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BRITISH GP SPECIAL

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Crunch time for McLaren

Jenson turns up the heat

“We need to take more risks”

The full story

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WILLIAMS SEALS RENAULT DEAL

Will the glory days return?

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Ginetta mid season review

The 2011 Michelin Ginetta GT Supercup is famed for exciting racing. In the G55s Sharp stormed ahead for the first 3 rounds taking points lead while Breeze, White, Morgan and Freke continued to swap places in the top 5.

Breeze finally bought Sharps winning streak to an end as Morgan gained pace in round 7. Freke had a maiden win at Oulton Park before Croft saw Tim Harvey join the line-up snatching a win on the Sunday.

Meanwhile in the G50s Ingram has continued to dominate the class coming under pressure from Hill, Fannin Williamson and late entry Pattison.

With 5 rounds remaining and only 30 points between the top 3 the Michelin Ginetta G T Supercup Championship is wide open, anything could happen!



Pos	Name	G55	Points
1	BREEZE, Carl		361
2	SHARP, Tom		348
3	MORGAN, Adam		331
4	MURRELLS, George		270
5	FREKE, Nathan		262
Pos	Name	G50	Points
1	INGRAM, Tom		365
2	FANNIN, Jody		323
3	WILLIAMSON, Aaron		296
4	HILL, Jake		274
5	GAFFNEY, Robert		186

The Ginetta Juniors Championship has been more popular than ever this season with edge of your seat racing at every turn. Morris has stamped his mark on 2011 proving extremely difficult to beat with an 8 8point lead over rookie Gamble.

Gamble has been piling on the pressure whilst defending against Howard and Foster, meanwhile reigning Ginetta Junior Ireland Champion Murray's inspired tyre choice in the 8th round saw him steal 2nd step on the podium.

Newcomer Robertson has been steadily making his way up the leader board setting some fantastic times, held back only by a lack of experience Robertson will certainly be one to watch in the second half of the season as he gains confidence. Morris' lead seems unstoppable but with two more steps on the podium the contest is by no means over.



Pos	Name	G40J	Points
1	MORRIS, Seb		318
2	GAMBLE, George		230
3	ROBERTSON, Charlie		211
4	FOSTER, William		207
5	HOWARD, Tom		185
6	COATES, Max		172
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The Ginetta Challenge has seen full grids and some of the most competitive racing of all the Ginetta championships.

A proving ground for tomorrow's motorsport champions, a few names are beginning to shine. In the G40's Huyton has set some blistering times proving his winning status again and again from both the front and the back of the grid, consistently wowing the crowds at some of the UK's most high profile race circuits. As Tiff Needell made a guest appearance at Brands Hatch Sykes showed his true colours seizing his first pole position in qualifying, after the start of the season was tarnished by technical issues. Ratcliff and Robinson's on-going squabble for top 5 is also heating up.

Richards, a regular in the Ginetta Challenge line up, has aggressively guarded his 2nd place in the points table holding off Davies' continued assault. Meanwhile in the lighter G20s Pearson and Simms continue to fight for the top spot successfully beating a number of G40s in the process.



Pos	Name	G40	Points
1	HUYTON, Sean		169
2	RICHARDS, Clive		149
3	DAVIES, Mark		139
4	ROBINSON, Mike		135
5	RATCLIFFE, Ryan		131
Pos	Name	G20	Points
1	PEARSON, Stuart		175
2	SIMMS, Gary		169
3	FLOWERS, Matt		148
4	BOOTH, Harvey		132
5	MCILVAR, Craig		118

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INSET: BLOXHAM/LAT



“Marino made full use of the throttle on the 917, unlike his older, wiser and less brave brother!”

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POLE POSITION

Mid-summer bliss, from Goodwood to Silverstone



COMING STRAIGHT OFF THE back of a fabulous Festival of Speed at Goodwood, this weekend's British Grand Prix makes it just about the best time of the year to be a motorsport fan in the UK. The fantastic new pit-and-paddock complex means British fans can now take real pride in having a state-of-the-art facility that's safeguarded the future of the race for the best part of a generation.

This also means that there's a new first corner this year, and the ramifications of the first turn being shifted from Cope to Abbey are explored in our excellent 24-page British GP supplement. It really is an ideal accessory to maximising your enjoyment of the race.

Most British fans will be hoping for a Jenson Button or Lewis Hamilton win. If either McLaren man is to stand a chance of fighting for this year's world championship, it's vital that they start regularly beating Red Bull's Sebastian Vettel.

The weather may well come to their aid. It looks as though at least part of the weekend will be wet – that could be just the break Lewis and Jenson need.

Andrew van de Burgt, editor

BAMBER'S WEEK



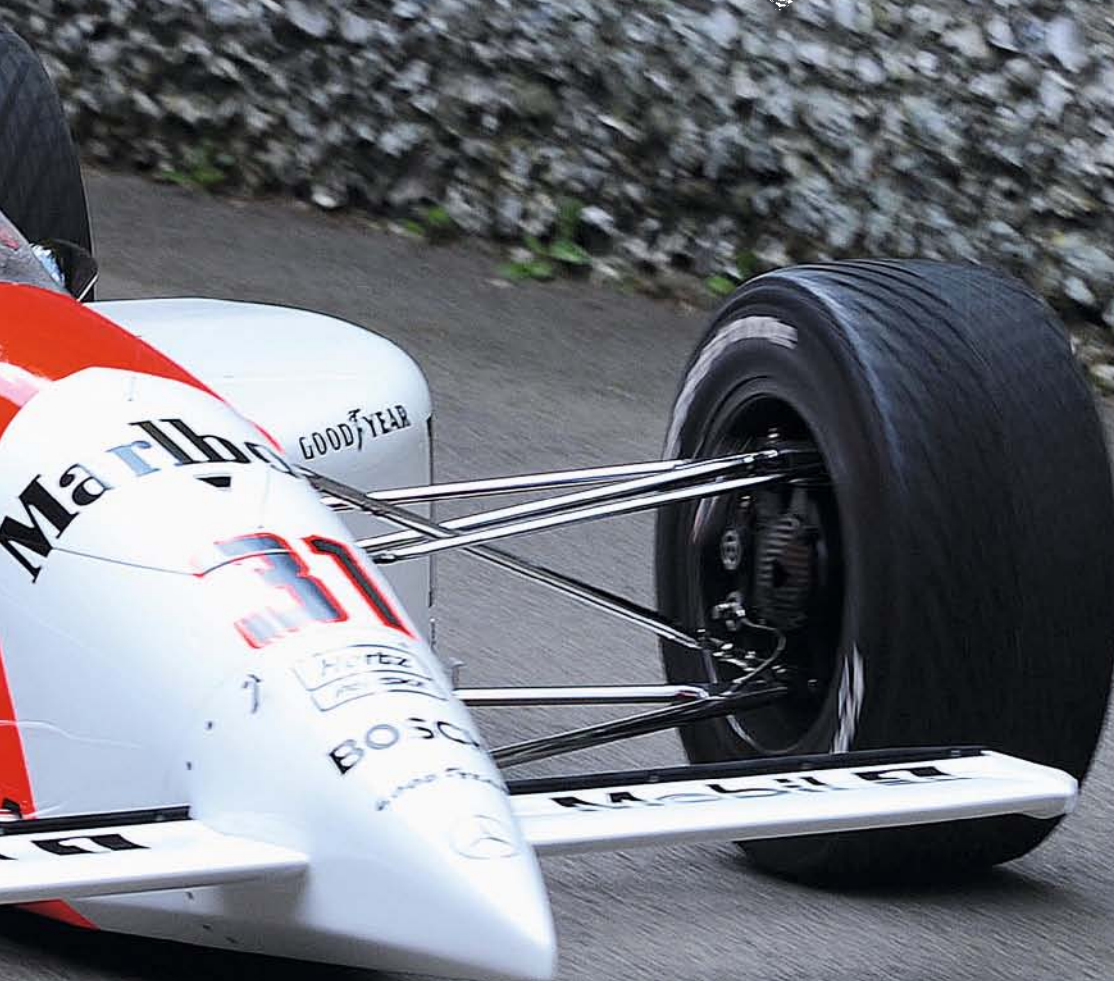


GOODWOOD

Fittipaldi fires past the Flintwall

Double Formula 1 world champion, twice Indianapolis 500 winner and 1989 CART Indycar title holder Emerson Fittipaldi was reunited with a couple of Penske oval racers at last weekend's Goodwood Festival of Speed. Here, the Brazilian blasts past the hillclimb's infamous Flintwall in 1994 team-mate Al Unser Jr's Indy 500-winning PC23. Full Goodwood report, p34.

Pic: Bloxham/LAT





Will Hamilton and Button walk away?

Brit GP vital for McLaren future

Silverstone is a crucial weekend for the Woking team... and not only for its title aspirations. By EDD STRAW

McLaren's world championship aspirations and its hopes of keeping hold of Lewis Hamilton and Jenson Button in the long term hang in the balance heading into this weekend's British Grand Prix.

What happens at Silverstone will set the trend for the rest of the year following the ban on off-throttle blowing of the diffuser, a rule change that could disrupt the competitive order in Formula 1.

Defeating Red Bull this weekend is paramount for McLaren, not only to reignite the dying embers of its world championship challenge, but also to regain the confidence of its drivers. Both are considering moves away from the team when their contracts end after the 2012 season.

CLOSING THE GAP

McLaren has often shown race pace comparable to Red Bull in 2011, but during qualifying it is, on average, over 0.5 seconds per lap off the pace.

Red Bull's lockout of pole positions usually allows it to control the race, putting the onus on McLaren to improve its Saturday performance. Silverstone is a high-downforce track that rewards teams whose cars have strong aerodynamics, playing to the Red Bull RB7's strengths. So if McLaren can be closer – or even ahead – in qualifying this weekend, it is reasonable to expect it to continue to do so for the rest of the year.

But whether the rule change will hold back Red Bull in qualifying is unclear. The blown diffuser can be

best exploited when there is no imperative to ration fuel, but the signs are that Red Bull is not gaining from so-called hot blowing, where fuel is ignited while the driver is off the throttle to increase

"It would massively suck if I only won one world title. It would feel like a waste of so many years"

LEWIS HAMILTON

the gas flow through the exhaust and boost downforce.

This would mean that Red Bull's advantage would remain undented and could even be extended, especially with the squad planning

to introduce its own major aerodynamic upgrade package.

Button said: "The rule changes before Valencia [scene of the most recent grand prix] in terms of engine maps not changing between qualifying and the race made a difference, but you'll get more of a difference at a circuit where you need more downforce. So you'd find a bigger difference at Silverstone even without this [off-throttle blowing] change. We don't know who is going to benefit most."

WANTAWAY DRIVERS

For all of McLaren's positive talk, furious Hamilton let slip after the European Grand Prix at Valencia that the latest rule change could end up harming McLaren.



Can McLaren's Brit duo catch the Red Bulls?

Button and Hamilton have both emitted mixed messages about their futures, with the only clear signal that neither has been willing to commit to McLaren beyond the end of next year.

Hamilton's infamous conversation with Red Bull team principal Christian Horner after qualifying badly for last month's Canadian GP, motivated by his fury at McLaren misjudging its Montreal aero package and gear ratios, led to widespread speculation that the 2008 world champion is angling for a move there.

Adding further fuel to the fire are Hamilton's comments to the *Sunday Express* this week.

"It would massively suck if I only won one world title," he said. "It would feel like a waste of so many years. A lot of people say it's just about participating, but it's not. I want to win. It's all I care about, it's what I live for."

His comments are a thinly-veiled hurry-up for McLaren, which has only occasionally eclipsed Red Bull since the change of aero rules at the start of 2009. Button has urged the team to be more aggressive, saying that "we need to take some risks".

McLaren will take up its option on 2009 world champion Button for next year, but team principal Martin Whitmarsh is resolved to tie him to a longer-term deal. Button's caution over re-signing is understood to be motivated not only by reservations about McLaren's failure to match Red Bull, but also by concerns over the number of sponsor days he has to do in comparison to other topline drivers.

With few big names on the market for 2013, McLaren will be taking a massive step into the unknown unless at least one of its drivers re-commits to the team. Button and Hamilton can afford to wait because they hold most of the cards in negotiations, but the balance of power would shift if McLaren cuts Red Bull's advantage.

The team's performance this weekend could therefore affect much more than the outcome of the 2011 world championship.

Button and Hamilton at home

WHILE LEWIS HAMILTON WON THE BRITISH GRAND Prix in 2008, and has only once failed to finish on the podium, Jenson Button's Silverstone record is more disappointing. In 11 attempts, he has finished no higher than fourth, despite starting on the front row in 2005.

"Of course, at the end of my career if I still haven't won Silverstone, I'll certainly wish I had," Button told AUTOSPORT ahead of last year's race. Having won the world championship and Monaco Grand Prix in 2009, it remains the most obvious gap on his CV.

JENSON BUTTON'S BRITISH GP CV



2000 Williams-BMW
Started: 6th
Finished: 5th

2001 Benetton-Renault
Started: 18th
Finished: 15th

2002 Renault
Started: 12th
Finished: DNF

2003 BAR-Honda
Started: 20th
Finished: 8th

2004 BAR-Honda
Started: 3rd
Finished: 4th



2005 BAR-Honda
Started: 2nd
Finished: 5th

2006 Honda
Started: 19th
Finished: DNF

2007 Honda
Started: 18th
Finished: 10th



2008 Honda
Started: 17th
Finished: DNF



2009 Brawn-Mercedes
Started: 6th
Finished: 6th

2010 McLaren-Mercedes
Started: 14th
Finished: 4th

LEWIS HAMILTON'S BRITISH GP CV



2007 McLaren-Mercedes
Started: 1st
Finished: 3rd

2008 McLaren-Mercedes
Started: 4th
Finished: 1st



2009 McLaren-Mercedes
Started: 18th
Finished: 16th

2010 McLaren-Mercedes
Started: 4th
Finished: 2nd

AUTOSPORT SAYS...

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Put yourself in Christian Horner's immaculate suede shoes: who would you sign to partner Sebastian Vettel in 2013? Setting aside any imperative to take a Red Bull junior, there is one outstanding candidate. And it's not Lewis Hamilton.

For all of his recent troubles, Hamilton is a top-drawer driver. But pairing him with Vettel is asking for trouble. With Fernando Alonso and Robert Kubica effectively off the table, the ideal choice is on the other side of the McLaren garage. Step forward, Jenson Button.

He'll be out of contract and, uniquely among elite F1 drivers, can cope with not always being top dog in the team. Comfortable with his status as a world champion, Button focuses on his own job and understands what it takes to make a team work. Some say it

belies a lack of steel. Not a bit of it. Button is mature beyond most of his rivals and that is his greatest strength.

Not only do you get a proven race winner with a knack for scoring points, but you also get a personality well suited to Red Bull's corporate image. Button would surely enjoy the environment and has the class to win races – even against Vettel.

Button will be 33 at the start of 2013, with plenty of years left at the top level – if he wants them. Signing him would not smack of short-termism, but would instead be the kind of shrewd move you'd expect of a team that has earned the right to be called the best in F1 right now.



Is this a dream Red Bull line-up for 2013?

BIG NUMBER

24

Number of times British drivers have won their home grand prix in the world championship era. A record.

Ricciardo: I need to measure up against Liuzzi

Highly rated Daniel Ricciardo is targeting former Red Bull driver and new HRT team-mate Tonio Liuzzi as his benchmark at Silverstone

Daniel Ricciardo has set his sights on giving new HRT team-mate Vitantonio Liuzzi a run for his money ahead of his Formula 1 debut in this weekend's British Grand Prix.

