

CAN ANYONE STOP RED BULL? TURKISH GP PREVIEW



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F1 DRIVER MARKET LATEST

THREE-WAY FIGHT FOR **FERRARI**

Mark Hughes rates the contenders
for a place next to Alonso in 2011



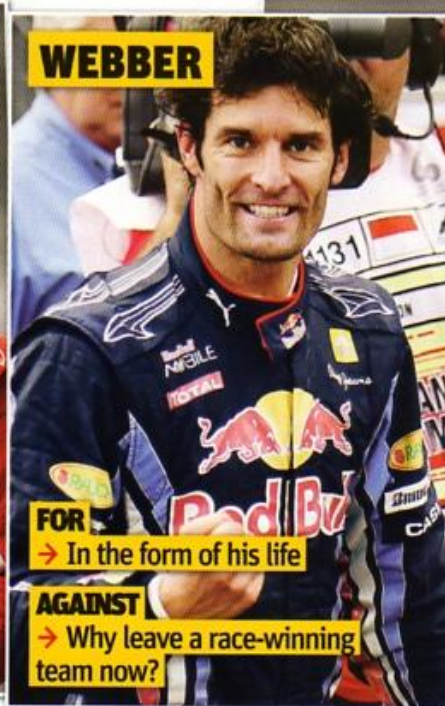
MASSA



FOR
→ Loved by the team

AGAINST
→ Struggling to match Alonso's pace

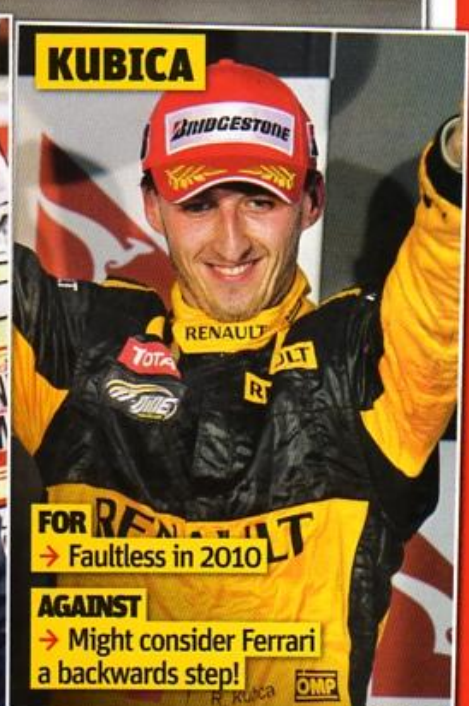
WEBBER



FOR
→ In the form of his life

AGAINST
→ Why leave a race-winning team now?

KUBICA



FOR RENAULT
→ Faultless in 2010

AGAINST
→ Might consider Ferrari a backwards step!



PLUS

Lotus blossoms
F1 new boys are on the road to success

Indy 500 Castroneves on pole
WTCC Priaulx back on top
F2 Palmer wins again
Brit F3 Webb's maiden victory



SPA RMU CLASSIC May 21-23
Mercedes wins at Spa; Folch takes F1 victory

The awesome C11 took victory in Hsu's hands



Watts took another two Historic F2 victories



Silver Arrow hits the target; Folch pips Verdon-Roe in F1

HISTORIC RACER Aaron Hsu claimed a debut victory aboard his Mercedes-Benz C11 in the opening round of this year's Group C/GTP Racing series at Spa's RMU Classic last weekend.

The American dominated Sunday's one-hour race aboard his Lanzante Motorsport-run car. Hsu took the lead from Bob Berridge's Aston Martin AMR1 on lap seven and went on to an easy win.

David Mercer came through from the back of the grid in his Spice-

Cosworth SE90 to claim second. He finished just over a minute ahead of Steve Tandy's ex-Brun Porsche 962. Berridge fell to sixth after a pit delay.

Hsu's Merc, one of two C11s in the 25-car field, also led the opening race on Saturday, taking over at the front from sometime Formula 1 test driver Giorgio Mondini aboard Stefano Rosina's Spice. Hsu gained the top spot on lap seven and stayed there until retiring with gear-selection problems.

Polesitter Nathan Kinch

(Spice-Chevy) inherited the lead after the Merc's retirement and looked on course for victory until an impact with a backmarker. That allowed Paul Livesey to come through to take victory in his self-run Spice-Cosworth SE89.

Richard Eyre returned to the series with his Jaguar XJR16 and came away with second place. Berridge and Paul Whight placed third in the latter's Barwell-run Aston Martin AMR1.

The second C11, owned and driven by Christian Glasel, qualified second for race one and claimed pole for the second race, but didn't start either. The German missed race one with a turbo problem, which wasn't rectified with the fitment of a new unit flown in overnight.

Brabham BT49 driver Joaquin Folch defeated Bobby Verdon-Roe in an epic FIA Historic F1 contest. Reigning champion and round-one

winner Verdon-Roe put his McLaren MP4/1B on pole, but was beaten by the Brabham to La Source.

Verdon-Roe pressed Folch for the rest of the race, but the Spaniard held firm to take victory by half a second and move into the lead in the title chase by a single point.

"I could make up a few metres at Les Combes and Fagnes, but that Brabham has a really strong motor," said Verdon-Roe.

The rest of the 22-car field was left trailing, with former champion Steve Hartley (Arrows A4) almost half a minute behind in third. Katsu Kubota recovered from a missed gear at the start that dropped him to 12th to fourth in his Williams.

Matthew Watts followed up his Hockenheim double with another two wins in Historic F2. The March 772 driver's job was made easier by poleman Philip Harper non-starting his

Ralt RT1 and problems striking Martin Stretton's March 742.

Stretton led both races, but retired from the first and was forced to slow in race two with fluctuating oil pressure. He eventually settled for second.

That left Watts to take a double, with Peter Meyrick's March 782 following him home in race one and finishing third to Stretton in race two.

Kubota charged from the pitlane to win the 1600cc class in his March 712 in the first outing, but was beaten into second by Diogo Ferrao's March 712M in race two.

Timo Schneibener's Lola T222 beat the March 707 in an Orwell Supersports duel to win race one, but the two clashed at the start of the second event. That left the McLaren M8C/D of John Grant to win, chased by the Chevron B19 of ex-British F3 star Martin O'Connell.

Folch held off BVR to take championship lead

