pits due to drivers Richard Dean and Zak Brown both being

graded as 'silver'.

Race two was led by Simonsen, with Griffin happy to shadow the Dane, the gap never more than a second. Griffin pitted first to hand over to Cameron, while Simonsen gave way to Lester with just seconds to spare before the pit window shut. Once ahead, Cameron was untroubled, but Lester found himself being caught by an inspired David Ashburn.

Ashburn's Trackspeed Porsche had been started by Supercup racer Siso Cunill, who had fought with Adam Wilcox (Ferrari 430 Scuderia), but the German car moved ahead at the pitstops and Ashburn hurled it around Cheshire as if his life depended on it. He was just four seconds adrift of Lester at the end, despite having been over half a minute behind at the start of his stint.

A slow stop for Wilcox and a spin by co-driver Phil Burton dropped their Ferrari to seventh, leaving the Audis of Brown/Dean and Grand-Am racer Mark Patterson/Mike Guasch to bag fourth and fifth. Guasch was the fastest man on track at one point during the final laps.

eight seconds adrift when he began his charge. Not to be outdone on home soil, the Cheshire driver forced his way back into the lead and fended off the KTM to win the class by 0.4s.

Butcher built up a lead in the first stint of race two, allowing Harvey to bring the car home to victory.

● David Addison

## RESULTS

### Race 1 (1 hour - 35 laps)

**1 Duncan Cameron/Matt Griffin (Ferrari 430 Scuderia)**; 2 Hector Lester/Allan Simonsen (Ferrari 430 Scuderia) +10.394s; 3 Paul Whight/Michael Bentwood (Aston Martin DBRS9); 4 Zak Brown/Richard Dean (Audi R8 LMS); 5 David Ashburn/Siso Cunill (Porsche 911 GT3R); 6 Paul Burton/Adam Wilcox (Ferrari 430 Scuderia); 7 Paul Warren/Tom Ferrier (Ferrari 430 Scuderia); 8 Mike Guasch/Mark Patterson (Audi R8 LMS); 9 Chris Hyman/Dan Brown (Ferrari 430 Scuderia); 10 Jose Balbiani/Juan Garriz (Ferrari 430 Scuderia). **Class winners** Phil Dryburgh/John Gaw (Porsche 911 GT3), Jamie Stanley/Christian Dick (Ginetta G50). **Fastest lap** Griffin 1m39.084s (97.80mph).

### Race 2 (1 hour - 35 laps)

**1 Griffin/Cameron**; 2 Simonsen/Lester +12.523s; 3 Cunill/Ashburn; 4 Dean/Brown; 5 Patterson/Guasch; 6 Ferrier/Warren; 7 Wilcox/Burton; 8 Gaw/Dryburgh; 9 Rory Butcher/Ben Harvey (KTM X-Bow); 10 Dick/Stanley. **CW** Gaw/Dryburgh, Butcher/Harvey. **FL** Simonsen 1m38.535s (98.35mph).

**GT3 Points** 1 Cameron/Griffin, 20; 2 Lester/Simonsen, 16; 3 Cunill/Ashburn, 10. **G4** 1= Stanley/Dick & Harvey/Butcher 18; 3 Chris Bialan/Simon Mason 12.



Audis were on pace on British GT debut

» For more reports see p96  
**SportsExtra** Page 91

**BRITISH FORMULA FORD AT A GLANCE**

- Race one **Scott Pye**
- Race two **Scott Malvern**
- Race three **Scott Pye**
- Pole positions **Pye x3**

“Pye made a poor start to race two and was wiped out at the first corner by team-mate Josh Hill”



Pye pips Malvern to the line in race three

F3/GT SUPPORTS APRIL 3-5

# Pye ahead in battle of Scotts

Australian Scott Pye experienced the highs and lows of the British Formula Ford Championship on his debut weekend in the series, clinching two victories either side of a first-corner crash.

The 20-year-old dominated Saturday's curtain raiser in his Jamun Racing Mygale, pulling clear of JTR rookie Tio Ellinas and Scott Malvern.

On Monday, Pye made a poor start to race two and was wiped out at the first corner by team-mate Josh Hill, who had moved to the inside, touched another car and spun backwards.

But Pye ended on a high, with the narrowest of victories in the concluding race, in which he led the Cliff Dempsey Racing Ray of Malvern all the way and edged home by 0.1 seconds.

Malvern had passed and dropped Ellinas in race one, but couldn't make inroads into Pye's lead. He came a lot closer in race three, even drawing alongside on several occasions, but Pye

managed his defence superbly and only ever offered the outside line.

Malvern leapt on the opportunity to win in Pye's absence following the first-corner accident in race two, and held off Daniel Cammish and Antti Buri. Cammish's Spectrum developed a fuel pick-up problem and fell to fourth, with Van Diemen man Kieran Vernon taking advantage to grab a podium.

Ellinas and Hill had eventful weekends, beginning with their scrap for third in race one. Ellinas survived one passing attempt, when Hill tried to drive around the outside at Cascades and spun, but he succumbed to Cammish two laps from home.

The drama continued for Ellinas in race three, when his attempt to wrestle fifth from Cammish at Old Hall landed him in the wall and delayed Cammish as well.

Hill's final outing was just as lively and, after staving off the threat to his third place from Buri for several

laps, he had an off-track moment and dropped down the order.

There were 14 of the new Abarth 500 Assetto Corse for the opening rounds of their new championship. Ex-BTCC race winner Gareth Howell won the first race after former Clio Cup champion Ben Winrow, who had taken pole, fell off on the second lap.

Benny Simonsen, younger brother of GT star Allan, spun down to last at the first corner before charging back through the pack to a remarkable second, with fastest lap, on his race debut.

Winrow's retirement put him to the back of the grid for Monday's race. He rapidly rose to third without ever looking likely to catch Howell and Simonsen. The Dane took the lead from Howell, but eventually succumbed to constant pressure with a spectacular moment at Old Hall from which he somehow brought the car back down to earth and rejoined still ahead of Winrow, but with Howell out of reach.

Walker leads Chaplin at VW Cup getaway



The first VW Racing Cup round had to be restarted after Richard Styryn's Golf demolished a barrier without really damaging itself. At the restart James Walker's Golf looked a likely winner, but was powerless to prevent the older Golf of 'Didge' Dziurzynski and Steve Chaplin's 'Herbie' Beetle finding a way past before the end of a shortened race.

Peter Felix was the star of race two, taking his first VW win, although Dziurzynski tried all he knew before losing out with a final thrust at the last corner.

George Murrells took Ginetta Challenge honours from pole position, but was passed by Sean Huyton on the opening lap at the Shell hairpin. Murrells chased the Ormskirk driver and tried repeatedly to pass at Old Hall, but was gifted a chance on lap eight when Huyton ran wide at Cascades, bounced over the grass and dropped to fourth.

Tom Jones battled past Andy Richardson to inherit second, with David Jackson securing third.

Murrells headed Huyton in race two until James Hamill's engine let go on lap four and coated the circuit in oil. Murrells was the first to find it and ploughed into the barriers, followed by Jones. With cars in a dangerous place, oil coating the track and the curfew looming the race was stopped and declared null and void.

● D Addison & Ian Titchmarsh

**RESULTS**

**British Formula Ford (10 laps)**

- 1 Scott Pye** (Mygale SJ10); **2** Scott Malvern (Ray GR10) +5.434s; **3** Daniel Cammish (Spectrum 012); **4** Tio Ellinas (Mygale SJ09); **5** Kieran Vernon (Van Diemen DP08); **6** Josh Hill (Mygale SJ10); **7** Jake Cook (Mygale SJ07); **8** Jake Green (Juno JA10); **9** Luke Williams (Juno JA09); **10** Philippe Layac (Ray GR09).

**Fastest lap** Pye 1m40.069s (96.84mph). **Race 2 (11 laps)**

- 1 Malvern**; **2** Antti Buri (Mygale SJ08) +0.082s; **3** Vernon; **4** Cammish; **5** James Tucker (Van Diemen LA09); **6** Cook; **7** Williams; **8** Ellinas; **9** Layac; **10** Jesper Egebart (Ray GR08). **FL** Ellinas 1m40.941s (96.00mph). **Race 3 (11 laps)**

- 1 Pye**; **2** Malvern +0.120s; **3** Buri; **4** Jesse Anttila (Van Diemen DP08); **5** Tucker; **6** Hill; **7** Cook; **8** Egebart; **9** Cammish; **10** Sebastian Nummi (Van Diemen LA08). **FL** Pye 1m40.525s (96.40mph).

**Trofeo Abarth (16 laps) 1 Gareth Howell**; **2** Charlie Butler-Henderson +2.693s; **3** Benny Simonsen;

- 4** James Blyth; **5** Josh Wakefield; **6** Paul Smith. **FL** Simonsen 1m57.113s (82.75mph). **Race 2 (16 laps)**

- 1 Howell**; **2** Simonsen +4.724s; **3** Ben Winrow; **4** Butler-Henderson; **5** Jason Greatrex; **6** Wakefield. **FL** Simonsen 1m56.177s (83.41mph).

**VW Cup (8 laps) 1 Didge**

- Dziurzynski (Golf MkIV)**; **2** Steve Chaplin (Beetle RSI V6) +0.690s; **3** James Walker (Golf MkV GTI); **4** Peter Felix (Golf MkV GTI); **5** Aaron Mason (Golf MkV GTI); **6** Kieran Griffin (Scirocco). **FL** Dziurzynski 1m56.502s (83.18mph). **Race 2 (11 laps) 1 Felix**; **2** Dziurzynski +2.769s; **3** Chaplin; **4** Griffin; **5** Sam Edwards (Golf MkV GTI); **6** Tim Snaylam (Golf MkV GTI). **FL** Dziurzynski 1m55.835s (83.66mph) **record**.

**Ginetta Challenge (8 laps)**

- 1 George Murrells**; **2** Tom Jones +6.413s; **3** David Jackson; **4** Sean Huyton; **5** Andrew Richardson; **6** Mark Wania. **FL** Murrells 1m58.701s (81.64mph).

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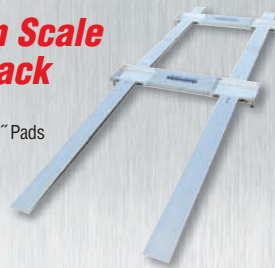
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## INTERNATIONAL RACES & RESULTS

**SUPER GT**  
Okayama 2/8

## QUICK RESULTS

→ Winner **Kogure/Duval**

→ Pole **Kogure**

→ Fastest lap **Duval**

## RACE RATING

★★★★★

One-car show at the front, but a decent battle for second place

## REPORTS

### WORLD OF SPORT

SUPER GT OKAYAMA (JJ), APRIL 4, RD 2/8

# Kogure and Duval strike for Honda

Takashi Kogure and Loic Duval scored the maiden win for the Honda HSV-010 at Okayama last Sunday in a perfect rebound from Kogure's heavy crash at Suzuka two weeks earlier.

Kogure put the Weider Honda on pole with the only lap in the 1m23s range on Saturday, with the Cerumo Lexus SC430 of Yuji Tachikawa and Richard Lyons and the Impul Nissan of Tsugio Matsuda and Ronnie Quintarelli putting up the toughest challenge.

Duval took the start and got away cleanly. Once he'd seen off an early attack from Tachikawa, the Frenchman set about opening up a gap. By the time he handed the car over to Kogure he had a huge lead, and the Japanese driver reeled off a string of

consistently quick laps to take a comfortable victory.

"The mood in the Honda camp was a bit dark after two of the cars hit each other at Suzuka," said Kogure.

"But I'm sure everyone is pleased with this result today, and that makes me happy. We always tend to lose time in the pits, but Loic made up for that by giving us the margin of lead that we needed."

The fight for second was more exciting. Reigning champions Juichi Wakisaka and Andre Lotterer started their TOM'S Lexus from eighth spot after a difficult qualifying session, but Lotterer recovered one position on the opening lap and was as high as fourth by lap 10. The team went for the unusual strategy of only



Kogure and Duval won in the new Honda

changing the rear tyres during the pitstop, which helped Wakisaka to take over the car and rejoin in second. But Lyons was closing in, and the pair engaged in a spectacular battle over the final 20 laps that ended when Wakisaka got stuck behind a slower car and gave Lyons an opportunity to pass.

The top GT-R was that of Matsuda and Quintarelli, who finished in fourth, followed by Daisuke Ito/Bjorn Wirdheim and Ralph Firman/Yuji Ide.

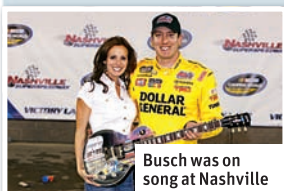
● Jiro Takahashi

## RESULTS

**1 Takashi Kogure/Loic Duval (Honda HSV-010)**, 82 laps in 2h02m26.084s; 2 Yuji Tachikawa/

Richard Lyons (Lexus SC430), +11.800s; 3 Juichi Wakisaka/Andre Lotterer (Lexus); 4 Tsugio Matsuda/Ronnie Quintarelli (Nissan GT-R); 5 Daisuke Ito/Bjorn Wirdheim (Lexus); 6 Ralph Firman/Yuji Ide (Honda). **Points** 1 Ito/Wirdheim, 21; 2 Joao Paolo de Oliveira/Hironobu Yasuda, 20; 3 Kogure/Duval, 20; 4 Wakisaka/Lotterer, 19; 5 Tachikawa/Lyons, 17; 6 Takuya Izawa/Naoki Yamamoto, 14.

## IN BRIEF



Busch was on song at Nashville

## NASCAR TRUCKS

Kyle Busch took his first victory as an owner with a comfortable win over Kevin Harvick at Nashville. Harvick's team-mate Ron Hornaday was third in a race that was interrupted only twice by caution periods.

## FRENCH GT

Corvette squad Graff Racing enjoyed a double win at Nogaro last weekend, with Julien Canal and Gerard Tonelli taking victory in the opening race, and Renaud Derlot and Arnaud Peyroles winning race two.

## CARRERA CUP FRANCE

The Sofrev team was dominant at Nogaro, with Ludovic Badey winning race one and finishing just 0.2s behind team-mate Kevin Estre in race two.

NASCAR NATIONWIDE NASHVILLE (USA), APRIL 3, RD 5/35

# Tyre gamble pays off for Harvick in Nashville

A gamble on tyres helped Kevin Harvick to earn a narrow win over Reed Sorenson in last weekend's Nationwide Series race at Nashville Superspeedway.

Harvick took the lead when his team opted to change only the left tyres during the final stop, and he held on through the final 35-lap green-flag period to win by 0.199s.

"I thought the track position was going to pay off for us," said Harvick. "I really thought more people would put two tyres on because the tyres didn't fall off that much. Track position was more important than the handling of the car."

The race featured more than its share of incidents, not the least of which was a

retaliatory nudge from Jason Leffler on James Buescher that left Buescher in the wall. Leffler had earlier been forced to pit for repairs after being clipped into the barriers by Buescher. While he claimed that the second incident was the result of handling problems, NASCAR officials saw it differently and Leffler was parked for aggressive driving.

But the Leffler/Buescher grudge match was overshadowed by a five-car shunt involving Jason Keller, Steve Wallace, Michael McDowell, Colin Braun and Mikey Kile that forced the race to be red-flagged for 14 minutes while the track was cleared of debris and fluid.

Joey Logano looked in control for much of the race, leading 122 of the 250 laps, but both he and Brad Keselowski decided not to pit when the caution came

out for the second Leffler/Buescher clash. Both had to pit late under greens, lost a lap, and were left in 19th and 18th respectively on the final restart. Keselowski recovered to fifth, but Logano got stuck on the inside lane during the final restart and ended up a disappointed eighth.

"We had a winning car," said Logano. "There's no reason why we couldn't have won. We gave it away."

## RESULTS

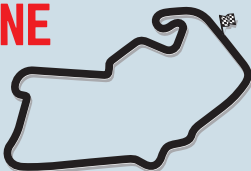
**1 Kevin Harvick (Chevrolet)**, 225 laps in 2h37m59s; 2 Reed Sorenson (Toyota), +0.199s; 3 Kyle Busch (Toyota); 4 Justin Allgaier (Dodge); 5 Brad Keselowski (Dodge); 6 Carl Edwards (Ford); 7 Scott Wimmer (Chevrolet); 8 Joey Logano (Toyota); 9 Michael Annett (Toyota); 10 Brendan Gaughan (Toyota). **Points** 1 Edwards, 820; 2 Keselowski, 804; 3 Allgaier, 799; 4 Busch, 764; 5 Harvick, 759; 6 Paul Menard, 658; 7 Logano, 589; 8 Mike Wallace, 570; 9 Greg Biffle, 563; 10 Annett, 544.



Harvick (33) made the right pit call late on

# SILVERSTONE

Great Britain  
April 3-4  
SuperLeague Formula  
Round 1/12



## AT A GLANCE

- Race 1 Tottenham (Dolby)
- Race 2 Lyon (Bourdais)
- Super Final Tottenham



Lyon heart: Bourdais wins reversed-grid race



# Dolby cranks up home theatre

Not since Nigel Mansell has a Midlander wowed the Silverstone faithful with such an exuberant display in a high-powered single-seater

Melton Mowbray boy earns his (pork pie) crust

## QUALIFYING

### Wissel gets blown on Parente

Max Wissel admitted he “drove like grandma” through Copse, Maggotts and Becketts, but what he didn’t do was lock up at Vale like opponent Alvaro Parente in the single-lap shootout final in the damp conditions. This turned Parente’s tenth-of-a-second advantage through the first sector into a 0.419s deficit by the finish line, despite Wissel admitting to having his own slide at Vale and almost spinning mid-corner at Luffield. James Walker (knocked out by Parente in the semis) started third, ahead of Craig Dolby, who had been beaten by Wissel. Duncan Tappy was classified the best of the quarter-final losers, and started fifth alongside Marcos Martinez.



Wissel got pole in the FC Basel car

Craig Dolby possesses a relatively vivid imagination, by racing-driver standards. But after the opening seconds of the first SuperLeague Formula start of 2010 at Silverstone on Sunday morning, even he admitted: “Not even I could have dreamed up that one.” From fourth on the grid at the rolling start, in a slick-shod field in damp conditions, he went straight for the push-to-pass button and hit the front before Maggotts, lunging past his rivals where the brave dare not tread.

In race two he stormed to fourth from 17th on the reversed grid, and then romped to victory again in the €100,000 Super Final after an early battle with FC Porto’s Alvaro Parente.

### FIRST HALF

Those opening couple of seconds of Dolby action were sensational: not only did he outdrag fellow second-row starter James Walker of Liverpool, but he lunged down the inside of Parente at Copse – leaving the safety of the dry line to do so – and then zapped past poleman Max Wissel (FC Basel) on the daunting approach to Maggotts. “Boy, oh boy, four cars in one corner,” he beamed later. “I didn’t really want to lead, because it was damp. My pre-race plan was to tuck in behind the leaders, so they could find the slippery bits of the track before me. But I thought, ‘I’ll take it!’”

Dolby didn’t hang around. His advantage at the end of lap one was 2.3s, then 3.2s – then 10s! His nearest pursuer, Wissel, slid onto

the mud on the exit of Maggotts, then shot across the track and onto the grass on the infield of Becketts. He then drove through a pond, and found himself pointing the wrong way somewhere near Chapel.

Parente was also struggling in the early going, blaming his tyre pressures for a lack of grip that caused him to slide down to fifth. Wissel’s spin promoted the Portuguese to fourth, and he’d just passed Walker before the Jerseyman spun into retirement at Club after clipping a wet kerb.

Duncan Tappy was now up to second for Flamengo, an incredible performance given the lateness of his deal (see panel, right). He might have been well in arrears of Dolby, but he was holding his own over Parente before the mandatory pitstops began.

## RACE RATING

★★★★★

Dolby's opening-lap attack and Bourdais's charge in race two made for spectacular viewing



I love starting from the back in the reversed-grid races. That's because I always enjoy giving it large" Tottenham glory boy Craig Dolby ahead of his charge from last to fourth in race two

## REPORT

SUPERLEAGUE SILVERSTONE



Charles Bradley reports

Van der Drift passes Bourdais (r) and Martin in Super Final



### KEY MOMENTS - RACE ONE

**Lap 1 Dolby scythes past Walker, Parente and Wissel to lead**

**Lap 3 Wissel ploughs off at Maggotts out of second place**

**Lap 4 Walker clips apex kerb at Club and spins out of fourth**

**Lap 17 Buurman passes Tappy for second position at Stowe**

Tappy was the first of the leaders to pit, and at the same time the delayed Wissel came in. AC Milan's fourth-placed Yelmer Buurman was in on the next lap, followed by Dolby and Parente another tour later.

With Dolby's lead up to 20s, the local Alan Docking Racing squad that runs the Spurs car could afford a

leisurely stop. Parente, who felt he should have stopped two or three laps earlier, lost third to Buurman.

Buurman wasn't stopping there, and set off in pursuit of Tappy, whose pace wasn't so strong after his stop. The Milan car powered past on the approach to Stowe with eight laps remaining, but it was too late to do anything

about Dolby, who stroked his way to an 11.2s victory.

"Even though I was cruising my pace was still strong," said Dolby. "I didn't push too hard at all."

Buurman was delighted to finish second from seventh on the grid, and was over 11s clear of Tappy, who spent the closing stages fending off the determined Parente. The Portuguese had run out of push-to-pass presses, and just couldn't find a way past. "He did an all-right job of placing his car in the middle of the corners where you could pass," he admitted grudgingly.

Wissel made an excellent comeback to finish fifth after his earlier wild ride through the Maggotts/Becketts nature trail. "It was a bit of a strange one," he said of his off. "But I was quite happy

with P5 after that."

Marcos Martinez finished sixth for Sevilla, holding off a late challenge from Sporting Lisbon's Borja Garcia. The Spanish duo ran side-by-side through Stowe with three laps remaining, but Martinez held sway.

