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Hakkinen: I'm still

Despite falling well behind in the race for the championship, the Finn is not yet ready to support team-mate David Coulthard's title bid. By **Jonathan Noble**

David Coulthard has been warned he can expect no favours in the fight for the world championship from his McLaren team-mate.

Mika Hakkinen made his position clear despite losing further ground to Coulthard in the points chase after an agonising mechanical failure just five corners from victory in last weekend's Spanish Grand Prix.

Hakkinen's retirement handed victory and the series lead to Ferrari's Michael Schumacher, but the McLaren driver has vowed not to give up his own title ambitions, even though he is now 24 points adrift of Coulthard and 32 behind Schumacher.

The only driver to have overcome such a deficit and win the crown was James Hunt in 1976 when he beat Niki Lauda. Hakkinen's refusal to concede that he should now start supporting Coulthard is unlikely to be overruled by McLaren, who have always pledged to give both their drivers an equal chance to win the championship.

"The game is not over yet – not before the final mathematical chance is gone," said Hakkinen. "I will be fighting until the end and nothing has stopped. Nothing is over because of this [his Spanish disaster]."

"Of course I'm very disappointed. In one way, I cannot believe this has happened – in fact, it is more than a disappointment. Of course my situation in the world championship looks very sad right now, but I am going to come back and fight again."

Although McLaren are unsure about the cause of the clutch problem which stopped Hakkinen, the team's technical director, Adrian Newey, has admitted that there was a chance it could be linked to the return of traction control.

Hakkinen's belligerence has almost certainly been fuelled by the fact that he feels blameless for his retirement after proving he was back on the pace following a difficult start to the year.

"I didn't do anything wrong and that is why I cannot have a negative

attitude," he said. "When something happens like this, you cannot blame yourself. You can't have a negative feeling that you are not going to win because then there is no reason to put your life on the line in a racing car."

Although Hakkinen's shock late breakdown gifted Coulthard an extended lead over him in the title chase, the Briton claimed he was upset to see his team-mate retire so close to home.

Coulthard himself stalled on the grid before the parade lap after becoming the victim of a glitch in his car's launch control system. He then lost his front wing in a first-corner accident, having started from the back before charging through the field to finish fifth.

"I would have been much happier to have one point and to have seen Mika win," said Coulthard. "But this was a nightmare scenario for me. You start from the back, lose your front wing, start from the back again and then still find a get-out-of-jail situation.

"We've got to keep scoring in all these races, and as a team we have not got it right on my side and we have not got it right on Mika's side. It is a case of what should have been rather than what ended up being. Ferrari have taken a lucky win, but hopefully we will have a return match later in the year."

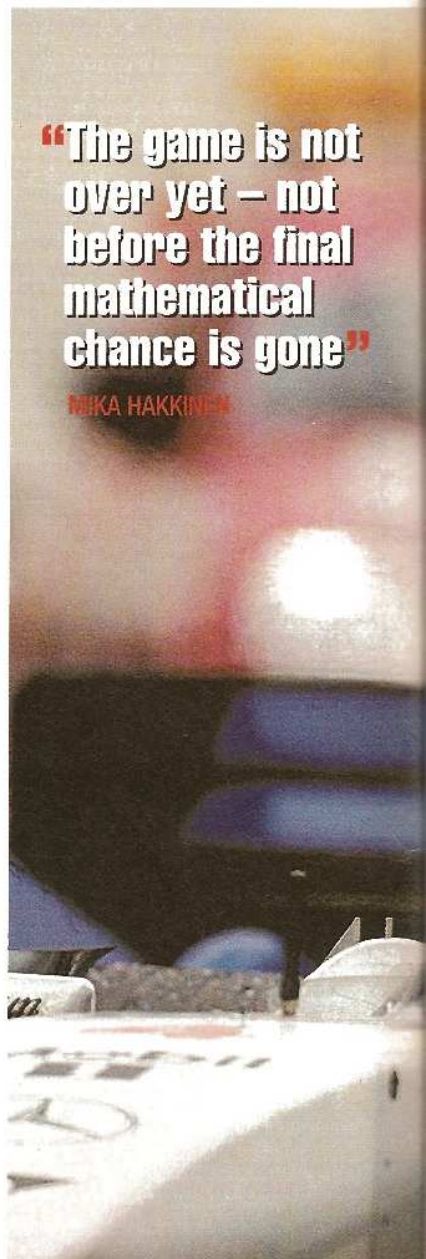
Schumacher himself was lucky to finish the race after being slowed by a vibration in the closing stages. Although there was no official word on what created the problem, a source close to the Scuderia has revealed that it was caused by the rear wheel rims rotating inside the tyres.

The world champion admitted afterwards that he was sorry to see Hakkinen lose out, even though the points he gained could be crucial in the fight for the title. "This season has been difficult for Mika so far, and to lead and to lose it in the last sector of the lap is very shocking," he said. "I don't feel like a real winner.

"I always said Mika would be back and today he could have proved it. And in a way he has proved it. He made no mistakes, he was the fastest driver at the most important time of the race and I am sad. It is not the way I like to win, but it is 10 points and if you look at the whole season it will be important." ■

"The game is not over yet – not before the final mathematical chance is gone"

MIKA HAKKINEN



Hakkinen's clutch failure seems to have made him more determined to fight for the title

LAST-GASP LOSERS

MIKA Hakkinen is not the first driver to suffer the agony of losing his lead so late in the day. Here are a few more of Formula 1's unfortunates.

1970 British Grand Prix, Brands Hatch: Jack Brabham runs out of fuel on the last lap in his Brabham. Jochen Rindt's Lotus snatches the win.

1977 French GP, Dijon-Prenois: John Watson's petrol-starved Brabham-Alfa falters on the final tour and Mario Andretti's Lotus inherits.

1978 South African GP, Kyalami: Ronnie Peterson's late-race charge in the Lotus brings him up to Patrick Depailler's Tyrrell, which is struggling to pick up its last drops of fuel. Peterson goes through on the last lap.

1982 Monaco GP, Monte Carlo: Riccardo Patrese grabs an amazing

win for Brabham after Didier Pironi's Ferrari runs out of gas. Just a few laps earlier, Patrese had spun out of the lead, but recovered after a push-start (legal then) from the marshals.

1991 Canadian GP, Montreal: Nigel Mansell has a comfortable lead and waves to the crowd as he circulates for the last time. The Williams' Renault engine promptly cuts out as he cruises into the hairpin. Nelson Piquet gratefully takes victory for Benetton.



Andretti's Lotus has Watson's Brabham in its sights at the 1977 French Grand Prix

ROW AT MCLAREN

Coulthard hits out at Dennis

DAVID Coulthard opened a new chapter in his relationship with McLaren boss Ron Dennis at the Spanish Grand Prix when he hit back at accusations that he was to blame for the stall which wrecked his chances of victory.

The Briton showed his anger live on ITV when he was asked to respond to claims by Dennis that 'brain fade' had been at the route of his problem before the parade lap, which forced him to start from the back of the grid.

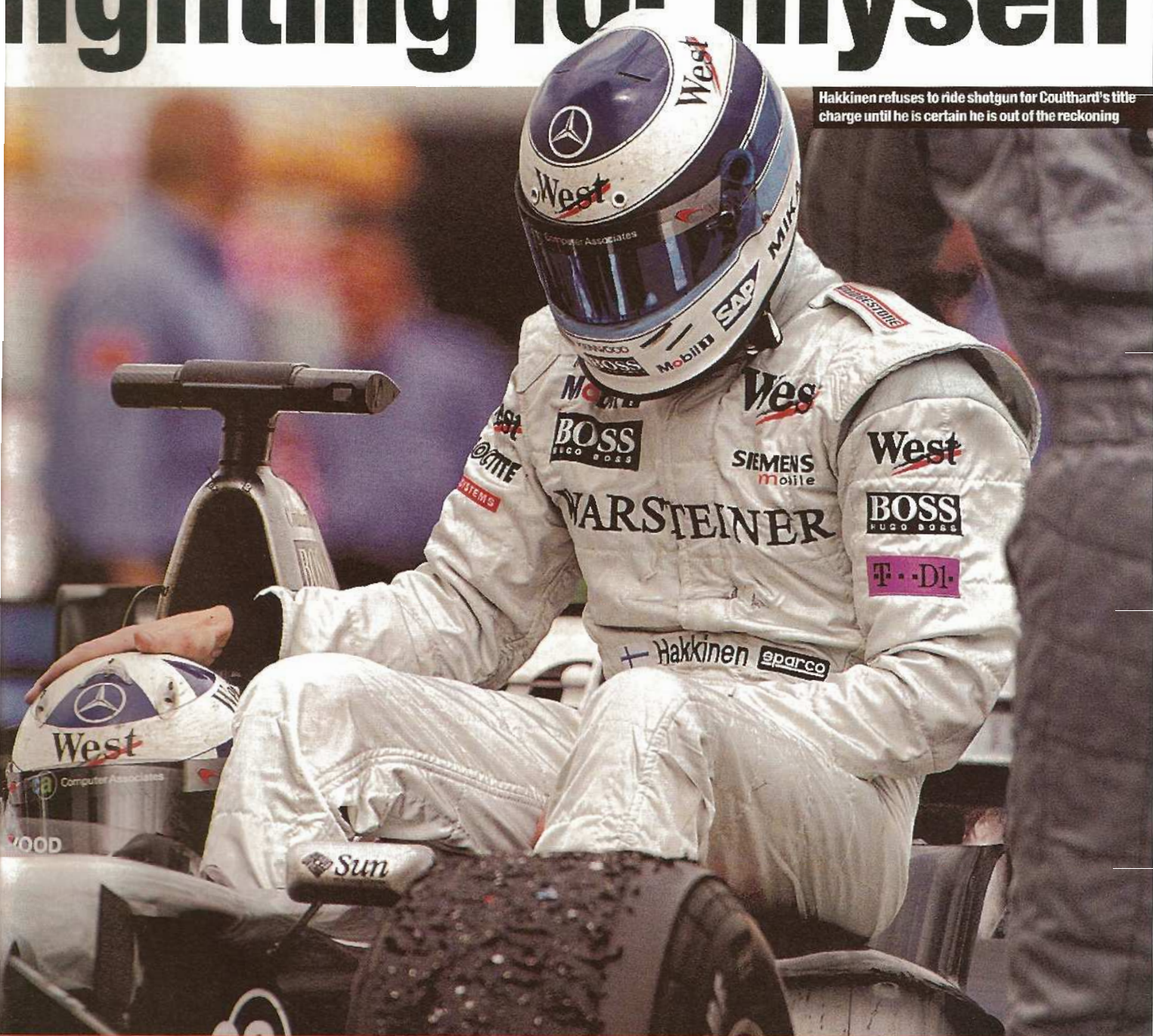
When asked what had happened to his driver by ITV, Dennis had replied, "I

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BAMBER'S VIEW
FANTASY GP

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fighting for myself

Hakkinen refuses to ride shotgun for Coulthard's title charge until he is certain he is out of the reckoning



am afraid it was a bit of brain fade from him on the startline." The team boss later backtracked and claimed that a mechanical problem was more likely.

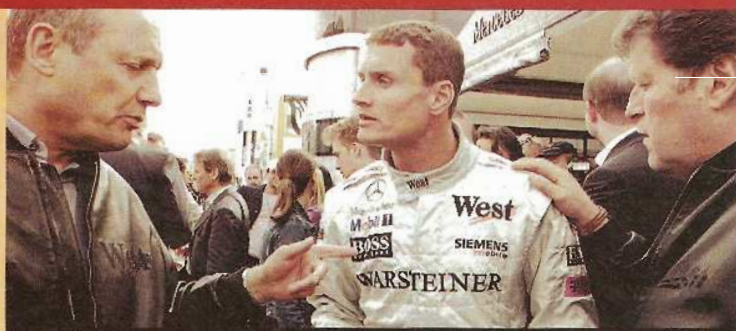
Coulthard, who has often toed the political line at McLaren in a bid not to compromise his position, angrily hit back at the comment. "I think it is fair to say that Ron has had a bit of brain fade to make that comment without talking to me or the engineers first," he said.

Events suggest Dennis should have been better aware of the facts. His other driver, Mika Hakkinen, told reporters after the race that the team had informed him of the true reason for Coulthard's stall, and digital TV footage showed McLaren mechanics talking to each other about what had gone wrong.

Although McLaren have not officially confirmed what Coulthard's problem was, a source close to the team has revealed that their launch control failed because the Scot had tried to move the car without full revs. It is understood the electronic aid had been programmed to work only if the driver tried to get away with his foot flat on the throttle.

"With launch control starts, something happened which we hadn't properly envisaged," was all technical director Adrian Newey would say. "David did something slightly different, but the system should have coped with it. There is no point in allocating blame."

Coulthard's comments can be seen as a watershed in his relationship with the team. He has never publicly



Coulthard (middle) confronted his boss Ron Dennis (left) after the Spanish Grand Prix

criticised Dennis before, despite several occasions when he had been expected to do so – including Jerez 1997 when he was ordered by the team to let Hakkinen through for his first win

and Melbourne '98 when he waved the Finn by again after a pit stop mix-up.

It is widely perceived that Dennis favours Hakkinen over Coulthard, although the team deny this.

ROSE/LAT

ACTION IMAGES

Puncture caused Alboreto

Apuncture triggered the incident that claimed the life of Audi sportscar star Michele Alboreto in pre-Le Mans 24 Hours testing at the Lausitzring in Germany last week.

The independent investigation demanded under German law confirmed initial theories that a puncture at the rear caused the car to leave the track at more than 200mph.

A statement from the German motor industry safety regulator, DEKRA, read: "All investigations so far show that a sharp object went into the left rear tyre, which caused a gradual loss of pressure."

The report said that there had been no technical failure on the car.

Audi will continue the preparations for their Le Mans defence at this weekend's test day at the French track. Two factory R8s will be on hand, although a replacement for Alboreto has yet to be revealed.

Lausitzring track manager Hans-Jörg Fischer claimed Audi had told him that the object was "something small, less than 10mm. It could have been a stone or a piece of gravel".

Audi have revealed no details of the accident, but saying that the open-top R8 prototype "went off the track and rolled on a straight piece of track".

Sources at the German car maker and the Lausitzring have, however, revealed a fuller picture of last Wednesday evening's accident.

The puncture began to send former Ferrari grand prix driver Alboreto into a spin to the left. He attempted to correct the slide, but the left rear puncture caused the leading, right-hand corner of the car to rise. The increased airflow beneath the flat-bottom underbody, as demanded by the Le Mans rules, picked the car up off the track in a manner similar to the aerial flips suffered by Mercedes at Le Mans in 1999.

Police reports claim the car flew for more than 100 metres. It cleared the three-tier crash barrier and landed upside down in a grass area. The roll-over structure of the car is understood to have been ripped off in the first impact. Alboreto died instantly, according to the police.

The accident happened near the end of a 1.3-mile straight on the

Lausitzring's seven-mile test circuit. This combines the infield road course with a high-speed section of track that lies outside the 1.5-mile tri-oval.

Audi had returned to the layout it first used last September to fine-tune revised bodywork developed for Le Mans next month. The R8 ran the same specification Michelin tyres used at last year's 24-hour race.

Michelin racing boss Pierre Dupasquier revealed that Audi had reported that the track had been "very dirty" during the test. He said: "The tyres were covered in stones when the car came into the pits."

No comment on the condition of the track was available from either Audi or Bentley, which were sharing the circuit for the two-day test.

Fischer denied that the track was dirty. "We inspected the track with the client, Audi, and they signed their approval," he said.

Audi sports boss Wolfgang Ullrich said: "Knowing the results of the investigations Audi have decided in accordance with its drivers to take part in pre-practice."

Alboreto's funeral took place last Friday in Basiglio near Milan.



ALBORETO
Died instantly

ALBORETO OBITUARY p50



SPORTSCAR SAFETY DEBATE

MICHELE Alboreto's fatal accident is bound to reopen the debate on the two major safety issues in sportscar racing.

The accident is the sixth recorded somersault since September 1998, when the Porsche 911 GT1-98 driven by Yannick Dalmas took off at Road Atlanta. Some argue that the mandatory flat-bottom area between the axles, introduced to reduce downforce, makes the cars inherently unstable.

The Porsche took off when it lost front-end downforce in the slipstream of another car. Similar turbulence triggered each of the three flips suffered by the Mercedes CLR at the Le Mans 24 Hours in 1999.

The Alboreto accident at the

Lausitzring was quite different. The only other car on the circuit at the time, Martin Brundle's Bentley, was on the other side of the track.

Ground-effect tunnels of the kinds used on Group C sportscars until the early 90s would have made the car less likely to take off. There is, however, a consensus that rulemakers cannot legislate against the effects of a puncture at speeds of 200mph.

Retired sportscar designer Tony Southgate, who worked with Audi in 1998-2000, said: "If you get a puncture at 200mph in any car, you are in the lap of the gods. We had Group C cars take off on the Mulsanne Straight at Le Mans when they suffered punctures."

The second issue raised by last week's fatal accident is the use of single-seater-style roll-hoops. Some in sportscar racing claim that traditional, full-width structures are safer.

Panoz race director and carbon-fibre expert Dave Price. Said: "The crash tests on the single hoops are more rigorous than they have ever been."

The fact that the Audi landed on grass rather than on the tarmac could have made the accident worse. There is more likelihood of the hoop being ripped off when it digs into a soft surface, as happened to former Sauber Formula 1 driver Pedro Diniz during the 1999 European Grand Prix at the Nürburgring.

TRIBUTES

Gerhard Berger, former team-mate

"When I heard the news, I was completely shocked. It was really a very sad moment, because I was with him at Ferrari for two years.

"I saw him not long ago, and he said, 'Gerhard, what you're doing is completely wrong. You should come with me, and do long-distance races - we'll phone up Stefan Johansson, and the three of us can go racing as a group!'. I said, 'No, Michele, that's what you do - I don't want to hurt myself any more'. Maybe he should have stopped racing some years ago, but he just couldn't leave it, and he died doing what he loved."

Brawn: Title is between Ferrari and McLaren

FERRARI technical director Ross Brawn believes the Formula 1 title fight is now between his team and McLaren in the wake of Williams' failure to find form at the Spanish Grand Prix.

Although Juan Pablo Montoya finished second, Brawn claims that Williams' Barcelona performance proved that their tyre supplier, Michelin, were going to struggle to find the consistency needed to fight all the way for the title.



BRAWN
Two-horse race

"The inconsistency of Williams is down to the tyre situation," said

Brawn. "They had a good tyre at Imola and a poor tyre here. They are not going to be consistent enough over the season."

However, McLaren's Mika Hakkinen, who looked set for victory on Sunday before retiring just a few corners from home, was less convinced that Williams could be written off.

"They have been there all the time

and have shown good results," said Hakkinen. "The performance they showed in Imola was incredible, so we just have to work hard so they don't go past us too far."

"It is interesting to see them and although the performance of the car was exemplary in Imola it has not just been one race. In Brazil they were leading, so they are definitely a top team and Williams has always been a fantastic team."

BMW motorsport director Dr Mario Theissen has moved again to play down his team's chances of winning

the world crown in only their second season back in F1.

"I wouldn't object against more wins, but I think at the moment we are not really ready for the championship," he said. "Although we have got the package right in four factors - driver, car, engine and tyres - there are different situations to come and a top team has to be able to be very strong in every situation."

"We haven't the experience of those situations yet. It takes a bit more time and we are happy to save that goal for this season."

to's fatal accident



The funeral of Michele Alboreto was held in the town of Basiglio, near Milan, last Friday. The punctured left rear tyre can be clearly seen in the photograph of the wreckage below

Keke Rosberg, former rival

"Michele won his first grand prix in Vegas in 1982, the day I won the world championship. We were battling a lot that year because we were about the only two normally aspirated guys in the field.

"When he was at Ferrari, he was at the peak of his career, and he was very, very good – the problem was that the car just wasn't good enough to win the championship, and so he finished second to Alain [Prost] in '85.

"Outside of the guys I've actually worked with, in my life in motor racing, there were two others I thought exceptional people, in every sense of the word. One was Elio [de Angelis], and the other was Michele."



Race wins 'too close to call'

McLAREN driver David Coulthard believes the fight between Formula 1's top three teams for race victories is too close to call.

The Scot, who finished fifth in last weekend's Spanish Grand Prix, believes there is too little to choose between McLaren, Ferrari and Williams to work out who will win the championship this year.

"I don't think anyone can feel confident they have got the measure of any other team," he explained.

"The pace of Williams was very dominant [at Imola] and the speed

they were able to generate – whether through sheer engine power or efficiency of the car – was pretty impressive and sets them apart from the rest of the field.

"I've said from the beginning of the season that you have got two F1 championships here, you've got the Bridgestone championship and you've got the Michelin championship and you will never be able to know who has the best car if they are running different tyres."

When asked about Coulthard's theory, Ferrari star Michael

Schumacher said: "Yes, I would agree with that."

Coulthard is overjoyed that McLaren are in the hunt for the world championship after struggling to match Ferrari at the start of the season.

"After the first couple of races I thought it was going to take longer to get on top of things," he said.

"However, we have taken some big steps forward. That said, we've still got a lot of work to do."

Schumacher leads Coulthard by eight points after five races this year.

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"I need money to secure my future, so the win could not have come sooner"

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Driver aids cause trouble

Formula 1's leading teams were on the back foot last weekend with most not completely ready for the return of high-tech driver aids like traction control and launch control.

Many drivers suffered mechanical failures as a result of the new technology - Jacques Villeneuve's engine blew up spectacularly in practice, David Coulthard stalled on the parade lap and Heinz-Harald Frentzen bogged down at the start.

Team figures have warned that it may take many months before the systems are good enough to prevent mechanical glitches regularly affecting drivers' results. This could ultimately decide who wins the world championship.

"The cars are very complex, and the teams too," said Frank Williams, whose team did not use traction control in the race because it was not reliable enough. "It takes a long time to find out who is who, what is what, and which buttons to press.

"It does not come to a new driver in a few days or even a few weeks. It will take half a season at the very least."

McLaren's system proved to be one

of the best throughout the Spanish GP weekend, but the team could not be sure the system did not play a part in Mika Hakkinen's clutch failure, which cost him victory.

BMW Motorsport boss Dr Mario Theissen revealed that problems with driver aids could snowball.

"There are basically two problems if you don't get it right," he said. "The first is vibration, the other is heat. Retarding and cutting ignitions, which you do with traction control, can lead to uncontrolled combustion, which can lead to high temperatures and then damage to either the engine or its environment."

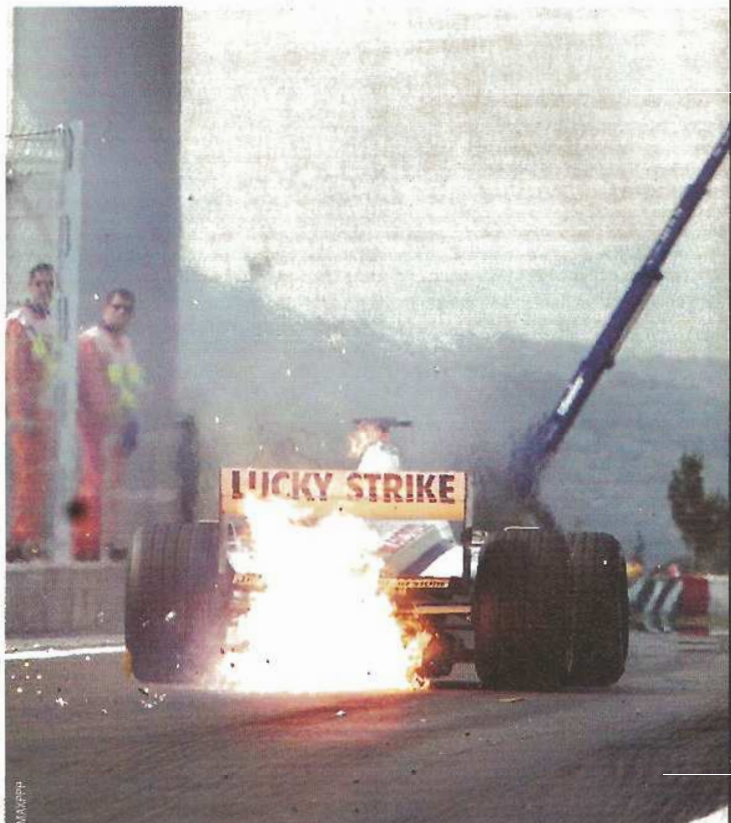
McLaren boss Ron Dennis dismissed suggestions that driver-aids were going to kill the essence of the sport. He believes they merely meant drivers had to adopt different skills to be successful.

"This new system provides the driver with less chance of making a mistake," he said, "but a good start from a driver is not going to be surpassed by the systems.

"Racing purists criticise this move, but it is far more important for F1 to get rid of the suspicion that surrounded [traction control]."



WILLIAMS
It will take time



Jacques Villeneuve's engine burst into flames when he tried a high-tech start in practice

New systems create more work for drivers

FORMULA 1 drivers have had to work harder than ever thanks to the return of traction control, according to several of grand prix racing's leading figures.

Despite several comments that the return of driver aids would make the cars easier to drive, the technology has led to drivers having to do much more work off the track on set-up.

"It has always been a challenge to set a car up for different conditions, but [driver aids] mean there are more options for the drivers and the teams to find different limits in different

corners," said Mika Hakkinen.

"Now you have to set the car up for high-speed corners and low-speed corners, whereas in the past they were very similar for the electronics to sort out."

Michael Schumacher said: "The days have definitely got longer because there are more things to discuss with the engineers."

San Marino GP winner Ralf Schumacher added: "Every team is going to experience more and more possibilities,

and I don't think it will make it easier for the driver."

Their views were backed up by British American Racing's technical director Malcolm Oastler, although he was not convinced the higher workload would continue once the teams got used to the systems.

"There has been a noticeable difference this week because everything is so new, but I think it will calm down," he explained. "We have

tried to keep the system simple."

Not every driver has agreed that the systems create more work. Jaguar's Eddie Irvine claimed that his influence on the outcome of a race was much less than before.

"I think this is wrong for F1, but it makes my job easier. It's the same money but with less effort," he said. "It is pretty much the technicians' work effort, because they notice the tyres, they notice the slip that is set for the car and they fiddle away with their numbers. I just press the throttle."

Breakaway threat still alive

THE threat of a Formula 1 breakaway led by manufacturers is still alive despite the settlement of problems between the sport's governing body, the FIA, and the commercial owners of F1.

The FIA sold the commercial rights of F1 for the next 100 years to Bernie Ecclestone and his holding company SLEC, of which media company Kirch owns 75 percent.

But despite promises not to take the

sport off free-to-air television, the manufacturers are still far from happy about how F1 is run.

Mercedes-Benz motorsport boss Norbert Haug was among those who claimed it will take a lot of work to clear up problems.

"I fully agree with the one step made, but we have pointed out very clearly that this doesn't change anything in the attitude of the manufacturers," he said.

Ferrari sporting director Jean Todt

said: "The position of the manufacturers is up to Mr Cantarella, the chairman of the European group of constructors, and he intends to run another championship when the Concorde Agreement expires."

British American Racing team boss Craig Pollock is not involved in the threat of the European car makers. He thinks it is crucial that the matter is cleared up as soon as possible.

"With the rumours there is no parity or stability," he said, "and that is a problem. I would like to see it settled as quickly as possible."



HAUG
Still problems



SCHUMACHER
Longer days

Stewart hints he may turn his back on F1

JACKIE Stewart has given his firmest hint yet that he could turn his back on full-time involvement in Formula 1 at the end of the year.

Stewart's only links with his former F1 team, now known as Jaguar, is through sponsor HSBC, but their contract ends this year. Stewart could then focus entirely on being president of the BRDC.

"I don't know what effect it will have when the contract ends," he said. "That's something I have to decide myself. I wouldn't like to say what my gut feeling is."

Williams wait for diffuser ruling

THE Williams team are expected to find out this week whether they will have to change their diffuser in time for next weekend's Austrian Grand Prix, amid reports that it has been protested to the sport's governing body, the FIA.

Although there is no suggestion that the part of the Williams is 'illegal' it is believed that the FIA have been asked by a rival to clarify whether the Grove team's solution to the technical regulations is an accepted route.

It is not clear whether the protest

has to do with the diffuser flexing too much or because of its size. One leading technical figure from a rival team said: "Williams' interpretation of the regulations is to the word of the rules but not necessarily to the spirit."

Although Williams technical director Patrick Head was reluctant to speak about the matter at the Spanish Grand Prix, he did hint that a clarification was expected soon.

"There could well be," he said. "All I'm saying is that we haven't seen anything yet."

Ferrari technical director Ross

Brawn also expected that the matter will be resolved soon. "I think it will become clear what the situation is," he said.

The Formula 1 rulebook is open to many interpretations, and teams often clarify with the FIA about whether their interpretation of the regulations is correct. McLaren have found in the past that items such as torque-steer differential and brake-steer systems were deemed illegal - even though their concepts and development had been approved at many stages by the FIA.

'PERSONAL INTERPRETATION IS UNAVOIDABLE'

Dennis defends rulebook

MCLAREN boss Ron Dennis believes that it is better for Formula 1 to be open to personal interpretation than create too many design restrictions.

"I don't believe we should have black and white rules," he said.

"If you have a black and white rule then the interpretation completely limits the technical freedom you have got to give teams to try to find a technical advantage.

"You place people in a position of having to make a judgement about what does and does not comply with

the regulations," he added.

"I think the answer is very much determined by the question, and if you ask the question in an ingenious way, you can sometimes solicit the answer you want. When you ask the question the wrong way then you solicit the answer you don't want. Sometimes that is a problem.

He added: "It is an unavoidable part of F1 unless we have a fixed formula where everything is dictated down to the specification of a spark plug. It is a nature of the beast."



The Williams diffuser is under FIA scrutiny

Jag given new hope...

JAGUAR'S new chief race engineer Mark Ellis has been hailed as the key factor in helping lift the team towards the front of the grid.

That is the view of Eddie Irvine, who claimed the arrival of the former British American Racing engineer will pull the team together.

"The car is exactly the same as before, but we are now going into a weekend knowing what we need to do," said Irvine before the Spanish Grand Prix. He was second fastest behind David Coulthard during Friday's free practice.

"That is a big step forward. Mark Ellis joined and we agreed on the way to attack the weekend.

"This is not going to turn a slow car into a fast car, but it is going to make sure that we make the right decisions when we have to, so when we get a fast car we don't screw up like Ferrari did at Imola on tyre choice."

Irvine's enthusiasm for Ellis' role has been supported by team boss Bobby Rahal, who had to wait until the San Marino Grand Prix for BAR to release him.

"I think he's going to be one of our key players," said Rahal. "He's got tremendous enthusiasm, which I think will set an example."

...but Irvine writes off year

EDDIE Irvine has all but written off Jaguar's 2001 campaign and admits they cannot expect to be really competitive until next year.

After another disappointing outing in last weekend's Spanish Grand Prix, Irvine believes that the inherent problems with the R2 chassis will be too much to solve before the end of the season.

"This year we know our car is not quick enough, and there is no magic wand to make it go quicker," he said.

"There are massive problems with it, and we have got to work our arses off this year to make this car more a

test-bed for next year's car.

"Ferrari always chipped away, and they got there. We can't sit there with the chassis as heavy as it is. We need to make a big step next year on weight, aerodynamics, engine and suspension. Last year I hoped would be a test year, but this year is going to be a test year again."

Jaguar's technical director Steve Nichols missed the Spanish GP to concentrate on future developments - especially next year's car.

The team are hoping to make a major step forward with a revised car at the Monaco Grand Prix.



Irvine has written off 2001 as a test year - despite his optimism over a new race engineer

NEWS IN BRIEF

FORMULA 1

SEAT representatives were understood to have had informal talks with a number of teams at the Spanish Grand Prix, including Sauber, about supplying engines. But an entry into F1 for the manufacturer is unlikely because parent company Volkswagen are more interested in promoting the 1-litre small-car market than rivaling Mercedes, Jaguar and BMW.

Michael Schumacher has hit back at comments from Niki Lauda that the return of high-tech driver aids to F1 means that "monkeys" can drive the cars. "We must have 22 very good monkeys in the cars now then," said Schumacher. "Niki likes to say a lot of things. Well, maybe a monkey can drive the cars, but certainly not as fast."

Jean Alesi has warned that there will be no improvement in Prost's fortunes until their development programme starts introducing new parts to the car. "It's clear that until we have the development due on the car we will not see a significant change. We just have to be patient and wait before we can see real progress."

Ralf Schumacher has got engaged to girlfriend Cora Brinkmann. The couple are expecting their first child.

F1 drivers were handed an up-to-date list of illegal substances during the drivers' briefing at Barcelona and told they will be punished if they use them.

Minardi became the latest team to upgrade their motorhome last weekend when they turned up in Barcelona with two spectacular double-decker units. Minardi boss Paul Stoddart feels they are necessary if the team are to attract big-name sponsors in the future.

Olivier Panis hit out at F1 returnee Pedro de la Rosa after he was blocked by the Jaguar during qualifying. "I am disappointed about it because he is an experienced driver in F1," declared the Frenchman.

McLaren boss Ron Dennis was equally frustrated about traffic after seeing David Coulthard slowed on his quickest lap by Nick Heidfeld. "I'm never quite sure why we fit mirrors to the cars when it's apparent how little they are used," he said. Mercedes boss Norbert Haug apologised to Heidfeld later because Coulthard had slowed the German earlier in the session.

Pedro de la Rosa had a scare during free practice on Saturday when he suffered a steering failure on his Jaguar as he left the pits. It is not the first time the team has had such a problem.

Ferrari and Rubens Barrichello have begun talks about renewing the Brazilian's contract beyond the end of this year. Key areas of negotiation will be money and Barrichello's status within the team.

Shoulder injury won't stop

Jenson Button will not be forced to miss a grand prix this season because of his shoulder injury, despite speculation at the weekend that he may have to sit out the next races in Austria and Monaco.

The Benetton star - who has had a difficult start to the 2001 season - was forced to miss out on some testing before the Spanish Grand Prix because of pain caused by a problem with his right shoulder.

The team contacted their test driver Mark Webber about driving in Barcelona, but he was not needed because Button's injury was not bad enough for him to miss the race.

Button's management team confirmed in Barcelona last weekend that they could consider resting him if the shoulder injury stood a better chance of recovering. But it is now almost guaranteed that he will stay in the car after encountering few problems on his way to 15th place.

Manager David Robertson believed Button would be able to forget the media hype about his injury and focus on moving the team forwards. He also believed the prospects of missing a

race had been blown out of all proportions.

"He got through that no problem," explained Robertson. "We can forget all the nonsense now. It's all been a bit of a nuisance."

"The press have twisted things around and put the questions in a way that made it sound out of all

proportion. The quotes were made from the questions."

Button's shoulder problem has been caused by a lack of power steering in his Benetton. In-car television footage last weekend showed the violent shocks that Button was receiving through several corners on the Spanish track.

Benetton are planning to test power steering again at Valencia this week, and the system should be ready to use in the race in Austria in 10 days' time.

In terms of performance, the team continued to run off the pace in Spain. "What can I say? I know I am repeating myself but we just have to hang in there and be patient even though the only thing we want to do is win," said Button after the race. "I am constantly gaining experience, even if it's towards the rear of the field at the moment."



Buttton
Hanging in there



Jenson Button raced in Spain despite missing pre-meeting testing because of a shoulder

Bridgestone's dual advantage

FERRARI technical director Ross Brawn has dismissed suggestions that the world championship chances of McLaren and Ferrari will be compromised by the fact both use Bridgestone tyres.

Several figures down the pit lane claim that Michelin have a huge advantage because they can build their rubber to suit the Williams perfectly, while Bridgestone have to make tyres for two different cars.

But Brawn feels that the advantage lies with them because Bridgestone can gather twice as much data.

"Last week we were able to test in

Italy and McLaren couldn't test [usefully] at Silverstone because of the weather," he explained.

"Bridgestone used our information and we have some tyres this week which were the result of last week's test. I am sure that helps."

"It is true about Michelin being able to focus on Williams, but we haven't had any conflict with McLaren yet."

There had been fears of such a conflict when Ferrari and McLaren opted for different tyres at the San Marino Grand Prix, but in Spain they chose the same type of compounds.

Alonso calls for respect

MINARDI'S Fernando Alonso feels it is time other drivers started treating his team with respect.

The Spaniard, who has impressed during his debut grand prix season, claims his efforts are sometimes hindered during qualifying because other cars refuse to get out of the way.

"When you see the two Minardis on Saturday it's difficult to do a clear lap because everybody waits until the end of the session," he said.

"For us it is always difficult to

overtake anybody. I hope that people have a little bit more respect for us in the next races."

But Jaguar's Eddie Irvine dismissed the suggestions and said that it is up to Minardi to improve their performance.

"In a race I can understand their problem because they are so slow," he said. "It is up to Minardi to raise their game so they don't get lapped so often, as

we have got to raise our game so we don't get lapped."



Alonso
Enough respect?



Montoya hype is premature, says Coulthard

Montoya hype 'too much'

DAVID Coulthard believes it is far too early to judge whether Juan Pablo Montoya is the superstar he was hailed after his spectacular overtaking move on Michael Schumacher in Brazil.

Although Montoya finished second at the Spanish Grand Prix, Coulthard claims the sport should not be so quick to hype new stars who come into Formula 1.

"I think his pass in Brazil was very good, he was a long way back and when I saw it I thought it was going to work to my advantage because they were both going to go off," Coulthard

said in Spain last week.

"He is a young guy who has F1 testing experience, European race track experience, and who went off to America for a couple of years. I think the press try to be sensational about him. He is just doing what he is paid to do."

"I am not trying to take anything away from him but you've just got to keep it real."

Although Montoya's performance in Spain took him from 12th on the grid to second by the flag, the result owed much to the problems of cars ahead of him.

Coulthard rides high in strongest season yet

DAVID Coulthard has admitted that his best-ever start to a Formula 1 season has given him the confidence to deal better with minor setbacks.

Having stalled on the grid in Spain last weekend due to a mechanical problem and lost his front-wing in a first-corner accident, Coulthard was happy to leave with fifth place.

"I haven't done any self-analysis," he said, "but I know I can go into race weekends and have difficult times. I don't think it will be all doom and gloom. We've been able to come back from difficult weekends before."

Button Teams split over ban on testing



FORMULA 1's team bosses appear split over proposals to change the regulations banning testing from the end of the season until January 1.

British American Racing boss Craig Pollock believes teams should swallow their pride and agree they were wrong to extend the ban period for this year through December.

"I strongly believe that the rules of all the team bosses who agreed to ban testing for the whole month of December was a bad rule," he said. "It was ill thought-out and I personally would be for looking at it

again and saying 'sorry guys, we made a mistake.'

Pollock's view was backed up by his technical director Malcolm Oastler. "F1 is showbusiness and it needs to generate coverage all the time," he said. "If they shut down for two months it might lose out to other sports like football."

But although McLaren boss Ron Dennis was never in favour of expanding the winter testing ban, he is not convinced that the rule should be revoked.

"The cheapest way to develop the

car is on the circuit, but the decision was made a long time ago," he said.

"While it is unlikely that we will stand alone and object to a change, everything people are now saying, especially the smaller teams, was predicted. I just wish that they would make up their minds."

Several of the leading teams have already restructured their build process for next year's cars because of the current ban. A change in the rule would mean an expensive and time-wasting switch back to the more traditional build-up.

Podium spurs BAR

BRITISH American Racing boss Craig Pollock is confident that his team's maiden podium finish in Formula 1 will inject new life into his team.

Jacques Villeneuve delivered BAR's best result at the Spanish Grand Prix, a fortnight after unfounded reports that the team was up for sale.

"This result will really help morale," said Pollock. "Whenever there are rumours it is good to put them to bed with a result like this."

BAR are, however, under no illusions that they still have room for improvement as they bid to finish fourth in this year's constructors' world championship.

"We are certainly below our expectations for our performance level and point-scoring results," said technical director Malcolm Oastler. The team's engine supplier Honda have also vowed to strive for the necessary improvements after scoring their own first podium since returning to the sport last year.

Kazutoshi Nishizawa, technical director of Honda's racing programme, said: "We must work harder towards the longer term goals of our programme in order to fulfil our higher ambitions."

BAR FEATURE

p48

Q&A CRAIG POLLOCK

How do you feel after your first podium?

"This is obviously very big for the team. We know we have a lot of work to get up there with the big boys and this is just the start. There was an element of good luck in getting there, but there was an awful lot of hard work behind it which was even more important."

What was your summary of the season before this result?

"We had a very, very bad start to the year which was difficult to accept but we think we will do better than that. At the beginning of the year we were thinking of finishing third or better and having seen where

the old guys are, Williams, Ferrari and McLaren, it is very difficult to get there. So fourth or better would be more than acceptable."

You came close to a podium in Brazil. Were glimmers of hope like that encouraging?

"It hasn't just been glimmers of good form. If you just sit down and say this happened or that happened we could have been second and third in Brazil and it would have been fantastic. It didn't happen. We are in our third year and I don't

think we can say we are a young team. We can't use excuses any more, we have got to go and do it."



Pollock Lots of hard work

injury. He took the chequer in 15th place

Mazzacane hopes for return with Minardi

GASTON Mazzacane is believed to be hopeful of a return to Formula 1, despite being sacked by Prost on the eve of the Spanish Grand Prix.

The Argentinian, who was replaced by Luciano Burti, is chasing sponsors in a bid to oust Tarso Marques from Minardi. Mazzacane can also bring money from personal backer PanAmerican Sports Network (PSN) worth around £1 million.

Marques said: "It is obvious the team is not swimming in millions, and if I can't find the money then I cannot say what will happen."

Burti praised by Irvine

EDDIE Irvine says his former Jaguar team-mate Luciano Burti has a better approach to Formula 1 than Ferrari's Rubens Barrichello.

Burti switched from Jaguar to Prost before last weekend's Spanish Grand Prix, impressing Irvine by out-qualifying new team-mate Jean Alesi.

Irvine was teamed with Barrichello at Jordan and said Burti's attitude compared favourably with his friend and countryman.

"I worked closely with Rubens and

Luciano was much more impressive in the way he worked with the team," Irvine said.

The Ulsterman believes Burti should not be criticised for the job he did for Jaguar in the first four races of the year. "Luciano did a fantastic job and worked very well with Jaguar," Irvine said.

"He had to do things that were not necessarily good for him but helped make the team go forward."



Burti Team player

DRIVER Q&A

p31



Jacques Villeneuve gave BAR its best result yet with third in the Spanish Grand Prix

Fans question coach prices

FORMULA 1 fans have raised concerns over Silverstone coach transfers for July's British Grand Prix.

Parking spaces are reduced to 18,000 for each day of this year's race and not all those wanting to park have been allocated passes.

A spokeswoman for Octagon Motorsport, which leases Silverstone, said the limits were to address issues from 2000 as well as "the loss of land for the Silverstone bypass and ensuring people's journeys are more comfortable by reducing the number of cars."

People who applied early for their

tickets were more likely to receive car passes, but the spokeswoman continued: "Once they were allocated, we suggested alternatives like coach or helicopter transfers. We are providing a list of those, but they are run by independent companies."

Fans have been quoted a fare of £44 return for coach transfers (from pick-up points on the M1 and M40 and in neighbouring towns) for individuals travelling alone. By contrast, an economy return coach fare from London to Aberdeen with National Express at grand prix time costs £46.



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Lawsuit threat over Texas pull-out

Champ Car racing's governing body, CART, could face a multi-million-dollar legal action over their decision to postpone last Sunday's maiden event at the Texas Motor Speedway on the morning of the race.

CART made the unprecedented move because of safety fears created by the high g-forces drivers were experiencing on the high-banked 1.5-mile superspeedway. Mauricio Gugelmin and Cristiano da Matta had already suffered heavy accidents during practice (see story below).

"A lawsuit is an option," said the circuit's president, Eddie Gossage. "Several million dollars is going to have to be resolved here, because CART got the sanctioning money up front. I hope it doesn't get to this point. I think [CART president] Joe Heitzler is a stand-up guy, and we're going to work real close with him because he's working real hard to make this thing right."

Heitzler said the race was postponed rather than cancelled, but it looks extremely unlikely that a rerun will ever take place, because CART and the track's calendars are very tight.

CART's director of medical affairs, Dr Steve Olvey, said that the combination of the 3.3g vertical loads and the 5g lateral loads that the drivers were subjected to seriously affected the inner ear and blood supply to the brain. "This causes dizziness and light-headedness to the point of disorientation, so that you don't know if you're right side up or upside down," he explained. "The poor blood supply affects the eye and retina so that a driver gets tunnel vision, then loses colour vision and will have a grey-out and eventually become unconscious and black out. That is why fighter pilots are required to wear g-suits in fighter planes."

Gossage said he understood the reasons for the decision, but added that CART should have known it would happen at the oval. "We questioned the speed in meetings, in letters," he said. "We even offered our own suggestions about what to do to

the cars. On April 21, I got a letter from Joe Heitzler, saying CART is ready, willing and able to go."

The Dallas oval has always been viewed as unsuitable for Champ Cars by many and it was surprising to some to find the race on the calendar for the first time. Team Rahal tested at the track to find out how safe it would be using reduced turbo boost and a larger wicker (Gurney flap) on the rear wing.

But speeds last weekend topped 235mph, over 10mph more than Team Rahal's Kenny Brack managed in the tests, thanks to warmer temperatures.

Champ Car veteran Michael Andretti said: "It's the most dangerous track I've ever been on. In my 20 years of auto racing, I've never experienced the kind of forces I

experienced here this weekend. The g-forces are unbelievable."

CART's retired chief steward, Wally Dallenbach, inspected the track when it was built four years ago and reiterated his opinion that it is not suitable for Champ Cars. "I said it wasn't fit for our cars and I have never wavered in that belief," he said. "I told Joe Heitzler again this weekend that was my position."

Gossage said that the track had sold 57,000 tickets by Sunday morning. "We were going to have a hell of a day. If we had had 65,000 people here, it would have been [the same as] a sold-out Dallas Cowboys [American football] game at the Texas Stadium. That's something to be proud of."

"CART has a great product and great talent. They need to find a way to go forward and have their races, and not have things happen like this."

The Texas race is the second this year not to take place. Brazil's round in Rio was cancelled weeks before it was due to happen because of a falling out with local politicians.



ANDRETTI
G-forces too great



Cars stand idle in the empty Texas stadium after the announcement of the postponement



CART's Joe Heitzler (left) and Steve Olvey feared for driver safety if the race went ahead

CART NEWS FEATURE p54

HANS saves Gugelmin in monster shunt

MAURICIO Gugelmin has praised the Head and Neck Safety device for saving his life in a huge crash during practice for last weekend's Champ Car race at the Texas Superspeedway.

The PacWest star lost control of his Reynard-Toyota on the exit of Turn 2, which is banked heavily at 24°. He speared head-on into the inner wall with an impact of 66g. His right foot was wedged between the brake and throttle pedals, powering the car down the back straight and into several more collisions with the wall.

Six seconds after the initial impact,

the car spun round and clouted the outer wall at Turn 3 backwards with a force of 113g. It finally rolled to a stop at the entrance of Turn 4. Incredibly, Gugelmin suffered no major injuries.



Gugelmin escaped with minor injuries

"I had been running a few laps behind another car and I could feel a slight turn from the rear of my car coming out of Turn 2," he said. "I was able to correct the first twitch, but the back end came around again and I lost it. I remember heading towards the wall, then letting go of the wheel and I became a passenger. When I finally stopped, I could see daylight by my feet and [CART doctor] Terry Trammell greeting me."

"The car did the job. The seat collapsed, as it is supposed to do in a situation like that, and the head

restraint broke - again by design. I didn't expect or want to test the HANS device, but the truth is it probably saved my life."

Gugelmin is the president of the Championship Drivers Association and had campaigned for safety upgrades at the Dallas track. He said that the high banking rather than the 235mph speeds were to blame.

Newman-Haas star Cristiano da Matta also had a big accident at Turn 2 on Saturday, the day after Gugelmin's. He also felt that the banking was responsible for his crash.

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there's nothing to hit. It's an ideal place for the track day novice who finds the thought of gravel traps and tow trucks a bit intimidating.

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IRL plans junior formula

The Indy Racing League is planning to set up its own Formula 3000 and Indy Lights-style feeder series to begin in June 2002.

Brian Barnhart, the IRL's vice-president of operations, has confirmed that the support class would be used as an inexpensive way for drivers, car owners and mechanics to prepare for a move up to the premier series.

Like F3000 and Indy Lights, the category would be a single-chassis class. It is envisaged that power

outputs would be around 450bhp, with a season costing £500,000. That compares with 650bhp and £1.5m for a season in the IRL.

Seven race car constructors are said to be interested in supplying the cars for the series, including IRL builders G-Force and Dallara. Neither could comment on the story.

Barnhart expects between 20 and 25 cars at each round of the series, which would support every round of the IRL except the Indianapolis 500.

However, the cars could also be converted to road-course

specification and support Indy's United States Grand Prix.

IRL newcomers tend to come from a variety of backgrounds from road racing to sprintcars, so the 'junior' series would go a long way to helping teams spot promising drivers.

The plans have been announced at a time when the long-standing Indy Lights series, which would be its rival, is in sharp decline. Only 10 cars started last weekend's round at Texas Motor Speedway.

IRL RACE REPORT p79

NEWS IN BRIEF

FORMULA 1

Toyota completed the second test of their F1 car at Paul Ricard in France last Tuesday. Allan McNish completed about 600 miles without any problems.

Only 5000 general admission raceday tickets are still available for this year's British Grand Prix on July 15. The capacity at Silverstone is set at 95,000.

TOURING CARS

British Touring Car Championship organiser TOCA has extended the testing amnesty for all teams until the end of May. It was previously thought likely that only privateers JSM and ABG Motorsport would be able to test outside of official sessions.

BTCC privateers ABG Motorsport were set to test their new Lexus IS200 Touring car at Pembrey yesterday (Wednesday) after failing to make their first test at the end of last week. The team are aiming to have one car ready for Kurt Luby at Thruxton this weekend.

Former single-seater racer Antonio Russo will make his BTCC debut at Thruxton on Monday in a third GA Janspeed Alfa Romeo 156.

Mondello Park is close to receiving full approval for its international track licence. FIA circuit inspector Roland Bruynsraede visited the Irish circuit last week and, short of several small alterations, is said to have given his thumbs-up to the track. It is due to host its first BTCC round on June 17.

