

ROUNDS 11 & 12 – BRANDS HATCH, UK QUALIFYING REPORT

Weather: partly sunny and windy; the track was dry

CHEVROLET'S CLEAN SWEEP IN QUALIFYING

Current championship leader Yvan Muller (1:32.481) claimed his second pole of the year to lead a Chevrolet top three in qualifying today. Muller topped the Q2 session 0.197s ahead of teammates Rob Huff (1:32.678) and Alain Menu (1:32.828).

Colin Turkington (1:32.842) will start tomorrow's Race 1 in an impressive fourth overall as best of the independents. Norbert Michelisz (1:33.261) qualified first of the rookies in ninth.

Q1 – Qualifying got underway with all but Tim Coronel's BMW 320si that sat in the garage while his team worked on the car's dampers.

Stefano D'Aste had a spin at Clark forcing Colin Turkington to run off in avoidance. Despite having his first run blighted, the Ulsterman posted the seventh quickest time of Q1 to progress into final qualifying.

Tom Coronel made it into the final shootout in eleventh, despite pushing so hard he ran wide at Clark curve on his final run, as the number of cars in Q2 was extended by the Stewards.

Huff lead for the majority of the session but was demoted by teammate Muller in the final minutes.

Muller, Huff, Menu, Gabriele Tarquini, Andy Priaulx, Tiago Monteiro, Turkington, Michelisz, Augusto Farfus, Franz Engstler and Tom Coronel were the drivers going forward into Q2.

Robert Dahlgren's Volvo failed to advance to Q2, as the Swedish driver posted the 12th best lap, while Brazilian star "Cacá" Bueno qualified 17th in his Chevrolet.

Q2 – Muller had a big sideways moment at the start of the final shootout running wide at Paddock Hill and compromising his first flying lap. He recovered to record the fastest time of the session with his teammates joining him up the front as the chequered flag came out.

Britain's Rob Huff's last lap was good enough to secure a front row start for his home race.

Reigning champion Tarquini (1:32.873) qualified fifth ahead of Guernseyman Andy Priaulx (1:32.973). After making it through to final qualifying, Tom Coronel (1:33.176) improved his time and posted the seventh fastest lap. Monteiro (1:33.257) was eighth ahead of Michelisz in his SEAT León TDI. Farfus (1:33.337) posted the tenth quickest time ahead of Franz Engstler (1:35.164) in eleventh overall and second of the independents.

FLASH NEWS

TIM CORONEL REPLACES ROMANOV

Dutch driver Tim Coronel, twin brother of WTCC regular Tom Coronel, replaced Andrei Romanov at Liqui Moly Team Engstler for this weekend's races.

"Romanov could not make it because of personal problems," team manager Kurt Treml explained.



Tim Coronel made his maiden WTCC appearance last year at Brno in a SUNRED SEAT León car; his best result was 12th in the first race. In Brands his BMW car is fitted with a six-speed sequential gearbox.

GRID PENALTY FOR ANDY PRIAULX

Andy Priaulx will be demoted from 6th to 16th on the starting grid for tomorrow's Race 1.

The former WTCC champion was handed a 10-position grid penalty by the Stewards following an engine change on his BMW Team RBM car.

Engine changes occurred also on the cars of Monteiro, Michelisz, Nykjær, Barth and Hernández. None of these drivers was penalised having used the engine for a minimum of four consecutive races.

POULSEN LOSES ALL QUALIFYING TIMES

Kristian Poulsen had all his qualifying times disallowed by Stewards because of a parc fermé infringement at the end of Q1.

The Dane and his BMW had posted the 15th fastest lap overall and third of the Independents' class, but they will be demoted to the last spot of the grid for tomorrow's Race 1.

SOME BMW TEAMS AUTHORIZED TO RUN IN OLD SPECS

Four BMW Independents – Bennani, Engstler, Poulsen and Turkington – were granted authorization to race “old” specification cars in order to benefit from a substantial reduction in weight.

According to Appendix 1 of the Sporting Regulations, a BMW 320si E90 is considered old when it uses parts and chassis homologated no later than 25 months before the event in which the car will start.

The “old” BMW – that was driven only by Poulsen previously – is a model apart as far as the calculation of the compensation weight is concerned and also benefits from a 15kg reduction on the minimum weight. As a consequence, “old” BMW cars can run on a total weight which is 75kg lighter than that of the “new” cars.

This authorization was not granted to RBM drivers Farfus and Priaulx, as the team's request was considered in contradiction with art. 84a of the Sporting Regulations that prevents from reverting to an old spec model after adopting an extension of the homologation form.

THEY SAID... THEY SAID...