The biggest loser was Sebastien Bourdais, who was on course for a top-five finish for Olympique Lyonnais when his engine died as soon as he engaged his clutch for his pitstop. In his mechanics' haste to restart him (once they'd worked out what had happened, as his helmet's radio wasn't working), a bolt on the starter motor sheared. He was eventually push-started to finish a lap down, but it would give him a front-row start for the reversed-grid race.

### SECOND HALF

Walker leaped into the lead from pole, but Bourdais boosted his way past on the Hangar Straight and, such was his pace, led by 2.3s at the end of the opening lap. Chris van der Drift ran third for Olympiacos, closely followed by Tristan Gommendy (Galatasaray) – this duo had foolishly started the first race on rain tyres, hence their high grid positions in this one.

Bourdais was 5.5s clear when the chasing Walker spun at Abbey, locking the rears in the compression of the new bump in the braking zone that's been caused by recent resurfacing work. He would later retire the Liverpool car during his pitstop due to a suspected gearbox input shaft breakage.

That promoted the van der Drift/Gommendy battle into the podium positions, followed by another battle between Robert Doornbos (Corinthians) and John Martin (Atletico Madrid). Martin got ahead with a brave lunge into Maggotts on lap seven.

The man doing all the passing, predictably, was Dolby. He picked up three places into Copse, lunging down the inside of a four-abreast pack of cars, and was into the top 10 by lap three. Great moves on Davide Rigon (Anderlecht) at Maggotts and Doornbos at Stowe followed, and he was gifted a place when Martin and Julien Jousse (Roma) clashed at Stowe, inflicting a right-rear puncture on Jousse's car. This was a ▶

### THE INSIDE LINE

## Mad scramble to assemble the Silverstone grid



Last-minute deals were the order of the day as season three of Superleague Formula kicked off at Silverstone. There was a general air of unpreparedness, which went for the series, the circuit and – in many cases – the teams.

Some were thrown together in a matter of days. When Italian squad Durango bailed at the last minute, Alan Docking stepped into the breach with a satellite team, Alpha. Duncan Tappy got a last-minute call to drive its Flamengo car, thanks to his CJ Motorsport

management team, and repaid them with a superb podium finish. This was despite a testing day on Friday (quite literally) that included a high-speed blow-out and, later on that day, a right-front wheel falling off!

Sebastien Bourdais was another late confirmation, driving for his old mate Laurent Redon's LRS squad, but it was a million miles away from the luxury he afforded in Formula 1 last year.

Wheelnut departs Tappy's Flamengo car



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**FAST FACT**

Four ex-Formula 1 racers star in the 2010 Superleague grid: Sebastien Bourdais, Robert Doornbos, Franck Montagny and Narain Karthikeyan

“ I had to press the clutch, keep the revs high and brake to stop the wheels spinning - quite hard with two feet”

Lyon's Sebastien Bourdais explains his pitstop procedure in race two to avoid stalling again

**KEY MOMENTS - RACE TWO**

**Lap 1 Bourdais uses his push-to-pass to overtake Walker for lead**

**Lap 6 Walker locks rear wheels and spins out of second at Abbey**

**Lap 8 Gommendy pits one lap too early for tyres from third place**

**Lap 9 Martin hits Jousse at Stowe, giving him a puncture**

**Lap 20 Bourdais passes van der Drift on Hangar Straight to lead**

◀ shame, as Jousse had saved a new set of tyres for his second stint, and was handily placed to make a bid for the podium positions.

Gommendy was the first of the leaders to pit, but did so before the pit window was opened, and the resulting penalty would mean throwing away his chance of a top-three finish.

Bourdais stayed out until

lap 12, wanting to extend as big an advantage as he could to ease the pressure on his pitcrew (well over 10s, in fact). He came in with the revs high, so as not to stall, but couldn't get enough pressure on the brake to stop the rears spinning as the air gun tightened them. Time ticked away as the Lyonnais mechanics wrestled with their task.

Bourdais rejoined with all wheels attached but down in third. "I knew the pitstop was not going to be stellar, but when I left the pits and saw two cars ahead of me, I thought, 'No fucking way! I can't lose this one'. I pushed to the limit," he said. And how.

Bourdais zapped ahead of Gommendy (who would serve a drive-through later anyway) on the Hangar Straight with nine laps to go, and then reeled in van der Drift, doing likewise four laps later. "I wanted to put on a good show," said the former Champ Car king.

Olympiacos man van der Drift finished over 10s adrift at the flag, not bad on his series debut, while fellow Antipodean Martin held off the charging Dolby to take third. Dolby didn't have a fresh set of tyres for

his second stint, which stunted his charge, along with a malfunctioning HANS device that restricted his head movement in right-handers. But that didn't stop him charging into the pits completely sideways exiting Luffield!

Parente finished fifth after an early pitstop strategy paid off, ahead of Wissel and a battling Doornbos and Franck Montagny (Bordeaux).

**EXTRA TIME**

The €100k super final was won by Dolby, but only after Parente, who had outsprinted him into Copse, slid wide at Stowe on the opening lap and handed him the lead back. "He was on it straight away," said Parente. "I tried to hold him off, but I couldn't. At least I tried!"

The dirt Parente picked

up on his tyres caused him to tumble down the order through the next few corners, and he was last before he knew it. He would regain one position, powering past Martin on the Hangar Straight on lap three, but besides that the order remained static: Dolby (whose only wobble was a big lock-up into Abbey on the opening lap), Wissel, van der Drift, Parente and Martin.

The next round is Assen, which is new to almost all of the drivers. But dominator Dolby had some ominous words: "I'd never driven the Grand Prix circuit here until this weekend."

They have been warned. ☒



**RESULTS**

Superleague Formula, Silverstone (GB), April 3-4, round 1 of 12

GRID	
2 PORTO 1:43.701	1 BASEL 1:43.282
4 SPURS 1:45.590	3 L'POOL 1:45.519
6 SEVILLA 1:50.412	5 F' MINGO 1:48.449
8 LYON 1:48.705	7 AC MILAN 1:48.094
10 G' SARAY 1:35.543	9 O' PIACOS 1:35.491
12 SPORTING 1:35.576	11 PSV 1:35.584
14 BORDEAUX 1:35.600	13 AT MADRID 1:35.632
16 A' LECHT 1:36.126	15 ROMA 1:35.654
	17 C' HINANS 1:36.034

RACE 1 - 25 LAPS, 79.85 MILES					
POS	CLUB	DRIVER	TEAM	TIME	GRID
1	Tottenham Hotspur	Craig Dolby (GB)	ADR	40m51.242s	4
2	AC Milan	Yelmer Buurman (NL)	ATECH Reid	+11.298s	7
3	Flamengo	Duncan Tappy (GB)	ADR Alpha	+22.338s	5
4	FC Porto	Alvaro Parente (P)	ATECH Reid	+22.546s	2
5	FC Basel	Max Wissel (D)	GU Racing	+35.498s	1
6	Sevilla	Marcos Martinez (E)	De Villota	+36.527s	6
7	Sporting Lisbon	Borja Garcia (E)	ATECH Reid	+37.114s	12
8	AS Roma	Julien Jousse (F)	De Villota	+41.749s	15
9	Anderlecht	Davide Rigon (I)	Azerti	+52.806s	16
10	Atletico Madrid	John Martin (AUS)	ADR Alpha	+58.370s	13
11	Corinthians	Robert Doornbos (NL)	Azerti	+1m08.507s	17
12	PSV Eindhoven	Narain Karthikeyan (IND)	RFHolland	+1m09.734s	11
13	Olympiacos	Chris van der Drift (NZ)	GU Racing	+1m17.600s	9
14	Galatasaray	Tristan Gommendy (F)	Epsilon	-1 lap	10
15	Olympique Lyonnais	Sebastien Bourdais (F)	LRs	-1 lap	8
16	Liverpool	James Walker (GB)	ATECH Reid	3 laps-spin	3
17	Bordeaux	Franck Montagny (F)	Epsilon	0 laps-d'shaft	14

RACE 2 - 25 LAPS, 79.85 MILES					
POS	CLUB	TIME/REASON	GRID		
1	Olym Lyonnais	40m27.836s	2		
2	Olympiacos	+10.872s	4		
3	Atl Madrid	+14.402s	7		
4	Tottenham	+15.103s	16		
5	Porto	+16.604s	13		
6	Basel	+17.241s	12		
7	Corinthians	+21.113s	6		
8	Bordeaux	+22.081s	17		
9	Sevilla	+32.380s	11		
10	Anderlecht	+33.065s	8		
11	Sport'g Lisbon	+33.611s	10		
12	Flamengo	+36.582s	14		
13	Roma	+38.211s	9		
14	Galatasaray	+1m14.894s	3		
15	PSV Eindhoven	23 laps-brakes	5		
16	AC Milan	23 laps-clutch	15		
17	Liverpool	13 laps-gearbox	1		

SUPER FINAL - 5 LAPS, 15.5M		
POS	CLUB	TIME/REASON
1	Tottenham	7m55.043s
2	Basel	+1.774s
3	Olympiacos	+2.675s
4	Olym Lyonnais	+3.311s
5	Porto	+4.032s
6	Atl Madrid	+5.857s

LEAGUE TABLE		
POS	CLUB	PTS
1	Tottenham	92
2	Porto	70
3	Basel	66
4	Olym Lyonnais	61
5	Olympiacos	61
6	Atletico Madrid	59
7	Flamengo	54
8	Sevilla	49
9	AC Milan	45
10	Corinthians	42

**Race1** Winner's average speed: 117.287mph. Fastest lap: Parente, 1m33.982s, 122.36mph.  
**Race2** Winner's average speed: 118.418mph. Fastest lap: Bourdais, 1m32.818s, 123.89mph.  
**Super Final** Winner's average speed: 121.040mph. Fastest lap: Parente, 1m34.451s, 121.75mph.



## MANSELL FAMILY'S TEST OF ENDURANCE

Nigel Mansell wants sportscar glory on his CV, with help from his sons. *By GARY WATKINS*

**N**igel Mansell can't have too many regrets. And why should he? He is, after all, a Formula 1 world champion and a CART World Series title winner. Yet the events of the past six or so months have convinced him that he did miss out on something during his long and illustrious career: prototype sportscar racing in general; and the Le Mans 24 Hours in particular.

That regret, or disappointment as the 1992 world champ prefers to describe it, is one of the reasons why his name is above the door of a new team on the grid for the Le Mans Series opener at Paul Ricard this weekend. And why the 57-year-old will be sharing the Beechdean Mansell Motorsport Ginetta-Zytek LMP1 with sons Greg and Leo in the eight-hour race, the Le Mans 24 Hours and more LMS races besides.

"The disappointment I have is not being introduced to this kind of racing until this late stage," says Mansell. "These cars are awesome and Le Mans prototype racing is the most serious

form of motorsport outside of F1. This is not toytown."

Then there was a first trip to Le Mans, courtesy of elder son Leo's switch to sportscar racing with the Team Modena Ferrari squad in 2009.

"I found it very exciting," says Mansell Sr. "I've been around too long to be blown away by anything, but the place has a special atmosphere. I found the whole experience very motivating and you could say that it is one of the reasons why I've done what I've done."

The long and winding road to establishment of the new team, billed as a 50-50 partnership between Mansell and Beechdean boss Andrew Howard, began a long time before last June. It started with a first try-out in prototypes for Nigel and Leo Mansell in a Chamberlain-Synergy Lola P1 car at Estoril in 2008 and continued with another LMP test in a Ginetta-Zytek at Valencia at the back end of the year.

The latter try-out at Valencia came at the behest of Ginetta boss Lawrence Tomlinson. He made no secret of his desire to get Mansell Sr out in one of

his cars, a goal he finally achieved at last year's LMS finale at Silverstone when he shared a Team LNT-run Ginetta-Zytek with Nigel and Greg.

Mansell, who takes the title of technical director of the new team, jokes that Tomlinson should "take full credit and blame" for Beechdean Mansell. The saviour of Ginetta, who is also a partner in Zytek's motorsport business, engineered a link-up between Mansell and Howard, for whom he had driven in Silverstone's Britcar 24 Hours at the wheel of a BMW back in 2004.

Howard had just completed a season in the British GT Championship as an



EBREY/LAT

Mansell: sportscar racing is unfinished business



Mansell Sr keeps an eye on his boys



Andrew Howard has big ambitions for the team



The famous Mansell lid will be seen in the LMS

## “Le Mans prototype racing is the most serious form of motorsport outside of Formula 1. This is not toytown” Nigel Mansell

owner-driver with an Aston Martin DBRS9 run under the Beechdean banner by Barwell Motorsport. The next step was a move into the proposed FIA GT2 European Championship with an Aston Martin Vantage GT4. Then came a phone call from Tomlinson.

“I’d done some testing in a Vantage and everything was on course to go GT2,” says Howard. “Then I got the call asking whether I whether I’d be interested in running an LMP team together with some chap called Nigel Mansell. I didn’t need to be asked twice; I said yes on the spot.”

“I don’t want to be a big fish in a small pond: I want to run at the highest level possible and as a team owner you are always looking for right angle to attract sponsorship.”

Howard is a latecomer to motorsport. He took up racing in 2001 when one of his employees on the Beechdean family farm and dairy asked for sponsorship for his Mini Miglia. The bosses’ response was to “sell my motorbike and buy my own car”. The end result was one of the most professional teams ever seen in club racing circles: a four-car Miglia squad with two in the colours of Cadbury’s.

Beechdean graduated from Mini Miglias to Britcar, via a BMW-engined Mini and then an ex-Schnitzer BMW, to British GTs, first with Ferraris, then a Aston Martin Vantage GT4 and then the DBRS9. There was, however, only one goal for Howard: the Le Mans 24 Hours.

That chance phone call from Tomlinson has resulted in Beechdean making it to Le Mans ahead of schedule. Not that just being there will satisfy his aspirations.

“This is a serious team with a serious long-term strategy,” insists Howard. “We are a new team, admittedly set up very late, but our goals are to finish in the top three or

four of the LMS with the odd podium and get a finish – hopefully a credible one – at Le Mans.”

The long-term target is super-ambitious: “To be in a position to win the Le Mans 24 Hours in three years.”

Howard admits that “a bit of luck and a fair wind” would be required for Beechdean Mansell to achieve that goal, but he points out that “Zytek has some fantastic technology in the wings”. It is, for the moment at least, one of the world leaders in hybrid technology and is the only company so far to have produced a hybrid system that has actually raced.

It is unclear if Mansell has the same aspirations for the new partnership. He talks of the team as a “platform to show that Greg and Leo are very serious racing drivers”, but he suggests that there could be more than that.

“What would be really exciting is if another team came offering a contract to Greg or Leo to take them away from us,” he says. “If we couldn’t match it, my advice to them would be to take it.

“First we have to show we are serious,” he continues. “There is room for us to go to two cars next year. This team could grow into anything.”

P66 LMS 2010 TEAM BY TEAM

# PROTOTYPE APPROVAL

Audi, Peugeot and Aston Martin will come and go during the year, so won't feature in

LMP1



## SIGNATURE PLUS

### Lola-Aston Martin

Signature moves up from an old Courage-ORECA to one of Aston Martin Racing's coupes for its second season in sportscars. That's a smart move. Switching away from the Michelins around which the AMR car was developed is probably not.

### 008 Franck Mailleux (F)/Pierre Ragues (F)/Vanina Ickx (B)\*

Mailleux, who didn't make the expected impression in '09, leads a line-up that is unlikely to set the world on fire.

\*Paul Ricard only

## REBELLION RACING

### Lola-Judd B10/60

Speedy Sebah has been renamed Rebellion after owner Alexandre Pesci's watch company, which also provides the badges for the team's Judd V10s (thanks to a switch to Motec ECUs). Recruitment of Jani and Boullion is a signal of the team's intent.

### 12 Neel Jani (CH)/Nicolas Prost (F)

Jani was quick straight away in a sportscar at Le Mans last year, but Prost must continue improving if they are to challenge.

### 13 Andrea Belicchi (I)/Jean-Christophe Boullion (F)/Guy Smith (GB)\*

Belicchi/Boullion among best LMS combos. Expected to lead the chase of the diesels.

\*Paul Ricard only



## BEECHDEAN MANSELL MOTORSPORT

### Ginetta-Zytek GZ09S

Beechdean arrives in the LMS with a bang courtesy of the Mansell name. The recruitment of Hans Muhlbauer as engineer and other personnel from Team Modena looks like a canny move for this start-up team, which has purchased the ex-Strakka Zytek.

### 5 Greg Mansell (GB)/Leo Mansell (GB)/Nigel Mansell (GB)

Greg, the younger son, has looked good in testing, but Leo will need to improve on his '09 performances with Modena.



## FACTORY FARCE FORCES FACE-OFF

Le Mans Series boss Patrick Peter has raged against a "two-tier" championship this year. He's not happy that the manufacturers – Audi, Peugeot and Aston Martin – have decided to pick and choose their races this year. And you can't argue with his contention that it has created a confusing picture.

Audi has entered one R15-plus at Paul Ricard for its number one line-up of Allan McNish, Tom Kristensen and Rinaldo Capello, while Aston Martin Racing fields one of its Gulf-liveried coupes. The manufacturer presence in France is merely an hors d'oeuvre for the Spa 1000Km next month. Peugeot and Audi will each run three cars in what both manufacturers are billing as a dress rehearsal for the Le Mans 24 Hours in June. AMR, however, are not due to race at Spa.

Don't expect Audi or Peugeot to be present at either of the summer-night rounds at the Algarve circuit or the Hungaroring, though Peter has suggested that the German manufacturer might turn out at the latter. However, the good news is that all three manufacturers – Peugeot, Audi and Aston Martin – are scheduled to race in the AUTOSPORT 1000Km at Silverstone in September.

## ORECA TEAM MATMUT

### Peugeot 908 HDi

ORECA's quest to repeat its '91 Le Mans win with Mazda has taken it to Peugeot's door.

It runs a full LMS schedule with a works-assisted 908.

### 4 Nicolas Lapierre (F)/Olivier Panis (F)/Loic Duval (F)\*/Stephane Sarrazin (F)\*\*

Probably the best driver line-up, with the best car and team so they should walk it.

\*Paul Ricard only; \*\*Spa only



# FOR LMS TITLE FIGHT

the title fight. *GARY WATKINS* presents the main contenders for prototype glory

## LMP2



### STRAKKA RACING

#### HPD ARX-01C

Strakka's step down from LMP1 could be a canny move. It allows the British team to exploit the new pro-am driver rule in P2 and has facilitated the purchase of an ex-Fernandez Racing HPD (nee Acura) chassis.

#### 42 Danny Watts (GB)/Jonny Kane (GB)/Nick Leventis (GB)

This could end up as the best driver line-up in the class, though only if amateur Leventis continues his improvement curve.



### OAK RACING

#### Pescarolo-Judd 01

OAK has pulled off a coup: it has retained backing from Mazda France, but managed to ditch the unreliable AER/Mazda engine for the Judd V8. The recruitment of Moreau and a new aero package should propel OAK towards the front.

#### 24 Matthieu Lahaye (F)/Jacques Nicolet (F)

Lahaye has impressed sporadically over the past two years. New pro-am rules in the P2 class means he drives with team boss Nicolet.

#### 35 Guillaume Moreau (F)/Richard Hein (F)

Moreau has so far looked quick in both GT and prototype machinery, but his 2010 chances will depend on team-mate Hein's pace.

### RACING BOX

#### Lola-Judd B09/80

This successful Italian sportscar squad bounced back from a disastrous '08 move into the prototype ranks by winning races last year. It returns with two cars again and a tyre deal with Pirelli, which is returning to the LMP ranks after four years away.

#### 29 Marco Cioci (I)/Piergiuseppe Perazzini (I)/Luca Pirri (I)

Second-string Racing Box entry is unlikely to challenge the frontrunners.

#### 30 Andrea Piccini (I)/Giacomo Piccini (I)/Ferdinando Geri (I)

The combo of the Piccini brothers and team boss Geri, a decent amateur, make this car a potential top runner.



### QUIFEL ASM TEAM

#### Ginetta-Zytek GZ09S

Why change a winning formula? Sometime British F3 driver Antonio Simoes's squad returns for its title defence with Pla and Amaral, the Zytek 09S, Dunlop tyres and the engineering skills of Alan Mugglestone. Hughes returns after two-year hiatus.

#### 40 Olivier Pla (F)/Miguel Amaral (P)/Warren Hughes (GB)\*

Amaral is one of the best amateurs around, so the new pro-am rules can only play into the team's hands.

\*Paul Ricard only



### RML

#### Lola-HPD B08/80

RML has ditched the AER/Mazda turbo engine that blighted its 2009 season in favour of a supply of the HPD V8s that powered Acura to championship successes in the American Le Mans Series. Also new for 2010 are Dunlop tyres.

#### 25 Tommy Erdos (BR)/Mike Newton (GB)/Andy Wallace (GB)

New RML package combined with the pro-am driver rule should give the team a shot at reclaiming the P2 crown it last won in 2007.



➔ P68 GT2 CLASS TEAM BY TEAM

# LE MANS SERIES PREVIEW

## GT1

**PERHAPS WE** shouldn't be surprised at the sorry state of the GT1 class at Paul Ricard.

There's a new breed of car for the inaugural FIA GT1 World Championship, and the Automobile Club de l'Ouest procrastinated over whether even to have a GT1 class for 2010.

Yet a one-car entry makes the class

seem pointless, or at least a waste of petrol. The only battle for GT stalwart Larbre Competition, which has entered one of its Saleen S7Rs for Patrice Goueslard, Gabriel Gardel and Julien Canal, will be getting the reworked car to the finish. The new rules mean it runs with an underfloor plank and a new rear wing and its Ford V8 has to

use an off-the-shelf Magneti Marelli engine management system.

The only other entrant for Ricard, the Atlas FX-FullSpeed squad, has withdrawn. That's no surprise given boss Norbert Walchofer's attendance record as a team owner.