BTCC tyre suppliers BF Goodrich are sticking with their standard tyre for this weekend's Thruxton races, even though two cars suffered high-speed deflations in testing. A spokesman said: "We will be advising minimum pressures and maximum camber angles to minimise potential problems."

FORMULA 3

G&M Motorsport, Trella Motorsport and Cram Competition are the other German F3 series teams to have committed to the FIA European Cup race at Pau next month (see page 16).

Frenchman Bruce Jouanny was excluded from a British F3 race for a yellow-flag offence for the second successive meeting at Donington Park on Sunday. The Promatecme driver had taken 13th place in race one.

Menu Renaultsport driver Tim Spouge was unlucky to fail to qualify for the first British F3 race at Donington. Spouge did a lap good enough to put him on the grid, but completed it a fraction of a second after the red flag appeared. Spouge and Rob Austin took Menu's first F3 points in race two.

British F3 rounds are to have the first five minutes of any safety-car periods added on to the overall race length. The rule comes into force at Oulton Park this weekend.



Formula 1-style wheel tethers could be introduced to the Indy Racing League after this huge 11-car pile-up at Atlanta last weekend. IRL new-boy Cory Witherrill triggered the crash when a problem forced him to slow in front of Felipe Giaffone. Dr Jack Miller (number 11) came off the worst, with concussion, while Robbie Buhl (number 21) was unhurt. One wheel landed in the empty Turn Four grandstand

Stewart in Ganassi Indy talks

NASCAR star Tony Stewart is strongly tipped to return to the Indianapolis 500 with CART team Chip Ganassi Racing.

Stewart is also scheduled to race in the Charlotte 600 NASCAR event the same day.

Chip Ganassi has been rumoured to be considering either dropping his rookie CART drivers, Bruno Junqueira and Nicolas Minassian, or running a third car at the Brickyard.

Stewart's sponsor, Home Depot,

will be one of the backers of Ganassi's Indy assault, fuelling speculation that Stewart will be on board.

His NASCAR boss, Joe Gibbs, said: "I think there is a lot of talk over there. It's hard for me to comment on it because we are all talking our way through it."

"Right now it's up in the air. I wouldn't say the door is shut. We always know it is a passion for Tony. On the one hand, you don't want him to do it, to run all the risks."

Ganassi said: "It's not a done deal. I haven't had a conversation with Tony since Talladega [last week]. I'd like Joe's blessing."

Ganassi hinted that one of the rookies could be dropped. "Three cars isn't out of the question, but that's not my preference," he said.

CART stars Paul Tracy and Jimmy Vasser have already said no to the drive (see AUTOSPORT last week). If Stewart takes up the challenge he will repeat his Indy 500/NASCAR double feat of 1999 when he made it to the Brickyard with 10 minutes to spare.



Indy chance



Faulkner on his way to victory in Texas last weekend. He believes the result will attract much-needed sponsorship for his Lights campaign

Lights win gives Faulkner boost

Damien Faulkner could have secured his Indy Lights future after scoring his maiden win in the category at the Texas Motor Speedway on Saturday.

The reigning Formula Palmer Audi champion needs more money to complete the season with top team Dorricott Racing, and believes the victory – on his oval debut – will help in this quest. “I’m just over the moon,” he said.



“Over the moon”

“It’s great to get the win because I’ve got very little sponsorship, and it’s difficult to get far without it. I really need some money to guarantee my future, so this couldn’t have come at a better time.”

Faulkner was aided in the Texas race by team-mate Townsend Bell, who played ‘spoiler’ to protect him from the rest of the field. But after Bell had tangled with Briton Dan Wheldon, Faulkner was forced to fend off compatriot Derek Higgins,

who took the points lead in the series after finishing in second place.

“I’m very tempted to say the race was boring,” said Faulkner. “For a lot of it there really wasn’t much I could do apart from be smooth and wiggle my toes on the accelerator to make sure my foot didn’t go to sleep!”

Faulkner’s victory completed a good weekend for former Palmer Audi champions. Inaugural title winner Justin Wilson maintained his one-point advantage in the Formula 3000 International Championship after finishing third at Barcelona.

Keen loses F3000 seat

BRITON Justin Keen has lost his drive in the Formula 3000 International Championship after his team, KJR Monaco, failed to show at Barcelona last weekend.

Although there has been no statement that the team won’t return, it looks unlikely. There is a major rift between boss Gian Luigi Coletti and his main sponsor.

Warning bells were sounded when Keen did not run at last week’s Monza test, but the team did not tell him he wasn’t racing until 12 hours before his flight to Barcelona.

“Mr Coletti explained that a developing dispute within the team ownership had unexpectedly created a *force majeure*, denying them the opportunity of participating at the Circuit de Catalunya,” he said.

The loss of KJR Monaco reduced the field to just 24 cars in Spain. The regulations state that if a team miss a round, they will be excluded from the championship, but with so few cars KJR Monaco could be allowed back in if they resolve their difficulties.



Late decision

Carlin only Brits at Pau

CARLIN Motorsport are the only British team to have entered next month’s FIA Formula 3 European Cup at France’s Pau street circuit.

The team will run regular drivers Takuma Sato and Anthony Davidson as they take on front-runners from the German and French F3 series.

Italian-run RC Motorsport are the only other British championship team to have committed to Pau.

Even so, race co-ordinator Barry Bland is confident of a full field. German championship leader Frank Diefenbacher will compete with Bertram Schafer Racing team-mates

Toshihiro Kancishi and Bernhard Auinger, while French table toppers Tiago Monteiro and Renaud Derlot are also likely to race.

Carlin boss Trevor Carlin criticised the other British teams for not attending. “Where’s the excitement gone in life?” he said. “Barry Bland does a lot for F3 and we should all be giving him something back.”

Bland said: “I know it’s a tight schedule for the teams, but it’s an FIA event and a rare chance to get street circuit experience. Everyone’s screaming for a Euroseries, but they can’t even support Pau.”

Peugeot down to two cars

THE WORKS Peugeot team will field just two of their 406 Coupes in the second round of the British Touring Car Championship at Thruxton this weekend, after parting with former BTCC privateer Matt Neal.

A row between Neal and Peugeot boss Mick Linford over a lack of funds to run a third car for the full season (AUTOSPORT, April 26) led to the team and their driver parting ways on Wednesday.

Neal said: “I needed a commitment for the full year, but Peugeot could only guarantee part of it. That was unacceptable. I’m disappointed, but see the reality of the situation.”

Neal is set to race in the next two rounds of the European Touring Car Championship in his Team Dynamics-run Nissan Primera after making his debut at Magny-Cours this week, and has been offered a chance to race in several rounds of the Australian V8 series. He did not discount a return to the BTCC.

Peugeot have yet to announce a replacement, but are in talks with two drivers, both “well known names”, who could be out later in the year, according to Linford. The deal to run Superbike ace Aaron Slight in a fourth car will not be affected by the upheaval.

Wilson makes sportscar debut

FORMULA 3000 points leader Justin Wilson made his sportscar debut this week, racing in the FIA GT Championship at Magny-Cours.

He joined his F3000 team-mate, Tomas Enge, in a Porsche 911 GT3 R. The deal was brokered by Coca-Cola, which sponsors the car and the pair’s Nordic Racing F3000 team.

“I’ve not raced anything with a roof, so it will be new to me,” said Wilson.

The race was due to take place on Tuesday, after AUTOSPORT closed for press. Enge qualified seventh overall, top of the N-GT class.

Ferrier will drive JSM Alfa in BTCC return

EUROPEAN Touring Car Championship racer Tom Ferrier will rejoin the British series at Thruxton this weekend in the JSM team’s second Alfa Romeo 147.

Ferrier, who drove a Gary Ayles Racing 156 in the Production class last year, will replace Darren Malkin in JSM’s Touring class car after Malkin experienced a shortfall in funds.

JSM boss and ex-BTCC champion Tim Harvey had his first test in the car at Silverstone last week, and may race later in the year. He said: “It still needs work, but we’ve made progress.”



FORMULA 3 Scholarship Class racers Ernani Judice (below) and Robert Doornbos escaped unhurt from this shunt in race one at Donington Park on Sunday. Judice, who had taken class pole first time around, failed to qualify for race two after his battery cable snapped



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NEWS IN BRIEF

SPORTSCARS

Briton Robin Donovan will make his 14th Le Mans 24 Hours start in next month's race. The 45-year-old will drive Spanish Racing Engineering's Porsche 911 GT3-R with Tomas Saldana.

British GT regular Stephan Day should make his Le Mans debut this year. He will drive PK Sport's Porsche 911 GT3-RS along with Mike Youles at this weekend's pre-race test day.

Sportscar regular Carl Rosenblad will drive one of the Belmondo team's Chrysler Vipers at Le Mans with team boss Paul Belmondo and Vanina Ickx, daughter of five-time race winner Jacky Ickx.

Bentley's second Audi-powered Le Mans car managed less than one lap on its shakedown at the Lausitzring last week. Andy Wallace crashed at low speed after a rear-end failure. The Apex team didn't have the correct spares to repair the car and it was returned to Britain.

The Cadillac team has revealed its two driving squads. Eric Bernard, Emmanuel Collard and Marc Goossens will drive one Northstar LMP, Max Angelelli, Wayne Taylor and Christophe Tinseau the other.

Reigning Spanish GT Champions Balba Caminon and Miguel de Castro will defend their title in a Lister Storm.

Johnny Mowlem had his first run in Ray Mallock Limited's Saleen S7-R at Pembrey last week. Also on hand were his Le Mans co-drivers Ian McKellar and Bruno Lambert.

Mark Bailey Racing plans to give its new SR2 contender (below) its debut



in round three of the FIA Sportscar Championship at Spa on May 13. The all-new car, christened the Osprey MBS01, retains little from the team's previous MBR. Rob Croydon has signed to drive the Rover-engined car.

Another Chrysler Viper will contest the FIA GT Championship. Belgium's Silver Racing made its debut in Tuesday's Magny-Cours round with team owner Eric de Doncker and Robert Dierick driving.

British sportscar marque Harrier is building a new car to the Le Mans LM-GTP rules. The car, due to run at the end of the year, is based on the same LR10 design that ran as a prototype during the Le Mans test day last year.

Kox talks up GT Ferrari

Prodrive's new Ferrari FIA GT Championship challenger is more of a racing car than the ultra-successful Chrysler Viper GTS-R, according to the first driver to try the car.

Former Viper driver Peter Kox said the 550 Maranello had "great potential" after undertaking the majority of testing during the car's first run at the A1-Ring last week.

"It's more of a racing car than the

Viper. It feels much more nimble," he said. "Prodrive have gone about building a proper race car. They've done a great job on every aspect of the car."

Kox, who will race it three times this year, predicted the Ferrari will be a contender out of the box on its debut at Silverstone on May 13.

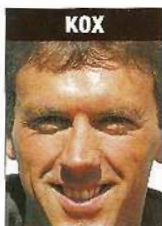
"I'm confident that if the car keeps going it will be a front-runner."

Prodrive chief engineer George

Howard-Chappell tried to talk down expectations for the car this year. "Three hours of continuous running is a long time for a new car," he said. "We had lots of usual new-car niggles at the A1-Ring and we don't really know what is around the corner."

"We are sure that the car has lots of potential, but it is far from sorted."

The Ferrari will be raced at Silverstone by Alain Menu and Rickard Rydell, who also briefly tried the car in Austria. The car will run on Dunlop tyres.



KOX

Confident



Kox believes the new Ferrari 550 Maranello GT contender to be more of a racing car than the category benchmark Chrysler Viper

Nissan 'old boys' team up again

Former Nissan sportscar team-mates Mark Blundell and Julian Bailey will renew their partnership in MG's line-up at Le Mans next month.

The former grand prix drivers will drive one of the two MG-Lola EX257 prototypes together with Formula 3000 graduate Kevin McGarrity. Anthony Reid, Warren Hughes and Jonny Kane team up in the second LMP675 contender.

Bailey, who raced with Blundell in 1989-90, said: "It will be good to get back in a car with Mark and relive a few memories of the old days."

Marcos planning to build first prototype

GT SPECIALIST Marcos is planning to build an open-top prototype.

The British-based sportscar maker, which now has Dutch owners, is aiming to have a car up and running by the 2003 season, if not before.

Cor Euser, who runs the Marcos factory team, said: "We've always wanted to do a prototype. It would be a bit tight to do something for next year, but we will be starting work on a chassis within the next 12 months."

Euser explained that Ford and Chevrolet engine options were being considered for the car.

MG could sell customer cars

MG COULD sell customer versions of its British Touring Car Championship racer as early as next year.

The ZS, which was launched with MG's Le Mans and Super 1600 rally challengers last week, will be the only car to use a V6 engine and four-door saloon layout in the BTCC's Touring class this year.

It is being built by Lola and top touring car team West Surrey Racing, and will race in the last three races of the year. Testing starts in July.

MG racing bosses are weighing up the possibility of selling this year's works cars of Anthony Reid and

Warren Hughes in 2002, or building new ones to be run by budding BTCC privateers alongside the works effort. Interest has already been expressed.

MG Sport and Racing boss Rob Oldaker said: "It depends on how the car shows, but we hope we can take the cars on from this year, and maybe build more for customers."

The team has cautiously targeted the podium for its debut. Oldaker added: "We'll come out with the view we can win, but being realistic, it will be difficult."

MG LAUNCH

p74



Customer versions of the new MG ZS BTCC contender could be sold as early as next year

Panoz eye Davies for 24Hrs

EX-FORMULA 3000 frontrunner Jamie Davies could race for Panoz in next month's Le Mans 24 Hours.

Davies will drive the factory team's second LMP07 prototype at this weekend's pre-race test because regular driver Gualter Salles has to be back in Brazil for personal reasons. It remains unclear whether the Le Mans rookie will be able to contest the race or the European Le Mans Series race at Jarama later this month.

Panoz race director Dave Price said: "There's every chance that Jamie will do the race. He knows Le Mans and he was straight on the pace when we

tested him at Silverstone last week."

Franck Lagorce, who drives the number one car at Le Mans, is likely to be drafted in for the Spanish race.

Boris Said has also dropped out of Panoz's Le Mans line-up.

Price said: "Boris is a Panoz driver in the Trans-Am series. There is a race on Le Mans weekend and it was decided that he should do that."

The American's place in the second LMP07 has been taken by sportscar regular Gary Formato.

"Gary is a good driver and he's done Le Mans for the past couple years," explained Price.

Nippon star Ara in the running for Chrysler

FORMULA Nippon frontrunner Seiji Ara is likely to race for the ORECA Chrysler team at Le Mans.

Ara will drive one of the French squad's Chrysler LMP prototypes in this weekend's test day at Le Mans before a final decision is taken.

Portuguese Ni Amorim, who has raced factory Chrysler Vipers, will also be on hand at the test on Sunday.

ORECA sporting director Pierre Dieudonne said: "Both tested the car at Paul Ricard last week and went well. They are both very much in the picture for race seats."

Kendall and Saleen part

MULTIPLE Trans-Am champion Tommy Kendall has parted from the factory Saleen sportscar squad.

Kendall, 34, is understood to have opted against taking up his place with the team after it decided to skip the first three rounds of this year's American Le Mans Series. No comment was available from the driver, who started only one race in one of Saleen's new S7-R GTS racers.

A spokesman for Saleen said: "All I can say is that Tommy will not be driving for us at Le Mans or in the foreseeable future."

Saleen's lead car will now be driven by Briton Oliver Gavin, Terry Borcheller and Franz Konrad, whose German team is helping to run the factory operation.

Saleen has scratched one entry, citing production delays for an inability to ready a second car.

The spokesman said: "We have sold three customer cars and that means that we don't have a car to run for ourselves. We've looked into borrowing a car for the test day [this weekend], but it can't be done."

The withdrawal of the Saleen allows Ascari's second A410 into the race. It will be driven by marque boss Klaas Zwart, Harri Toivonen and, most likely, Canadian Scott Maxwell.

Chinese team for FIA GT title assault

A HONG Kong-based squad is aiming to become the first Chinese team to compete internationally in Europe.

Megaspeed has been a regular in Formula Asia 2000 and GT events in Pacific Rim countries for the past seven years. Now, it is aiming to enter the FIA GT Championship.

Team boss and lead driver Alex Li said: "I'm in Europe to continue my education in motorsport."

An attempt to race in this week's FIA round at Magny-Cours was thwarted when Megaspeed's Porsche 911 GT2 failed scrutineering.

Series plans long races

THE North American Grand-Am sportscar series is planning a shift towards endurance races in 2002.

Most of this year's races are less than 250 miles, but organisers want the majority of events to be much longer next season.

Series boss Roger Edmondson said: "We want to encourage our event promoters to consider six-hour or 500-mile formats wherever possible."

The only tracks Edmondson wants to stick with as sprint format are Mid-Ohio, Trois Rivières and Phoenix.

Grand-Am has also proposed that some of the longer races take place on Saturday afternoon and run into darkness in order to capture "the flavour of races like the Daytona 24 Hours", according to Edmondson.

Intersport owner-driver Jon Field said: "Endurance races are good for the competitors and the fans."

Moves are also afoot to slow the prototypes, allowing the production-based GTS cars, such as Saleen's S7-R, to be closer to their pace.

"We want to peg back the performance of the prototypes with smaller diameter [engine] air-restrictors," said Edmondson.

More former GT1 cars could be allowed into the GTS class, including the McLaren F1 GTR.

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BTCC (night race)	Snetterton	4 August	£20	£15 before 30 July
BTCC	Oulton Park	25-26 August	£20	£15 before 20 August
BTCC	Silverstone	8-9 September	£25	£15 before 3 September
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MSA British Touring Car Championship

MG-Rover hint at World Rally Car

MG-Rover could be the next manufacturer to build a World Rally Car, after launching their Super 1600 contender in Birmingham last week.

Gwynndaf Evans, the 1996 British Rally Champion, will make his 'Formula 3' debut on this year's Rally of Great Britain with the new MG ZR, based on the Rover 25 road car.

However, MG-Rover's director of product development, Rob Oldaker, said that the manufacturer could yet step up to building a World Rally Car.

"We haven't decided anything on a World Rally Car, but it's on the ideas list," he said. "At the moment I think we've got enough on our plate with the launch of the MG ZR rally car, the Le Mans car and the touring car. We're looking at a World Rally Car but it is not a priority. We'll look at it at the end of next year, maybe before."

Evans, who was SEAT's world championship test driver last year, said: "Obviously I'd love to drive a WRC, but we've got to walk before we can run. It's too early to think about that. At the moment, we've

got an ideal car for Super 1600 and that's an ideal starting point."

MG-Rover have committed to a three-year rally programme, contesting both British and world championship events. Evans will be the number one driver, almost certainly co-driven by Howard Davies, but there are already plans to run a second car on events in 2002.

The MG ZR will be prepared and run by GSE Motorsport, the team which steered Evans to the 1996 British championship in a Ford Escort.

Serious testing will begin in June, as only a prototype has been completed so far.

In 2002, the team plan to contest several rounds of the world championship, in addition to a possible British series campaign.

This will be Rover's first return to rallying since the mid '80s, when Tony Pond drove the Group B MG Metro 6R4 to sixth in the 1986 RAC Rally.

MG-Rover will eventually make the ZR available to privateers, and the company also have plans to run a bespoke one-make championship in the future.



EVANS

Excited

MG LAUNCH p74



The new Super 1600 MG ZR contender will be Rover's first official rally entry since

ARGENTINA PREVIEW... ARGENTINA PREVIEW... ARGENTINA PREVIEW... ARGENTINA PREVIEW... ARGENTINA PREVIEW...

Make or break time for McRae

FORD star Colin McRae has admitted that he faces an uphill struggle to reignite his world championship campaign in Argentina.

With nearly a third of the season elapsed, the Scot is still on zero points. He knows that another retirement will decimate his championship prospects.

"If we have another retirement here, it will be a complete disaster," he said.

"A win would be the only thing to rectify what has happened so far."

However, a victory will not come easily, due to McRae's starting position at the tail of the field.

"Our biggest difficulty will definitely be our position on the road," said McRae. "We will suffer because when we come through the stages will be soft and rutted."

Subaru's Richard Burns is another British hero who must win to hold any hopes of lifting the title.

"It's the only chance we've got now," he admitted.

Mitsubishi driver Tommi Makinen has now established a comfortable six-point lead at the top of the standings, and he is confident that his Lancer's revised rear suspension will work well on the mixed loose surfaces in Argentina.

His strong win in Portugal, the only gravel round so far this year, adds

weight to his claims. Nonetheless, Ford Focus driver Carlos Sainz ran him extremely close - and the Spaniard thinks that Portugal's extra-muddy conditions did not truly represent this year's loose-surface form.

Sainz is lying second in the championship, and his motivation is at its maximum.

Peugeot, meanwhile, are on a high after taking victory on the last round of the series, the Rally Catalunya, and team boss Corrado Provera has promised that they will not relax their efforts to turn round a very up and down season.

Reigning champion Marcus Gronholm is a strong candidate for victory in Argentina, but has suffered most from mechanical problems this year. Team-mates Didier Auriol and Harri Rovanpera are equally capable of winning in Argentina, and have outscored Gronholm so far.

Hyundai and Skoda are unlikely to occupy the top step of the podium, but both teams have been encouraged by recent developments.

The Accent WRC² made a promising gravel debut in Portugal, and Alister McRae is normally strong in Argentina. Skoda, meanwhile, will benefit from some engine developments originally scheduled for the Catalunya Rally.



Colin McRae was let down by his engine in Argentina last year and will not want a repeat

THE ROUTE

THE rally begins with a spectator superspecial on Thursday night at 1915, using a 3.5km stage near rally headquarters at Villa Carlos Paz.

The action starts properly on Friday, where crews tackle stages in the area around Punilla and Sierras Chicas. The leg includes the longest two tests of the event, at 29.96km each. Service is at La Cumbre, with crews returning to base at 1747.

Saturday's second leg takes place in the Calamuchita Valley, which hosts the fastest stages of the rally.

Most drivers - including Colin McRae - think the final day is the most challenging, as it includes the Giulio Cesare and El Condor stages. The finish is in Villa Carlos Paz at 1609.

RUNNERS AND RIDERS

1	Gronholm/Rautiainen	Peugeot 206 WRC
2	Auriol/Giraudet	Peugeot 206 WRC
3	Sainz/Moya	Ford Focus RS WRC01
4	McRae/Grist	Ford Focus RS WRC01
5	Burns/Reid	Subaru Impreza WRC 2001
6	Solberg/Mills	Subaru Impreza WRC 2001
7	Makinen/M'maki	Mitsubishi Lancer Evo
8	Loix/Smeets	Mitsubishi Carisma GT
9	Eriksson/Pamander	Hyundai Accent WRC ²
10	McRae/Senior	Hyundai Accent WRC ²
11	Schwarz/Hiemer	Mitsubishi Lancer WRC
12	Thiry/Prevot	Skoda Octavia WRC
16	Rovanpera/Pietilainen	Peugeot 206 WRC
17	Delecour/Grataloup	Ford Focus RS WRC01
18	Arai/Macneall	Subaru Impreza WRC 2001
19	Blazquez/Mercader	SEAT Cordoba E3
20	Trelles/del Buono	Mitsubishi Lancer (N)
21	Pozzo/Stillo	Mitsubishi Lancer (N)
22	Ligato/Garcia	Mitsubishi Lancer (N)
23	Blomqvist/Goni	Mitsubishi Lancer (N)

car plans



the MG Metro 6R4 (inset) of the mid-1980s

EVANS SENT

ONE of the people who knows Gwyndaf Evans best is his co-driver, Howard Davies.

The pair constitute one of rallying's most famous double acts, often resorting to their native Welsh in moments of crisis.

Davies believes that Evans is the man to take Rover to global success, due to his noted prowess as a test and development driver.

"Gwyndaf will work at a car until it is perfect," he said. "At SEAT, Toni [Gardemeister] and Harri [Rovanpera] would normally jump in the car and drive it flat-out, whereas Gwyndaf will always try to make the car quicker with his set-up."

Ironically, Davies thinks that Evans may drive best when things are less than perfect.

On the 1998 Ulster Rally, Evans won every stage of the final leg, after dropping a lot of time the day before.

Davies said: "That was just raw aggression. It just goes to show Gwyndaf's enormous natural talent. I think that he could well spring a bit of a surprise."

Evans himself is thrilled by the challenge. He said: "It was a new project which I could get involved with from the early stages, and of course it is a British company."

Product development director Rob Oldaker endorsed his company's choice of driver. "We like his style and the way he operates," he said.

Ford unsure over drivers

FORD'S announcement of Francois Delecour as one of its drivers for the Rally Deutschland was premature, according to top figures in the team.

Although a press release last week said Delecour would drive one of Ford's entries (along with Austrian Raimund

Baumschlager), it is possible Colin McRae or Carlos Sainz could drive instead. The event is strongly tipped to join the world championship next year, so there would be a distinct advantage in one of Ford's nominated drivers having experience of the event. McRae is already under contract for next year, so he could get the nod.

Malcolm Wilson, boss of Ford works team M Sport, says the decision is still a long way off.

"It will be one of our factory drivers, but there is no way I will make that decision just yet," he said.

Ford of Germany is keen for one of the two nominated drivers to take part, but Ford Racing European director Martin Whitaker believes that the drive may yet go to Delecour.



No decision

Richards' help pledge

DAVID Richards, boss of world rally commercial rights holder International Sportsworld Communicators, has pledged to help events which are struggling to stay in the championship.

Richards has appointed Ian Parry as promotions director of ISC. His brief will be to promote selected events, mainly those in need of support. Parry has been a long-standing employee of Subaru rally team Prodrive, of which Richards is chairman.

Richards said: "A lot of the events

lack commercial acumen, and Ian is ideal to bring this to them.

"His role is not to bail people out; more to point them in the right direction. I see this as a long-term investment in the future of the championship."

The move marks a change of direction for ISC, which has hitherto concentrated on exploiting the TV rights to the series. All parties have been quick to emphasise that there will be no short-term dramatic changes.

Hyundai secures BAT backing for this year

THE Hyundai World Rally team will be sponsored by cigarette giant British American Tobacco for the rest of this season.

The deal could extend into 2002, but is not tied to any particular brand.

Hyundai team principal David Whitehead said: "The colours will be the corporate logo of BAT. Castrol will remain as our main sponsor, but there is no conflict of interests."

Castrol and BAT were joint sponsors of the Williams Formula 1 team, and BAT also backed Hyundai last year through the Winfield brand.

Lurgan Park rally given thumbs-up

IRELAND'S Lurgan Park Rally has been given the go-ahead for July 7 after consultation with the Ministry of Agriculture in the light of the outbreak of foot and mouth disease.

The non-championship event is supported by SEAT, which is likely to field a works Cordoba World Rally Car. However, there is no word yet as to who might drive it. This is the event's 23rd year at Lurgan Park and the prize fund is more than £10,000.

Nine-time winner Kenny McKinstry said: "It's brilliant news. I'll have to give it a go."



The Safari Rally is one of the events which requires some help, which Parry will provide

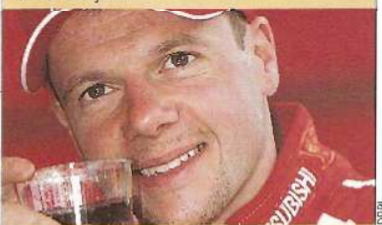
NEWS IN BRIEF

Four-time world champion Tommi Makinen was given a hero's welcome when he visited the capital city of Paraguay, Asuncion, before the Rally Argentina. The Finn opened up a new rally team, DTA, supported by the local Mitsubishi importers.

Five-time Irish champion Austin Hale travelled to Germany last weekend to compete in the Rally Pneumant. The event was won by Mattias Kahle in a SEAT Cordoba Evo 3, who finished 22 seconds ahead of second-placed Saku Vierikmaa in a Mitsubishi Lancer Evo 3. Hale was third in his Toyota Corolla WRC.

British drivers Nik Elsmore and Ben Briant will be in Belgium this weekend contesting the Rallye de Wallonie. The event constitutes round three of the Belgian championship.

Freddy Loix is confident of a good result on his 50th world championship event this weekend in Argentina. The Belgian (below) tested his Mitsubishi for two days in the country, and said: "Straight away the car was easy to drive and the handling and balance was good. I also tried different diff strategies for the twisty stages because that is where I lost time last year."



The Roger Clark Award scheme is in danger of being stopped this year after it was unable to attract sufficient support. Three thousand CD ROMs have been sent out to potential sponsors, but organisers have so far been unable to raise the £50,000 first prize.

Some of the teams which are planning to contest this weekend's Rally Argentina had to postpone their testing sessions due to unexpected snowfalls on the Villa Carlos Paz mountains last Saturday.

The late Jorge Recalde is to have a street named after him in his home town of Mina Clavero, Argentina.

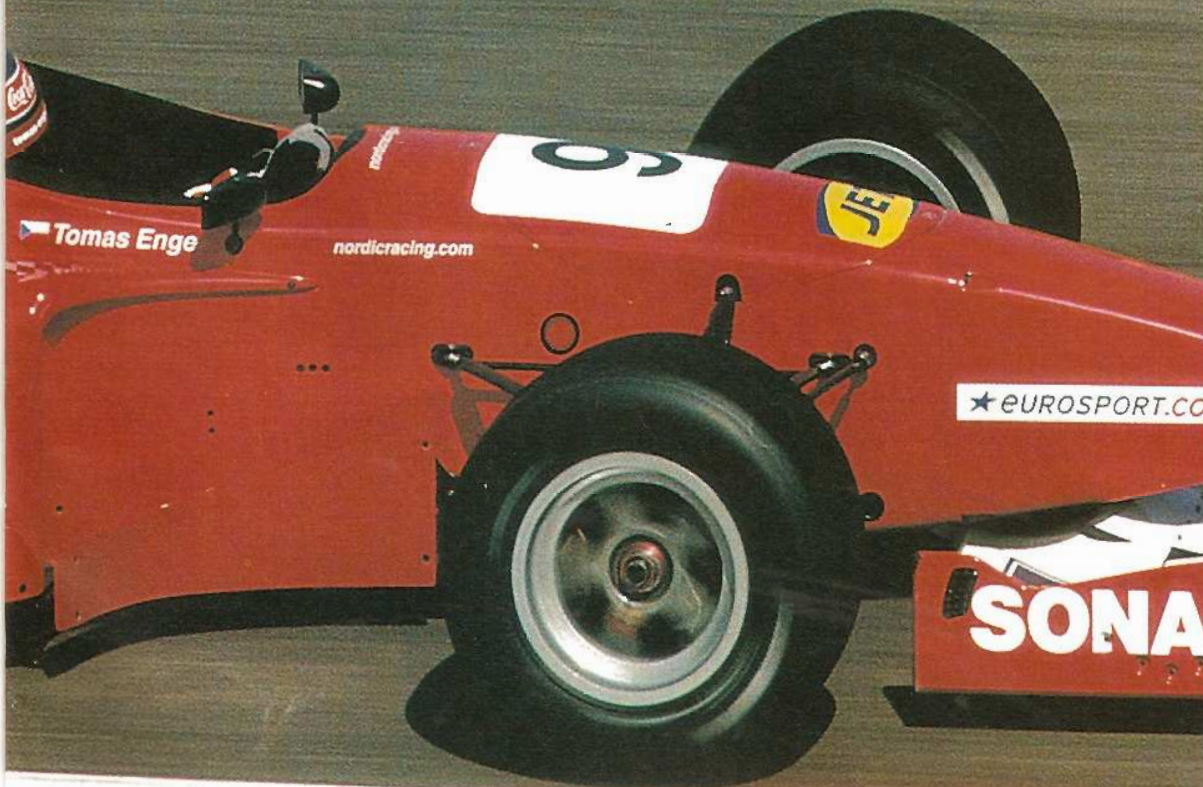
Thirty-five cars will enter The Master Rallye 2001, which takes place from August 1-11. Beginning in France, teams will drive through Italy, Greece, Turkey and Syria before they reach the finish 5000km away in Jordan.

The 15th Rally America was held in Mexico last weekend and was won by Peruvian driver Ramon Ferreyros in a Toyota Celica GT-Four. Jamaican Douglas Gore finished second in a Mitsubishi Evo VI with Costa Rican Andres Montalto in a Toyota finishing third.

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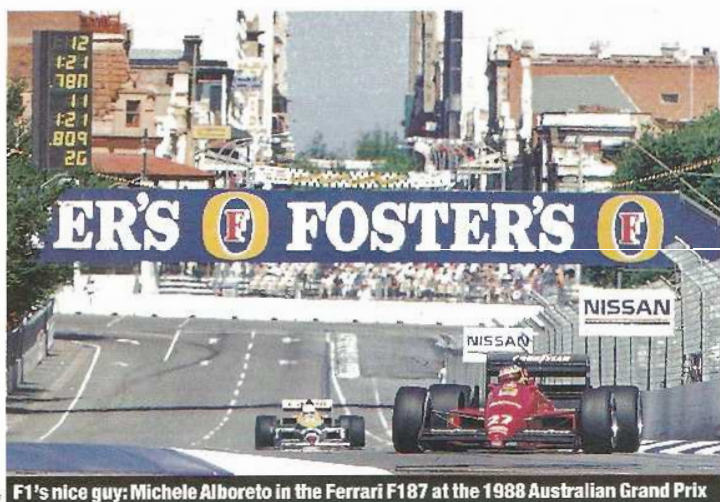
Sad loss of a gentleman

With the death of Michele Alboreto, motorsport has lost not only a great racing driver but, more importantly, a true gentleman.

I first met Michele when I worked for Lola in 1993. He had the misfortune to drive the ill-fated BMS Scuderia Lola Ferrari, and I remember watching him wrestle with the beast at that famous wet Donington race. Afterwards he told me that he wanted to retire the car but it understeered so badly he couldn't turn into the pit lane.

I spent a lot of time with him that year, and what a breath of fresh air he brought to Formula 1. Nothing was too much trouble for Michele. His genuine delight at meeting sponsors, supporters and the media made him friends wherever he went.

I last met Michele at Silverstone last year, where he was racing in the ALMS race. I had just left Benetton F1, and despite not having seen me for several years, he came over, put his arm around my shoulder and asked me if I had sorted out a new job yet. He then told me how much he was



F1's nice guy: Michele Alboreto in the Ferrari F187 at the 1988 Australian Grand Prix

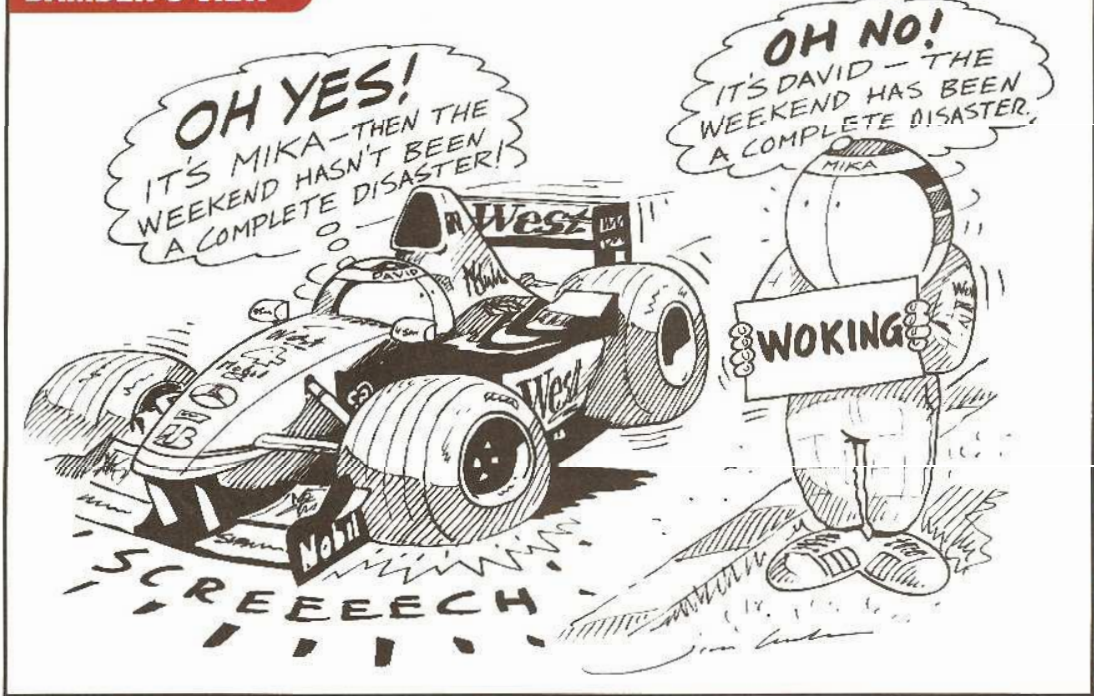
enjoying driving the Audi, displaying the same enthusiasm as an 18-year-old getting the plum works van Diemen drive at the Festival.

A great loss and my thoughts are with his wife Nadia and the two daughters whom he loved so much.
Brian Sims, MIA founder
 Wilts

The full Montoya

Congratulations to Juan Pablo Montoya on achieving what his fans knew was always coming. To those of us who have followed the fearless driving style of this thoroughbred racer since his Formula 3000 days, the moves he has pulled on Michael Schumacher

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WHAT THE PAPERS SAY with Rachel Rumsey

THIS week all the newspapers paid tribute to Michele Alboreto, whose life was cut tragically short while testing the Audi A8 sportscar ahead of this year's Le Mans 24-hour race. Comments from his friends and team-mates about his professionalism and driving skill flooded in, accompanied by a sense of incomprehension that this could have happened.

A quote in *The Guardian* from Audi spokesman Wolfgang Ullrich summed up these feelings. "It's an unbelievable tragedy. We're going to do everything we can to get to the bottom of this accident", he said.

For colleagues and fans alike, Alboreto will be sorely missed.

On a lighter note, following the announcement that Spain's Pedro de la Rosa would be Jaguar's second driver, he told *The Daily Express*: "I can't believe that my debut race for Jaguar Racing coincides with the Spanish Grand Prix".

Sadly for de la Rosa he spoke too soon and had a lonely walk back to the pits after the collision with Frenzen

on lap five, leaving him plenty of time for a siesta. However, one imagines there were congratulations all round in the Prost garage after his predecessor at Jaguar, Luciano Burti, finished the race, albeit one lap down.

Commiserations went to Mika Hakkinen, who told *The Mirror*: "I thought 'Wow I'm winning the Spanish Grand Prix for the fourth time in a row. I thought that shouldn't be allowed to happen - it would be

“Comments on Alboreto's death were mixed with incomprehension”

in Brazil and on Jarno Trulli at Imola were hardly a surprise. Nor, of course, was his solid second in the Spanish Grand Prix on Sunday.

The dismissive attitude of those who cited Alex Zanardi and Michael Andretti as reasons why Montoya would be another failed transatlantic crossover was proved incorrect with a glance at the top three on Sunday. The Spanish podium boasted the three purest racers in Formula 1 today – and two of them have a grounding in America's finest racing series.

Let this be a lesson to those who doubt the feasibility of the switch from CART to F1 – and a positive sign to the team bosses who could give the likes of Dario Franchitti, Helio Castroneves and Gil de Ferran the chance they deserve to prove themselves among the world's finest.

Murray Roberts
Stockport, Cheshire

Techno-fear

I know I am not alone in cringing at the sound of a gorgeous V10 Formula 1 engine coughing its way through the slower corners of a grand prix circuit as a result of traction control, but then ITV's James Allen filled us in on the other "toys" teams now use.

It seems there's a gizmo that knows where the car is on the track and puts it in the right gear for the next corner. Then there's the groovily titled 'launch control', where a driver need only hit a switch to shoot off the line. What next? Surely it won't be long before we have 'steering control' and 'pit stop control'.

Let racing be a skill, not a computer game, or I'm off to watch the superbikes.

Simon Smyth
via e-mail

Technical Focus, page 42

BTCC no tour de force

Having travelled to Brands Hatch on Easter Monday for the new-look British Touring Car Championship, I just had to give my view: must improve quickly.

I have followed the BTCC since 1988 and have seen the rise of

touring cars from club level spectator attendances to 20,000-25,000 people in the mid '90s. But unless more teams and cars join and the racing gets closer, I fear the BTCC will never be the same again.

After paying £25 at Brands I feel that the spectators did not get good value for money. If the prices were dropped while the new rules gain the series more teams, the spectators will still follow.

Don't get me wrong, the production cars provided good racing and I want the new-look BTCC to succeed, but after watching *Motorsport Max* on Channel 5, perhaps we should import the Australian V8 Supercars.

Andrew Collier
Wiltshire

F1 no match for ELMS

What a refreshing change the European Le Mans Series race at Donington Park was compared to



ELMS: great on-track action for the fans

Formula 1. It was a great weekend of racing with fabulous cars and non-stop action on the track. The fans had access to the pits and paddock without the need for VIP Hospitality Passes, and the drivers were on hand to sign autographs and chat.

Don Panoz, who started the American Le Mans Series of which the ELMS is part, has a very simple philosophy – the sport is for the fans. Having experienced my second year of ELMS racing I'll be back next year for a third.

Bernie Ecclestone should take a leaf out of Don's book!

Michelle Murray
Wirral

too incredible.' Too bad, Mika, it didn't, and Hakkinen was left riding home on the sidepod of team-mate David Coulthard's car.

Speaking of DC, it would be a disservice to our readers not to note that he has made more headway on the showbiz pages this week than he has on the world championship points table. *The News of the World* alleges that the "remorseful Formula 1 love rat is to splash out £3 million to take care of the fiancée [Heidi Wichlinski] he lost after his bubble bath fling".

We're sure there's a lesson here – something to do with not throwing the babe out with the bathwater.

AUTOSPORT

Requiem for a racer

A telephone call to Michele Alboreto's Monaco flat could reveal much to students of his character.

Callers who had missed him would be greeted with the customary 'click' of the answerphone spinning into action, before the rising wail of a hard-driven race engine filled the receiver.

Over this rousing soundtrack would come Michele's voice, declaring (in Italian, naturally): "Sorry, you've missed me, I'm out driving."

More often than not it was probably true, for Alboreto, as all those who knew him well will attest, loved to race, perhaps even lived to race.

All the more bitter, then, that his death should come at the wheel of a car testing far from the clamour of a competitive weekend.

And all the more shocking that a motorsport fatality should come to one considered out of the danger zone, safely past the turbocharged perils of his best Formula 1 days, which he survived unscathed.

“Michele Alboreto's answerphone greeted callers with the wail of a race engine”

So often, platitudes are offered easily to a quote-hungry media in the wake of a high-profile death, but those who have spoken about Alboreto this week are united in their sense of genuine loss and sorrow. There has been no feeling of a racing community going through the motions in acknowledging the demise of one of its brethren.

Alain Prost's comments in *AUTOSPORT* (see Last Lap, page 118) are typical as he speaks of a man admired as much for his way of life as for his racing skill.

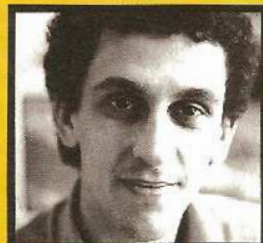
Whatever next in what is truly becoming an *annus horribilis* for motorsport?

How close we were only last weekend to yet more tragedy, with an horrific shunt in the IRL and a massive impact for Mauricio Gugelmin at the ill-starred Texas CART round.

Gugelmin, thankfully, escaped with little more than a heavy shaking, to the palpable relief of the Champ Car paddock.

He, like Alboreto, is a man suited to a more romantic age, one whose motivation comes as much from the joy of his occupation as from anything else. Always the temptation must be to continue racing. But always the risk is to drive one race too far.

Anthony Rowlinson
Editor



Michele Alboreto dies in Audi test crash

Motor racing
Alan Henry

Michele Alboreto, one of the great Italian Ferrari drivers of the modern era, was killed at the age of 44 yesterday testing an Audi R8 sportscar at the new Lausitzring circuit, some 90 miles south of Berlin. Alboreto's car, which he was testing for the Le Mans 24-hour race, spun and somersaulted several times before coming to rest.

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LE MANS

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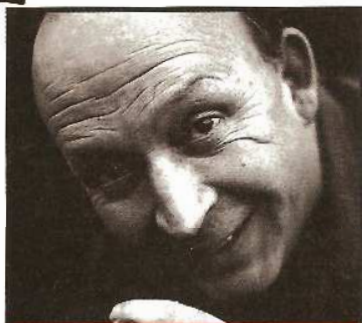
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CONTENTS SUBJECT TO CHANGE



NIGEL ROEBUCK

GRAND PRIX EDITOR

A question of priorities

It was ironic that, in a week when we lost Michele Alboreto, his passing was overshadowed by the 'gizmos' that will make drivers like him men of the past

One driver, at least, had more than launch control on his mind in Barcelona. "It makes me angry," he said, "that in a week when we've lost Michele, all we can talk about is bloody software."

I knew what he meant, and had sympathy with his point of view, for in truth I felt much that way myself, and there were others, too. Through the days of the Spanish Grand Prix meeting, 'gizmos' tended to dominate paddock conversation, but for those who remembered him, who had known him, Michele Alboreto was never far from the surface of the mind.

Not always in sadness, though. As I listened to sundry folk earnestly talk up the merits of 'driver aids', stressing that they didn't truly detract from the driver's contribution, I remembered a conversation with Alboreto a while ago.

Alain Prost, I had said to Michele, believed that semi-automatic gearboxes should be banned. He was voluble in his response.

"I agree with him 100 percent! OK, economically, it's better for the teams, because it saves on blown engines, but otherwise, no. To be able to change gear properly was part of being a racing driver - you could pressure someone into missing a change, and perhaps he would blow his engine. The really good drivers didn't do that, but now no one misses a change, because it's not possible."

We have now moved on even from that, of course, because, as of last weekend, fully-automatic gearboxes are kosher in Formula 1, together with traction and launch control. It won't surprise you that retired drivers are scathing about these changes, making frequent use of words like 'PlayStation' as they discuss them. In Spain, one murmured that, at this rate, in another five years, the drivers wouldn't even need to turn up: "They'll just be able to phone their races over."

Over the top, of course, but you take his point. Journalists of a certain age feel broadly the same way, as Patrick Head smilingly acknowledged.

"The problem was, it was a pretty unsatisfactory situation," he said on Saturday, "to have constant suggestions of cheating, and what we're doing is saying, 'Well, if these



Senna, on the limit as always, at Spa '88, was vehemently against any 'aids' that could take away the advantage held by 'natural' drivers

"Were he still with us, I doubt Ayrton would have been smiling in Barcelona"

things can't be properly policed, then they should all be allowed."

"I think that certain people will be seeing how it goes, and the first thing will be to make sure that the safety level hasn't changed, that nothing has made it less safe than it was before. OK, there's no such thing as 'safe F1', but we need to be sure there's been no lessening of safety.

"Equally, I think it will be interesting to see how it's perceived by the press. Some of the older members here will gnash their teeth at the thought of traction control, for example, and say it's all a shame and a scandal, but if you talk to an 18-year-old, he'll probably think it's the best thing since sliced bread, and absolutely fantastic, because he loves technology."

And what do you think, Patrick? "Er, well, I'm one of the old brigade! Consequently, I don't necessarily represent what the market wants. I suspect that people in the FIA will study the reaction to the changes, but the difficulty will be that if it is decided it's not the right way for F1 to go, what then? How do we solve the problem of suspicions of

cheating without going to something like we saw this afternoon in the Formula 3000 race? In F3000, you've got a spec car, with a spec engine, a spec ignition system and whatever - and does it make for good racing? No, I don't think it does."

It was a fair point. F3000 races, after all, even lack the artifice of refuelling stops, which permit occasional changes of order in grands prix. The one at Barcelona was soporific.

"What would improve racing," Patrick said earlier this year, "is either get rid of completely, or at least seriously reduce, the downforce. The aerodynamicists would hate that, of course, but the biggest opponents to making the wings smaller, or taking them off, have always been the team owners - imagine the advertising space they'd lose!"

So what does the future hold, then? I may think it - in Blair-speak - 'inappropriate' that software should control functions in a race car previously carried out by the driver, but I'd find the return of the gizmos rather more acceptable if it were accompanied by clear evidence that

something fundamental were being done to change the rules on aerodynamics, so as to permit one car closely to follow another through a corner. To decimate downforce, in other words.

Everyone accepts that, more than anything else, it is aerodynamics which have caused the quality of racing so substantially to deteriorate over the years, and the drivers repeatedly say they would like to see a significant reduction in aerodynamic grip, together with a sizeable increase in mechanical grip.

It is entirely desirable that we have a level playing field back in F1 (for now, anyway), but for me the price has been high: as I hate to see cheating thrive, so also I intensely dislike the gizmos. Being a purist makes me increasingly a member of an endangered species, but something I have never forgotten is that, before 'driver aids' were banned last time around, at the end of 1993, Max Mosley received a letter from Ayrton Senna, imploring him to get rid of them. Not even Senna's right foot could control traction as well as software - but he knew damn well it could do it better than anyone else's right foot.

Were he still with us, still racing, I doubt Ayrton would have been smiling in the Barcelona paddock last weekend. And as for Gilles... ■

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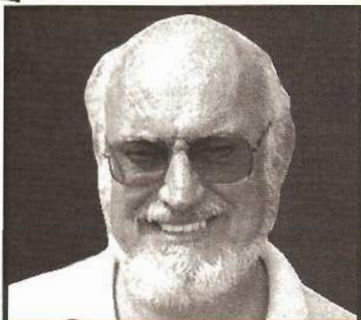
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Track turkey gets a roasting

Sylvester Stallone's new Champ Car movie, *Driven*, was panned by the critics when it opened in America



GORDON KIRBY
AMERICAN EDITOR

Were you expecting John Frankenheimer's classic *Grand Prix*, or Steve McQueen's *Le Mans*? Put your mind at rest. In *Driven*, Sly Stallone's movie about Champ Car racing, we've sadly been served up a real turkey. It's cliché-ridden, with a stilted, banal script and paper-thin characters you never get to know or feel any empathy with.

The movie was written and produced by Stallone, who plays a retired 40-something ex-champ making a comeback. His plot sticks to a simple, entirely predictable formula.

Jimmy Bly, a 22-year-old rookie superstar winner of five races in the first half of the year, is being driven crazy by the pressure of life in the spotlight and by the psychological games of reigning champion Beau Brandenburg. Brandenburg attacks him on and off the track, winning each time, and wheelchair-ridden team owner Carl Henry has to look for a radical solution to his growing problems with his young ace.

Henry, played by Burt Reynolds, has a brilliant idea. He decides to call former

champion Joe 'The Hummer' Tanto and ask the recently-retired driver to return to the sport and drive for him again to help his team and Bly recover their winning form. Tanto is played by Stallone, and, of course, Sly rises to the challenge, a veritable *Rocky* of the race track.