The 22-year-old Australian is certain to be on the grid next year, most likely with Scuderia Toro Rosso. But Red Bull junior driver programme supremo Helmut Marko's decision to fund his place at HRT for the final 10 races of the year gives Ricciardo the platform to make a case for partnering Sebastian Vettel at Red Bull next season.

But his first objective will be to beat Liuzzi. The Italian is well-known to Red Bull, having started four races for the team in 2005 before spending two years at STR.

"I guess so," Ricciardo told AUTOSPORT when asked whether Red Bull is putting him in the car to evaluate him alongside Liuzzi. "They always want to see how you go against your team-mate. As for performance, I think they want to see me give him a run for his money."

Although Ricciardo's chances of convincing Red Bull to take a chance on him in its A-team are

slim for 2012, he is highly rated by the engineers who have worked with him. During last November's rookie driver test in Abu Dhabi, he was consistently fast in the RB6, with his technical feedback very positively received.

READY FOR F1

Ricciardo has driven for STR during Friday-morning practice throughout this season and the team is confident that he is ready for F1.

Ricciardo had been closing on a race seat for the second half of this season after Jaime Alguersuari's disastrous start to the year. But the Spaniard's back-to-back eighth places in Canada and Valencia have given him a stay of execution, forcing Marko to go to HRT to find

Ricciardo a berth.

Ricciardo is treating the Silverstone weekend as a chance to assess his readiness for F1. He sees his 10-race programme with HRT as an opportunity to build experience for next year.

"If I was to go somewhere next year, it is a good chance to get a head start for next year and get some miles," he added. "It will be good to know where I need to be at, physically and mentally, and how to control the weekend."

"Being a reserve driver is one thing, but I think I'll find out next weekend that being a full-time driver is more of a job. It's good experience for me."

Ricciardo's opportunity with HRT comes after an impressive

junior career. In 2009, he won the British F3 championship in his maiden season, while last year he missed out of the Formula Renault 3.5 title in a last-round shoot-out with Russian Mikhail Aleshin.

He will continue to race in the category for the rest of the year alongside his F1 commitments. He is hopeful that getting track time in both cars will accelerate his progress, although Alguersuari found that dovetailing F1 and Formula Renault 3.5 during the second half of 2009 made his task more difficult.

HRT SIDELINES KARTHIKEYAN

Ricciardo will take Narain Karthikeyan's seat at Silverstone, although the Indian remains part of HRT's driver roster.

The team is hoping that he will return for the Indian GP in October, but AUTOSPORT understands that the 34-year-old could seek a more competitive seat for his home race. Karthikeyan would likely replace Liuzzi if he recommitted to HRT.

It is not clear what changes, if any, will be made to HRT's driver policy following the team's takeover by Spanish investment company Thesan Capital.

Red Bull has placed Ricciardo at HRT...



DANIEL RICCIARDO CAREER SO FAR

2005

Formula Ford
in Australia



2006

3rd in Formula BMW Asia (2 wins). 5th in Formula BMW World Finals. One-off appearance in Formula BMW UK

2007

6th in Italian Formula Renault, two appearances in Formula Renault Eurocup



2008

1st in Formula Renault WEC (8 wins), 2nd in Formula Renault Eurocup (6 wins), one-off F3 Euro Series outing and contested F3 Masters



2009

1st in British F3 (6 wins), contested Macau Grand Prix and F3 Masters, one-off outing in Formula Renault 3.5. Made F1 test debut for Red Bull

2010

2nd in Formula Renault 3.5 (4 wins)

2011

6th in Formula Renault 3.5 after missing first round (2 wins)

EXPERT VIEW

PETER BERRY

RICCIARDO'S FORMULA RENAULT 3.5 ENGINEER

Daniel is the best bet of all of the drivers ready to move into Formula 1. He has ability and is coping very well with all of the attention. As well as his speed, his feedback is good and he'll tell you exactly what the car is doing.

There have been several good drivers in the categories that I have worked in, but very few genuinely complete drivers. From a professionalism point of view, I'd compare Daniel to Pedro de la Rosa, who I remember well from my time with West Surrey Racing in 1994. He was the benchmark. Pedro had

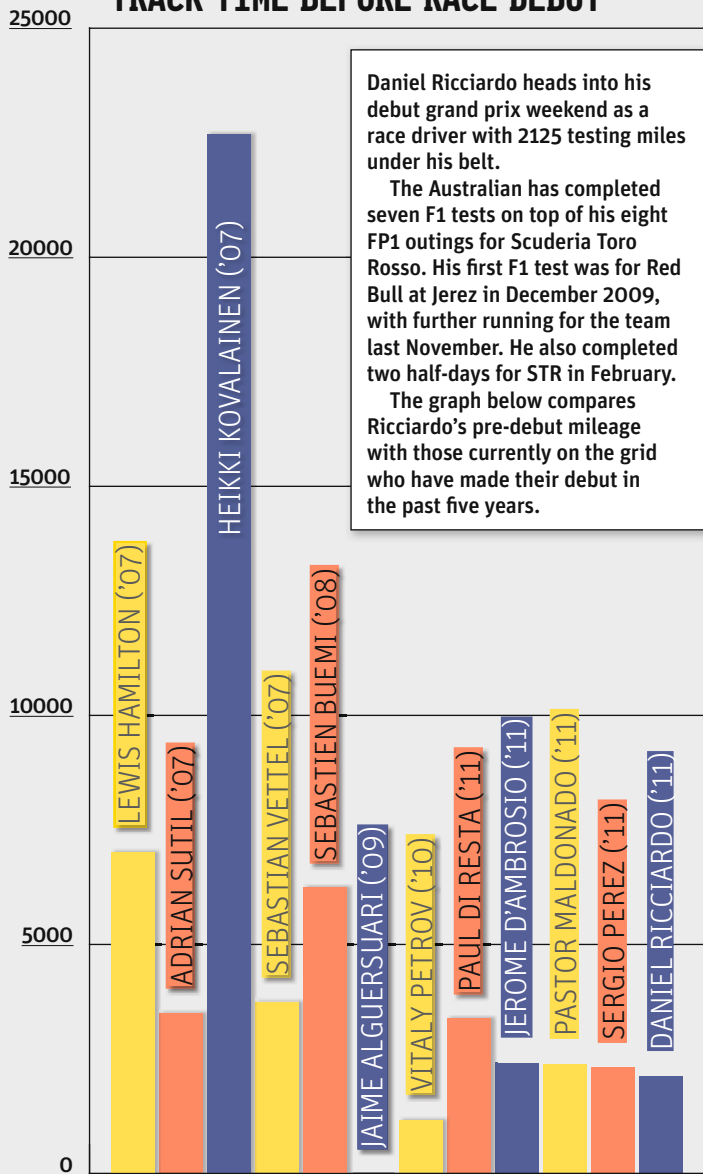


Berry (l) is sure Ricciardo is ready

the image, the dress sense and was the perfect package. He was never in a rush or turned up late – he was always at the circuit before you. The opposite was Juan Pablo Montoya, who was a disaster from that point of view!

Being an F1 driver today is different to how it was before and you have to cope with a lot more things. But Daniel is ready for it.

TRACK TIME BEFORE RACE DEBUT



Daniel Ricciardo heads into his debut grand prix weekend as a race driver with 2125 testing miles under his belt.

The Australian has completed seven F1 tests on top of his eight FP1 outings for Scuderia Toro Rosso. His first F1 test was for Red Bull at Jerez in December 2009, with further running for the team last November. He also completed two half-days for STR in February.

The graph below compares Ricciardo's pre-debut mileage with those currently on the grid who have made their debut in the past five years.

THE TOP SIX... Off-the-pace F1 debuts

Daniel Ricciardo won't be the first hot prospect to make his F1 debut in an uncompetitive car. These six drivers – all eventual world champions – prove that a poor car is not a career killer.

1 NIKI LAUDA
Although team-mate Ronnie Peterson was able to haul the March 711 to mid-grid, Lauda lined up 21st out of 22 cars on home soil in 1971 having bought his way into F1 on the back of bank loans.



2 JACK BRABHAM
Driving an underpowered, self-built Bristol-engined Cooper T40, Brabham had the slowest car on the grid for his world championship debut at Aintree in 1955. He lasted just 30 laps.



3 NELSON PIQUET
The Ensign N177 scored just one point in 1978, so the Brazilian did well to make the grid by three-tenths of a second at Hockenheim. He retired while running 12th.



4 KEKE ROSBERG
The 1982 world champion made the grid once in five attempts in the Theodore TR1, starting 24th out of 26 cars at Kyalami in 1978.



5 DAMON HILL
After five consecutive DNQs, Hill hauled the garishly-coloured and woefully slow Brabham BT60B onto the grid for the 1992 British Grand Prix, 7.4 seconds adrift of the pole time. He finished 16th, four laps down.



6 NIGEL MANSELL
Qualified last for the 1980 Austrian Grand Prix driving the uncompetitive Lotus 81B, lining up just behind Jody Scheckter and Emerson Fittipaldi. The car was so slow he failed even to qualify on his third and final outing of the year at Monza.





Williams-Renault is a story of glory

Williams has shot at Renault works deal

Team hopes new link with Regie will flower into forthcoming V6 era

Williams has the opportunity to turn its Renault engine deal into *de facto* 'works' status in the next two years after the French manufacturer revealed that it wants its prime focus on no more than two teams when Formula 1 switches to V6s from 2014.

The Grove-based team announced this week that it has signed a two-year engine deal with Renault, the company that powered it to 63 race wins and nine drivers' and constructors' championships between 1989 and '97. Talks are already well advanced on extending that contract into the V6 era, with Renault keen to put in place a five-year deal that would bond the two together until the end of 2018.

The terms of the current tie-up ensure that Williams will receive total parity of equipment with Renault's other contracted teams – Red Bull Racing, Renault GP and Team Lotus – under the current V8 rules, which last until the end of 2013.

Renault Sport managing director Jean-Francois Caubet has said that his company needs to sharpen its focus if it is to make the most of the



Williams and fellow chief Head

"Renault must have a clear choice - which will be the top two teams"

JEAN-FRANCOIS CAUBET

change in engines rules in 2014. "Not today, but probably in the future we must think like that," Caubet told AUTOSPORT. "Not for the short term, but for the long term Renault must have a clear choice – not the top team, but which will be the two top teams. It's not very clear now. But with the

V6 we must make a choice."

It would seem highly likely that one of Renault's preferred partners will be Red Bull because of the title success that they have enjoyed together. The two companies are already in advanced discussions about a new long-term engine deal.

The status of Red Bull Racing effectively means Williams faces a two-year battle with the Enstone-based Renault team – which will likely be renamed Lotus from 2013 – and Team Lotus for the affections of the French car manufacturer from '14.

Williams's chances of proving its cause to Renault will rest on the progress that it can make under the technical leadership of new chief engineer Mike Coughlan, who started work in his new role last month.

Coughlan has already begun efforts on the 2012 car and, with new aerodynamic head Jason Somerville set to join later this year, the team believes it has the personnel in place to move forward.

Williams co-owner Patrick Head said about the Renault engine deal: "It is an important building block to a better, stronger future."

Williams-Renault in F1

Villeneuve took last title



YEARS:

1989-1997

RACES:

146

WINS:

63

POLES:

69

DRIVERS' TITLES:

4

CONSTRUCTORS' TITLES:

5



Virgin plots step forward with McLaren



Plan is for Virgin not to be lapped so often

VIRGIN'S TECHNICAL PARTNERSHIP WITH McLaren guarantees that the team will move up the grid from next year, according to team principal John Booth.

Virgin announced its McLaren deal on Monday of this week, together with the acquisition of former technical partner Wirth Research's facility in Banbury.

This could form the foundation for the team to climb the order, similar to how Force India did off the back of its technical tie-up (see below).

Virgin's McLaren contract differs from Force India's. Unlike that deal, it will not receive a McLaren-Mercedes drivetrain, but will instead benefit from McLaren's aerodynamic expertise through the use of its windtunnel.

Booth, whose Manor Motorsport team was engaged by McLaren to run Lewis Hamilton in Formula Renault and Formula 3, told AUTOSPORT: "I wouldn't say that it's a short cut, but it does give us a guaranteed route [up the order]. We've got a lot more scope for developing and designing the 2012 car, especially with the

facilities at Woking that have become available to us such as the windtunnel and technical rigs."

McLaren personnel will be loaned to Virgin to work at Banbury, where the design team responsible for the old car is still partly in place. The positions filled by incoming staff from Woking are likely to include several senior roles in the Virgin structure.

With the recent departure of technical director Nick Wirth, the changes in the team's structure are expected to address the car's shortcomings, in particular the need for aero-efficient downforce.

The ex-Wirth facility has strong CFD power, and this will be used in harness with a full windtunnel programme, which will kick off imminently with baseline aero work on the 2011 car.

"We still believe in CFD – we always have done," said Booth. "It's a tool to be used and we still have that. But it's fair to say that our design philosophy is now more conventional."

Like Force India, Virgin will also have access to McLaren's advanced driver simulator, which is used for set-up and development work.

How Force India deal has worked

FORCE INDIA'S TECHNICAL PARTNERSHIP with McLaren, which was agreed ahead of the 2009 season, allowed it to move forward and become a strong midfield team.

In 2008, Vijay Mallya's squad failed to score a point, but the deal to run Mercedes engines and McLaren gearboxes for the following season allowed it to focus its resources on aero development. As a result, Giancarlo Fisichella

took pole for the '09 Belgian Grand Prix and the team scored a total of 13 points that season.

The combination of an aero-efficient package and Mercedes power allowed Force India to run in the top 10 regularly in the first half of last year and finish seventh in the constructors' championship.

As well as running the McLaren-Mercedes drivetrain, something that Virgin will not benefit from, Force India also benefited from having McLaren's Steve Roberts on loan as chief operating officer for a year, with access to the Woking squad's technical knowhow.

Without the deal, chances are Force India would still be struggling to climb the order.

THIS WEEK IN F1



RED BULL Next month's Sochi Speed Festival will be attended by Red Bull, alongside Virgin and Renault. Sochi will host the inaugural Russian F1 World Championship race in 2014.



McLAREN Canadian GP winner Jenson Button insists that the minor knee injury he sustained last week will not hold him back at Silverstone. He described it as "a niggly little pain".



FERRARI President Luca di Montezemolo is pushing for aerodynamics to be restricted in F1 in the future. "Aerodynamics means 90 per cent of the performance of the car," he said, adding that they should be "less relevant".



MERCEDES Driver Nico Rosberg has confirmed that his services are in demand amid speculation linking him to a move away from Mercedes. "There is interest from other top teams, but that's about it at the moment," said the German of his future.



RENAULT A Renault R31 using more-conventional rear-facing exhausts ran in straightline testing at Duxford aerodrome last week. The team was conducting evaluation work for its 2012 car and insists that it has no plans to drop its current exhausts, which exit at the front of the sidepods, "in the near future".



WILLIAMS Veteran Rubens Barrichello intends to continue in F1 with Williams next year following the completion of the team's Renault engine deal. "I want to be racing next year and hopefully with them," he said.



SAUBER Japanese fan-favourite Kamui Kobayashi, speaking at last week's FOTA Fans' Forum, has backed the DRS wing system. "At the beginning of the season we were a little bit worried about whether or not it was going to be safe, but after a couple of races we started to understand it," he said.



FORCE INDIA The team's Adrian Sutil has admitted that he is interested in a switch to NASCAR once his F1 career is over. "NASCAR is appealing to me," he told *Auto Motor und Sport*.



LOTUS Caterham branding will appear on the Team Lotus cars at this weekend's British GP. The team bought out Caterham earlier this year and has already added branding to its Team AirAsia GP2 Series cars.