A decent grid of GT1 machinery is expected at the Spa 1000km in May,

a race that has now come to be regarded as *the* warm-up for the Le Mans 24 Hours. That means the Matech and Mard VDS Ford teams, the Young Driver AMR Aston squad and Luc Alphand's Chevrolet Corvette operations should all be present.

After that, the level of the GT1 entry is anyone's guess.

## FERRARI 430 GT

The switch from FIA GTs by AF Corse and CRS gives the Italian marque a strength in depth that its rivals can only dream of. The 2010-spec 430, with bigger tyres and more power, gives Ferrari the consistency it lacked in 2009.

## GT2



### HANKOOK TEAM FARNBACHER

**89 Dominik Farnbacher (D)/Allan Simonsen (DK)**

This is a strong line-up on the improving Hankook tyre, but the increase in competition could thwart its podium aspirations.

### MODENA GROUP RACING

**85 Stephane Daoudi (F)/Roman Rusinov (RUS)**

This spin-off of Team Modena, now without supermarket scion Rik Bryan's backing, returns with rent-a-drivers and little chance of success.



GIBSON/LAT

### CRS RACING

**90 Pierre Ehret (D)/Phil Quaife (GB)/Pierre Kaffer (D)**

Should be top-six runners, but podiums are likely to be beyond them in the new-improved LMS GT2 class.

**91 Andrew Kirkaldy (GB)/Tim Mullen (GB)**

Kirkaldy is promising that the CRS A-team will be in the mix, but to win races they'll have to beat old nemesis AF Corse.



DPP

### AF CORSE

**94 Matias Russo (RA)/Luis Perez Companc (RA)**

This is a decent line-up, but it was sometimes flattered in FIA GTs because it ran 50kg lighter than the top cars.

**95 Giancarlo Fisichella (I)/Toni Vilander (FIN)/Jean Alesi (F)**

Much will depend on how quickly Fisichella and Alesi get to grips with GT2 and whether Vilander can lead the team initially.

**96 Jaime Melo (BR)/Gianmaria Bruni (I)**

The Bruni/Melo partnership has already yielded success in the American Le Mans Series at Sebring and must start as favourites for LMS honours.



DPP

#### 2010 LMS CALENDAR

April 11	Paul Ricard 8 Hours
May 9	Spa 1000Km
July 17	Algarve 1000Km (night race)
August 22	Hungaroring 1000Km (night race)
September 12	AUTOSPORT 1000Km at Silverstone

# PORSCHE 911 GT3-RSR

Porsche defends the title won by Marc Lieb and Richard Lietz with a stronger line-up, courtesy of the arrival of ProSpeed and a decent second car at Felbermayr. The Porsche will be on the pace, but an improved Ferrari means life will be tougher.

## PROSPEED COMPETITION

**75 Richard Westbrook (GB)/Marco Holzer (D)**

The combination of reigning FIA GT champ Westbrook and Porsche Junior Holzer could usurp Lieb and Lietz as top dogs at Porsche.



## IMSA PERFORMANCE MATMUT

**76 Patrick Pilet (F)/Raymond Narac (F)**

Imsa was unlucky not to win races last year and may well have missed its chance now the competition has moved up a gear.



## TEAM FELBERMAYR PROTON

**77 Marc Lieb (D)/Richard Lietz (A)**

Even Lieb admits that it's going to be tougher this year, but the Porsche drivers are relishing the challenge ahead.

**88 Martin Ragginger (A)/Christian Ried (D)/Patrick Long (USA)**

This second Felbermayr entry should be in the mix courtesy of the presence of Porsche Junior Ragginger and, for some races, Long.



# ASTON MARTIN V8 VANTAGE

Aston finally has a top team with a top driver line-up to show what its V8 Vantage can do at this level. It's a big gamble for JMW, but it has given the squad the factory status craved by any successful sportscar operation.

## JMW MOTORSPORT

**92 Rob Bell (GB)/Darren Turner (GB)/Tim Sugden (GB)**

Pre-season testing suggests the Dunlop-shod JMW Aston is already close to the pace, and the team is promising there's more to come.



# BMW M3

The 'other' German sportscar maker returns to the European scene with the controversial V8 M3 developed for the ALMS, only with significant rear-end modifications demanded by the rule makers. The Schnitzer-run programme is very much focused on Le Mans.

## BMW TEAM SCHNITZER

**78 Jorg Muller (D)/Dirk Werner (D)**

BMW stalwart Muller and marque newcomer Werner have the potential to run at the front if the car is on the pace in Europe.



# SPYKER C8 LAVIOLETTE GT2-R

Dutch manufacturer is now part of the sportscar furniture in Europe. There's been constant development of the Audi-engined GT2 contender, but it always seems one step away from being a genuine podium challenger.

**85 Peter Dumbreck (GB)/Tom Coronel (NL)/Jeroen Bleekemolen (NL)**

Spyker is not skimping in the driver department: Dumbreck is joined by either Bleekemolen and Coronel (or sometimes both), when their other commitments allow.



# BOTTAS

Last year's F3 Euro Series top rookie Valtteri Bottas is gunning for superteam ART's seventh straight title in 2010. *GLENN FREEMAN* discovers if he's up to it



Bottas is focused on being ART's top man during 2010

First it was Nico Hulkenberg, then Jules Bianchi. Now the torch has been passed to Valtteri Bottas, and it's up to him to follow in their footsteps and convert a promising rookie campaign with ART in the F3 Euro Series into a championship-winning second season.

Before Hulkenberg, ART's champions (it's now six in a row since 2004) had always earned their F3 spurs elsewhere, joining the French superteam (formerly ASM) when they were ready for a title push. But 2007 champion Romain Grosjean was the last champion to do it that way, and three years on Bottas is aware that he has to keep the new trend going.

"Everyone expects that I'm going to win the championship, but that's fine because that is my goal," says the Finn. "There is some pressure, but I don't take it negatively. I kind of like the situation where everyone thinks I am the man to beat."

Bottas managed to follow in the rookie footsteps of Hulkenberg and Bianchi by winning the mid-season F3 Masters at his first attempt, but it was to be his only win of the season as Bianchi's dominant form in the Euro Series left him collecting second place trophies on numerous occasions. He finished second to Bianchi five times,

but the first sign that the near misses were getting to him came at Brands Hatch, when he failed to convert pole position into a win while Bianchi was mired in the midfield. By the end of the season the frustration at not breaking his duck was showing, but the 20-year-old has tried to harness that disappointment into desire for the season when he must hit the big time.

"Winning is why I race, but I was second so many times last year so it was a bit tough," he admits. "But now I am much more hungry for the win, and I hope I can get a lot of them this year. There were some positives and negatives to having Jules as my teammate; the negatives were the times that he was really fast and it looked like he was much better than me. But on the other hand, as a rookie it was good to have someone really strong in the team, it was good to learn from him. And now I have the same chance as him so I don't mind."

Being alongside Bianchi also gave Bottas a sneak preview at what it's like to be expected to lead ART to glory, and the best way to get the job done.

"The main thing I saw him doing was just focusing on himself, trying to improve all the time," he adds. "Don't think too much about what other people are saying or expecting, just let it flow."

It all seems pretty straightforward. But Bottas is faced with an extra

**CV**

**2009**

3rd in F3 Euro Series; 1st in F3 Masters; 5th in Macau GP

**2008**

FRenault Eurocup champion (5 wins); FRenault NEC champion (12 wins)

**2007**

3rd in FRenault NEC (2 wins)

# ASS

challenge in what, according to the ART formula, should be his year. Because unlike Hulkenberg and Bianchi, he has a team-mate who was every bit as impressive in his rookie season, and in slightly inferior equipment, too.

That team-mate is Alexander Sims, the 2008 McLaren AUTOSPORT BRDC Award winner who battled down to the final round with Bottas for rookie of the year honours. He could well have snatched that title from the ART man had his charge through the field from a pitlane start in a chaotic finale not ended with a three-car accident that wasn't his fault and, unlike Bottas, he did chalk up a maiden Euro Series victory. Mucke Motorsport is by no means a small team in F3, but Sims will revel in attacking his rival on a level playing field this year, a challenge that Bottas is ready for.

"It will be good for both of us," he insists. "We were really close in testing, and we will have to keep pushing because there is no chance to go any slower when your team-mate is always close. It's good to have that challenge."

Since securing the rookie honours in the Euro Series last October, Bottas has had plenty more to smile about as well. With yet more similarities to Hulkenberg, he was signed up to a test driver role with the Williams F1 team (see panel), but before that there was a stunning debut in the Macau Grand Prix, where he blew Bianchi away to lead the line for ART and only missed out on a podium finish when a wheel came loose on the final lap. His defeat of Bianchi was well-timed, as all eyes

were on the Frenchman who had signed a development deal with Ferrari on the eve of the event.

"It was my first time on a proper street circuit," he says, discarding the rather simple layout of the Norisring. "I felt really comfortable, I didn't have any problems with going near the walls or even touching them. I just felt really confident there and I really enjoyed it."

As his haul of two Formula Renault titles in 2008 proved, Bottas knows how to win a championship. With the exception of a points-scoring race win he ticked every box he needed to in 2009, and now, with Williams ready to plot his career, there really is nowhere to hide in 2010. ❧

Sole win of 2009 came in blue-riband Masters



**Bottas joins legendary F1 team's roster**

**WILLIAMS'S RICH PICKINGS**

**SINCE ITS** slide into the midfield in Formula 1, Williams has realised that it can't expect to make big-name signings anymore, so the British team has turned its attentions to grooming its own stars.

That process began with the signing of Nico Hulkenberg at the end of 2007, and the German is now racing for the team after winning the F3 Euro Series and GP2 titles. But his promotion left Williams on the hunt for a new junior driver, and Valtteri Bottas

fitted the mould.

"We spent a lot of time looking at Valtteri and decided that he was the best guy out of all those we looked at," says Williams technical director Sam Michael. "Of course, he needs to do what Nico did and prove himself – he needs to win Euro F3, GP2, and then we'll talk about F1. But in the meantime we will be preparing him for F1 and assuming that he will do that."

That's a pretty clear set of goals for the young Finn,



Bottas is being groomed for Formula 1 by Williams

but he says he's up for it.

"I know that they expect me to win the title, but they trust me, and I trust myself," he says. "Since I

was six I have been dreaming about getting to F1, and it's nice that it's Williams because they treat the test driver really well."

# VOLKSWAGEN

VS

# MERCEDES

The low-revving, air-restricted stakes are

getting ever higher. By GLENN FREEMAN



GRIFFITHS/LAT

**W**hen Volkswagen engines dominated the Macau Grand Prix last November, two things followed: demand for the manufacturer's engines went up, while some of the top Mercedes teams in the F3 Euro Series went home confident that the Macau rocket motor was a one-off. After all, the engines for the 2010 Euro Series season had been homologated one month earlier, after the '09 finale at Hockenheim, so any developments between then and Macau would not have an impact on this year's title race.

But that's where the Mercedes teams

got it wrong, because Volkswagen made sure that the upgraded powerplant that it would take to Macau was ready in time to make the Euro Series' engine freeze deadline, adding a fascinating dimension to this year's championship.

Volkswagen hasn't been shy in its pursuit of Mercedes since coming back to Formula 3 in the middle of 2007, when the Three-Pointed Star was on the verge of turning it into a one-make category. VW has made no secret of the fact that it has spent money, worked closely with specific teams and drivers and pushed hard with development of its engine in the past two and a half years. The result of all that effort was

### HEAD TO HEAD



Since Volkswagen joined the Euro Series in the middle of 2007, it has managed seven wins from 48 starts. Mercedes has taken the spoils in the other 41 races.

two domestic titles (in Britain and Germany) and a dominant display at Macau last year, but so far the Euro Series box remains unticked. With the company having to turn down requests from teams this winter, VW motorsport director Kris Nissen is satisfied that the engine has proved itself.

"We're not under pressure anymore – we don't need to prove that we have a good engine," says Nissen. "If we are not fighting for the title in any championship this year I would be disappointed, and it would be nice to see someone other than ART and Mercedes winning the Euro Series."

French superteam ART wrapped up its sixth straight Euro Series crown with Jules Bianchi last year, and unsurprisingly Frederic Vasseur's squad has kept its Mercedes power. But while VW has worked hard to be in a position to compete with its rival power supplier, Mercedes has stubbornly refused to get drawn into a development war.

"Formula 3 is not a comparison test between engine manufacturers," says Mercedes motorsport boss Norbert Haug. "We are not pouring money into F3; this category should be about young drivers developing. It is not a works



Vernay (left), Mortara on Macau podium with VW's Kris Nissen

GIBSON/LAT



VW and Mercedes have been neck and neck

**Q&A**

**EDOARDO MORTARA, SIGNATURE**



**Do you feel like you're here to do a job and win the title for VW?**

Yes, totally. They have put a lot of effort in, and they needed me this year. It's going to be really tough because ART is really competitive with Mercedes like every year, they are a top team, and they are competitive in every way.

**Does it feel different for you compared to your runner-up season in 2008?**

Yes, because the approach

in 2008 was different. I was really aiming to go up, to GP2 and maybe Formula 1. Now stepping down, it's much more different, I'm taking it more like a professional driver. I'm an official driver for VW and I'm trying to do the best job for them. It's less personal.

**Can the VW-Signature package be as strong as it was in Macau?**

We have good experience, and we know pretty much where we are compared to

the others. We had a pretty good base, and I think we improved it, so we should be a step better compared to last year. Is that going to be enough? I don't know.

**Are you under pressure to deliver this year?**

I'm putting a lot less pressure on myself than in previous years. We have a strong package, so we hope to be fighting for the title.



Mortara won Macau GP 2009 with Dallara-VW

GIBSON/LAT



ART leads the way in Europe with Mercedes

**VW HONOURS**



Volkswagen has not cracked the Euro Series yet, but its latest foray into F3 has already yielded titles in Britain (above) and Germany, and the Macau GP with its Spiess-tuned engine.

sport – that is why drivers don't stay here for four or five years.

"VW is in F3 for one reason – to beat Mercedes. But we are not in F3 as competitors – this isn't F1 or the DTM."

But contrary to what Haug says, VW has often said that part of the thinking behind coming back to F3 was because the VW Group, which includes marques such as Audi and SEAT, had no way of grooming any of its own driver talent. This proved particularly costly in the DTM, where Mercedes plucked the likes of Jamie Green, Bruno Spengler and Paul di Resta from its junior ranks, while Audi relied on its

ageing sportscar warhorses before having to hunt down drivers such as Oliver Jarvis and Alexandre Premat from the single-seater ladder.

This year, VW has a protege of its own leading the line in F3 in somewhat bizarre circumstances. Edoardo Mortara, the 2008 Euro Series runner-up, is stepping back down to F3 after a disappointing graduation to GP2 last year, and he's already proved that he's lost none of his feel for the smaller F3 Dallara with victory at Macau last year. The exact details of his deal for 2010 vary depending on who you talk to, but Nissen claims that the Italian is not coming back as a works driver.

"It was Edoardo's idea to do F3. I think his only other choice was to stop racing," says Nissen. "So he and his team [Signature] asked very strongly, and I had no problem with it. We are happy to have him back but we are not paying him – we are just offering a small support package that is the same in every championship."

Nissen adds that Mercedes need not fear a development race in the future, because, even without the engine freeze in Europe, VW would not be working to find any more performance.

"Our engine is now at a good level, so it would make no sense to develop like crazy," he says. "Now we just build more of the engines we have. I don't think Mercedes is in a position to do a lot – they would have shown it in Macau and I think they were disappointed not to win there."

Mercedes has clearly had its feathers ruffled by its rival's determination to up the stakes in F3. But, while Haug sticks to his guns that big spending is "just not the right attitude", competition is the essence of this sport, and the Stuttgart side of this fight won't be paying any less attention when the season kicks off at Paul Ricard in France this weekend. ☒

**CALENDAR**

April 9-11	Paul Ricard (F)
April 23-25	Hockenheim (D)
May 21-23	Valencia (E)
July 2-4	Norising (D)
August 6-8	Nurburgring (D)
August 20-22	Zandvoort (NL)
September 3-5	Brands Hatch (GB)
September 18-19	Oschersleben (D)
October 15-17	Hockenheim (D)

**P74 RUNNERS AND RIDERS**

## SMALL COULD BE BEAUTIFUL

The 13 Euro Series drivers will put on a good show, reckons *GLENN FREEMAN*

Last year AUTOSPORT highlighted the drivers from whom Jules Bianchi could expect a few headaches in his quest to deliver as the F3 Euro Series title favourite. In reality, nobody caused him that much trouble, but it's slightly worrying that the number of drivers we highlighted is equal to the entire grid this year – just 13.

So what's happened? GP3 has played its part, as has a resurgent Italian F3 series that entices drivers with prizes of Ferrari F1 tests.

But look beyond the numbers and it's clear that the drivers who are missing compared with last year would mainly make up the second half of the field.

The battle at the front will feature the same hotshoes, even without GP3, so whoever wins this year's Euro Series will be just as deserving as his predecessors. But he could be the last...

### 1 VALTTERI BOTTAS (FIN)



**ART GRAND PRIX DALLARA-MERCEDES**

AGE 20

2009 3rd in F3 Euro Series

His rookie season was pretty flawless, but not winning a race – which was mainly down to the dominance of Jules Bianchi – definitely got to him as the year went on. There's little to choose between Bottas and Alexander Sims, so he can't afford a repeat of his 2009 mid-season slump.

**WE SAY** Will need to assert himself over team newcomer Sims

**HE SAYS** "I know the team and car better this year, so the goal is the title"

### 2 ALEXANDER SIMS (GB)



**ART GRAND PRIX DALLARA-MERCEDES**

AGE 20

2009 4th in F3 Euro Series

After nearly snatching rookie of the year honours from Bottas last year, Sims steps into ART rightfully full of confidence. If anything, his peaks were higher than the Finn's last year, but he paid the price for a slow start which shouldn't be repeated now he is at home in an F3 car.

**WE SAY** Has what it takes to beat Bottas in equal machinery

**HE SAYS** "The speed is there and I'm 100 per cent confident in myself"

### 3 ROBERTO MERHI (E)



**MUCKE MOTORSPORT DALLARA-MERCEDES**

AGE 19

2009 7th in F3 Euro Series

Started 2009 impressively with Manor, but failed to build on that while other rookies continued to improve. There were flashes of speed throughout the season, but he never quite settled down. Mucke has often proved to be ART's closest rival, so he should be able to get some wins.

**WE SAY** Needs to turn occasional pace into consistent results

**HE SAYS** "I feel very confident and in form to challenge for the title"

### 5 EDOARDO MORTARA (I)



**SIGNATURE DALLARA-VOLKSWAGEN**

AGE 23

2009 14th in GP2, Macau Grand Prix winner

Mortara has been drafted back into F3 by Volkswagen and charged with beating Mercedes – a job he did in last season's Macau GP. Having already finished second in the Euro Series in 2008 before his unhappy GP2 campaign, his step down the ladder offers an interesting dimension to the title race that is rarely seen at this level.

**WE SAY** He can do the job if Signature can match ART all year

**HE SAYS** "We have made a step over the winter and we are pretty confident"

**4 CARLOS MUNOZ (CO)**



**MUCKE MOTORSPORT  
 DALLARA-MERCEDES**

**AGE 19**  
 2009 7th in FRenault WEC;  
 8th in FRenault Eurocup

The European FRenault scene is fiercely contested, so there's no shame in his results from last year. He's highlighted qualifying as his major weakness in that category, but he believes he's better suited to an F3 car. Set the pace on the final winter test day at Barcelona.

**6 MARCO WITTMANN (D)**



**SIGNATURE  
 DALLARA-VOLKSWAGEN**

**AGE 20**  
 2009 18th in F3 Euro Series

The pressure is on Wittmann to deliver this year after a low-key rookie season. He's been retained by the Renault F1-affiliated Gravity management programme, and with Mortara alongside him at Signature his bosses have a very good benchmark against which to judge him, so he'll need to step it up.

**7 DANIEL JUNCADILLA (E)**



**PREMA POWERTEAM  
 DALLARA-MERCEDES**

**AGE 18**  
 2009 2nd in Formula BMW Europe

After two competitive seasons in Formula BMW Juncadella has had enough grounding prior to the step-up to F3. The Spaniard was in the group of rookies who traded fastest times in winter testing while the experienced drivers didn't worry about headline times, so the initial signs are positive.

**8 NICOLAS MARROC (F)**



**PREMA POWERTEAM  
 DALLARA-MERCEDES**

**AGE 23**  
 2009 12th in German F3

Has admitted he's expecting a tough Euro Series baptism after a quiet year in German F3 in which he only managed one top-five finish. The oldest driver on the grid, he won't want to spend too long adapting at this level.

**9 ADRIAN QUAIFE-HOBBS (GB)**



**MOTOPARK ACADEMY  
 DALLARA-VOLKSWAGEN**

**AGE 19**  
 2009 4th in FRenault Eurocup and  
 FRenault NEC

The Brit has done his single-seater education on the continent for the past two years, and his European Formula Renault results show that he's developed well.

**10 MATIAS LAINE (FIN)**



**MOTOPARK ACADEMY  
 DALLARA-VOLKSWAGEN**

**AGE 19**  
 2009 14th in FRenault UK

The Finn's Formula Renault UK season last year was halted alarmingly when a massive crash at Snetterton left him with bleeding on the brain. Before then he'd scooped some top-10 finishes in the UK and the Eurocup.

**11 JIM PLA (F)**



**ART GRAND PRIX  
 DALLARA-MERCEDES**

**AGE 17**  
 2009 5th in Formula BMW Europe

ART is down from four cars to three this year at the request of the organisers, and that means Pla is the only rookie. He should settle in well with the French team, but as Adrien Tambay showed last year, nationality and a FBW background isn't always enough.

**13 ANTONIO FELIX DA COSTA (P)**



**MOTOPARK ACADEMY  
 DALLARA-VOLKSWAGEN**

**AGE 18**  
 2009 FRenault NEC champion;  
 3rd in FRenault Eurocup

Motopark's line-up of FRenault graduates who have already raced for it prior to 2010 is completed by the most successful. Da Costa has been with the team since he started racing cars in 2008, so should settle in well.