Tanto not only finds his own form of old but also encourages and cajoles Bly into getting his mind and attitude in order, so that he rebounds to beat the dreaded Brandenburg to the title. There are accidents aplenty, brilliantly filmed or computer generated by director Renny Harlin, and you can decide for yourself if there are just too many of them, too spectacularly done.

There are also some steamy romances threaded, if rather

perfunctorily, through the script.

It takes some time for Bly and Tanto to gain respect for each other, and it requires an entirely implausible male-bonding incident for them to become pals. They resolve a personal challenge by jumping into a pair of Champ Cars and, without suits or helmets, take to the streets of Chicago in the dead of night!

The final act is quite something, too. At the season-closing race in Detroit, Tanto is able to battle with the younger men and he takes the lead by flying through the infield and emerging in front of Bly and Brandenburg. But the acrobatic pass leaves him with a burst tyre, failing engine and collapsing sidepod so that Bly and Brandenburg are able to run Joe down in the final lap and beat him across the line, Bly ahead of Brandenburg in a photo-finish, of course.

Driven opened in America last week to the squishing sound of raspberry after raspberry. In a story entitled 'Where the Action Isn't', *Newsweek* said: "The movie borders on the unreleasable, and could go straight to video or TV. It looks like the wheels really may be coming off [Stallone's career]."

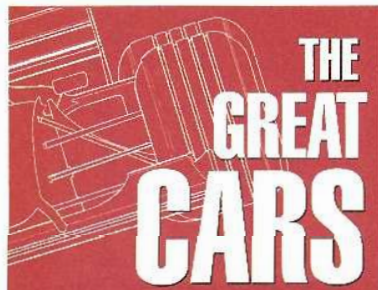
USA Today added: "It's tough to handicap which release will win the Razzie award for the worst movie of 2001, but *Driven* is a contender. Let's just say even the porn pics that [Burt] Reynolds' character directed in *Boogie Nights* had more substance."

The *Dallas Morning News* continued the attack: "At a time when young Hollywood hipsters are filling movie screens with what is intended as cleverly-stupid entertainment, leave it to ancient warrior Sylvester Stallone to deliver some old-school entertainment that is just plain stupid. *Driven* is a one-note recital, a featherweight formula. It's the big-budget equivalent of sock-puppet theatre. The problem is that it is a stone-cold bore."

In conclusion, the *Fort Worth Star Telegram* said this about the director: "[Harlin] has once again proved that if anyone ever decides to build a Stupid Movie Hall of Fame, he should have a spot reserved for him. Sometimes, his excesses can be fun. But *Driven* is often just, well, insane." ■



Even 'real' drivers Michael Andretti and Max Papis could do nothing to rescue Stallone



12. RALT RT3 FORMULA 3



Senna took the F3 title in '83 driving the Ralt

LANDSCAPING

Rarely has such an ordinary-looking car changed the motorsporting landscape to such a degree as the Ralt RT3. In a five-year reign, it virtually destroyed the multi-chassis nature of Formula 3. If you wanted to win, you had to have one.

GROUND-EFFECT FORCE

Former Brabham designer Ron Tauranac had enjoyed a fair amount of success with his Ralt RT1, which came out in 1975. But, by '79, the model was being blown off by the latest machinery from March, Argo, Martini and, to a lesser extent, Chevron. The RT3, which appeared in mid-'79, drew from the ground-effect lessons of Formula 1.

CHANGING ROOMS

Unknown Chilean Eliseo Salazar showed some promise with the RT3 that year, but not enough to fill Tauranac's order book for '80. A short way into the new decade, Kiwi Rob Wilson, formerly best known as the bass player for one-hit wonders *Edison Lighthouse*, started showing well in his RT3. Then a garrulous Irishman, named Eddie Jordan, started racing one. In September, Wilson won a European championship heat at Silverstone—the RT3's first victory. At the same meeting, British series title contender Stefan Johansson switched from his March to a Ralt. The Swede then went on a winning spree which netted him the British crown. The writing was on the wall.

HOME AND ABROAD FRONT

For the next four years the RT3 was unbeatable in Britain, taking titles with Jonathan Palmer ('81), Tommy Byrne ('82), Ayrton Senna ('83) and Johnny Dumfries ('84). It also won the European, German, French, Italian and Japanese championships, and spawned the RT4 and RT5, which raced in Formula Atlantic and Super Vee respectively.

FLAT CONVERSION

The move to flat-bottomed rules for F3 in '85 ended the RT3's era, but several teams soldiered on with converted machines. However, the car continued to thrive in club racing, Jim Blockley winning about 5000 Monoposto races in one during the '90s. **MS**

NEWS UPDATE

MAY 2001

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charge your card before your goods are despatched?

Don't misunderstand us. There are some perfectly legitimate and professional internet mail-order companies out there. But a fancy looking site and full page ads in the press are no guarantee of a good service.

Finally, as always, remember that we'll beat the prices offered by any internet mail-order company by a full 10%. A word of warning, though! Some companies don't include VAT on their depicted prices, making them seem cheaper than they actually are. Don't say we didn't tell you!

Check out our website at www.grandprixlegends.com

Victory Salute Limited edition F1 die-cast



official Michael Schumacher World Championship limited edition from Mattel, with Michael raising his arm as he crossed the line in Suzuka.

It is limited to 11,111 pieces worldwide and if the past is anything to go by, the German and Italian market will get 10,000!

We've been allocated 500 and considering we sold some 5000 examples of the standard car, these are going to sell out very quickly. The price is £59.99 and the code is DC5093.

We visit two major international trade fairs in the very early part of the year and sometimes we get a tip-off on new launches.

Although we knew about this one before, we did see in the flesh, for the first time, the



Sir Stirling Moss signs up

Stirling Moss recently paid us a visit to sign a small number of a new 1:18 replica of his 1955 Miglia Mille winning Mercedes 300 SLR.

Perhaps his greatest single victory, Moss and Jenks set a record never to be beaten.

The new replica is superb. Unsigned, it sells for just £24.99 (Code: RB6887). Signed by the Maestro the price is a more than reasonable £54.99 (Code RB6887S).

We also have the 300 SLR in which he won the Targa Florio that same year, also priced £24.99 (code: RB6613). Phone the Orderline now on 0207 616 1900 to get your own example of this superb and historic collectible.

New Ferrari wigs

You may remember the red wigs worn by Michael, Rubens and the rest of the team when they won the Championship in 2000.

Well, these wigs have become the 'must-have' accessory for Ferrari fans visiting the races this year.

We've had a hellish job sourcing them but they're brilliant. Wear one of these at Silverstone (or any F1 race) and nobody will be in any doubt as to where your allegiance is.

Finally, be warned, you probably won't be able to buy these at the circuits as they don't constitute official licensed merchandise.

They come in one size only and cost £9.99. The code is MSC600.



Jenson's Benetton test car due any day



We've told customers about this one before but it is going to sell out so fast when it hits the UK that this could be your last chance. The car is the first Benetton Jenson ever drove when he tested out for

the team at the end of 2000.

The 1:18 car is limited to 1444 pieces and costs £42.99. The code is DC2007T.

Jenson will be signing 100 1:18 cars for us and they will cost £99.99. The code is DC2007TS.

The same car in 1:43 comes in a special sleeve and is limited to 2999 pieces. The cost is £24.99 and the code DC2029T.

Only available in the UK, the importer has already sold all the models coming in to the country so you may never see it on the shelves of your local model shop. Do not delay.

ASNU19



LUCIANO BURTI

FORMULA 1 DRIVER

Change of heart

A mid-season transfer from Jaguar to Prost has given the Brazilian driver a new lease of life in Formula 1

How difficult was it joining a new team after so long with Stewart/Jaguar?

I'd been with Stewart/Jaguar since 1997, so I knew everybody and I was used to the whole thing. But it's a nice feeling getting to know new people and a new environment.

Was it good to feel wanted again?

At Jaguar, I always felt welcome anyway. There was an impression that they didn't want me, which wasn't true. There was no reason for them not to want me if you look at my performances in the last two races. Eddie Irvine always had the new developments, which meant I was always a little slower, but I was happy at Jaguar. Now I am happy at Prost.

Media speculation about your future must have been tough to deal with?

At the first race, it was very hard because a week before Australia I found that Pedro de la Rosa was driving next year, which pretty much left me without a seat for 2002. It was not an ideal way to start the season. But, after Malaysia, I spoke to Bobby Rahal and Niki Lauda, and they said there was no problem for the rest of 2001. I felt relaxed which showed in my results in Brazil and San Marino.

Who was responsible for making the Prost deal happen?

I spoke with [Prost shareholder] Pedro Diniz in Brazil about moving to

Prost for next year and then the conversation turned to this year when my team spoke to Alain Prost and he showed some interest. At Prost, at least, there is no pressure on me that if I don't do well, I won't be here next race. It's a better feeling, knowing, too, that if I do a good job, I will be here for 2002. It's important that I have that feeling.

Did you look on the Spanish Grand Prix as a new start to the season for you?

Yes and no. It is not the start of the season for anybody, but it is the first time I have felt the main thing in my head was to drive the car and do well - I can now concentrate on my racing and getting the car better. Before I was thinking 'Who should I talk to tomorrow? What should I say?' I feel more of a racing driver now.

How have you found your new team? Are they proving easy to work for?

It has been very good so far. I must say I was surprised by the qualifying session in Spain because we were expecting maybe to be last. To outqualify Jean Alesi wasn't in my plans. The main thing is that we did well to set the car up to suit my style quite quickly. There is a real human atmosphere, so there is no pressure.

What is the Prost like to drive in comparison to the Jaguar?

There is no question that it is quite

similar. You can see from qualifying in Barcelona that they are close to each other in performance. The two cars are different, but they are also very similar. I do miss the power-steering, though, which is why I had difficulty in the race keeping on the pace sometimes. It was important to continue to the finish, though, because I got to know the car better and got more experience of the team.

What is your relationship like with your new team-mate, Jean Alesi?

He is great - a real nice guy. He is experienced and very quick, so I think we can push each other. It is going to be good for the team. There is good information and good feedback, which is what we need. ■

FACTFILE

Name Luciano Burti

Age 26

Nationality Brazilian

● Formula Vauxhall champion with Paul Stewart Racing in 1997

● Graduated to Formula 3 with PSR in '98, then finished runner-up to Marc Hynes in '99, one place ahead of Jenson Button

● Became Jaguar's test driver in 2000, then moved up to the race team this year. Switched to Prost after just four races



Burti outqualified his vastly-more experienced team-mate, Jean Alesi, on his debut for Prost in Spain. He could not have hoped for more



12. Martin Donnelly



The Ulsterman has an indomitable spirit

THE BATTERED figure of Martin Donnelly, lying prone on the Jerez track with the barely recognisable remains of his Lotus-Lamborghini scattered around him, is one of the sport's most enduring - and horrifying - images.

That the Ulsterman was able to survive the 140mph qualifying accident for the 1990 Spanish Grand Prix, in which he was hurled out of his rapidly disintegrating car, yet alone go on to drive single-seaters again and run his own junior team, is a miracle. It is also a sign of the spirit, passion and pure drive of the man.

Donnelly is a great talker. Not only is he a good steer on the state of the sport, he's also a superb gossip. "So, what's the dirt and filth, then?" is his regular reply to any calls from the AUTOSPORT office, in his heavy Ulster accent. Invariably, he will tell us as much as we tell him.

Although his team, currently in Junior Formula Ford Zetec, has failed to recapture the form that took it to two Formula Vauxhall championship titles in the early '90s, it has managed to survive where numerous others have gone to the wall.

But the moment that truly gives Donnelly his heroic status is not his achievements before the crash, or his attempts to succeed as a team boss in single-seaters afterwards. It was simply getting back behind the wheel of an F1 car again.

Although Donnelly tested a Madgwick Reynard Formula 3000 car at Snetterton at the end of '92, it was always his aim to drive a Formula 1 car again - both Lotus and Jordan had promised him the opportunity during his initial recovery period.

When his chance came with Jordan at the beginning of '93, he clutched it with both hands.

Although he only completed two and a half slow laps of Silverstone before fuel problems brought a halt to his run, he had achieved his ambition. "This sport almost took my life, but Eddie Jordan promised me a test when I was in hospital and it was something to aim for," he said.

Verdict: undisputed hero

TW





REPORT 5 SPAIN

29.04.01 Circuit de Catalunya, Barcelona

The gain (and pain) in Spain

REPORT Mika Hakkinen could only look on as his great rival, Michael Schumacher, benefited from some of the cruellest luck Mika has ever suffered. By **Nigel Roebuck**

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How cruel luck robbed Mika Hakkinen of certain victory

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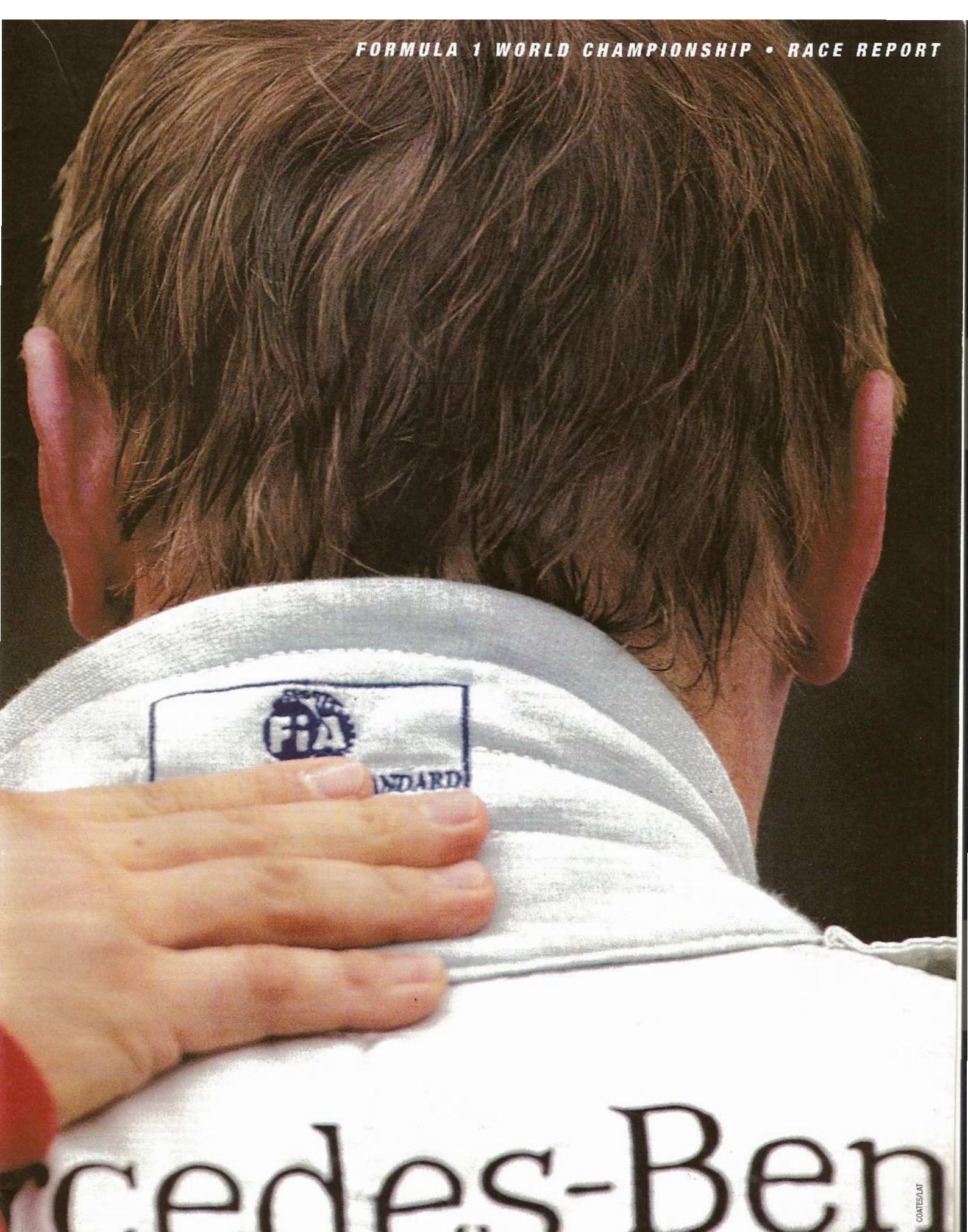
David Coulthard had to start from the back but still came home fifth

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On completing his first race distance and scoring six points



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So how did everybody do? Everything you need to know

Michael Schumacher will never be luckier than this, and he knows it. After a curiously flat performance at Imola, Mika Hakkinen was back to his very best at Barcelona, and if his McLaren-Mercedes was perhaps not quite the equal of Schumacher's Ferrari, he got ahead at the second stops, and looked home free.

In the closing laps, Michael, suffering from severe tyre vibration, fell right away, so that Mika was nearly 40 seconds up as he went into his last lap. With a handful of corners to go, though, the McLaren's clutch exploded, and thus Schuey – hobbled or not – came in for his third victory of the season. His rival has not won since last August.

Significantly, there was little of the usual Schumacher exultation on the podium. "This is not the way you like to win a race," he said.

Michael's behaviour was understated and gracious – indeed, when Hakkinen came into the parc ferme, seated on the sidepod of David Coulthard's sister McLaren, he immediately went over to commiserate with him.

Schumacher apart, it was an unfamiliar podium on Sunday, with Juan Pablo Montoya and Jacques Villeneuve flanking the world champion. Throughout the race, the Williams-BMW and BAR-Honda were quite evenly matched, but on this occasion, as on so many before, Ferrari and McLaren were in a different league, as Montoya said.

Jarno Trulli was fourth for Jordan-Honda, followed by Coulthard, who spent the afternoon playing catch-up, after missing the start of the formation lap, and starting from the back. In the closing laps, DC had to work hard to get by Nick Heidfeld, whose Sauber took the final point.

The Barcelona story, though, lay with Hakkinen, who should by rights have hauled himself back into the title chase this day. Instead, he languishes still on four points, with Schumacher

on 36, and almost a third of the 2001 world championship done.

Not surprisingly, it was the return of the 'gizmos' – what Max Mosley used to call 'driver aids' – which dominated paddock conversation. Ron Dennis stressed his support for the move, primarily because of the overwhelming need for 'a level playing field' in Formula 1, and on that basis, at least, it was hard to take issue with him. For too long, as he said, the sport has been disfigured by rumour and innuendo; he was now confident that the FIA would be in a position to police it effectively.

No one disagreed with the need for a level playing field; the pity was that we couldn't have had it *without* traction control – with every team behaving honourably, in other words. Ah, but we don't have a perfect world, do we?

Whatever else, to change the rules fundamentally in the middle of the season is, to say the least, undesirable. Now that 'free' electronics are permitted on anything to do with the engine and gearbox, not only traction control was back, but also launch control (to take care of the starts) and fully automatic gear shifting. Had Ferrari, and their customer teams, not declined to go along, of course, the systems *could* have been in place from the beginning of the year.

That said, if the systems were not legal for the first four grands prix, at least all the teams knew what was coming, and were able to test and prepare for this brave new world – and some, quite clearly, had done it better than others. "I don't think," said Dennis, "that some people have prepared for the changes very well."

Some were undoubtedly ready to go. Ferrari, for example, claimed to have had no problems whatever with any of the systems, and there was no doubt Schumacher and Barrichello would be using all of them for the race. McLaren, too, and Jaguar. Others, like Williams-BMW, were less sure.

"What we have found," said BMW competitions director Mario

"This is not the way that you like to win a grand prix" MICHAEL SCHUMACHER

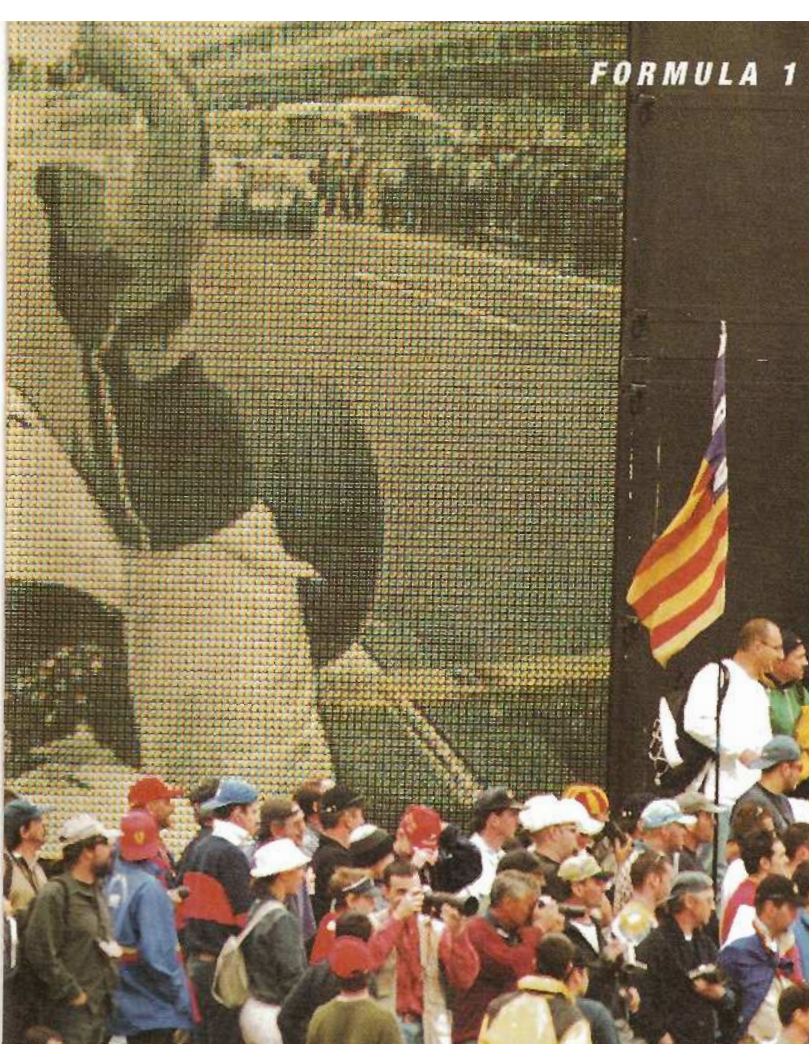


Theissen, "is that the traction control works quite OK, but the problems are more complex than expected." Some manufacturers, it seems, have found traction control has a... detrimental effect on engine reliability.

At a circuit like Barcelona, in fact, traction control does not play that much of a role. After qualifying, Hakkinen reported that, for his final run, he had switched the traction control off – and his final run was his fastest, only a hair from Schumacher's pole time.

In fact, what Mika said was not strictly accurate: he had indeed reduced his traction control, but he had not switched it off. Michael said

How could you? Hakkinen's gesture (right) says it all after his McLaren's clutch gave up the ghost (left) to rob him of victory on the final lap



Don't look now: DC stalls out on the startline (above), then loses his nose on lap one (below)



he could see how, in certain circumstances, to run without traction control in qualifying might work for you, but he added that such was emphatically not the case for the race: quite apart from anything else, traction control helps considerably to combat tyre degradation.

The flip side? It also uses more fuel – oh, and it makes a terrible noise when it cuts in. “Have you heard them?” Gerhard Berger asked Frank Williams. “I have. For the fans it’s a disaster.”

More of a worry than traction control, though, was launch control. Some teams, like Sauber and Prost, didn’t even have it, and others were wary of using it for the race.

Through practice, drivers constantly tested their launch control systems at the exit of the pit lane, but Villeneuve’s experience on Friday gave cause for some concern, his BAR-Honda suffering a catastrophic, flaming engine failure within a few yards. “I’ve tried the launch control several times,” one of his fellows muttered, “and if it stalls one more time, I’m doing a manual start on Sunday, and that’s it.”

“People talk of software as if it’s inhuman,” remarked Patrick Head, “but you have to remember that it’s designed by humans – and therefore it’s very possible to have problems with it. Obviously, the most ▶

TRACTION CONTROL By Jonathan Noble

High-tech brings low reliability

IT HAD been the most talked about subject in the build-up to the race, but the irony was that it nearly fell to a car without traction control to win the Spanish Grand Prix. The unreliability of the system had stopped Juan Pablo Montoya’s Williams team from running it in the race and as retirement claimed victim after victim in front of him, he found himself separated from the top step of the podium only by Michael Schumacher’s Ferrari.

The reintroduction of hi-tech driver aids for the Barcelona race had seemed such a simple matter for the Formula 1 teams when it was confirmed last December, but it became clearer and clearer during the weekend that most had been having trouble getting all their systems working satisfactorily.

Jacques Villeneuve suffered a spectacular engine blow-up leaving the pits on Friday after practising a launch-control start. There were numerous other mechanical problems throughout the weekend which could not be completely disassociated with the new electronic aids, either.

As BMW’s director of motorsport, Dr Mario Theissen, admitted, the introduction of traction control into an F1 engine puts the power unit under stresses that it was not designed to withstand during the pre-traction control days.

“There are two problems if you don’t do it right,” said Theissen. “First, there is vibration, and the other is heat related. Retarding and cutting ignitions, which you do with traction control, can lead to uncontrolled combustion, which can lead to high temperatures and damage to the engine or its environment.”

Such fears were probably running around the McLaren pit after the race as the team tried to pinpoint what caused Mika Hakkinen’s catastrophic clutch failure on the final lap. The team’s technical director, Adrian Newey, was unsure of the reasons behind the breakage, but he acknowledged that maybe their system had been too good, because

the way Hakkinen had left the pits on his final stop was extremely violent.

“We may never know the answer,” he said, “because it got so hot that there was a lot of damage and a small fire.”

Ferrari’s technical director, Ross Brawn, denied, however, that Michael Schumacher’s vibration problem – which according to a source at the team was caused by the rear wheel rims slipping on the tyres – or Rubens Barrichello’s suspension failure had anything to do with the new systems.

“We measure all the forces on the car and we have a maximum load the suspension can take and we never went to within about 40% of that,” he said. “I don’t think it had anything to do with traction control.”

The start of the race was another key area to watch as there was much concern about the effectiveness of launch control. Some front-running teams, like BAR, opted not to use the system, while others encountered the much-predicted glitches.

Although Jordan’s Heinz-Harald Frentzen came off worst at the start proper, as he inadvertently disengaged the launch control before the lights went out, it was McLaren who lost out most when David Coulthard stalled on the parade lap.

Despite McLaren boss Ron Dennis’s claims that the incident had been due his driver’s “brain fade”, it is understood that the stall came about because the launch system had been programmed to work only when the driver puts full revs through it. When Coulthard tried to test it out without pulling full revs, the engine stalled.

“Something happened which we hadn’t properly envisaged,” was all Newey would say. “David did something slightly differently, but the system should have coped with it. There is no point allocating blame.”

All of the problems at the front of the field nearly left the way open for Montoya to pick up what would have been a fortuitous win. Don’t expect things to be quite as frantic in Austria in two weeks.



Schumacher with podium faces new and old – Montoya (left) and Villeneuve (right)



REPORT 5 SPAIN

29.04.01 Circuit de Catalunya, Barcelona

◀ important thing is to make sure that what you're doing is safe, and therefore sometimes you have to be more conservative than you could be, particularly when it's early days for this stuff."

Coulthard summed it up after qualifying: "None of us knows, as we sit here today, just how the launch control is going to work. I think that being on a clean part of the track has to be potentially better, because the system works out how much grip is available, and will optimise that. But the driver still plays a part, in reacting to the start lights, and there could well be a lot of cars sitting on the grid tomorrow, and not going anywhere, because the systems don't work quite the way they expect them to."

A lot of uncertainty, then, after

practice, with doubts about who had been running which systems when. As in 2000, Schumacher was on the pole, and for most of the session he looked unapproachable, able to run laps in the 1m18.2s bracket, with his major rivals apparently struggling to get below 1m18.6s. Only right at the end did Hakkinen reduce the traction control on his McLaren-Mercedes, and almost beat Michael to the pole.

"I was disappointed not to get it," he said, "because I had less understeer, and the car felt fantastic on the last run. I made a mistake at Turn 5 – got the tail out a bit too much; without that, I think I'd have been quickest."

New systems or not, the grid had a familiar look about it: a McLaren and a Ferrari on each of the first two rows, followed by a Williams and a Jordan.

TRACKSIDE VIEW By Mark Hughes

Sound engineers required

THE Circuit de Catalunya nestles in a landscape barren and hilly, the Pyrenees brooding hazy in the background. The morning light is harsh, the ambient temperature rising as the cars take to the track on Saturday morning, their tanks low on fuel, their drivers high on adrenalin.

Standing behind the barriers of La Caixa – a never-ending, second-gear left-hand hairpin with an exit already climbing uphill – you look head-on towards the cars approaching at 190mph, still straining at their leashes in seventh gear before the wonders of carbon brakes and tons of downforce do their work. The rapid staccato of downshifts – five ratios and 120mph dismissed in the time it takes you to pop the ring-pull of your soft drink can and raise it to your mouth – following on from the strident screams of the world's wildest engines at their outer edges. Heady stuff.

Then the driver turns in, the car takes a set and he gets back on the power somewhere just before

mid-corner. Suddenly your reverie is punctured horribly by a God-awful clatter. Traction control has just cut in. The Mercedes engine sounds the worst when this happens – all the greater pity as its howl at the end of the straight is the most magnificent of all.

A few corners further back, the cars attack the tricky third gear Turn 7. Approached by a left downhill kink in fifth, it's then down two gears for an uphill corner, again to the left. At around three-quarters of its width across, the camber suddenly falls away, sucking the car towards the kerb. Most just accept being dragged over there, often kicking up the dust beyond the circuit's edging, but some – and Jean Alesi is the most extreme – turn in from the kink earlier and shallower, then turn in again for the corner more from the middle of the track. In this way, they miss the worst of the camber fall-away and just kiss the kerb a little further up its length. If they do it gracefully enough, they don't even trigger the traction control.



Sensory deprivation: the fans are the losers as traction control muffles the 'music' of F1



ALL SPORT

In the Sunday morning warm-up, it was Barrichello, Hakkinen, Coulthard and Schumacher.

DC, though, was effectively out of the reckoning before the race so much as began. As the rest departed on the formation lap, the McLaren was stationary, stalled; it would start from the back.

There was not, happily, the chaotic start that many had envisaged, although some drivers had a busy time getting around Frentzen's Jordan, which initially failed to move off. "I couldn't get off the line with launch control," Heinz said. In the end, he took off conventionally – albeit in second gear.

Into the first corner, it was Schumacher, from Hakkinen, Barrichello and Trulli, but the really stunning start was by Montoya, 12th on the grid, sixth by the end of the first lap.

"We decided not to use traction control," Juan said, "but we did use launch control – I knew I had to make an aggressive start, to make up some places, and fortunately it worked out."

It didn't work out for Coulthard, though, who had a coming-together



FORMULA ONE ADMINISTRATION LTD 2001

Pit pass: slick work by Williams puts Montoya out in front of Trulli for the final run to the flag

with Bernoldi on the opening lap, and then had to pit for a new nose. A long afternoon was in prospect.

Between Schumacher and Hakkinen it was nip and tuck in the first part of the race, the pair of them separated by two seconds or less – gradually drawing clear of Barrichello, who was pulling well away from R Schumacher, with Trulli fifth and being slowly reeled in by Montoya.

Pedro de la Rosa's hopes of a memorable comeback in his homeland evaporated on lap six, when he closed the door rather too firmly on the recovering Frentzen into a tight left-hander. Scratch one Jaguar and one Jordan.

Point proved: the resurrections of Sauber and Heidfeld continue with another top-six finish



COURTESY AT

◀ Montoya had Villeneuve behind him again, and was never able to get away from the BAR, which he had passed into the first corner of the race.

"I braked too early for it," Jacques shrugged. "I was too cautious, and Juan got me. That woke me up – and I stayed awake for the rest of the race!"

By the halfway point Schumacher had a lead of more than three seconds over Hakkinen, with Barrichello still third, 10 seconds behind the McLaren, then Montoya, Villeneuve, Trulli, Heidfeld and the surviving Jaguar of Irvine. Coulthard, up to eighth before his stop, was now back in 11th, starting to work his way forward again.

Such drama as there was in this Spanish GP began to unfold only in the last 20 laps or so. Schumacher made his final stop on lap 43, but Hakkinen stayed out until lap 50, and in that period really made hay, extending a lead over the Ferrari from 20 to 27 seconds – enough of a cushion, in fact, to be able to keep his lead through his own stop.

Neither did it stop there. Once back out again, Mika proceeded to pull still further ahead, and that was a surprise, for it was on new tyres that Michael had earlier been especially strong.

Something was afoot, but what? On lap 48, Barrichello had gone off the road, but although he rejoined, and made it round to the pits, his Ferrari

"When I saw Mika slow, I tried to work out where I would finish"

JACQUES VILLENEUVE

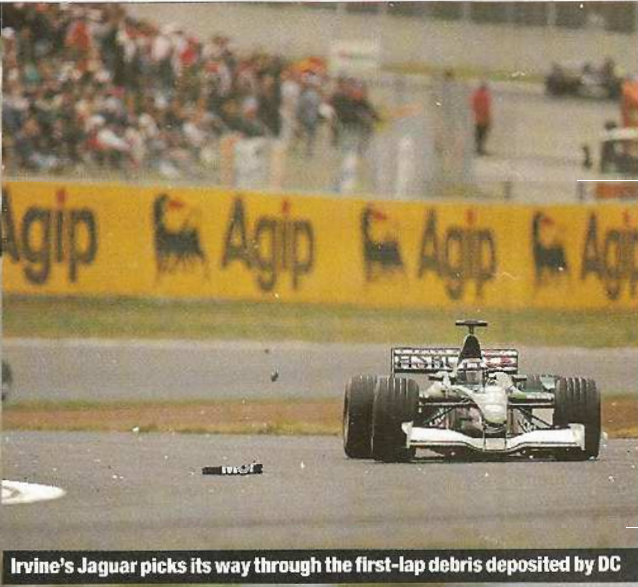
was soon into the garage, done for the day. "I'd lost control in the braking area," said Rubens, "and my first thought was that I had a puncture. But the car still wasn't right after I'd stopped for new tyres, so I decided to pull out."

The problem turned out to be broken rear suspension, so was this why Ferrari advised Schumacher – who was over a minute clear of third man Montoya – to cut his pace? Apparently not. Although Michael slowed so much that he was losing three and four seconds a lap to Hakkinen, he said his problem was a severe vibration, which he adjudged to be from the rear tyres.

Trulli smokes his tyres trying to lose a looming Montoya



RELLANCA/LAT



Irvine's Jaguar picks its way through the first-lap debris deposited by DC

EUROFOLIO/LAT



It was only fitting that, after the blood, sweat and tears Villeneuve has invested in BAR, it was he who gave the team their first podium

TEPE/LAT

"I thought maybe a tyre was delaminating," he said, "so I slowed down, especially on the straights, as I was worried about a blow-out."

"I used three sets of tyres today," he went on, "and all were new. On the first two sets, I could pull away from Mika when they were new, but on the third set, the grip was never there from the start. Then the vibration started."

There were few retirements on Sunday, but one of them, sadly, was the remaining Jaguar, which had run as high as fourth at one stage, but blew up on lap 45. "The team radioed me that there was an oil leak problem," Irvine said, "and I cut my

revs in the hope it would go away, but it was no surprise when it didn't."

The remaining laps ticked away, and Hakkinen went into the 65th, and last, with a lead of more than 40 seconds, ready to win his first race of the year, his fourth on the trot in Barcelona.

Already, though, Mika knew he had a problem, for his clutch had started to slip. It got worse, and then finally it exploded, within half a mile of the finish line. Knowing how far Schumacher was behind, he kept going as long as he could, shrapnel showering everywhere, but finally there was no momentum left in the McLaren, and he could only pull off.

At the time, Hakkinen had lapped

everyone in the race, bar Schumacher. "When I saw him start to slow down," said Villeneuve, "I tried to work out where I would finish, to count how many times he had lapped me!"

Disbelieving, Schumacher passed the beached McLaren, and swept on to take the flag. Michael has a degree of respect for Mika that he feels for no other of his rivals, and there was no doubting the sincerity of his response.

"How did I feel when I saw him at the side of the road? Simply sorry – we'd both driven a very good race, and he'd done nothing wrong. I told him I was very sorry for him – in fact, I almost felt I should apologise." ■

HOW WE RATED THEM

Michael SCHUMACHER	Rubens BARRICHELLO	Mika HAKKINEN	David COULTHARD	Ralf SCHUMACHER	Juan Pablo MONTOYA	Giancarlo FISICHELLA	Jenson BUTTON	Heinz-Harald FRENTZEN	Jarno TRULLI	Jacques VILLENEUVE
Lucky not to lose out to tyre problem	Performed as a solid number two	Back to old form. Terrible luck	Good recovery from error	Going well until his off	Struggled for pace. Attrition helped	Difficult job well done	Closer to Fisi on race pace	Two primary errors in five laps	Qualified well. Worthy in race	Dogged display
9	7	9	8	7	6	7	6	4	7	8

JUAN PABLO MONTOYA Hits F1 for six



Flying start: Montoya passed six cars on lap one on his way to a fine second place

The finishing touch

The Colombian completed the first race distance of his Formula 1 career in the Spanish Grand Prix and was rewarded with a fine, if fortuitous, second place

To take my first Formula 1 chequered flag with a podium place was very exciting, but afterwards, as I came into the pits, I didn't know where to go. The BMW/WilliamsF1 team were jumping up and down and I missed the entry to parc ferme. Whoops! Luckily, a marshal showed me the right way to go. It was the only mistake that I made all afternoon.

Standing on the podium in front of so many Colombian flags was a fantastic experience for me. We had arrived at Barcelona on the back of Ralf Schumacher's victory in the San Marino Grand Prix at Imola and, although there was a change in the atmosphere on his side of the team, on my side everyone was working really, really hard to get a good result. Everyone at BMW, Williams and Michelin has done a fantastic job for me. They have been working their arses off to get the team up there – and I think I paid them back with my second-place finish here.

It was quite amazing really because qualifying and practice hadn't been my best, especially when I lost half the afternoon on Friday with a problem. I still think that I've got work to do to optimise my performance in qualifying and to maximise my set-up of the car.

In qualifying, we did a good job, especially because out of the four runs I only had one clear qualifying lap. On my first run, I had Pedro de la Rosa in the way; my second was OK; on my third, Jos Verstappen spun (in front of me for a change); and on my last run I had Jacques Villeneuve in front of me, after being delayed in the pits and coming out too late on my out lap to make the end of the session. That meant I had to push too hard, and I destroyed my tyres. Otherwise, we could have qualified in the top six.

The start was always going to be interesting for everyone because of the return of traction and launch control. I know there were some

comments from people that their reintroduction would make it easier for the drivers, but even having it, you have got to push as hard as you can. You have got to work out where you brake or how much you lift and it can still make a difference having a good car or a bad car.

We didn't run traction control much this weekend, and not at all for the race, but we had launch control for the start and it was good that my getaway was great. I went down the middle of the Saubers and then inside Villeneuve at the first corner. Who said launch control would make the

“My getaway was great. Who said launch control would make the starts boring?”

starts boring? I was 12th on the grid and came out of the first corner in sixth place.

I had to push all the way in the race, though, because Jacques behind me was pressing really hard all the time. I got Jarno Trulli at the first pit stop, and at the second the team said I needed five seconds on Jacques behind me. I was a bit worried about this because we were running at the same pace, but at the end of the day I was quick enough to do the job.

The most amazing incident of the race, though, came on the last lap when leader Mika Hakkinen retired. He had just lapped me when he first slowed down, and I didn't really understand what had happened because when I looked in my mirrors to see where he was, he had gone. I thought he could not have retired so close to the end, but then the team called me on the radio to tell me I was going to finish second.

I know some people may say Mika had bad luck, but that is motor racing. I just look at Brazil, where I was taken out by Verstappen, and at the other races this season where we were unlucky not to score some points. If you win one race by luck you will lose another one. You have got to learn that when you lose. At least I can say now at last the luck is changing in my favour. ■

OLIVIER PANIS	JOS VERSTAPPEN	ENRIQUE BERNOLDI	NICK HEIDFELD	KIMI RAIKKONEN	EDDIE IRVINE	PEDRO DE LA ROSA	FERNANDO ALONSO	TARSO MARQUES	JEAN ALESI	LUCIANO BURTI
Lacked usual spark	Indifferent form	Improving pace	Consistent, solid	Technically unversed	No reward for best drive of the year	Difficult debut	Sparkling showing	Competent drive	Battling on	Great debut with team
7	6	7	7	7	9	7	9	6	8	8

Traction man


Michael Schumacher used all of his electronic arsenal to claim pole in Spain

QUALIFYING Michael Schumacher used all his driver aids to secure pole, but Hakkinen almost pipped him without them. By **Mark Hughes**

There was a real air of confidence surrounding Ferrari's Michael Schumacher following Saturday's qualifying session at the Circuit de Catalunya in Spain.

For one thing, the Italian team were having no difficulty in making the softer Bridgestone compounds last and so were running the same rubber as McLaren, unlike the San Marino GP two weeks ago. For another, Michelin and Williams were

out of the immediate picture.

So, for all that this was supposed to be a new era of electronic liberty and a levelling of the playing field, it distilled down to the traditional Ferrari/McLaren two-horse race - ironically much more so than at Imola two weeks earlier.

David Coulthard set the ball rolling, the first of the frontrunners to venture out. His 1m18.635s was, he said, "a conservative baseline run. I felt there was more to come".

He was generally happier with the balance of his car than team-mate Mika Hakkinen, whose different style was giving him understeer in places where DC's car was neutral. His first run was 0.3sec off the Scot.

The first Ferrari out was that of Rubens Barrichello, but the Brazilian was unhappy with the subsequent lap - a full 0.6sec adrift of Coulthard. It was left to Michael Schumacher to show Ferrari's hand with a provisional pole lap of 1m18.226s.

Coulthard tried to respond but made mistakes on his second run. Hakkinen was still struggling to find a balance and while Barrichello improved on his second run it was still 0.6sec shy of the ultimate pace.

After his first run, Schumacher had opted for front end changes and so was only just coming out for his second shot when Coulthard was on his third. Again, David failed to get the best out of his run. Schumacher, by contrast, was wringing everything from a Ferrari that was beautifully balanced and clearly happier on turn-in than the McLaren. His 1m18.201s set the new standard.

"I didn't know for sure if I could have beaten that time," said DC, "but I certainly didn't think it was out of reach." He went out for the final showdown in the dying minutes - along with almost everyone else, including Nick Heidfeld. Coulthard,

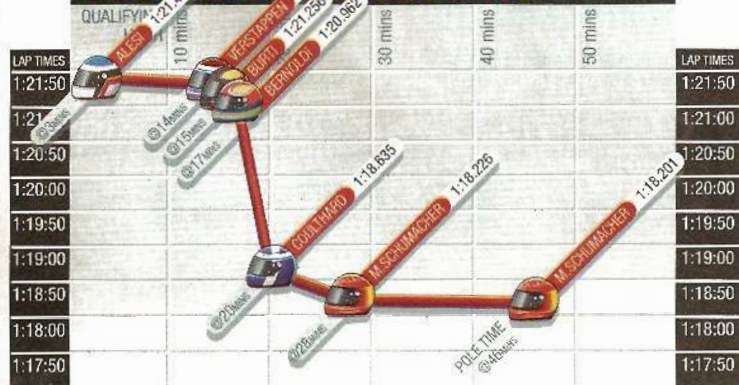
on his warm-up lap and trying to create space for his flyer, delayed the Sauber driver on his hot lap.

So, just as the McLaren driver prepared for his last bid, Heidfeld 'retaliated', got in front and spoil the beginning of Coulthard's lap.

Just behind, though, Hakkinen was flying. Exasperated by a front end that was just not responding, he decided to take matters more into his own hands. "I switched the traction control off," he said. "There are some situations where you can fix a problem with the front end by what you do with the throttle - and traction control doesn't let you do it."

He was fastest of all in the final

JOURNEY TO THE POLE


Hakkinen's car was suffering understeer



Coulthard set the early benchmark, but was eventually forced back into third position

Ignorance is not bliss

RALF Schumacher was best of the rest and fifth fastest, but was a full 0.8sec off pole, with team-mate Juan Pablo Montoya a further 0.6sec adrift of that and down in 12th.

"We basically didn't have a good knowledge of the set-up of the car

when we arrived here," said Patrick Head, "which might sound extraordinary given how much we've all tested here. But it's a funny place.

"We had a good first outing with the FW23 here in January and then just before Melbourne we ran here again

but struggled. We thought it was because we were on a different type of Michelin tyre.

"However, when we tested here subsequently, we found that even with the tyre we thought was more favourable, we were still slow.

"There seems a lot of variability in the track and it forced us into not focusing on the set-up of the car as we should have been."

But set-up was only part of it, as Head explained.

"We'd get round the track quicker with a bit more downforce, I suspect. Our straightline speeds are very high."

Indeed, the Williams-BMWs were 6km/h faster than anything else at the end of the pit straight, but that was just not enough to make up the shortfall of aerodynamic grip.

Furthermore, there was the suspicion that Michelin were not as competitive here as in the previous two races. Certainly, the team thought the softer B compound may have been too soft and opted for the harder A version.



Ralf Schumacher was not a contender for pole in Spain

The Swiss missed

THE Sauber C20 continues to impress. In Saturday morning practice, Kimi Raikkonen and Nick Heidfeld were fourth and fifth fastest, with the former a scant 0.1sec away from the fastest time. In qualifying, they slipped to ninth and 10th, both over one second slower than pole.

"It was disappointing," said Heidfeld. "I had a drivetrain problem on my first run in my race car and had to switch to the T-car, which, unfortunately, was set for Kimi. I found after one run that I needed some more adjustment. I did a good time on the next run but my last run was better still until I came up behind Coulthard and lost time."

"Without that," said team boss Peter Sauber, "you can see from the corner times that Nick would have been 0.3sec quicker." This would have



The Saubers looked good in practice, but failed to translate that pace into qualifying

placed the German fifth on the grid. With just 0.2sec separating fifth from 10th, these problems proved costly.

For Raikkonen, the warmer conditions of the afternoon had

changed the balance of his C20. "The car was great this morning," he said, "so we left it for the afternoon. Maybe we shouldn't have done that. We just couldn't get the best out of it."

"I certainly didn't think Michael's time was out of reach"

DAVID COULTHARD

sector and leapfrogged his team-mate's best by 0.4sec but just failed to eclipse Schumacher's earlier effort.

As Hakkinen stopped the timing beam at 1m18.286s, Schumacher was just completing the first sector of his third run. Ferrari technical director Ross Brawn immediately got on the radio and told him to abort.

Barrichello failed to get a good lap together and was left in fourth. So Schumacher, with traction control fully operational, took the pole.

How ironic it would have been on the first official traction control day for more than seven years if Hakkinen had taken pole position through switching his off. ■



so he switched off the traction control

Honda teams are equals and opposites

THE two Honda-powered cars proved all-but identically matched for the first time, with Jarno Trulli's Jordan only 0.03sec quicker than Jacques Villeneuve's British American Racing machine.

It was down to an improved exhaust system and aerodynamic package from BAR.

For all that the lap times of the two cars were near-identical, the way they achieved it was rather different. The Jordans were quicker at the first timing spot exiting the fast final corner, suggesting more downforce. The BARs, however, had made it up by the end of that straight, where Villeneuve was third quickest and Panis fifth. The Jordans were 14th and 16th there.



For the first time, BAR matched Jordan

TEAM BY TEAM

Mark Hughes divulges the details of who reigned in Spain and why

1 MICHAEL Schumacher
F2001/210
0 1st
0 1st
JENS BARRICHELLO
0 4th
0 DNF
FERRARI
CHASSIS Ferrari F2001
ENGINE Ferrari
TYRES Bridgestone
TEAM BOSS Luca di Montezemolo



2 JENS BARRICHELLO
F2001/206
0 4th
0 DNF
FERRARI
CHASSIS Ferrari F2001
ENGINE Ferrari
TYRES Bridgestone
TEAM BOSS Luca di Montezemolo



3 MIKA Hakkinen
MP4-18/04
0 2nd
0 DNF
DAVID COULTHARD
0 5th
0 5th
MCLAREN
CHASSIS McLaren MP4-16
ENGINE Mercedes
TYRES Bridgestone
TEAM BOSS Ron Dennis



4 DAVID Coulthard
MP4-16/05
0 5th
0 5th
MCLAREN
CHASSIS McLaren MP4-16
ENGINE Mercedes
TYRES Bridgestone
TEAM BOSS Ron Dennis



5 RALF Schumacher
FW23 05
0 5th
0 DNF
JUAN PABLO MONTOYA
0 12th
0 2nd
WILLIAMS
CHASSIS Williams FW23
ENGINE BMW
TYRES Michelin
TEAM BOSS Frank Williams



6 JUAN PABLO Montoya
FW23 02
0 12th
0 2nd
WILLIAMS
CHASSIS Williams FW23
ENGINE BMW
TYRES Michelin
TEAM BOSS Frank Williams




7 GIANCARLO Fisichella
B201/03
0 19th
0 4th
JENSON BUTTON
0 15th
0 15th
BENETTON
CHASSIS Benetton B201
ENGINE Renault
TYRES Michelin
TEAM BOSS Flavio Briatore



8 JENSON Button
B201/02
0 15th
0 15th
BENETTON
CHASSIS Benetton B201
ENGINE Renault
TYRES Michelin
TEAM BOSS Flavio Briatore



9 OLIVIER Panis
BAR 003/06
0 11th
0 11th
JACQUES VILLENEUVE
0 7th
0 7th
BAR
CHASSIS BAR 003
ENGINE Honda
TYRES Bridgestone
TEAM BOSS Craig Pollock



10 JACQUES Villeneuve
BAR 003/05
0 7th
0 7th
BAR
CHASSIS BAR 003
ENGINE Honda
TYRES Bridgestone
TEAM BOSS Craig Pollock



HOW THEY DID

Fortunate finale

Michael Schumacher's fortunes swung dramatically and only on the last lap did the pendulum come back his way, giving him his third win of the year.

From pole he kept Mika Hakkinen at a safe distance, and stayed there after their first stops. A bad vibration on his final tyres left him unable to regain his lead after Hakkinen made his final stop. Resorting to 'get home' mode, Schuey was over 40 seconds behind at the start of the last lap when Hakkinen's clutch failure gifted him victory.

Starting from fourth after failing to find a good qualifying balance, Barrichello retired from third on lap 49. Rear suspension failure was cited as the reason for an off and subsequent retirement.

