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JANUARY 6 2011 • £3.20 • WWW.AUTOSPORT.COM

**WILL COMEBACK KING RULE?**

## Why Schuey can win again

Mark Hughes reveals secrets of champ's turnaround bid

- How it all started to click late last season
- Ross Brawn's high hopes for 2011 Mercedes

**PLUS EXCLUSIVE INTERVIEW**

**NICO ROSBERG**



"I've raised my game to keep beating Michael"



**AUTOSPORT INTERNATIONAL**  
The Racing Car Show

**KICK OFF 2011 IN STYLE**  
McLarens take centre stage





## Meyrick makes it



Meyrick Sr was slightly controversial HF1 champ

**T**itanic battles for outright race victories between Bobby Verdon-Roe (McLaren MP4), Joaquin Folch (Brabham BT49) and Katsu Kubota (Williams FW07C) highlighted the 16th FIA Historic Formula 1 championship. With ground-effect class points being sprayed around like champagne, however, Peter Meyrick grabbed the title with five class wins from six starts in his late-built March 761.

With the briefest of shakedown at Estoril under his belt, defending champ Verdon-Roe won first time out at Hockenheim, but Folch shaded him by 0.05 seconds at Spa, and Kubota and veteran F1 engineer Colin Bennett's GGA team bounced back from a fire in practice at Monza to become the first Japanese podium-topper in the series' history. Thereafter the dynamic changed, with BV-R bagging a pair at Brands Hatch and Nogaro and Kubota reigning supreme at Dijon and Portimao.

While Meyrick did not appreciate being beaten into second in Class B by Formula Renault UK racer Michael Lyons (Hesketh 308E) at the finale, his sportscar young gun son Andy (Arrows A5) succeeded in a bid to suppress Verdon-Roe, with whom Meyrick Sr jointly led the table going in to the decider. Meyrick Jr's Michael Schumacher-esque pitwall squeezes in a car with a broken gear lit BV-R's ire, but with Kubota clear, Meyrick Sr scored the decisive points.

Verdon-Roe and Kubota finished second and third overall, ahead of ex-champion John Delane (Tyrrell 002) and the evergreen Terry Sayles (Osella FA1D), who won the early car and most modern flat-bottomed splits respectively. Folch completed the top six, despite an engine failure at Nogaro's 50th anniversary event, where just eight cars started against

a season high of 22 at Monza.

Kubota and Meyrick Sr were both on form in the March-dominated Historic F2 championship, run for the fourth time (and for 42 combatants) by Britain's HSCC. The gracious Japanese prevailed in his 1600cc BDA-powered 712 – dressed as his hero Ronnie Peterson's 1971 European title winner by season's end – while Meyrick wound up third (behind Daryl Taylor's Formula Atlantic 78B) having won races in his Toleman 782-Hart.

Masters Historic Racing recovered from losing its Abu Dhabi opener, and its disciples enjoyed racing all over Europe. Classic F3 champion Bill Coombs stepped up to F1 brilliantly, notching several victories in Peter Orlando's Tyrrell 009, none better than a tight one over former FIA HF1 champ Steve Hartley (Arrows A4) at the Silverstone Classic. Ex-British F3 race winner Rob Austin was another newcomer to excel, his wet Spa victory in another A4 impressing greatly.

The World Sports Car Masters events were not short of surprises either, particularly at Silverstone where Steve Tandy powered his Lola T70 Mk3B continuation car to a resounding win. Talk of the select Proto '70s fields was Abba Kogan's Matra MS670s, in which Rob and Rick Hall entertained at the reopening of Donington Park in September.

● By Alan Warren



Lola T70s again starred in World Sports Car Masters