**14 LAURENS VANTHOOR (B)**



**SIGNATURE  
 DALLARA-VOLKSWAGEN**

**AGE 18**  
 2009 German F3 champion

Vanthoor joins the likes of Nico Hulkenberg and Christian Vietoris in moving over from German F3 to the Euro Series, and his performance in Macau for Signature suggested he won't have too much difficulty adapting to the higher quality of opposition.

# WHERE'S YOUR HEAD AT?

Drivers in every category of motorsport share one common attribute: they wear a crash helmet. And the race to make them as safe as possible never ends. *By CHARLES BRADLEY*

**A**s the old saying goes, if you've got a five-dollar head, get a five-dollar lid. Flippancy aside, it's improved helmet safety that saved Felipe Massa from a serious brain injury – or worse – in Hungarian Grand Prix qualifying last year. The technology that goes into the modern-day 'skid lid' costs quite a bit more than five bucks, but when you see how it stands up to a huge impact like Massa's, you realise it's worth it.

Since mid-way through 2004, drivers in Formula 1 have upgraded to a new FIA standard (8860-2004) that mandates carbonfibre shells, as opposed to traditional, and lighter, fibreglass composite construction. This costs about three-times as much to produce, but as Arai's F1 service technician Peter Burger points out, it's a small price to pay for improving your chances of survival.

"In Massa's accident, for sure the advantage of carbonfibre over fibreglass was clear," he says. "It can withstand a bigger impact. With a regular helmet, the spring would have cut much deeper into his head."

Helmet manufacturers are quick to react to such an accident. Arai's latest F1-spec GP-6RC, for example, features an additional carbon strip across the forehead, and the visor screws have been moved further back to try and avoid the visor being ripped away, as happened in the Massa incident. Schuberth, which manufactured the helmet Massa was wearing, reacted by changing a plastic component around the visor screw to titanium. It's a constant learning process, with both

the helmet manufacturers and the FIA doing their utmost to improve the safety level.

"The problem is the drivers always say they want the helmet to be lighter, but what they should be saying is that they want it safer," says Burger, who admits Arai's F1 lid is over 100 grammes heavier than Schuberth and Bell rivals. "You have to think why we make it heavier, and I think that's because we are unbeatable on safety." And 14 of the current 24 drivers on the grand prix grid appear to agree.

**"Drivers always say they want the helmet to be lighter, but what they should be saying is that they want it safer"**

**Arai's Peter Burger**


Witnessing the shock-absorption tests that helmets are put through to pass both the FIA and Snell standard tests is remarkable. Huge spikes and anvils are dropped from a great height, generating massive *g*-loads, yet every time you retrieve the helmet from the testing machine its inside is intact, no matter how smashed or battered the surface might appear after multiple impacts. The key to this is not only the hard exterior but the softer polystyrene inner shell, which soaks up the impact's energy so that it's not transmitted directly to the skull and brain. Of course, there remains the scope for an impact that is not survivable, as tragically proved by

Henry Surtees last summer. Again, data from that accident has been relayed into the system.

Visors are subjected to 500km/h ballistics tests, but perhaps the most impressive is the flame resistance properties of both helmet and visor. The internal temperature must not exceed 70C despite a direct propane flame being applied at 790C.

While the integrity of the designs are exponentially stronger than ever, the inner linings are just as important to drivers to ensure their comfort over a grand prix distance. High-speed straights tend to lend themselves to an amusingly-labelled phenomenon 'helmet suck', where lift is created underneath the chin. Splitters are now used, placed underneath the visor opening, to combat this.

And if you don't believe helmets can contribute to quicker lap times, how about this anecdote from Burger: "Heikki Kovalainen had complained that his helmet was feeling loose at the front on the straights, so I changed everything I could to try to make it better for him. We went to the next Barcelona test, and he was so happy with it that he suggested removing the small windscreen from the front of the cockpit – they found two-tenths of a second after that! Don't ever underestimate the fit of a helmet."

The grand prix stars get their garishly-painted lids for free (as well as Burger's expert attention as part of the service), but there's something reassuring about knowing you can buy off-the-shelf what Lewis Hamilton wears while strapped into his McLaren every other Sunday. And if it's good enough for Lewis...



ARAI

1



3

ARAI



ARAI

2



4

**IMAGES**  
1. Arai's Peter Burger  
2. The Arai test facility  
3. Flame resistance test  
4. Flat caps saved no-one  
5. F1 lids: FIA-approved  
6. Old not gold: Glock ('09) v Palmer ('80)  
7. Moss wore 'hi-tech' lid



5

ARAI



7

LAT



6

ARAI

**SUDDEN IMPACT**

**WHAT HAPPENED; WHAT WE LEARNED FROM IT**

**RUBENS BARRICHELLO**

**Imola 1994**

On the blackest weekend for Formula 1 in decades, Rubens Barrichello's practice shunt at the final chicane left him with a broken nose. His seatbelts stretched so much in the impact that the front of his helmet struck the cockpit side, enough to crack the front of his helmet.



ARAI

**KARL WENDLINGER**

**Monaco 1994**

Suffered serious brain injury when the low cockpit sides of his Sauber allowed the side of his helmet to hit the barriers in a practice crash, but investigation also revealed that the pit-to-car radio system contributed as foam had been removed from the inner shell to accommodate it.



**JOS VERSTAPPEN**

**Hockenheim 1994**

No impact here, but a huge flash refuelling fire in the pitlane. Despite burned sponsor logos, and some discolouration of the lining at the back of his helmet, its heat-resistance properties were proved.



ARAI

**LUCIANO BURTI**

**Spa 2001**

Head-on impact with the tyrewall caused his helmet to split open across the chin section. Investigation proved that a hole drilled for his drinks tube had weakened that part of the helmet. Drinks tubes are now situated inside the helmet and holes drilled in carbon lids must be homologated.



LUCIANO BURTI

**HEIKKI KOVALAINEN**

**Barcelona 2008**

Heavy accident during Spanish GP, which ripped off the front of the chassis, also caused cracks in the chin-section of his helmet as the tyrewall rode-up over the cockpit area. That area has been strengthened in subsequent designs.



LAT



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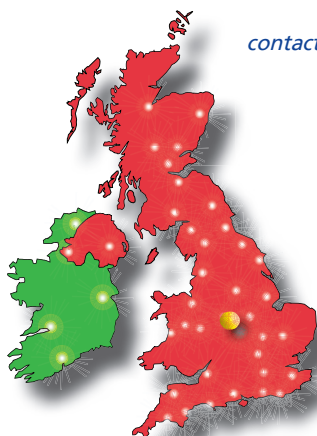
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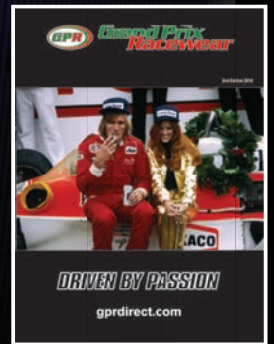
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DAVID JORD



Tin-top rivals? The Clio Cup (top) and Trofeo Abarth

## AUTOSPORT SAYS...

**KEVIN TURNER**  
NATIONAL EDITOR

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**OF COURSE** they're going to hurt each other! But probably not in the way you may think.

Looking down the Trofeo Abarth entry list there aren't a huge number of names you'd expect to see on a Clio grid. The problem is more likely to be one of funding. There are surely only so many people prepared to fund a baby tin-top campaign and the Trofeo series is, we are told, quite a lot cheaper.

They're slower too, partly thanks to the lack of a sequential gearbox, but if the racing is good who cares?

The Clio Cup is likely to remain ahead, largely thanks to its place on the TOCA package, but it definitely has a new challenger in the front-wheel-drive tin-top stakes.

Abarth's grid was the largest of the new series kicking off last weekend, at least on the mainland (the Irish Touring Car Championship started at Mondello). The AAA Saloon Cup, which started at Castle Combe (see page 94), had 13 cars and will surely grow as it fills a new niche: all-wheel-drive saloon racing.

I'm not so sure about the Aston Martin GT4 Challenge (p95), which attracted nine cars. I'm a marque fan, but I can't help but feel a few Astons in an equalised and multi-marque British GT G4 category would be a better way to go endurance racing.

### Extra contact details

**Ben Anderson**, editorial assistant  
ben.anderson@haymarket.com

## Clio grid struggles as new Abarth GB series kicks off

Are the two baby tin-top categories complementing or hurting each other?

» **RENAULT CLIO** Cup and Trofeo Abarth 500 GB bosses are confident the two series can co-exist, despite underwhelming grid sizes at their season-openers last weekend.

The Clio Cup races at Thruxton attracted 15 entries – 10 fewer than at last year's first round – while Trofeo Abarth kicked off at Oulton Park with 14.

Trofeo Abarth supremo Paolo Callea was encouraged by the start and told AUTOSPORT more cars are on the way. "We have 16 cars, but one was damaged and one did not leave from Italy in time – for the next round we will have 16," he said. "I have teams calling me and I would be happy with 20 by the end of the year."

Callea does not believe the new series is hurting the Clio Cup. "I think this year

has been hard on everyone, but I don't think that we have hurt any particular championship," he said. "We just have a package that works."

Clio Cup boss Simon North refused to comment on the Trofeo Abarth series, but said: "We're going to keep working very hard with the teams to make sure it appeals to drivers. We're in the best package there is [with the BTCC]."

North also pointed to the graduation of 2009 Clio Cup frontrunners Phil Glew and Alex MacDowall into the BTCC as a key selling point. "It's a big plus for us," he said. "If you look at the entire BTCC grid there's a very strong scene of ex-Renault drivers, and there are a couple more this year who can get there."

Mark Hunt, whose Team Pyro squad

fields cars in both series, added: "They're made for different markets. Trofeo Abarth is more for novices; the time difference between the front and back is bigger than in the Clio Cup, so it's easier for newcomers to join in. I don't think they take much from each other, maybe just three or four [entries] each way."

After finishing on the podium in the second Trofeo Abarth race, former Clio Cup champion Ben Winrow said: "The Abarth is closer to a road-spec car than the Clio and it acts more like a road car. It should be a fun year."

### Car Comparison

Trofeo Abarth	Renault Clio Cup
Power 190bhp	Power 208bhp
Weight 970kg	Weight 1060kg
Brands GP 1m43.628s	Brands GP 1m40.812s

## CONTENTS

**p96** SILVERSTONE BRSCC

**p98** MALLORY PARK 750MC

**p99** LYDDEN RALLYCROSS

**p100** CASTLE COMBE CCRC

**p102** CAR FOCUS BMW E30 M3

Silverstone

# Silverstone crash raises concerns

## Mosler rolls in Dutch Supercar Challenge race after hitting mud left due to recent circuit work



**SILVERSTONE'S OPERATORS** believe the circuit will be safer in the long run despite a multi-car shunt at the circuit last weekend.

Paul White rolled his Mosler after avoiding a startline accident in the second Dutch Supercar GT and SS1 race, triggered when Kevin Riley's example spun at the rolling start, possibly after a tap.

White swerved in avoidance and spun onto the new run-off area that has recently been introduced at and after Woodcote. The car hit the soft mud and flicked over, landing on its roof, and rescuers had trouble freeing him from the car. Nobody was seriously injured.

Mosler boss Martin Short, who won

the first race, criticised the state of the circuit, which has been undergoing extensive revisions for the Formula 1 and MotoGP events later in the year. "They've left raised earth above track level," he said. "The floor on Paul's Mosler was immediately presented with raised mud and the aluminium plate on the floor was partially ripped off. As far as I'm aware it's the first Mosler to roll."

"Paul was stranded upside down. They couldn't drag the car out because the soil was so wet, and in the end they needed a forklift to lift it out. It's really bad."

Short, who is also a member of track owner the BRDC, conceded that it did not appear an obvious problem before the

event, but believes action now needs to be taken. "It's an unfortunate event that has highlighted something needs to be done," he said. "It's a very serious situation."

But Silverstone Circuits managing director Richard Phillips is confident that the problem will be solved when the mud is soft enough to be rolled and the seeded grass begins to grow. He also pointed out that the Motor Sports Association licensed the circuit shortly before the weekend and the British Racing & Sports Car Club continued with last weekend's meeting after the crash.

"We've been trying to get on to roll it but it's been too soft because of the rain," he said. "Hopefully we'll have some dry

weather so we can do that, which would solve the issue until the grass grows.

"Last year if there had been the same accident it could have been worse because there would have been a barrier there. Once the grass has grown we'll have grass, gravel and asphalt before the barrier. We're putting safety measures in, but we're in an intermediate stage and we're waiting for the grass to grow."

"We've got a lot of measures and it'll be a much safer circuit than before."

"We regret the accident happened, but we're working towards having one of the safest circuits in the world."

Silverstone's next meeting is a BRSCC-run event this weekend.

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British Formula Ford

## Speedsport and Academy to Ford

**THE NEW** Formula Academy Series has joined forces with Silverstone-based Speedsport to run a two-car British Formula Ford team this season.

The new team, which has yet to be named, plans to run Van Diemen cars in both the Scholarship and Championship classes. The 2011 Scholarship seat will go to the winner of a shoot-out between this year's top three Formula Academy drivers (see

AUTOSPORT, March 18).

Speedsport has a strong history in single-seaters, having taken British F3 wins in the 1990s, and has tested various drivers in its own Van Diemen Formula Ford over the past two years. Boss Mike O'Brien also manages the career of 2007 British Formula Ford champion Callum MacLeod.

Formula Academy boss Ken Bowes hopes the squad will help strengthen the links between his new series and British Formula Ford. "I'm a huge fan of Formula Ford, having successfully competed as a driver and team owner in the past," he said. "The intention has always been to run a Formula Ford team alongside the Formula Academy Series."



More Van Diemens are set to join Formula Ford

EBREY/LAT

### Ray returns to the top step in UK Formula Ford

Scott Malvern gave Ray its first British Formula Ford win since late 2007 at Oulton Park last Monday. The Cliff Dempsey Racing driver scored two second places in the other races



EBREY/LAT

Formula Renault UK

## Successful first UK races for new 2010 Formula Renault chassis

**THE FIRST** Formula Renault UK races with the new-for-2010 Barazi-Epsilon-designed chassis ran smoothly last weekend at Thruxton.

Teams received final updates for the car last Thursday night, on the eve of the pre-race test. These included trackrods, rockers, wiring looms and an extension to move the brake-master-cylinder reservoirs out of the pedal box.

Manor Competition team boss Tony Shaw, whose drivers finished

first and second in a 20-car field in Sunday's second race, said: "Renaultsport organised it rather well and we still managed to get to the local curry house on Thursday night!"

Series boss Simon North paid tribute to the efforts made by the teams with the new car: "We've had to deal with a lot of difficult situations over the winter, but in 20 years of Formula Renault I don't think anyone's worked as hard as the teams have," he said. "They put on an excellent show."

MARCUS PYE

# HUMBLE PYE

The voice of club motor racing



F1 names and V12 power but no footie-size crowds

Inventing modern motor racing classes has not been a golden goose for many, yet still they try. For all its bizarre contrived format and huge prize money bluster, the bold yet unfathomable – to most apparently – football-themed Superleague Formula (SF) is but another 'so what' category probing the vortex that recently swallowed A1GP (the self-proclaimed 'World Cup of Motor Sport') after four torrid seasons.

Neither's cars are/were junk. SF's Elan Motorsports Technologies chassis (recycled Panoz Indy Cars) are big, spectacular lumps by European standards, and clearly a real handful to drive. Another bonus, their 4.2-litre MCT V12 engines sound savage while drivers work overtime.

But SF can't even boast A1GP's cachet of incumbents selected by nationality – and nobody gives a damn who is wearing which notional strip. Perhaps not even the soccer teams 'involved', beyond a fat royalty for use of their colours? There seems to be no interaction or cross-pollination, and neither (defending champion) Liverpool FC or Tottenham Hotspur is shouting about it. Despite drivers James Walker's and Craig Dolby's efforts.

I went to Silverstone on Saturday for the third-season fledgling's kick-off, half-expecting to see team scarves a-fluttering, or a car park full of those irritating rear window-mounted mini shirts that make overtaking 'Mondeoman' a hazard. Having sold 51 admission tickets on

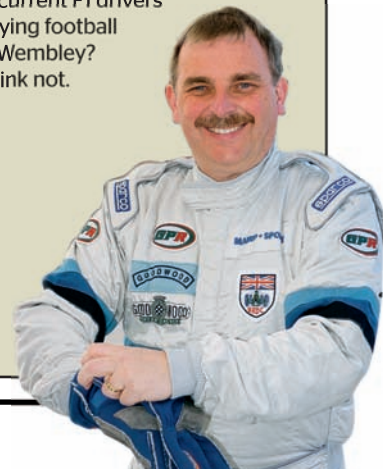
Friday, and possibly 130 on Saturday, it hadn't blipped on footie fans' radars though. Or were they saving themselves for Sunday's races? Two of 40 minutes (what, no change of direction at half-time?), then a climactic, if random, penalty shoot-out – a dash for cash for the top six.

The business model remains a mystery, but Spanish investors and title sponsor Sonangol, the national oil company of Angola (an African nation that vacated international racing post-independence from Portugal in 1975), stump up €5million, with €100,000 for each round's winner. Serious paydays presumably demand big crowds.

Not in the UK, where Easter weekend was so special until the demise of the European F2 championship – in which F1 aces and wannabes routinely packed Thruxton – in '84. Successor Formula 3000 – which liquidated Bernie Ecclestone's DFV stash, accrued when F1 went turbo – was never as popular but was at least an open chassis class, unlike GP2.

There were F1 rejects (Bourdais, Karthikeyan) at Silverstone but, far from the "football-inspired fervour of the grandstands" of which SF's website crows, orange umbrellaman (the only soul in one Woodcote stand to the bitter end), didn't care about them – or their footie teams. Then again, would 22 current F1 drivers playing football fill Wembley? I think not.

“Superleague Formula can't even boast A1GP's cachet of incumbents selected by nationality”



## Ginetta Challenge

# New squad makes Ginetta racing bow

### THE HARROGATE

Horseless Carriages Motorsport squad made its Ginetta Challenge debut at Oulton Park last weekend, with Ginetta regular Dominic Pettit at the wheel.

The new team, run by former Ginetta employee and historic racer Charlie Kemp, has bought a brace of G40s and plans to field drivers in both the Challenge and the Ginetta Junior Championship this year (see AUTOSPORT, October 8, 2009).

Unlike the G40s racing in the Junior series at Thruxton, Pettit's machine ran in Challenge specification, which has

around 40bhp more than the Junior version. Pettit finished ninth in the renamed series, which has expanded beyond the G20-only status it has had previously, at Oulton. He was first of the non-G20 runners, and set a best race lap within two seconds of the fastest G20 time.

Kemp said: "We hope Ginetta will allow the cars to be more equalised for the next round and that Pettit will be racing for us."

"We are looking to run people in modern and historic racing. We can engineer cars, and, with my racing background, help to teach drivers at the same time."

Pettit raced for new team at Oulton



## SOLID BIKE SPORTS DEBUT FOR STOHR'S DSR

RGB convert Mike Field gave his Lee Stohr-designed DSR its first 750MC Bike Sports outing at Mallory Park last Sunday. The one-litre Yamaha R1-powered US import recorded a best finish of fifth.



MICK WALKER



Huff won in guest car, now Vernon will drive it

## Ginetta G50 Cup

# Huff wins; Vernon's next

Rob Huff won all three of his Ginetta G50 Cup races last weekend in the guest car. Now single-seater racer Kieran Vernon will drive it



### BRITISH FORMULA

Ford frontrunner Kieran Vernon will be the next man to race the Ginetta G50 Cup guest car, which World Touring Car Championship star Rob Huff used to win three races last weekend.

The Dynojet-run machine has been introduced into the TOCA-supporting series this year. Huff dominated the Thruxton rounds in it and now Vernon, a former Ginetta G20 frontrunner, will make his GT debut in the 300bhp car at Rockingham on April 24-25.

Vernon said: "I'm really looking forward to it, it's something completely different after I've been racing Formula Ford for a year or so. I've never driven a big GT car like that before so it'll be new to me and I'll have to learn as I go."

"Rob Huff has just won three races in that car so I know it's good! It's just a nice opportunity to try something new and hopefully it will be a relaxed and fun weekend, but when you get there you always get competitive and want to do as well as you can."

After his victories Huff, who had not raced at the Hampshire venue for six years, said: "Awesome. Pole and three wins, it doesn't get any better."

"This is the first time I've ever won three races in a weekend. I am used to front-wheel-drive but had no trouble adapting to the G50. It's a lovely car to drive."

The cancellation of this weekend's WTCC rounds in Mexico means that Huff will instead contest the Brands Hatch MG Car Club meeting aboard the MGB with which he began his career.

## AAA Saloon Cup

# New all-wheel-driver races are go

THE AJEC All-Wheel-Drive Academy Saloon Cup kicked off at Castle Combe on Easter Monday with a 13-car field.

The new series has been designed by the Castle Combe Racing Club to capitalise on the growing popularity of four-wheel-drive Japanese tin-top machinery, which has featured heavily in Drifting and Time Attack events in recent years (see AUTOSPORT, October 22 2009 and January 21 2010).

Ironically, the Ford Escort RS Cosworth of Nick Williamson beat the quickest Mitsubishi - including Simon Norris's 900bhp Bogey Evo and AJEC boss Laurie Kilby's Evo X Stealth - in the inaugural AAA race, which has classes for modified and standard machines. However, former Combe Saloon champion Gary Prebble redressed the international balance in race two aboard a Mitsubishi Evo RS7 Sprint.



Castle Combe hosted first AAA Cup races

OLIVER READ

## IN BRIEF

**JAMES BIRCH** made his Formula BMW Pacific debut at Sepang last weekend. The European Formula Vee champion had a 12th place and a retirement in the two Malaysian Grand Prix support races.