PIRELLI Internet star and rally competitor Ken Block's mooted Formula 1 test could still go ahead next month, even though he was too tall to fit in Pirelli's Toyota TF109 test hack. The Italian company is attempting to source an alternative car he can fit in.



FOTA The FIA ratified the switch to V6 engines last week for 2014. It has been confirmed that the rev limit will be increased to 15,000rpm from the originally-mooted 12,000rpm.



BRITISH GP PREVIEW

FACTS, STATS, BETTING ODDS AND MORE



High-speed favourite enters a new dawn

New-look Silverstone – a favourite among F1 drivers since 1950 – set to host thrilling British GP this weekend

Silverstone has had plenty of incarnations since it first opened for racing in 1947. This weekend, Formula 1 will move into the new pits complex, located on the straight between Club and Abbey. It's just the latest evolution in what is regarded as one of the best circuits on the calendar.

The addition of the new infield section, which incorporates the renamed Wellington straight on which the cars started the inaugural

world championship race in 1950, has made the track even faster. No wonder it remains a favourite among drivers, who love the high-speed corners that once made Silverstone the fastest in F1.

"It's near the level of Suzuka and Spa," says Nick Heidfeld, who finished second at Silverstone in 2008. "Suzuka is my favourite, but Silverstone has a lot of high-speed corners that are good fun. I haven't driven the new part, but it was a

bit sad seeing that Bridge corner has disappeared."

Heikki Kovalainen, who started on pole at Silverstone in 2008 after outqualifying McLaren team-mate Lewis Hamilton, is a fan of the previous circuit layout. But he still enjoys the sweeps of what used to be the first part of the track.

"Silverstone used to be in the same group as Spa or Suzuka, but last year they lost excellent corners like Bridge and Priory," says the

Finn. "But the Copse to Stowe section is still right up there because of the high speed."

After a European GP that was widely slated as the least exciting of the year, expect plenty of passing at Silverstone. Last year, the new infield section was a favourite overtaking spot, while the DRS zones on both the new and old start/finish straights should guarantee drama at the high-speed entries to Copse and Abbey.

TRACK GUIDE

NUMBER OF LAPS **52**

CIRCUIT LENGTH **3.660m**

LAP RECORD **1m30.874s**

FERNANDO ALONSO (2010)

Becketts 1

7th GEAR
CORNER SPEED **185 mph**
APPROACH SPEED **187 mph**
BRAKING DISTANCE **7_m**
BRAKING TIME **0.08_s**
BRAKING FORCE **1.31_g**

Becketts 2

4th GEAR
CORNER SPEED **137 mph**
APPROACH SPEED **152 mph**
BRAKING DISTANCE **14_m**
BRAKING TIME **0.22_s**
BRAKING FORCE **3.97_g**

The Loop

2nd GEAR
CORNER SPEED **69 mph**
APPROACH SPEED **99 mph**
BRAKING DISTANCE **27_m**
BRAKING TIME **0.72_s**
BRAKING FORCE **2.38_g**

Village

3rd GEAR
CORNER SPEED **112 mph**
APPROACH SPEED **183 mph**
BRAKING DISTANCE **87_m**
BRAKING TIME **1.63_s**
BRAKING FORCE **5.11_g**

Stowe

5th GEAR
CORNER SPEED **147 mph**
APPROACH SPEED **193 mph**
BRAKING DISTANCE **42_m**
BRAKING TIME **0.56_s**
BRAKING FORCE **4.58_g**

Vale

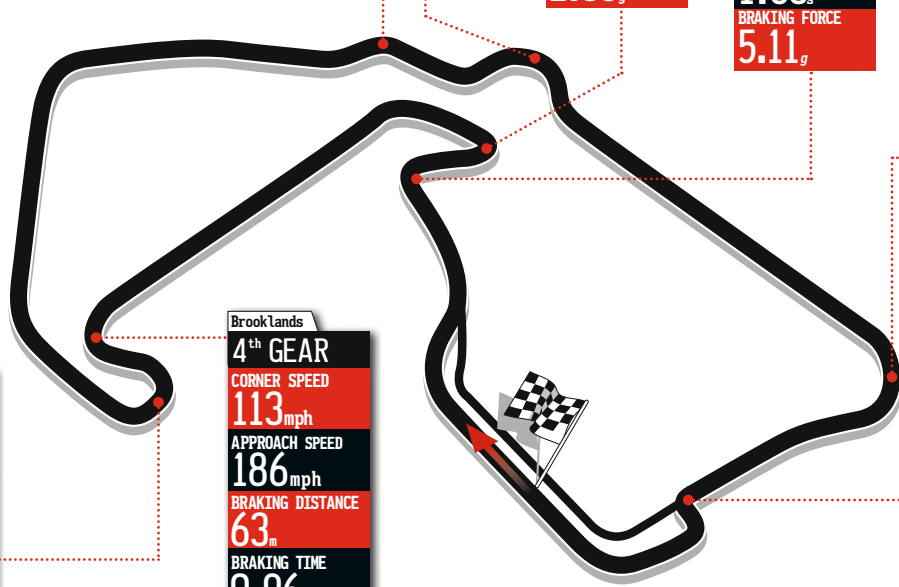
2nd GEAR
CORNER SPEED **68 mph**
APPROACH SPEED **172 mph**
BRAKING DISTANCE **87_m**
BRAKING TIME **1.77_s**
BRAKING FORCE **4.65_g**

Brooklands

4th GEAR
CORNER SPEED **113 mph**
APPROACH SPEED **186 mph**
BRAKING DISTANCE **63_m**
BRAKING TIME **0.96_s**
BRAKING FORCE **5.25_g**

Luffield

2nd GEAR
CORNER SPEED **83 mph**
APPROACH SPEED **116 mph**
BRAKING DISTANCE **31_m**
BRAKING TIME **0.71_s**
BRAKING FORCE **2.77_g**



DATA PROVIDED BY



TRACK TALK



JENSON BUTTON

The new facilities should be fantastic, and I think they'll confirm Silverstone as one of the best circuits in the world. Still, it's going to be strange sitting on the grid with the prospect of going flat into Abbey as the first corner after the start.



JAMES ALLISON (RENAULT TECHNICAL DIRECTOR)

Last year's modification did not really change the nature of the track. The new pit complex may change the time lost in the pitlane, which may have an effect on the strategy. Compared with the last few races, it offers a wide range of fiercely quick to quite slow corners.



HEIKKI KOVALAINEN

It's all about high-speed stability and knowing that the grip is there and isn't going to go away so that you can carry speed in. It's a nice smooth track and you can use the kerbs a lot. The new section is slower and it's mainly about braking there.

BALLSY CORNER

BECKETTS

The Maggotts/Becketts complex is one of the most spectacular in Formula 1, rated by some as the best on the calendar. The first part is approached flat-out in seventh gear, and any mistake here can lead to you being very out of shape by the end of the complex. Only the most committed excel here, and they reap the rewards of a fast exit onto the Hangar Straight.



CLASSIC MOMENT

FERRARI'S FIRST WIN

Alberto Ascari was Ferrari's designated lead driver, but Jose Froilan Gonzalez dominated the 1951 British Grand Prix weekend to take the Scuderia's first win. So impressed was Ascari that he refused to take over Gonzalez's car after retiring from the race himself shortly after half distance.



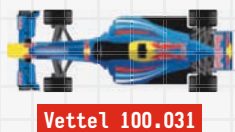
Button's chasing first win in 12th British GP

P18
SUPERGRID PLUS GARY ANDERSON'S AND LUCAS DI GRASSI'S INSIGHTS

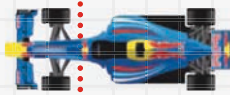
GARY ANDERSON'S SUPERGRID

AUTOSPORT technical correspondent Gary Anderson has been compiling an index, created by taking each driver's percentage deficit to the outright pace over the season, using their best laps from each grand prix weekend. This is how they stand after the first eight races of the year. The theoretical absolute pace is expressed as 100 per cent.

100%



Vettel 100.031



Webber 100.772

Hamilton 100.731

Button 100.922

Alonso 101.040

Rosberg 101.434

Massa 101.468



Petrov 101.859

Schumacher 101.875

Mercedes' overall performance level is on the up. Both Michael Schumacher and Nico Rosberg have made a step forward.



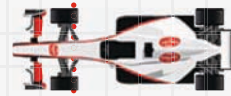
Heidfeld 102.630



Perez 102.659



Buemi 102.751



Kobayashi 102.818



De la Rosa 103.524

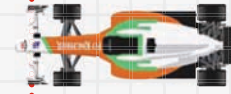
Maldonado 102.825

Rubens Barrichello is closing back up on Pastor Maldonado after outqualifying him in Valencia.

Barrichello 102.925



Sutil 102.941



Di Resta 102.950



Alguersuari 103.358

LAST YEAR

WEBBER LOSES WING BUT GAINS WIN

Mark Webber made no secret of his displeasure after qualifying second to team-mate Sebastian Vettel last year. The German had been given Red Bull's sole remaining latest-specification front wing (a front wing Webber had given far-from-glowing feedback about earlier in the weekend) and used it to good effect. But it caused a storm as the wing had been taken off Webber's car after Vettel's was damaged in free practice. With that in mind, the Australian was on a mission in the race, making a flying start and controlling his lead to the end under pressure from Lewis Hamilton. Vettel, meanwhile, picked up a puncture at the start and charged from the back to seventh – points that proved vital come the end of the year. **RESULTS:** 1 Mark Webber; 2 Lewis Hamilton; 3 Nico Rosberg; 4 Jenson Button; 5 Rubens Barrichello; 6 Kamui Kobayashi; 7 Sebastian Vettel; 8 Adrian Sutil; 9 Michael Schumacher; 10 Nico Hulkenberg.



TYRE ALLOCATION

TYRES USED THIS WEEKEND

SUPER SOFT



SOFT



MEDIUM



HARD



2010 WINNER

MARK WEBBER

2010 POLE POSITION

SEBASTIAN VETTEL



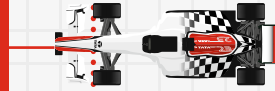
Kovalainen 104.986



Trulli 105.437

D'Ambrosio 107.294

Tonio Liuzzi has become the first HRT driver to dip under the 108 per cent barrier. He is edging up on Virgin's Jerome d'Ambrosio on raw pace.



Liuzzi 107.894

109%



Karthikeyan 108.590

Glock 106.703

THE DRIVER

LUCAS DI GRASSI

thedriver@autosport.com



IN THIS COLUMN I WON'T WRITE ABOUT THE technical stuff. Instead, I will try to tell you about the true emotion of racing somewhere special, something that definitely applies to Silverstone.

I was born and grew up in Sao Paulo, Brazil. Therefore, at Interlagos last year it was the first time I raced in Formula 1 in my hometown.

Everything is different when you're at your home race. To start, I was sleeping in my parents' house for the week, not having to eat hotel food or complain about the room next door making some weird noises during the night! Plus, it's always nicer to have a chat with my family during the dinner, and see some old friends.

At the track your schedule is always busier. The demand for interviews, media activities and PR are way greater and you must attend them all. Still, you answer all the questions with pleasure because you know it will be broadcasted in your country, to people that matter for you.

But although you're feeling great and enjoying your time outside the car, when you put the helmet on everything falls back to normal. I think it's because the focus to perform at your best is greater than anything else.

Silverstone is the home race of Jenson Button, Lewis Hamilton and Paul di Resta so it will be something special for them. I have raced only once at home, so I can't say the drivers get used to this feeling, but I truly hope that is not the case.



GARY ANDERSON
Technical consultant

AERODYNAMICS

The biggest challenge for Silverstone is to have a stable balance through the long, fast corners. The level of downforce required is quite high, and unfortunately this track has fast corners at either ends of long straights. That means overtaking is going to be very difficult. This is where the DRS could step in, but I'm not sure that either of the zones (into Brooklands and Copse) are long enough for a straightforward pass.

MECHANICAL

With the need for stability comes stiffness. But in some places Silverstone is still a bit bumpy, so it will depend on each car's ability to ride the bumps and how stable its aerodynamic platform is as to how stiffly it can be set up.

BRAKES

Brake wear is not an issue, but with the change in regulations outlawing blown diffusers during braking it will require the teams to make changes to reduce the nervousness of the car's rear end under braking. This can be achieved with a small change in ride height and by moving the centre of pressure rearward a little to give the rear that little bit more grip.

DRS pass into Copse will be very tough



RACE ODDS (Ladbrokes)	
Vettel	5/6
Hamilton	9/2
Webber	5/1
Alonso	5/1
Button	10/1
Massa	40/1
Rosberg	66/1
Schumacher	100/1
Heidfeld	125/1
Petrov	125/1
Kobayashi	250/1
Sutil	300/1
di Resta	300/1
Perez	500/1
Barrichello	500/1
Alguersuari	750/1
Maldonado	750/1
Buemi	750/1
Trulli	2000/1
Kovalainen	2000/1
Glock	3000/1
d'Ambrosio	4000/1
Ricciardo	5000/1
Liuzzi	5000/1

WITH EVERY RACE,

Sebastian Vettel becomes worse value. Chances are he'll win at Silverstone, but Jenson Button is worth a shot at 10/1, even if it's only an each-way. Whether it's worth a punt on a McLaren victory depends on whether you expect the ban on off-throttle diffuser blowing to have an effect. If not, Mark Webber is a better 'long' shot.

LIVE TV AND RADIO LISTINGS

FRIDAY JULY 8

0955-1135 Free practice 1 LIVE (BBC red button and online)
1355-1535 Free practice 2 LIVE (BBC red button and online)

SATURDAY JULY 9

0955-1105 Free practice 3 LIVE (BBC red button and online)
1210-1430 Qualifying LIVE (BBC1 & Radio 5 Live and online)

SUNDAY JULY 10

1210-1530 Grand Prix LIVE (BBC1 & Radio 5 Live and online)

Build Your Dream!

05717 1:24 Vodafone McLaren Mercedes MP4-25 (L. Hamilton & J. Button)



British Steel

1:24 Vodafone McLaren Mercedes MP4-25

05717

The Vodafone McLaren Mercedes team's 2010 chassis, the MP4-25, was an aggressive evolution of its race-winning '09 car. Unlike its predecessor, however, the MP4-25 was designed to fully exploit regulations which permitted double-diffuser under-body aerodynamics. In addition, further development to the floor was carried out during the season to harness the aerodynamic benefits of the engine's exhaust gases over the rear diffuser.

In Lewis Hamilton's hands, the car took notable victories in Istanbul, Montreal and Spa-Francorchamps. While reigning world champion Jenson Button took a memorable wet-weather victory at the Australian Grand Prix, following it up two races later with another victory in the wet in China.

Model-details:

- Highly detailed front and rear wings
- Multi-part eight-cylinder engine
- Detailed front and rear suspension
- True-to-original underfloor including diffuser
- Authentic tyres and rotating wheels
- Detailed cockpit
- Authentic decals for the MP4-25 in the GP versions for Bahrain, Canada and Great Britain

For more details on these brand new 1:24 scale model kits as well as the complete range of Revell products check out our International website at www.revell.eu



Available from branches of



and all good Toy & Hobby Stores.

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Build Your Dream!



Straight talk

David Coulthard

13-time GP winner and 2001 world title runner-up

It's not ideal that Britain's two world champion McLaren drivers, Lewis Hamilton and Jenson Button, are frustrated at present – let's hope their home race at Silverstone offers a welcome boost

The British public always loves to see a home victory at Silverstone. So for the second year in a row that means the responsibility lies with McLaren, as Force India is not yet close to providing Paul di Resta such an opportunity. But in the past couple of races Lewis Hamilton and Jenson Button have been left wanting as Ferrari has popped up as Red Bull's closest challenger.