Cruel twist of fate

A resurgent Mika Hakkinen looked on course to benefit from Schumacher's final-stint problems, but was cruelly denied by clutch failure on the last lap. He pushed for pole after switching off the traction control cured his understeer on his final run.

Despite longer stints than Schumacher, he still emerged behind after his first pit stop, but was in front the second time, quickly pulling out a huge lead over Schuey's sick car until the clutch went south.

A launch control glitch left David Coulthard stalled on the dummy grid and he had to start from the back rather than in third place. A first-lap stop to replace a nosecone damaged against Fisichella preceded a good drive through the field to finish fifth.

Second is a first

An attrition-aided second place was Juan Pablo Montoya's first F1 finish. He qualified 12th, unhappy with the car's balance, but a great start put him sixth into the first corner, and he jumped ahead of Trulli's Jordan at the first stops.

Starting from fifth, Ralf Schumacher came off second best to Barrichello in a side-by-side run into the first corner and settled into fourth place until lap 20, when he spun out at La Caixa after his rear brakes came on too aggressively. This might have cost him another victory, given the later problems of those ahead. Ralf's demise encouraged Montoya to back off for a finish.

Williams opted against using traction control in the race amid reliability concerns.

Misery continues

It was another dismal day for the Renault-engined cars, with Giancarlo Fisichella 14th, Jenson Button 15th, two and three laps down. Fisi was beaten to 19th on the grid by Fernando Alonso, with Button a couple of places further back.

A dearth of downforce and power were deemed the culprits. A key set-up change in race day warm-up seemed to find Button the pace he was lacking on his team-mate.

Fisi's car was damaged by Coulthard into the first corner, affecting its handling; Button suffered a slow puncture some time before his first stop.

Both Benetton drivers finished behind everyone bar Tarso Marques, soundly beaten by Alonso whose best lap was almost a second quicker than either Benetton driver.

Reliability pays

The team took their first ever podium thanks to a reliable race from Jacques Villeneuve. He had done well to qualify seventh after one of his runs was spoiled by rear brakes not properly attached and another by having 10kg of excess fuel.

Over-conservative into the first corner, Villeneuve was passed by Montoya and was never able to retaliate despite staying within a few seconds of the Williams.

Olivier Panis qualified 11th after being blocked on his best run. He spent much of the race trying to pass Eddie Irvine and eventually finished seventh, delayed by stalling at his pit stop.

A new exhaust system restored the BAR horsepower shortfall compared with the similarly-powered Jordans.

TECHNICAL FOCUS with Alan Jenkins

Traction control has engineers in a spin

New technical rules brought sweeping changes in Spain, but the consensus is that it has only just begun

Last weekend, at Barcelona, the dominant technical issue was the implementation of the new regulations governing traction control, launch control, automatic gearboxes and derestricted differentials.

Whenever technical regulations are changed it creates opportunities and potential problems in determining which areas to attack to gain the biggest advantage. Although the teams extensively tested solutions meeting the new regulations well before this race, engine and chassis engineers are uniformly of the opinion that what was seen at the weekend was just the beginning and that there is considerable potential for development.

Traction control can be implemented by any means except by applying the brakes to the driven wheels. (Some road cars incorporate powered brake application as a part of their traction control strategy.) When the computer detects wheelspin, it will reduce engine power by modifying the fuel, ignition and throttle settings in a fraction of a second. 'Launch control' enables the driver to request the car to leave the startline by simply pressing a button. The computer will have been programmed with the combination of settings which have been determined as required to achieve maximum acceleration. This guarantees a high average performance level with the certainty of doing the same thing a

hundred times in a row.

However, determining the best settings will require a lot of calibration testing, taking into account track surface, tyre compound and temperature, etc.

The only place to practice and acquire this data is at the pit exit. Of course, a wet race can reduce the time available for calibration and a manual override is essential. As with any form of drag racing, the driver's reaction time will still be important as systems detecting the red lights going out are forbidden.

Gear changes can also be automatic. Up changes are pretty straightforward, being initiated when a certain rpm is reached. This actual figure depends on the power characteristics of the engine and the gap between ratios. In the days of 'active ride', specific strategies could be determined by distance and, therefore, be circuit dependent. This concept can be adapted for situations where a driver would prefer to change gear earlier or even stay in the same gear between corners while running very near the rev limiter. It will remain possible for the driver to manually 'short shift' where a full throttle shift

would unsettle the car or cause problems in traffic.

Automatic down changes are more complex, particularly the practice of skipping gears and dropping from maximum speed to first or second gear for a hairpin corner. This has been banned for so long that it may eventually see new gearbox designs emerge. Most of the current semi-auto layouts are based on a sequential system. For maximum benefit the computer cannot wait for the road speed and rpm to stabilise and instead anticipates the conditions based on data from previous laps.

Of all the changes, there is disagreement about where lies the greatest potential for lap time reductions. Most say traction control, but some engineers are convinced it could be in the area of differential control. This probably reflects a division of belief (or maybe understanding?) which exists even with mechanical differentials. Over the years, a lot of technological effort has gone into trying to come up with a truly intelligent differential.

Although 'torque steer' systems - as were being developed by some teams in recent years - remain banned, all

<p>HEINZ-HARALD Frenzen EJ11-04 8th DNF</p> <p>11</p> <p>JORDAN</p> <p>CHASSIS Jordan EJ11 ENGINE Honda TYRES Bridgestone TEAM BOSS Eddie Jordan</p>	<p>JOS Verstappen AZ2-05 17th DNF</p> <p>14</p> <p>ARROWS</p> <p>CHASSIS Arrows A22 ENGINE Asiatech TYRES Bridgestone TEAM BOSS Tom Walkinshaw</p>	<p>NICK Heidfeld C20-05 7th 5th</p> <p>16</p> <p>SAUBER</p> <p>CHASSIS Sauber C20 ENGINE Petronas TYRES Bridgestone TEAM BOSS Peter Sauber</p>	<p>EDDIE Irvine R2-04 13th DNF</p> <p>18</p> <p>JAGUAR</p> <p>CHASSIS Jaguar R2 ENGINE Cosworth TYRES Michelin TEAM BOSS Bobby Rahal</p>	<p>TARSO Marques PS01-04 20th 16th</p> <p>20</p> <p>MINARDI</p> <p>CHASSIS Minardi PS01 ENGINE European TYRES Michelin TEAM BOSS Paul Stoddart</p>	<p>JEAN Alesi AP04-05 15th 10th</p> <p>22</p> <p>PROST</p> <p>CHASSIS Prost AP04 ENGINE Acer TYRES Michelin TEAM BOSS Alain Prost</p>
<p>JARNO Trulli EJ11-05 6th 4th</p> <p>12</p> <p>JORDAN</p> <p>CHASSIS Jordan EJ11 ENGINE Honda TYRES Bridgestone TEAM BOSS Eddie Jordan</p>	<p>ENRIQUE Bernoldi AZ2-03 10th DNF</p> <p>15</p> <p>ARROWS</p> <p>CHASSIS Arrows A22 ENGINE Asiatech TYRES Bridgestone TEAM BOSS Tom Walkinshaw</p>	<p>KIMI Raikkonen C20-01 9th 8th</p> <p>17</p> <p>SAUBER</p> <p>CHASSIS Sauber C20 ENGINE Petronas TYRES Bridgestone TEAM BOSS Peter Sauber</p>	<p>PEDRO de la Rosa R2-03 20th DNF</p> <p>19</p> <p>JAGUAR</p> <p>CHASSIS Jaguar R2 ENGINE Cosworth TYRES Michelin TEAM BOSS Bobby Rahal</p>	<p>FERNANDO Alonso PS01-03 16th 13th</p> <p>21</p> <p>MINARDI</p> <p>CHASSIS Minardi PS01 ENGINE European TYRES Michelin TEAM BOSS Paul Stoddart</p>	<p>LUCIANO Burti AP04-04 14th 11th</p> <p>23</p> <p>PROST</p> <p>CHASSIS Prost AP04 ENGINE Acer TYRES Michelin TEAM BOSS Alain Prost</p>

RUSSELL LEWIS

Self-inflicted pain

Fourth place for Jarno Trulli contrasted with Heinz-Harald Frenzen's self-inflicted retirement. The Jordans qualified sixth and eighth, sandwiching Villeneuve's BAR, and all four Honda-powered cars were close on pace.

Trulli almost got by Ralf Schumacher into the first corner for fourth but settled into a first-stint fifth place. He was leapfrogged at the first stops by Montoya and Villeneuve and complained of high tyre wear afterwards. The remaining places came through retirements.

Frenzen inadvertently cut his launch control on the grid and stalled. In his eagerness to make up the lost places he overcommitted into a corner trying to pass de la Rosa, taking both of them out.

Brazil 3, Holland 2

Jos Verstappen was the team's only finisher, in 12th place, after Enrique Bernoldi stopped on lap eight. This was a reverse of their qualifying fortunes where Enrique made it 'three-two to Brazil', referring to his score to date over his more experienced team-mate.

Bernoldi was 16th quickest, one place ahead of Verstappen, after concentrating simply on improving his driving and making few changes to the car. Verstappen suffered a brake problem and slid over a kerb. Floor damage meant he could not improve on his last run.

Jos was 12th by lap two, but could make no more progress. Bernoldi hit Coulthard's flying front wing on the first lap and had to pit for a new nose. A few laps later his Asiatech engine died.

Hot pace cools

Sixth for Nick Heidfeld was less than promised after Saturday morning practice ended with the Saubers fourth and fifth, Kimi Raikkonen 0.1s adrift of the leading Ferrari.

They dropped back in qualifying thanks to Heidfeld being baulked and Raikkonen failing to find the same balance in changed conditions. That still left Raikkonen ninth on the grid and Heidfeld 10th.

Heidfeld was almost forced on to the grass by Villeneuve at the first corner as he tried to pass the BAR. He was catching Trulli until his final tyres proved to be worse than his first two sets and he yielded a place to the recovering Coulthard.

Raikkonen lost out in the first corner after a good launch-control getaway but worsening understeer held him to eighth.

Edifying spectacle

Eddie Irvine extracted all there was from the R2 in qualifying 13th, abetted by Michelin's softer B compound. He raced well, too, making four places at the start, then settling down to a great defensive drive to keep Panis' faster BAR behind. Irvine was in eighth on lap 49 when his engine blew.

Pedro de la Rosa had a trying debut with Jaguar. After a few laps of qualifying, a steering failure pitched him into the wall as he was exiting the pits. This put him in the T-car (set up for Irvine) for the rest of the session.

In the race, he quickly began to climb up the field, but was taken out on lap five when Frenzen tried an optimistic move down the inside, got alongside, then slid his rear wheel over de la Rosa's front.

Weekend break

Fernando Alonso performed superbly all weekend, qualifying 18th and finishing 13th. Ahead of both Benetton's on the grid and throughout the race, his best lap was a second quicker than theirs.

The grid position came in the closing seconds of the session as he completed a committed run that had the black car dancing over the kerbs. After the race, he was delighted, saying: "For the first time I felt totally comfortable in the car."

Tarso Marques brought up the rear in qualifying and the race, chassis balance proving elusive, with oversteer on entry in qualifying and understeer in the race, this becoming more extreme on his final set of tyres. Both cars benefited from Michelin's softer B compound.

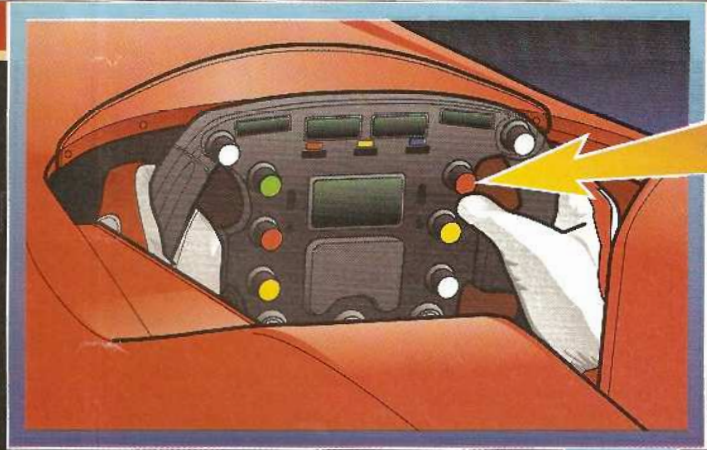
Marking time

The AP04's aerodynamic imbalance made it ill-suited to the Barcelona circuit, the team marking time until their new aero package is ready in a few races.

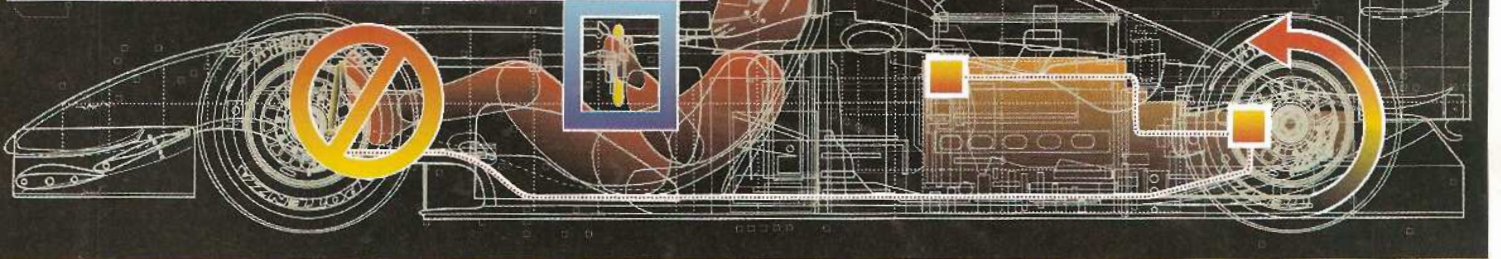
Neither Jean Alesi nor Luciano Burti had any particular problems save the performance shortfall, Burti impressing with his calm, methodical approach – and by outqualifying Alesi by 0.1s. This placed Burti 14th on the grid, Alesi 15th.

Their race positions were reversed, with 10th and 11th places. Although hardly any faster than Burti, Alesi was more consistent and finished 40 seconds ahead of his team-mate, who struggled with unassisted steering, having used a powered system at Jaguar.

Illustration by Paul Laguette



Button to initiate 'launch control'
When the computer detects wheel spin, it will bypass the driver in order to obtain better traction

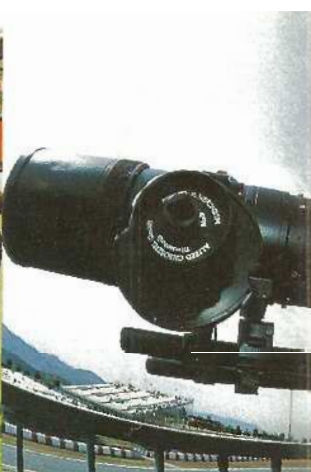
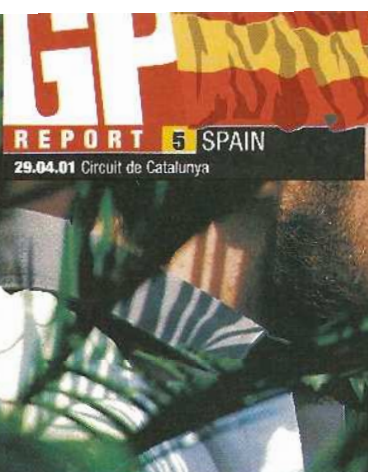


other restrictions have been removed and this is one of the most complex areas for potential development and a few 'blind alleys'. A lot of development could be required to determine what is really possible.

At Barcelona traction control was no problem and not much of a gain (wait for a wet day at Monaco though!). Automatic downshifts caused some headaches and teams have more testing to do before they

are all happy. In terms of differential control we will probably never know, but there is plenty of opportunity for rumour and conjecture. Launch control worked well for most except for the obvious

exceptions of Frenzen and Coulthard. It seems for the foreseeable future the 'driver aids' do not come for nothing. There is a lot for the drivers and engineers to learn before they get consistent benefit. ■



The third man: Jacques Villeneuve takes a moment in the shrubbery to recover from a huge shock. His BAR has put him on the podium for the first time in the team's beleaguered history

"Help me sort this guy out, Ralf. He said I'm always hiding behind Willi. I know it's big, but not that big"



Ken Clarke's presence led to rumours that Hushpuppy will take over as title sponsor of BAR

Eddie Jordan reveals to Jarno Trulli that he has long harboured a desire to race fast boats

Candid camera men

POSTCARD David Coulthard had a narrow escape when a bunch of photographers started playing pin the tail on pit 'donkeys'. By **Jonathan Noble**



Spanish GP glitterati Catherine Zeta-Jones and Michael Douglas audition for *Titanic II*

Although it was not the official start of the European season, there was a familiar feeling that the real Formula 1 had returned to the sport in Barcelona - helped no end by the fantastic Spanish sunshine. And it was not just the mad dogs and Englishmen who spent the day making the most of it.

The paddock was truly thronging with people - which was a sharp contrast to Imola two weeks beforehand, where a cold snap had left people making the most of their luxury new motorhomes.

The teams all seemed to be making more of an effort to grab the headlines, too, as well as schmoozing the media and sponsors. Local star Marc Gene had been playing tennis with Arantxa Sanchez-Vicario before the event, and Bridgestone put on a media karting event at the local track. Jaguar made its bid for the publicity limelight by putting on the party to end all parties at the Gaudi centre. Those lucky enough to be invited to the Big Cat's bash were nursing sore heads through qualifying.

There was also a bit of star-appeal in the paddock at the Circuit de Catalunya. You could not miss Hollywood couple Michael Douglas

and Catherine Zeta-Jones - without their new baby - who were surrounded by photographers and camera crews as they were shown around the grid and the McLaren pits.

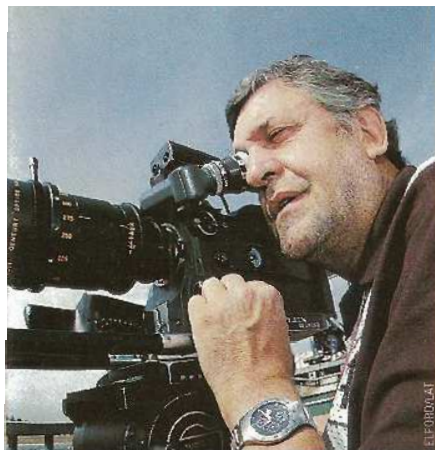
They were the most visible celebrities at the track. However, if you looked carefully, there were a few more stars keeping a much lower profile: singer Sonique, Barca's soccer star Rivaldo and Italian motorcyclist Loris Capirossi were padding around quietly.

The atmosphere also seemed more relaxed. Had the return of traction control stopped the often paranoid world of F1 dwelling on possible conspiracies? Perhaps - until a group of photographers started plotting.

On Friday afternoon the snappers were making donkey tails out of gaffer tape and were pinning them on the backs of innocent victims, who then traipsed around the paddock unaware of the long black things hanging off their rears.

It was immensely funny to see the strange looks the victims got. The pranksters finally threw away their last tail - and then were kicking themselves when David Coulthard wandered over for chat. He never knew the lucky escape he had! ■

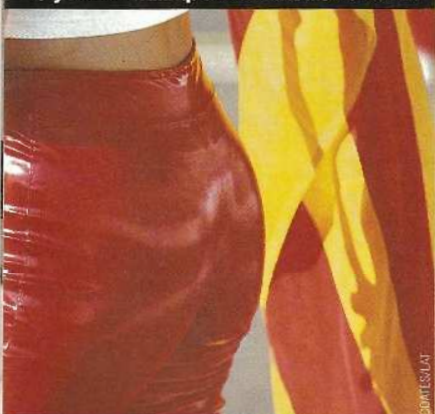
EMPIRES



"Never mind the bleedin' cars, I'm waiting for that grid girl in the red trousers to bend over"



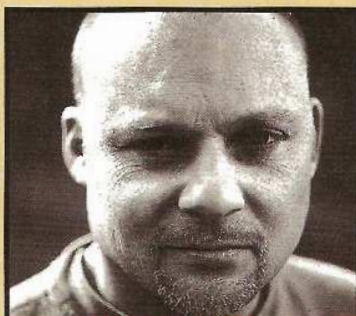
Collector's items: a young Arrows fan makes it very clear that Enrique Bernoldi is his mane man



Spain in the arse: a Marlborough girl proves that the temperature is high in the local gene pool



Coulthard: "Thank you, God, for stuffing Mika's engine. Now can you make Ron like me, please?"



MATT BISHOP
GROUP EDITOR

The Cat's whispers

Behind-the-scenes tales tell us what is really going on with Irvine at Jaguar. By **Matt Bishop**

While the rest of the Formula 1 world jetted to Barcelona, I got the tube to Hyde Park Corner. Why? To sit alongside Damon Hill in a yellow Lamborghini Diablo as he led 100-odd other supercars off on Gumball 3000 - a road 'race' from London to St Petersburg - and back!

By the time you read this, the winner will have covered all 3000 miles in improbably short order. More fool him, I say. Damon and I went for a beer soon after the start, and we never got further than Tower Bridge.

Why did Mr Hill bother to start the event at all? As a publicity stunt for his new company, that's why. P1 lets members drive all manner of exotica for 42 days a year for a fee of £15,000 per annum. That's not chicken feed, admittedly, but it's a lot less than you'd lose in mere depreciation as soon as your new Lambo left the showroom.

So to Barcelona and another local hero. Pedro de la Rosa, you will remember, was sacked by Arrows in late January. Pedro's manager Julian Jakobi managed to persuade Alain Prost to give his man a test drive - though since Alain is also managed by Julian, perhaps we need not hail this as evidence of managerial genius.

Besides, no sooner had the deal been done than Pedro ditched *les garçons en bleu* to go testing for the boys in British Racing Green instead - courtesy of Prost's old adversary Niki Lauda, who had recently been appointed Jaguar's 'other' boss alongside CEO Bobby Rahal. Alain

Edmund Irvine. He's lazy, they say. He's selfish. He's rude. He's arrogant. He's on auto-pilot. He's into cruise-and-collect. He doesn't give a f***. Why so, you ask? Lots of things, they answer. Take these three, for starters.

In January, Irvine left a Jerez test a day early. He jetted to Miami to lounge around in the sun while junior test driver Tomas Scheckter got nowhere with the evil-handling R2 and several bigwigs from Becks (one of the team's most prized sponsors) were left sipping *to pepe* without the man they had flown to Spain to meet.

In February, Irvine gave a magazine interview in which he denounced Jaguar's senior technical staff,

Irvine took advantage of this by spinning away sixth place and blaming his error on the car.

By Imola, the team was angry. By Barcelona, they had a plan. De la Rosa being abler and more experienced than Burti, he would shame the Swerve into making more effort, went the theory.

It might just be working, if Spain is anything to go by. Eddie qualified 13th on Saturday, Pedro sat 20th on the grid. Admittedly the Ulsterman was a DNF on Sunday, but he had raced hard and well for 48 laps before stopping. The Spaniard, by contrast, drove into Heinz-Harald Frentzen's Jordan and retirement on lap six.



Irvine's apparently carefree attitude has done little to endear him to Jaguar's management

"Very, very few Jaguar men have a nice word to say about Irvine. They say he's lazy, selfish, rude, on auto-pilot..."

took a dim view of this and contacted his lawyers, who contacted Jaguar's. After weeks of argy-bargy, an accommodation was reached a few days before the Spanish GP: Prost would sack his number-two driver (Gaston Mazzacane), who would be replaced by Jaguar's number-two driver (Luciano Burti), allowing de la Rosa to take the number-two Jaguar alongside Eddie Irvine. And that, ladies and gentlemen, was what Lauda and Rahal had in mind all along.

Why? Because very, very few Jaguar men have a nice word to say about

accusing them of incompetence. These remarks did not appear, but only because the team's management got wind of it, leaned on the magazine (not a Haymarket title) and got the article substantially altered.

And in March, in the days leading up to the Brazilian Grand Prix, Irvine appeared to be on a mission to slag off Rahal to anyone who would listen. Sadly, once the flag had dropped the bullshit didn't stop. Bobby and the team read the changing weather as well as anyone on the pit wall and put together a clever pit-stop strategy.

We'll call that first-night nerves. Pedro is better than that, and his performances will improve. So, let's hope, will Eddie's. Some in the team can think of better ways to spend £8 million in 2002 than having Irvine drive out the end of a three-year deal.

Which leads me to a bit of conspiracy theory. A contract as lucrative as Irvine's will surely have a performance clause based on qualifying relative to the man in the other car. *Now* do you see why Jaguar was so keen to give Irvine a quicker team-mate? ■

THE RESULTS

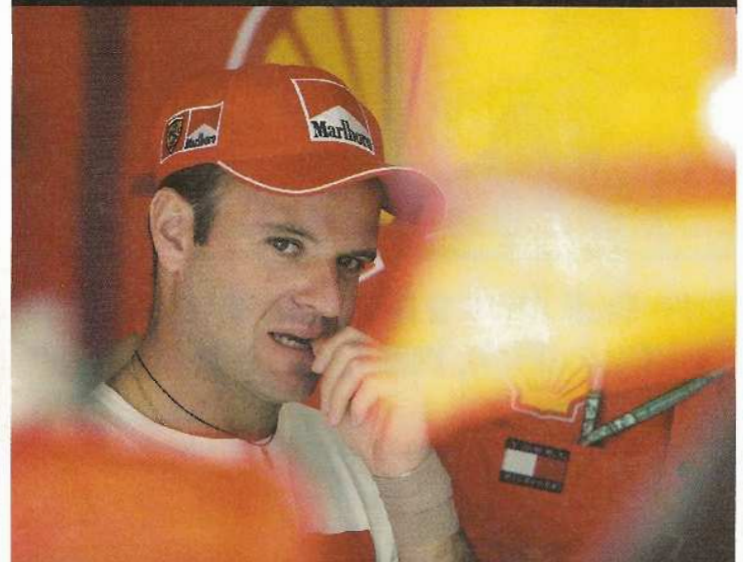
Everything required by the number-crunching fan

DRIVER/COUNTRY	TEAM-ENGINE	LAPS	TOTAL TIME	MPH	PITTED
1 Michael SCHUMACHER GERMANY	Ferrari	65	1h31m03.305s	125.83	2
2 Juan Pablo MONTOYA COLOMBIA	Williams-BMW	65	1h31m44.042s	124.90	2
3 Jacques VILLENEUVE CANADA	BAR-Honda	65	1h31m52.930s	124.69	2
4 Jarno TRULLI ITALY	Jordan-Honda	65	1h31m54.557s	124.66	2
5 David COULTHARD BRITAIN	McLaren-Mercedes	65	1h31m54.920s	124.65	3
6 Nick HEIDFELD GERMANY	Sauber-Petronas	65	1h32m05.197s	124.42	2
7 Olivier PANIS FRANCE	BAR-Honda	65	1h32m08.281s	124.35	2
8 Kimi RAIKKONEN FINLAND	Sauber-Petronas	65	1h32m23.112s	124.02	2
9 Mika HAKKINEN FINLAND	McLaren-Mercedes	64	-1 lap	126.89	2
10 Jean ALESI FRANCE	Prost-Acer	64	-1 lap	123.05	2
11 Luciano BURTI BRAZIL	Prost-Acer	64	-1 lap	122.12	2
12 Jos VERSTAPPEN NETHERLANDS	Arrows-Asiatech	63	-2 laps	121.71	2
13 Fernando ALONSO SPAIN	Minardi-European	63	-2 laps	121.70	2
14 Giancarlo FISICHELLA ITALY	Benetton-Renault	63	-2 laps	120.22	2
15 Jenson BUTTON BRITAIN	Benetton-Renault	62	-3 laps	119.31	2
16 Tarso MARQUES BRAZIL	Minardi-European	62	-3 laps	118.64	2
RETIREMENTS/DISQUALIFICATIONS					
17 Rubens BARRICHELLO BRAZIL	Ferrari	49	suspension	123.48	3
18 Eddie IRVINE BRITAIN	Jaguar-Ford	48	engine	123.98	2
19 Ralf SCHUMACHER GERMANY	Williams-BMW	20	spun	126.56	0
20 Enrique BERNOLDI BRAZIL	Arrows-Asiatech	8	mechanical	116.29	0
21 Pedro DE LA ROSA SPAIN	Jaguar-Ford	5	accident	118.10	0
22 Heinz-Harald FRENZTEN GERMANY	Jordan-Honda	5	accident	118.03	0

1st-10pts; 2nd-6pts; 3rd-4pts; 4th-3pts; 5th-2pts; 6th-1pt

PENALTIES AND FINES

DRIVER/COUNTRY	WHEN	PENALTY	REASON
Rubens BARRICHELLO BRAZIL	Race	\$5250	Speeding in the pit lane
Olivier PANIS FRANCE	Pre-race	\$500	Speeding in the pit lane
Tarso MARQUES BRAZIL	Pre-race	\$1500	Speeding in the pit lane



On the pace but out of luck – suspension failure was blamed for Barrichello's retirement

FRIDAY – DRY

1 Michael SCHUMACHER	1:18.634
2 Rubens BARRICHELLO	1:18.674
3 David COULTHARD	1:18.686
4 Kimi RAIKKONEN	1:18.765
5 Nick HEIDFELD	1:19.010
6 Jarno TRULLI	1:19.186
7 Olivier PANIS	1:19.253
8 Mika HAKKINEN	1:19.281
9 Ralf SCHUMACHER	1:19.406
10 Jacques VILLENEUVE	1:19.577
11 Heinz-Harald FRENZTEN	1:19.903
12 Juan Pablo MONTOYA	1:20.202
13 Jean ALESI	1:20.741
14 Luciano BURTI	1:20.801
15 Enrique BERNOLDI	1:20.997
16 Jos VERSTAPPEN	1:21.069
17 Eddie IRVINE	1:21.289
18 Giancarlo FISICHELLA	1:21.404
19 Fernando ALONSO	1:21.493
20 Jenson BUTTON	1:21.804
21 Pedro DE LA ROSA	1:22.296
22 Tarso MARQUES	1:24.371

SUNDAY – DRY

1 Rubens BARRICHELLO	1:20.680
2 Mika HAKKINEN	1:20.901
3 David COULTHARD	1:21.148
4 Michael SCHUMACHER	1:21.211
5 Olivier PANIS	1:21.558
6 Heinz-Harald FRENZTEN	1:21.558
7 Ralf SCHUMACHER	1:21.886
8 Jarno TRULLI	1:21.929
9 Jacques VILLENEUVE	1:22.120
10 Nick HEIDFELD	1:22.343
11 Juan Pablo MONTOYA	1:22.558
12 Kimi RAIKKONEN	1:22.864
13 Jos VERSTAPPEN	1:23.240
14 Eddie IRVINE	1:23.294
15 Jenson BUTTON	1:23.754
16 Jean ALESI	1:23.794
17 Pedro DE LA ROSA	1:23.847
18 Enrique BERNOLDI	1:24.138
19 Fernando ALONSO	1:24.361
20 Giancarlo FISICHELLA	1:24.468
21 Luciano BURTI	1:24.633
22 Tarso MARQUES	1:24.924

SATURDAY – DRY

1 Michael SCHUMACHER	1:18.201
2 Mika HAKKINEN	1:18.286
3 David COULTHARD	1:18.635
4 Rubens BARRICHELLO	1:18.674
5 Ralf SCHUMACHER	1:19.016
6 Jarno TRULLI	1:19.093
7 Jacques VILLENEUVE	1:19.122
8 Heinz-Harald FRENZTEN	1:19.150
9 Kimi RAIKKONEN	1:19.229
10 Nick HEIDFELD	1:19.232
11 Olivier PANIS	1:19.479
12 Juan Pablo MONTOYA	1:19.660
13 Eddie IRVINE	1:20.326
14 Luciano BURTI	1:20.585
15 Jean ALESI	1:20.601
16 Enrique BERNOLDI	1:20.696
17 Jos VERSTAPPEN	1:20.737
18 Fernando ALONSO	1:21.037
19 Giancarlo FISICHELLA	1:21.065
20 Pedro DE LA ROSA	1:21.338
21 Jenson BUTTON	1:21.916
22 Tarso MARQUES	1:22.522

SUNDAY – DRY

1 Michael SCHUMACHER	1:21.151
2 Mika HAKKINEN	1:21.368
3 Rubens BARRICHELLO	1:21.720
4 David COULTHARD	1:22.091
5 Ralf SCHUMACHER	1:22.362
6 Olivier PANIS	1:22.475
7 Jacques VILLENEUVE	1:22.513
8 Eddie IRVINE	1:22.563
9 Nick HEIDFELD	1:22.738
10 Juan Pablo MONTOYA	1:22.841
11 Kimi RAIKKONEN	1:23.049
12 Jarno TRULLI	1:23.087
13 Jean ALESI	1:23.668
14 Luciano BURTI	1:23.794
15 Jos VERSTAPPEN	1:23.965
16 Fernando ALONSO	1:24.423
17 Enrique BERNOLDI	1:24.740
18 Giancarlo FISICHELLA	1:25.298
19 Jenson BUTTON	1:25.406
20 Tarso MARQUES	1:25.791
21 Pedro DE LA ROSA	1:25.932
22 Heinz-Harald FRENZTEN	1:26.158

FASTEST QUALIFYING SECTORS POSITION IN BRACKETS

NO.	DRIVER	SECTOR 1	SECTOR 2	SECTOR 3	PERFECT LAP
1	Michael SCHUMACHER GERMANY	22.679 (1)	31.070 (1)	24.332 (2)	1:18.081s
2	Mika HAKKINEN FINLAND	22.727 (3)	31.199 (2)	24.224 (1)	1:18.150s
3	Rubens BARRICHELLO BRAZIL	22.710 (2)	31.203 (3)	24.585 (7)	1:18.498s
4	David COULTHARD BRITAIN	22.851 (4)	31.349 (5)	24.346 (3)	1:18.546s
5	Ralf SCHUMACHER GERMANY	22.930 (5)	31.293 (4)	24.644 (10)	1:18.867s
6	Heinz-Harald FRENZTEN GERMANY	23.018 (8)	31.435 (8)	24.493 (4)	1:18.946s
7	Jarno TRULLI ITALY	22.933 (6)	31.421 (7)	24.608 (9)	1:18.962s
8	Nick HEIDFELD GERMANY	23.006 (7)	31.456 (10)	24.531 (5)	1:18.993s
9	Kimi RAIKKONEN FINLAND	23.064 (11)	31.445 (9)	24.560 (6)	1:19.069s
10	Jacques VILLENEUVE CANADA	23.143 (12)	31.379 (6)	24.600 (8)	1:19.122s
11	Olivier PANIS FRANCE	23.034 (10)	31.566 (12)	24.742 (11)	1:19.342s
12	Juan Pablo MONTOYA COLOMBIA	23.028 (9)	31.542 (11)	25.003 (14)	1:19.573s
13	Eddie IRVINE BRITAIN	23.435 (15)	31.944 (13)	24.944 (12)	1:20.323s
14	Jean ALESI FRANCE	23.478 (16)	32.060 (16)	24.989 (13)	1:20.527s
15	Luciano BURTI BRAZIL	23.594 (18)	31.980 (14)	25.011 (15)	1:20.585s
16	Enrique BERNOLDI BRAZIL	23.350 (14)	31.992 (15)	25.246 (18)	1:20.588s
17	Jos VERSTAPPEN HOLLAND	23.296 (13)	32.192 (17)	25.249 (19)	1:20.737s
18	Giancarlo FISICHELLA ITALY	23.554 (17)	32.271 (18)	25.126 (16)	1:20.951s
19	Fernando ALONSO SPAIN	23.601 (19)	32.291 (19)	25.142 (17)	1:21.034s
20	Pedro DE LA ROSA SPAIN	23.684 (20)	32.313 (20)	25.341 (20)	1:21.338s
21	Jenson BUTTON BRITAIN	23.773 (21)	32.529 (21)	25.498 (21)	1:21.800s
22	Tarso MARQUES BRAZIL	24.044 (22)	32.768 (22)	25.530 (22)	1:22.342s

ULTIMATE LAP TIME 1:17.973 POLE POSITION TIME 1:18.201 (gap to ultimate lap 0.228)

We can tame even t

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RACE SPEED TRAP MPH

1	Mika HAKKINEN	199.28
2	David COULTHARD	198.04
3	Jos VERSTAPPEN	197.85
4	Juan Pablo MONTOYA	197.73
5	Ralf SCHUMACHER	197.04
6	Olivier PANIS	196.92
7	Pedro DE LA ROSA	195.68
8	Jacques VILLENEUVE	194.75
9	Heinz-Harald FRENTZEN	194.75
10	Jarno TRULLI	194.19
11	Nick HEIDFELD	194.00
12	Luciano BURTI	193.88
13	Kimi RAIKKONEN	193.57
14	Michael SCHUMACHER	193.26
15	Eddie IRVINE	192.57
16	Jean ALESI	192.14
17	Fernando ALONSO	192.07
18	Enrique BERNOLDI	191.58
19	Rubens BARRICHELLO	191.14
20	Giancarlo FISICHELLA	189.59
21	Jenson BUTTON	189.40
22	Tarso MARQUES	188.40



Hakkinen faces struggle to stay in fight

DRIVER POINTS

1	Michael SCHUMACHER	GERMANY	36
2	David COULTHARD	BRITAIN	28
3	Rubens BARRICHELLO	BRAZIL	14
4	Ralf SCHUMACHER	GERMANY	12
5	Nick HEIDFELD	GERMANY	8
6	Jarno TRULLI	ITALY	7
7	Juan Pablo MONTOYA	COLOMBIA	6
7	Heinz-Harald FRENTZEN	GERMANY	6
9	Jacques VILLENEUVE	CANADA	4
9	Mika HAKKINEN	FINLAND	4
11	Olivier PANIS	FRANCE	3
12	Giancarlo FISICHELLA	ITALY	1
12	Kimi RAIKKONEN	FINLAND	1

TEAM POINTS

1	FERRARI	50
2	McLAREN-MERCEDES	32
3	WILLIAMS-BMW	18
4	JORDAN-HONDA	13
5	SAUBER-PETRONAS	9
6	BAR-HONDA	7
7	BENETTON-RENAULT	1

TEAM QUALIFYING

HAKKINEN	4-1	COULTHARD
M SCHUMACHER	5-0	BARRICHELLO
FRENTZEN	1-4	TRULLI
IRVINE	5-0	BURTI/DE LA ROSA
R SCHUMACHER	5-0	MONTOYA
FISICHELLA	4-1	BUTTON
ALESI	4-1	MAZZACANE/BURTI
HEIDFELD	3-2	RAIKKONEN
ALONSO	4-1	MARQUES
BERNOLDI	3-2	VERSTAPPEN
VILLENEUVE	3-2	PANIS

THE SEASON SO FAR

PTS	DRIVER	AUS	MAL	BRA	SM	ESP	AUT	MON	CAN	EUR	FRA	GB	GER	HUN	BEL	IT	USA	JAP
36	Michael SCHUMACHER	GERMANY	1st	1st	2nd	Ret	1st											
28	David COULTHARD	BRITAIN	2nd	3rd	1st	2nd	5th											
14	Rubens BARRICHELLO	BRAZIL	3rd	2nd	Ret	3rd	Ret											
12	Ralf SCHUMACHER	GERMANY	Ret	5th	Ret	1st	Ret											
8	Nick HEIDFELD	GERMANY	4th	Ret	3rd	7th	6th											
7	Jarno TRULLI	ITALY	Ret	8th	5th	5th	4th											
6	Juan Pablo MONTOYA	COLOMBIA	Ret	Ret	Ret	Ret	2nd											
6	Heinz-Harald FRENTZEN	GERMANY	5th	4th	11th	6th	Ret											
4	Jacques VILLENEUVE	CANADA	Ret	Ret	7th	Ret	3rd											
4	Mika HAKKINEN	FINLAND	Ret	6th	Ret	4th	9th											
3	Olivier PANIS	FRANCE	7th	Ret	4th	8th	7th											
1	Giancarlo FISICHELLA	ITALY	13th	Ret	6th	Ret	14th											
1	Kimi RAIKKONEN	FINLAND	6th	Ret	Ret	Ret	8th											
0	Jos VERSTAPPEN	HOLLAND	10th	7th	Ret	Ret	12th											
0	Jean ALESI	FRANCE	9th	9th	8th	9th	10th											
0	Luciano BURTI	BRAZIL	8th	10th	Ret	11th	11th											
0	Tarso MARQUES	BRAZIL	Ret	14th	9th	Ret	16th											
0	Jenson BUTTON	BRITAIN	14th	11th	10th	12th	15th											
0	Eddie IRVINE	BRITAIN	11th	Ret	Ret	Ret	Ret											
0	Fernando ALONSO	SPAIN	12th	13th	Ret	Ret	13th											
0	Gaston MAZZACANE	ARGENTINA	Ret	12th	Ret	Ret	-											
0	Enrique BERNOLDI	BRAZIL	Ret	Ret	Ret	10th	Ret											
0	Pedro DE LA ROSA	SPAIN	-	-	-	-	Ret											

Benetton's Jenson Button came home 15th, three laps down

the wildest engines.





VILL

A podium place helps, but job satisfaction still eludes BAR's star.

By Adam Cooper

You do not normally think of racing drivers as beardies, so Jacques Villeneuve gave some of his fans a shock when he appeared with his new *Castaway* look in Barcelona. While Damon Hill and Rubens Barrichello have experimented with neat goatees, we have not seen such impressive whiskers on a grand prix podium since John Watson won in Austria in 1976. Unless you count Prince Michael of Kent presenting the prizes at Silverstone...

The other novelty was the sight of of BAR overalls on the podium for the first time. This was the team's 38th race, but for Villeneuve the trail goes all the way back to Hungary '98, when he finished third for Williams.

"It's been a long wait, and it's actually been a long wait for the team as well," he said after the race. "It's the third year now, and everybody's worked really, really hard. There have been a lot of hard times, but we've fought back. This season has been really difficult to get going, and to finally get a podium is great. I think everybody needed it."

Villeneuve won the best-of-the-rest class and, crucially, overtook Jarno Trulli's Jordan in the pits to ensure that BAR scored the first podium of Honda's 'third era'. If he seemed a little underwhelmed by the whole thing, there was good reason. He may have outrun team-mate Olivier Panis, but there was no ignoring the fact that both McLarens, one Ferrari and one Williams were out of the picture.

"The start went OK. Then I braked way too early for the first corner, I took it too easy, and that actually bugged me, so I became a little bit more aggressive after this first corner, and just drove hard till the end. The car was really, really difficult to drive, but I managed to jump Trulli at the pit stop, and then it was just a question of pushing Juan Pablo [Montoya] in case he made a mistake.

"The way the car was working today, the traction control saved us! That's the different thing this time, the car was great in qualifying and difficult to drive in the race, whereas normally it's the opposite."

Villeneuve's weekend did not get off to a great start. As he left the pits

Third in Spain was BAR's first ever podium finish and Villeneuve's first since Hungary 1998 with Williams

e good factor



Above: continuing development has increased competitiveness
Left: Villeneuve has had a push from team-mate Olivier Panis

"I'm not happy we're not quick enough. We are not at the level I was promised"

JACQUES VILLENEUVE

on Friday a Honda engine blew with such violence that parts went through the undertray and punched into the tarmac. In qualifying he lost his first run to a lack of rear brakes, and also found himself running 10kg overweight after the crew left ballast on board that should have been taken out for a low-fuel run. He was fuming; any joy he felt at eventually qualifying a strong seventh was cancelled out by those operational problems. What is more, he had to take the start without launch control, because BAR's system was not quite ready.

The podium finish and the car's respectable race speed represent progress, but the sort of issues outlined above will force Villeneuve to consider his long-term future in

the weeks to come. It was clearly a good decision to turn down Benetton for 2001, but after four years without a winning car, and having just turned 30, he is becoming restless.

"I'm happier to be here than to be only qualifying 20th at every race," he said a couple of days before the GP. "That would be very difficult. But I'm not happy that we're not quick enough yet. There's a lot of work going on, and hopefully we're going to become more competitive. We need a better car, better aerodynamics, and we also need a better engine, and that's quite important."

At what point will he make a decision on his future?

"You don't decide in advance. It happens gradually. You see when you

come to a race how the team works, so I couldn't tell in January this will be the race when I decide, because maybe one race before something will have started happening, so you have to wait a bit longer."

Villeneuve insists that his options for 2002 would represent a step up.

"I think so, yes. It would be a shame if this team didn't work out, because I put a lot of energy and time and effort in it. So I really hope we're going to start winning. I made a choice last year, but we're not at the level that I was promised."

What frustrates him most is that the team is still in that best-of-the-rest class. He finished fourth in the first race with Honda power at the start of last year and last weekend did not

represent much of an advance relative to the pace-setters.

"We're not within half a second, so it's far. Last year was a big step up from '99, but this year we're actually at the same level as last year. So it's not very positive. What is frustrating is to work hard since '99, and that there's no progress this year, that's a little difficult. But I see the people at the race track, and they're all working hard and they work really well. I just hope that it's the same at the factory and the same at Honda."

In January Villeneuve suggested that third place in the constructors' battle was the minimum acceptable. It looks increasingly unlikely that such a result can be achieved.

"It might not happen, but it's still the minimum acceptable. There's going to be a lot of angry and sad people if we don't reach that, because that will mean that this whole project will have failed this year."

Strong words, but it is his way of motivating the people around him. In the meantime, Villeneuve has a quick team-mate to do the same for him.

"Well, Olivier's doing a good job. After the last two years, it's good to have someone to fight against..." ■



Talking tactics: Villeneuve and senior race engineer Jock Clear; team boss Craig Pollock (left) and technical director Malcolm Oastler



Villeneuve always pushes himself to the limit and beyond – witness his massive shunt at Eau Rouge during the Belgian GP in 1999



PHOTOGRAPH BY

Alboreto won in Canada in 1985, the year he pushed Alain Prost hard for the world title



Michele Alboreto 1956-2001

Motor racing was Michele Alboreto's consuming passion. Successful in sportscars as well as in F1, he was imbued with the sport in which he often scaled the heights of greatness. By **Nigel Roebuck**

Michele Alboreto's dream team was Lotus in 1978: Mario Andretti and Ronnie Peterson, the two great idols of his life. He would smile as he remembered trips to Monza in his youth, standing there among the Ferrari-mad tifosi, hardly daring to wave his Swedish flag. And later, when a professional racing driver himself, his helmet colours were blue and yellow, as Peterson's had been.

That was the thing about Michele. He had heroes, for he was one who grew up imbued with this sport, and its culture. It was for this reason, above all, that he so revered Andretti, a man he saw as the racer pure.

When AUTOSPORT gave a dinner in honour of Mario in January 1994, Alboreto flew over for it, shrugging off an horrendous, fog-blighted, journey. "I couldn't miss this," he said. "Mario is my hero - and always has been."

Then he asked me, shyly, to introduce him to Richard Petty. Richard flashed the famous smile, and said it was an honour. "No, no," mumbled Michele. "It's my honour. You... you are a legend."

As his fellows have remembered Alboreto, talked about him, in the days since his death, two words - "gentleman" and "passion" - have come up again and again. This was a superb racing driver, on his day a great one, but on those who knew him, his human qualities left an even greater impression.

"Michele won his first grand prix in Vegas in 1982, the day I won the world championship," said Keke Rosberg last weekend. "We were battling a lot that year, 1982, because

we were about the only two normally-aspirated guys in the field.

"When he was at Ferrari, he was at the peak of his career, and he was very, very good, but in the end, though, none of the racing stuff is very important, is it? What matters much more is that Michele was actually very happy in his life. Outside of the guys I've actually worked with, in my life in motor racing, there were two people I thought exceptional, in every sense of the word. One was Elio [de Angelis], and the other was Michele. I got home from my office last week, put on the TV news, and it was like ripping open an old wound."

Riccardo Patrese said he had tried many times to persuade Alboreto to

retire. "He had a thousand other things in his life," Patrese said, "and he certainly didn't need the money. Racing was just something Michele couldn't do without..."

It was true. "He had a complete passion for driving," said Gerhard Berger. "When I arrived at Ferrari, in 1987, he was the superstar in the team, and I'm sure I didn't make his life easy - certainly he had some difficult moments with Ferrari. But Michele was always a gentleman - a true Italian gentleman - and we never had any problems. When we separated as team-mates, we remained good friends.

"Maybe," Berger concluded, "he should have stopped racing some years ago, but he just couldn't leave it - and he died doing what he loved."

When Alboreto spoke about racing, it was with emotion, and that never changed. At 12, he went to the 1969 Italian Grand Prix, and was

"At Ferrari he was at his peak - he was very, very good" KEKE ROSBERG

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ENDURING AMBITION REWARDED WITH LE MANS WIN

MICHELE Alboreto was not only the most successful Italian grand prix driver of the modern era. He was also an accomplished sportscar racer who notched up a succession of big wins in the discipline at each end of his career.

A 24-year-old Alboreto, then a rising Formula 3 star, was signed by Lancia for the 1980 season and remained on their books until his grand prix career took him to Ferrari in 1984. He finished second on his sportscar debut in a Group 5 Lancia Beta Monte Carlo at Brands Hatch and went on to score two more podiums in that year's World

Championship of Makes.

Alboreto, by now a Formula 1 driver, notched up his first victory in the Beta Monte Carlo in the 1981 Watkins Glen Six Hours and made the first of his eight starts at the Le Mans 24 Hours the same season. He was a mainstay of the Lancia team's attack on the 1982 World Endurance Championship with the LC1 Group 6 prototype. Alboreto was at the wheel every time the little open-top machine beat the new Group C cars, but team-mate Riccardo Patrese narrowly lost the title to Porsche driver Jacky Ickx.

After a part-season in Lancia's new LC2 Group C car in 1983, Alboreto concentrated on F1 for the next 11 seasons. Calling time on his GP career, he dabbled in the DTM touring car series, the new Indy Racing League and sportscars in the US.

In 1996, he started a relationship with Joest Racing that would last for the rest of his life. He went on to win at Le Mans in the German team's Porsche WSC95 the following year, and when Joest became Audi's factory operation, Alboreto stayed on board.

In Audi's first season of sportscars in

1999, the squad veteran finished third in the Sebring 12 Hours. He went one better last year, before finally winning the Florida enduro six weeks ago.

Alboreto had started his career in Formula Monza single-seaters and moved up to F3 for 1979. He finished second in the Italian series in his rookie season before going on to win the European crown the following year with a Pavanello-run March. He was picked up by Minardi's Formula 2 squad for 1981 and was already a grand prix driver by the time he triumphed in the end-of-season Misano race. **GW**

His first grand prix victory came after qualifying third in a Tyrrell at Las Vegas in 1982



◀ entranced. Seven years later, he began his own career, in Formula Monza, progressed swiftly through the ranks, and by 1981 was in the Tyrrell F1 team. "I am a grand prix driver," he said, "and I cannot imagine being happier than with this way of life."