**DOUBLE PORSCHE** Club Champion Jez Clark will contest Class One in 2010 with the County Classics team that ran him to the Class Two title in 2009.



**THE DODGE** Viper of Aaron Scott and Craig Wilkins (left) failed to start the British GT races at Oulton Park last Monday after

Wilkins crashed on his first flying lap in qualifying on Saturday.

**FORMER SLICK 50** Road Saloon champion Simon Light made his racing comeback at Cadwell Park last weekend after a 12-year absence. He was running second in Classic Thunder when engine trouble forced him out.

**REIGNING 2CV CHAMPION** and stonemason Phil Myatt will not contest this season's opening rounds because a 300kg slab of granite has crushed his right index finger.

**FORMER STOCK** Hatch and Northern Sports/Saloon race winner Andy Robinson debuted his ex-Adam Sharpe Britcar Ford Falcon (below) in the Classic Thunder event at Cadwell Park last weekend. He was leading from pole when a puncture forced a DNF.



**VETERAN BRITISH** motorsport commentator Norman Greenway died last month, two weeks short of his 88th birthday. His career included a BBC stint.

**DOUBLE MONOPOSTO** champion Steve Cave raced his new Suzuki Hayabusa-powered JKS SC10 for the first time in the Bike Sports races at Mallory Park last Sunday. He finished sixth in race one and crashed out of race two.

**HISTORIC FF1600** racer Amanda Whitaker will race a rare Tiga SF78 FF2000 car and her rebuilt Elden PRH8 in FF1600 at Cadwell Park this weekend.

**CLASSIC THUNDER** frontrunner Andy Davies has swapped his BMW M3 for an ex-Andrew Gallacher Ford Focus RS this season (right). He was leading at Cadwell last weekend before a diff failure.



### Aston Martin GT4 Challenge

## Modest grid for Aston's first single-make series

**ORGANISERS OF** the new one-make Aston Martin GT4 Challenge remain upbeat about future prospects for the series, despite a small grid for the inaugural race at Snetterton last weekend.

Nine cars turned out for the first round of the British

marque's first ever single-make series, which is open to the Vantage GT4 model and its predecessor the N24, running spec ECUs and Dunlop control tyres.

The six-race series, comprising enduros of between 90 and 150

minutes, is designed to allow car owners to compete against each other on equal terms, rather than as class entries in other series, such as British GT.

Series co-organiser Jamie Wall said: "We were hoping for double figures, but we're

happy with nine cars for the first round. It's great to see the cars in a race of their own, rather than as a class in another series.

"There are a lot of customer cars out there and we'd like to get them on the track. With the other series Aston Martin has, it helps to provide a natural progression for drivers.

"The focus is on getting amateur racing at a good level, and we've worked hard on the regulations, and with Dunlop to develop the tyres, to get it right.

"We're hoping to have around 15 or 16 cars for May's St John Horsfall meeting at Silverstone, and we're also looking forward to going to Spa as part of the Belcar series."

Nine cars turned out for inaugural event



RICHARD STYLES

### Ginetta G50 Cup

## G50 racer Denis hurt in high-speed crash

**GINETTA G50** competitor Dan Denis was hospitalised following a crash at Thruxton on Sunday.

Denis's Matt Blyth Motorsport machine left the road at Village corner while travelling at over 120mph, hitting the barriers with the nearside front corner.

Team boss Matt Blyth said: "He has a broken collarbone, three cracked vertebrae and severe bruising to his chest and neck. He is in good spirits and hasn't been put off racing by the crash,

although he will probably be out of action for a couple of months."

Fellow G50 Cup racer Adam Morgan was lucky to escape injury after rolling his car during qualifying for the same event. The Dynojet driver lost control at Church corner and went backwards into the barriers before riding over a bank and coming to rest upside down.

The car was repaired in time for Sunday's races, allowing Morgan to claim 12th and ninth place finishes.

### Bike Sports

## Abbott Jr fast on race debut

**JAMES ABBOTT**, son of Radical co-founder Phil, made his race debut in a Radical PR6 at Mallory Park on Sunday.

Abbott, 16, who had previously tested the Suzuki Hayabusa-powered car at Almeria in Spain, set competitive lap times en route

to fifth place in the first Bike Sports race and third in race two, despite a lack of running at the Leicestershire track.

"He started building the car in last year's summer holidays and did 85-90 per cent of the work himself," said Abbott Sr, who oversaw the project.

Abbott was quick on debut



STEVE JONES

### Formula Vee

## Formula Vee racer breaks back at Mallory



Tubb broke bones in crash

MICK WALKER

**FORMULA VEE** racer Perry Tubb suffered several broken bones in a race-stopping crash at Mallory Park last Sunday.

The Pirtek Marauder driver was running in a pack when he lost control for reasons that are not yet clear and crashed on the approach to Shaw's Hairpin. The front of the car struck the barriers before the 1300cc machine

spun back on to the track.

The race was stopped and the meeting delayed while rescue crews removed Tubbs from the wreckage. He was then taken to hospital.

Tubb suffered a broken right heel and two broken bones in his back, and was awaiting the results of a CT scan on his neck as AUTOSPORT closed for press.



ERIC SAWYER

Reid starred in GP Masters but didn't win either race



# Victories to Tyrrell and Williams but Reid fails

**A BROAD MIX** of races supported Superleague at Silverstone, from historic single-seaters to the sportscars of the SPEED series and Dutch Supercars. Former BTCC ace Anthony Reid dominated the opening wet Grand Prix Masters race, easing away from the field in the ex-

Alan Jones Williams FW07 until the Cosworth motor stopped with a rotor arm failure. With the leader out, Classic F3 star Bill Coombs took victory in his Tyrrell, clear of Katsuaki Kubota (Williams) and Abba Cogan (Arrows). In Saturday's race Reid stormed through from the fourth row of the grid, only

to be denied the win when an engine problem struck. That meant he just lost out to Kubota, who set a series of fastest laps as he closed on his fellow Williams man. The first SPEED Series race went to the rapid combination of Warren Hughes and Jody Firth, experienced Hughes opening up a lead over

the field that Firth easily converted to a win in their rented Ligier. Second went to the Simon Phillips/Chris Ward/Leighton Clark Norma, which just pipped the Woodcock brothers' Ligier to the flag. Hughes set the pace again on Saturday until a rear wing failure forced him to pit. Firth recovered to second, the win going to the Simon Dolan/Sam Woodcock Ligier that retired in Friday's race.

The opening Dutch Supercar race was for classes SS2 and SP and Pieter van Soelen brought his BMW M3 home ahead of the 30-car field after an hour of racing. The unusual Saker GT of Derwin Belt came through to take second, while early leader Marco Poland recovered from a spin to secure third. Belt had Sunday's 40-minute race under control, leading early and taking an early stop to regain the lead. Second went to the

venerable Marcos of the Sijthof family, which climbed up the order from the back of the grid. It was a Mosler clean sweep of the podium in the first GT and SS1 Dutch Supercar race, Martin Short heading the pack in the one-hour race and finishing clear of the Topcats Mosler of Andrew Beaumont and Ben Clucas after an epic battle with Clucas. Kevin Riley completed the British domination, the Ferraris of Peter Versluis and Dave Basu the only other cars on the lead lap at the finish. The first start for Sunday's race was red-flagged immediately after a pit-straight incident, and the race distance was dramatically reduced. The final laps of the seven-lap



ERIC SAWYER

Walker won the Caterham R300 race comfortably

**GRAND PRIX MASTERS (8 LAPS)**  
1 Bill Coombs (Tyrrell 009); 2 Katsuaki Kubota (Williams FW07C) +8.666s; 3 Abba Cogan (Arrows A3); 4 Ian Simmonds (Tyrrell 012); 5 Frank Sytner (Hesketh 308B); 6 John Grant (Shadow DN9A) **Class winners** Sytner; Grant **Fastest lap** Anthony Reid (Williams FW07B) 2m08.838s (89.26mph).  
**RACE TWO (14 LAPS)** 1 Kubota; 2 Reid +0.134s; 3 Coombs; 4 Kogan; 5 Sytner; 6 Steve Allen (Arrows A1); CW Kubota; Sytner; Grant. **FL** Kubota

1m42.814s (111.85mph).  
**SPEED SERIES (41 LAPS)**  
1 Jody Firth/Warren Hughes (Ligier JS49); 2 Simon Phillips/Chris Ward/Leighton Clark (Norma) -1 lap; 3 Gary Woodcock/Michael Woodcock (Ligier JS49); 4 Gary Kane/Tom Ashton (Ligier JS49); 5 Mohson Rashid/Adriano Medeiros (Ligier JS49); 6 John Grant/Christophe Burrick (Ligier JS49).  
CW Kane/Ashton. **FL** Hughes/Firth 2m01.785s (94.42mph).  
**RACE TWO (39 LAPS)** 1 Simon Dolan/Sam Hancock (Ligier JS49/38); 2 Firth/

Hughes +52.135s; 3 Woodcock/Woodcock; 4 Kane/Ashton; 5 Phillips/Ward/Clark; 6 Grant/Burrick.  
CW Kane/Ashton. **FL** Hughes/Firth 1m48.218 (106.26mph).  
**DUTCH SUPERCAR CHALLENGE SS2 & SP (28 LAPS)** 1 Pieter van Soelen (BMW E46 M3); 2 Derwin Belt (Saker GT) +58.535s; 3 Marco Poland (BMW E46 M3); 4 Ferry Monster/Robin Monster; 5 Richard van den Bos/Bert van der Zwerde; 6 Luco Hornsveld. CW van den Bos/van der Zwerde. **FL** Monster/Monster

2m02.888s (93.58mph).  
**RACE TWO (19 LAPS)** 1 Belt; 2 Bob Sijthof/Dierdrick Sijthof (Marcos Mantis) +17.462s; 3 van Soelen; 4 Monster/Monster; 5 Piona James (Ginetta G50 GT4); 6 Hornsveld.  
CW Koen Bogaerts/Mark van der Aa (BMW 1 Series). **FL** Sijthof/Sijthof 2m01.509s (94.64mph).  
**DUTCH SUPERCAR CHALLENGE GT & SS1 (27 LAPS)** 1 Martin Short (Mosler MT900R); 2 Andrew Beaumont/Ben Clucas (Misler MT900R) +6.091s; 3 Kevin Riley

(Mosler MT900R); 4 Peter Versluis (Ferrari F430 GT2); 5 Dave Basu (Ferrari F430 GT3); 6 Cor Euser (Ferrari F430 GT2). CW Robin Donovan (Porsche 997 GT3). **FL** Short 2m03.336s (93.24mph).  
**RACE TWO (7 LAPS)** 1 Euser; 2 Short +1.839s; 3 Clucas; 4 Versluis; 5 Japp van Lagen (Porsche 997 GT3); 6 Basu. CW Euser; van Lagen. **FL** Euser 1m53.299s (101.50mph).  
**CATERHAM R300 SUPERLIGHT (14 LAPS)** 1 Jonathan Walker; 2 Andrew McMillan +10.167s;

3 Trevor Fowell; 4 Ollie Taylor; 5 Peter Young; 6 Paul Brannan. **FL** Powell 2m07.304s (90.31mph).  
**WORLD SPORTSCAR MASTERS (33 LAPS)** 1 Anthony Reid/Shane Kelly (Lola T70 Spyder); 2 Steve Tandy/Peter Chambers (Lola T70 Mk3B) +51.74s; 3 Chris Fox/Mark Hales; 4 Richard Evans/John Crowson (Arbarth PA01); 5 David Coplowe/Martin Stretton (Lola T70 Mk3B); 6 Bob Houghton (Lola T210). **FL** Coplowe/Stretton 1m56.376s (98.81mph).



Van Soelen BMW leads Dutch Supercar pack



ERIC SAWYER

sprint became a Short versus Cor Euser battle. The Mosler held off the Ferrari until Short got boxed in by backmarkers exiting Luffield for the final time, Euser blasting past to take a last-gasp win. Clucas took third and just failed to catch veteran Short as his engine died.

A huge field of Caterhams kicked off the Superlight R300 series, but the Saturday race was declared null and void as the wet track caught out too many runners. They made up for it with an exciting race on Sunday, Jonathan Walker breaking clear after some frenetic early laps to win by over 10 seconds – a huge distance by Caterham standards. Early leader Andrew McMillan took second after spinning to the bottom of the top 10.

Richard Evans led the first half of the World Sportscar masters race, only pitting at the last moment to hand over to John Crowson, who spun on his out lap. That gave the win to the Lola T70 Spyder of Anthony Reid and Shane Kelly, ahead of Steve Tandy/Pete Chambers.

■ By Paul Jurd

**CADWELL PARK BARC** April 3  
Tin-top wins for Howard, Stanford and Primett

Fowler and Stanford put on a good show



## Howard wins as Ford and BMW fight it out

STEVE JONES

IT MIGHT HAVE been plain sailing for David Howard's Jaguar XJ12 at the head of the field, but the Classic Group One race at Cadwell Park provided an almighty scrap for second. Mark Fowler's Ford Capri eventually took the runner-up spot, but he wasn't the only man to stake a claim.

Howard was pushed hard at the start by the Rover Vitesse of Tim Scott-Andrews. But when the Jaguar driver got out of shape at Park on the opening lap, Scott-Andrews went for the gap and spun out of contention.

Fowler took up the chase but was no match for the Big Cat, particularly as he had Roger Stanford's BMW 2002 just inches behind. The pressure finally told on lap six as Fowler spun at Hall Bends and Stanford took to the grass in avoidance but emerged in second.

The BMW looked set for second, only for Stanford to pull off with a couple of laps to go with battery

failure. Fowler just made it home in second after dropping a valve on the last lap and being rapidly caught by the recovering Scott-Andrews.

Howard's Jaguar XJ12 was never really challenged in the Post Historic Touring Cars. He led from start to finish, with Roger Stanford's BMW a solitary second. But roles were reversed in the Pre-'93 Tourers when Stanford's newer M3 never gave Howard a look-in.

Stanford's set of three podiums in three different machines was completed with a lights-to-flag win in the Classic Saloons and Historic Touring outing in his Ford Lotus Cortina.

It was survival of the fittest in the Classic Thunder encounter, in which almost half the field failed to finish. Second qualifier Ross Ronchetti's rapid Talbot Sunbeam Lotus failed to start and initial leader Andy Davies (Ford Focus) went off at Barn on the first lap. Then

poleman Andy Robinson's Ford Falcon got a puncture after five laps, leaving Graham Wait's Ford Sierra Cosworth in charge, until he too picked up a puncture. Simon Light's Capri battled with Stephen Primett's Ford Escort until his engine tightened. That handed a surprise victory to Primett, who had Ashley Bird's Sierra and Allan Davies' BMW M3 in his wheeltracks at the flag.

Both 2CV races ended in duels between Matthew Hollis and Sammie

Fritchley, after ex-Porsche Carrera Cup racer Lewis Hopkins led each time before falling off the pace. Hollis made it to the front just before half-distance in race one, and successfully kept Fritchley at bay, as Ainslie Bousefield beat Hopkins to third.

The second race had a similar outcome for Hollis but he had to work much harder, as he and Fritchley had an equal share of the lead. Hollis clinched it on the last lap.

■ By Peter Scherer

### GROUP 1 TOURING CARS (12 LAPS)

1 David Howard (Jaguar XJ12); 2 Mark Fowler (Ford Capri) +35.21s; 3 Tim Scott-Andrews (Rover Vitesse); 4 Matthew Irons (BMW 323i); 5 Nathan Turner (Rover SD1); 6 Richard Langeveld (Ford Escort MkD). **Class winners** Fowler; Langeveld; Neil Bray (Ford Fiesta); Irons. **Fastest lap** Howard 1m46.144s (74.17mph).

### POST HISTORIC TOURING CARS (12 LAPS)

1 David Howard (Jaguar XJ12); 2 Roger Stanford (BMW 2002) +10.257s; 3 Chris Nixon (Ford Escort MkD); 4 Neil Bray (Ford Capri); 5 Phil Manser (Mini Cooper); 6 Brian Stevens (Lotus Cortina). **CW** Bray; Stanford Stevens; Keith Calver (Morris Mini 1275GT); Andy Messham (Austin Mini Seven); Richard Langeveld (Ford Escort MkD). **FL** Howard 1m45.678s (74.50mph).

### PRE-'93 TOURING CARS (12 LAPS)

1 Roger Stanford (BMW M3); 2 David Howard (Jaguar XJ12) +21.679s; 3 Malcolm Wise (Ford Sapphire Cosworth); 4 Ken Lark (VW Corrado); 5 Colin Stubbs (Rover 216 Gti); 6 Tim Scott-Andrews (Rover Vitesse). **CW** Howard; Wise; Tom Dommett (BMW 325i); Stubbs; Daniel Smoughton (BMW 320i); Lewis Gent (Ford Fiesta XR2i). **FL** Stanford 1m41.668s (74.31s).

### CLASSIC SALOONS & HISTORIC TOURING CARS (11 LAPS)

1 Roger Stanford (Lotus Cortina); 2 Phil Manser (Mini Cooper) +10.231s; 3 Brian Stevens (Lotus Cortina); 4 Nick Jones (Ford Anglia);

5 Julian Crossley (Morris Mini); 6 Andy Messham (Austin Mini Seven). **CW** Manser; Luc Wilson (Austin A40); Messham. **FL** Stanford 1m50.732s (71.10mph).

### CLASSIC THUNDER & BLUE OVAL SALOONS (12 LAPS)

1 Stephen Primett (Ford Escort MkD); 2 Ashley Bird (Ford Sierra); 3 Allan Davies (BMW M3); 4 David Hill (Honda Civic Type R); 5 Jeff Windsor (Ford Sierra RS Cosworth); 6 Stuart Macmaster (Honda Integra Type R). **CW** Davies; Hill; Bird; Trevor Mitchell (Ford Fiesta). **FL** Andy Robinson (Ford Falcon) 1m35.746s (82.22mph).

### 2CV (12 LAPS)

1 Matthew Hollis; 2 Sammie Fritchley +0.170s; 3 Ainslie Bousefield; 4 Lewis Hopkins; 5 Alec Graham; 6 Wayne Cowling. **FL** Fritchley 2m08.558s (61.24mph). **RACE TWO (12 LAPS)** 1 Hollis; 2 Fritchley +0.114s; 3 Simon Clarke; 4 Anthony Robinson; 5 Steve Panas; 6 Hopkins. **FL** Panas 2m08.019s (61.49mph).

### AUSTIN HEALEY CLUB (12 LAPS)

1 David Grace (3000); 2 David Smithies (3000) +5.993s; 3 Eric Woolley (3000); 4 Patrick Harris (Sprite); 5 Peter Grant (3000); 6 Neil Cameron (Arlley Sprite). **CW** Harris; Cameron; Mark Pangborn (1000). **FL** Grace 1m44.724s (75.17mph). **RACE TWO (12 LAPS)** 1 Grace; 2 Smithies +5.359s; 3 Chris Clarkson (3000); 4 Woolley; 5 Harris; 6 Grant. **CW** Harris; Pangborn. **FL** Grace 1m44.743s (75.16mph).



STEVE JONES

Hopkins leads the 2CV field away

**MALLORY PARK 750MC** April 4  
Rogers wins on return; Farmer beats Anderson

Rogers took victory weeks after donating kidney



# Comeback king Rogers gets the Contour right

**EIGHT WEEKS** after he donated a kidney to his brother, Paul Rogers powered the unique Kawasaki-powered Contour RGB car to a poignant comeback victory as sportscars reigned at a sparse 750MC clubbie.

It took the polesitter a lap and a half to oust Doug Carter's Genesis, but once into his stride the Norfolk man banged in three successive lap records and went 20 seconds clear. "That's the icing on the cake," said Rogers, who had watched pal Derek Jones win Snetterton's soggy series opener in the car.

Carter saw off Steve Cutmore – in the quickest

of three Spires – and Gary Goodyear for second. Tony Gaunt's rebuilt Wolfe ZXR pushed Tim Hoverd all the way in Class B, while Alastair Boulton claimed a record in pipping Colin Chapman for the C pot.

Kit Car honours seemed assured when runaway leader Andy Hiley pitted his Taydec with oil pressure worries. Matthew Lewis (MNR Vortex) and Clive Hudson (Eclipse) had already spun away their chances, but John Moore – who qualified out of session having rectified an oil leak – blasted his Sylva Phoenix though a gaggle comprising Nigel Brown, Guy Hussey (later to retire) and Rob Johnston to win.

Ecstatic, the sixth-row starter shaded the inspired Brown on the line, chased by the Cyanas of Johnston and Anton Landon, with a recovering Lewis closing.

The Formula Vee round was boiling up nicely when Ben Anderson caught Peter Belsey and Martin Farmer to make it three at the front. When Belsey's Spyder, having already dropped to third, gyrated at the Esses, Anderson turned up the heat on Farmer who, having run his engine in during qualifying, had leaped from row two to lead.

Farmer needed to make hay at the hairpin, where Anderson was struggling for traction, for the AUTOSPORT man was a



Windley (2) doubled up in 750 Trophy

tad quicker elsewhere. Just as Anderson was poised to pounce, however, Perry Tubbs (Merauder) shunted en route to Shaws. Reds flew for his extrication and barrier repairs. After a long delay, results were declared with seven races to run.

While Farmer was delighted with victory, Anderson's fastest lap bonus extended his points lead. Paul Taylor completed another GAC 1-2-3, ahead of John Hughes, Paul Smith and the recovering Belsey.

Darren Luke won both Bike Sports series openers as Suzuki Hayabusa-motivated Radical PR6s dominated. Top qualifier Nigel Place snuck past Luke in race two, only to slither wide and spin entering Gerards as they lapped Mike Field's Stohr, while Steve Cave's JKS also fell foul of the greenery.

"I don't think I'd have got Nigel, but it's a good start," said Luke. Star of the show, though, was 16-year-old James Abbott who completed his first race meeting with third place and a fastest lap 0.14sec

outside Luke's new record.