There is clearly some frustration from the drivers – both Lewis and Jenson are world champions and they both want to win, especially at home. It's not looked good the past couple of races, so the team needs something for Silverstone to regain its drivers confidence.

It's confusing why McLaren is going through this situation. The drivers don't seem to know if they

are going to be competitive or not going into any given weekend. That must be quite tough for them. But when a team has two great drivers and it isn't winning, people aren't looking at the drivers as the reason

for that – they are looking at the developments coming through. Lewis was the centre of another media storm after Valencia, when he spoke quite negatively to the press after the race and then told the world to ignore the stories that were in the papers the next morning. I hate to say it, but with so many media faux pas recently, it looks like McLaren doesn't have control of its driver. We could applaud the team for allowing Lewis to say what he wants, but if it is their policy to encourage the drivers to say things that are less controversial and give the media less to run with, then that is not being achieved at the moment.

I can sympathise to a degree, because I said a lot of things in my career that I regretted afterwards. You are under this constant pressure in Formula 1, and the smart thing is to do a Mika Hakkinen and not say anything! People say that he wasn't very interesting, but you are not there to be a personality, you are there to win races. Mika was a master of not saying anything controversial. People would ask him a question, and he would look like he was giving it lots of thought before simply saying, "I don't think so".

DRS DISAPPOINTMENT

I didn't expect the DRS zones to be where they are for Silverstone. Down into Brooklands, I don't think the straight will be long enough because the left hand kink before it will not allow anyone to get close enough for a good

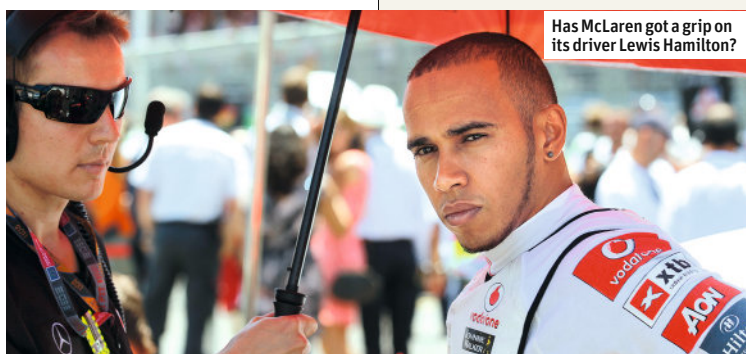
slipstream. And the old start/finish straight is not long enough either. I think it should have been on the Hangar Straight, giving you the chance to pass into Stowe. And then arguably you could have had the second zone into the following corner at Club, because it is possible to get a good run on someone out of Stowe sometimes.

The way the two-zone idea is working at the moment isn't really fair either. Not only do you get to pass someone who is a sitting duck in the first zone, but they can't fight back into the second one? Surely they could easily change that within the software if they wanted to.

HOPES OF A TITLE FIGHT

Statistically, it looks like the chances of a title race are gone. If you apply the current points system to years gone by, then Sebastian Vettel's lead is bigger than any gap that has been overturned in the past without injury intervening. I've been on the receiving end of similar dominance in the past, but I don't ever remember feeling a drop off in motivation. Every race weekend was another opportunity to get one over whoever was doing all the winning. It's essential for the sake of a thrilling world championship that somebody else starts winning. That's not to take anything away from Seb – he wants to win every race. But please don't! ❄

PIG: TEE/LAT



Has McLaren got a grip on its driver Lewis Hamilton?

are going to be competitive or not going into any given weekend. That must be quite tough for them. But when a team has two great drivers and it isn't winning, people aren't looking at the drivers as the reason

P105 DC'S 2000 WIN

“Lewis and Jenson don't know if they'll be competitive or not”



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MPH Mark Hughes

AUTOSPORT grand prix editor

Nico Rosberg is now inextricably linked with the Mercedes GP team, but was the form of his early days in Formula 1 any less compelling than Sebastian Vettel's?

Interesting to hear Nico Rosberg talking about his prospects and their connection with the progress of the Mercedes team. On the one hand that may sound like an obvious link, but the implications upon how a driver's stature will be perceived at the end of his career are quite profound.

"It is a fact that the team will have success, and everyone will agree on that," he said. "There is no reason why it won't. But the big question is, when?" With rumoured interest from Red Bull, Ferrari and McLaren, it's a big decision for Rosberg, a guy in his sixth season of F1 and still without a race win to his name, to stay committed to the cause.

You'd reckon on him staying for a while yet, as it's difficult not to have faith in a combination of Mercedes and Ross Brawn, but it's an unfortunate fact for Nico that his ultimate standing as a driver is still not established – because he's not yet had the machinery to

enable him to provide a definitive answer. He has terrific car control, is invariably super-fast at Monaco – always a good sign – and seems to be consistently getting the maximum from a less-than-fully-competitive car. But what if he – and not Sebastian Vettel – had stepped into the Red Bull family in 2006? Would he have achieved what Seb has? Possibly, but it remains an unknown.

Rosberg was slightly shaded by Mark Webber at Williams in his rookie season of 2006, but it's easy to read too much into team-mate comparisons, especially when experience levels are not the same. By the same token, BMW-Sauber didn't pull very hard in the tug of love for Vettel with Red Bull – because as far as the team could tell, Seb was around 0.4s slower than Robert Kubica. He wasn't definitively faster than Tonio Liuzzi at Toro Rosso either.

But there can be little doubt that Vettel has improved massively since that time and, as ever, it is the peaks you need to be looking at with a rookie driver rather than the averages, which tend to get dragged down by the wrong calls and missing data banks of inexperience. That stunning 2008 Italian Grand Prix win for Toro Rosso can now be seen as a more accurate reading of his potential than his third-driver role at BMW.

If we are looking for a peak that may suggest similar potential for Rosberg, you'd recall his very first grand prix, Bahrain 2006. In his comeback from pitting at the end of the first lap for a new nose, his pace suggested that he could

conceivably have won. Think of the sensation of that: an F1 debutant winning in a Williams. There were certain factors in his favour, but they don't account for all of it; it was a fantastic performance.

Good drivers tend to get locked in by top teams for a number of years, and if those years coincide with a team not being at the most fruitful part of its competitive cycle, then a driver's whole career can be lost. Perhaps unfairly, history will not recall him as someone the equal or better than a multiple champion if he has not achieved, even if that non-achievement is not down to him. Teams can survive long fallow periods and bounce back, drivers in the main can't.

It is this that currently seems to be preoccupying Lewis Hamilton's thoughts. He is *hating* the fact that Vettel is racking up the victories and the titles in the way that he knows he would be if he was in the same position.

Historically, McLaren is a fantastic place for a driver to be. But even a giant like McLaren has endured its lean periods. Between Ayrton Senna's last title, for example, and Mika Hakkinen's first were six years in the relative wilderness. That's an age for a driver, quite possibly coinciding with his peak personal performance. So McLaren desperately needs to convince Lewis that the team isn't in the midst of such a period – that the Newey-fuelled Red Bull era is not set to run for several more years yet – because, if so, the time to jump ship is now. ☼



Can Rosberg wait for Merc's form to improve?

“Hamilton is hating the way that Vettel is racking up the victories”

LE MANS

Porsche and Audi go head to head

Sister marques to fight it out at Le Mans in 2014 after Porsche confirms plans to return. By GARY WATKINS



Audi looks certain to go head to head with Porsche in 2014 when its sister marque mounts a bid for outright honours at the Le Mans 24 Hours for the first time in 16 years.

Audi Sport boss Wolfgang Ullrich stated in the wake of the announcement of Porsche's Le Mans return last week that he expects to continue racing in the LMP1 prototype division into 2014 and beyond. He insisted there would be no conflict between the two Volkswagen Group brands competing against each other.

"This is something we will have to decide, but we are going to continue the route with the 24 Hours," he said. "Each brand is taking its own decision, though

in consultation with the main VW Group board."

Senior Audi Sport boss Siggie Krause pointed out that there was a precedent for two VW brands competing together at Le Mans.

"It has happened before," he said. "A good example is Bentley competing against works Audis [in 2001-02]."

It is understood that Porsche and Audi have been given the all-clear to race against each other by VW bosses, including supervisory board chairman Ferdinand Piech, on the understanding that they use different technologies. That almost certainly means Porsche using petrol power together with hybrid systems, which it said

was "one possible option" in its official announcement, and suggests that Audi will stick with the diesel route.

Sources suggest that Audi was given an ultimatum by VW for 2011 to build a car that was at least a match for the latest Peugeot.

The pace of the new turbodiesel coupe, as much as its eventual victory, is understood to have secured its long-term future in sportscar racing.

That theory is backed up by the timing of the release of the Porsche news after this year's



Hybrid systems from GT3-R could be used

PIC: BLOXHAM/GRIFFITHS/GIBSON/LAT



Penske-run Porsche RS Spyder won ALMS

“The time has come for a big motorsport programme”

PORSCHE'S WOLFGANG DURHEIMER

Le Mans rather than during the event. Porsche Motorsport head Hartmut Kristen told AUTOSPORT that it had been decided to return to P1 “in the past months” and that the announcement of the FIA World Endurance Championship for 2012 in early June had “no effect” on the process.

News that Porsche will be back at Le Mans with a victory contender for the first time since '98 follows years of speculation that the Stuttgart marque was about to return to an event it has won 16 times. The firm revealed at the end of '08 that it was evaluating the LMP1 category and research and development boss Wolfgang Durheimer said last autumn “the time has come for a big motorsport programme at Porsche”.

Durheimer and in-coming president Matthias Muller had talked about either Porsche or Audi going to Formula 1 at that time. That was widely interpreted

as an attempt by Porsche to stake its claim to the prototype arena.

Kristen said: “It was not a decision against F1 but pro prototypes. There is a perfect match of our heritage with endurance racing and Le Mans.

“After the conclusion of our works-supported prototype programme [with the RS Spyder LMP2 car] in the American Le Mans Series [at the end of '08], we have kept up with the latest technological advances. Now we will begin detailed research to evaluate the various alternatives for our new car.”

New rules for 2014 will allow each car a fixed amount of energy, whatever fuel it uses. At the same time, Le Mans will be opened up to new powertrain technologies.

Kristen said that building an LMP1 incorporating an energy-retrieval system, most likely based on the Williams-developed flywheel used in the 911 GT3-R Hybrid, would be “a logical step”.

Kristen said there was no final decision on whether Porsche would run a factory team or sign up a partner such as Penske, which ran the RS Spyder in the ALMS.

AUTOSPORT SAYS...

GARY WATKINS
INTERNATIONAL
EDITOR-AT-LARGE



Now I know what childhood was like for my friends with birthdays in December. Last month, I learnt that I'll soon be reporting again on a proper world sportscar championship. Four weeks later, I'm told that Porsche is coming back to where it belongs, the very pinnacle of my chosen branch of the sport. Presents don't get much better for sportscar fans like me.

Porsche's news means as much as announcement of the World Endurance Championship for 2012 because a Le Mans return by the Stuttgart manufacturer always seemed much closer. Don't forget that when Porsche pulled out of top-level sportscar racing in December 1998, it said it would be back and even built a car, the stillborn LMP2000, to that effect.

I'd have laughed – or maybe cried – if you'd told me then that it would be 2014 until the next outright Le Mans contender from Porsche came along. The wait isn't over because we're probably more than two years away from seeing the new car, but I'm happy to sit tight safe in the knowledge that I'll soon be writing as much about Porsche as I did in the 1990s when the marque was winning Le Mans with the Dauer 962, the WSC95 and the 911 GT1-98.



WSC95 took 1997 victory

Porsche 16th – and last – Le Mans win came in '98

OPINIONS: PORSCHE'S RETURN



DEREK BELL

Four Le Mans wins with Porsche

It's not before time. People want to see Porsche racing at Le Mans, not in F1 or in IndyCar. Le Mans is not Le Mans without a real sportscar maker like Porsche, Ferrari or Alfa Romeo. This is excellent news.



JEAN-CLAUDE PLASSART

ACO president

We are very happy because there is so much history between Le Mans and Porsche. They are coming back to try to win with a new technology. And it could encourage more manufacturers.



TIMO BERNHARD

Porsche-contracted Audi driver

It is great news for Porsche. I am happy for everyone because they have a real heart for racing and have been waiting for this news for such a long time. What it means for me, we will have to see.



OLIVIER QUESNEL

Peugeot sports boss

This is good news and confirms endurance racing is the place to prove new technologies. I am sure that Porsche is just the first of many new manufacturers who will be joining us in the future.



ALLAN McNISH

Le Mans winner with Porsche in '98

This is timely with the announcement of the World Endurance series and will help lift the status of the series. Porsche will come in at a high level – we saw that with the LMP2 programme.

ROLL OF HONOUR

Porsche is the most successful manufacturer at Le Mans. Here are all the marques that have won the 24 Hours more than once:

- Porsche (16) • Audi (10) • Ferrari (9)
- Jaguar (7) • Bentley (6) • Ford (4) • Alfa Romeo (4)
- Peugeot (3) • Matra (3) • Bugatti (2)
- La Lorraine (2)



First Porsche win: the Salzburg 917 of 1970



GT3

NEW NISSAN GT3

The British Sumo/JRM squad has begun testing the new Nissan GT3 contender that is scheduled to race before the end of the season. These spy shots show the car, which is believed to be powered by a twin-turbo V6, testing at the Motorland Aragon circuit last week. Dutchman Nick Catsburg is believed to have undertaken the bulk of the running.

DTM

DTM urges progress on '12 car

Series boss calls on manufacturers to finalise details of new car after it emerges that specs are two months away

DTM series boss Hans Werner Aufrecht has urged Mercedes, Audi and BMW to keep working together after it emerged that the final details of the 2012 car specifications are still two months away from being finalised.

Series promoter the ITR revealed the brand new all-carbon-fibre 2012 monocoque, which will be the common basis for all models in the series, to the media at last weekend's Norisring round, but banned any photography.

ITR chief Aufrecht praised the three German manufacturers for cooperating on the regulations up to this point, but he pointed out that it was key to make sure they

continue to deliver on that promise.

"The manufacturers were prepared to do something together, and this is unique," said Aufrecht. "They have not looked after their own interests, and their cooperation deserves respect. But what is important now is to turn that philosophy into reality. There are no regulations for this level of concept. It is up to the manufacturers to make the DTM equal to all."

Audi Sport boss Wolfgang Ullrich played down the delay in finalising the rules. He believes that the last few details will be agreed swiftly once the manufacturers have started testing their cars – likely to be in the next month.

"When you work on a new rulebook the cars have to roll out, then you can make final decisions," Ullrich told AUTOSPORT. "You always need fine tuning. I would say we are at 95 per cent, and the rest will be done in the next two months."

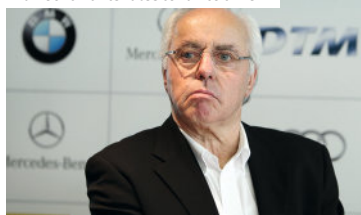
"When you work on such a complex project for so long there are different ideas. But it does not

Mercedes and Audi are thrashing it out with BMW



P46 DTM REPORT

Aufrecht wants rules to run to time



have to be a fight. It is a discussion, and an exchange of information and opinions. There is a special spirit in this project."

Mercedes motorsport boss Norbert Haug tried to play down the excitement at the unveiling on Saturday. "This is no time for euphoria," he said. "We have a

good basis to work from; now we have to settle down and look at what we have to develop it."

New BMW motorsport director Jens Marquardt was also in attendance at his first official appearance in his new role following the retirement of predecessor Mario Theissen last week.



Lamy is one of those on the bubble

LMP1

Peugeot hints at line-up changes for 2012

PEUGEOT HAS REFUSED TO RULE OUT changes to its driver line-up for next year's Le Mans 24 Hours.