Michele's best years, as Rosberg says, were with Ferrari. In 1985, he alone fought Alain Prost for the world championship, and there were days - as at Monte Carlo that year - when he was simply scintillating. While leading, he locked his brakes, and briefly went off at Ste Devote, allowing Prost to get by. Within six laps, he was back in front, and there he stayed until a left rear tyre began to go down.

After his pit stop, Alboreto rejoined in fourth place, angry but also inspired. By the finish, he was up to second once more, only seven seconds behind Prost, his fastest lap more than a second inside anyone else's best. It was one of those drives you never forget.

"You know," he once said to me, "there are some guys who are in F1, and I don't know why - in all their life they never passed a car! Maybe I have some weaknesses, but I have always considered myself a good racer..."

After leaving Ferrari, he drove for several other F1 teams, none of which was at the top level, but that bothered his friends and fans far more than it did Michele.

"Look," he said, "I was in Formula 1,

driving for Ferrari - and long after that, I was driving for Minardi! Give me a car - I don't look just for the glamour, or to be at the top."

After F1 came other things, including a season in the Indy Racing League, because Alboreto wanted to experience oval racing, then sportscars. In a Porsche he won the Le Mans 24 Hours in 1997, and later he joined the Audi squad. Only a few weeks ago, he was a member of the victorious crew in the Sebring 12 Hours.

"For some drivers, it's F1 - at the top, with a lot of money - or nothing. But Mario wasn't like that, and neither am I. I drive for pleasure and for success, not for money. I like to win, of course, but for me driving is something special - I have a passion for it, so I like to drive anything."

My last long chat with Michele was at the Goodwood Festival of Speed a couple of years ago. He was there to drive the Audi sportscar, and the 1939 supercharged 3-litre V12 Type D Auto Union.

"Look at me," he said, very proud in 'period' overalls. "Dressed like Nuvolari! They tell me I look like him when I'm driving it, too - looking through the spokes of the steering wheel, just like my mother drives! I tell you, I think I was born 50 years



Alboreto raced at Le Mans eight times, winning in a Joest Porsche WSC95 in 1997

too late. Must have been incredible to be a racing driver in those times.

"What I cannot imagine is how it must have been to race cars like this. At the Nürburgring! In the rain! Think of it, no seatbelt, no helmet... Since driving this car, I have incredible respect for those people who raced them."

Was the pleasure in driving still as much as ever?

"Unfortunately, yes! I have less passion for women now than cars! Old age, you see..."

And, these days, does he find there were gaps he would have gone through 10 years ago, but not now...?

"Unfortunately, no!"

Retirement, Michele said, would come when he woke up in the morning, and had to force himself to go to the track, when he felt no longer as good as his team-mates; under those circumstances, he wouldn't want to be there.

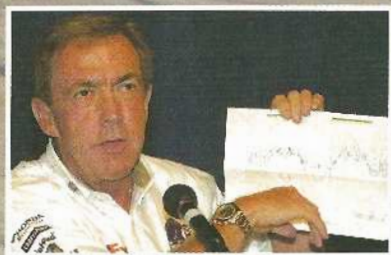
The love of driving a racing car was still aflame, you see, as I am sure it was last week at the Lausitzring, when he climbed into the Audi. The last of the romantics, Michele Alboreto; a man whose wit and style and civility were from another age.

This really is the saddest thing. To Michele's wife, Nadia, his daughters, Alice and Naomi, and the countless others who held him dear, we extend our deepest sympathies. ■

"I drive for pleasure and success not money, I have a passion" MICHELE ALBORETO

ALAIN PROST LAST LAP p118

G-farce



CART cancelled its Texas round at the eleventh hour because of drivers made dizzy by excess G. By **Gordon Kirby**



Safety was the watchword at Texas Motor Speedway on Sunday, where the Champ Car race was cancelled due to fears about drivers suffering the effects of excessive G-forces.

There were serious concerns all winter about CART attempting to race at the high-banked 1.5-mile track. Fears were confirmed during practice and qualifying on Friday and Saturday. Lengthy meetings with the drivers and team owners followed, and the

meeting was "postponed". In reality, the series and track calendars are so crowded that it is extremely unlikely that the race will run.

CART CEO Joe Heitzler, vice-president of competition Kirk Russell and director of medical affairs Dr Steve Olvey said potential medical problems caused the postponement rather than worries about the track's layout and banking.

CART's cars were more than 10mph faster on the track than the IRL cars

that have raced there successfully. The IRL cars generate far less downforce and are less powerful. The extra speed resulted in a leap in G-loads.

"A situation developed on Friday that I have never heard of at any other racing venue in the 25 years I've been involved in motorsport," said Olvey. "Two drivers pulled off the racetrack after long stints at over 230mph because they were experiencing rather severe dizziness and light-headedness and felt that they could no longer safely control the race car. "On Saturday a driver said when he got out of the car he could not stand or walk straight for four or five minutes. This led me to think we were possibly having a problem with too-high G-loading."

Olvey talked to a friend of his, Dr Richard Jennings, ex-NASA flight director and aerospace medicine researcher. "He said the human tolerance to vertical G-loads in a sitting position in a boat, aeroplane, or car, is somewhere between 4G and 5G, depending on the individual." Jennings also told Olvey that the

addition of high lateral G-load will aggravate the situation.

The CART medical man looked at data from one of the teams and found that the driver had been subjected to instantaneous loads of 4.33G with sustained loads of 3.36G in the turns at each end of the track. Lateral loads were over 5G. The combination of all these forces, he said, can seriously affect the inner ear and blood supply to the brain.

"This causes dizziness and light-headedness to the point of disorientation," said Dr Olvey, "so you don't know if you're right-side up. The poor blood supply affects the eye and retina so that a driver gets tunnel vision, then loses colour vision and will have a grey-out and eventually black out. This is why fighter pilots wear G-suits."

Olvey discovered that all but four drivers had experienced some of these symptoms and come into the pits. The four who had escaped had run only a few laps at any time.

"It takes a few laps for this to come on: the average was somewhere

"[CART] should have run sufficient tests months ago" TMS BOSS EDDIE GOSSAGE



Mauricio Gugelmin crashed out of practice on Friday in an incident totally unrelated to the G-force problem. "I lost it," he said. "I remember heading toward the wall. When I stopped, I could see daylight by my feet and Dr Trammell was greeting me at my car"

DARIO FRANCHITTI'S WEEKEND

Driving into the unknown



THE first thing to say is that we're all disappointed for the fans and everyone else involved that we weren't racing at Texas on Sunday. But at the same time

your legs and your organs shifting in your body.

We drivers were experiencing things we'd never experienced before. CART even had advisors from NASA, and they were saying that humans cannot withstand that level for prolonged periods. We were racing into the unknown. We were at the point where people normally pass out through to prolonged exposure to G-forces. It could have happened.

All the drivers are athletes, and we're used to G forces, but what we got at Texas was on a different level. Each different person was having their own symptoms, and they were getting different effects. I think it was a brave decision that CART made – and definitely the right one. It would have been easier to put the drivers out there and see what happened.

It's a weird place. Anyone can drive around there flat in qualifying – it's flat, nailed. Then over the weekend it got a bit warmer, and we didn't quite get the car set-up dead on for qualifying. The problem was the longer we went, the more we ran into these problems with the G-forces.

People are going to say that it's CART's fault. But at the end of the day for them to make that decision was bloody difficult, and they have to be applauded for doing that. Joe Heitzler and those guys, you have to say that was brave.

Another thing I must mention is the death of Michele Alboreto while racing in sportscars. The news was simply devastating; he was such a great guy. In the mid '80s when I was growing up, he was the man at Ferrari. Then I was fortunate enough to race against him in the ITC in 1996. It's such a shame that he has gone.

He enjoyed his racing, and for that to happen to him... it brings you back to earth with a big bump, I can tell you. There were a lot of people feeling the effect of that news over the weekend.

CART must be applauded. I think all the drivers stood behind what the series organisers decided, without question. Everybody thought it was the right thing to do.

Paul Tracy and I – in fact most of the grid – were standing there with our race suits on ready to go for the Sunday morning warm-up, so you can see what a big decision it was. I felt dizzy after Friday practice, and I had a pretty big headache, which I put down to the bumps. It was intense: it's a bloody fast place. But the problem is with the cars, not with the track. Our machines could be modified to slow them down on this track, which is what I guess we'll do before we come back. We tested before the season, and I did 226mph straight away – on my third lap, I think. Whatever, it was easily flat.

However, I don't think anyone expected us to gain so much in terms of speed between then and now. This whole situation is just about progress. On Saturday, all of a sudden my team-mate Paul Tracy was doing 236mph, which is bloody quick. That's how fast things are developing.

People ask what a lap of Texas feels like, and why is it different from other tracks? We're used to lateral Gs, after all. But here the banking means you get a vertical load too. It's hard to describe the feeling. The closest feeling in everyday life is when you're on a roller coaster and you hit the bottom – but multiplied many times over. I've never experienced anything like it. It was quite an amazing feeling. You can feel the blood draining into



Pop-off valves were set to further cut boost

the last-minute modifications.

The decision to 'postpone' was made, but some questions still needed answering. Why had these effects not been noted long ago? Why had there not been tests at the circuit given the serious concerns over CART's visit?

When the speedway was built four years ago, CART's former chief steward Wally Dallenbach inspected it and declared it unsafe for Champ Cars. He said the banking was too steep and the corners too tight with insufficient banking to carry the cars off and on to the straights properly.

Texas Motor Speedway general manager Eddie Gossage was strongly critical of CART. "They should have run sufficient tests months and months ago. We questioned the speeds in meetings and letters. We even offered some of our own suggestions of what to do to the cars.

"Let me stress that neither Texas Motor Speedway nor any of its fans would want the drivers to compete in an event that poses an unnecessary risk," Gossage added. "However, TMS and its fans suffered tremendously. TMS has played no role in any of the meetings this weekend to determine how to slow the cars. However, some fans will blame the track, and that obviously is tremendously damaging. We will have a meeting in the near future to consider our options.

There's a credibility issue between CART and us, and between CART and the fans, so that doesn't make it easy."

CART boss Heitzler said: "On behalf of CART and all of its constituencies, I offer our sincerest apologies to our fans, to Texas Motor Speedway and to all of our sponsors. I am confident we have exhausted every available option to find a solution."

CART's credibility has taken a big blow. Hopefully the race at Nazareth next weekend will pass without incident. ■

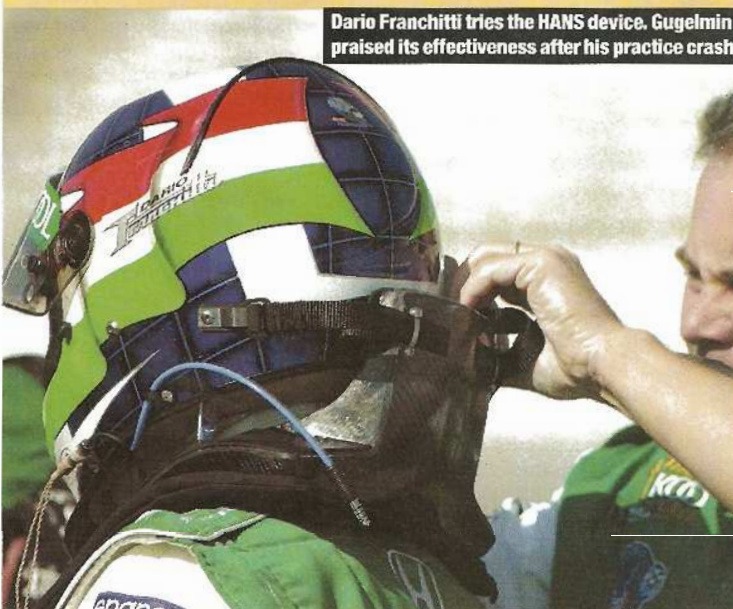
Dr Steve Olvey (inset) shows the very high G-loads the high banking put on drivers

between 25 and 40 laps. I felt very great concern because this was uncharted territory. We really could not send drivers out with the risk of having one becoming disoriented or unconscious in the car."

CART had tried two mandatory changes to slow the cars before cancelling the event. A 1.5in Gurney tab was added to rear wings, and pop-off valves cut peak turbo-boost pressure from 37 to 36 psi. Drivers were unwilling to race, however, with



A 1.5in Gurney tab was added to the rear Handford wing in an attempt to cut speed



Dario Franchitti tries the HANS device. Gugelmin praised its effectiveness after his practice crash

oro



CZECH CASHES IN

Tomas Enge took full advantage of his Nordic Racing team's clear superiority over the rest of the F3000 field to shine through in an otherwise dull encounter in Barcelona. By **Damien Smith**

Tomas Enge became the third driver in as many races to win a round of the Formula 3000 International Championship on Saturday, leading a high-speed procession from the first corner to the flag at the Circuit de Catalunya.

This was the Czech driver's second win in the category, but it could not have been more different from his spectacular maiden victory at Hockenheim last year. There was no high drama in Spain. In fact, it made the previous dull round at Imola look like a Formula Ford Festival final.

But Enge's Nordic Racing team were not worried about the entertainment level. They were simply delighted by a weekend performance that has established them as the team to beat in F3000. Justin Wilson had already taken Nordic's first pole position the day before, with Enge joining him on the front row. The only black cloud in the team's blue sky was that the symmetry of a one-two in the race just slipped through their fingers.

That was thanks to Bas Leinders,

who put in what was by far his best F3000 performance since joining the series in 1999. Having qualified third, he demoted Wilson at the first corner and the hard work was done. Overtaking has never been a strong feature in Barcelona and the start was always going to be the key moment of this race. As it turned out, it was the *only* moment anywhere near the front of the field.

Initially, Wilson made a good getaway from pole and Enge slotted in behind him. But the Yorkshireman then made a vital mistake, fluffing his change to second gear. This was Enge's chance and he took it with conviction. Darting to the left, he nosed in front of his team-mate as they braked for the first corner. For a moment it looked like they might touch, but Tomas took his line into the right-hander and Wilson knew he was beaten.

The trouble was that both Nordic cars had braked a little too late for the corner. Enge ran wide on the exit, but it didn't matter because he had a bit of breathing space. For Wilson, though, it proved to be the difference

between second and third. Leinders also got a good start away from the line and was well placed to pounce, snatching second in an instant.

And that was the race decided. "This track is very similar to Imola in terms of overtaking," said Enge. "When you are close to each other, you end up doing the same lap times.

"I didn't plan on finishing second, but I made two small mistakes"

BAS LEINDERS

If you don't make any mistakes, you finish in the order you started."

The gap from Enge to Leinders hovered just under the second mark through the first two-thirds of the race, but then the leader began to edge away. The gap was never more than three seconds, but there was little if any question of Leinders

catching and passing the leader. "I pushed to get closer," said the Belgian, "and I went over the limit, even trying different lines. I didn't plan on finishing second, but I made two small mistakes, so I went back to my old rhythm."

Behind him and Wilson was Mario Haberfeld in fourth. This was the Brazilian's best F3000 finish and, like Leinders, he will be hoping it is the start of a career renaissance. The Super Nova driver retained his starting place all the way and had a quiet race, stretching well away from European Minardi's David Saelens.

If a battle was to develop, it looked like it might be for fifth. But it didn't. Petros Junior driver Antonio Pizzonia kept Saelens honest, but yet again nothing came of it. AUTOSPORT-backed Pizzonia did well to score points, however, having made another demon start from eighth on the grid to briefly challenge for fourth at the first corner. The reigning British Formula 3 champion was on the dirty part of the track and slipped back to sixth.

"It's an extra point for the



Boring? Not if you're on the podium, as (l-r) Leinders, Enge and Wilson demonstrate



Things go better with Coke: Nordic's Enge and Wilson led from the lights (above left) before Leinders (above) split the twosome up

championship, which could be important at the end of the season," shrugged Pizzonia. "Saelens was only quicker than me in the last corner, but that meant I couldn't get a run on him down the straight."

In the early stages Pizzonia had to fend off Mark Webber, who had the benefit of a fresh set of tyres following his truncated qualifying sessions (see panel). The Australian made a great start from 11th to seventh, but like everyone else, could only hold his position to the end.

A disastrous first lap destroyed Darren Manning's hopes of scoring points in a race where he really should have. From sixth on the grid the Arden Team Russia driver found himself on the wrong bit of track all the way round the opening lap and dropped to the back of the field.

"I made a good start and got past Saelens right away," said Manning. "I was on the inside of Haberfeld, but I had to find room in the pit lane exit, so I had to back off. Then I was on the outside line at Turn 4 and got on the marbles and ran wide on to the grass. It coated the tyres and I came back



No overtaking: after the first corner, the top four maintained station to the flag, with Enge leading Leinders, Wilson and Haberfeld



Webber had the advantage of fresh rubber early on and used it to pressure Pizzonia...



...who in turn harried fifth-placed Saelens. Both battles fizzled out way before the flag

on in about 10th or 11th. I had to defend for a couple of corners, ran wide at Turn 7 and then had to take to the old circuit at the fast right-hander. I'm bitterly disappointed."

The only 'action' of the race concerned the antics of Durango's Gabriele Lancieri, whose three stop-go penalties caused much amusement for everyone - apart from him and his team, of course. Firstly, he was penalised for his mechanics giving him a push away on the warm-up lap. When he rejoined the track after serving his 10 seconds, he crossed the white line that is designed to avoid drivers coming out of the pits and colliding with cars at speed. So he soon had to come back in for another enforced stop. Then he did exactly the same thing when he came out of the pits again!

This time, Lancieri was given a 20-second penalty, but the team decided to pull him out of the car when he pitted for the third time - much to his confusion. It ended a miserable weekend for Durango because Jaime Melo had already been punted into a spin by Fabrizio Gollin at the first corner on lap one. He got going again, leaving Lancieri the only retirement of the event - a record for the championship.

This was probably the worst race in F3000's history, but it has left the championship in an intriguing situation. Wilson's lead has been cut to a single point by Enge, with Webber close behind in third. It is early days in this 12-round series and

a lot can change, but it looks like we're in for a cracking title battle - and not just between these three. There are a few more drivers, including Manning, who should have a say in the tussle. All we need now is more entertaining racing. At least it can't get worse than this. ■

QUALIFYING

Wilson works on weakness

THIS was the perfect way for Justin Wilson to unload the qualifying monkey from his back. Lowly grid positions have always been his weakness, but in Barcelona he proved once and for all that he does have what it takes to pull out the big laps. His first Formula 3000 pole could not have been sweeter.

It was a pretty good day, too, for his Nordic Racing team. Joining Wilson on the front row was his Czech team-mate, Tomas Enge, who came close to stealing the top spot at the end of the second session. Just two-hundredths of a second separated the Coca-Cola cars, but Wilson's time, set at the beginning of the first 45 minutes, was just quick enough.

"I've been struggling in qualifying, so I had to do this," said Wilson. "I got on with it on my first lap and the time came on the next one. In the second session, we experimented with one or two changes because we knew I had a good time in the bag. But it was quite nerve-racking to see some of the others improve."

Behind the Nordic pair was a delighted Bas Leinders, who put in the best qualifying performance of his F3000 career. "This is a wonderful result - it's been way too long," said the Team KTR driver.

Mario Haberfeld was also higher up the grid than has become customary, taking fourth despite two spins. He headed European Minardi's David Saelens and Arden Team Russia's Darren Manning, who jumped up to sixth from 10th on his final run.

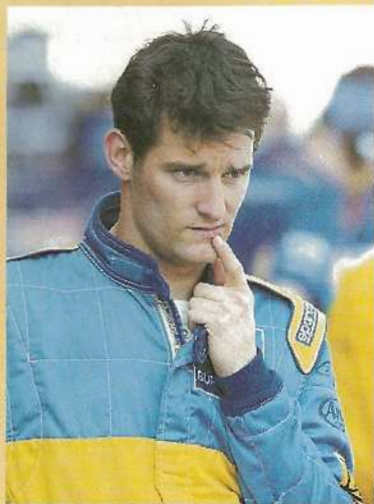
The biggest possible upset of qualifying was the fate of Haberfeld's Super Nova team-mate, Mark Webber. The Imola race winner lost it on the kerb

at the final corner and spun across the track into the pit wall.

With a lot of rear end and front suspension damage, it did not look like Webber would make it for the second session. But the Super Nova mechanics did a great job in getting him back out with 13 minutes to go. Their reward was seeing their man improve to 11th. Not a good day for the Benetton test driver, but it could have been a lot worse.

"I have been struggling in qualifying, so I had to do this"

JUSTIN WILSON



Webber reflects on wasted opportunities

RESULTS

April 28, FIA F3000 International Championship, Barcelona, round 3 of 10, 32 laps - 94.08 miles

Pos	Driver (Nationality)	Team	Result	Best lap	Qual	Grid
1	Tomas Enge (CZ)	Coca-Cola Nordic	52m 00.457s	1m 36.332s	1m 33.953s	2
2	Bas Leinders (B)	KTR	52m 02.667s	1m 36.288s	1m 34.226s	3
3	Justin Wilson (GB)	Coca-Cola Nordic	52m 03.662s	1m 36.230s	1m 33.931s	1
4	Mario Haberfeld (BR)	Super Nova Racing	52m 09.720s	1m 36.503s	1m 34.263s	4
5	David Saelens (B)	European Minardi	52m 20.587s	1m 36.848s	1m 34.428s	5
6	Antonio Pizzonia (BR)	Petrobras Jr Team	52m 21.291s	1m 36.876s	1m 34.692s	8
7	Mark Webber (AUS)	Super Nova Racing	52m 22.695s	1m 37.016s	1m 34.964s	11
8	Patrick Friesacher (A)	Red Bull Jr	52m 23.012s	1m 37.119s	1m 34.635s	7
9	Giorgio Pantano (I)	Team Astromega	52m 29.712s	1m 37.227s	1m 34.879s	10
10	Antonio Garcia (E)	Red Bull Jr	52m 30.097s	1m 37.284s	1m 35.071s	13
11	Sebastien Bourdais (F)	DAMS	52m 41.307s	1m 37.570s	1m 34.965s	12
12	Viktor Maslov (RUS)	Arden Team Russia	52m 59.474s	1m 37.770s	1m 35.5491s	18
13	Andrea Piccini (I)	European Minardi	53m 02.404s	1m 38.196s	1m 35.593s	19
14	Nicolas Filiberti (I)	Prost Jr	53m 03.013s	1m 38.147s	1m 35.247s	14
15	Gabriele Varano (I)	Prost Jr	53m 04.443s	1m 37.833s	1m 35.523s	17
16	Derek Hill (USA)	DAMS	53m 07.095s	1m 38.523s	1m 35.858s	21
17	Fabrizio Gollin (I)	Coloni	53m 08.365s	1m 38.083s	1m 35.431s	16
18	Joel Camathias (CH)	KTR	53m 09.086s	1m 38.429s	1m 36.321s	23
19	Ricardo Sperafico (BR)	Petrobras Jr Team	53m 09.924s	1m 38.349s	1m 34.696s	9
20	Darren Manning (GB)	Arden Team Russia	53m 10.870s	1m 38.180s	1m 34.597s	6
21	Jaime Melo (BR)	Durango Formula	53m 12.385s	1m 38.464s	1m 35.293s	15
22	Rodrigo Sperafico (BR)	Coloni	53m 13.557s	1m 38.608s	1m 35.768s	20
23	Ananda Mikola (RU)	Team Astromega	53m 21.891s	1m 38.634s	1m 35.882s	22
R	Gabriele Lancieri (I)	Durango Formula	20 laps - withdrawn	1m 38.985s	1m 39.101s	24

Winner's average speed 112.64mph Fastest lap Wilson, 1m36.230s Championship points 1 Wilson, 15; 2 Enge, 14; 3 Webber, 10; 4, Melo, Manning and Leinders 6; 7 Saelens, 5; 8, Bourdais and Pizzonia, 4; 10, Haberfeld, 3; etc.

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Mondello Park	13th - 14th July
Thruxton	27th/29th Jul
Donington	4th - 5th August
Brands Hatch	18th - 19th August
Rockingham	1st - 2nd September
Snetterton	15th - 16th September
Brands Hatch	29th - 30th September
Le Mans	13th - 14th October
TBA	TBA



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WHERE ARE THEY NOW?

Mark Lovell

MARK Lovell is probably best known to rally fans as the 1996 British Rally Champion, but few people will know the rather unusual tale of how his rallying career began.

Flicking through a copy of the *TV Times*, Lovell saw a competition where the prize was not your usual TV or stereo system, but to become a rally driver. He entered along with 2000 other hopefuls and, after various written tests, a fitness test and time in a rally car, he won. From this point onwards, his career path was decided.

Lovell quickly proved his ability inside the car and a sponsored drive in '85 in a Nissan 240RS saw him crowned national champion. Ford offered him a works drive in the British Rally Championship the

following year, driving a Group B RS200. Although he didn't win a round, Lovell scored consistently high finishes to take the championship.

In the following years he continued his association with Ford and also worked with Toyota and Volkswagen, the majority of his time spent in the Far East. He now drives for Subaru in the American SCCA Pro Rally Championship. "I was approached by Prodrive while making gravel notes on the World Rally Championship for Japanese driver Toshio Arai. They wanted both American and European drivers to contest the championship and I was chosen," he said.

He has already completed three rounds of this year's 10-round championship, winning the Oregon Trail Rally last month. His next event is



Lovell: took his rally career across the pond

the Rim of the World Rally in California this weekend.

So what does he consider to be the high point of his career so far? "I consider myself very privileged to have competed at the time of the Group B Ford RS200 and to have driven one. Those machines had so much power, driving down narrow forest stages was outrageous!" **RR**

THEN AS NOW

10 YEARS AGO

Wet weather master **Ayrton Senna** notched up his third straight win of the 1991 Formula 1 season in the wet/dry San Marino Grand Prix (AUTOSPORT, May 2, 1991). His McLaren team-mate, Gerhard Berger, finished a strong second, with Dallara driver JJ Lehto third. Ferrari had a bad weekend in front of the expectant tifosi. Alain Prost slid off at Rivazza on the parade lap, and Jean Alesi spun out of the race on lap three.



Senna showed the way home at San Marino

20 YEARS AGO

Belgian **Thierry Boutsen** rocketed to a flawless maiden victory in the nine-lap Formula 2 race at the Nürburgring (AUTOSPORT, April 30, 1981). His March-BMW 812 finished over a minute clear of Eje Elgh's BMW-powered Maurer. Corrado Fabi, who ran wheel-to-wheel with Elgh in the closing laps, was a close third.

Jimmy McRae won the 50th Circuit of Ireland driving an Opel Ascona 400.



Thierry stuck the Boutsen at the Nürburgring

30 YEARS AGO

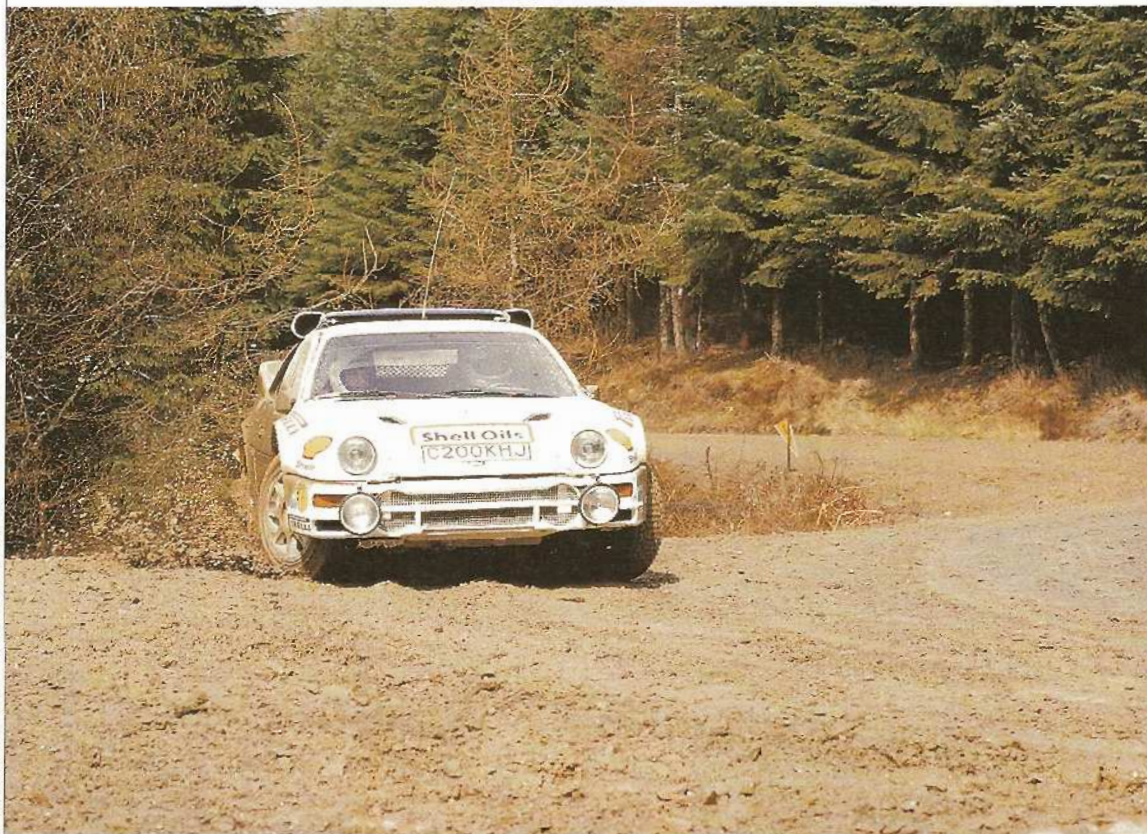
Pedro Rodriguez and Jackie Oliver led home Jo Siffert and Derek Bell for a JW-Gulf Porsche one-two in the Monza 1000km (AUTOSPORT, April 29, 1971). The expected works Ferrari challenge evaporated when the Jacky Ickx/Clay Regazzoni three-litre machine retired after a shunt on lap 12.

40 YEARS AGO

Double F1 world champion **Jack Brabham** demonstrated his skill in atrocious conditions, driving his Cooper to victory in the Aintree 200 International (AUTOSPORT, April 28, 1961). At a rain-soaked Silverstone, Dan Margulies thrilled spectators with a stunning win in his 1934 supercharged Maserati.

50 YEARS AGO

Alberto Ascari won the Sanremo Grand Prix at the wheel of the new 4.5-litre Ferrari (AUTOSPORT, April 27, 1951). Dorino Serafina and Rudolf Fischer, also in Ferrari's, completed the top three.



Driving the RS200 has been the highlight of Lovell's career so far. He is pictured in Wales during the '86 British Rally Championship

ANNIVERSARIES



Watson, 55

May 3
David Llewellyn (b 1960), Jean-Pierre Paoli (b 1940), Ed Pimm (b 1956), David Hepworth (d 1992)

May 4
Wolfgang von Trips (b 1928, d Sept 10, 1961), John Watson (b 1946), Daniele Audetto (b 1943), John Barnard (b 1946), Hurley Haywood (b 1948), Armin Schmidt (b 1964)

May 5
Dave Metcalfe (b 1957, d Dec 17,

1992), Bob Said (b 1932), Jim Hillyer (b 1947), Luca Maggiorini (b 1965), Michele Meredino (b 1970), Doug Wardropper (d 1993)

May 6
Tommy Byrne (b 1958), Andre Chiesa (b 1964), Silvio Kalb (b 1954), Rene Dreyfus (b 1905, d Aug 16, 1993), Peter Gaydon (b 1941), Andre Guelfi (b 1919)

May 7
Mike Spence (d 1968), Bruno Lillen (b 1959),



Villeneuve

Christian Abt (b 1967), Stanley Dickens (b 1952), Hap Sharp (d 1993)



Labonte, 37

May 8
Gilles Villeneuve (d 1982), Christian Abt (b 1967), Bobby Labonte (b 1964), Seppo Nittymaki (b 1945), Daniel Liddle (b 1972)

May 9
Peter Ashcroft (b 1928), Hans Kalaschek (b 1949), Barrie Lines (b 1940), Andy Sutcliffe (b 1947)

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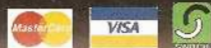


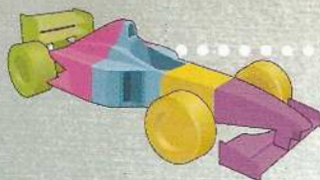
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THE RACE REPORT

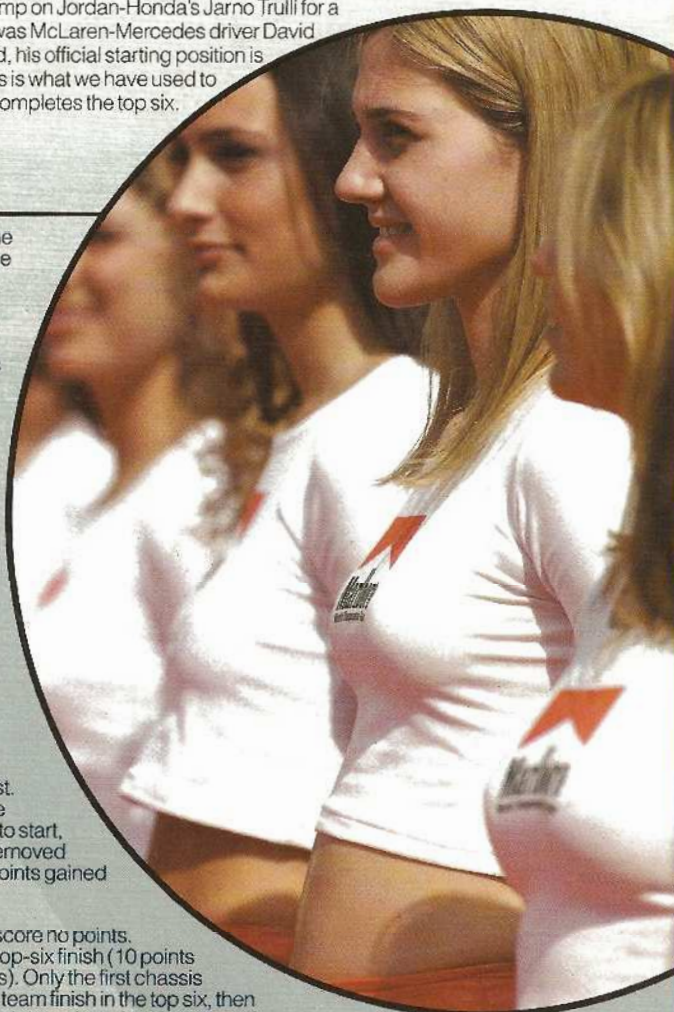
MICHAEL Schumacher's victory for Ferrari in the Spanish Grand Prix came at the expense of arch-rival Mika Hakkinen, whose McLaren-Mercedes' clutch gave up on the final lap of the race. Anyone with the Finn in their Fantasy Grand Prix team still manages to salvage five points, however, thanks to his pace in the warm-up.

The Driver of the Day was Williams' Juan Pablo Montoya (again) for his stirring drive from 12th on the grid to second at the finish. Third place fell to a man who has not been on the podium for some time, BAR-Honda's Jacques Villeneuve, who got the jump on Jordan-Honda's Jarno Trulli for a change. Fifth man home, despite his startline dramas, was McLaren-Mercedes driver David Coulthard. Although DC was sent to the back of the grid, his official starting position is classified as third on the official FIA results sheet, so this is what we have used to calculate our Fantasy results. Nick Heidfeld's Sauber completes the top six.

HOW TO SCORE

Points are awarded according to the actual results of the Australian Grand Prix to the Japanese GP inclusive. The scoring system is based on the Formula 1 World Championship: 10, six, four, three, two and one for the first six drivers who cross the line, with an additional 10 points for each top six finisher. All drivers are eligible to score, but also get extra points for the following:

- AUTOSPORT names a Driver of the Day after each GP. This is worth five bonus points. Drivers score one point for each place they make up over their qualifying position.
- Points are not deducted for losing places relative to grid position. Five points are lost if your driver posts the race's first retirement, four if it is the second and so on down to a one-point loss for the fifth retirement. The retirement order will be taken from the official results issued after each GP by the FIA. Should more than one car retire at the same time, the position will be taken on the order of the cars' numbers.
- The fastest driver on race day in the warm-up will collect six points, with five points for the second quickest, and so on down to a point for sixth quickest. Non-qualification for a GP means a deduction of five points. If a driver is on the FIA's starting grid but fails to start, no points will be deducted. Drivers disqualified or removed from the overall race results for any reason lose all points gained that weekend.
- Drivers not competing in a GP for any other reason score no points. Chassis score points the same way as drivers for a top-six finish (10 points for finishing in the top six, plus actual finisher's points). Only the first chassis home scores for the team. If two cars from the same team finish in the top six, then the seventh-placed car picks up the final point. The eighth-placed car will score if two teams have two cars in the top six, etc.
- Points are deducted for the first five cars to retire on the same basis as for drivers. If both cars from one team are among the first five to retire, points will only be deducted for the first of those cars to drop out.
- Engines score points in the same way as chassis, but without the penalty points. Both BAR and Jordan score as Honda and accumulate points in the same way as other engines.



HOW DID YOU DO?

01	M Schumacher	23
02	Hakkinen	5
03	Coulthard	16
04	Barrichello	6
05	R Schumacher	-2
06	Villeneuve	18
07	Panis	6
08	Button	6
09	Irvine	-1
10	Frentzen	-4
11	Trulli	15
12	Fisichella	0
13	Montoya	31
14	Alesi	5
15	Heidfeld	15
16	De la Rosa	-4
17	Verstappen	5
18	Wurz	0
19	Raikkonen	1
20	Burti	3
21	Mazzacane	0
22	Zonta	0
23	Badoer	0
24	Coronel	0
25	Dumbreck	0
26	Enge	0
27	Franchitti	0
28	Hynes	0
29	Manning	0
30	Salo	0
31	Diniz	0
32	Gene	0
33	Pizzonia	0
34	Cochet	0
35	Pantano	0
36	Sato	0
37	Minassian	0
38	Junqueira	0
39	Wilson	0
40	Redfern	0

CHASSIS

41	Ferrari	19
42	McLaren	12
43	Williams	14
44	Benetton	0
45	BAR	14
46	Jordan	8
47	Jaguar	-4
48	Sauber	11
49	Arrows	-3
50	Minardi	0
51	Prost	0

ENGINES

52	Ferrari	20
53	Mercedes	13
54	BMW	16
55	Honda (BAR and Jordan)	14
56	Cosworth (Jaguar)	0
57	ACER (Prost)	11
58	Petronas (Sauber)	12
59	Renault	0
60	European (Ford - Minardi)	0
61	AsiaTech	0

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Lotterer's jackpot

The Jaguar Racing driver's number had so far failed to come up in British Formula 3 – until last weekend at Donington Park, that is, when he scooped the big prize. By **Marcus Simmons**

The biggest surprise about Andre Lotterer's breakthrough British Formula 3 Championship win at Donington Park is that anyone was surprised.

After all, as a rookie in last season's German F3 series, he stayed in the title chase right until the very last round, and you don't do that without being very talented indeed. But, with Jaguar Racing in the British series, Lotterer had looked completely unconvincing in round one at Silverstone and shown only glimpses of his potential in the second meeting at Snetterton.

Add to that Jaguar's own unspectacular pre-season testing form and you begin to understand the doubters. But you can never count

out the team formerly known as Stewart. Just when it looks like the F3 hegemony is going through a sea change, they always bounce back with the motorsport equivalent of an injury-time winner.

Jaguar produced a very good Dallara-Mugen Honda for Lotterer last weekend after only an 'average' test, and he drove it extremely well to end the Donington meeting with two pole positions, a win, a second and a fastest lap.

His main rival was Takuma Sato. After some dreadful luck in the opening two meetings, the Carlin Motorsport driver scored his own breakthrough in race one on Sunday, with a magnificent win after a great move on Lotterer. In the second, however, he went out



Having followed Lotterer home in race two (above), Courtney provided the champagne (top)

BLOOMHART

BLOOMHART

in a first-corner shunt with Matt Davies and his own team-mate, Anthony Davidson. It was a bitter-sweet day.

Sato qualified second to Lotterer for race one after a difficult session. It included two rain showers and a red flag, but was essentially dry. The Japanese felt that he could have improved his time, set on a 'banker' lap, and he was just about to do so when the rain came.

Even so, he was a relatively large 0.223s adrift of Lotterer, who was bang on form. Through the crucial Old Hairpin, the German was noticeably fast, the car nice and loose in mid-turn, not too much traction to mute the exit speed on the long uphill run to McLeans.

"Things are getting better for me," he said. "It's not easy to come to England and be at the front immediately. The circuits, the tyres, everything is different. I was a little bit lost at first. In Germany, I knew who was who and my place. Here, at first I didn't believe in myself enough."

Self-belief boosted, in second qualifying it was Lotterer again. This session started on a wet track, but dried out. Some began on slicks, others on rain tyres before switching after 10 minutes, while Sato spun on his first flying lap on grooved rubber and made an early change to slicks.

In hindsight, the 10-minute change was probably the best move. It meant that the slick tyres were not past their best in the critical closing minutes of the session, a problem which Sato felt restricted him to third behind Davies.

The Japanese certainly showed his Carlin Dallara-Mugen had the speed in race one. Lotterer made a fantastic getaway, but Sato was on his tail by the end of lap one. One more time around and the safety car emerged, but only for a single tour before the race went green again.

Sato moved into position. Then, on lap five, came the move. Quicker out of the Old Hairpin, he jinked inside Lotterer for the Schwantz Curve left-hander, forcing the Jaguar Dallara on to the wrong line for McLeans. As Lotterer ran wide, Sato got the inside line for Coppice, where he completed the move. It was cool, calculated and very impressive.

"I braked earlier than normal at Coppice and gave him half an inch," Sato said, "because if I had overtaken him earlier in the corner, he would have slipstreamed me into the Esses. After that, I just pushed to get a good margin and then eased back."

Sato was gone, while Lotterer had to fend off Gianmaria Bruni for a couple of laps before consolidating second place by setting fastest lap. Bruni came into the weekend after topping the test in his Fortec Dallara-Renault, but like Sato he felt his first-session chances were scuppered by the showers and had to be content with fourth.

In the second session, the Fortec team sent him out on old slicks on the



It was a mixed meeting for Takuma Sato. He won in race one – but in race two he got no further than Redgate before crashing out



Sato (far left) and Davies (next left) about to touch at the start of race two. Davidson (behind) was the innocent victim of their tangle

"I would like to have won the first race, too"

ANDRE LOTTERER

drying track – that proved to be the wrong move (Bruni qualified 10th) but at least it gave him fresh rubber for race one. He used that to defeat third qualifier Derck Hayes off the line and take the final podium spot.

If Sato was relieved after his win, he was frustrated after the second race. Davies, the joint series leader coming into Donington, had had a nightmare race one. He qualified only 10th after going out late in the session and having to scrub in his tyres during the first shower. He was then edged off the track by Jeffrey Jones at the first corner of the race and spent most of his time defending 12th place and fighting a blistered tyre.

Things looked more promising for the Team Avanti Dallara-Opel driver for race two, but he didn't make a great start, allowing Lotterer to get away and Sato to move to the inside for Redgate. Davies squeezed Sato towards the grass, and eventually the two cars tangled. Poor Davidson, first

on the scene, found Davies broadside across the track. In avoidance, he rammed the back of Sato, who was pushed back into Davies and spun the orange car around further. Then the hapless Davidson completed the chain reaction by running into the front of Davies. Davidson was out on the spot, while Sato (missing rear wing and cracked gearbox casing) and Davies (mangled front end) retired fuming to the pits.

"Unbelievable!" said Sato. "We were side by side, he kept coming and then my right front tyre is almost in the dirt. I had to stay on the inside and he didn't leave me any room at all. Finally, we touched and spun."

"There should be a point where you give up trying to overtake," countered Davies. "I thought it was a bit silly really. I left him a small gap and thought I could survive, then all of a sudden I got a smack from the rear."

In reality, it was probably one of those countless Redgate start

incidents. Sato will probably ask himself why he was trying an ambitious move on a recognised hard man in a risky place, but once he was into the manoeuvre, there was no way out – backing off would only have sent Davies over his front wheel.

All that left Lotterer with a mammoth lead of more than two seconds over Jaguar team-mate James Courtney, which he had no problem in stretching. Lotterer's consistency was excellent – nine successive laps in the middle of the race within 0.25s of each other. "It's not easy when you are driving alone in the lead," said the victor. "Sometimes you need someone pushing you. But we worked hard on the car and I could drive every lap in the same time. It's fantastic for the team – I would like to have won the first race, too, but you can't have everything."

Courtney was ecstatic to jump from sixth to second at the first corner and held station from the



Steady as she goes for Hayes. Consistent finishing has him 16 points clear of his rivals

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Congratulations **CARL BREEZE**

Winner 1st Round Formula Renault 2001, Brands Hatch

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Davidson (middle) and Spence got physical in race one. Courtney avoids the mayhem

◀ pursuing Hayes. The Manor Motorsport ace backed up his race-one fourth with a steady third, and remarkably now has a 16-point championship lead thanks to his unbroken string of top-four finishes. It has been an unspectacular but effective approach as the rookie builds his experience.

Alan Docking Racing's Andy Priaulx and Paul Edwards managed a top-five finish apiece. The team suffered over the weekend with mid-corner understeer, but Edwards was on for a good second points haul in race two when his fuel pump cut out – he flicked the other pump on, but lost too much time.

Manor's other drivers, Jeffrey Jones and Mark Taylor, performed well. Jones took a sixth and a seventh, trumping Davidson and Jamie Spence on the final lap of race one as they ran wide on to the back straight out of Coppice. Taylor set fastest lap after stalling at the start of race two before sailing off the road at Coppice while trying to refit his loose dashboard!

After his bruising scrap with Davidson, Spence punted Bruce Jouanny off in race two and put himself into retirement. It was hardly better for RC Motorsport – both cars were off the pace and Nicolas Kiesa stalled yet again in race one. At least Ryan Dalziel had a fifth in race two. ■

SCHOLARSHIP CLASS

MICHAEL Keohane and Robbie Kerr shared the Scholarship Class wins at Donington Park, but Matt Gilmore continued to hold a strong championship advantage.

Keohane got a great start from fourth on the grid to overtake surprise poleman Ernani Judice at the first corner. The Meritus Dallara-Toyota driver's bad luck almost struck again when Judice tried a late-braking move at the Melbourne hairpin, hitting Keohane's back wheel. But the Irishman continued without losing any time, while Judice and Robert Doornbos were out on the spot.

At the next corner, Stuart King launched his Dallara on to Parthiva Sureshwaren's helmet, pinning the Indian's head against the side of the cockpit. That incident brought out the safety car, although neither driver was

hurt and both were refitted in time for the second race.

Keohane maintained a large advantage to take his first win over Mark Mayall and Justin Sherwood. Gilmore was in fifth, recovering from a qualifying misfire, while Kerr went off at the Old Hairpin on lap one and finally retired with electrical problems.

Kerr made light of the two-car Championship Class buffer which poleman Gilmore enjoyed at the start of race two. The Fred Goddard Racing Dallara-Renault ace was into the lead by Redgate and pulled out an advantage as Keohane and Gilmore initially had to fight their way past a fast-starting Adam Blair.

Gilmore lapped particularly quickly but ran out of time to catch Keohane as Kerr sped to his second victory of the season.