As at Snetterton, Roger Row was uncatchable in the 750 Formula, but once reigning champion Dave Robson's SDAR was in decline, Bill Rutter kept the Centaur pilot honest for a while. Nathaniel Cooper reeled him in, however, and squeezed ahead with a lap to run. But Rutter was not about to relinquish a personal best result and jostled back to claim silver by half a Darvi's length.

Grahame Weetman wriggled his DNC from 11th on the 750 Trophy grid to pass leader Roger Windley, only for the poleman to retaliate on the final lap. With Weetman involved in a five-car shemuzzle at Gerards on race two's opening lap, 'Old Father Time' won again.

The KTM X-Bow of Sam Mowle threatened Goodyear's Fulcrum until the Allcomers opener was red-flagged, but it was Doug Ellwood's Marcos that got closest to the former kit car – refettled as an RGB with Kawasaki engine – after the restart.

■ By Marcus Pye

**RGB (17 LAPS)** 1 Paul Rogers (Contour RGB09b); 2 Doug Carter (Genesis Evo); +19.28s; 3 John Cutmore (Spire GTR); 4 Gary Goodyear (RAW Fulcrum); 5 Tim Hoverd (Fisher Fury); 6 Tony Gaunt (Wolfe ZXR). **Class winner** Hoverd; Alastair Boulton (ST Phoenix). **Fastest lap** Rogers 47.51s (102.29mph).

**FORMULA VEE (10 LAPS)** 1 Martin Farmer (GAC 01); 2 Ben Anderson (GAC 01) +0.65s; 3 Paul Taylor (GAC); 4 John Hughes (Scarab Mk5); 5 Paul Smith (AHS Dominator 09); 6 Peter Belsey (Spyder Mk2). **FL** Anderson 51.02s (95.26mph). **BIKE SPORTS (25 LAPS)** 1 Darren Luke (Radical PR6); 2 Nigel Place

(Radical PR6) +77.5s; 3 James Breakell (Radical PR6); 4 Richard Stables (Radical PR6); 5 James Abbott (Radical PR6); 6 Steve Cave (UKS SRC10). **FL** Luke 44.54s (109.12mph). **RACE TWO (25 LAPS)** 1 Luke; 2 Stables +9.23s; 3 Abbott; 4 Breakell; 5 Mike Field (Stohr DSR); 6 Chris Hillaby (Radical SR6). **FL** Luke 44.15s (110.08mph) record. **750 FORMULA (16 LAPS)** 1 Roger Rowe (Centaur Mk20MC); 2 Bill Rutter (Darvi Mk5) +57.0s; 3 Nathaniel Cooper (Davis

T7); 4 Dave Robson (SDAR/83); 5 Rod Hill (Mystic T4/21); 6 Martin Kemp (Racekits Falcon). **CW** Paul Morris (Darvi 92J). **FL** Cooper 51.57s (94.24mph). **750 TROPHY (14 LAPS)** 1 Roger Windley (Time 3B); 2 Grahame Weetman (DNC) +0.72s; 3 Ron Welsh (Fairthorpe FJ); 4 Paul Gorolini (JB); 5 Don Rawson (Rawson-Climax); 6 David Larkins (Gerrell). **CW** Weetman; Mike Peck (Austin 7). **FL** Windley 58.47s (83.12mph). **RACE TWO (14 LAPS)** 1 Windley; 2 Rawson

+22.83s; 3 Gorolini; 4 Welsh; 5 Russell Spinks (Hague); 6 Michael O'Mahony (Reon). **CW** Rawson; Gregan Thrustor (Austin 7). **FL** Windley 58.40s (83.22mph). **ALLCOMERS (12 LAPS)** 1 Gary Goodyear (RAW Fulcrum); 2 Doug Ellwood (Marcos Mantis) +1.38s; 3 Sam Mowle (KTM X-Bow); 4 Doug Carter (Genesis Evo); 5 Russell Hennessy (Shelsley GTR); 6 Austen Greenway (Fisher Fury). **FL** Goodyear 49.36s (98.46mph).

**LYDDEN BRITISH RALLYCROSS** April 5  
Doran takes victory; Binks heads the table



Doran's Citroën won, despite Procter's Ford challenge

## Doran takes the win for Citroën

**THE OPENING** round of the British Rallycross Championship shared the billing at Lydden with a Belgian championship encounter, the meeting also serving as a test outing for a couple of European series runners.

At the end of the weekend British driver Liam Doran took the event

win ahead of Belgian Koen Pauwels and another Brit, David Binks, who went home at the top of the British table. For new Citroën driver Doran this was effectively a testing event ahead of his European championship campaign with Kenneth Hansen Motorsport.

Kevin Procter claimed pole for the A final after

setting fastest times in the second and third heats, the third also bringing Best Time of the Day with a 2m34.467s run in which Procter made great use of the Joker Lap section to pass race leader Doran and top the qualifying order.

Dutchman Jos Kuypers had been fastest in the first heat on Sunday afternoon, these the slowest of the

**BRITISH RALLYCROSS SUPERFINAL (5.5 LAPS)** 1 Liam Doran (Citroën C4); 2 Koen Pauwels (Ford Focus ST) +1.09s; 3 David Binks (Ford Fiesta ST); 4 Edwin Geraerts (Ford Focus); 5 Julian Godfrey (Ford Fiesta Si600); 6 Jamie Lea (Toyota MR2); 7 Mike Howlin (Ford Fiesta); 8 Kevin Procter (Ford Focus ST).  
**A FINALS (ALL 4.5 LAPS)**  
**SUPERCAR** 1 Kevin Procter (Ford Focus ST); 2 Jos Kuypers (Ford Focus ST) +1.15s; 3 L. Doran; 4 Jochen Coox (Skoda Fabia); 5 Pauwels; 6 Binks.  
**SUPERMODIFIED** 1 Guino Kenis (BMW 120); 2 Godfrey +1.35s; 3 Jamie Lea (Toyota MR2); 4 Jos Sterkens (Ford Focus ST); 5 Mike Howlin (Ford Fiesta); 6 Steve Cozens (Renault Clio Sport V6).

**SWIFT SPORT CHALLENGE** 1 Dave Bellerby; 2 Darren Scott +0.50s; 3 Graham Middleton; 4 Gordon Rogers; 5 Richard Elliott; 6 Andrew Comrie-Picard.  
**RX150** 1 Leo Forster; 2 Tom Keet +2.44s; 3 Steve Harris; 4 Ruben Clarke; 5 Larry Sargent; 6 Kevin Feeney.  
**MINICROSS** 1 George Edwardes; 2 John Thacker +2.12s; 3 Richard Waking; 4 Kris Hudson; 5 Keith Dolton; 6 Keifer Hudson.  
**JUNIOR (ALL MINI)** 1 Brad Bailey; 2 Paige Bellerby +5.1s; 3 Todd Croates; 4 Ken Sumanadassa DNS.  
**BTRDA SUPERMODIFIED** 1 Andy Knowles (Citroën C2) 3m39.283s; 2 Derek Tohill (BMW compact) +1.04s; 3 Vince Bristow (BMW 328); 4 Dave Baines (Peugeot 306); 5 Shelley Waking (Honda Civic Type R); 6 Jonathan Bean (BMW 325).

weekend's races after the track was left slippery by a brief hailstorm. Third fastest time in the third heat allowed Kuypers to start second in the A final. Chastised by team boss Hansen for not pushing hard enough in the first two heats, Doran was at his wild best in the third, and was third on the A final grid, with David Binks the last direct qualifier tipping Pat Doran into the B final.

There were two A finals, the first one scrubbed from the board after officials decided that Michael de Keersmaecker had jumped the start. Procter led home Kuypers and Doran in the rerun. Binks brought his

Ford Fiesta ST home sixth, carefully making his way to the Superfinal.

Kuypers did not start the Superfinal, in which Procter was passed by Doran in the first run through Chessons Drift. After he'd been in the Joker Lap, Procter was closing quickly on the race leader when his Focus snapped into a spin at North Bend. Procter's day was over and Doran was able to ease a little on the last lap. Pauwels was best of the Belgians in second, while third-placed Binks delivered a blend of speed and caution to grab the BRC points lead.

■ By Tim Whittington

**MONDELLO PARK IMRC** April 4  
Tracey wins in ITCC; Travers' perfect score

## Tracey triumphant in Irish Tourers debut

**THE EASTER** Sunday season-opener at Mondello Park was highlighted by the debut of the Irish Touring Car Championship, in which Martin Tracey claimed the spoils.

Driving a Ford Sierra Cosworth, Tracey raced away to leave poleman Barry Rabbitt fending off Thomas O'Rourke's Opel Astra. Rabbitt eventually succumbed after a fierce

battle, leaving O'Rourke to set off in pursuit of the disappearing Tracey. A lap adrift, rookie cup winner Stephen Maher took fourth from James Hughes.

Trevor Delaney took an easy win in the Formula Vee qualifier, while David O'Brien triumphed in the main event as Robert Casey failed to capitalise on his pole position.

Barry Travers started the 2010 season with a perfect

result of pole, two wins and two fastest laps in the Fiat Punto/Uno counter. He took a fine first victory, leaving Alan Quinn and Paul Flanagan trailing and then repeated the feat in race two ahead of Flanagan and Barry Hallion. Rookie Anthony Connors took both Uno races after a great scrap with Ulick Burke and Paul Thornton.

The Global Lights races

were close affairs, with frontrunners Alan Byrne, Alan Dawson and Peter Drennan trading the lead in race one. Byrne took the win, while Drennan edged out Mark Braden to win the second outing.

Dan Daly made a demon start to lead the Libre race, only for his engine to blow on lap 13 and thus hand Ken Fildes an easy victory in his Ralt RT4.

Jackie Cochrane looked to be in danger at the start of the Historic race as Bernard Foley took the early advantage aboard his rapid MGB GTV8, with Ed Cassidy shadowing the pair in third. By lap seven, though, Cochrane had found a turn of speed that carried him back into the lead and on to a comfortable victory.

■ By Linda Keen



Tracey (4) drove Sierra Cosworth to ITCC win

**IRISH TOURING CAR CHAMPIONSHIP (15 LAPS)** 1 Martin Tracey (Sierra RS500); 2 Thomas O'Rourke (Opel Astra) +6.146s; 3 Barry Rabbitt (Honda CRX); 4 Stephen Maher (Honda Civic); 5 James Hughes (Honda Integra); 6 Tom Fahy (Honda Integra).  
**Fastest lap** Tracey 1m02.007s (66.73mph).  
**FORMULA VEE QUALIFICATION RACE (14 LAPS)** 1 Trevor Delaney (Sheane); 2 Ray Moore (Leystone 04) +9.987s; 3 Stephen Kershaw (Leystone JH002); 4 David O'Brien (Sheane); 5 Lloyd Murphy (Sheane); 6 Adam McCaulay (Sheane FVOI).  
**FL** Delaney 1m02.670s (66.03mph).  
**FINAL (10 LAPS)** 1 O'Brien; 2 Brian Kelly (Sheane) +0.245s; 3 Moore; 4 Robert Casey (Sheane); 5 Murphy; 6 McCaulay.  
**FL** Delaney

1m01.481s (67.31mph).  
**FIAT PUNTO/UNO CHAMPIONSHIP (14 LAPS)** 1 Barry Travers (Punto); 2 Alan Quinn (Punto) +2.809s; 3 Paul Flanagan (Punto); 4 Gary Cunningham; 5 John McCormack (Punto); 6 Mark McCormack (Punto).  
**Uno winner** Anthony Connors.  
**FL** Travers 1m07.380s (61.41mph).  
**RACE TWO (14 LAPS)** 1 Travers; 2 Flanagan +5.815s; 3 Barry Hallion (Punto); 4 Cunningham; 5 Quinn; 6 J McCormack.  
**Uno Connors**.  
**FL** Travers 1m07.16s (61.65mph).  
**GLOBAL GT LIGHTS (16 LAPS)** 1 Alan Byrne; 2 Keith Dawson +0.699s; 3 Peter Drennan; 4 Derek Behan; 5 Michael Conway; 6 Ben Conway.  
**FL** Dawson 58.280s (71.00mph).

**RACE TWO (15 LAPS)** 1 Drennan; 2 Mark Braden +2.141s; 3 M Conway; 4 Behan; 5 Dawson; 6 Byrne.  
**FL** Byrne 58.256s (71.03mph).  
**FORMULA LIBRE (17 LAPS)** 1 Ken Fildes (Ralt RT4); 2 Sylvie Mullins (Ralt RT31) +6.555s; 3 Peter Dwyer (Dallara F399); 4 Pat Casey (Nemesis); 5 Mark Watkins (Van Diemen FX); 6 Fergus Flaherty (Formula Ireland).  
**FL** Fildes 53.512s (77.33mph).  
**HISTORIC RACING CARS (14 LAPS)** 1 Jackie Cochrane (Sunbeam Tiger); 2 Bernard Foley (MGB GT V8) +16.420s; 3 Ed Cassidy (Sunbeam Tiger); 4 Ian George (Mini); 5 Matt Dunne (MG Midget); 6 Mark Kelly (MG Midget).  
**FL** Cochrane 1m02.350s (66.37mph).



OLIVER READ

Tilling emerged as class of Combe Sports & GT field

# Tilling takes last-gasp win in Easter thriller

**RADICAL STALWART** Simon Tilling's last-corner robbery of Josh Fisher for Sports & GT victory was the highlight of Easter Monday at Castle Combe.

After being bumped down to eighth on lap one, Tilling made up places rapidly, but only when Fisher hit a gaggle of slower cars four circuits from home did the Radical threaten to win.

Fisher had his Mantis on the ragged edge, but Tilling dived past as they caught a Caterham within sight of the flag. "The rear end was not holding on today, but I was annoyed to leave a gap," said Fisher.

Ben Norton started the defence of his Combe FF1600 crown by showing the strongest field in years who was boss in devastating style. Front row (and Wiltshire College team-) mate Oliver White muffed his getaway and was swallowed by the pack. While Norton made his escape, the Saxmax champion snagged the Esses marker board and was out.

Marcus Allen – who had to take to the grass at Camp while lapping

the ponderous Claudio Viveiros – and Andrew Jones chased vainly, while Josh Fisher battled from 21st to fourth after finding a way by Steven Jensen, which brother Felix (who started 16th) narrowly failed to do.

With experience only of a handful of VW Fun Cup enduros, Lee Bankhurst, 20, started his first sprint race from pole in the frenetic 750MC Locost arena. He drove beautifully to win the series opener too, coolly repassing Scott Mittell and beating his car's former owner David Black – with Alex von Ehrheim and Mittell in tow – to the chequered flag.

Later, Bankhurst was trying to engineer a double

when a brush of wings fired him into the barrier at Hammerdown. A caution left a seven-car lead train and Mittell became the fourth leader with three laps remaining, but he had to retake Black into Quarry last time round to win.

Nick Williamson powered his Ford Escort

Cosworth, the sole British car in the Japanese-dominated field, past the mighty Mitsubishi Lancers of Simon Norris and Laurie Kilby (with fourth and fifth gears only) for a satisfying victory in the inaugural AAA Saloon Cup race.

The potential of Norris's extraordinary Bogey Evo – with a turbo almost as big as its engine and a bizarre aero package – was glimpsed with the fastest lap, but poleman Gary Prebble's Evo fizzled

out on the warm-up lap with a detached fuel rail.

Prebble returned to blitz race two from the back, passing Williamson's increasingly smoky machine. Norris and Kilby both broke down, while Mini Cooper graduate Steven Liquorish's tussle with Guy Higgs ended when a lost front wheel from his Evo X led to a spectacular thump against the bank on the last lap. Time Attack competitor Jonathan Faull's first race



OLIVER READ

Bankhurst (24) overcame lack of experience to win

## CASTLE COMBE SPORTS & GT (15 LAPS)

1 Simon Tilling (Radical SR3 RS); 2 Josh Fisher (Mantis-Vauxhall 02); +0.243s; 3 Guy Parr (Nemesis-Vauxhall 02); 4 Darcy Smith (Radical SR4); 5 Norman Lackford (Radical Prosport); 6 Mark Funnell (Lotus Exige). **Class winners** Funnell; Keith Dunn (Caterham C400). **Fastest lap** Tilling 1m06.238s (102.28mph).

**750MC LOCOST (10 LAPS)** 1 Lee Bankhurst; 2 David Black +0.394s; 3 Alex von Ehrheim; 4 Scott Mittell; 5 Matt Cherrington; 6 Martin Gambling. **FL** von Ehrheim 1m24.341s (78.96mph) **record**.

**RACE TWO (10 LAPS)** 1 Mittell; 2 Black +0.271s; 3 Gambling; 4 Tom Collier; 5 von Ehrheim; 6 Nick Morley. **FL** Jon Lanceley 1m24.564s (78.75mph).

## CASTLE COMBE FF1600 (12 LAPS)

1 Ben Norton (Spectrum O11B); 2 Marcus Allen (Swift SC92) +11.623s; 3 Andrew Jones (Ray GRS07); 4 Josh Fisher (Van Diemen RF05); 5 Steven Jensen (Spectrum O11C); 6 Felix Fisher (Van Diemen RF00). **CW** Allen; Kyle Tilley (Van Diemen RF87) **FL** Norton 1m11.715s (92.86mph).

**AAA SALOON CUP (17 LAPS)** 1 Nick Williamson (Ford Escort RS Cosworth); 2 Laurie Kilby (Mitsubishi Evo 8.5) +1.929s; 3 Simon Norris (Mitsubishi Bogey Evo); 4 Guy Higgs (Mitsubishi Evo 8MR); 5 Steven Liquorish (Mitsubishi Evo 10); 6 Freddie Leatham (Mitsubishi Evo 8). **CW** Higgs. **FL** Norris 1m10.967s (93.84mph).

**RACE TWO (17 LAPS)** 1 Gary Prebble (Mitsubishi Evo RS7 Sprint); 2 Williamson

+5.914s; 3 Jonathan Faull (Mitsubishi Evo 8); 4 Higgs; 5 Martin Thomas (Mitsubishi Evo 8); 6 Leatham. **CW** Higgs. **FL** Prebble 1m10.143s (94.94mph) **record**.

## CASTLE COMBE SALOONS (12 LAPS)

1 Brian Cox (Mitsubishi Evo 5); 2 Mark Wyatt (Vauxhall Astra) +12.213s; 3 Nick Charles (Peugeot 106 GT); 4 Tony Hutchings (Audi TT); 5 David Kift (Peugeot 106 GT); 6 Will di Claudio (Peugeot 106 GT). **CW** Wyatt; Charles; Russell Poynter-Brown (Vauxhall Corsa). **FL** Cox 1m16.746s (86.78mph).

**ALFA ROMEO (15 LAPS)** 1 Shaun Hazlewood (GTV); 2 Nev Simpson (Alfetta GTV) +2.877s; 3 Chris Healey (GTV); 4 Paul Plant (156 Veloce); 5 Chris Snowdon (75); 6 Mel Healey (156). **CW** Simpson; Plant; Snowdon; Leon Bailey (33). **FL** Andy Page (Giulietta turbo)

1m20.198s (83.04mph).

**750MCMR2 (10 LAPS)** 1 Zac Chapman; 2 Andrei Bgatov +5.463s; 3 Steve Lumley; 4 John Wilson; 5 John Hutchinson; 6 James Cross. **CW** Jonathan Grimes. **FL** Chapman 1m21.147s (82.07mph).

**RACE TWO (10 LAPS)** 1 Chapman; 2 Bgatov +4.373s; 3 Lumley; 4 Wilson; 5 Hutchinson; 6 Paul Hinson. **CW** Grimes. **FL** Chapman 1m20.864s (82.36mph) **record**.

## OPEN SPORTS & SALOONS (10 LAPS)

1 Mark Funnell (Lotus Exige); 2 Stuart Dixon (Caterham Superlight) +3.324s; 3 David Jones (Caterham 7); 4 Tim Woodman (Caterham 7); 5 Tony Hutchings (Audi TT); 6 Jordan Tresson (Nissan 370Z). **CW** Hutchings. **FL** Funnell 1m10.836s (94.02mph).

meeting climaxed with a well-deserved third.

Driving the only four-wheel-drive turbocar left in the resident Saloon series, Brian Cox unsurprisingly crossed the line first. Class winners Mark Wyatt and the hard-charging Nick Charles completed the podium when the SEATs of Bill Brockbank (Ibiza) and Kevin Bird (Leon), long-time holders of second and fourth respectively, expired. Defending champion Jason Cooper's Ford Fiesta, meanwhile, lasted for less than a lap.

With Andy Page's wild Giulietta turbo having fallen at half-distance, a two-lap safety car interlude brought the Alfa Romeo contest alive. The gloriously sonorous emerald-green Alfetta GTV of Nev Simpson split the modern GTVs of Chris Healey and Shaun Hazlewood, but in a last-lap error at the Esses while essaying for the lead, Simpson and Chris Snowdon went sideways and let Healey off the hook. However, he understeered wide at the final corner – "Brain fade, I think" – to let a grateful Hazlewood in.

Zac Chapman made it four wins from four rounds of the MR2 contest in the Rising Sun car, with Andrei Bgatov his closest rival in a car that had been reshelled since Snetterton.

Paul Hinson was all over the Russian until he spun while trying to round him at Tower in the opening leg. As Steve Lumley gleefully grabbed third, having been eighth on the opening lap, Hinson blitzed to ninth. Chapman wilted what was a processional second stanza up front but John Wilson, former Combe FF1600 champion John Hutchinson and Hinson finished abreast in the squabble for fourth.

Mark Funnell again enlivened an Open Sports & Saloon closer by starting from the pits aboard his Lotus Exige. It took him five of the available 10 laps to overhaul Caterham duellists Stuart Dixon and David Jones for victory.