Peugeot Sport boss Olivier Quesnel insisted that it was too early to speak about drivers for next year and would not discuss individual cases. But his comments at last weekend's Imola Intercontinental Le Mans Cup event hinted at revisions for next season.

"Endurance racing has changed: even Le Mans is now a long sprint and the drivers have to push from the beginning to the end," he said. "The four you see here [Sebastien Bourdais, Anthony Davidson, Franck Montagny and Stephane Sarrazin] are really fast."

Quesnel's comments come against

the backdrop of rumours that Pedro Lamy, Nicolas Minassian and Alexander Wurz are all under threat for next season.

He insisted that Lamy remains part of the Peugeot set-up, despite being dropped from the driver rotation in the second-placed 908 at Le Mans last month.

Quesnel explained that the Portuguese is not due to race again this year, having completed his programme of three races at Sebring, Spa and Le Mans, but that he could be called upon for Peugeot's test programme.

Minassian and Wurz are due to return to the Peugeot line-up for Petit Le Mans at Road Atlanta in October.

LMP1

Audi plans R18 changes

AUDI HAS HINTED THAT THERE COULD be major revisions to its Le Mans-winning R18 TDI coupe for the 2012 season.

Audi Sport boss Wolfgang Ullrich would not commit to the R18 continuing into next year when commenting about the marque's plans at the weekend.

"We will see how it is going to run," he told AUTOSPORT. "Next year, there will be a car that looks very close to the R18."

Asked if the car would still be called the R18, he said: "This is not decided yet."

A name change could reflect the use of hybrid technology, which is under development at Audi Sport. The German manufacturer does not want to race using energy-retrieval systems, but Ullrich has stressed that it would be forced to do so if it offers a performance advantage.

Audi has traditionally planned a three-year life cycle for its prototypes. The R8 and the R10 were used by the factory for three seasons. The competition career of the R15 was limited to two full seasons by the introduction of new rules for 2011.



R18 to stay on in 2012?

IN BRIEF



CATSBURG AT SUMO

Megane Trophy champion Nick Catsburg took the place earmarked for Briton Guy Smith in the Sumo Power Nissan GT1 World Championship line-up (above) at Navarra last weekend. Smith expects to return to the team later in the season.

VERDONCK'S CALL-UP

Belgian Nico Verdonck received a late call to race the Selleslagh Chevrolet Corvette C6.R at last weekend's Navarra FIA GT1 event. Verdonck, who raced a Hegersport Maserati in the series last year, replaced Andreas Zuber alongside Mike Hezemans.

LEVEL 5 SWAPS LOLAS

The US Level 5 Motorsports squad swapped from its remaining Lola B11/60 coupe to its B11/40 spyder for last weekend's Imola Intercontinental Le Mans Cup event. The team made the switch to exploit the larger-diameter air restrictor and lower weight limit afforded to cost-capped LMP2 machinery.

LONG RETURNS TO FELBERMAYR

Porsche factory driver Patrick Long returned to the Felbermayr Proton team for Imola. The American finished second in the GTE Am class at the wheel of a 911 GT3-RS shared with Gianluca Roda.

LOMBARD JOINS GREAVES

Olivier Lombard, who joined the Greaves Motorsport LMP2 team ahead of its victorious Le Mans 24 Hours assault, returned to the wheel of its Zytek-Nissan Z11SN for last weekend's Imola 6 Hours. The Frenchman will also contest the final two Le Mans Series rounds with the British squad.

LOUIS ROSIER JR

Louis Rosier, who won the 1950 Le Mans 24 Hours with father Louis Rosier Sr at the wheel of a Talbot-Lago, has died at the age of 86. Rosier Jr, who more usually raced as Jean-Louis, competed at Le Mans on five occasions (below, in '54) and was the oldest surviving winner of the race.



LE MANS/DTM

Lucky break in Rockenfeller crash

AUDI DRIVER MIKE ROCKENFELLER

has revealed that he would not have been able to return to racing so soon after his horrific Le Mans crash if his car had not turned as it hit the barrier head on.

The German was turned into the wall on the flat-out run to Indianapolis corner after he was clipped by the Ferrari GT car of Rob Kauffman as he lapped it. His Audi R18 TDI speared into the barriers that closely line the circuit, and he was forced to miss the following DTM race at Lausitz while he recovered.

Rockenfeller returned to a DTM cockpit last weekend at the Norisring, where he explained the main reason that he was able to return to racing so soon.

"I was nearly past him, but when he clipped me the car went 90 degrees," Rockenfeller told AUTOSPORT.

"It was a head-on hit, but the car turned as it hit the wall because the front-right corner gave way and absorbed the energy.



Rockenfeller back at Norisring

If it was a proper head-on, there is no chance I could be here like I am now. If you hit the guardrail straight on at 300km/h, you will go through it."

The 27-year-old finished only 14th on his comeback with the factory Abt

Sportsline-run DTM team last weekend, but he said he felt fine in the car.

"There was no problem," he added. "I never went out and had a headache or anything. It was really easy. I think I am very lucky."



JV last raced Indycar on oval at New Hampshire in 1995

INDYCAR

JV rules out Vegas race

Villeneuve turns down chance to win \$5m, and slams IndyCar's 'sub-F3' drivers

Former world champion Jacques Villeneuve has ruled himself out of racing for the \$5 million bonus at this year's IndyCar season finale at Las Vegas, because he believes that the standard of driving towards the back of the field makes it too much of a risk.

The 1997 F1 champion and '95 Indycar title winner and Indy 500 victor confirmed in March that he had been approached by the series about competing for the bonus

prize being offered to any 'guest' driver who can win the race.

He now says that he has decided against it. "I'm not really interested," Villeneuve told AUTOSPORT. "You go into a race, not prepared, on a track where it's flat-out all around. You risk killing yourself for nothing, mostly because it's a race where there would be a few guys in that same position and you end up doing stupid things to get the big prize.

"It's one thing to drive fast, but at those speeds... you're going 230mph plus, one inch from the next guy.

"I don't mind doing that against great drivers. I mind doing it against drivers that shouldn't even be in Formula 3. There are some great drivers in IndyCar, but there's also a bunch who should not be there."

The 40-year-old Canadian said that he could have reconsidered if

he had an offer from a top team and sufficient testing, but instead he is happy to continue working on a deal to contest more NASCAR races following his third place in the Nationwide Series race at Road America two weeks ago.

"If you can do it with a team like Penske, you know when you sit in the car and you have a missile – it will be perfect," he said. "Then you can hedge your bets, and chances are that you'll be fine. If you do it as a last-minute, then no. My focus is on NASCAR."

The IndyCar deadline for expression of interest from guest drivers for the Las Vegas race is understood to have passed last month.



Herta and Wheldon will have Honda power

INDYCAR

Honda engine for initial tests of new IndyCar

THE INITIAL TESTING OF THE 2012

IndyCar chassis will be carried out with the new Honda engine.

Indy 500-winning driver and team Dan Wheldon and Bryan Herta Autosport were announced as the official testers for the new technical package two weeks ago, with the new Dallara chassis and the first versions of the aero kit set to be put through their

paces for the first time next month.

Herta said that Honda was best-placed to supply engines for the opening tests.

"The testing will be with the next-generation engine," said Herta. "For the start of the test programme it will be a Honda unit, because they'll be the first one with an engine completed and ready to do the testing phase. But certainly I think as the test programme moves on,

other manufacturers will get involved."

Although the team has no plans to race again this season, Herta said that he remains optimistic that he can put together a deal for 2012.

"We're pretty happy with where we're at right now," he said. "We haven't signed with any particular manufacturer yet. Right now we've got to focus on the test programme."

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INDYCAR

Carroll targets IndyCar return

NORTHERN IRISH EX-A1GP HERO

Adam Carroll has set his sights on securing an IndyCar drive with Andretti Autosport, the team that overlooked him at the eleventh hour this year.

Carroll contested two races in an Andretti Autosport/AFS entry, at Watkins Glen and Mid-Ohio, in 2010, and was in the frame for a full-time Andretti seat for this season before being trumped by fellow British racer Mike Conway over the winter.

"Andretti Autosport is where I want to be, and I'm working flat-out to make it happen," Carroll told AUTOSPORT. The 28-year-old added that another IndyCar cameo is possible this year at the Motegi race in September, but that the bulk of his focus is on finding a full-time ride in the series for next season.

"I'm working on a sponsor at the minute," he said. "We're talking about a one-off [this year], which would be Japan if it happens."

Carroll broke his layoff when he contested last weekend's Formula Renault 3.5 round at the Hungaroring with P1 Motorsport, the team with



Carroll raced IndyCar in 2010

which he finished runner-up in British Formula 3 in 2004.

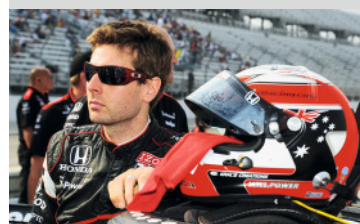
He was called up to replace the injured Walter Grubmuller and claimed a podium finish on his first race outing since the second of his IndyCar starts at Mid-Ohio last August.

But Carroll says that he remains committed to establishing himself in the US, and that he even considered a

season in Indy Lights this year as an affordable way to remain in a car.

"I did look at Indy Lights this year, just because of the sort of budgets you're looking at," he said. "Indy Lights is pretty good value. But IndyCar is what I'm working on, and I'm trying to put a deal together for when the new car comes in next year. I am 100 per cent committed to it."

IN BRIEF



POWER BACK IN ACTION

Penske IndyCar star Will Power (above) was cleared by series medical personnel to test at Mid-Ohio last week following his heavy accident in the recent Iowa Speedway round. The Australian was set to run again at New Hampshire this week.

PENSKO DUO FOR SURFERS

Power and Penske team-mate Ryan Briscoe have both been confirmed for this year's V8 Supercar race at Surfers Paradise. Power will be paired with Mark Winterbottom in a works Ford, while Briscoe will join either Garth Tander or James Courtney in a factory Holden.

AUSSIES SET FOR TEXAS

Australia's V8 Supercar Series has confirmed that it will race at the new Formula 1 circuit in Texas next year. The series has agreed a five-year deal with Austin's Circuit of the Americas.

BMW DTM ROLLOUT

BMW rolled out its new M3 DTM for the first time on the manufacturer's Aschheim test track on Monday. A concept version of the car is scheduled to be unveiled to the media for the first time on July 15.

GP3 TEST DATES LOCKED IN

The GP3 Series has confirmed the dates for this year's end-of-season tests. The series is scheduled to run at Barcelona on October 25-26, Valencia on November 23-24 and Jerez on December 1-2.

NIGHT RACE AT FONTANA

IndyCar will return to Fontana with a night race in 2012. The two-mile oval hosted CART between 1997-2002 and IndyCar from 2002-2005.

VW INVESTIGATES FAILURES

Volkswagen engineers are investigating the engine misfires that have blighted British F3 frontrunner Kevin Magnussen's season. The Dane (below) was denied a win by his third failure of the year at the Nurburgring last weekend.



BRITISH F3

British F3 teams drop mandatory pitstops

BRITISH FORMULA 3 TEAMS HAVE been allowed to abandon compulsory pitstops this season, despite their being mandated in the championship's regulations.

Pitstops were trialled last year in the reversed-grid races at Rockingham and on the Silverstone Bridge circuit, and were due to feature for the first time this season at the Nurburgring last weekend.

Further pitstop races were planned for Paul Ricard and Rockingham, plus the season finale on the Silverstone GP circuit. AUTOSPORT understands the teams have opted pitstops on safety grounds.

Formula 3 Teams Association (FOTA) spokesman Peter Briggs said: "The cars aren't designed for tyre-change pitstops. You can have failures on certain components and it's not what we want to see. It's no fault of Dallara, but this year's car is a bit fragile for quick pitstops."

Article 2.6.1 of the 2011 sporting rules states: "The Series Organisers

reserve the right to introduce a series of mandatory pitstops for Championship races at selected rounds during the 2011 season. The pitstops will take place at the rounds notated in CR1.5."

Organisers are currently waiting for a confirmation from the Motor Sports Association that will freeze regulation 2.6.1 "until further notice".

Series manager Lisa Crampton said: "Safety is the key and I don't want to force something on the teams that's going to cause a safety issue."

Crampton and Briggs suggested pitstops could return with the next generation of chassis in 2012.



Now they have to pass on track



Vanthoor lost win

F3 EURO SERIES

Officials 'rob' Vanthoor

REIGNING F3 EURO SERIES CHAMPION team Signature was left outraged by a controversial decision to strip Laurens Vanthoor of his maiden victory at the Norisring last weekend.

Vanthoor was one of eight drivers handed a 30-second post-race penalty for improving his sector times under yellow flags in the first race of the weekend. The track was drying quickly, and the team argued that this made it difficult to maintain a slower pace.

Signature was further angered when no such penalties were handed out in similar conditions in race three. The team submitted an appeal, but it was thrown out by the stewards.

"I cannot fathom this decision," said Vanthoor. "After the race the officials would not even talk to us."

PIT BITS

Facts and stats plus a readers' poll

Flashback

October 21, 1984

GRID OF RENAULTS

Renault will supply engines for eight cars in F1 next year. The previous record was seven, at Estoril in 1984, when the works team ran a third RE50 for Philippe Streiff – which joined its sister cars, two Lotuses and two Ligiers on the grid



TOP FIVE

Successful teams in Brit GP

1 Ferrari

There are 15 British GP winners' trophies at Maranello. Kimi Raikkonen delivered the most recent success in 2007.

2 McLaren

McLaren trails Ferrari by just one win. Its first came from Peter Revson in the 1973 race.

3 Williams

Williams has won on home soil 10 times, most recently with Jacques Villeneuve in 1997.

4 Lotus

Eight home wins between 1962 and '72 included five by Jim Clark (above).

5 Four-way tie

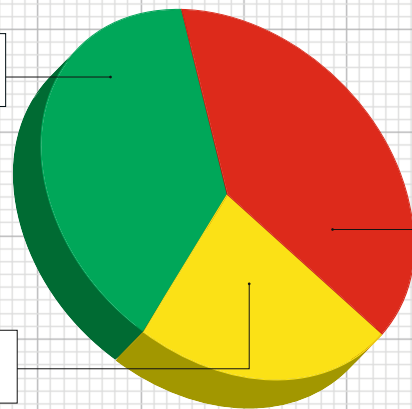
Cooper, Tyrrell, Renault and Red Bull are all two-time British GP winners.



Can Porsche win at Le Mans?

Porsche will win
38.4%

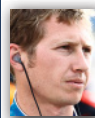
Peugeot will win
23.1%



We asked AUTOSPORT forum users whether Porsche can win at Le Mans when it returns in 2014

Audi will win
38.5%

top tweets



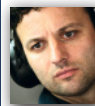
@RyanBriscoe6

We just cut into our 1st home grown watermelon, but it's not ripe yet! How r we supposed to know when they're ready??"



@PippaMann

Yeah. Sometimes things aren't funny. Like British teams tweeting about how big of a "shock" a female driver would be in F1...



@DarrenTurner007

Had a lovely time today. ... oh scrub that I meant had crap time...



@AntonioPizzonia

Hard work beats talent when talent does not work hard #DalaiPizzonia



@antdavidson

Got out the car with massive cramp in my butt after seat not supporting me enough. The joys of being a short ass!!