Yvan MULLER – pole position: *“On my first attempt I braked a little late into Paddock Hill but fortunately I brought it back on track and was able to bring the car in and restart on new tyres. I then had to try and forget the mistake and push but I knew I couldn't do another mistake. I knew my car could do a 1:32.4s after Q1 but after my first attempt I wasn't sure I could do it again. I did though and I am pretty pleased with myself to have done it. I am also especially pleased for the team as it was a good team effort after all the work we have done over the winter and the first half of the season.”*

Rob HUFF – qualified second: *“It's been a great team effort. It's my home race and what better way to celebrate than with a top three for Chevrolet. Hopefully I will get pole one day but I made a slight mistake on the last corner. It would be nice to get a win, especially after getting a puncture while leading here three years ago, but I want to do what is best for the team and if we could come across the line 1-2-3 that would be a dream.”*

Alain MENU – qualified third: *“This track is a nice challenge for drivers and I have always done well here. It’s a good result today but I don’t know what will happen in the race. It’s important for us to get a good result for Chevrolet for the championship.”*

Colin TURKINGTON – best Independent, P4: *“It’s a great result. Our aim was to get into Q2. I had trouble in Q1 and had to run through the gravel to avoid a BMW and for a moment it didn’t look good but I managed to get in a good lap. I improved my time again in Q2 which is something I didn’t do in Portugal. I am hoping for a podium tomorrow as the BMW is a good car over race distance. We will just have to be patient and see what happens in the race.”*

Norbert MICHELISZ - best rookie, P9: *“I was really looking forward to this race as this track is my favourite. We had no problems in practice but just didn’t have the pace so I was not confident for today. But as qualifying started on new tyres the balance of the car was quite neutral and I could do clean laps. In Q2 I got sideways out the last corner when I was on a quick lap. I saw my time was faster and think I got a bit distracted so I am now confident for tomorrow.”*

Robert DAHLGREN – qualified 12th: *“It was interesting today to say the least. The WTCC teams and drivers all do a really good job and we need to try our maximum to do the job tomorrow. In qualifying we didn’t get the best out of the car. Absolutely there is more time in the car but it’s a very different track here to anything we have in Sweden and we had trouble getting the best set up and guessing the right balance as it was different again on new tyres. Our target tomorrow is the top eight, which is only four places ahead, so hopefully we can achieve it.”*

“Cacá” BUENO – qualified 17th: *“It was difficult today. I am a little bit disappointed as I know I can do better. In qualifying I tried to push maybe a little bit too much, I don’t really know, maybe I was just overdriving as I lost a bit of time. P17 was not my target, we were hoping for the top ten but it is my first time in the car and at this track and the WTCC has some very good drivers. I am happy to get this opportunity though. I am learning a lot this weekend and I know I can do better. I hope to do a better job tomorrow.”*

2010 FIA World Touring Car Championship COMBINED QUALIFYING RESULT

POS	NO	CL	DRIVER	NAT	CAR	Q1		Q2	
						TIME	LAPS	TIME	LAPS
1	6		Yvan MULLER	FRA	Chevrolet Cruze	1:32.658	5	1:32.481	4
2	7		Robert HUFF	GBR	Chevrolet Cruze	1:32.922	6	1:32.678	5
3	8		Alain MENU	SUI	Chevrolet Cruze	1:33.128	6	1:32.828	5
4	29	I	Colin TURKINGTON	GBR	BMW 320si	1:33.306	7	1:32.842	3
5	1		Gabriele TARQUINI	ITA	SEAT Leon TDI	1:33.157	5	1:32.873	4
6	11		Andy PRIAULX	GBR	BMW 320si	1:33.239	6	1:32.973	5
7	2		Tom CORONEL	NED	SEAT Leon TDI	1:33.549	9	1:33.176	5
8	3		Tiago MONTEIRO	POR	SEAT Leon TDI	1:33.272	8	1:33.257	4
9	5		Norbert MICHELISZ	HUN	SEAT Leon TDI	1:33.441	5	1:33.261	5
10	10		Augusto FARFUS	BRA	BMW 320si	1:33.448	4	1:33.337	6
11	15	I	Franz ENGSTLER	GER	BMW 320si	1:33.454	6	1:35.164	3
12	41	T	Robert DAHLGREN	SWE	Volvo C30	1:33.579	9		0
13	4		Jordi GENE	ESP	SEAT Leon TDI	1:33.588	5		0
14	18		Fredy BARTH	SUI	SEAT Leon TDI	1:33.803	10		0
15	20	I	Darryl O'YOUNG	HKG	Chevrolet Lacetti	1:33.911	7		0
16	9		Carlos "Caca" BUENO	BRA	Chevrolet Cruze	1:34.122	9		0
17	38	I	Tom BOARDMAN	GBR	SEAT Leon	1:34.409	9		0
18	17		Michel NYKJAER	DEN	SEAT Leon TDI	1:34.419	10		0
19	26	I	Stefano D'ASTE	ITA	BMW 320si	1:34.437	9		0
20	25	I	Sergio HERNANDEZ	ESP	BMW 320si	1:34.594	10		0
21	21	I	Mehdi BENNANI	MAR	BMW 320si	1:34.722	10		0
22	19	I	Harry VAULKHARD	GBR	Chevrolet Lacetti	1:34.736	10		0
						QUALIFICATION MAXIMA	1:39.144		
42	I		Tim CORONEL	NED	BMW 320si	12:42.010	1		

Car 24 - All times cancelled ref: Stewards decision 9

Brands Hatch GP
Circuit Length = 3.7030 km.
Start: 15:00 End: 15:35

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