■ By Marcus Pye

**SNETTERTON AMOC** April 5  
Scragg wins in V8 and N24; '50s race to Pangbourn

## Hat-trick for Scragg



Scragg used V8 for a pair of wins

**THE ASTON** Martin Owners Club's first meeting of the year proved a five-star day for hotelier Chris Scragg, as he racked up a resounding hat-trick of wins. The most notable was in partnering son Ant to glory in the inaugural race for the GT4 Challenge.

It was Ant who took the initiative, opening up a commanding gap before the mid-race pitstops. "I pushed hard for 10 laps then reined it in – I didn't want to wreck the car before I handed it over to the old man!" he joked. But for a moment it looked like the tyres might have cried enough, as Chris dived back into the pits with a suspected puncture soon after taking the wheel. His concerns were quickly

allayed, and Scragg Sr rejoined the track, albeit with his lead slashed to less than a minute. Closest rival Alan Bonner turned up the heat with a succession of quick laps that reduced the gap yet further. Undaunted, the wily Scragg responded in kind. Despite their best efforts, Bonner and co-driver Tom Black, who both spun during their stints, had to settle for second best. Third went to another father-and-son duo, as rally guru David Appleby and his rapid son James completed the podium.

Scragg senior had earlier opened his account by guiding his mighty V8 to a convincing win in AMOC's Classic Championship. Behind him, the fight for

second raged all the way to the flag, with three cars crossing the line separated by just 1.4 seconds. Robert Rawe held off the hard-charging Steven Byrne to take runner-up spot, ahead of Jeremy Bailey.

Win number three came in the Intermarque thrash, where Scragg responded to a mid-race challenge from Tom Black's N24 to complete the set. Having lost second after being leapfrogged by Black, Pete Foster held off Tim Mogridge's Ferrari to secure an Aston 1-2-3.

The '50s Team Challenge served up a tremendous finish, as Mark Pangbourn's Austin Healey 100M and Jeremy Cooke's shapely Cooper T39 Bobtail reeled in leader Anne Reed's DB2. Her husband David had pulled clear of the field before the pitstops, but the tables quickly turned in the second half. Pangbourn led

the charge, squeezing past at the Bomb Hole with three laps left to secure a well-deserved maiden victory. It was a happy contrast to the equivalent race nine months ago when Mark ran out of fuel three laps from home while leading. Meanwhile Cooke, who had a door fly off on the first lap, almost snatched second with a last-lap move, only to miss a gear into Russell and grant Reed a reprieve.

The meeting concluded with an hour-long GT Enduro. Bernard Santal's N24 took a first-half lead, before a lengthy hand-over to co-driver Angelos Metaxa allowed Wayne Marrs' Ferrari F360 GT2 to claim an unassailable advantage after the stops. Metaxa had to be content with third behind the Pete Foster/Tim Mogridge Ferrari F355 Challenge.

■ By Oliver Timson

**GT4 CHALLENGE (90 LAPS)** 1 Ant Scragg/Chris Scragg (N24); 2 Tom Black/Alan Bonner (N24) +41.784s; 3 James Appleby/David Appleby (GT4); 4 Robert Rawe (N24); 5 Jonathan Hartop (GT4); 6 Angelos Metaxa/Bernard Santal (GT4). **Fastest lap** J Appleby 1m14.689s (94.08mph).

**AMOC CLASSIC (22 LAPS)** 1 Chris Scragg (V8); 2 Robert Rawe (DB4) +39.910s; 3 Steven Byrne (N24); 4 Jeremy Bailey (N24); 5 Chris Kemp (GT4); 6 Joseph Cann (V8 Vantage). **Class winners** Rawe, Byrne, Cann; Jeremy Cook (DB4). **FL** Scragg 1m20.555s (87.23mph).

**INTERMARQUE (30 LAPS)** 1 Chris Scragg (Aston Martin V8); 2 Tom Black (Aston Martin N24) +14.414s; 3 Pete Foster (Aston Martin DB4); 4 Tim Mogridge (Ferrari F355 Challenge); 5 Wayne Marrs (Ferrari F355 Challenge); 6 Jeremy Bailey (Aston Martin N24). **CW** Black; Foster; Tony Greatorex

(Porsche Carrera 2.7 RS); Tristan Bradfield (Sunbeam Tiger).

**FL** Scragg 1m20.403s (87.39mph).

**'50s TEAM CHALLENGE (25 LAPS)**

1 Mark Pangbourn (Austin Healey 100M); 2 David Reed/Anne Reed (DB2) +17.266s; 3 Jeremy Cooke (Cooper T39 Bobtail); 4 Martin Melling/Rick Hall (DB3); 5 David Allen/Paul Chase Gardener (DB2); no other finishers. **CW** Reed/Reed; Cooke; Melling/Hall. **FL** D Reed 1m28.961s (78.99mph).

**GT ENDURO (44 LAPS)** 1 Wayne Marrs (Ferrari F360 GT2); 2 Pete Foster/Tim Mogridge (Ferrari F355 Challenge) -1 lap; 3 Angelos Metaxa/Bernard Santal (N24); 4 Chris Kemp/Matt Cummings (GT4); 5 Mike Watson (Ford Sierra Cosworth); 6 Simon Jones/David Allen (Lotus Elise). **CW** Jones/Allen. **FL** Marrs 1m16.197s (92.22mph).



Pangbourn's Austin Healey took late victory



# BMW'S old stager

The BMW E30 M3 has always been a winner, at national and international level. KEVIN TURNER says goodbye to one of British club racing's finest

**T**his year will mark the 20th anniversary of BMW replacing its iconic E30 model with the E36. The second-generation 3-series was a huge success, and gave birth to the first incarnation of the M3. It also continued winning long after its prime, but now one of the most successful E30s in club racing is finally being replaced by the newer model.

Garrie Whittaker's M3 has only been racing for four seasons but has racked up two titles, nearly 20 wins, a pole in a Britcar Production S1 outing, and is probably the fastest example in British

racing. And it brought him to the sport.

"I bought it in 2005 as a road car and was thinking of doing some track days," says the 43-year-old, whose only previous on-track experience was at the Jim Russell Racing Drivers School. "Then I went to RaceCar Live, saw the Kumho BMW Championship and thought I'd have a go. I've done the work on the car myself, except the engine."

The famous 2.3-litre four-cylinder unit, which produced around 200bhp, was increased to 2.5 litres by Gee-Sport. That immediately took power up to 240bhp, but Whittaker decided to

start off running the car in Class B of Kumho BMWs (which uses power-to-weight ratios to set classes), so had it detuned back to 215bhp for its first season of racing in 2006. Before

the race engine was ready to go, Whittaker even ran the M3 Evo engine from his road car!

BMW dealer Sytner helped prepare the Bavarian machine, resulting in the Alpina-style livery that the E30 wore when it first hit the track.

It immediately proved competitive. "It was quite a good year and I won Class B," recalls Whittaker. "Towards the end of the season I had a couple of overall podiums too."

Thanks to the class-based points-scoring system he also finished runner-up in the overall standings to future BTCC racer Rick Kerry. It was enough to persuade him to run the car at 240bhp and take on the E36 hordes in Class A for 2007. "No one had run an E30 in Class A for years and everyone said it wouldn't be competitive, but I wanted to win a race outright," he says.

It didn't take long. A first pole and maiden victory came in round five at Pembrey, and Whittaker added two more comfortable wins at Mallory Park

New DTM livery brought wins but no 2009 title



DEREK BINS TED

## WHITTAKER'S KUMHO CV



- 2006** Class B title, second overall (six class wins)
- 2007** Third in Class A, sixth overall (three wins)
- 2008** Class A title, fourth overall (nine wins)
- 2009** Third in Class A, ninth overall (six wins)

OLIVER READ





OLIVER READ

Spot the interloper: Whittaker's E30 leads E36 horde at Silverstone



DEREK BINSTED

Whittaker's E30 started racing in 2006 and was a winner in '07

## BIRTH OF A LEGEND M3 SUCCESS BEGINS

**THE BMW M3** is one of the most successful racers ever, having chalked up numerous titles around the world, and it was the E30 model that started it all.

The E30 M3 made its race debut in the 1987 World Touring Car Championship opener at Monza. The 1-2-3-4-5-6-8 finish might have been lost due to a bodywork irregularity, but Roberto Ravaglia still pipped the Ford Sierra Cosworths to the drivers' title in his Schnitzer-run version.

Ravaglia went on to win the European championship the following season, the same year Frank Sytner took the M3's first BTCC crown, and the Italian was DTM champion for BMW in 1989.

The rear-wheel-drive tin-top then took



Hoy took M3 to BTCC title in 1991

LAT

the fight to the masses of front-wheel-drive machines in the formative days of Super Touring in the early '90s. The late Will Hoy took his Vic Lee-run two-litre version to the BTCC crown in 1991 before the car made way for the newer E36 the following year.

It proved robust too, with four wins apiece in the Spa 24 Hours and Nurburgring 24 Hours.

Ultimately, the E30 took two ETCC titles, two BTCC crowns, a brace of DTM championships and an Australian title before finally handing the baton to the E36.

on his way to third in Class A. "James Perrott took the class title in an E36, with Dan Stringfellow second in another, and I was third," he remembers. "I threw it off at the final round at Silverstone – the gravel trap at Becketts is my favourite – but it could have gone to any one of us."

If the E36 drivers were surprised at Whittaker's pace in 2007, they must have been incredulous the following year. The car has been gradually developed and honed throughout its career, but a switch to AST suspension at the end of '07 was the biggest step.

"It transformed the car," says Whittaker. "We went 1.5 seconds faster at Snetterton on the first run."

Beaten in the wet at the Silverstone opener, Whittaker went on a run of six consecutive victories. "That was the year I thought I'd win the championship," he says. "But then we had a retirement at Donington Park when the fanbelt came off. Karl Cattliff [in his own E30] was winning

everything in Class B and I was on the back foot for the rest of the year."

Just as Ford Sierra Cosworth pacesetter Andy Rouse lost the 1988 BTCC title to Frank Sytner's E30 in a lower class, so Whittaker had to be content with a dominant Class A crown rather than the overall spoils.

With an increased level of competition, an accident at Donington Park, and a clash with guest driver Steven Kane at Oulton Park, 2009 was not so good for Whittaker and his E30. He still won six times – more than anyone else – and beat even newer BMW E46s to win the inaugural CSL Cup race at Rockingham, but finally the decision came to retire the E30 and move on to an E36.

"Once I started winning, people thought I had a car advantage!" he says. "I wanted a new challenge and there's not a lot more I can do with the E30."

He's already started testing the newer car, so how does it compare with the machine that has embarrassed many?

"I'm an E30 fan, but I think the E36 will be quicker everywhere," he says. "It's better off the line and is quicker in a straight line – I always had to push them on the brakes or outmanoeuvre them in the E30."

"The older car has a better turn-in and is a bit more agile. When an E36 gets ahead it's hard to get by, but once I was ahead in the E30 I could go away."

Whittaker has already gone faster in testing with the E36, indicating that the man behind the wheel has been a significant factor in the car's success. "I think it was more me than the car, but we'll see," says Whittaker. "The goal this year is the overall title."

He might have moved on, but Whittaker is still an E30 man, and he's proved the old warhorse can still do the business. "The first time I saw one in the '80s I said, 'I'm going to own one of them,'" he says. "My hero is Steve Soper and he drove an E30 M3."

"I've gone to the E36, but I love the E30 – it got me going in the sport." ❧

### CAR CHAMELEON

During its four-year career, Whittaker's M3 has appeared in three liveries. The first was Alpina-style and the most recent was BMW Motorsport's DTM scheme, but in between he sported the colours of the M3 Emanuele Pirro used to win the Macau touring car race in 1991.

## YOUR SAY

What you think of the motorsport news of the past week

### Schu is still in a different class

To all those who moaned about Schumacher's recent performances: it's very easy to criticise, particularly when someone's been so successful in the past. It's just as easy to forget that form is temporary, class is permanent. Perhaps people should consider that before they write off one of the greatest drivers of all time.

**Alex Battipaglia** Somerset



EDITORIAL CONTACT [mail@autosport.com](mailto:mail@autosport.com)

**Surely the** WRC teams can sit down and work out a solution to this running order fiasco. I fear they are going to alienate fans who don't know what is going on. As far as I can remember, we didn't have this problem when the gravel note crews went through the stages before the competitors.

**Ian Chedzey**  
Staplehurst, Kent

**I've just** tried to watch the Malaysian GP. It was recorded, (I work on Sundays, mostly in the morning), so my wife and I were watching it on the Sky+ box. But what happens? They change channel to BBC2 part way through, so I miss the end of the race. If they knew they had to go to BBC2, they should have started on BBC2.

Would they do that for a football match? Of course not, this is just disgraceful. Come on BBC, do it properly for us in the future.

**The Rev'd Paul D McLeod**  
Vicar of Newbiggin Hall

**Drivers complain** about lack of visibility, yet the only device that the high-tech F1 can offer them is the rear-view mirror. How about a rear-facing camera mounted on the rear wing, and a display in the cockpit that shows the driver exactly what is going on behind him?

**Martin Zustak**  
By email

**What a** drive by Jaime Alguersuari! I knew he was the real deal, despite many people doubting his F1 credentials. His drive on Sunday was fantastic.

I felt that he showed a lot of maturity last week keeping a certain seven-time world champion at bay for many laps, and in Malaysia he drove like he'd been in the sport for years. No mistakes, great overtaking moves and plain fast race pace which was well worth his first points. Expect a few more from him.

**Phil Beckett**  
By email

### TOP FIVE ON OUR WEBSITE

1. MICHELIN CLOSE TO FORMULA 1 RETURN
2. RBR WOULD WELCOME SUSPENSION RULING
3. WILLIS UNIMPRESSED BY HRT'S CAR DESIGN
4. OUTBOARD MIRRORS TO BE BANNED
5. F1 WARNED AGAINST TYRE RULES REVAMP

### WIN!



#### ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit [www.roadangelgroup.com](http://www.roadangelgroup.com) Please ensure that your full address is included on all correspondence.

#### CORRECTIONS AND CLARIFICATIONS

● How could we forget Mario Andretti in our 'Ferrari debut winners' roll of honour (Mar 18, page 13)? Thanks to Don Trantow for reminding us that the great man won the South Africa GP in the 312B at the start of 1971.

● The new Mini that made its race debut at Brands Hatch last month is the R56 model and not the R92, as stated on page 103 of last week's issue.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on [autosport.editorial@haynet.com](mailto:autosport.editorial@haynet.com)

**The Warm-up Championship has now finished** - congratulations to the winner Philip Vernon with 363 Points!

Now all teams will have their scores reset to zero for the main championship which begins on 18th April with the Chinese Grand Prix.

**ENTER NOW FOR YOUR CHANCE TO WIN A VIP MONACO TRIP AND £5000 CASH! REGISTER NOW FOR YOUR CHANCE TO WIN**

**£20,000  
IN PRIZES UP  
FOR GRABS!**



# THE LATEST GEAR

The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts

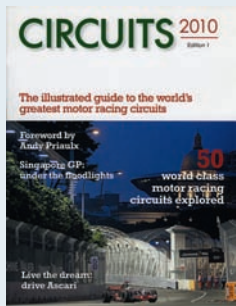
**THE RACE CENTRE - SEPANG MONTH**

[www.theracecentre.co.uk](http://www.theracecentre.co.uk)  
£20-£40 per person (group discounts available)

The exciting Malaysian GP demonstrated that even downforce-laden F1 cars can overtake if the track design is right.

Of course, aside from the 24 drivers on the grid last Sunday, that's something none of us will experience first hand. But it can be simulated, and that's what they've done at The Race Centre, where you and a group of mates can go wheel-to-wheel in very realistic computer gaming.

As a bonus, one of the cars you can drive is Senna's '91 McLaren. The AUTOSPORT team did it and it was brilliant. Highly recommended.



**WORLD CIRCUITS BOOK**  
£8.99 WHSmith stores  
[motorsportcircuitguide.com](http://motorsportcircuitguide.com)

This 194-page, full-colour softback bookazine contains details of dozens of the world's finest race tracks, including the current F1 crop, as well as the more obscure – Balatonring, anyone?

The facts and figures are complemented by the science behind circuit design and history.



**TOO FAST TO RACE DVD**  
£13.86 (2 discs, 157mins)  
[dukevideo.com](http://dukevideo.com)

This two-disc combo of Group B fever brings two and half hours of 1980s WRC to your screen. The films chart the rapid development and success of the turbocharged, four-wheel-drive supercars from Audi, Ford, Lancia and Peugeot, plus the atmospheric MG Metro 6R4 – the best-sounding of the lot.



**RACING GREETINGS CARDS**  
£POA (set of four)  
[popbangcolour.com](http://popbangcolour.com)

These pop-art style images – the set features Aston Martin DBR1 (above), Audi R8, Ferrari Dino and Mini Cooper S – are created using radio-controlled cars by the talented and very patient Ian Cook.

To discuss how he does it (we've got no idea) and commissions get in touch with Ian via the website.

## HOT ON THE WEB THIS WEEK

**YOUTUBE: FIA GT1 WORLD CHAMPIONSHIP PREVIEW**



**SEARCH: FIA GT1 World Championship (3:43)**  
AUTOSPORT sportscar correspondent Gary Watkins previews the all-new FIA GT1 World championship in next week's issue. For a sneak preview of what to expect, watch this video of the recent official launch in Paris.

**Manage your own Formula 1 team. Who would you choose to be in your Formula 1 team?**

To start playing log onto <http://autosport.fantasyleaguef1.com>

Or visit [autosport.com](http://autosport.com) and click on **Fantasy League F1**

# WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

## ROCKINGHAM

BARC G&B

April 10-11

Admission £10 (Sat), £15 (Sun),  
£20 (both days)

Tel: 01536 500500

The Corby venue is not the most scenic of circuits,

but the spectator facilities are second to none, and the BARC's flagship Great and British package is packed with variety. The Radical UK and Club Cups, Mini Challenge, Sevens, and Miglias, Sport Maxx Cup, and Pickups will all feature at the season opener, which also includes the maiden races for Martin Phaff's new AUTOSPORT Young Guns single-seater series.



Action is guaranteed among Mini hordes

## SNETTERTON

CSCC

April 10-11

Admission £12

Tel: 01953 887303

Tin Tops, Future Classics, XJS, Jaguar Saloons, Sports Car v Saloons, Inter-Series, and ever-popular Swinging Sixties categories will all feature, alongside the club's burgeoning Magnificent Sevens category (for Lotus 7-derived machines), and its new Classic K initiative. Guest races for Ferrari Open, Ferrari Classic and the Morgan Challenge complete the line-up.

## BRANDS HATCH

MGCC

April 10-11

Admission £12

Tel: 01474 872331

The MG Car Club season gets underway this weekend with a two-day programme on the Indy Circuit. The club's own MG Trophy, Peter Best Insurance Challenge, Metro Cup, Thoroughbred Sports Cars, Midget Challenge, Owners

Club Championship, and thundering BCV8 series are bolstered by guest races for the Porsche Club and GT3 Cup categories, Mazda MX5s, and the Equipe GTS series.

## CADWELL PARK

BRSCC

April 10

Admission £12

Tel: 01507 343248

## LYDDEN

SENSEC

April 10

Admission £12

Tel: 01304 830557

## SILVERSTONE

BRSCC

April 10-11

Admission £11 each day; £15 weekend ticket in advance

Tel: 0844 3728 200

## CADWELL PARK

HSCC

April 11

Admission £12

Tel: 01507 343248

## INDYCAR SERIES

Rd 3/17

Barber Park, USA

April 11

www.indycar.com

IndyCar series heads to Barber in Alabama



## LE MANS SERIES

Rd 1/5

Paul Ricard, France

April 11

www.lemans-series.com

Hi-tech Ricard hosts the eight-hour LMS opener



## F3 EURO SERIES

Rd 1/9

Paul Ricard, France

April 10/11

www.f3euroseries.com

## INDY LIGHTS

Rd 2/13

Barber Park, USA

April 11

www.indycar.com/fil

## NASCAR SPRINT CUP

Rd 7/36

Phoenix, USA

April 10

www.nascar.com

## TC2000

Rd 2/12

San Martin, Argentina

April 11

www.tc2000.com.ar

## GRAND-AM

Rd 3/12

Barber Park, USA

April 10

www.grand-am.com

## V8 STOCK CARS

Rd 2/12

Curitiba, Brazil

April 11

stockcar.globo.com

## Television

### THURSDAY APRIL 8

1330-1400 **Motors TV**  
Superstars Monza  
1400-1500 **Motors TV**  
750 Motor Club Snetterton

### FRIDAY APRIL 9

0205-0320 **ITV1**  
BTCC Thruxton highlights  
1100-1300, 1905-2115 **Motors TV**  
British Rallycross highlights

### SATURDAY APRIL 10

0405-0430 **Five**  
Motorsport Mundial  
0730-0800 **Eurosport**  
WTCC Curitiba review  
0900-1000, 1400-1500 **Dave**  
WRC Rally Jordan  
0925-1100 **ITV4**  
BTCC Thruxton highlights  
1940-1955 **Motors TV**  
Porsche Supercup Bahrain  
1955-2010 **Motors TV**  
Formula BMW  
2045-2150 **Motors TV**  
750 Motor Club Snetterton

### SUNDAY APRIL 11

0000-0430 **Open Access 3 LIVE**  
NASCAR Sprint Cup  
Round seven under the floodlights from Phoenix, Arizona.  
0730-0800 **Channel 4**  
British F3  
Highlights from last weekend's 2010 season opener at Oulton Park.  
0800-0830 **Channel 4**

### Mobil 1 The Grid

An interview with Lotus F1 driver Jarno Trulli, a tour of the Porsche Museum in Germany, and testing with the Mansell family ahead of their Le Mans Series prototype programme.

### 0830-0900 **Channel 4**

### GT Academy

1015-1200, 1800-1830 **Eurosport LIVE**  
LMS Paul Ricard

See the start and finish of the 2010 Le Mans Series opener: The Eight Hours of Castellet.