@mwinterbottom

So hard to stay up for 5 sets of tennis. Please someone win it in straight sets. #wimbledon

NEXT WEEK



BRITISH GRAND PRIX REPORT

17 pages of insight and analysis from Silverstone, including great pics and driver-by-driver appraisal

SKODA TEST

What happened after AUTOSPORT was let loose in the Fabia S2000 at Goodwood



PLUS

Full report from the GP2 and GP3 F1-support series from Silverstone; IndyCar heads to the Toronto streets

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GOODWOOD

MEEKE IS QUITE WILD

Kris Meeke demonstrated the Mini John Cooper Works WRC at all three days of the Goodwood Festival of Speed, driving the car up the hill and through the forest rally stage

WRC

Solberg drops factory VW hint

Former champion confirms winding-up of his privateer team ahead of a possible move to the works VW squad in '13

Petter Solberg has revealed that he will not contest the 2012 World Rally Championship in a car run by his own team.

The Norwegian established his team when Subaru pulled out of the WRC at the end of 2008. For the past two and a half years, the 2003 world champion has driven private Citroens, but he is on the verge of signing for Volkswagen in a deal that would take him back to factory world rally cars.

Solberg steadfastly refused to comment on the future, saying: "I'm driving a Citroen this year and that's what I'm focused on."

AUTOSPORT's sources insist a deal has been agreed between VW and Solberg from the start of next season. While Solberg denies any such deal, he admits he has little appetite for another season as a privateer.

"I can't carry on like this," he said. "It's crazy. I'm working all of the time to find the sponsors, keep them, make them happy, test the car, drive the car, it's a lot of work. I had the choice [in 2009], I could sit down and do nothing or I could make it happen. I made it happen. I love this sport and I didn't want to sit down and do nothing, but it has been tough – probably tougher than I thought it would be or could be."

"I know I can drive and I know I can still win these rallies.

Running my own team has been an investment in my future, but now I really want to be back in a works team."

In his 30 starts as a private Citroen driver, Solberg has been on the podium 11 times, but he still hasn't won a rally since Rally GB at the end of 2005.

Solberg had been expected to lead



Solberg has had enough private life

a VW team into the 2013 World Rally Championship, which would include the German firm's Dakar winner Nasser Al-Attiyah. As revealed by AUTOSPORT.com last week, however, the Qatari driver is likely to quit his VW deal in favour of a Mini for Dakar and a Ford or Citroen for a full '12 WRC assault.

A VW spokesman said: "Nothing is decided for 2013 with regard to the drivers or to the testing next year, we are still in the planning stages."

Commenting on Al-Attiyah's possible departure, the spokesman added: "I believe there is no final decision, things are still open."



Pastrana: African challenge ahead

SAFARI

Pastrana joins strong entry for Safari Classic

FOUR-TIME RALLY AMERICA

champion Travis Pastrana is the latest star name to sign up for this year's East African Safari Classic.

The November rally has already received its strongest entry ever, with world champions Bjorn Waldegaard (Porsche 911) and Stig Blomqvist (Ford Escort) confirmed for the 2500-mile, nine-day event

that starts and finishes in Mombassa.

Pastrana is no stranger to historic rally cars, having driven a Ford Escort Mk1 previously, but he'll be in a Porsche in Africa. "Competing in the East African Safari Rally is something I've always dreamed of doing," said the American, who will share a 911 with Kenyan rally legend Patrick Njiru.

Former world champion co-driver Phil

Mills will prepare Blomqvist's Escort via his Viking Motorsport firm. The Welshman said: "This year's event will be a classic. It's an incredible event and getting to the end will be a huge task for all the teams."

Among the other highlights on the entry list are: Gregoire de Mevius (911), Ian Duncan (Ford Capri) and Brits John Lloyd (Ford Escort) and Steve Perez (Datsun 260Z).

WRC

Hirvonen: Finland will be big fight

FORD'S MIKKO HIRVONEN SAYS this year's Rally Finland will be one of the most competitive events of the season, with 21 World Rally Cars starting later this month.

Hirvonen, who won his home round of the championship two years ago, said the appeal of Rally Finland is as strong as ever, with 124 cars starting the main field.

"I can understand why people want to compete in Finland," he said. "It's the speed, the jumps and the stories. It's a fantastic event. Having the chance to spend a little bit of time at home during this break, you can feel the anticipation building. It's going to be a great rally."

Beyond his and countryman Jari



Hirvonen won on home soil in 2009

Matti Latvala's factory Fords, Janne Tuohino and Jari Ketomaa will both drive Fiesta RS WRCs, while Matti Rantanen – who finished a stunning fifth in 2009 – drives a Mini WRC.

"Those guys are all capable of a very good result," said Hirvonen, "but in particular, Rantanen is a very good driver. Maybe this could be the

good chance for him to get a good drive for the future. With an entry like this, maybe the top five could be all Finns, but as AUTOSPORT is British... there's room for Kris Meeke as well!"

Rally Finland starts on Thursday July 28 with three stages, before finishing in Jyväskylä on the Saturday night.

IN BRIEF

WRC ACE DEFEATS F1 BOYS

Mini driver Dani Sordo beat F1 drivers Vitantonio Liuzzi and Jaime Alguersuari at the Stadium Race in Vicente Calderon Stadium in Madrid last week. Driving spaceframe stadium cars, Sordo beat Alguersuari in a three-race final.

NASSER TOPS PAFOS

Nasser Al-Attiyah won the fourth round of the FIA Middle-East Rally Championship in Cyprus last weekend. Driving his Autotek-tuned Ford Fiesta S2000, Al-Attiyah dominated the Pafos International Rally to move into the lead of this year's MERC series. He's chasing a seventh drivers' title.

PADDON BACK TO NZ

Production Car WRC leader Hayden Paddon will get some match practice on next week's International Rally of Whangarei, the fourth round of the Asia-Pacific Rally Championship. Paddon won the event last year and starts New Zealand's most important rally this year (the WRC is not visiting) as favourite.

ROSSETTI FOR BULGARIA

Double European Rally champion Luca Rossetti will be looking for a big score from this weekend's Rally Bulgaria, the latest ERC round. The Abarth Grande Punto driver leads the series from Luca Betti. This will be Rossetti's first outing on the

Borovets-based event which ran as a WRC round last season.

MIKKELSEN IN FoS DASH

Skoda UK driver Andreas Mikkelsen made the final day of last week's Goodwood Festival of Speed after winning the Rally San Marino on Saturday. The Norwegian was helicoptered to Rimini airport, then flew to Gatwick on Saturday night.

TWEAKS FOR RALLY FRANCE

The organisers of Rally de France could be forced to make last-minute alterations to the route for the September event. The 15-mile Grand Ballon test, used twice on day two, is reported not to have received the correct road-closing order last year. The issue centres on an environmentally sensitive area close to the summit of the stage.

RACER IN RALLY CAR RIDE

BTCC driver Tom Chilton (below) joined Andreas Mikkelsen for a ride in his Skoda Fabia S2000 at Goodwood on Sunday. Chilton said: "Andreas blew my concept of what you can do in a car out of the window. It was the ride of my life!"



IRC

IRC boss hails Scottish roads 'best in series'



Nicolas has praised Rally Scotland roads

INTERCONTINENTAL RALLY CHALLENGE chief Jean-Pierre Nicolas has described the roads to be used on this year's Rally of Scotland as the best in the series following his recent recce of the route.

Nicolas, a man who won five WRC events in his career as a driver, said driving through the Perthshire and Stirlingshire stages that make up the October 7-9 event made him wish he was competing again.

"I would be happy to drive here again," said the Frenchman. "Everywhere I go, I tell people they have to come to Scotland, it has the best stages anywhere, they are beautiful."

Nicolas is a particular fan of Errochty, which will be used as one of the live television stages shown on Eurosport.

"This is the best stage," he said. "It is a model for all over the world: fast, quite wide and flowing, with a perfect surface. I try to remember when I was a driver: this would be the perfect [road]."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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Sussex doesn't have too much in common with Sweden. But it did for me last Saturday, as I was privileged enough to ride in the car Colin McRae drove to second overall on the 1992 Swedish Rally. But I was in Sussex, with Colin's dad Jimmy guiding the beautiful Subaru Legacy RS between the trees at the Goodwood Festival of Speed.

I was 19 when Colin came so close to winning with this car on his first foreign outing with Subaru. I remember it well. I remember McRae's team-mate Ari Vatanen doing what many had predicted the then 23-year-old Scot would do: crashing. I remember the final-day puncture that cost McRae any chance of beating Mats Jonsson. I remember McRae's terrorist-style balaclava. And I remember the red dashboard.

And now it was me, not Derek Ringer, sitting in front of it. Thanks to stunning preparation from BGMsport, every part of that dash was as it had been back in the day.

The engine burst into that unforgettable bellow. Off the line, the Legacy came on song, bringing smiles from the rows of spectators that lined the start.

I tightened my belts, expecting the odd bank to be slapped in the next couple of minutes. Not a bit of it. Jimmy remains as tidy and quick as ever. Inch-perfect through the woods, we flew far over the jump as 2m31.2s of my life disappeared all-too-quickly.

The memory, like that of McRae Jr 19 years ago, will live with me forever.

McRae Jr almost won in Sweden back in '92



BIG NUMBER

41

The number of Nasser Al-Attiyah's FIA Middle East Rally Championship wins, the latest coming in Cyprus last weekend

RACING REBELLION

The 19th Goodwood Festival of Speed was a fitting tribute to the fearless freethinkers of the past century. *By* MARCUS PYE



C. BLOXHAM/LAT

The theme 'Racing Revolutions – Quantum Leaps That Shaped Motor Sport' eloquently defined the 19th Goodwood Festival of Speed. Decade to decade – gloriously illustrated by vehicles spanning 1907 to the present day – its technical development accelerated spectacularly as brilliant far-sighted and intuitive engineers sought new solutions in the endless quest for speed.

Internal combustion engines with one, two, three, four, five, six, eight, 10, 12 and 16 cylinders were on parade, but within many of each genre there were alternative configurations. Split singles, horizontally-opposed twins and fours; sharp-sounding straight, vee and flat sixes and eights; V10s, 12s and 16s, plus boxer and triple-bank W12s for example. Each made distinctive soundtracks, as did raucous Wankel rotaries on track and field and whooshing gas turbines in the sensational Lotus 56 Indy 'wedge' - and on a crazy motorcycle!

While two valves per pot were the reliable norm for ingress and egress of gases, in France Peugeot had

pioneered four-valve operation (with twin overhead camshafts, s'il vous plait!) on its 500cc motorcycle and Indianapolis 500-winning power units – with hemispherical combustion chambers - by 1913!

Forced induction via mechanical supercharging brought savage increases in power and was commonplace by the 1930s. Exhaust-driven turbochargers came later, but followed a similar train of thought. By the 1980s, successful competition vehicles were even motivated by engines fed by both conventional vane-type blowers and turbos with ingenious anti-lag devices.

Pump fuel (petrol or gasoline, depending on your origin) or cool-running methanol fuelled these motors but exotic aromatic blends were needed at the height of F1's turbo era. Fuel-efficient diesel engines might have swept the board in the Le Mans 24 Hours since 2006, but the first diesel-engined car to contest the Indy 500 covered the distance without stopping 75 years earlier. It qualified last, but Fred Agabashian put another oil-burner on pole at 'The Brickyard' in '52. ►



Gas turbine Lotus 56 'Wedge' encapsulated the 2011 theme

BRILLIANT BUTTON



After an inspired drive from last place at half-distance, Jenson Button takes his McLaren-Mercedes into the lead from Sebastian Vettel on the last lap to win the 2011 Canadian Grand Prix.

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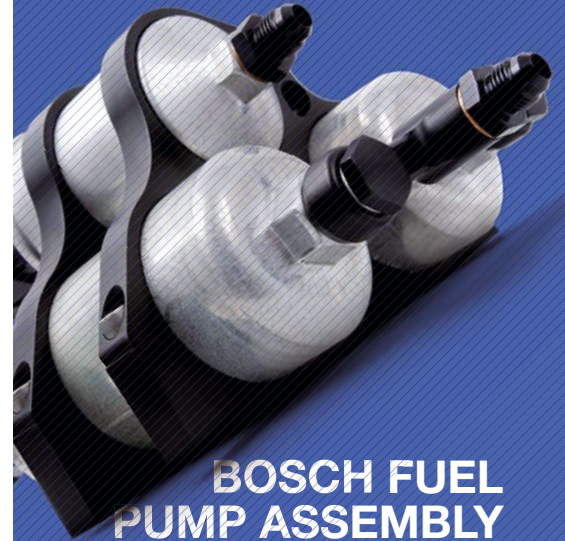
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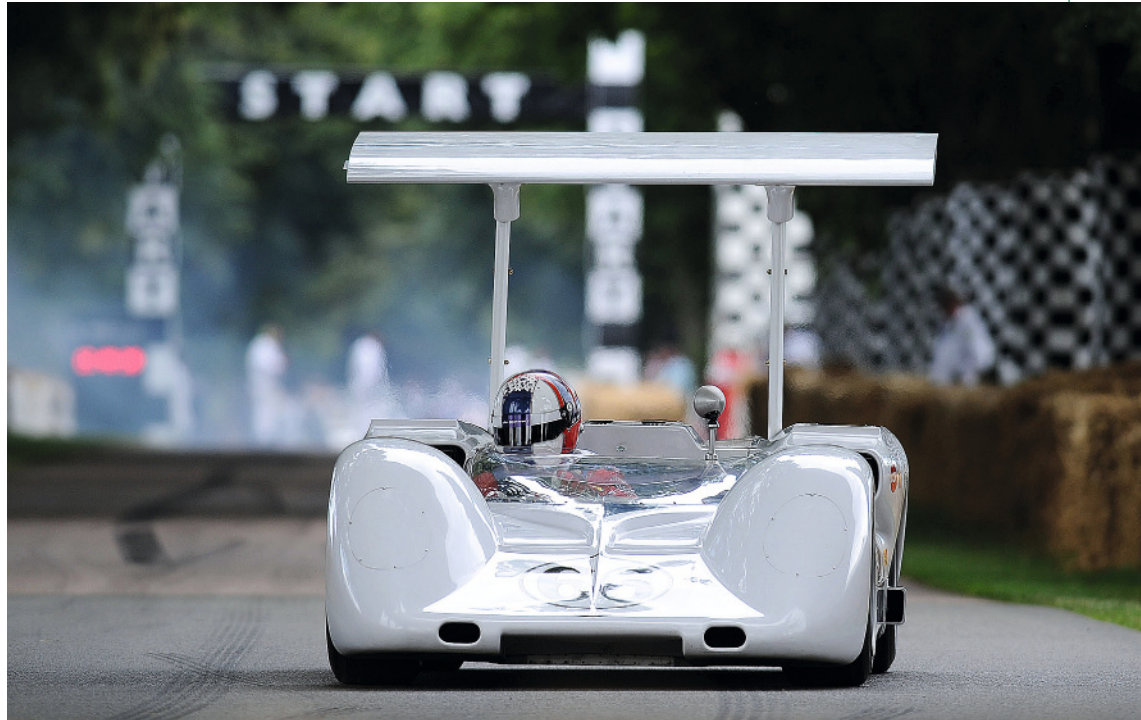
◀ Beyond the basic tenets of front- and rear-wheel drive, with their pros and cons, all-wheel drive took its bow long before Audi harnessed it sensationally in its all-conquering Quattros (bahnstormers in both rallying and racing) 30 years ago. It also touched Indycar racing, and Formula 1 with the arrival of tractor magnate Harry Ferguson's P99 that in Stirling Moss' sublimely gifted hands won the Oulton Park Gold Cup 50 years ago. DAF's continuously-variable transmission was also proven in competition, but the vision was outlawed from F1 when tested by Williams.

Other huge advances had, by then, long taken root. Streamlined bodywork was around before World War 1, as evidenced by Ray Harroun's Marmon Wasp, winner of the inaugural 500-mile marathon at Indianapolis in 1911, at an average speed of almost 75mph. Harroun raced alone, thus innovatively fitted his sunflower yellow machine (in the paddock at Goodwood House) with a rear-view mirror.