Kerr notched up his second win of the season in the Scholarship Class at Donington

RESULTS

April 29, British Formula 3 Championship, Donington Park, round 3 of 13, 1 x 13 laps (32.5 miles) and 1 x 14 laps (35 miles)

RACE 1													RACE 2				
Pos	Driver (Nationality)	Team	Car	Qual	Grid	Result	Best lap	Pos	Driver	Qual	Grid	Result	Best lap				
1	Takuma Sato (J)	Carlin Motorsport	Dallara F301 Mugen-Honda	1m 29.076s	2	20m 12.152s	1m 28.597s	1	Lotterer	1m28.460s	1	20m 52.182s	1m28.824s				
2	Andre Lotterer (D)	Jaguar Racing F3	Dallara F300 Mugen-Honda	1m 28.853s	1	20m 13.556s	1m 28.553s	2	Courtney	1m29.003s	6	20m 56.702s	1m28.983s				
3	Gianmaria Bruni (I)	Fortec Motorsport	Dallara F301 Renault Sodemo	1m 29.279s	4	20m 17.068s	1m 29.015s	3	Nayes	1m28.805s	4	20m 58.330s	1m29.160s				
4	Derek Hayes (GB)	Manor Motorsport	Dallara F399 Mugen-Honda	1m 29.180s	3	20m 20.632s	1m 29.385s	4	Priaulx	1m29.074s	9	21m 01.822s	1m29.265s				
5	Paul Edwards (USA)	Alan Docking Racing	Dallara F399 Mugen-Honda	1m 29.395s	6	20m 21.585s	1m 29.334s	5	Dalziel	1m29.053s	7	21m 06.650s	1m29.691s				
6	Jeffrey Jones (USA)	Manor Motorsport	Dallara F399 Mugen-Honda	1m 29.428s	8	20m 23.321s	1m 29.085s	6	Bruni	1m29.159s	10	21m 07.176s	1m29.192s				
7	James Courtney (AUS)	Jaguar Racing F3	Dallara F300 Mugen-Honda	1m 29.594s	11	20m 24.835s	1m 29.115s	7	Jones	1m29.242s	12	21m 08.482s	1m29.327s				
8	Anthony Davidson (GB)	Carlin Motorsport	Dallara F301 Mugen-Honda	1m 29.422s	7	20m 25.896s	1m 28.977s	8	Austin	1m29.865s	18	21m 17.773s	1m29.824s				
9	Jamie Spence (GB)	Duma Racing	Dallara F301 Mugen-Honda	1m 29.317s	5	20m 25.974s	1m 29.294s	9	Gurney	1m29.439s	17	21m 19.143s	1m29.694s				
10	Ryan Dalziel (GB)	RC Motorsport	Dallara F300 Opel Spieß	1m 29.528s	9	20m 27.928s	1m 29.590s	10	Spouge	1m30.238s	20	21m 29.653s	1m30.186s				
11	Andy Priaulx (GB)	Alan Docking Racing	Dallara F399 Mugen-Honda	1m 29.887s	14	20m 28.467s	1m 29.525s	11	Edwards	1m29.324s	15	21m 30.463s	1m29.727s				
12	Matt Davies (GB)	Team Avanti	Dallara F301 Opel Spieß	1m 29.571s	10	20m 30.978s	1m 29.895s	12S	Kerr	1m30.275s	22	21m 34.269s	1m30.580s				
13	Mark Taylor (GB)	Manor Motorsport	Dallara F301 Mugen-Honda	1m 29.903s	15	20m 31.166s	1m 29.478s	13S	Keohane	1m30.340s	23	21m 36.936s	1m31.039s				
14	Milos Pavlovic (YU)	Team Avanti	Dallara F399 Opel Spieß	1m 29.847s	13	20m 32.609s	1m 29.720s	14S	Gilmore	1m30.207s	19	21m 37.326s	1m30.389s				
15	Rob Austin (GB)	Menu Renaultsport	Dallara F301 Renault Sodemo	1m 30.203s	17	20m 36.274s	1m 29.986s	15	Jouanny	1m29.244s	13	21m 37.985s	1m29.399s				
16	Nicolas Kiesa (DK)	RC Motorsport	Dallara F300 Opel Spieß	1m 29.743s	12	20m 36.403s	1m 29.220s	16S	Blair	1m31.221s	28	21m 45.479s	1m31.627s				
17	Alex Gurney (USA)	Fortec Motorsport	Dallara F301 Renault Sodemo	1m 30.380s	18	20m 40.478s	1m 29.737s	17S	Sherwood	1m30.712s	24	21m 47.257s	1m31.953s				
18	Atsushi Katsumata (J)	Promatecme UK	Dallara F300 Mugen-Honda	1m 31.130s	20	20m 42.922s	1m 30.326s	18S	Doornbos	1m30.928s	25	21m 48.158s	1m31.788s				
19S	Michael Keohane (IRL)	Meritus Racing	Dallara F398 Toyota	1m 31.666s	23	20m 46.371s	1m 30.742s	19S	Mayall	1m31.008s	26	21m 51.748s	1m31.468s				
20S	Mark Mayall (GB)	Diamond Racing Team	Dallara F398 Mugen-Honda	1m 31.925s	25	20m 55.147s	1m 31.274s	20S	Sureshwaren	1m31.210s	27	21m 53.448s	1m31.821s				
21S	Justin Sherwood (GB)	Performance Racing	Dallara F398 Opel Spieß	1m 32.103s	27	20m 58.145s	1m 31.422s	21S	King	1m31.468s	29	21m 53.563s	1m31.524s				
22S	Peter Nilsson (S)	Meritus Racing	Dallara F398 Toyota	1m 32.470s	30	20m 59.167s	1m 31.552s	22	Katsumata	1m30.247s	21	21m 53.830s	1m30.178s				
23S	Matthew Gilmore (GB)	Performance Racing	Dallara F398 Opel Spieß	1m 32.362s	29	20m 59.465s	1m 31.066s	23S	Scott	1m31.953s	30	22m 01.252s	1m32.452s				
24S	Kazuki Hoshino (J)	Carlin Motorsport	Dallara F398 Mugen-Honda	1m 32.695s	32	21m 01.885s	1m 31.330s	24S	Nilsson	1m32.375s	31	22m 03.506s	1m32.553s				
25S	Shinsuke Yamazaki (J)	Diamond Racing Team	Dallara F398 Mugen-Honda	1m 33.367s	33	21m 15.180s	1m 32.187s	25S	Yamazaki	1m32.610s	32	22m 03.906s	1m32.613s				
RS	Robbie Kerr (GB)	Fred Goddard Racing	Dallara F398 Renault Sodemo	1m 31.389s	22	11 laps	1m 30.983s	R	Pavlovic	1m29.295s	14	12 laps	1m30.000s				
RS	Adam Blair (GB)	Performance Racing	Dallara F398 Opel Spieß	1m 32.149s	28	1 lap	1m 45.951s	R	Taylor	1m29.179s	11	11 laps	1m28.816s				
RS	Stuart King (GB)	Shift Motorsport	Dallara F398 Opel Spieß	1m 31.921s	24	0 laps	-	R	Kiesa	1m29.070s	8	3 laps	1m30.589s				
RS	Ernani Judice (BR)	Parker F3	Dallara F398 Mugen-Honda	1m 30.936s	19	0 laps	-	R	Spence	1m29.426s	16	3 laps	1m29.957s				
RS	Parthiva Sureshwaren (IND)	ME Motorsport	Dallara F398 Mugen-Honda	1m 32.014s	26	0 laps	-	R	Sato	1m28.642s	3	1 lap	-				
RS	Robert Doornbos (NL)	Fred Goddard Racing	Dallara F398 Renault Sodemo	1m 31.322s	21	0 laps	-	R	Davies	1m28.636s	2	1 lap	-				
NS	Aaron Scott (GB)	Rowan Racing	Dallara F398 Toyota	1m 32.610s	31	-	-	R	Davidson	1m28.864s	5	0 laps	-				
NQ	Tim Spouge (GB)	Menu Renaultsport	Dallara F399 Renault Sodemo	1m 31.462s	NQ	-	-	NQ	Hoshino	1m39.184s	NQ	-	-				
EX	Bruce Jouanny (F)	Promatecme UK	Dallara F399 Mugen-Honda	1m 30.277s	16	20m 32.113s	1m 28.831s	NQ	Judice	no time	NQ	-	-				

Winner's average speed Race 1 – 96.43mph; Race 2 – 100.53mph. Fastest laps Race 1 – Lotterer, 1m28.553s, 101.63mph; Race 2 – Taylor, 1m28.816s, 101.33mph. Drivers' championship positions after 3 of 13 rounds 1, Hayes, 71; 2, Courtney & Bruni, 55; 4, Priaulx, 53; 5, Davies, 49; 6, Sato, 46; 7, Lotterer, 44; 8, Edwards, 30; 9, Dalziel, 24; 10, Kiesa, 23; etc. Scholarship championship positions 1, Gilmore, 90; 2, Keohane, 60; 3, Mayall, 54; 4, Kerr, 49; 5, Doornbos, 44; 6, Blair, 43; etc. Scoring system 20-15-12-10-8-6-5-4-3-2-1, +1 for fastest lap. S=Scholarship Class. Next round Oulton Park, May 7

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Could it be MGic?

MG-Rover have taken their wraps off its plans for motorsport glory with an ambitious three-pronged race and rally campaign. **Gary Watkins** reports

Think Rover, then think motorsport. The first thing that springs to mind is a grid of identical tin-tops - or rag-tops - driven by a bunch of handy amateurs. You will have to rack your brains much harder to dredge up memories of anything more exciting than the British manufacturer's long-running succession of one-make series. That's because it has been more than a decade since the company had a competition programme worthy of its rich racing and rallying heritage.

The new owners of Rover, rechristened the MG-Rover Group, have put that right, 15 years after the demise of the BR4 Group B rally project signalled the company's withdrawal from top-flight motorsport. What is more, they appear to be trying to make up for lost time by mounting a comeback on three fronts. Not bad for company threatened with closure

by former owner BMW little more than a year ago.

MG-Rover could not have timed the official unveiling of their trio of competition vehicles any better. Last week's press preview of their new Le Mans 24 Hours racer, the British Touring Car Championship contender and a Super 1600 'Formula 3' rally car came just days short of the first anniversary of their independence from BMW.

The prospects of a first birthday party did not appear good last summer, at least if you listened to the doom merchants predicting that MG-Rover could not survive as an independent car maker. The tripartite motorsport campaign may seem like a two-fingered salute to those doubters, but it is actually central to one of the group's major targets, the relaunch of MG as a separate brand.

Could there be a better way than racing and rallying to bring the once-famous, but long-neglected,



Based on the Rover 25, the MG ZR is set to raise the brand's appeal among rally fans

marque back into the public's consciousness? Not according to senior management at MG-Rover and the motorsport nuts who sit at its core.

Stylist Peter Stevens is director of product and design and knows a thing or two about racing. Not only did he style the McLaren F1 supercar, but he has also had a major hand in the look of the Le Mans-winning BMW V12 LMR and Prodrive's Subaru

Impreza World Rally Cars. These days, styling MG's competition and sporting vehicles is central to his job.

"Bringing MG back in a big way was always part of the new group's plan," he says. "We wanted to promote it as an exciting brand and one of the best ways to get that into the mind of the public is to go motor racing."

Three parallel programmes are not excessive, according to Stevens.



Image-building LMP675 is taking MG-Rover to "play with the big boys" at Le Mans



The Rover 45-shape ZS touring car aims to prove that four-door saloons need not be dull

"Each has a job to do. The idea of the little rally car is to appeal directly to the audience who follow that branch of the sport. If you look at the car parks on the Rally Great Britain, you'll see they are full of cars that look like those out on the stages."

Not only will the Rover 25-based MG ZR be sold as a turn-key contender for less than the £70,000 demanded by the S1600 rule book, but every part

will be available through a new performance parts division. "If someone wants to buy the front spoiler with all the spotlights for their road car, then they can," explains Stevens. "If they want the rollcage to go rallying, then they can do that too."

The BTCC programme with the Rover 45-shape ZS, which is due to make its race debut at Silverstone in early September, has a different target.

COMPETITION COMEBACK

MG's three-car trick

Sportscars

MG-Lola EX257 LMP675 prototype

This Lola-built 'baby' prototype marks MG's first attack on Le Mans since 1965. The four-cylinder turbo machine makes its race debut in the French enduro in June with drivers including Mark Blundell and Jonny Kane.

BTCC

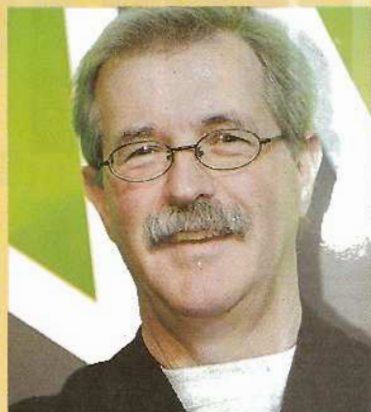
MG ZS EX259 BTCC Touring car

Rover returns to the BTCC for the first time since the mid '80s. Lola is building the V6 machine for West Surrey Racing to run. The car makes its debut in September before a full campaign in 2002.

Rally

MG ZR EX258 'Formula 3' rally car

Built by Gordon Spooner Engineering, the Super 1600 contender is due to



Design director Peter Stevens' portfolio includes the McLaren F1 and Le Mans BMW

make its debut in November's Rally Great Britain with Gwynndaf Evans at the wheel. Turn-key customer cars will be available for next season.



"Bringing MG back in a big way was always in the group plan" PETER STEVENS

"With the BTCC programme we are trying to talk to people who, through personal circumstances, need to have a saloon car," says Stevens. "We are selling the idea that four-door cars can be fun and exciting."

The Le Mans campaign, with a pair of Lola-built LMP675 prototypes codenamed EX257, has altogether loftier aims. "Going to Le Mans is about strutting our stuff," says MG-Rover's design boss. "A project like that says that, although we are only a small company, we are not afraid to go out there and play with the big boys in one of the world's toughest racing arenas."

The Le Mans car, which makes its competitive debut at the pre-race test day this weekend, also hints at another side of the business. "It will implant in the minds of our customers that MGs can be very high performance cars. Our long-term plan for the brand goes beyond MG derivatives of Rovers."

The attack on Le Mans is MG's flagship motorsport programme and, though no figures have been revealed, is almost certainly costing significantly more than the touring car and rally projects combined. A total of £15 million is estimated to have

been earmarked for the programme over its three-year life. Together with the smaller sums being spent on the road car-based competition cars, that represents a not insignificant percentage of the £500 million 'golden parachute' handed to Rover's new owners by BMW last summer.

The senior executive charged with spending that cash reckons it is excellent value for money. "I don't think we are squandering our money," says Rob Oldaker, MG-Rover's director of product development and now managing director of MG Sport and Racing. "This is a very cost-effective way of promoting our products. It is not cheap to go motor racing, but we believe it is an effective use of our marketing budget. This captures the imagination of an awful lot of people."

Oldaker, a former amateur racer, hillclimber and rally driver, cannot hide his enthusiasm for his new babies. He is not making any promises about the results the projects might yield in the short term, only that MG "won't be pulling any punches" in its first year back.

And that the MG-Rover Group is back in where it belongs - in motorsport for the long haul. ■

Indyspensible



It is America's most prestigious motorsport event and the Holy Grail for drivers. Welcome to the Indianapolis 500. By **Bruce Martin**

The Indianapolis 500 is back, ready to reaffirm its status as certainly the biggest race in America and possibly the world. In the five years after the first shots were fired in the dreaded war between CART and the Indy Racing League, the Indy 500 has carried on and this year's race should have all the glamour, lustre, intrigue, intensity and interest of any race since the split in 1996.

"There is no race bigger than Indy, don't let anybody kid themselves," said Roger Penske, whose team has won more Indy 500s than any other with 10 victories. "The benefits that accrue out of winning Indy for our company and people over the years, you can't add it up. The Daytona 500 is a great race, but there is only one Indianapolis.

"In NASCAR and in Formula 1, there is nothing that has the crowd, that has the two weeks ahead of it with the qualifying drama," he adds. "To me, it's the biggest race. That is why we decided as a group that we want to go back there and compete again."

Penske is back for the first time since '95 when his two drivers then - Al Unser Jr and Emerson Fittipaldi - failed to make the field for the historic race.

When CART teams decided to fight Indianapolis Motor Speedway president Tony George over the creation of the IRL in '96, Penske remained loyal to CART and stayed

"I'm tickled to death to be at Indy. We have a good shot here"

MICHAEL ANDRETTI

away from then until now.

There has been a tremendous amount of upheaval in the sport since then and when it became obvious that the IRL was here to stay, some team owners in CART decided it was in their best interest to return to the Indianapolis Motor Speedway.

Derrick Walker fielded full-time teams in both CART and the IRL in 2000. Chip Ganassi, whose team had won four straight CART titles from 1996-'99, crossed over to run Juan Pablo Montoya and Jimmy Vasser in last year's Indy 500. Montoya dominated the race, leading 167 laps, to become the first rookie to win the prestigious event since Graham Hill in '66.

Penske returned last year to test the climate by sponsoring Jason Leffler's effort at Treadway Racing.

After that, Penske Racing's two drivers - Gil de Ferran and Helio Castroneves - tested at the Speedway in July and October, and Penske and team president Tim Cindric decided it was time to return to the Indianapolis 500.

One of Penske's drivers who added to the reputation of the race was four-time winner Rick Mears, who last competed at Indy in '92. He retired at the end of that season and has been a vital part of Team Penske ever since, serving as a driver consultant.

"It's been a big part of my life," said

CART veteran Andretti (main) and Team Penske (below with Castroneves) return to Indy this year for the first time since 1995





Ganassi Racing will defend their Indianapolis 500 crown, once they have finalised their driver line-up. Below: Indy is a huge crowd puller

Mears. "We are really looking forward to getting back there. It was home away from home for a lot of years."

But does the Indy 500 need Penske to regain its glorious reputation as the greatest race in the world?

"It can't hurt," said Mears. "It needs everybody in it. I've said that since day one. That is what has always made Indy, everybody was there. The cream of the crop was there."

"Roger has set a lot of standards over the years in racing and he has really helped raise the sport to higher levels since he's been involved. Whether it is dress attire, polished wheels, paint jobs, or innovations, he has always been a big part of the sport and a big part of Indy. That has helped Indy and Indy has helped him. I think it can't be anything but a plus for Roger to go back."

After Chip Ganassi decided to return for the second year in a row, and Penske opted to bring defending CART champion de Ferran and



Castroneves, the next CART driver to decide it was time to come back was Michael Andretti.

With his CART sponsors eager to fund an Indy 500 programme, Andretti's team owner, Barry Green, struck a deal with IRL squad Panther Racing to build and prepare a Dallara/Oldsobile Aurora for Andretti to run at Indy.

"It was really tough, especially the last couple of years. It was starting to

feel like we may never get back here," said Andretti. "Last year, watching Montoya run out front was really depressing for me because it felt like if I would have been there, we could have kept him honest. I said, 'You know what? This isn't fair. I really need to be there, too.' That is when it really set into my mind I was going to do whatever I could to get back there."

"I'm tickled to death to be back. I

think we have a real good shot to do well here. Maybe my best shot ever."

IRL drivers welcome the return of Team Penske to Indianapolis, with the best in that series taking on the best from CART.

"Penske having won 10 Indy 500s will validate even more the tradition," said Eliseo Salazar, who drives for IRL team owner AJ Foyt. "We will have the last five winners of the CART championship - four times for Ganassi and Penske last year - [at the 500]. We always thought the Indy 500 should be the Super Bowl where you get the best of both series. It won't be more evident than this year. Whoever wins this year is going to be the best on Memorial Day."

So sit up and take notice. The biggest race in the United States is back with a bang. ■



Two-times Indy 500 winner Arie Lyendyk is back behind the wheel

QUALIFYING

May pole dance

WHEN Nigel Mansell first qualified for the Indy 500 in 1993, the then-reigning Formula 1 world champion was just as dumbfounded by qualifying procedures for the race as he was awestruck by the Indianapolis Motor Speedway and the event itself.

"I just can't fathom qualifying a fortnight before the actual race," Mansell said. "In fact, I'm flying home for a few days before I come back."

While his reaction seemed curious to American race fans who are deeply rooted in the history and the tradition of the Indianapolis 500, those who are not familiar with qualifying have reason to scratch their heads. That is because the rules to make the starting field of 33 are lengthy, and sometimes complicated.

The 2.5-mile Speedway opens on Sunday, May 6, for practice running from 11am to 6pm local time. Seven

hours of practice a day follows for the next week before Pole Day on Saturday, May 12. On this day, the track opens for final practice at 8.30am with qualifying beginning at 11am.

Qualifying begins with a draw on Friday night. Only first-day qualifiers are able to make a run for pole. Each car has three attempts to make the field while each driver has three attempts per car. An attempt does not count until that car and driver takes the green flag to begin a four-lap qualification run. The pole is determined by the fastest four-lap average on Pole Day.

If a driver makes a run, qualifies and decides to make another qualification attempt in a back-up car, the primary car that he used to qualify is withdrawn and no longer eligible for the race.

On Pole Day, each driver and car can pull out of line and attempt to qualify later in the day and still be eligible for pole as long as they start their attempt before the 6pm gun is fired to close qualification. However, if Pole Day is interrupted by rain, everyone in line is guaranteed one attempt at pole. That means if a car

pulls out of line and goes to the back, it will then be considered a second-round qualifier.

All cars that take four-lap averages and qualify for the race on Pole Day are in the field with cars attempting to qualify on the second day - Sunday, May 13. They must line up behind all the cars that qualified on the first day, regardless of speed. The third and final round of qualifiers line up behind the second-day qualifiers.

Once the field of 33 is set, bumping begins. Bump Day is the last round of qualifications on Sunday, May 20. The slowest four-lap average is bumped out, regardless of position. Once a car is bumped out of the field that car is finished, but the driver can get in another car and attempt to re-qualify. Bumping is based on speed, not position. However, those who bump their way into the race, start at the back.

Bump Day for the Indy 500 is perhaps one of the most intriguing days of the month as crews and drivers are frantic to get into the field before the 6pm gun is fired to end qualifying.

85TH INDIANAPOLIS 500

Sun May 6 Opening Day, including practice from 11am-6pm Indianapolis time

Mon May 7-Fri May 11 Practice every day from 11am-6pm

Sat May 12 Pole Day, 11am-6pm

Sun May 13 Second round qualifications, noon-6pm

Mon May 14-Tues May 15 Track closed

Wed May 16-Sat May 19 Practice Days, 11am-6pm

Sun May 20 Bump Day, noon-6pm

Mon May 21-Wed May 23 Track closed

Thurs May 24 Carburation Day, including final practice session from 11am-1pm

Fri May 25-Sat May 26 Track closed

Sun May 27 Indianapolis 500. Green flag at 11am (Eastern Standard Time)



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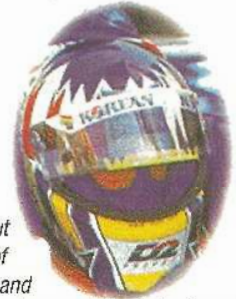
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INDY LIGHTS

FORT WORTH (USA) April 25, Round 3/12, 67 laps

ONLY 10 cars took the green flag at Texas Motor Speedway, but an exciting race saw Damien Faulkner maintain a tenuous lead throughout.

Faulkner, who qualified on pole position, held off the advances of Dorricott Racing team-mate Townsend Bell until lap 53, when Bell collided with Englishman Dan Wheldon. An innocent Jon Fogarty and Wheldon were out on the spot, while Bell continued after stopping to replace a broken nose section.

There was no respite for Faulkner as the Irishman instead found his mirrors filled by series leader Derek Higgins. The pair battled side by side as the race reached its climax, and Higgins was poised to make another bid for the lead on the last lap when the yellow lights flashed on again after his Mexpro team-mate Rudy Junco and Mario Dominguez crashed in Turn 2.

Kristian Kolby emerged to take third after an opportunist manoeuvre on the final lap. *Jeremy Shaw*



Race winner Greg Ray leads in the early stages from the pursuing Jeff Ward. Ray, the 1999 champion, went on to take his first win of 2001

Ray lights up IRL crashfest

Texan Greg Ray survived a late fuel scare to win at Atlanta in a race which will be remembered for a massive 11-car shunt. Report by **Bruce Martin**

INDY RACING LEAGUE

ATLANTA (USA) April 28, Round 3/13, 200 laps

Greg Ray won his first IRL race of the season by driving as slowly as possible in the closing laps to conserve fuel.

The Texan's Team Menard Dallara-Oldsmobile was the dominant force at the 1.5-mile Georgia speedway, but Ray was still pretty nervous as the laps wound down.

Ray began to slow down with 20 laps to go. Then, with 10 laps left, top drivers such as series leader Sam Hornish Jr and reigning champ Buddy Lazier elected to pit.

That gave Ray nearly a one-lap lead over Scott Sharp, enough for him to hang on to the finish.

"I had to lift and everything but a school bus passed me out there," he said. "We played the strategy right, but I don't think I could have made another lap. As long as you make it to the chequered flag, it doesn't matter what happens after that."

Team owner John Menard added: "Greg did a super job of controlling his will to go fast. It all worked out and we'd do it again that way."

Ray's major rival in the early laps was Jeff Ward, but it was the former who was in front when a horrific 11-car pile-up (see *Pit & Paddock*) occurred in Turn 4 on lap 53. Cory Witherill, on his IRL debut, was in trouble and slowed down in front of Felipe Giaffone. That sent a car into Casey Mears, triggering the crash. Also involved were Billy Boat, Jon Herb, Sarah Fisher, Al Unser Jr, Davey Hamilton, Jack Miller, Jeret Schroeder, Robby McGehee and Robbie Buhl.

Amazingly, Miller was the only driver hospitalised after showing signs of concussion.

With the race already having been delayed by rain before the start, officials elected to keep the field under yellow conditions instead of red-flagging the race. The caution lasted a full 37 laps before Ward set off

in the lead, but he was soon overtaken by the flying Ray.

Ward then pitted to cure an alternator problem and eventually came home seventh.

Hornish was second going into the final stages and brought Ray's advantage down to 4.8s, but when he pitted that handed second place to Scott Sharp's Kelley Racing Dallara.

The only other driver to end the race on the lead lap was Buzz Calkins in his Bradley Motorsports Dallara.

Hornish took fourth from Eliseo Salazar and Lazier. These two had a lengthy mid-race battle for third which went the Chilean's way. ■

RESULTS 1 Greg Ray (Dallara-Oldsmobile), 2h14m40.9890s; 2 Scott Sharp (D-O), 2h15m00.8460s; 3 Buzz Calkins (D-O), 2h15m05.8788s; 4 Sam Hornish Jr (D-O), 199 laps; 5 Eliseo Salazar (D-O); 6 Buddy Lazier (D-O); 7 Jeff Ward (G Force-O); 8 Shigeaki Hattori (D-O), 198; 9 Airton Dare (GF-O), 197; 10 Felipe Giaffone (GF-O), 182. **Fastest lap** Ray, 25.0331s, 215.714mph. **Points** 1 Hornish, 136; 2 Salazar, 105; 3 Sharp, 96; 4 Ward, 82; 5 Giaffone, 80; 6 Lazier, 73.



Bell escapes as Fogarty and Wheldon collide

RESULTS 1 Damien Faulkner, 39m35.283s; 2 Derek Higgins, 39m35.632s; 3 Kristian Kolby, 39m35.812s; 4 Luis Diaz, 39m36.020s; 5 Rolando Quintanilla, 39m36.410s; 6 Mario Dominguez, 66 laps. **Fastest lap** Jon Fogarty, 28.306s, 188.483mph. **Points** 1 Higgins, 52; 2 Bell, 41; 3 Dominguez, 33; 4 Kolby, 32; 5 Wheldon, 30; 6 Faulkner, 28.

BRAZILIAN STOCK CARS

TARUMA (BR) April 22, Round 2/12, 33 laps

VETERAN Paulo Gomes, the inaugural champion back in 1979, won his first race for two seasons.

Gomes, 53, led all the way from rookie David Muffato and hung on despite his car running short of fuel in the final knockings.

Ex-Formula 3 racer Duda Pamplona held third until Ingo Hoffmann shoved his way past. The resulting moment slowed Pamplona enough for Chico Serra to get by too.

Nine drivers, including top star Alexandre Negrao, elected not to race protesting at the poor safety and track surface after one driver broke his leg in qualifying. *Lito Cavalcanti*

RESULTS 1 Paulo Gomes, 40m29.416s; 2 David Muffato, 40m31.164s; 3 Ingo Hoffmann, 40m31.318s; 4 Chico Serra, 40m33.752s; 5 Duda Pamplona, 40m38.861s; 6 Rogerio Motta, 40m45.952s. **Fastest lap** Gomes, 1m11.292s, 94.633mph. **Points** 1 Serra, 30; 2 Gomes, 20; 3= Giorgi & Muffato, 15; 5= Hoffmann, Motta & Feldman, 12.

ARGENTINIAN TC2000

BAHIA BLANCA (RA) April 29, Rnd 3/14, 40 laps

WALTER Hernandez claimed his second win of the season to complete a hat-trick for the Berta Ford team.

Once again team-mate Gabriel Ponce de Leon took pole, but Hernandez found a way by on the first

lap. Then Ponce de Leon was demoted by an inspired Norberto Fontana, who charged into second on lap five in his Toyota Corolla.

Fontana retired with six laps to go after his clutch failed at mid distance.

Nelson Garcia moved up to third, but his Mitsubishi lost a door-banging battle with the Peugeot of Emiliano Spataro and was forced down to fifth by the flag. *Tony Watson*

RESULTS 1 Walter Hernandez (Ford Escort), 55m07.585s; 2 Gabriel Ponce de Leon (Ford), 55m09.070s; 3 Emiliano Spataro (Peugeot 306), 55m23.863s; 4 Daniel Cingolani (Chrysler Neon), 55m25.064s; 5 Nelson Garcia (Mitsubishi Lancer), 55m28.865s; 6 Carlos Bueno (Peugeot), 55m31.451s. **Fastest lap** Jorge Giorgi (Ford), 1m17.811s, 95.56mph. **Points** 1 Ponce de Leon, 50; 2 Hernandez, 40; 3 Spataro, 30; 4 Tuero, 22; 5 Bueno, 20; 6= Silva & Cingolani, 15.

BELCAR

ZOLDER (B) April 23, Round 1/7, 71 laps

MARC Goossens started to grab the honours in the RTM Porsche.

Pertti Kuismanen led the first 20 laps in the ex-IMSA Audi 80 Coupe until he pitted with a puncture. That handed the lead to Bert Longin, who held on for another 20 laps until his Chrysler Viper



Kuismanen's Audi heads for second place

was called in for a stop-go penalty for passing under a yellow flag.

These two cars then fought neck and neck until their pit stops. The Audi's was perfect, the Viper's slow, costing it a podium place.

Goossens had now taken over from Rudi Penders and, aided by a safety car appearance, really got the hammer down. Finally he took the lead and, despite sixth gear failing, the Formula 3000 veteran held on. *Dick Suter*

RESULTS 1 Rudi Penders/Marc Goossens (Porsche 996 GT3), 2h05m54.477s; 2 Pertti Kuismanen/Karl Hasenbichler (Audi 80 Competition), 2h05m59.223s; 3 Albert Vanierschot/Freddy van Roey (Porsche 993), 2h06m12.844s; 4 Bert Longin/Philip Verellen (Chrysler Viper), 2h06m17.447s; 5 Dimitri Cuyvers/Erik Bruynoghe (BMW Z3 Coupe), 2h06m58.188s; 6 Walter Grootaers/Patrick Schreurs (996), 70 laps. **Fastest lap** Hasenbichler, 1m35.847s, 93.30mph.

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Rusty Wallace remembers Dale Earnhardt

NASCAR WINSTON CUP

FONTANA (USA) April 29, Round 10/36, 250 laps

RUSTY Wallace took control midway through the first 500-mile Winston Cup race at the California Speedway and then held off Jeff Gordon by three car lengths to score his first win of the season for Penske Racing South.

Wallace sustained a streak of 16 straight seasons with a victory, equalling Ricky Rudd's record.

The Ford star then commemorated the 50th birthday of the late Dale Earnhardt by carrying a black number 3 flag around on his victory lap.

Gordon was in celebratory mood as well. Dale Jarrett's engine trouble dropped him to 24th place at the finish and enabled Gordon to cut the points leader's margin in half.

Bizarre pre-race rumours that Bobby Labonte had been killed in an accident proved unfounded as the reigning champ won pole in the Joe Gibbs Racing Pontiac. But in the race Labonte spun twice, unusual for the usually steady driver.

Labonte quickly faded as Jimmy Spencer took command. After the first round of pit stops Johnny Benson took



Sascha Maassen applies the pressure to Jorg Bergmeister, who stayed cool for victory

Two in a row for Bergmeister

PORSCHE SUPERCUP

BARCELONA (E) April 29, Round 2/11, 14 laps

Jorg Bergmeister scored his second successive victory, but he was made to work harder for his win than he was at Imola.

The Team Farnbacher driver led from pole to flag, but came under strong pressure from American Le Mans Series star Lucas Luhr. The German started only sixth, but quickly moved up to the front.

Bergmeister's tyres lost grip midway through the race and he fell back into the range of Sascha Maassen (Carlin Motorsport) and Luhr (Carsport). Once Luhr was into second, he pulled right onto the

over before Jeremy Mayfield and then Gordon passed him.

Through chassis changes, Wallace went into the lead near the halfway mark. Most of the adjustments came from the driver himself. Crew chief Robin Pemberton said: "He picked it apart and got the best out of it."

Wallace had to hold off Gordon following a restart with 19 laps remaining. That caution flew when Ward Burton bobbed and got hit by Mark Martin's Ford in Turn 3.

On the final restart Gordon was in third, but he quickly dispatched Tony Stewart. Wallace broke away from the field as Gordon moved up to second but, once clear of Stewart, the Hendrick Motorsports Chevy man began reeling in the leader.

But Wallace, whose Ford was understeering off Turn 2, found a better line and then took advantage of his improved exits from Turn 4 to keep Gordon at bay.

Dale Earnhardt Jr also battled past Stewart to take third in the closing laps. Jonathan Ingram

RESULTS 1 Rusty Wallace (Ford Taurus); 2 Jeff Gordon (Chevrolet Monte Carlo), +0.270s; 3 Dale Earnhardt Jr (Chevy); 4 Tony Stewart (Pontiac Grand Prix); 5 Jeremy Mayfield (Ford); 6 Ricky Rudd (Ford); 7 Jimmy Spencer (Ford); 8 Jerry Nadeau (Chevy); 9 Sterling Marlin (Dodge Intrepid); 10 Robert Pressley (Ford). **Points** 1 Jarrett, 1441; 2 Gordon, 1375; 3 Benson, 1330; 4 R Wallace, 1322; 5 Marlin, 1291; 6 Rudd, 1243.

DANISH TOURING CARS

JYLLANDSRINGEN (DK) Apr 29, Rd 1/8, 12&20 laps

REIGNING champion Michael Carlsen made a successful start to his title defence after passing qualification race winner Jason Watt in the final.

Casper Elgaard made the best start



leader's tail. But with Maassen still in close attendance, he had to watch his mirrors and Bergmeister was able to pull clear.

Briton Jamie Hunter looked set for seventh place until the last lap when a fuel pick-up problem dropped his Martin Flitton Racing entry to 12th. Damien Smith

RESULTS 1 Jorg Bergmeister, 26m32.550s; 2 Lucas Luhr, 26m33.244s; 3 Sascha Maassen, 26m33.829s; 4 Ralf Kelleners, 26m38.782s; 5 Philipp Peter, 26m49.576s; 6 Wolf Henzler, 26m50.495s; 7 Marco Werner, 26m54.610s; 8 Vincent Rademeyer, 27m03.581s; 9 Oliver Mathai, 27m04.686s; 10 Ralf Waldmann, 27m05.855s. **Fastest lap** Bergmeister, 1m51.934s, 94.47mph. **Points** 1 Bergmeister, 40; 2 Kelleners, 28; 3 Werner, 27; 4 Henzler, 22; 5 Peter, 20; 6 Luhr, 18.

to the first race in his Peugeot 306 but followed it with a spin at the first corner, fellow 306 driver Carlsen losing several places in avoidance. That handed paraplegic Watt the lead from team-mate and buddy Jan Magnussen, as Carlsen recovered to third and Elgaard to ninth.

Magnussen's car had developed a fuel leak which meant he had to start the final from the pit lane, from where he charged up to eighth.

Carlsen passed Watt, who was suffering with wrong tyre pressures, as Elgaard stormed through to second and onto the leader's tail. But Carlsen held on for the win.

The Nissans had a bad day. John Nielsen's engine failed in the warm-up, while Thorkild Thyrring was ninth after a collision in the qualification race.

Welshman Julian Westwood made his series debut and finished 10th in the final in a Renault Megane Station Wagon. Morten Alstrup

RESULTS Race 1 Jason Watt (Peugeot 306 GT), 10m09.255s; 2 Jan Magnussen (306), 10m10.610s; 3 Michael Carlsen (306), 10m11.330s; 4 Mike Legarth (BMW 320i), 10m12.687s; 5 Pierre Legarth (Peugeot 406 Coupe), 10m16.689s; 6 Gunnar Kristensen (306), 10m17.232s. **Fastest lap** Casper Elgaard (306), 49.348s, 66.82mph. **Race 2** 1 Carlsen, 16m44.217s; 2 Elgaard, 16m45.265s; 3 Watt, 16m46.534s; 4 P Legarth, 16m54.945s; 5 Kent Bo Lauridsen (306), 16m59.891s; 6 Kristensen, 17m01.364s. **Fastest lap** Carlsen, 49.213s, 67.00mph. **Points** 1 Carlsen, 26; 2 Watt, 22; 3 Elgaard, 16; 4 P Legarth, 14; 5 Magnussen, 10; 6 Lauridsen, 9.5.

GERMAN FORMULA RENAULT

OSCHERSLEBEN (D) April 29, Round 1/8, 19 laps

HOT young talent Christopher Bruck took a convincing victory in the first round of the revived series.

The 16-year-old Formula Konig graduate, a protege of Mercedes DTM hero Bernd Schneider, took pole position and led from start to finish.

A little mistake entering the main straight on lap nine allowed Motopark Academy team-mate Tobias Pfister and Marcel Lasee to close, but Bruck remained in control. Rene de Boer

RESULTS 1 Christopher Bruck, 27m55.947s; 2 Tobias Pfister, 27m56.393s; 3 Marcel Lasee, 27m56.872s; 4 Andreas Feichtner, 27m59.791s; 5 Andreas Zuber, 28m00.854s; 6 Vitantonio Luizzi, 28m01.378s. **Fastest lap** Luizzi, 1m27.226s, 93.99mph. **Points** 1 Bruck, 30; 2 Pfister, 24; 3 Lasee, 20; 4 Feichtner, 17; 5 Zuber, 16; 6 Luizzi, 15.

FRENCH GT

MAGNY-COURS (F) April 29, Rd 2/7, 29&28 laps

UNDER continuous rain, Porsche's Wolfgang Kaufmann and Cyril Chateau took a victory and second place to close on series leaders Dominique Dupuy and Francois Fiat.

Chateau claimed the lead on lap four of the first race from the cautious Philippe Soulan, handing over to Kaufmann with a 20-second lead.

Behind the German, Olivier Thevenin's VBM grabbed second from Cyril Prunet on the final lap.

The Cup class Porsche of Christophe Bouchut made a flying start to race two before Dupuy's Chrysler Viper went by and Bouchut spun.

But a lengthy safety car period changed the course of the race. Philippe Papin gambled on an early handover to Stephane Daoudi, and from then on the former single-seater

ace kept his GT3 Porsche ahead from Kaufmann/Chateau. Jacquie Groom

RESULTS Race 1 Wolfgang Kaufmann/Cyril Chateau (Porsche 911 GT2), 1h01m38.404s; 2 Patrick Bornhauser/Olivier Thevenin (VBM 4000 GTC), 1h02m28.403s; 3 John Hugenholz/Cyril Prunet (Chrysler Viper GTS-R), 1h02m29.893s; 4 Philippe Soulan/Patrice Goueslard (911 GT2), 1h02m52.079s; 5 Dominique Dupuy/Francois Fiat (Chrysler), 1h03m05.708s; 6 Jean-Marc Thevenot/Patrick Cornaz (911 GT2), 28 laps. **Race 2** 1 Philippe Papin/Stephane Daoudi (Porsche 911 GT3-RS), 1h04m19.469s; 2 Kaufmann/Chateau, 1h05m10.875s; 3 Bornhauser/Thevenin, 1h05m14.817s; 4 Sebastien Dumez/Herve Clement (Porsche 996 Cup), 1h05m27.996s; 5 Dupuy/Fiat, 1h05m46.262s; 6 Marc Sourd/Alain Hihol (911 GT2), 1h06m22.660s. **Points** 1 Dupuy/Fiat, 114; 2 Chateau/Kaufmann, 108; 3 Hugenholz/Prunet, 99; 4 Bornhauser/Thevenin, 94; 5 Soulan/Goueslard, 93; 6 Papin/Daoudi, 92.

AUSTRALIAN V8 SUPERCARS

EASTERN CREEK (AUS) Apr 29, Rd 3/13, 2x26 laps

CONTROVERSIAL rulings decided the outcome at the suburban Sydney track as the Holden Racing Team cemented their position at the top of V8 racing.

After Marcos Ambrose led a top-four Ford clean sweep in qualifying, both he and race one winner Craig Lowndes were hit by post race time penalties, Ambrose for punting Greg Murphy out of second and Lowndes for passing Murphy under a yellow flag.

The penalties gave Murphy's TWR Holden first from Mark Skaife, the HRT driver coming from 10th on the grid.

Murphy was then penalised with a stop-go for a jumped start in race two, allowing Skaife to head home in front of team-mate and series leader Jason Bright, who had likewise qualified badly in eighth place. Murphy surged back to 11th.

Ford's other contenders, Steven Richards and Glenn Seton, were hamstrung by not making their race one pit stop before a safety car appeared. That left John Bowe and Paul Radisich to fly Ford's flag. Bowe took two fourths on his first drive in his new CAT Racing Falcon, and Radisich got a third and a fifth after qualifying a lowly 15th.

Lowndes and Ambrose recovered to fifth and sixth respectively in race two on a day when Holden's other teams struggled. Russell Ingall and Garth Tander were well down the field, both former Bathurst winners clearly struggling for speed. Phil Branagan

RESULTS Race 1 1 Greg Murphy (Holden Commodore V8), 43m29.37s; 2 Mark Skaife (Holden), 43m30.35s; 3 Jason Bright (Holden), 43m37.01s; 4 John Bowe (Ford Falcon AU), 43m37.61s; 5 Paul Radisich (Ford), 43m38.21s; 6 Brad Jones (Ford), 43m44.46s. **Fastest lap** Todd Kelly (Holden), 1m32.86s. **Race 2** 1 Skaife, 41m24.01s; 2 Bright, 41m33.47s; 3 Radisich, 41m39.25s; 4 Bowe, 41m42.07s; 5 Craig Lowndes (Ford), 41m43.03s; 6 Marcos Ambrose (Ford), 41m44.60s. **Fastest lap** Ambrose, 1m33.00s. **Points** 1 Bright, 940; 2 Skaife, 890; 3 Johnson, 716; 4 Ingall, 713; 5 Kelly, 633; 6 Murphy, 624.



Murphy leads the V8 Supercars at Eastern Creek

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OCTAGON MOTORSPORTS/ BRITISH RACING DRIVERS CLUB MERGER COMPETITION COMMISSION SEEKS EVIDENCE

Stephen Byers, Secretary of State for Trade and Industry, has asked the Competition Commission to look into the acquisition by Octagon Motorsports Limited of certain assets of British Racing Drivers Club Limited (BRDC).

The Commission will look at all aspects of the merger's likely effects on the public interest, including the market for the provision of circuits for motor and motorcycle racing and related activities. The Commission has been asked to report to the Secretary of State by 6 August 2001. The report will be published later.

The Commission would like to hear from all interested parties, in writing by Friday 18 May. To submit evidence please either write to: Reference Secretary (Octagon), Room 614, Competition Commission, New Court, 48 Carey Street, London WC2A 2JT, or email: info@competition-commission.org.uk



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GTR
SUPERTROPHY

Lamborghini GTR Supertrophy

Round 2 - Monza (I) - Apr 20/22

Wins for Tirella/Zoboli and Neugarten/Rapetti at Monza



Michele Alboreto

"Michele was racing with us in the Lamborghini GTR Supertrophy," said Manfred Fitzgerald, Marketing Manager Lamborghini. "This tragedy has come as a personal shock to me, he was a good friend. We will all miss his warm, friendly and open personality, which we were able to share in the Monza paddock only a few days before his death. He possessed a character and wit that would instantly put a smile on your face. Our sympathies and thoughts go out to Michele's wife Nadia, to his two daughters, and to his family and friends. Motor racing has lost a true gentleman."

On its return to Europe, first blood in this year's Lamborghini GTR Supertrophy went to Vincenzo Tirella/Vittorio Zoboli (Mig Power), winners of the Saturday race at Monza circuit in Italy. They were chased home by the celebrity pairing of Michele Alboreto and Luc Alphand in the Lamborghini works car, ahead of Stephane Lang Willar (Riverside), who took maximum points in the Gentleman Drivers category driving both stints of the 50 minute race by himself.

Once the driver changes were made mid-race the order settled down with the Zoboli car initially leading from the Gianni's, but Alboreto was on a mission and was all over the back of Pietro Gianni by lap 17. The former F1 star slipped through on lap 20, Gianni chased for a couple of laps until his car slowed with a fuel pump electrical problem. The leading pair distanced themselves from the field to take the chequered flag at just over 51 minutes (26 laps) duration.

Second race to Neugarten/Rapetti

In the second race, on Sunday morning as a scene-setter for the 1000kms of Monza sportscar race, Michel Neugarten/Paolo Rapetti (Larbre Competition) enjoyed an almost lights to flag victory over Alboreto/Alphand and first race winners, Zoboli/Tirella - Alphand this time the hero of the pairing when he stormed past Tirella three laps from the end.

2001 Lamborghini GTR Supertrophy

Monza - Race 1, April 21

1	Tirella/Zoboli	Mig Power	Pro
2	Alphand/Alboreto	Lamborghini	Pro
3	Lang Willar	Riverside	Gen
4	Sanna/Moccia	Lamborghini	Pro
5	Puren/Clerico	Riverside	Pro
6	Cunningham	Riverside	Gen
7	Charrol/Counon	Riverside	Pro
8	Shaw/Manenti	Autovitesse	Pro
9	Frai/Velay	Autovitesse	Pro
10	Ferri/Schiatarella	Fortec Italia	Pro
Fastest lap: Sanna 1:53.626 (183.538 km/h)			
26 laps - cold/dry			

Points standings after 2 rounds:

Pro drivers:	
1- Gianni/Gianni	28 points
Charrol/Counon	28
Tirella/Zoboli	28
Lang Willar	27
5 Puren/Clerico	18

Monza - Race 2, April 22

1	Neugarten/Rapetti	Larbre Competition	Pro
2	Alboreto/Alphand	Lamborghini	Pro
3	Zoboli/Tirella	Mig Power	Pro
4	Manenti/Shaw	Autovitesse	Pro
5	Clerico/Puren	Riverside	Pro
6	Cunningham	Riverside	Gen
7	Lang Willar	Riverside	Gen
8	Spadacini	Classic Car	Gen
9	Velay/Frai	Autovitesse	Pro
10	Lorenz/Dewinter	Autovitesse	Gen
26 laps - warm/dry			
Fastest lap: Moccia 1:52.094 (186.064 km/h)			

Gentleman drivers:

1	Lang Willar	49
2	Spadacini/Lemm	35
3	Brisset/Larrousse	31
4	Cunningham	29

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Chequered Cecotto



Dawn of a new era. Tin-top superstar Johnny Cecotto leads Roland Asch and Marcel Tiemann during the drenched V8STAR opener

GERMAN V8STAR

OSCHERSLEBEN (D) April 28, Rnd 1/9, 18&18 laps

Johnny Cecotto took first blood in the new series for silhouette touring cars, the Venezuelan proving the class of the encouraging 17-car field at a wet Oschersleben.

Roland Asch headed qualifying from local hero Timo Rumpfkeil, Cecotto and Toby Scheckter, but the damp conditions meant that names such as Karl Wendlinger and Kurt Thiim missed the cut for the Top 8-qualifying shoot-out due to incorrect tyre choice.

The Top 8-qualifying stage revolves around a pair of two-lap races, with pit stops at the end of lap one and four cars in each race. In the first, Cecotto lay second to Asch on the first lap, but a quicker wheel change by his Team Irmischer crew gave him victory. In the second, Scheckter went from first to fourth, but moved back to finish second to Thomas Mutsch as Ralf Druckenmuller and Patrick Simon collided.

Cecotto stormed into the lead in the first race proper, followed by Asch and Marcel Tiemann, who had a tremendous start to scythe through from ninth on the grid.

Asch, though, was given a stop-go penalty for jumping the start, pushing him down to 13th place. That promoted a great fight between Simon, Steffen Widmann and Rumpfkeil for third behind Cecotto and Tiemann.

At the mandatory pit stops, every crew except Tiemann's Zakspeed squad fitted slick tyres. Tiemann rejoined on rain rubber and paid the price as he was forced to pit again.

Now comes the confusing bit.

After the finish of the first race, the V8STAR field is neutralised behind the safety car before being unleashed for the second race on a flying start.

Mutsch, however, failed to make his stop before the finish of the first race. He won the race on the road, but was penalised 30 seconds, dropping him to second behind Cecotto and ahead of Tiemann – yet to make his second stop – and Rumpfkeil took fourth.

There was more drama in store for Mutsch shortly into the second race, the ex-Formula 3 driver spinning off on lap two. Sascha Bert did the same after a collision with Tiemann, leading to a safety car phase for four laps.

Cecotto led all the way from Simon, Asch and Rumpfkeil, and afterwards dedicated his victory to Michele Alboreto. "Of course I am very delighted with this win," he said, "but Michele's death has affected me very much. His death has put a

shadow over this weekend – it's a great tragedy."

Scheckter finished seventh. "This is a great series," enthused the South African. "Racing is spectacular, the action is good and it was a nice experience for me."

The DTC Super Production series also opened, with Claudia Hurtgen becoming the first female to win a round in her JB Racing BMW.

Surprise first-lap leader Martin Zondler (VW Golf) was passed on lap two by the BMWs of Thomas Winkelhock and Hurtgen. Winkelhock held on until lap 11 when he spun away his lead.

Behind Hurtgen, Markus Gedlich held onto second place in his BMW, despite pressure from the Opel Astra of Stefan Kissling.

The Ford Focuses went backwards after taking three of the first four grid slots, Michael Funke proving the best of them in sixth position. *Results in panel. Rene de Boer*

27.-29. April 2001



Johnny Cecotto celebrates his victory on the podium. He dedicated the win to Alboreto

RESULTS IN BRIEF

GERMAN V8STAR

OSCHERSLEBEN (D), April 28, Rnd 1/9, 18&18 laps
Race 1 1 Johnny Cecotto, 32m57.546s; 2 Thomas Mutsch, 33m00.933s; 3 Marcel Tiemann, 33m07.056s; 4 Timo Rumpfkeil, 33m18.666s; 5 Roland Asch, 33m20.391s; 6 Patrick Simon, 33m24.121s. **Fastest lap** Steffen Widmann, 1m44.185s, 78.69mph. **Race 2** 1 Cecotto, 31m03.337s; 2 Simon, 31m07.190s; 3 Asch, 31m07.426s; 4 Rumpfkeil, 31m09.123s; 5 Kurt Thiim, 31m09.823s; 6 Tiemann, 31m14.752s. **Fastest lap** Cecotto, 1m34.324s, 86.91mph. **Points** 1 Cecotto, 52; 2= Simon, Asch & Rumpfkeil, 44; 5 Tiemann, 43; 6 Thiim, 38.

GERMAN DTC

OSCHERSLEBEN (D), April 29, Round 1/9, 22 laps
 1 Claudia Hurtgen (BMW 320i E46), 37m09.385s; 2 Markus Gedlich (BMW), 37m10.653s; 3 Stefan Kissling (Opel Astra OPC), 37m10.895s; 4 Thomas Winkelhock (BMW), 37m15.813s; 5 Michael Gerhardt (BMW), 37m28.619s; 6 Michael Funke (Ford Focus), 37m30.690s. **Fastest lap** Winkelhock, 1m40.038s, 81.95mph. **Points** 1 Hurtgen, 50; 2 Gedlich, 45; 3 Kissling, 40; 4 Winkelhock, 36; 5 Gerhardt, 32; 6 Funke, 29.

GERMAN FORMULA KONIG CHAMPIONSHIP

OSCHERSLEBEN (D), April 29, Round 1/8, 12 laps
 1 Fabian Brammer, 22m23.883s; 2 Thomas Westarp, 22m28.366s; 3 Daniel la Rosa, 22m31.680s; 4 Mike Rockenfeller, 22m33.328s; 5 Jeff Raach, 22m34.967s; 6 Stefan Tiesmeyer, 22m38.683s. **Fastest lap** Brammer, 1m50.211s, 74.38mph. **Points** 1 Brammer, 25; 2 Westarp, 22; 3 la Rosa, 20; 4 Rockenfeller, 19; 5 Raach, 16.