### 1600-1700 **Dave**

### World Rally

1830-1900 **Eurosport**

### Legends

Five-eighths scale, single-make club racing at Oulton.

### 2010-2025 **Motors TV**

Porsche Supercup Bahrain

2025-2045 **Motors TV**

### Formula BMW

2030-2300 **Sky Sports 3 LIVE**

### Indycar Series

Catch all the action from the maiden Indy Grand Prix of Alabama, from the Barber Motorsports Park in Birmingham.

2045-2150 **Motors TV**

### British F3

2100-2115 **Eurosport**

Motorsports Weekend

### MONDAY APRIL 12

1830-1930 **Sky Sports 2**

### NASCAR Sprint Cup

Highlights of the Subway Fresh Fit 600, from the Phoenix International Raceway.

## Online

# AUTOSPORT.COM

Coming up on the web this week

### MOTO GP KICKS OFF

This may be a week without a Formula 1 race, but that doesn't mean AUTOSPORT.com will be slowing down. As well as all the breaking news between Malaysia and China, we'll bring you the start of the MotoGP season – with resident expert Toby Moody's preview – plus Le Mans Series and Euro F3 previews, and action from IndyCar and NASCAR too.

MotoGP kicks off at Qatar's Losail venue



Read this week's AUTOSPORT magazine in full on the internet

### DIGITAL EDITION OUT NOW

AUTOSPORT magazine is now available online. Print subscribers get free access, while PLUS subscribers will get a discount on the £112 annual fee for all 51 issues. To get on board the digital revolution, click on [autosport.com/digital](http://autosport.com/digital)

## REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

"I am lost. Can you take me to the nearest police station?"



REVVED UP is a simple man. I like my beer cold and fizzy, my bread white, and my motor races to be on just one channel.

Given that God is omnipotent, it's ironic that his followers are unable to tune-in to BBC2... perhaps it's too edgy for them?

It's not that I'm against religion getting its share of the airtime, far from it. I think there are far too many people who think that Easter is just an excuse for filling their face full of chocolate eggs, but what I fail to understand is why the grand prix couldn't finish on the channel it started. Imagine if this happened

during one of the World Cup games this summer, or God forbid, during the *EastEnders* omnibus? There'd be outrage, and probably riots.

And it wasn't as if the changeover was done subtly either, with BBC1 Wales flicking to a promo ad just as Jonathan Legard was a "G" into "Goodbye".

Talking of Legard, he's had a fair amount of stick here over the past year... And so it continues: "So far we've lost Michael Schumacher, Kamui Kobayashi, Timo Glock and Pedro de la Rosa," he told us. Has someone informed the police? Will anybody tell their parents? "I'm sorry Herr

Schumacher, but it appears your son has gone missing. We're doing everything we can, but there's no sign of him. Oh, wait a minute, there he is on the back of a moped!"

Cars and drivers don't get lost – unless it's Mark Thatcher on the Paris-Dakar. They drop out or break down, or retire.

Anyway, with my blood pressure returning to normal I settled back to enjoy the afternoon's racing. But you needed to be David Bowie from *The Man Who Fell to Earth* to

follow all the action as ITV4 and ESPN simultaneously broadcast the BTCC from Thruxton and Superleague from Silverstone. What a bind that was as both produced captivating racing to vastly differing numbers of on-site punters.

It was nice to hear Johnny Vegas doing the commentary on the Ginetta G50s. He seemed really well informed too. The only pity was that Monkey wasn't in there with him!  
*Revved Up*

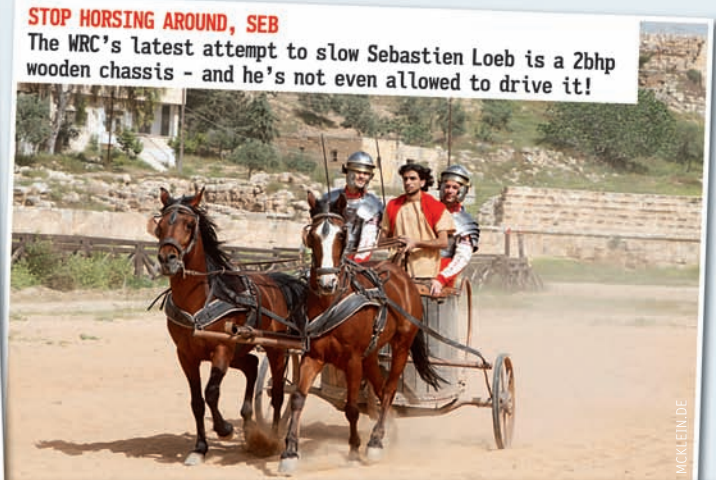
"Given that God is omnipotent, it's ironic that his followers are unable to tune-in to BBC2. Too edgy, perhaps?"

# THE WEEK IN PICTURES

The lensmen pounding the beat, from Malaysia to the Dead Sea

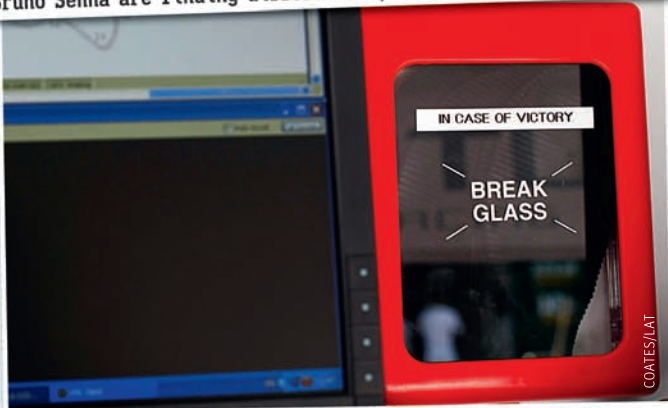


**HISPANIA DUO BRACE FOR IMPACT**  
While their HRT car is miles off the pace, Karun Chandhok and Bruno Senna are finding different ways to make a big splash



**STOP HORISING AROUND, SEB**  
The WRC's latest attempt to slow Sebastien Loeb is a 2bhp wooden chassis - and he's not even allowed to drive it!

MARK LEIN/DE



COATES/LAT

**YOU WON'T NEED TO BREAK THE GLASS FOR QUITE A WHILE YET...**  
Clive Chapman has given Lotus team chief Tony Fernandes the cap his father Colin flung into the air when his cars won



**WELL, AT LEAST WE'VE NOT GOT A PUNCTURE...**  
Martin Semerad exited Rally Jordan last weekend after ripping off the right-front wheel from his Mitsubishi Lancer Evo 9

## Engineering debrief – fuel tanks



**GARY ANDERSON**

**BIO**  
Gary has designed grand prix race-winning cars during his long F1 career and worked for Brabham, McLaren, Jordan, Stewart and Jaguar.



Big fires were a common occurrence in the 1970s

LAT

**EVEN AS** recently as Gerhard Berger's 1989 accident at Imola we were seeing F1 crashes develop into fireballs.

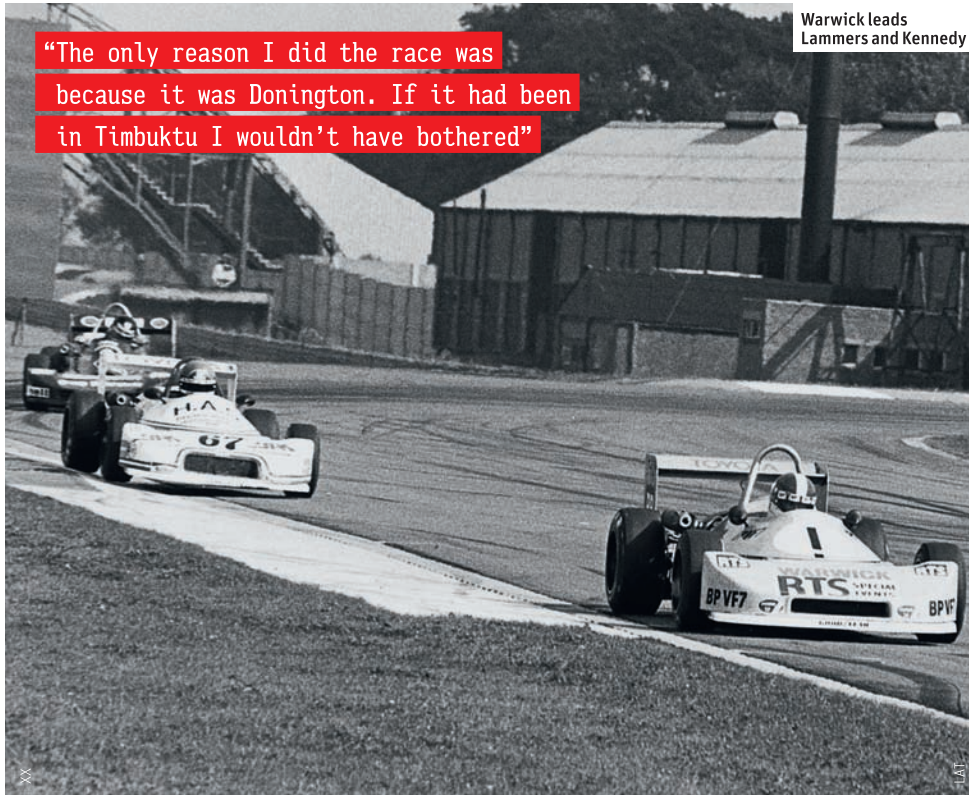
During these years fuel tanks were, as now, a mixture of rubber and Kevlar construction, but the complete system was made up of small tanks spread all around the car and connected together with various

flexible aeroquip piping. The fuel now has to be contained within one large tank, and its location within the survival cell means that there are no protruding areas that can be ripped off in an accident like Berger's. This means that a team whose tank is too small, like Virgin, can't just hang another one in the sidepod.

Got an engineering question you'd like answered? Send it to [mark.glendenning@haymarket.com](mailto:mark.glendenning@haymarket.com)

# FROM THE ARCHIVE

Derek Warwick, European F3 Donington, 1978



Warwick leads  
Lammers and Kennedy

"The only reason I did the race was because it was Donington. If it had been in Timbuktu I wouldn't have bothered"

**UP-AND-COMING** Brit Alexander Sims will enter this weekend's F3 Euro Series season opener at Paul Ricard as one of the title favourites.

The 2008 McLaren AUTOSPORT BRDC Award winner is following a long line of Brits who have tasted success in the series: Mercedes DTM ace Jamie Green, Force India F1 reserve driver Paul di Resta and 2008 F1 world champion Lewis Hamilton have all taken titles since a pan-European championship for F3 cars made a comeback on the international calendar in 2003.

But the first Brit to win a European championship F3 race was future Toleman, Arrows and Renault F1 driver Derek Warwick, who won at Donington Park in 1978 in a race that doubled up as a round of the Silverstone-based Vandervell series.

"I won the race from Jan Lammers, but that's about all I remember," says Warwick, who qualified on pole and took victory by just half a second in his self-run Ralt RT1.

"I remember having a bit of a dice with Jan early on and then overtaking him at McLeans. The only reason I did the European round was

because it was Donington. If it had been in Timbuktu I wouldn't have bothered."

Reports at the time suggested Warwick had turned down a works Chevron drive in Europe at the start of that season, and was left exasperated by a lack of competition in Britain that year (something that has been a recurring theme recently in the modern era of F3).

Not so, says the man himself: "Absolutely not. The British series was bloody good and we had big grids. Nelson [Piquet] and myself dominated, but only because we did the best job and the other drivers were a bit younger.

"In my era, if you wanted to get to F1 you had to race in British F3 – nobody thought of Europe. The Chevron drive was there, but I had to bring money and we didn't have any!

"I did the whole of '78 for £17,500 and I know Piquet spent £68,000. We were the last of the privateers – I had a chippy and a diesel mechanic – yet we won the Vandervell Championship and finished second in the BP series. Looking back, we probably didn't get the credit we deserved against the works teams." ❧

## THIS WEEK IN...

### Autosport



**APRIL 12 1979**

**REIGNING F1** world champion Mario Andretti struggled home fourth in the Long Beach Grand Prix.

Gilles Villeneuve led home teammate Jody Scheckter to record Ferrari's 75th GP win and we suggested Andretti would struggle to get on terms with the T4s until the ageing Lotus 79 (above) was replaced by the new 80 model, due to make its debut in the forthcoming Brands Hatch Race of Champions.

Also featured on our cover was the new Cosworth-powered Dome Zero RL prototype, which the Japanese marque hoped would bring it glory at Le Mans. Design head Masao Ono told Mark Hughes and Kunihiko Akai (below) that the car's small frontal surface area would make it rapid down the Mulsanne Straight.



**NEXT WEEK**



Vettel and Webber going for the title...

## BULLSEYE

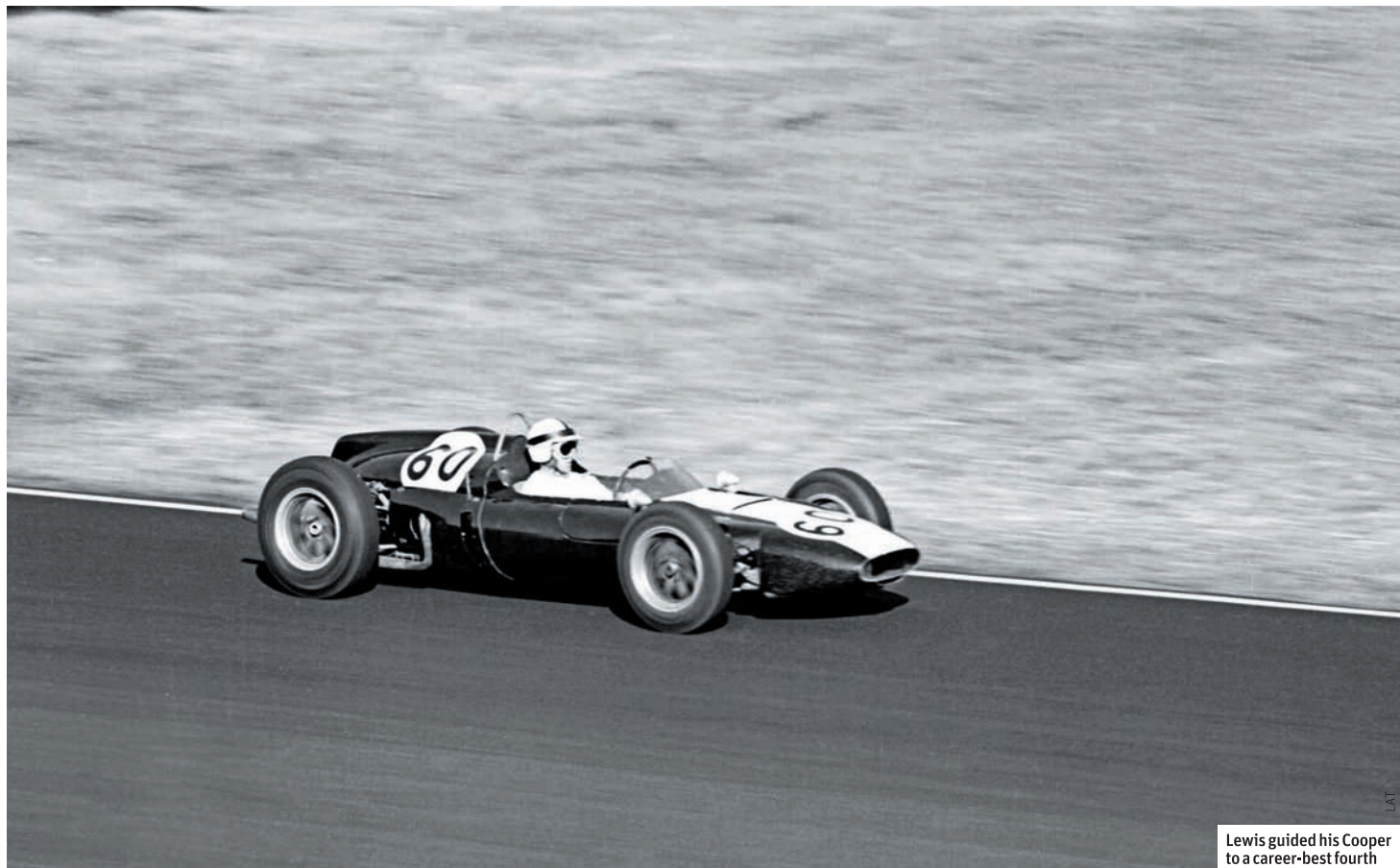
Is Red Bull capable of ultimate prize? *On sale Apr 15*

**PLUS**

All the action from Paul Ricard 8 Hours; green light for World GT

# JACKIE LEWIS

■ Italian Grand Prix, Monza ■ September 10, 1961 ■ Cooper T53-Climax ■ First GP career points



Lewis guided his Cooper to a career-best fourth

**QUALIFYING 16TH** doesn't sound so great, but there were four Ferraris and two V8 Climaxes, and that I was just ahead of Masten Gregory, Roy Salvadori and John Surtees, so it wasn't so bad. Plus we discovered a crack in the cylinder head that my father stuck together with Araldite, so the attitude was just to 'get up and go'.

Early in the race there was a crash among the frontrunners. I avoided the trouble and kept going, finding myself somewhere around seventh place at half-distance. Very occasionally as a driver you feel that everything is going so well that you're invincible. It's like an out-of-body experience. It's a very strange feeling – it was like that for me that day.

Towards the end of the race I found that I was catching Tony Brooks's BRM. At that time the banking was still used at Monza but the F1 drivers had little experience of banked circuits. But the previous year I had won two races at Montlhéry in F2, where I discovered that you could

**"I was chuffed - in my first season I had finished fourth in the Italian GP in a privately-entered car"**

get a tow from the car in front around the banking and then dive underneath to overtake. So I got to the back of Brooks and thought, 'I'll try my Montlhéry trick! It was pretty dodgy but it worked.'

I was lapping so fast that I finished only 10 seconds behind Bruce McLaren. I was chuffed

because in my first season I had finished fourth in the Italian Grand Prix aboard a privately-entered car.

Then I heard the terrible news that Wolfgang von Trips, who had been on pole, was killed in the crash I drove past early on. He was a good guy; I remember being at the Nurburgring for the German

GP with my father and the organisers refused to give us the starting money that we had previously agreed on. This was critical to us because we were financing everything ourselves.

Quite coincidentally, von Trips came into the office and asked what was happening. We explained and, looking quite annoyed, he spoke to the organisers in German and then turned to us. 'It's all right,' he said. 'They'll pay you after all!'

Then he walked out. Apparently he'd told them that he took a very dim view of their refusal to pay up, and he commanded so much respect that they did as he asked. ✘ *Jackie Lewis was speaking to Tim Swietochowski*

## IN PROFILE



**JACKIE LEWIS** began racing in a Formula 3 Cooper in 1958 and the following year switched to F2 with his family-run H&L squad, named after his father's motorcycle dealership. He took the '60 Autocar F2 title and stepped up to F1 the following season, making nine world championship starts with H&L and Ecurie Galloise over the next two years and taking a best finish of fourth in the '61 Italian GP at Monza. He retired to become a farmer midway through '62 at the age of just 25.

NEXT  
WEEK

Mika  
HAKKINEN





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**Stingray RV is Europe's leader in American motorhome Rental & Sales.**

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- Motorhome support & delivery service
- Motorhome maintenance & storage
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It doesn't matter if you need a motorhome for a 2 day race weekend at Silverstone, a week at Le Mans or an entire season, we have the right package for you.

We are currently taking bookings for all British and European Motorsport events for 2010.

**FOR SALE FINANCE AVAILABLE**



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Double slide, roll-out awning, air conditioning.  
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## Porsche Carrera Cup GB

Rounds 1 and 2, Thruxton, April 3-4

Double race win for Tim Harvey

Pro-am1 wins for Tony Gilham and Ollie Jackson

Pro-am2 double win for Mark Hazell

Overall podiums for Michael Caine and Euan Hankey

'Driver of the weekend' award for Euan Hankey

wins 'team of the weekend' award for Juta Racing

### Round 1 results

- 1 Tim Harvey (Red Line Racing)
- 2 Michael Caine (Motorbase Performance)
- 3 Euan Hankey (Team Parker Racing)
- 4 Tom Bradshaw (JHR)
- 5 Charles Bateman (Motorbase Performance)
- 6 Stephen Jelley (Team Parker Racing)

### Round 2 results

- 1 Tim Harvey (Red Line Racing)
- 2 Euan Hankey (Team Parker Racing)
- 3 Michael Caine (Motorbase Performance)
- 4 Tom Bradshaw (JHR)
- 5 Glynn Geddie (Team Parker Racing)
- 6 Charles Bateman (Motorbase Performance)

For more information on the Porsche Carrera Cup GB visit  
[www.porsche.com](http://www.porsche.com)

### Provisional points positions after round 2

#### Overall

1	Tim Harvey	42
2	Michael Caine	36
3	Euan Hankey	34
4	Tom Bradshaw	28
5	Charles Bateman	22
6	Glynn Geddie	21
7	Ollie Jackson	14
8	Ahmad Al Harthy	13
9	Michael Meadows	12
=	Tony Gilham	12
11	Jonas Gelzinis	10
=	Stephen Jelley	10
13	Archie Hamilton	7
14	Mark Hazell	5
15	Steve Parish	3
16	George Brewster	1

#### Pro-am1 category

1	Ollie Jackson	16
2	Ahmad Al Harthy	13
3	Tony Gilham	12
=	Jonas Gelzinis	12
5	Archie Hamilton	7

#### Pro-am2 category

1	Mark Hazell	21
2	Steve Parish	18
3	George Brewster	16
4	Glenn McMenamin	14
5	Richard Denny	11
6	George Richardson	6
7	Paul Mace	3

#### Team championship

1	Motorbase Performance	58
2	Team Parker Racing	55
3	Red Line Racing	54
4	JHR	33
5	Addison Lee Motorbase	14
6	ReDesign Racing	12
7	Juta Racing	10
8	Celtic Speed	1

**PORSCHE**

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CUP**  
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