Disc brakes had come on stream with the Jaguar C-type in 1952, and were quickly adopted for their efficiency. It's D-type successor boasted six-piston front callipers and continued the marque's fabulous run of success at Le Mans. Outmoded in other departments – its front-engined layout looked frankly bizarre against a Cooper T51 or Lotus 18 – the Ferguson test-bed adopted an anti-lock system for its anchors, a feature now taken for granted on all but the most basic road cars. Only the switch to carbon brake discs, in the '80s, would slash retardation distances, to a hitherto unbelievable degree.

While German rival Mercedes-Benz clung staunchly to its beautifully-engineered front-engined chassis, Auto Union (from which the historic Audi brand re-emerged in 1965) embraced the concept of rear engines in the mid-'30s. Although Britons Charles and John Cooper are widely credited with kicking off the 'rear-engined revolution' with their 500cc single-seaters of the late '40s, it wasn't until Jack Brabham had landed the marque's first F1 World Championship a decade later that a wholesale change began. Even then, it took another six years to down the antediluvian 'Roadsters' in the USA's great race.

Chassis construction was another focus of the Festival. Between the twist-prone steel girder rails of the early machines – on which drivers and their courageous riding mechanics perched precariously – to today's ultra-stiff carbonfibre tubs that cocoon their occupants, a wealth of options was explored. From tubular frames to monocoques (in sheet steel or



Brazilian ace Gil de Ferran ran Jim Hall's Chaparral 2E on hill

aluminium, ali honeycomb, carbon-topped sandwich and even marine plywood) all avenues were explored. Including wings, the understanding of which led to the holy grail of ground-effect, oddly without seminal Lotus 78 or '79 models.

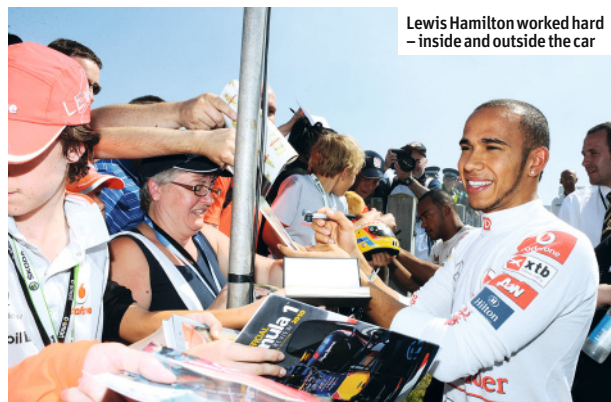
Never has progress been made as quickly as in recent times however. Computer-aided design (CAD), CNC manufacturing processes with minuscule tolerances, advanced materials and aerodynamic optimisation – by wind tunnel and computational fluid dynamics

– focused by study programmes to train the next generation of boffins combine to move development parts from drawing board to testing in days rather than months.

The manifestation of these advances, and others of previous epochs, was showcased to a knowledgeable fanbase over a three day 'techfest' at Goodwood. Crafted by host Lord March and his team with almost as much attention to detail as the cars and motorcycles on hillclimb course and forest special stage, the event's narrative brought together a cross-section of the greatest cars on earth, many matched with their original star drivers.

From brute force and ignorance to cerebral performance packages, cart springs to active suspension, four wheels to six, gurney flaps to absurdly high wings, hard narrow treaded tyres to soft wide slicks and suction power to double diffusers, almost every performance enhancer was laid bare.

Proving that racing (and rallying) improves the breed, many of these technologies can now be found in the world's fastest roadgoing supercars, demonstrated daily. As an adjunct, there were glimpses into the future with eco-friendlier cars motivated by alternative energy sources, and competition prototypes on track. While this doesn't look great for motor sport as we know it, the wheel cannot be reinvented. Should it all go silently electric, or otherwise, enthusiasts will rely on world-class events like the Festival of Speed and its younger sister the Motor Circuit Revival to show them exactly how it was. ▶



Lewis Hamilton worked hard – inside and outside the car



Martin Donnelly was back in 1990 Lotus-Lamborghini V12


AUTO GP



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Indy 500 centenary show came with US-style pomp

SCENE SUPERLATIVES

Jaguar's iconic E-type is 50 this year, thus the machine dubbed by Enzo Ferrari as "the most beautiful car in the world" was a major DNA stream in the hillclimb. The lithe cats' racing prowess was traced from Paul Vestey's flat-floor roadster ECD 400 – a winner on the model's race debut at Oulton Park in April 1961 with Graham Hill driving for Tommy Sopwith's Equipe Endeavour – through a set of lightweights and low-drag coupes to American Bob Tullius' Group 44 V12 SCCA contender.

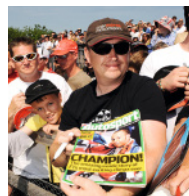
Much attention was justifiably lavished on the shapely coupe in which German racer Peter Lindner lost his life at Montlhery in '64. Sensationally rebuilt by Peter Neumark's CMC team in Shropshire it howled up the course in the skilled hands of 1978 British hillclimb champion David Franklin.

Dozens of road-going E-types were on campus, too, including the strange Guyson E12 evocation in the Cartier Style-et-Luxe, its brick-like profile as far removed from the slender and elegant original as it could be. All were overlooked by Gerry Judah's massive statue of a fixed-head coupe outside Goodwood House. Concocted from what looked like giant cannelloni

tubes (which would have taken tons of minced beef or spinach and ricotta cheese to fill!), nosediving towards the grand grass circle, the monochrome monster was bizarre. Happily, Saturday's event partygoers said it worked splendidly when spotlighted in the dark.

Massive was byword for everything at this year's festival. Motor manufacturers underscored their involvement in Thursday's Moving Motor Show (after which the cars were housed for the weekend in a giant edifice adjacent to the hillclimb start) by erecting opulent double-decker hospitality pavilions. Racing whisky purveyor Johnnie Walker installed a twin-decked public viewing platform and Honda brought a 'Goodwood Eye' ferris wheel with branded capsules from which visitors could survey the scene from on high.

Nobody had a more majestic birds-eye view of proceedings in this normally tranquil corner of West Sussex, though, than the RAF Red Arrows aerobatic team that entertained on Thursday, Friday and Saturday. Or the pilots of the awesome AVRO Vulcan that thundered overhead so gracefully on the final day.



Now that's better than a plain autograph book



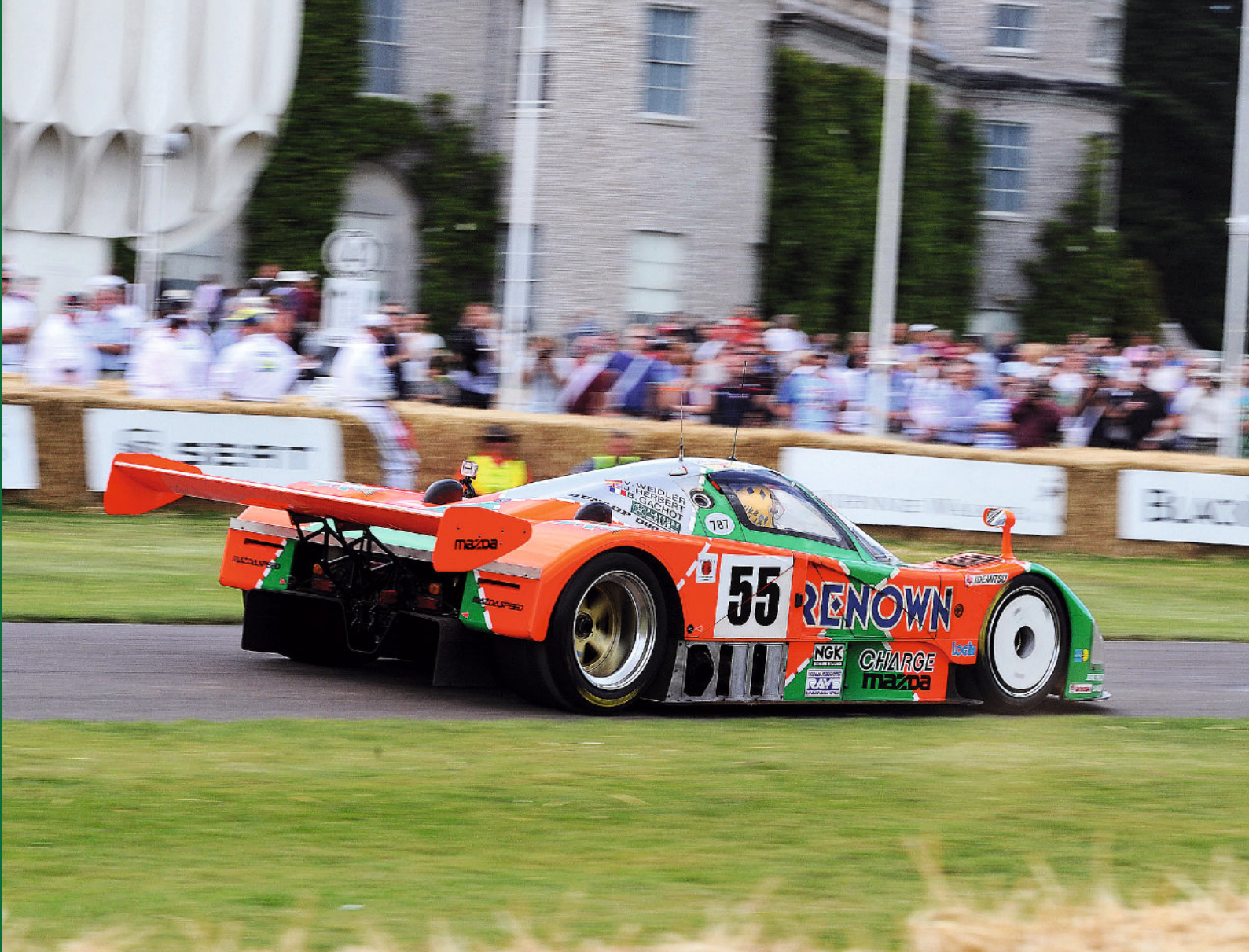
Gerry Judah statue was Jag E-type 50th clue...

On the ground, alternative motorised entertainment came from US 'hoonigan' Ken Block in a pair of mega Monster Energy Ford Fiestas. And by stuntman Terry Grant who achieved a world record by teetering a Nissan Juke the length of the 1.1-mile hill on two wheels, with TV presenter Amanda Stretton alongside. Several runs later, Grant made it up in under three minutes.

The cricket pitch was given over this year to the Goodwood Action Sports arena, where top exponents of motorcycle trials and aerial stunt riding, plus BMX bikers, strutted their stuff. While the acrobatics involved in the shows were death-defying, the bawdy commentary was entirely inappropriate for the young audience the spectacle was designed to attract. ▶



... with '64 'Lindner/Nocker' low-drag coupe a real star



STARS IN SEVENTH HEAVEN

Dreams came true for participants and spectators alike as 104 years of competition history provided three days of visual and aural overload on the 1.1-mile hillclimb course.

American chat show host and prolific car collector Jay Leno was gobsmacked after a drive in the Brooklands Museum Trust's 2.4-litre Napier Railton. "Other kids my age had photos of Farrah Fawcett in a swimsuit on their walls, but I had one of John

Cobb in this. Amazingly, it's quite 'dossil'..." he revealed.

Jim Clark aficionado Dario Franchitti, on his first driving visit, guested in Nick Fennell's Lotus 25. "The plan was to drive Clark's 38, but to come up in this as well, and hear the [1500cc V8] engine revving, was pretty cool." He and brother Marino were also blown away with the Porsche 917/30 Can-Am 'turbopanzer,' courtesy of Porsche's Klaus Bischoff. "That was number-one on my wish list," beamed Marino.

Hans-Joachim Stuck again blasted up a Type D V12 Auto Union. "It's a precious feeling for me sitting in my dad's car," said Hanschen. "It's always oversteering, which I love, but he raced it like that for 500kms at the Nurburgring..."

Former Minardi F1 driver Patrick Friesacher was arguably the most entertaining on track in a conventional car. Time after time he engulfed his NASCAR Red Bull Toyota Camry stockcar in acrid tyre smoke until, inevitably, one burst.

Wonderfully poignant among the

3.5-litre F1 cars was Martin Donnelly coming to the line in Andrew Morris' Camel-liveried Lotus 102, the type that almost killed him at Jerez in 1990. "It's closed the chapter," said the Ulsterman who unleashed the Lamborghini V12 in a crescendo of revs on Sunday.

Following his retirement from racing, Sir Stirling Moss was in splendid form. Super relaxed, he drove Stuart Rolt's Ferguson P99 – of which he fondly recalled "overtaking Phil Hill's Ferrari round the outside and waving thank you" at Aintree in 1961 – and his own Porsche RS61.

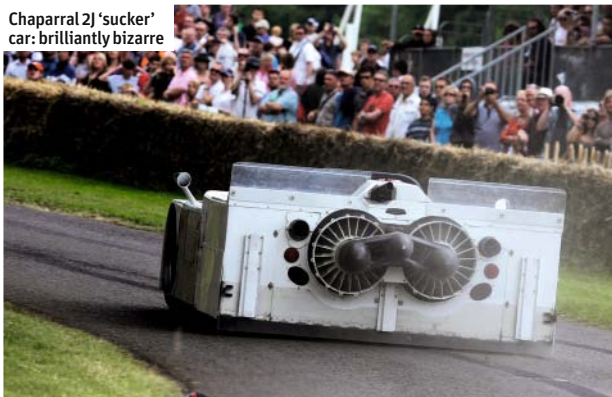
Big sportscars brought plenty of thrills too. None more so than for Gil de Ferran whose old team boss Jim Hall installed him in the Chaparral 2E Can-Am car with semi-automatic gearbox and driver-adjustable high wing. Or modern Mazda racers Mike Wilds and Mark Ticehurst who exercised the quad-rotor 787B 20 years after its famous Le Mans victory with Johnny Herbert, Bertrand Gachot and Volker Weidler.

As ever, Le Mans was well represented with cars spanning a Delahaye 135S – with Cotal electric gearchange – of the '30s to the current, state-of-the-art Audi R18 TDI. Looking like something lifted





Le Mans winning Audi R18 lit-up hillclimb



Chaparral 2J 'sucker' car: brilliantly bizarre



Goodwood Action Sports display was staggering



Mike Wilds pedalled '91 Mazda screamer

from a Jules Verne story of yore or a wheeled spaceship it's an extraordinary tool, even if German ace Andre Lotterer confessed that it wasn't this year's winning chassis.

Talking futuristic, Nismo's zero-emission all-electric Nissan Leaf looked effective in Alex Buncombe's hands, and he also gave the Japanese company's thuggish V8-powered Sumo Power GT-R GT1 some extravagant startline getaways.

Fewer drivers than ever elected to be timed on course this year, leaving a diverse range of cars to contest the Sky televised top-20 Shoot-Out. Thus a 1999 BTCC Nissan Primera (Stewart

Whyte) knocked a '90 Penske-Ilmor PC19 Indycar (Gary Ward) out of the top six, hot on the heels of Andrea de Adamich's '73 Brabham BT42 (Paul Knapfield). The deceptively standard Fensport Toyota Celica turbocar (Adrian Smith) went fourth, but sub-50 second men Michael Bartels ('05 Maserati MC12) and rally ace Jonny Milner - who went herbaceous in his fearsome Toyota Celica Sprint - could not catch third qualifier Dan Collins in Classic Team Lotus' twin-chassis F1 Lotus-Cosworth 88B. His 48.52s shot was a triumph for a Quantum Leap that was immediately banned in 1981! ►

Franchitti relished run in hero Clark's Lotuses



WEIRD AND WONDERFUL

1931 DUESENBERG CUMMINS DIESEL SPL

Diesel engine pioneer Clessie Cummins broke the Indy 500 mould by entering his 5.9-litre four-cylinder machine, built on Duesenberg underpinnings, for the 1931 race. Dave Evans qualified slowest, at an average of 96.871mph, but drove non-stop to finish the 200 laps in 13th place. Cummins later drove the car on a 5000-mile celebratory tour of Europe. Jarrod and Kyle Krisiloff took the Indianapolis Hall of Fame Museum's thudding highboy up the Goodwood hill.