NASCAR BUSCH SERIES

FONTANA (USA), April 28, Round 10/33, 150 laps
 1 Hank Parker Jr (Chevrolet Monte Carlo); 2 Jeff Purvis (Pontiac Grand Prix), +5.620s; 3 Jeff Green (Ford Taurus); 4 Kevin Lepage (Ford); 5 Kevin Harvick (Chevy); 6 Greg Biffle (Ford). **Points** 1 Harvick, 1446; 2 Biffle, 1444; 3 J Green, 1405; 4 Keller, 1358; 5 McLaughlin, 1327; 6 Purvis, 1240.

AUSTRALIAN FORMULA FORD CHAMPIONSHIP

EASTERN CREEK (AUS), April 29, Rnd 2/8, 2x8 laps
Race 1 1 Will Power (Van Diemen RF94), 13m12.58s; 2 Will Davison (VD RF01), 13m12.77s; 3 Jamie Whincup (Mygale SJ00), 13m13.99s; 4 Nick Agland (Spectrum 05), 13m14.21s; 5 Barton Mawer (VD RF01), 13m16.40s; 6 Andrew Jones (VD RF94), 13m23.64s. **Fastest lap** Power, 1m37.65s. **Race 2** 1 Power, 13m11.90s; 2 Davison, 13m13.14s; 3 Whincup, 13m18.43s; 4 Agland, 13m18.57s; 5 Mawer, 13m18.91s; 6 Jones, 13m24.33s. **Fastest lap** Power, 1m38.01s. **Points** 1 Power, 77; 2 Davison, 69; 3 Whincup, 56; 4 Jones, 40; 5= Mawer & Agland, 24.

BELGIAN PROCAR CHAMPIONSHIP

ZOLDER (B), April 29, Round 1/7, 32 laps
 1 Bas Leinders (Peugeot 306 GTI), 1h01m35.268s; 2 Willy Mafjean (BMW M3), 1h01m42.212s; 3 Eric Roelands (BMW), 1h01m42.426s; 4 Fanny Duchateau/Joel Schuybroek (VW Bora TDI), 1h01m43.687s; 5 Amaury Heurckmans/Jo Lambrecht (Opel Vectra), 31 laps; 6 J Magyar (Mazda MX5). **Fastest lap** Leinders, 1m50.930s, 80.61mph.

BENELUX FORMULA FORD CHAMPIONSHIP

ZOLDER (B), April 22, Round 2/11, 12 laps
 1 Jaap van Lagen (Mygale SJ01), 20m00.489s; 2 Bas Schothorst (Van Diemen RF01), 20m01.008s; 3 Gregory Franchi (Mygale), 20m05.061s; 4 Ferdinand Kool (Mygale), 20m16.779s; 5 Niels Bouwhuis (VD), 20m24.471s; 6 Michel Florie (VD), 20m25.007s. **Fastest lap** Xavier Maassen (VD), 1m38.364s. **Points** 1 van Lagen, 32; 2 Kool, 25; 3= de Groot & Franchi, 22; 5 Schothorst, 15; 6 Florie, 12.

BMW FORMULA ADAC CHAMPIONSHIP

HOCKENHEIM (D), Apr 21/22, Rd 1/10, 17&19 laps
Race 1 1 Christian Klien, 20m48.778s; 2 Timo Glock, 20m50.579s; 3 Franz Schmoller, 20m53.058s; 4 Marvin Bylitz, 21m08.252s; 5 Ina Fabry, 21m11.408s; 6 Benedikt Darrlemann, 21m16.776s. **Fastest lap** Schmoller, 1m11.175s, 82.88mph. **Race 2** 1 Glock, 21m09.238s; 2 Klien, 21m12.554s; 3 Bylitz, 21m25.525s; 4 Hendrik Vieth, 21m27.768s; 5 Richard Lietz, 21m33.124s; 6 Christian Mamerow, 21m34.100s. **Fastest lap** Lietz, 1m05.227s, 90.42mph. **Points** 1= Glock & Klien, 35; 3 Bylitz, 22; 4 Schmoller, 12; 5 Fabry, 11; 6 Vieth, 10.

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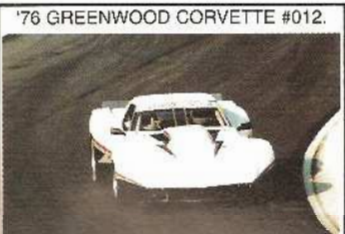
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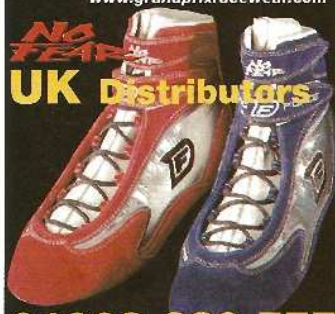



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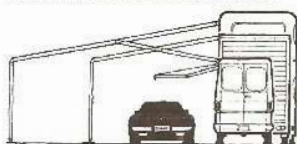
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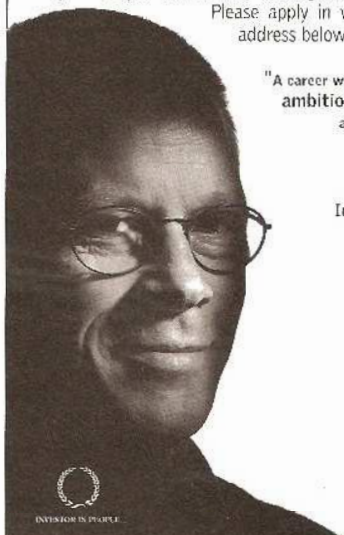
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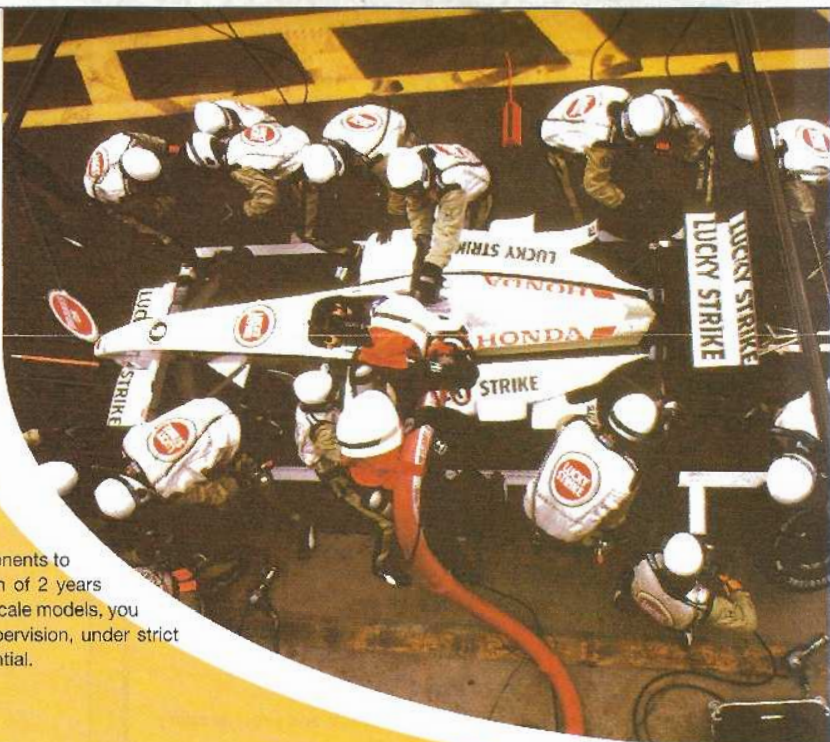
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Closing date for receipt of applications: 17 May 2001

www.bar.net

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INVESTOR IN PEOPLE



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Caroline Lock, Reynard Motorsport Ltd.,
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Closing date Friday 18th May 2001



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Enstone
Oxfordshire OX7 4EE
Email: hr@benettonformula.com

Closing Date: 17th May 2001



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If you would like to be considered for the above positions please apply in writing enclosing an up to date CV and details of expected salary to:

Clair Sumner

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Or by e-mail to: jordan.personnel@jordanformula1.com

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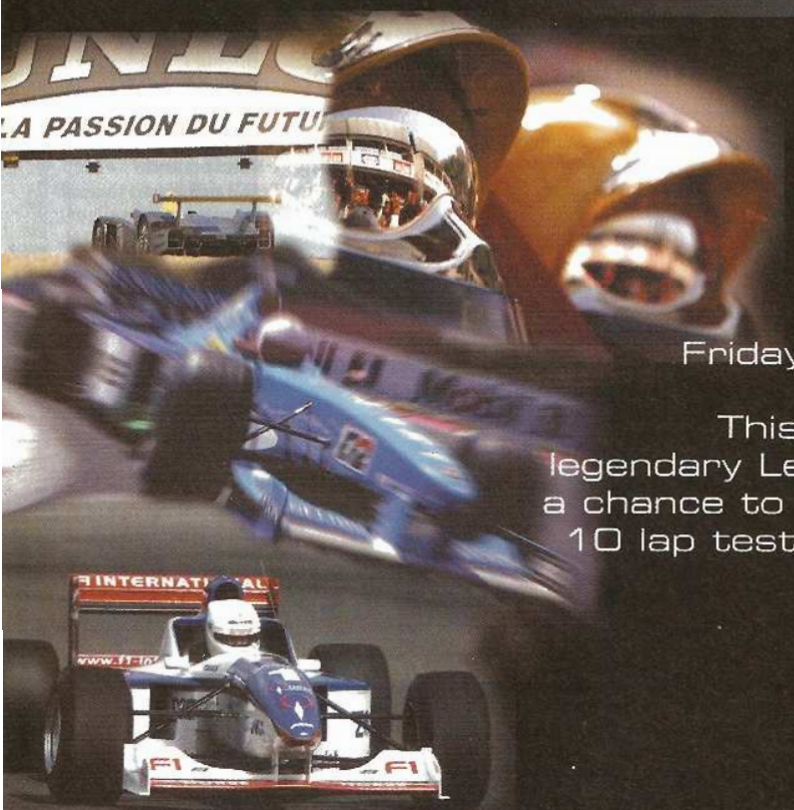
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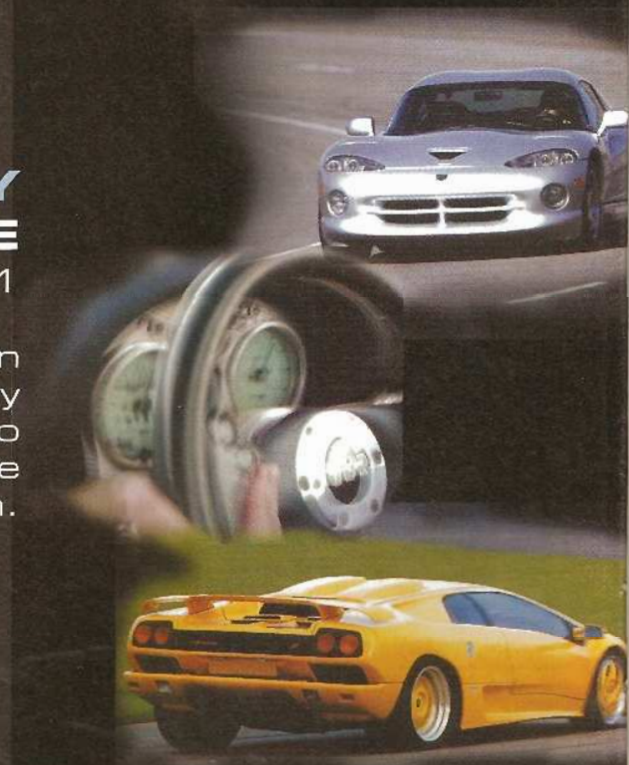
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ASCAR testing week moved

THE Spring Training programme set up at the new Rockingham oval for drivers in the new ASCAR stock car championship has been put back by a week to allow work on the circuit to be finished in time for its first public race meeting later this month.

Bosses at the circuit are confident that work to surface the infield track, delayed because of this year's particularly harsh winter, will be completed in time for the Coys Historic Festival on May 18-20.

A British Automobile Racing Club meeting is also scheduled to be run behind closed doors at the Corby oval next weekend to assess safety procedures and logistics. The Spring Training course, run by instructors from the Richard Petty Driving Experience was set to take place this week, but will now take place after the BARC meeting.

Rockingham chief executive David Grace said: "We're close to finishing the work and we felt that it was better to finalise surfacing the infield rather than mess everyone about. This way we can be sure that when the ASCAR drivers arrive, everything is as we want it to be. There is nothing sinister behind this and we're comfortable that we will be ready for Coys."

Around 80,000 people are likely to visit the track during the three-day Coys Festival. A park-and-ride facility will bus people to the track.



Still on schedule



How the accident happened: Troy Dunlop's TVR Tuscan is launched into a series of rolls after hitting the back of Richard Stanton's car

Dunlop survives TVR shunt

TVR Tuscan title contender Troy Dunlop will be back in the driving seat again this weekend after surviving a horrific multiple barrel-roll at Donington Park on Sunday.

The series veteran collided with the rival car of Richard Stanton at the start of the third lap, while trying to take fourth place on the pit straight, and was launched into a series of rolls before coming to rest on the right-hand-side of the track.

Although Dunlop was knocked unconscious in the shunt, he recovered while being extracted from the car. He was then airlifted to

Queens Medical Centre in Northampton as a precaution, but was expecting to be testing again at Oulton Park on Tuesday.

He will race a car at Oulton Park this weekend loaned to him by the TVR factory, and run by his Churchill Motorsport team.

Dunlop said: "I can remember looking down the right of Richard Stanton, then I ducked to his left, but I can't remember why I hit his car or going up in the air - I just remember the impact."

"I was unconscious for a few



Bruised in shunt

minutes, but I've just got a few bruises and a bit of a headache now. I didn't fancy going into qualifying straight away next weekend, so I just wanted to get some time in the car beforehand."

After Oulton Park, Dunlop will revert to a new car run by Churchill Motorsport.

Team boss Liam Churchill said: "Troy was very lucky. I just saw the underside of the car, hanging in the air in front of me."

Footage of the crash will feature in TVR's race review on Sky Sports 2 on May 5.

Waltrip heads GM celebration

NASCAR legend Darrell Waltrip will head a three-strong celebration of General Motors' brands in this year's Goodwood Festival of Speed.

The three-times Winston Cup champion will be reunited with his '85 title-winning Chevrolet Monte Carlo for the July 6-8 event, while tin-top legend Gerry Marshall will get back behind the wheel of his Vauxhall Firenza Supersaloon, Baby Bertha. Rally ace Erik Carlsson will drive the Saab 96

in which he dominated the world rally scene between 1960 and '62. Vauxhall and Saab are two of GM's leading European brands.

Waltrip quit racing at the end of last year, ending a 28-year career in which he notched up 84 victories.

"I'm excited about this visit," said Waltrip. "GM has been good to me over the years, and a trip to Goodwood is a dream come true for me."

Also attending the event as part of GM's celebration is the 1951 Le Sabre concept road car.



Goodwood guest



Darrell Waltrip will end his eight month sabbatical from the driving seat at Goodwood

HUMBLE PYE

The TVR Tuscan series is a spectacular advert for the cars from Blackpool

THE incredible photographic sequence of Troy Dunlop's mighty TVR Tuscan shunt at Donington Park on Sunday – screen grabs from Hay Fisher Production footage – is a poignant reminder that the driver was extremely lucky to escape serious injury.

They also attest, yet again, to the inherent strength of the Blackpool firm's product. A fairly simple ladder-type tubular chassis, with cockpit side intrusion bars, is clearly a pretty substantial structure when bonded to a composite bodyshell which, in shedding parts, progressively absorbs the forces in a shunt of this nature.

The Tuscan championship has been among the most spectacular on British circuits for more than a decade now, and boasts a remarkable driver safety record. Colin Blower's head-on impact



Dunlop's shunt showed the TVR's strength

with the barrier at Brooklands corner at Silverstone in the early years was another massive crash. Many lessons have been learned since then.

I raced one of the original Rover V8-engined monsters at Castle Combe in the series' inaugural year, and was initially terrified by its insistence to leap all over the place. The only way to conquer my fear was to grab it by the scruff of its neck and show it who was boss. Later, when TVR introduced its own, rampantly powerful, AJP8 screamer, I tried Blower's car at Mallory Park. And loved it.

There are too few accessible ways of taming 450bhp on British racetracks, thus it is not difficult to see why many members of the Tuscan brigade find it impossible to give up. Champions have tended to move on in recent seasons, but it's a fix which keeps the majority coming back. Simply, these petrolheads can't find better value for money.

Hand-in-hand with the evolution of the racing series has gone the inexorable rise of the genial Peter Wheeler's TVR company, Britain's largest independent car maker. With its avant garde styling, ever-improving finish and fearless pilots like Mr Dunlop to underline the chassis' strength to those who never push them as hard, its success is thoroughly deserved.

MARCUS PYE



New sportscar series ope

Organisers of the Interactive Sportscar Championship have opened up talks with circuit group British Motorsport Promoters in a bid for the ISC to join its ranks in 2002.

The ISC, which was officially launched in central London last week, will be one of the few top-level national racing series not run under BMP's umbrella this year.

Both the PowerTour and TOCA tour packages are run and promoted by BMP, made up of the Brands Hatch Leisure Group, Donington Park, Silverstone and Croft circuits.

ISC boss Dominic Chappell is keen for the series to move under BMP's banner. "I've spoken with [BMP director and BHL boss] Rob Bain and we've discussed a structure to

integrate the ISC with them at some stage," he said. "We will try and reach a compromise, and it's realistic for next year. It's in everyone's interests."

BMP is keen to promote high-tech TV coverage for motorsport. Although the ISC will be the first to provide interactive coverage for a national series, BMP chairman and Donington Park boss Robert Fearnall said there was no guarantee it would get a deal.

"We have to look at the future of interactive coverage," he said. "We didn't believe we should rush into it for 2001, but the BRSCC and Dominic Chappell went that way. We will look at the best way BMP can use interactive coverage in the future. The ISC organisation is one that we are talking to, but not the only one."



Keen for deal

NEW SIGNINGS BOOST SERIES

A NUMBER of teams are set to boost the grids for the Interactive Sportscar Championship, ahead of the series opener at Donington Park on June 3.

Simpson Engineering is planning to enter two Ferrari F40s, with team boss and former Le Mans racer Robin Smith likely to take one of the seats, while

David Ellis Engineering has been linked to a plan to run a pair of the team's self-built six-litre, 750bhp Aston Martin GT700 sportscars. Rumours persist that TVR could race in some rounds with its pair of works-run Cerbera Speed 12s, while PK Sport could run their Porsche 911 GT2s.



The Interactive Sportscar Championship was

Marcos pair face race delay

BRITISH GT frontrunners Ian McKellar Jr and Phil Hindley could be forced to miss this weekend's round of the championship because of a shortage of parts for their car.

The pair were unable to race in last weekend's Donington Park round after their Marcos LM600, in which Calum Lockie won last year's championship, was damaged in a qualifying shunt on Saturday.

Hindley said: "The main problem was that a suspension pickup on the gearbox was damaged in the shunt. We also had a broken wishbone."

"We would have liked to be out last

Sunday for the race, but there is a parts shortage from Marcos. We probably won't be out at Oulton Park and we'll have to wait and see for the rest of the season."

McKellar Jr may have had to miss this weekend's race in any case because of his Le Mans commitments with the Ray Mallock-run Saleen S7-R.

Reigning champion Calum Lockie started the year in an older version of the LM600 with regular co-driver Cor Euser, but has switched to the Dave Welz Porsche 993 GT2. He will race the car again this weekend, and will consider other options for the year.

GT team upbeat for boost in pace

BRITISH GT team BW Motorsport are confident their pace will improve now a row over their Porsche 996 GT2's air restrictors has ended.

The team's GT-class car has suffered a lack of straight-line speed this year because, under the rules, it has had smaller restrictors than other cars. A meeting with PowerTour organisers was held at Donington Park last weekend.

Lead driver Neil Cunningham said: "We are not sure how much bigger they will be, but you will see an improvement in our speed."



THE QUAIFFE R4 returned to the British GT championship at Donington Park last weekend, with team boss Mike Quaife and Phillip Hopkins at the wheel. Quaife was forced out of the race on lap one in the car, adapted from the GT1 chassis used by the team in 1999

Drivers move in Fford Zetec merry-go-round

FORMULA Ford Zetec racer Barry Sime has switched from the Aztec International team to Team JLR.

The Scot finished 13th with Aztec at last weekend's Donington Park race, but left the team at the end of the PowerTour meeting.

Aztec have signed rising single-seater racer Emmet O'Brien to fill one of its four seats for this year, but still has an extra space after Robert Urquhart left the team.

O'Brien had planned to contest this year's Junior Fford series with reigning champions Continental.

ns up BMP talks



unveiled in London's Berkeley Square last week. Bosses hope it will join BMP's ranks

Manor impress in Eurocup comeback

FORMULA Renault champions Manor Motorsport will continue to focus on the British series this year, despite their late entry to Monday's Eurocup round at Magny-Cours.

American Richard Antinucci came second in the race, in which Canadian James Eaton also ran.

Team boss John Booth said: "We couldn't commit ourselves to the whole series, but we'll do as many non-clashing rounds as possible.

"If we can get four spaces, we will run all four of our cars because all our drivers should be strong in Europe."

PowerTour plans time rule changes

POWERTOUR'S 20-minute races will feature a maximum five-minute extension to race lengths if a safety car period is required.

The move will come into effect at this weekend's Oulton Park meeting. It follows angry comments from Formula Ford Zetec teams after their race at Snetterton lasted for just three racing laps (AUTOSPORT, April 19).

PowerTour boss Roger Etccl said: "This is so the public can understand what is happening. If the safety car is out for less than five minutes, that time will be added to the race."

Ford series in Sky TV deal

ORGANISERS of the Formula Ford Zetec and Ford Fiesta championships have landed a deal with satellite television broadcaster Sky Sports for a weekly programme dedicated to the two PowerTour series.

The 13 half-hour programmes will start next Monday and run until October, with a short break during summer. They will also be repeated several times on Sky Sports during the week.

A series co-ordinator said: "This is a big boost to the series. We have been trying to sort this for a while."

Each show will feature extended highlights of every race, as well as features on drivers, teams and other behind the scenes aspects of the tin-top and single-seater championships.

The boss of top FFord Zetec team Haywood Racing Jim Warren said: "It would be nice to fire for terrestrial channels but this is certainly the next best thing. It is important that people are aware of what we're doing."

Both series are also featured on the Channel 4 PowerTour show.



WARREN
Pleased with deal

Drivers switch FRenault seats

FORMULA Renault team Aztek Race Engineering are targeting Formula Ford Zetec racer Robert Urquhart to fill one of their seats this year.

Urquhart left FFord team Aztek International earlier this month, and has been linked with other teams in the PowerTour support series.

Aztek have already signed FRenault race-winner Charles Hall and Malaysian Mohammed Fairuz.

Several drivers have been linked to teams after last week's test at Snetterton. Winter Series frontrunner Simon Pearson had his first test with Team DFR, and will

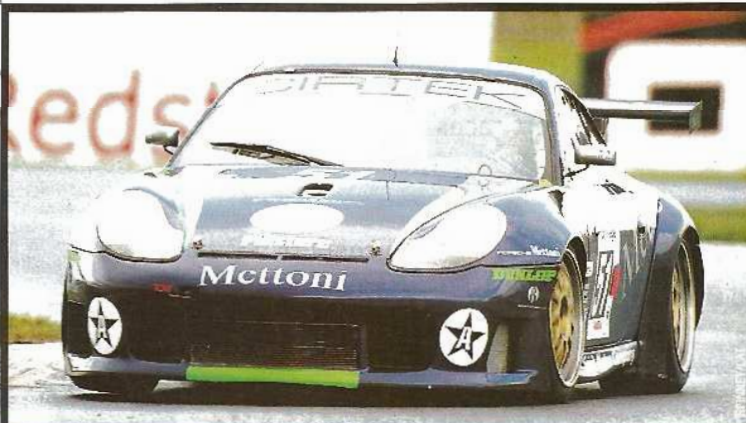
race for the outfit at Oulton Park's May 20 meeting.

Team boss Dave Forster said: "For his first time in the car since October, he was impressive."

Rising single-seater racer Stuart Turvey tested for Paston Racing, who will run him at Thruxton on Monday using one of Mach 1 Racing's cars.

Mark Burdett Motorsport also tested possible Winter Series recruit Simon Whincup, but is still looking to fill its one seat for this year's series.

Motoworld driver Carl Breeze was fastest, 0.4sec ahead of Manor Motorsport's Richard Antinucci.



PORSCHE CUP RACER Tony Littlejohn made his British GT debut in Cirtek Motorsport's Porsche 911 GT3-R at Donington Park. He replaced Adam Jones, finishing 10th alongside Gavin Pickering. The team also plan to run a Porsche 911 GT2 from the May 28 Croft round

NEWS IN BRIEF

Motorsport talent backers Team Brask have bought the Sturup circuit in southern Sweden. The track, near Copenhagen, will be used for corporate days, but could be used for Swedish racing events in the future. Knockhill has also taken over the Guadix circuit in southern Spain.

Formula Ford Zetec team boss Andy Welch returned to the category at last weekend's Donington Park round to help Tim Sugden Motorsport with his former driver, Mario Santos.

Renault Clio V6 Trophy racer Rick Pearson is considering a switch to the British GT championship after being offered a drive in a Porsche 911 GT0. He is also looking at options in the Interactive Sportscar Championship.

Leading GTO class team Rollcentre Racing will give the TVR Tuscan R of boss Martin Short and Rob Barff its race debut at Croft on May 28. The duo will continue in the Cerbera Speed Six, using the three-weeks after Oulton Park to prepare the new car.

British GT team Harlow Motorsport was forced to pull its Porsche 911 GT3-R for Paul Fuller and Marcus Fothergill out of last weekend's third round at Donington Park following a lack of parts. Fothergill made a last-minute switch to the Porsche Cup in the Carrera 993 normally raced by Dave Bennett, but retired on the first lap.

Former TVR Tuscan racer Charlotte Osborn made her British GT debut at Donington Park last weekend. She partnered Andrew Davies in the Promotaspport Marcos Mantis GTO, but was hit by driveshaft failure.

ASCAR racer Paul Sheard hopes to join the TVR Tuscan championship at selected rounds this year. He made his debut in the series at Donington Park last weekend with the Countdown team.

Porsche Cup title favourite Pete Chambers lost his series lead after a lap-one incident with the Parr Motorsport car in the sprint race at Donington Park last weekend. Team Eurotech hope to have the car ready for Oulton Park this weekend.

Porsche Cup racer Craig Rapp was absent from Donington Park after heavily damaging his GT3 Cup car in Thursday's official test at the circuit.

Ford Fiesta racer Peter Hughes missed last weekend's race at Donington Park after his heavy shunt in the last round at Snetterton.

TVR Tuscan racer Andrew Delahunty will drive in the world finals of the Formula Student competition in Detroit later this month. He will drive the car built by the automotive engineering department of Leeds University, where he is studying. He will also complete the year in his Hawthorns Motorsport-run TVR Tuscan.

EUROSPORT



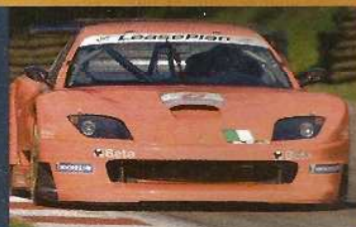
SUPER RACING

WEEKEND

Silverstone

MAY 11-13

FIA GT - World Championship



FIA ETCC - Super Touring



FIA ETCC - Super Production



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NEWS IN BRIEF

Ex-Formula Ford 1600 racer Gideon Creswell is the latest signing for the the Club Formula Palmer Audi single-seater championship. Around 20 drivers are set to make Monday's season-opener at Brands Hatch.

Veteran club racer Nick Creswell celebrated his first race in seven years at Cadwell Park on Sunday with pole and second place in the Sports and Saloon race in his Mazda 323F.

Motor industry electrical firm DACS has joined Boiling Point to back the ARP Formula 3 series. It has put up a class prize fund and a bonus for the overall champion.

The Formula Honda single-seater championship showed signs of revival at Snetterton, with 12 cars making the grid for the race.

Around 25 cars are expected for the first anniversary of the Group C Revival series at Spa on May 13. Win Percy, who won the inaugural event, heads the entry in his Jaguar XJR-16. Ray Bellm will be reunited with his 1988 C2 title-winning 3.9-litre Spice-Cosworth DFL. Nick Atkins and Tony Dunkerdale head the newcomers in their Metro 6R4-engined Tigas.

Jackie Oliver and Gerry Marshall are among the Ford Mustang drivers for Sunday's one-hour Top Hat Challenge at Donington Park. Lotus drivers Mike Hibberd, Allen Lloyd, Michael Schryver and Martin Walford top the entry for the FIA Lurani Trophy Formula Junior season-opener.



Triple world champion Jackie Stewart (above) led a panel of racing figures to judge the presentations for Cranfield University's first Motorsport Engineering/Management course. Adrian Reynard and Prodrive race boss Dave Benbow also judged theoretical designs for a new Jim Russell Racing Drivers' School car.

The Millbrook National Stages has received a capacity entry for the May 28 rally. Among the entries is former triple Tarmac champion, Pete Doughty, in a Ford Escort WRC.

Knockhill will host the UK Rally Challenge on June 2. Drivers from national and international rallying will compete on a mix of asphalt and shale stages around the circuit.

Rallycross ace Tony Bell will miss the second round of the British championship at Pembrey in favour of the French and Portuguese rounds of the European series.

Backing axed for V-Sports

Motorsport talent-backer Lars-Christian Brask has scrapped his support for the newly-revamped V Sports Racing V8 championship because of a lack of entries.

After two rounds, only nine cars have been entered for this weekend's races, although series co-ordinator John Clark is confident that more will enter soon.

Brask provided a prize fund for the former Eurocar series, as well as technical support and tyres for other drivers in the category. Team Brask

also runs several cars in the V8 class.

Several leading drivers have invested in new bodywork this year in a bid to give the series a face-lift.

Brask said: "We agreed we would introduce new sponsors for a prize fund to get the series moving forward and to get people signed up. There was a lot of noise at the start of the year, but there have been lots of excuses and people are still not out."

"A series that is not serious like that does not suit our sponsors and does not give us a chance to get more people interested, so we

just cannot support it financially."

Brask has not ruled out returning his backing to the championship, which is being led by reigning V8 champion Kevin Clarke in his Mercedes-bodied car, but only if more signings are confirmed.

Clark said: "This is not going to help the series, but we already have more drivers signed up for the next meeting at Brands Hatch on Monday."

Brask does not provide financial support for the sister V6 series, although Team Brask runs a car for Finn Miku Santavirta in the class.



V-Sports drivers have rebodied their cars as part of the facelift for the series this year

PICKUPS CALLED OFF

LEADING figures in the Pickup championship are confident that this year's series will continue, despite last weekend's PowerTour support race at Donington Park being cancelled because of a lack of entries.

Eleven trucks were registered, but PowerTour organisers felt this was too few, and replaced the series, which used to form part of the Eurocar package (see above), with a non-championship Caterham Graduate event on the Saturday afternoon.

Driver spokesman Dave Caroline said: "The racing is good, even with few runners, so hopefully that will keep the series going. By the end of the year, we are expecting to have 18 trucks."

Morgan race called off

THE future of the one-marque Morgan Motor Company Challenge is in doubt following the surprise cancellation of last weekend's third round of the series at Brands Hatch on safety grounds.

Race officials at the Aston Martin Owners' Club meeting deemed that the majority of the cars did not meet the Motor Sport Association's Blue Book safety regulations in respect of their rollover bars.

The issue resolves around whether the open sports cars should be fitted with the six point mounting roll cages, used by Caterhams.

Series organisers are now facing a race against time to ensure the cars have the MSA's approval in time for the next round of the series at Donington Park this weekend.

Championship co-ordinator Serena Aston, whose husband Mark is the assistant managing director of the Morgan Motor Company, said: "We are disappointed. The cars were presented complying to our series' regulations, but according to the meetings' officials not the Blue Book regulations. I shall be talking with the MSA this week to try and resolve the matter before the weekend."

Radical shake-up for Spa race weekend

A NUMBER of new driver combinations look set to shake-up the Radical Enduro series for its overseas visit to Spa-Francorchamps in Belgium this weekend.

American Larry Oberto will join Nigel Greensall, while double Formula 600 champion James Pickford will fill the Votex Racing entry with another single-seater ace, although no names were available as AUTOSPORT went to press.

Reigning EuroBOSS champion David Hutchinson has teamed up with Tony Hancock for several races.

Series returnee heads up Ford Ka entry list

FORMER Ford Ka Rally runner-up, Dafydd Larcombe heads a 17-strong field of entries which will contest the series, now backed by AUTOSPORT, on next Saturday's Rally of Wirral.

The May 12 event, the first in the eight round series is part of the new Formula Rally series and uses 40 stage miles in Wallasey and Merseyside.

Championship organiser Rob Arthur said: "In light of the lack of rallying due to foot and mouth, this event will give competitors the opportunity they waited a long time for - to get out there and compete."



RALLYCROSS ACE Tony Bell led praise for the new Blyton track in its first official meeting on Sunday, won by Andy Grant's Escort Cosworth. "The loose corner is great," said Bell. "In the dry it will be almost 140mph." Blyton will host a championship round on July 1

POWERTOUR DONINGTON PARK April 28/29

BRITISH GT CHAMPIONSHIP

Harvey lost in Lister Storm



The works Lister Storm of Mike Jordan and David Warnock spun off but still overhauled the struggling Viper to take a second victory

The works Lister Storm of David Warnock and Mike Jordan inherited victory in a race which was dominated by the Hayles Racing Chrysler Viper GTS-R. The Lister pair put in a great comeback drive after an early spin, but Rob Wilson and Tim Harvey

proved once again that the Viper is the car to beat. Only when Harvey backed off right at the end of the race was the Lister able to catch it, taking the lead on the last lap. Harvey said: "It's disappointing because we had the win in the bag. The rear tyres went in the closing

stages. I tried to be as smooth as I could but they ran out of grip and the car was oversteering badly. If only the race had been two minutes shorter." The Viper started from the front after taking pole near the end of a wet but drying qualifying session, with the Lister in second.

Wilson streaked away in the lead and quickly set about building up a cushion. Warnock initially put the pressure on but spun off at the Old Hairpin on the third lap, rejoining way down the field. On the same lap, the TVR Cerbera Speed 12 of Jonathan Rowlands and Ashley Ward pulled into the pits to retire with driveshaft failure. That left Wilson with a healthy lead from top GTO runner Kelvin Burt in second overall, and he increased it lap by lap. He was initially in some space, but the second Speed 12 of Bobby Verdon-Roe, recovering from a disappointing 13th on the grid, was soon on Burt's tail, and got past at Goddard's hairpin on lap four. Reigning champion Calum Lockie was having yet another cracking drive in the Dave Welz Porsche 993 GT2. The car struggled in the drying qualifying session and lined up 15th. Lockie had moved into fourth, though, and was catching Burt, and he slipped past at Goddard's on lap six. A few laps later, Lockie had also caught the second-placed TVR. He tried to pass at the Fogarty's chicane with a late-braking manoeuvre, but went up the inside at the Melbourne hairpin on the same lap. By the time leader Wilson came into the pits to hand the Viper over to Harvey, he had built up a 15-second lead, despite having to avoid the spinning David Dove Racing Marcos Mantis GTO at Goddards. Warnock had been storming through the field and was in fifth when he entered the pits on the same lap as Wilson. A good pit stop meant it rejoined in second, behind the Viper. The TVR also pitted on the same lap, but lost time as some bodywork that

BRITISH GT RESULTS

April 29, Privilege British GT Championship, Donington Park, round three of 14, 37 laps - 92.5 miles

Pos	Drivers	Team	Car	Class	Result	Grid
1	Mike Jordan/David Warnock	Lister Storm Racing	Lister Storm	GT	1h00m08.227s	2
2	Tim Harvey/Rob Wilson	Hayles Racing	Chrysler Viper GTS-R	GT	1h00m10.502s	1
3	Bobby Verdon-Roe/Michael Caine	TVR Motorsport	TVR Cerbera Speed 12	GT	+ 1 lap	13
4	Terry Rhymer/Adam Simmons	Harlow Motorsport	Porsche 911 GT3-R	GTO	+ 1 lap	10
5	Kelvin Burt/Marino Franchitti	Porsche GB/Parr M'Sport	Porsche 911 GT3-RS	GTO	+ 1 lap	3
6	Curtis Hayles/Ben Devlin	Hayles Racing	Chrysler Viper GTS	GTO	+ 1 lap	20
7	David Jones/Godfrey Jones	Team Eurotech	Porsche 911 GT3-R	GTO	+ 1 lap	11
8	Richard Stanton/Steve Hyde	Barclays/DeWalt Racing	TVR Tuscan R	GTO	+ 1 lap	17
9	Mark Sumpter/Shawn Balfe	Team Eurotech	Porsche 911 GT3-RS	GTO	+ 1 lap	5
10	Gavin Pickering/Tony Littlejohn	Cirtak Motorsport	Porsche 911 GT3-R	GTO	+ 2 laps	14

Class winners GT Jordan/Warnock GTO Rhymer/Simmons Standings after three of 14 rounds 1 Warnock/Jordan/ 42pts, 3 Harvey/Wilson 39, 5 Lockie 26; 6 Verdon-Roe/Caine 24 etc. GTO 1 Franchitti/Burt 35pts, 3 Simmons/Rhymer 27, 5 Jones/Jones 26 etc. Next round Oulton Park, May 7

TVR TUSCANS



Steve Guglielmi wards off Bobby Verdon-Roe en route to victory in Sunday's dry race

Advantage Guglielmi

STEVE Guglielmi reclaimed his TVR championship lead after two action-packed Tuscan races, the second of which was red-flagged after Troy Dunlop's massive accident on the Wheatcroft straight (see p103). The unpredictable weather which gave the drivers problems in qualifying

continued, with a short burst of heavy rain just before the start of race one. Andy Britnell got away well on wet tyres, but tipped poleman Guglielmi into a spin before the first corner. Britnell surged into the lead, with Richard Stanton and guest driver Bobby Verdon-Roe slotting in behind.

As the track began to dry Verdon-Roe, who had started on slicks, started to reel in Stanton and a couple of laps later squeezed past at Redgate. By lap five the former series champion had snatched the lead from Britnell, who held second ahead of Stanton. "It was a bit hairy out there when the track was wet, but it was an easy win," said Verdon-Roe. Guglielmi recovered from his early drama to claim fourth ahead of Andrew Delahunty and Darren Dowling. It was dry and sunny for Sunday's race and Guglielmi was leading the pack when Dunlop, who had started seventh, challenged Stanton for fourth. Their coming together just past the start/finish line catapulted Dunlop into a series of flips, but his car came to rest the right way up. On the restart, Guglielmi converted his pole position into an early lead and after a solid drive took his third win of the season. A couple of seconds behind, Stanton and Richard Finney dived for second wheel to wheel throughout the final six laps.

Finney could not find a way past, however, and had to settle for third. "It was pretty straightforward really," said Guglielmi afterwards, "but they kept me under pressure all the way." While Giles Cooper had a lonely run to fourth, Steve Cole had to work hard to win the battle for fifth from Ben Samuelson and John Hartshorne.

★ STAR DRIVE Steve Guglielmi
Undeterred by early battle scars, came back to claim a clean win

RESULTS
TVR TUSCAN CHALLENGE RACE ONE (9 LAPS)
1 Bobby Verdon-Roe 16m24.085 (82.19mph); 2 Andy Britnell 16m35.721; 3 Richard Stanton; 4 Steve Guglielmi; 5 Andrew Delahunty; 6 Darren Dowling. **Fastest lap** Verdon-Roe (86.09mph)
RACE TWO (11 LAPS)
1 Guglielmi 14.59.382 (89.93mph); 2 Britnell 15m00.941; 3 Richard Finney; 4 Giles Cooper; 5 Steve Cole; 6 Ben Samuelson. **Fastest lap** Britnell 1m38.841 (91.05mph) **Standings after 3 of 14 rounds**
1 Guglielmi 285; 2 Britnell 264; 3 Cooper 225; 4 Delahunty 222; 5 Dowling 221; 6 Troy Dunlop 217. **Next round** Oulton Park, May 6/7

GTO CLASS

had got knocked loose at the start was removed. Michael Caine rejoined behind the Lister.

The Welz Porsche inherited the lead but its race was effectively over two laps later, as Lockie pulled into the pits with a broken alternator belt. The car returned to the track with Welz at the wheel, but was two laps down by the time it rejoined.

That left the GTO Porsche 911 GT3-R of Burt in the lead, although he was being reeled in by the Viper and Lister by the time he pitted on lap 20 to hand over to Marino Franchitti.

From then on, it seemed that Harvey was able to simply keep a constant gap from Jordan, with Franchitti third. Caine in the TVR was unable to close significantly on the Porsche as his brakes started to go off, and found himself having to defend from the closing GTO pack.

He did pick up third from Franchitti, though, as the Scot's Porsche lost all but fourth gear in the closing stages of the race.

Harvey looked in control until the last three laps, when he suddenly backed off, allowing the Lister to close right up. Jordan had a go up the inside at the Goddard's hairpin on lap 36, but the Viper was just able to keep its nose in front in the drag along the main straight.

At the Old Hairpin though, Harvey could not hold Jordan back any longer and the Lister slipped passed the Viper and pulled away to take the flag at the end of the lap.

Andy Bothwell

★ **STAR DRIVE** David Warnock

Made up for early mistake with a storming drive to fifth at the stops

KELVIN Burt and Marino Franchitti looked on course for another GTO win in their Porsche GB/Parr Motorsport car, but it was the Harlow Motorsport Porsche 911 GT3-R of Terry Rymer and Adam Simmons that claimed victory.

Burt's first stint had put the pair well outside the range of the rest of the class but, five laps from the end, Franchitti found himself stuck in fourth gear and fell back into the clutches of Rymer, who past him with two laps left.

The Rollcentre Racing TVR Cerbera Speed 6 of Martin Short and Rob Barff put in a good showing, qualifying second ahead of the GT class Speed 12. But the green car pitted with six laps remaining with engine problems, returning to the track two laps down.

With Franchitti able to hold on to second in class, it was the second Hayles Racing Viper of Curtis Hayles and Ben Devlin which took third after a fine drive by the pair from a lowly 20th.

The second Parr Motorsport car of Ed Horner and Matt Turner suffered another early retirement after a clash with the David and Godfrey Jones Porsche on lap one left their car with a holed radiator.

Andy Bothwell

★ **STAR DRIVE** Kelvin Burt

Another cracking drive put the Parr Porsche in prime position to win



Rymer/Simmons Porsche took the flag

FORD FIESTAS



Colin Turkington had his hardest race yet, but still beat Padley and Pinny to the flag

Turkington's trio of triumphs

COLIN Turkington consolidated his Fiesta championship lead with his third straight victory of the year, but Nick Padley did not make it easy for him, applying constant pressure from start to nail-biting finish.

"I'm really pleased with the result but it was my hardest race yet," admitted Turkington. "He was in my mirrors the whole time."

Turkington made a good start from pole, but Padley was hot on his heels, and two laps later he made it past. Out of Coppice on lap five they were running side by side and lunging down the inside of the Fogarty's esses, Turkington made it stick.

Meanwhile, Matt Pinny was on a charge, leaping from sixth on the grid to join the battle for the lead, closely followed by Alan Blencowe.

On the last lap, the top three ran nose to tail up until the final corner when in a last ditch attempt for second Pinny dived down the inside at

Goddards hairpin, forcing Padley wide and relegating him to third.

But Padley was promoted back to second after the race when the officials, who showed Pinny a warning flag on the final lap, gave him a penalty of 0.3 seconds to lose him the place.

After a superb race-long scrap, Terence Clark secured fifth place ahead of veteran Colin Stancombe.

Emma Keen

★ **STAR DRIVE** Matt Pinny

Good, aggressive drive after being disappointed with his qualifying slot

RESULTS

FORD CREDIT FIESTA ZETEC-S (10 LAPS) 1 Colin Turkington 20m50.941 (71.85mph); 2 Nick Padley 20m52.576; 3 Matt Pinny; 4 Alan Blencowe. **Fastest lap** Blencowe 2m03.770 (72.71mph) **Standings after three of 14 rounds** 1 Turkington 95; 2 Padley 79; 3 Pinny 77; 4 Stancombe 56; 5 Murray 44; 6 Blencowe 43. **Next round** Oulton Park, May 7

PORSCHE CUP

Adrian chalks two on the slate

ADRIAN Slater was the class of the Porsche Cup field all weekend at Donington, and he duly completed a fine double victory.

With a short rain shower as the cars completed the parade lap for the sprint race, Slater was content to sit behind Nigel Rice in the early laps before moving ahead for a convincing win. "I decided to see what happened. I knew I had the pace in the dry," said Slater.

The drama came on the opening lap as Peter Chambers attacked Rice for the lead at Coppice. Chambers went briefly ahead but then ran wide and collected an innocent Barbara Armstrong as he slithered out of the gravel. "I had nowhere to go, so I just braced myself," said Barbara.

With Slater and Rice away and gone, Mike Salmon took a solid third, clear of a battle between Robert Babikan and Basil Demeroutis. After



Adrian Slater was unstoppable all weekend in his superbly presented GT3 Cup car

trading the place on the last lap, they touched at Goddard and both spun, gifting fourth to Robi Bernberg.

Chris Heeley drove a blinder to claim class two, after spinning down the order on the first lap. "I didn't know where I was," said Heeley.

Kevin Harrison just fended off Andrew Shelley for second.

Slater completed the perfect weekend by winning the feature race from Rice despite a couple of laps under the black and yellow flag. "I just tried to keep it tidy," said Slater.

Heeley again won class two, his task eased when Harrison was edged into the gravel at the Esses by a class one car. Harrison survived a clash with Shelley at Melbourne but kept second. Ian Croft took class three after Ben Rapp spun at the Old Hairpin.

Paul Lawrence

★ **STAR DRIVE** Chris Heeley

Superb recovery drive in the sprint race paved way to a class double

RESULTS

MICHELIN PORSCHE CUP SPRINT RACE (19 LAPS) 1 Adrian Slater (GT3 Cup) 16m 38.279s (81.02mph); 2 Nigel Rice (GT3 Cup) 16m 39.873s; 3 Mike Salmon (GT3 Cup); 4 Robi Bernberg (993 Supercup). **Class winners** Slater; Chris Heeley (944 Turbo). **Fastest lap** Rice 1m 44.111s (86.44mph). **FEATURE RACE (11 LAPS)** 1 Slater 21m 02.227s (78.34mph); 2 Rice 21m 03.604s; 3 Robert Babikan (GT3 Cup); 4 Bernberg. **Class winners** Slater; Heeley; Ian Croft (968CS). **Fastest lap** Slater 1m 42.922s (87.44mph). **Standings after three of 14 rounds** 1 Kevin Harrison 179; 2 Slater 161; 3 Andrew Shelley 144; 4 Rice 123 etc. **Next round** Oulton Park, May 7

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POWERTOUR DONINGTON PARK April 28/29

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FORMULA FORD ZETEC



Works Van Diemen driver Richard Goransson made it three out of three with a faultless drive at the head of the Formula Ford field

Goransson bags hat trick

Works Van Diemen ace Richard Goransson continued his perfect year with a third straight win.

Starting from pole position, the Swede maintained a steady lead as others scrapped behind him.

The race was also notable for the return to form of the Haywood Racing Mygale team, which took second, third and fourth places.

Haywood's Ronnie Bremer, Danica Patrick, Robert Bell and Westley Barber all set provisional pole times,

but Goransson pipped them just before rain curbed the quick laps.

Bell, who gridded third, passed Van Diemen's Pat Long to put pressure on Goransson, but the caution flags came out after Barber and Aztec International's Robert Dahlgren tangled at the first corner, collecting Van Diemen's Robin Rudholm.

After a two-lap caution flag period, Bell pushed too hard at the green, running wide at McLeans and falling to sixth behind Long, Vector's Alex Danielsson, Sweeney-Hopper's Adam

Carroll and his own Haywood team-mate, Alan van der Merwe.

Danielsson closed on Long, but misjudged his braking at the Fogarty's chicane because of a slowly-deflating front-left tyre. Having thumped the back of the Van Diemen, curtailing the American's race, Danielsson was later fined.

As his tyre deflated further, Danielsson could not keep second either, and Bell, Carroll and Van der Merwe raced past him on lap nine.

A lap later, Carroll made a bid for

second, with a late-braking move at the Melbourne hairpin. It failed and he fell to sixth, leaving Bell, van der Merwe and Bremer (up from 19th on the grid) leading the pack.

Behind the leaders, Danielsson was now scrapping with Patrick, Sweeney-Hopper's Stefan Hodgetts and Tim Sugden's driver, Jan Heylen.

They approached Fogarty's four abreast on the last lap, but none of them exited the chicane. Heylen was squeezed on to the grass and spun, while the others tangled on entry.

That cleared a path for Aztec's Gary Catt, up from 17th, Mackie's Ryan Sharp and Continental's Hideki Mutoh to follow fifth-placed Carroll home.

Andy Bothwell

STAR DRIVE Ronnie Bremer

Undeterred by qualifying 19th, the Dane charged to an excellent fourth

RESULTS

SLICK 50 FORMULA FORD ZETEC (11 LAPS)

1 Richard Goransson (Van Diemen RF01) 20m36.537s (79.97mph); 2 Robert Bell (Mygale SJ2001) 20m 38.464s; 3 Alan van der Merwe (Mygale SJ2001); 4 Ronnie Bremer (Mygale SJ2001); 5 Adam Carroll (Van Diemen RF01); 6 Gary Catt (Van Diemen RF01); 7 Ryan Sharp (Mygale SJ2001); 8 Hideki Mutoh (Van Diemen RF01); 9 Christian England (Van Diemen RF01); 10 Gary Turkington (Van Diemen RF01). **Fastest lap** Bell 1m39.961s (90.03mph).

Standings after three of 14 rounds

1 Goransson 93; 2 Carroll 59; 3 Bremer 48; 4 Dahlgren 45; 5 van der Merwe 39; 6 Bell 38, etc. **Next round** Oulton Park, May 7.

GUEST RACES

Patient Clarke times lunge to perfection



Chris Dredge and Daniel Clarke put on a great display in their battle for BRDC victory

THE BRDC Single-Seater competitors found out just how slippery a wet Donington Park can be, indeed several of the quicker drivers slithered off the track all around the opening lap.

Notable among these was Martin Verdon-Roe, who skated off at McLeans and took an age to bulldoze his Van Diemen-Zetec through the gravel trap and rejoin the fray.

That left Chris Dredge leading the pack from Daniel Clarke and Laurence Wiltshire. This trio quickly distanced itself from the rest as

Verdon-Roe set about recovering lost time with a vengeance.

For the opening few laps, Clarke displayed commendable patience, content to sit behind Dredge and let his rival set the pace as the circuit started to dry. "The track was changing all the time," reckoned Clarke as he tracked the leader.

Although the gap went out to around half a second, Clarke was still biding his time and pounced under braking for the long left-hander at Goddard on the penultimate lap.

Dredge tried to fight back and made a bold but unsuccessful lunge for the outside at Melbourne on the final tour. Clarke had it covered, however, to take a classy win.

Wiltshire dropped back into a secure third as Verdon-Roe tumbled back to fourth with fastest lap. Jaun Barazi claimed the Kent class, for identical Zeus FF1600 chassis.

Introduced at short notice, when the planned Pickup race failed to muster an acceptable grid, the **Caterham Graduate** and **Super Graduate** cars brought the marquee into PowerTour for the first time.

It also tempted Richard Hay out of "semi-retirement" for the occasion and the former Caterham Superlight ace mashed the opposition despite a gremlin or two.

An intermittent electrical fault made the race more interesting for Hay, who had qualified well clear of



Richard Hay aced the Caterham pack

the pack. He won the race despite starting from the pit road when the fault occurred up on the warm-up lap.

Hay ripped through the field to take the lead, but lost much of his advantage in the closing laps when the problem recurred. "It was brilliant fun. It's a long time since I've driven one of these," he said after clambering from the car, which then refused to restart...

Nick Frost claimed second after a lengthy contest with Lawrence Smoker, while a cracking class contest in the standard Graduate cars went to Andrew Greenwood ahead of Graeme Smith.

Paul Lawrence

STAR DRIVE Daniel Clarke

Commendable patience and a well timed move won him Fford laurels

RESULTS

BRDC SINGLE-SEATER CHAMPIONSHIP

(10 LAPS) 1 Daniel Clarke (Van Diemen RF97) 20m01.094s (74.83mph); 2 Chris Dredge (Van Diemen RF97) 20m01.410s; 3 Laurence Wiltshire (Van Diemen RF97); 4 Martin Verdon-Roe (Van Diemen RF97). **Class winners** Clarke; Jaun Barazi (Zeus). **Fastest lap** Verdon-Roe 1m 53.998s (78.94mph).

CATERHAM GRADUATE RACE (11 LAPS)

1 Richard Hay 21m 38.598s (76.15mph); 2 Nick Frost 21m 41.003s; 3 Lawrence Smoker; 4 David Dyson. **Class winners** Hay; Andrew Greenwood. **Fastest lap** Hay 1m 55.659s (77.81mph).

BRSCC OULTON PARK April 28



Michael Neuhoff's splendid Beetle overcame Rob Carvell's Vento VR6 to score a memorable debut double victory in the VW Cup

Neuhoff's Beetle mania

After missing the opening rounds of the VW Cup, Michael Neuhoff made his presence felt with a double win on the new Beetle's racing debut.

Leading from pole in the opening race, he appeared to have the edge over Rob Carvell's Vento, until he slid off over the kerbs exiting Fosters on lap six and dropped to second.

The Ventos of Steven Wood and William Black were having a

tremendous tussle over third, and as Neuhoff tried to regain his lost lead, all four were suddenly nose to tail.

Neuhoff finally slipped ahead again into Cascades on lap 11, but neither Wood nor Black followed Carvell home after they were embroiled in a six-car pile-up at Druids on the last lap. Ken Lark's Corrado took third.

It was Neuhoff and Carvell to the fore in race two, but there were no mistakes from the Beetle driver this

time, and so no reward for Carvell's patience. Len Simpson's Vento demoted Platt from third at Fosters. David Sturdy's Vento was fourth.

Neil Jones scored a maiden **North**

West FF1600 Class C&D win, after edging out Alaric Gordon exiting Fosters on lap nine. With Gordon heading pitwards with broken suspension, second could have gone to any of five drivers.

Jeremy Unsworth had the

advantage over Bruce Evans from Knickerbrook on lap 13 and, when Evans fell off at Druids on the final lap, Malcolm Barfoot came through to snatch third from David Franklin.

Once Mike Bennett got past Simon Woodside in the Class A&B race, John Loebell had an almost constant shadow, but Loebell held his line and advantage to secure the laurels.

The first **V Sports V6** race was Mike Doble's from the start, for Steve Dance's expected challenge failed to materialise. Dance was a comfortable second, with Rick Lemmon third.

Lemmon set the pace in race two, and Dance looked set for second again. But, woken up by Doble usurping him, Dance leapt from third to first within a lap and clinched victory in a blanket finish.

The handful of **V Sports V8s** had separate races, but provided very little entertainment. In the first, Miku Santavirta ousted Kevin Clarke out of Old Hall on lap six, only for Clarke to retaliate at Knickerbrook and send the Finn backwards into the tyre wall.

Christian Dick looked set to finish second until Chris Dawkins found a way past in the closing stages.

After a couple of exchanges in race two, Clarke claimed his double with Santavirta second. Dick's hopes of a second podium finish ended when he was savaged by ex-rallycrosser Sohrab Pandidar at Cascades on the first lap. Mark Loveland and Peter

BRSCC CADWELL PARK April 29



Peter Baldwin drove a blinder to stave off Chris Lewis, Steve Bell and Phil Manser

Baldwin is best again

PETER Baldwin called on all his years of Mini racing experience to win a tremendous Miglia Challenge round over Lincolnshire's mini-Nürburgring on Sunday.

Charging away from the start, Baldwin found himself side-by-side with Chris Lewis. The cars remained abreast until Lewis grabbed the advantage exiting Charlies.

But Baldwin darted past on the Park straight and was followed by Steve Bell as they braked for the corner, leaving Lewis to cling onto third.

As the field spread out, Baldwin

attempted to ease away, while Bell's mirrors were full of Lewis.

Lewis made his move onto the Mountain, but, after trading paint, Bell's advantage had grown and Phil Manser was on Lewis's bootlid.

Bell's respite was soon over when Lewis attacked with more success into the Gooseneck on lap four. Now Baldwin's lead was under threat.

A couple of laps later, Manser was on terms to make it a four-car lead battle, but Lewis came unstuck again when he spun at Barn. Manser briefly

had third until his engine blew, but Baldwin survived to claim the laurels, from Bell, Lewis and a distant Ian Gunn.

John Higgins headed the opening **Legends** heat from the first corner. Stephen Treherne had second initially, but shortly after giving best to Peter Morton, his car expired.

Both Morton and Martin Hunt made some inroads into Higgins' lead towards the end, reducing his victory margin to less than a second.

John Mickel and Chris Cook had a terrific dice in heat two, each having a share of the lead. Mickel had the advantage in the Gooseneck, where on the final lap he nailed his victory, after Cook had gone ahead at Coppice.

Treherne's earlier disappointment was forgotten with a lights-to-flag victory in the final. His task was aided considerably by the battle for second place, in which Drysdale held off a jostling five-car train.

Mickel made it into second at Charlies on the final lap, but Drysdale kept the rest at bay to retain third from Cook and Higgins.

Brian Thorp converted his pole position into a first-lap lead in the opening **Super Coupe Cup** race, but his glory was short-lived as his Vectra ran wide at Park, and Jason Hughes gratefully dived ahead.

Although Adrian Churchill's Vectra kept the gap to Hughes static, the laurels appeared to be heading for the

reigning Ford Si champion until he ran wide at Mansfield on the final lap, handing victory to Churchill.

Hughes recovered to keep second, but after running third for most of the race, Russ Humphrey was unable to deny the recovering Thorp at the start of the final tour.

Robb Addison's Rover held off the battling Honda CRXs of Steve Alderton and Vince Pain for the first five laps of the second Super Coupe Cup race. Once ahead, Alderton soon pulled clear, but Pain had to wait until Barn on the penultimate lap before bagging second.

The **Mini Seven Challenge** was led throughout by Tim Sims, who had a rather quiet time out front, until Neil Johnson got the better of Andrew Deviny and Andy Burge.

Once Johnson was clear, he was onto Sims' bootlid in a flash and tried everything to unseat the leader, but without success. Deviny stayed in touch to secure third, with Burge fourth. Ralph Saunders was never



Tony Sugden's Skoda won the Ace race

Fallding completed the finishers.

Patrick Ford and Chris Hunter were inches apart throughout the **Mighty Mini** race, but Ford got the verdict in a virtual dead heat and Hunter was excluded. Colin Ritchie inherited second, having escaped from a battle with David Neville and Gary Patterson.

Steve Dawson kept his nose ahead of a terrific four scrap for **Super Mighty Mini** honours, as Bob Bennetts fought to hold early leader Tony Le May at bay. As Le May paid for his own pressure on Bennetts, David Young grabbed third on the final lap.

Nigel Lingwood cruised to **Classic FF1600** victory once Nigel Forrest-Holden retired to the Lodge gravel. Stephen Mawhinney and Mike Whitaker almost dead-heated for third behind Simon Davey.

Peter Scherer

STAR DRIVE Michael Neuhoff

Great car, but also a couple of great drives

RESULTS

VW CUP - RACE ONE (13 LAPS) 1 Michael Neuhoff (Beetle) 15m51.59s (81.34mph); 2 Rob Carvell (Vento VR6) 15m55.04s; 3 Ken Lark (Corrado); 4 Terry Flatt (Golf GTI). **Class winners** Neuhoff; Flatt; Phil Jeffery (Golf GTI). **Fastest lap** Carvell 1m11.54s (83.22mph). **Record. RACE TWO (13 LAPS)** 1 Neuhoff 15m37.92s (82.53mph); 2 Carvell 15m38.78s; 3 Len Simpson (Vento VR6); 4 David Sturdy (Vento VR6). **Class winners** Neuhoff; Flatt; Phil Halfpenny (Golf GTI).

headed in the qualification race.

Paul Leason had things well under control from the start of the **Citroën 2CV** race. Colin Whiteley was second initially, and after battling with Ainslie Bousfield, Christian Callendar and Wayne Cowling, he made the place his own on lap eight.

Phil Barak's Elan blasted into the lead of the Ace Vehicle Deliveries **Sports/Saloons** counter as the lights flashed to green, only for Tony Sugden's fire-breathing LSD Skoda turbocar to whoosh past the Geordie veteran into the first corner.

While Sugden secured an easy win, Barak was forced to surrendered a safe second when his gearbox broke, promoting Nick Cresswell's unusual ex-BTCC Mazda 323F.

Peter Scherer

STAR DRIVE Peter Baldwin

Remained calm under pressure to claim the Mini Miglia victory spoils

RESULTS

DUNLOP MINI MIGLIA CHALLENGE (10 LAPS) 1 Peter Baldwin 17m12.89s (75.74mph); 2 Steve Bell 17m14.02s; 3 Chris Lewis; 4 Ian Gunn; 5 Rob Cullum; 6 Daniel Eady. **Fastest lap** Lewis 1m40.46s (77.87mph). **Record.** **DUNLOP MINI SEVEN CHALLENGE (10 LAPS)** 1 Tim Sims 18m39.50s (69.88mph); 2 Neil Johnson 18m39.93s; 3 Andrew Deviny; 4 Andy Burge; 5 Ian Deviny; 6 Simon Adams. **Fastest lap** Johnson

Fastest lap Carvell 1m11.14s (83.69mph). **Record.** **OPAL TELECOM NW FF1600 - CLASSES C&D (14 LAPS)** 1 Neil Jones (Crosle 62F) 15m56.03s (87.19mph); 2 Jeremy Unsworth (Van Diemen RF86) 16m06.38s; 3 Malcolm Barfoot (Van Diemen RF86); 4 David Franklin (Reynard FF84). **Class winners** Jones; Mike Whitaker (Crosle 25F). **Fastest lap** Bruce Evans (Reynard FF84) 1m06.59s (89.41mph). **CLASSES A&B (14 LAPS)** 1 John Loebell (Reynard 88FF) 17m26.61s (79.64mph); 2 Mike Bennett (Swift SC93F) 17m27.22s; 3 Simon Woodside (Van Diemen RF91); 4 Alan Pike (Swift SC92F). **Class winners** Bennett; Loebell. **Fastest lap** Bennett 1m07.40s (88.33mph).

V SPORTS V6 - RACE ONE (14 LAPS) 1 Mike Doble 15m55.57s (87.23mph); 2 Steve Dance 15m57.54s; 3 Rick Lemmon; 4 Robert Bridger; 5 Mark McAleer; 6 Jonathan Hogarth. **Fastest lap** Dance 1m07.48s (88.22mph). **Record. RACE TWO (14 LAPS)** 1 Dance 16m46.70s (82.80mph); 2 Doble 16m46.90s; 3 Lemmon; 4 Tick Steward; 5 Bridger; 6 Steve Carding. **Fastest lap** Doble 1m07.01s (88.84mph). **Record.**

V SPORTS V8 - RACE ONE (14 LAPS) 1 Kevin Clarke 15m44.56s (88.25mph); 2 Chris Dawkins 15m 54.51s; 3 Christian Dick; 4 Mark Loveland. **Fastest lap** Clarke 1m03.27s (94.11mph). **Record.** **RACE TWO (14 LAPS)** 1 Clarke 15m36.90s (89.97mph); 2 Miku Santavirta 15m40.69s; 3 Loveland; 4 Fallding. **Fastest lap** Santavirta 1m04.52s (92.28mph).

MIGHTY MINIS (11 LAPS) 1 Patrick Ford 15m35.25s (70.03mph); 2 Colin Ritchie 15m42.20s; 3 David Neville; 4 Gary Patterson. **Fastest lap** Patterson 1m23.66s (71.16mph).

CLASSIC FF1600 (13 LAPS) 1 Nigel Lingwood (Van Diemen RF80) 15m00.41s (85.96mph); 2 Simon Davey (Van Diemen RF78) 15m02.90s; 3 Stephen Mawhinney (Crosle 32F); 4 Mike Whitaker (Crosle 25F). **Class winners** Scott Gillam (Titan Mk6); Lingwood. **Fastest lap** Mawhinney 1m07.18s (88.62mph). **Record.** **SUPER MIGHTY MINIS (11 LAPS)** 1 Steve Dawson 14m42.08s (74.25mph); 2 Bob Bennetts 14m43.43s; 3 David Young; 4 Tony Le May; 5 Ben Seyfried; 6 Mike Keaton. **Fastest lap** Le May 1m18.26s (76.08mph). **Record.**

1m50.12s (71.04mph). **Record.** **QUALIFICATION RACE (10 LAPS)** 1 Ralph Saunders 19m57.02s (65.35mph); 2 Malcolm Holdstock 20m00.09s; 3 Alan Letts; 4 James Loukes; 5 Rupert Hinde; 6 Phillip Dale. **Fastest lap** Holdstock 1m56.77s (69.99mph).

LEGENDS CARS - HEAT ONE (5 LAPS) 1 John Higgins 9m08.33s (71.33mph); 2 Peter Morton 9m09.22s; 3 Martin Hunt; 4 John Mickel; 5 Steve Hobday; 6 Robin Drysdale. **Fastest lap** Hobday 1m48.24s (72.27mph). **HEAT TWO (5 LAPS)** 1 Mickel 9m05.16s (71.75mph); 2 Chris Cook 9m05.39s; 3 Morton; 4 Lee Fitzpatrick; 5 Hobday; 6 Hunt. **Fastest lap** Cook 1m47.24s (72.95mph). **FINAL (7 LAPS)** 1 Stephen Terheime 12m41.31s (71.93mph); 2 Mickel 12m47.84s; 3 Drysdale; 4 Cook; 5 Higgins; 6 Marc Lord. **Fastest lap** Cook 1m47.10s (73.04mph).

STAFFORD LANDROVER SUPER COUPE CUP - GROUP ONE (10 LAPS) 1 Adrian Churchill (Vauxhall Vectra) 17m00.11s (76.69mph); 2 Jason Hughes (Vauxhall Vectra) 17m01.48s; 3 Brian Thorp (Vauxhall Vectra); 4 Russ Humphrey (Vauxhall Vectra). **Class winners** Churchill; James Thorpe (Rover Tomcat); Mark Smith (VW Vento VR6). **Fastest lap** Thorp 1m40.32s (77.98mph). **Record.** **GROUP TWO (10 LAPS)** 1 Steve Alderton (Honda CRX) 17m 38.54s (73.90mph); 2 Vince Pain (Honda CRX) 17m 40.56s; 3 Robb Addison (Rover 216 GTI); 4 Nick Reynolds (Rover 216 GTI). **Class winners** Alderton; Addison; Steve Meli (Renault Clio); Graham Burton (Proton Coupe). **Fastest lap** Pain 1m44.32s (74.99mph). **Record.**

ACE VEHICLE DELIVERIES SPORTS SALOONS (10 LAPS) 1 Tony Sugden (Skoda 130RS) 16m08.23s (80.79mph); 2 Nick Cresswell (Mazda 323F) 16m39.24s; 3 Ian Wilson (Banks Europa); 4 Duncan Auckland (Rover 3500 SE). **Class winners** Sugden; Cresswell; Martin Brockhouse (Skoda Coupe); Auckland; Wilson. **Fastest lap** Sugden 1m35.03s (82.32mph).

ANDYSAPARES CITROËN 2CV (10 LAPS) 1 Paul Leason 22m25.02s (58.16mph); 2 Colin Whiteley 22m28.80s; 3 Ainslie Bousfield; 4 Christian Callendar; 5 Wayne Cowling; 6 Graham Harper. **Fastest lap** Callendar 2m10.94s (59.74mph).

BRSCC SNETTERTON April 29

Ross the boss, of Cos!

A SUPERB recovery drive by Ford Saloon racer Bob Ross provided the highlight of an entertaining day's racing at Snetterton on Sunday.

Starting ninth, Ross sliced his mighty Escort Cosworth WRC back to second by lap eight. Meanwhile, leader Graham Wait wrestled with a broken driveshaft which allowed Ross to close in fast. He swept past at the Bombhole on the last lap.

"The engine was still in bits yesterday," said an ecstatic Ross. "We were massively down on boost, so I just had to out-drive them."

Alex Buncombe emerged from an enthralling **Formula Honda** race to claim his first win of the year. Having grabbed an early lead, Buncombe came under massive pressure from Mark Gellatly, who slipped ahead on the inside at Riches on lap three.

Nigel Reuben briefly followed him through, before Buncombe recovered to claim second. He then set about Gellatly, and for lap after lap they ran nose to tail. A fluffed gearchange by the leader at the final corner gave Buncombe the chance he needed.

Neil Waterworth dominated the **Ford XR2s**, extending his unbeaten run to three races, despite a slow start which allowed Tony Mumford and Nick Morley to pass. Andrew Lennie also completed an XR3i hat-trick.

Julian Birley dominated Classes A-E of the **Alfa Romeos** guiding the ex-Enzo Buscaglia 75 Turbo home well clear of Graham Presley. Dave Streather resisted Bryan Shrubbs' attentions to secure third and class B.

Colm Flanagan and Graham Saunders locked horns in class F. After a win apiece in previous rounds, there was barely a length between them, but a mistake by Flanagan on the penultimate tour handed Saunders his second straight win.

Robin Dawe appeared to have regained his winning ways in the **Monoposto 1800/2000** round until a mistake on worn tyres at Sear dropped him to fourth. Iain Morton's lead was short-lived, for driveshaft failure put him out a lap later. His stranded car brought out the red flags, handing victory to Wayne Clark.

The **1200 & 1600** race was a Corbyn family affair, with son Frazer

leading father John to an untrodden Jedi 1-2. Lee Bennett won the 1200 class overcoming an early collision and the loss of second gear to edge out Adrian Wright on the final lap.

A blinding start by Peter Daniels in the **Ford Si** race propelled him from fourth to the lead by Riches. Ian Flynn survived a huge sideways moment through Coram to shadow him, but could not find an opening.

Oliver Timson

STAR DRIVE Bob Ross

Charged to last-gasp Ford Saloon victory while running-in his engine

RESULTS

FORMULA HONDA (10 LAPS) 1 Alex Buncombe 12m49.418s (91.33mph); 2 Mark Gellatly 12m49.503s; 3 Andy Roberts; 4 Ben Cooper; 5 John Corbyn; 6 Mark Steventon-Smith. **Fastest lap** Roberts 1m15.004s (93.69mph). **PRIMROSE ENGINEERING MONOPOSTO 2000 & 1800 (7 LAPS)** 1 Wayne Clark (Vauxhall Lotus) 8m53.675s (92.17mph); 2 Peter Le Bas (Vauxhall Lotus) 8m54.217s; 3 Robin Dawe (Formula Vauxhall); 4 Andy Uttley (Vauxhall Lotus). **Class winners** Clark; Mark Drew (Tiga-Ford SF85).

Fastest lap Richard Purcell (Vauxhall Lotus) 1m13.584s (95.49mph). **1600 & 1200 (10 LAPS)** 1 Frazer Corbyn (Jedi-Yamaha R1 Mk4) 12m31.918s (93.45mph); 2 John Corbyn (Jedi-Honda 497) 12m43.806s; 3 Neil Armstrong (Jedi-Yamaha Mk4); 4 John Lord (Jedi-Yamaha Mk4). **Class winners** F Corbyn; Lee Bennett (Lola T642E). **Fastest lap** F Corbyn 1m14.008s (94.95mph).

ALFA ROMEO C, CLASSES A-E (10 LAPS) 1 Julian Birley (75) 13m24.831s (87.31mph); 2 Graham Presley (75) 13m34.784s; 3 Dave Streather (33); 4 Bryan Shrubbs (33Ti). **Class winners** Birley; Streather; John Brooke (33); Sam Laird (75); Chris Oxborough (75 Twin Spark). **Fastest lap** Birley 1m19.144s (88.79mph). **CLASS F (10 LAPS)** 1 Graham Saunders (33) 14m46.362s (79.28mph); 2 Colm Flanagan (33) 14m47.101s; 3 Chris Forrest (33); 4 John Whitbourn (33); 5 Dean Spurr (33); 6 Andy Millar (33). **Fastest lap** Flanagan 1m26.987s (80.78mph).

FORD SALOONS (10 LAPS) 1 Bob Ross (Escort Cosworth WRC) 13m48.608s (84.80mph); 2 Graham Wait (Sierra Cosworth) 13m50.697s; 3 Dereck Holden (Escort Cosworth); 4 Jonathan Edwards (Sapphire). **Class winners** Ross; Edwards; Nigel England (Fiesta 1.6S); Craig Owen (Sierra RS Cosworth); Sarah Dyson (Fiesta XR2). **Fastest lap** Ross 1m19.717s (88.15mph).

FORD SI (10 LAPS) 1 Peter Daniels 15m00.538s (78.03mph); 2 Ian Flynn 15m01.081s; 3 Torsten Skeen; 4 David Abbott; 5 Brian Roper; 6 Tim Hood. **Fastest lap** Skeen 1m25.078s (82.59mph). **Record.** **FORD XR CHALLENGE (10 LAPS)** 1 Neil Waterworth (XR2) 15m12.894s (76.97mph); 2 Roger Ebdon (XR2) 15m17.888s; 3 Nick Morley (XR2); 4 Mark Robinson (XR2). **Class winners** Waterworth; Andrew Lennie (XR3i). **Fastest lap** Waterworth 1m28.116s (79.74mph).



Bob Ross scorched through from ninth on the grid to win the Ford Saloon event



Spring into Action

Remember when motorsport was truly fun? Well now you can re-live the spirit of those halcyon times in one glorious day at Brands Hatch on Sunday 20 May when the famous Kent circuit hosts the **csma Classic Festival**.

The classic car racing (9am - 5.30pm) includes Thoroughbred Sportscars of the Sixties, Classic Formula Ford 2000 plus a round of the Anglo-American series featuring magnificent Ford Mustangs, Chevrolet Corvettes and Sunbeam Tigers.

In hot competition under the Intermarque banner will be a real mix of high-performance machines from yesteryear with teams from Ferrari, AC, Porsche, Aston Martin and Jaguar battling it out for the title. The track action continues right through to late afternoon.

Look out too for hundreds of classic cars on static display beside the Brabham Straight along with eye-catching cars from the worlds of Formula One, Le Mans and international

rallying. BBC *Top Gear's* Tiff Needell, F1 commentator Louise Goodman and F3000 team boss David 'Kid' Jensen with other celebrities will be at Brand's biggest day out of the year.



The sky over Brands will fill with the most awesome air show seen there since British Grand Prix days as the Red Arrows are joined by the Blue Eagles helicopter display team, the Battle

of Britain Memorial Flight and the famous RAF Falcons in a spectacular aerial tour de force.

Giving the day further tremendous value for money is a packed programme of entertainment for the whole family to enjoy - clowns, Steel and Jazz Bands, 'Big Foot' Goliath and the Hollywood Stunt Show plus exhibitions and displays galore.



BRANDS HATCH



SUPERB VALUE

Admission to the **csma** Classic Festival on the day is £15 per adult. Credit Card bookings in advance: adult tickets at just £9 each. Children under 16 admitted free. Tel: **01273 744773**. Allow three days delivery.

ASK ABOUT OUR SPECIAL TOP OF THE GRANDSTAND VIEWING FACILITIES.



AMOC BRANDS HATCH April 28/29



Despite grim conditions, Spencer Griffiths resisted pressure from Keith Norman and Tony Brown to win the Porsche Classic race

Griffiths wins wet classic

Atense four-way scrap for Porsche Classic honours, narrowly headed by Spencer Griffiths, was just one of the highlights of an incident packed and sometimes controversial two day programme at Brands Hatch.

Having practiced in the dry, the Porsches got the worst of Saturday afternoon's weather. Griffiths capitalised on his front row spot to launch into a lead that he would hold virtually throughout. Polesitter Tony Brown struggled for grip at the start, meanwhile, and dropped to fourth.

Rupert Bullock momentarily grabbed the lead at Paddock on lap three, only to spin into the gravel. That left Griffiths to fend off Keith Norman, Brown (who had been second until the latter stages) and Peter Cates. When most of the field failed to heed a caution-flag period, officials showed the chequered flag a lap early.

"They were all over me but I just kept my line," said a delighted Griffiths from the podium's top step.

The Alec Hammond/John Young pairing won the first leg of the **Endurance Race**, but the former's actions in tapping leader Roy Stephenson into a spin didn't go unnoticed. "He slowed and I thought he'd missed a gear," said Hammond. Stephenson, his freshly-rebodied Aston Martin DB4 sporting a stoved-in rear corner, was not amused.

Stephenson gained his revenge on Sunday, when co-driver Peter

Snowdon held off a late charge by fellow DB4 driver Bill Goodall to gain victory in this race, giving them the win on aggregate. Martin Angle and Anthony Cheshire did enough to finish second overall ahead of the Camaro of Hammond and Young.

Hammond grabbed the spoils in both **Sports v Saloons** races. He powered past Stephenson, who had Thornton Mustard at his heels. Early leader Dean Lanzante slipped to fourth. Paul Castaldini finally got the better of Hammond in Sunday's race, but his Lister-Chevrolet's transmission cried enough with two minutes to run. Patrick Charlton spun away his hopes, thus it was Lanzante who chased the winner home.

Hammond was also involved in a controversial **Anglo-American Challenge**. Chris Beighton took the spoils, but Hammond, who clashed with Mike Adams' Jaguar E-Type en-route to second, was later excluded for driving infringements.

David MacMillan's Porsche GT2 car was too fleet for its **Open Challenge** rivals, but hopes of a double in the **Inter-Marque** race went when the polesitter broke a driveshaft at the start. Justin Law stalled, but charged to second behind runaway winner Malcolm Hamilton.

Natasha Bell bagged herself a place in the history books, by winning the inaugural **Lotus** series race. The Surrey lady was doubly thrilled, for it was her first ever victory!

A lonely John Muirhead led the chase, almost half a lap adrift.

Eighteen years after finishing last on his Brands debut, Irish ace Jackie Cochrane returned to clock up a slightly fortunate win in the **Sunbeam Alpine and Tiger Challenge**. Chris Beighton looked set to triumph, but spun not once but twice on the penultimate lap.

With reigning five times champion Bruce Montgomery absent, a new winner was assured in the **Austin-Healey** race. The top five finished within 1.4s of each other and while



David MacMillan won in his 911 GT2

Steve Bicknell was never headed, his winning advantage was whittled right down in the closing stages.

Some glorious machines contested the **Formula Junior** race, cut to 10 minutes after a stoppage. Lola racer Robin Longdon pulled out the stops to see off Mallory Park victor Simon Armer and Monegasque resident Liverpoolian Marcus Mussa, the latter slipping back after a grassy moment.

Richard Bull kept rivals at bay in the **Triumph TR** thrash while DBS V8 racer Malcolm Young scored his first win in the **Aston Martin** race. Mark Baldwin lapped the entire field in the **Pre-War and Feltham Aston Martin** race after his nearest pursuer expired in clouds of steam.

Dud Candler

RESULTS

CLIFFORD CHANCE ASTON MARTINS (15 MINS)
1 Malcolm Young (DBS V8) 17 laps in 15m47.947s (79.23mph); 2 Gerry Marshall (DB4) 15m55.250s; 3 Stephenson; 4 Angle. **Class winners** Young, Marshall, Arthur Thurtle (DBS V8), Roy McCarthy (DB4), Jolly, Gross, Baldwin, Bennett, Jeremy

Bradburne (DB4GT), Roger Bennington (DB4). **Fastest lap** Thurtle 53.759s (82.11mph).
LIGHTHOUSE ANGLO-AMERICAN THOROUGH-BRED CHALLENGE (10 MINS) 1 Chris Beighton (Sunbeam Tiger) 11 laps in 10m15.966s (78.94mph); 2 Ralph Avis (Shelby 350GT) 10m24.314s; 3 Roddie Fielden (Chevrolet Camaro); 4 Nick Randall (Jaguar E). **Class winners** Beighton, Jeremy Mortimer (Marcos 1800GT), Mike Ryan (Lotus Elan 26R). **Fastest lap** Mike Adams (Jaguar E) 54.450s (81.07mph).

GLOBAL CONTINUITY AMOC INTERMARQUE (15 MINS) 1 Malcolm Hamilton (Jaguar E) 18 laps in 15m00.729s (88.29mph); 2 Justin Law (Jaguar XJ220) 15m28.689s; 3 John Pogson (Ferrari F40); 4 Roger Bowman (Jaguar XJ220). **Class winners** Hamilton, Pogson, Marc Collins (Porsche 964 Cup). **Fastest lap** Hamilton 48.465s (91.08mph).

PRE-WAR/FELTHAM-BUILT ASTON MARTINS (15 MINS) 1 Mark Baldwin (DB3) 15 laps in 15m37.276s (70.71mph); 2 Jon Gross (DB3) 15m40.360s; 3 Heino Landsberg (DB2); 4 David Bennett (DB3S). **Class winners** Baldwin, Gross, Bennett, Christopher Jolly (DB2), Tony Armstrong (Le Mans), David Taylor (Le Mans), Keith Piper (International).

Fastest lap Baldwin 1m00.737s (72.67mph).
MILLERS OILS HISTORIC FORMULA JUNIOR (10 MINS) 1 Robin Longdon (Lola Mk5A) 10 laps in 11m01.934s (66.79mph); 2 Simon Armer (Cooper T56) 11m02.489s; 3 Marcus Mussa (Lotus 22); 4 Mark Woodhouse (Lotus 20/22). **Class winners** Longdon, Clive Wilson (Cooper T56), Reg Hargrave (Parker Kieft), Duncan Rabagliati (Alexis HF1).

Fastest lap Woodhouse 1m04.435s (68.50mph).
CAMBRIDGE MOTORSPORT TR REGISTER/TSSC (12 MINS) 1 Richard Bull (TR5) 13 laps in 12m13.619s (78.31mph); 2 Joe Henderson (TR6) 12m14.896s; 3 Larry Jeram-Croft (TR7 V8); 4 Simon Knowles (TR6). **Class winners** Bull, Jeram-Croft, Jonathan Ellison (TR4), John Thomson (Spitfire), Rohan Sherlock (TR6), Russell Munns (Spitfire).

Fastest lap Knowles 55.186s (79.99mph).
LOTUS TVR TASMIN CHALLENGE (12 MINS)
1 Natasha Bell (Elise GT) 13 laps in 12m15.380s (78.12mph); 2 John Muirhead (Super 7) 12m41.543s; 3 Stephen McIntosh (Elise); 4 Marc Charlton (Elise). **Class winners** Bell, Muirhead, Les Goble (Lotus Cortina), Steve Lewis (Tasmin).

Fastest lap Bell 54.240s (81.38mph).
CHASESTEAD SUNBEAMS (12 MINS) 1 Jackie Cochrane (Tiger) 13 laps in 12m31.993s (76.40mph); 2 John Young (Tiger) 12m42.075s; 3 Beighton; 4 John Harrison (Tiger). **Class winners** Cochrane, Steven Smith (Alpine). **Fastest lap** Beighton 55.057s (80.17mph).

MICHELIN PORSCHE CLASSIC (15 MINS)
1 Spencer Griffiths (911SC) 13 laps in 14m01.779s (68.25mph); 2 Keith Norman (Carrera) 14m02.301s; 3 Tony Brown (911RS); 4 Peter Cates (911SC). **Class winners** Griffiths, Steven Smyth (911SC), David Rothwell (911T). **Fastest lap** Patrick Pearce 1m02.543s (70.58mph).

CLASSIC SPORTS ENDURANCE (2x30 MINS)
1 Stephenson/Peter Snowdon (AM DB4) 60 laps in 1hr01m47.824s (71.45mph); 2 Martin Angle/Anthony Cheshire (AM DB4) 1hr01.54.839s; 3 Hammond/John Young (Camaro); 4 Tom Alexander/Ian Moss (AM DB4). **Fastest lap** Stephenson/Snowdon 54.374s (81.18mph).

ROYAL PURPLE AUSTIN HEALEYS & 50s SPORTS (15 MINS) 1 Steve Bicknell (100/6) 13 laps in 15m17.767s (82.60mph); 2 Paul Campfield (3000) 15m18.135s; 3 Ian Cox (3000); 4 Tice (3000). **Class winners** Bicknell, Richard Perry (Sprite), Graham Bloor (Sprite), Timothy Rogers (100/6), Adam Crowton (Lotus Elite).

Fastest lap Bicknell 1m03.666s (69.33mph).
SPORTS v SALOONS - RACE ONE (12 MINS)
1 Alec Hammond (Chevrolet Camaro) 12 laps in 12m37.726s (69.99mph); 2 Roy Stephenson (AM DB4) 12m38.018s; 3 Thornton Mustard (AM DB5); 4 Dean Lanzante (Lotus Elise). **Class winners** Hammond, Lanzante, Sherlock, Sherlock. **Fastest lap** Stephenson 59.082s (74.71mph).

RACE TWO (15 MINS) 1 Hammond 16 laps in 15m04.856s (78.13mph); 2 Lanzante 15m07.398s; 3 Cochrane; 4 Allen Tice (Marcos). **Class winners** Hammond, Lanzante, Patrick Smith (TVR Tasmin). **Fastest lap** Patrick Charlton (Lotus Elise) 54.178s (81.47mph).

OPEN CHALLENGE (12 MINS) 1 David Macmillan (Porsche 911 GT2) 13 laps in 12m28.409s (76.76mph); 2 Mark Littlejohn (Porsche 911 GT2) 12m37.530s; 3 Adrian Dixon (Porsche Carrera 2 RS). **Class winners** Macmillan, Dixon. **Fastest lap** Macmillan 56.492s (78.14mph).

★ STAR DRIVE Bill Goodall

Blistering drive in second enduro event was a pleasure to watch



Roy Stephenson and Peter Snowdon earned Enduro honours in Stephenson's DB4

MAY DAY BONANZA

Motorsport fans are spoiled for choice by a bank holiday brimming with race meetings at almost every level of competition. **Andy Bothwell** looks forward to a packed programme at circuits across the country

POWERTOUR OULTON PARK May 6/7

POWER in association with **AUTOSPORT**

Four drivers will come into this weekend's Formula 3 races as the men to watch at Oulton Park, one of the most difficult circuits in the series to learn. Two-times winner Matt Davies will be a marked man in his orange Team Avanti car, while Alan Docking Racing's Andy Priaulx and Jaguar's James Courtney will be keen to increase their tally of one win each. Points leader Manor Motorsport's Derek Hayes will be looking for his first victory of the year, but is likely to be among the top men in any case.

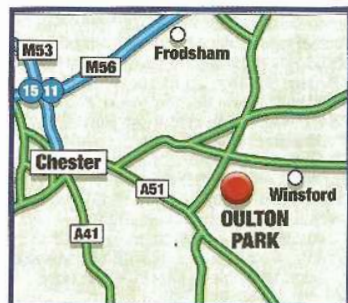
favourite Takuma Sato at Carlin Motorsport, either. He has had some bad luck but will be among the quickest drivers. Performance Racing's Matt Gilmore is still very much the man to

beat in the Scholarship class. Of the rumbling monsters in the British GT championship, the Chrysler Viper of Tim Harvey and Rob Wilson looks like the car to beat, although the Lister Storm of Mike

Jordan and David Warnock is also at the top of the table. That said, we have not yet seen the best of Michael Caine and Bobby Verdon-Roe in the works TVR Cerbera Speed 12. Swede Richard Goransson has three wins from three races in Formula Ford, but there are several drivers queuing up to knock him off the top step. They include Robert Dahlgren, Adam Carroll, and rising star Jan Heylen. The Ford Fiestas have not been as frenetic as in recent years, and Colin Turkington is likely to be at the top of the tree. Likewise for Steve Guglielmi in TVR Tuscan and the Team Eurotech pair of Pete Chambers and Adrian Slater in the Porsche Cup.



Above: Priaulx wants another win, but will be chased hard. Below left: Goransson is unbeaten in FFord. Below right: can anyone catch the Harvey/Wilson Viper?



TIMETABLE

Races British Formula 3, British GTs, Formula Ford Zetec, Ford Fiestas, TVR Tuscan, Porsche Cup, BRDC Formula Fords, Pickups. **Practice** Sun 0900. **Racing** Sun 1615/Mon 1130. **Admission** £15. **Tel** 01829 760301. **How to get there** Near junction 18 of the M6, access via the A49 or A54.

TOCATOUR THRUXTON May 6/7

The Vauxhall Astras ruled the roost at Brands Hatch three weeks ago, and are likely to do so again this weekend at the fast Thruxton track. Yvan Muller and James Thompson have signalled their intent by winning the first two races, but Jason Plato will be hard on their heels and Phil Bennett will be close behind too. The works Peugeot team will be closer to their rivals at Thruxton, one of the hardest circuits to learn because there is no obvious line around the back section, so watch out for Steve Soper and Dan Eaves in their 406s. The action in the Production class will be frantic, especially at the final chicane and initial Campbell/Cobb/Seagrave complex, but the Peugeot 306s of Simon Harrison and Roger Moen are sure to be near the front with their superior pace. The Honda Accord of James Kaye could be the one to watch behind them. Formula Renault is looking like a great scrap this year, four-time champions Manor Motorsport facing their strongest challenge for years. Manor's Leighton Walker and Richard Antinucci will still be right up there, but Motaworld's first-round



Above: the Astras are likely to dominate again in the BTCC's round two. Below left: Breeze will want more Renault success. Below right: the Clios will be frantic again

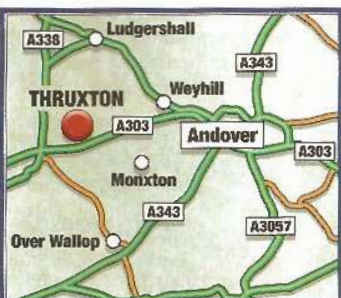


victor, Carl Breeze, and team-mate Mark McLoughlin are both possible winners. So is Falcon Motorsport's Danny Watts, while Team DFR's rookie, Colin Brown, is looking stronger by the minute, topping the Thruxton test two weeks ago.

The Renault Clio Cup is similarly wide open, race winner Paul Rivett, Team Firstair's Tim Mullen and Mardi Gras' Duncan Vercoe all ones to watch for action as well as wins. Pre-season favourites Daniel Buxton and Jason Templeman both suffered bad

TIMETABLE

Races British Touring Car Championship, Formula Renault, Renault Clio Cup, Lotus Sport Elise. **Practice** Sun 1000/Mon 1000. **Racing** Mon 1035. **Admission** £25. **Tel** 01264 882200. **How to get there** Located five miles west of Andover, next to the A303. Access (via junction 8 of the M3) from the A303 or A343 from Andover.



luck last time out and will be keen make amends. Takahiko Hara stamped his authority on proceedings in the Lotus Elise series last time out but is likely to face opposition from the likes of Mark Fullalove and Spencer Marsh.

750MC DONINGTON PARK May 5/6

Donington Park will tremble to the sound of Formula 1 machinery of yesteryear as the Thoroughbred Grand Prix series rolls up

The Thoroughbred Grand Prix championship returns to Britain at Donington Park this weekend after the first round in Barcelona.

With American first-round winner Duncan Dayton not planning to attend in his Williams FW07C, the race is looking wide open.

However, Christian Glasel is a former race winner at the Derbyshire circuit in his Brabham BT49D and must be considered a favourite.

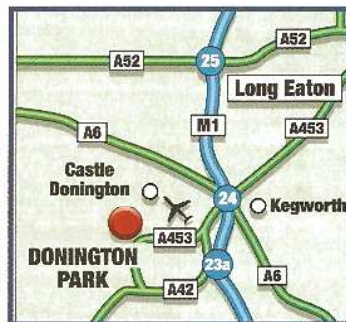
Hot on his heels will be the Williams FW08 duo Richard Eyre and Joaquin Folch, while much interest will surround Steve Hitchins' dual-chassis Lotus 88 again, as well as the six-wheeled Tyrrell P34 of champion Martin Stretton.

The TGP series will be just one part of a special weekend put together by the 750 Motor Club, which includes a very full programme of classic and historic events.

Among the highlights will be the Top Hat Saloons race, which has attracted a huge field of cars, many from the pre-1965 era, and is sure to provide great entertainment.

TIMETABLE

Races Thoroughbred Grand Prix, Morgans, Formula Junior, Sports Cars, Historic Racing Saloon Register, Austin 7s, British Sports Cars, Formula Vee, Roadsports, Top Hat Saloons. **Practice** Sat/Sun 0900. **Racing** Sat 1400/Sun 1315. **Admission** £13. Children free. **Tel** 01332 810048. **How to get there** Near junctions 23a or 24 of the M1, access via the M42 or A42 is also possible.

**OTHER EVENTS****MAY 5****KIRKISTOWN**

Races Formula Ford 1600, Northern Ireland Pre-1985 FF1600, Kirkistown Metros, Roadsports, V8 Saloons, Formula Libre. **Practice** 0900.

Racing 1300. **Tel** 028 4277 1325.

How to get there 20 minutes' drive south east of Newtownards on the A20. From the south take the A25 to Strangford. A ferry sails from here every half hour to Portaferry, five miles south of the circuit.

MAY 6**MONDELLO PARK**

Races Formula 5000, The Force Historic Grand Prix Cars, Global GT Lights, Irish Formula Ford, Formula Europa, RT2000 Saloons, Fiat Puntos, Fiat Unos, Historic Sports and Saloons. **Practice** 0915.

Racing 1330. **Admission** £12. **Tel** 00 353 45 860200. **How to get there** 90 minutes from Dublin, just off the M7.

MAY 7**CASTLE COMBE**

Races Castle Combe Formula Ford 1600, ARP Formula 3, Castle Combe Saloons, Mighty Minis, Super Mighty Minis, Super Coupe Cup, MG Midgets, TR Register/Triumph Sports Six championship, Special GTs.

Practice 0830. **Racing** 1330. **Admission** £12. Children: £2.50. **Tel** 01249 782417. **How to get there** Off the B4039 west of Chippenham, access from junction 17 or 18 of the M4.

BRSCC BRANDS HATCH May 6/7

The big cars of the EuroBOSS Formula return to Brands Hatch for the second time in a fortnight.

Former champion Tony Worswick won the first round in his Jordan 194, and will be keen to continue in that vein. South African Earl Goddard will be eager to make amends for spinning out of the first round in his Reynard-Judd 95D.

James Belton won the F3000 class, but could face sterner opposition from Roger Kilty's Lola-Cosworth in what will be another race of attrition.

The meeting also features the Caterham UK Tour, in association with AUTOSPORT. Roadsports



The Caterham races are always a hoot

graduate John Gladman got off to a flyer at the first Superlights round, but will be besieged by the likes of Philip Gladman, Stephen Worley

and team-mate Gerry Taylor.

The Roadsports title looks open, with 750 Motor Club Caterham king Frazer Gibney, Martin Gregory and

TIMETABLE

Races EuroBOSS Formula, AUTOSPORT Caterham Superlights/Roadsports, Super Graduates, Kent County Formula Ford, Club Formula Palmer Audi, Super Saloons, Sports 2K, V-Sports Racing V6s and V8s.

Practice Sun 1000/Mon 0900. **Racing** Sun 1430/Mon 1115. **Admission** £8. Children free. **Tel** 01474 872331. **How to get there** From the M25, Brands is on the A20 near West Kingsdown.

Keith Robinson all in there.

The meeting also marks the debut of the Club Formula Palmer Audi, in which Rob Lofting is a favourite.

HSCC CADWELL PARK May 7

The scenic and technical Cadwell Park is the place to be for those who prefer historic racing.

Historic Fford points leader Paul Smith has scored a first and a second in the first two rounds. Merlyn Mk20-mounted Kevin Stanzl and Michael Murray should be his nearest rivals.

In the Thundersports, Jeff Wilson's Osella PA7 and Simon Wayne's Chevron B19 are sure to battle, while Peter Damm will be one to watch in his ex-Jo Bonnier Lola T210.

The Jaguar XK series has really

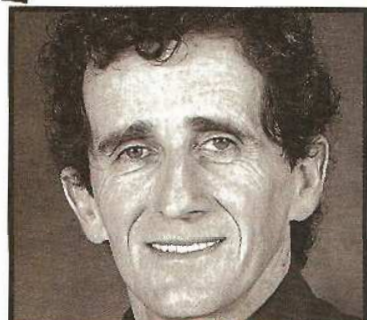
taken off and features an excellent field, and the Classic Racing Cars will boast a fine collection of Brabhams.

TIMETABLE

Races Classic Sports Cars, FJunior, Thundersports, Jaguar XKs, Historic Fford, Historic Roadsports, Classic Racing Cars, '70s Roadsports, Classic F3. **Practice** 0900. **Racing** 1315. **Admission** £10. Children free. **Tel** 01507 343243. **How to get there** On the A153, between North and Linnocastle.



If historic racing is your thing, Cadwell Park is the only place to be this holiday Monday



ALAIN PROST

FORMULA 1 TEAM BOSS

My memories of Michele

The F1 team boss reveals how he envied the ability of his great friend and track rival to keep on racing

Michele Alboreto was a very close friend. We didn't see each other all that often, but having such a great friendship, we didn't really need to see each other all the time. We just took it up where we left off. Naturally, I was shocked when I heard about his accident.

He was one of the very few drivers who you could be friends with and a rival at the same time - a very difficult thing to do. I met him first when we were both in Formula 3 in 1979. In both F3 and Formula 1 we competed in a good way. He was a very friendly guy, a lovely man. You just could not have a problem with him.

On track, what I remember most clearly is that in '85 he was a big rival with me for the world championship.

"I don't think it is wrong to keep on racing if you have the love that he had"

He was always a tough guy to beat, but very correct. It's difficult to rate him as one of the real F1 greats, like Ayrton Senna for example, but except for his years at Ferrari when the car was good he wasn't always in the right cars at the right time. But none of that is really the point today.

We were from the same era and were a similar age. I retired eight years ago, but Michele kept going - even after he left F1. There were differences between us in this respect. You always want to keep racing because it's a passion. Even though I stopped, I recognise the difficulty in overruling that passion. But it's also relative to success. When you have a lot of success in F1 it's easier to stop, easier to walk away. It would be more difficult to continue without pressure - impossible I'd say. He was not world champion, and he considered that he could continue with less pressure just for fun. That's what he was doing - because he loved it.

If I look at my position, there's no way I could have stopped F1 and done what he did. I would have had pressure and maybe not a lot of fun.



Tough, but 'correct': Alboreto's Ferrari leads Prost's McLaren at Monaco in 1985

It's a way of living. Sometimes when I saw him and a few of the other guys I asked myself if they had got it right and I was wrong. Maybe they did the right thing - to enjoy life and have free time and still be doing what they love. Because 44 years old is very young - especially when you have the passion and not too much pressure. In these circumstances you can drive these kinds of car

until you are 50 - no problem.

If you have an accident you can have it at 20 or 45, so I don't think it is wrong to continue if you have the love that he had. How can it be? Obviously the longer you drive the more risks you accumulate, but that is too easy to say and misses the point. As I said, it is about your approach to life, and I make no secret that I sometimes envied his. ■

Rallying is back - South American style

World Rally Championship fans have had to wait a whole month for another dose of action, but this evening (Thursday) the fifth round of the series, Rally Argentina, kicks off in Cordoba. Will Scotland's Colin McRae do better than his country's football team did in the 1978 World Cup and kick-start his fading title hopes? Or will Richard Burns and Subaru put the beef back into their attack?

If you can't make it to Argentina this weekend, never fear - because Autosport.com will resume its usual WRC service with stage-by-stage reports, live timings, Q&As from the leading drivers in service, end of day wrap ups... In fact, everything you need to know from Argentina the moment it happens. Leg One gets underway with one stage tonight (Thursday), then the real action begins as the cars hit the stages tomorrow afternoon (Friday).

RALLY ARGENTINA

Thursday May 3

Leg One: 2315

Friday May 4

Leg One continued: 1322

Saturday May 5

Leg Two: 1316

Sunday May 6

Leg Three: 1305

All times in BST



There will be more splash and dash in the WRC

AND A CART RACE, TOO

Champ Cars should run their first oval race of the season at Nazareth on Sunday. Autosport.com's reporters will bring news from every session, and our American editor, Gordon Kirby, will cast his critical eye over events soon after Sunday's chequered flag.

BANK HOLIDAY RACING

We'll bring you all the news from Oulton Park and the fourth round of the British Formula 3 championship. And our BTCC reporters will be at Thruxton so you can get all the news.

TIN-TOP-TASTIC

We'll also be at the Nürburgring in Germany for the second round of the DTM, and of course there is tin-top racing American style as the Winston Cup series heads to Richmond's three-quarter mile oval. Just log on.