1931 oil-burner smoked up hill

1966 McLAREN M1B

McLaren Cars' chief test driver Chris Goodwin shook down his own M1B in preparation for September's Revival meeting. Chassis 1-66 led the inaugural Can-Am race at St Jovite's Mont Tremblant circuit and finished second at Bridgehampton in '66, with works driver Chris Amon up. Raced by Canadian Ross de St Croix and Mike Spence in '67, the Chevrolet-powered tubeframe chassis has not raced for 30 years - or been seen in Britain for 45.



Goodwin thundered in M1B

1967 COSTIN PROTOS 16

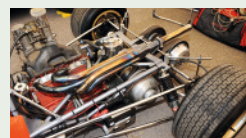
Legendary aerodynamicist Frank Costin's radical Protos F2 car was built around a plywood monocoque and carried its 1600cc Cosworth FVA engine in a tubular steel frame. Brian Hart, Eric Offenstadt and, later, Pedro Rodriguez raced them under the Ron Harris banner. Results were patchy, but Hart finished second at Hockenheim. American Brian Blain brought his car to Goodwood, where Ron Costin - who, as a lad, helped his father build it - thoroughly enjoyed a drive.



Costin drove dad Frank's Protos

1968 TECNO-DAF VARIOMATIC

DAF co-founder Hub van Doorne's ingenious continuously variable transmission system - central to the Dutch company's road cars from the late 1950s - was widely proven in competition. The push-to-go, two-pedal set-up was raced in F3 - in Alexis, Brabham, and Tecno chassis - during the one-litre era. Having run his similarly-equipped Huron sports racer at Goodwood last year, grandson Paul van Doorne returned with a Tecno 68 powered by the ubiquitous Ford MAE engine.



DAF CVT in Tecno 68 caused stir

2005 MASERATI MC12

Derived from Ferrari's Enzo, the six-litre V12-engined Maserati MC12 courted controversy from its GT racing debut in 2005. The 50-off homologation special duly dominated the scene for five seasons, trouncing allcomers with German Michael Bartels' Vitaphone Racing team. Bartels howled one of the stunningly liveried beasts to third in Sunday's Top 20 timed run-off. Have you seen one on the road?



Bartels flew in Maser GT racer

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TOP-LEVEL TEAMS ON TOUR

Goodwood's Formula 1 action was a little thinner this year, although McLaren, Red Bull, Mercedes GP, Lotus (in both green 'Team' and black 'Renault GP' flavours) and Ferrari ran old stock.

Jenson Button, who tweaked his knee in a jet-ski fall, could not drive the Mercedes V8-powered MP4-23, but joyfully demoed McLaren's MP4-12C roadcar, chauffeuring girlfriend Jessica Michibata up on Saturday.

"I just love this car so much. It's the first time I've driven up the hill quickly and it's really fun," said the Goodwood devotee.

Like Lewis Hamilton on Sunday morning, Jenson obligingly signed hundreds of autographs for fans in the gap week before the British GP. Lewis let rip in both his championship car, donutting spectacularly, and the prototype MP4-12C GT3 racer. Oliver Turvey and Chris Goodwin also drove the F1 car.

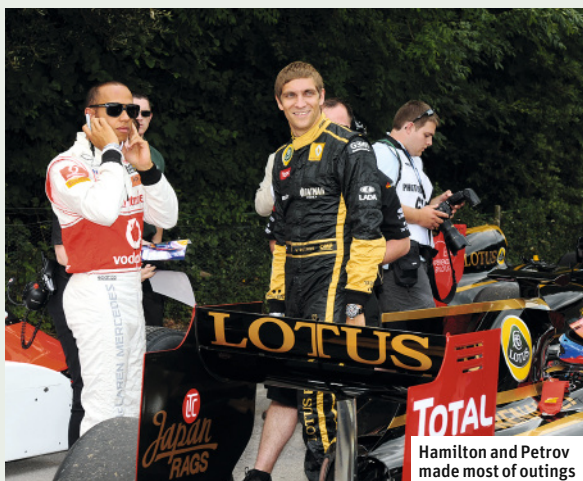
Returnees Mark Webber and Adrian Newey shared a (pre-Newey) Red Bull RB1, while Ferrari tester Marc Gené did his customary professional job in last season's F10.

Red Bull ace Webber tried a 2005 RB1



Vitaly Petrov eagerly espoused the festival by "doing as many burnouts as possible." In fact, the Russian made lots of fans with his efforts in and out of the Renault R29, disguised in current livery. Bruno Senna enjoyed it too, before switching to Lotus Motorsport's £650k T125 track day weapon.

Team Lotus' Indian test driver Karun Chandhok – a fiercely bright young man whose favourite racing car is the Williams-Renault FW15 – was also good value in the 2010 T127, which GP2 racer Luiz Razia drove on Friday.



Hamilton and Petrov made most of outings



Mikkola was back in Group B Quattro E2

MUD AND GUTS

Kris Meeke wasn't wrong. "Look at that," he said, pointing to the passing 222D, Toyota's MR2-based, Group S-intended rally car. Twenty-five years ago, that same scooped, winged, lowered, black-and-red piece of mean-ness had been the future for the Japanese giant. That future is today's history. A rally history celebrated at Goodwood again last weekend.

"Where else do you see that?" asked the works Mini driver, rhetorically. "This place is fantastic."

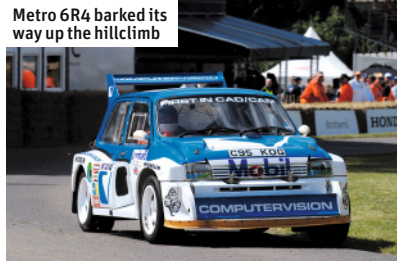
And with that, he slid into his motor and thrilled Mini fans old and new as he hit the apex of turn one, right hand over left while looking out of the side window. He knew what the good people of West Sussex wanted to see.

Beyond the intriguing Toyota, there was the usual stunning collection of stage-running hardware to enjoy. And, once again, it wasn't just the sights. It was about the sounds, too: the sound of a Hannu Mikkola-driven Quattro E2 with all five cylinders on full bore on the approach to The Flintwall or the raw bark of a Metro 6R4 bouncing off the trees at the top of the hill.

Predictably, Meeke's Mini starred through the three days the Northern Irishman was unwilling to miss. This was the John Cooper Works WRC's first public appearance on the loose and he put to bed any lingering doubts about the spectacular appeal of rallying's next generation.

The Festival told the story of rallying from the earliest Ford Escorts to the current WRC machines, via a Group A ex-Colin McRae Subaru Legacy, a

Metro 6R4 barked its way up the hillclimb



Mikkelsen aired the S2000 Skoda Fabia



Ford RS200 got some welcome abuse

handful of Group B monsters and the early World Rally Cars.

Adding their own rubber marks to the Acropolis-dry clay stage, were the Super 2000 cars. Factory machinery was in attendance from Peugeot and Skoda, with Guy Wilks driving the 207 S2000 and reigning IRC champion Juho Hanninen pedalling the Skoda UK Fabia until Andrea Mikkelsen arrived from a rally in Italy (which he'd won) to take over on Sunday.

Check out next week's issue to see what happened when AUTOSPORT took over from Mikkelsen...

David Evans ►



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Examples in 2010 included: Lola Mk5A Formula Junior - James Murray For over two years we have struggled with power oversteer and poor traction, which meant that our Lola was unpleasant to drive - and was not the front runner we thought it should be. GSD RaceDyn conducted a full computer based engineering analysis in early 2010, supplying a detailed 7 page report and recommendations, for £985. We implemented all GSD's recommendations and GSD attended a test day at Cadwell Park in April. Traction and handling balance were vastly improved. The car lapped 3.7 secs faster than we had previously achieved. Business pressures limited our 2010 programme, but the car has been a consistent frontrunner in both FJHRA and Lurani Trophy events.



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CENTENARY CELEBRATION

The Indianapolis 500's centenary is a monumental milestone in racing history. American showmanship, with the gracious participation of its greatest drivers, has been a key Festival of Speed draw since its infancy. Here was another unmissable opportunity to push the Transatlantic boat out.

A stellar line-up of 14 drivers with 25 Indy victories between them – three-time winners Bobby Unser, Johnny Rutherford and Helio Castroneves, double victors Emerson Fittipaldi, Al Unser Jr, Arie Luyendyk, Dario Franchitti and Dan Wheldon, plus Parnelli Jones, Danny Sullivan, Bobby Rahal, Eddie Cheever, Kenny Brack and Scott Dixon – were central to the homage.

Like the superspeedway itself, Lord March does pomp and pageantry. Thus marching girls waving stars and stripes flags led a parade of Indycars – svelte European pioneers, mighty roadsters, rear-engined revolutionaries and sophisticated modern rocketships – past Goodwood House in bright sunshine each afternoon. That the road is too narrow for a three-wide 'grid' mattered not, for a drawling American speaker imbued the 'Indy Moment' with pathos aplenty.

After a rendition of Back Home in Indiana, US rock guitarist Jeff Kollman wielded his Fender 'axe' from the historic stately home's roof for an unusual electric version of the Star Spangled Banner. Whereupon a ragtop '55 Chevrolet Belair led the field to the startline, into which had been set a yard of bricks – including a line from the original 3.2 million that paved the oval – in their honour.

That Ray Harroun's 9.8-litre Marmon Wasp, winner of 1911's inaugural race, did not run this time was unimportant. One of seven cars sent from the fabled Indianapolis Hall of Fame Museum, the warhorse was there in all its yellow glory, piling further gravitas on 2011 winner Wheldon's achievement.

The earliest runner was the 1913



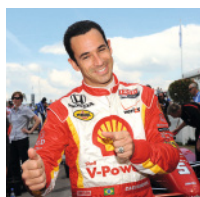
Al Unser Jr drove his dad's Johnny Lightning Special



1985 winner Sullivan was back on March duty



1946 Kurtis Novi flew the flag for 'roadsters'



Castroneves was all smiles on Festival of Speed debut

Peugeot driven by Dario Resta to the marque's second victory in '16. Powered by a 4.5-litre four-cylinder DOHC engine, it set high standards. Brilliant American engineer Harry Miller and the team behind the legendary Offenhauser powerplants (which won into the 1960s) responded to the challenge.

Diesels winning endurance races are now the norm, but 75 years before Audi signalled a sea change at Le Mans the Cummins-motivated Duesenberg Indy contender of 1931 attracted much interest (see panel). Pat Nalon rumbled up in the blown front-wheel-drive Kurtis Novi 'Governor Special' of '46. Rahal and Cheever trialled the Stevens-Offy 'Jim Robbins Spl' in Jerry Hoyt's '55 livery and Rick Hall shot the Kurtis Kraft-Offy that Juan Fangio failed to qualify in '58 up with verve.

Philippe de Lespinay brought the rear-engined Cooper-Climax T54 with

which 'Black Jack' Brabham almost broke American hearts in '61. Roadsters clung on for three more victories, but new-fangled 'pushers' nailed their coffins closed from '65 when Jim Clark triumphed in a Lotus-Ford 38. Scot Franchitti was back in the sister chassis in which his hero placed second in '66, beaten by his old friend Graham Hill in a Lola-Ford T90.

One of the weekend's highlights was Graham's grandson Josh taking Lola boss Martin Birrane's recreation of the car up the hill, V8 rasping, and Luyendyk enjoyed a shot too. Al Unser Jr drove his dad's 1970 Johnny Lightning Spl and his own low-downforce '83 Eagle, while proud Texan Johnny Rutherford saddled McLaren-Offy M16C and impossibly beautiful Pennzoil Chaparral-Cosworth DFX 2K, his winners both. That predated the March era, represented coolly by Sullivan and Rahal.

Quiet-spoken Bobby Unser and Fittipaldi headed the drivers of a stunning quartet of Penskes from PC6-23, while later Brazilian teamsters de Ferran and Castroneves (on his Goodwood debut) shared the former's 2003-winning Panoz G-Force-Toyota. Later, Dixon, Franchitti and Wheldon brought history up to date with squirts in Target Chip Ganassi Racing's Dallara-Honda.

The biggest reaction, however, was one of jaw-dropping disbelief at the 1100bhp Pratt & Whitney gas turbine-engined 4wd Lotus 56B, which Joe Leonard qualified on pole in '68 and so nearly won. Rebuilt by Vince Granatelli specially, the dayglo STP wedge was entrusted to a goggle-eyed Lord March for a run. "Holding it on the brakes while the engine spools up, then letting it go is an extraordinary feeling," he said amid the heat haze. ☼

Modern Ganassi and Penske racers on show



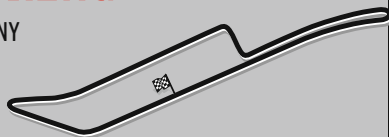
NORISRING

GERMANY

July 1-3

DTM

Round 5/10



AT A GLANCE

- Winner **Bruno Spengler**
- Pole position **Spengler**
- Fastest lap **Jamie Green**



Green came close to a fourth straight win



Audi loses its nine lives

Victory in 2002 remains the four-ringed marque's last win at Norisring, with Bruno Spengler increasing Merc's tally

Spengler's victory gives him title lead...

MERCEDES DENIED AUDI the chance of winning at the Norisring in its final attempt with the A4 DTM before it is replaced by the A5 next year. Just like so many times before in what is now a nine-year barren streak, there wasn't much in it, but Audi still came up short.

The failure to win on the famous street circuit is made all the more painful each year by the fact that Nuremberg is so close to Audi's Ingolstadt base. It is essentially a home event, and yet a first victory since Laurent Aiello's stunning 2002 success continues to elude the four rings.

Bruno Spengler did the damage this time, continuing Mercedes' winning streak here, while bringing Jamie Green's run of three consecutive victories since 2008 to an end. Green was a close second, and for the first half of the race Audi's Mattias

Ekstrom was lurking behind the top two waiting to pounce. He led for a few seconds by passing Green while Spengler was in the pits, before going straight on at Turn 4 and handing the place straight back. After that, when the rain got heavier, the Swede slid backwards (not literally). For the man so often leading Audi's hopes when it goes street fighting each summer, it was another disappointment. With nine years to look back on, Ekstrom at least had a theory or two regarding his team's plight.

"We were close again," he said. "Our race pace is always good, but maybe in qualifying we are missing something. We look very similar to Mercedes, but when I drive behind one of their cars I can't do what they do. Even if I try - I have spent plenty of laps behind Jamie in the wet this year and the dry last year

- but I can't drive as he is driving. I can't be quick like that."

There is a feeling in the Audi camp that its A4, as good as it has been in delivering four titles since 2004, has too narrow an operating window to succeed. Ekstrom considered that "a good point" on Sunday, before adding that he had the sweet spot on Saturday, when he was fastest in Q3 but messed up his crucial Q4 lap to leave him fourth on the grid.

As far as Audi Sport boss Wolfgang Ullrich was concerned, the dye was cast on Saturday afternoon.

"Basically, we find again that Norisring seems to be very difficult for us, for whatever reason," said Ullrich. "But there is no excuse. It's just that you need to be 100 per cent on the point. After qualifying, more than third place was not realistic knowing how

strong our competitors are here."

If third place had become the realistic target, Ullrich would not have been expecting Martin Tomczyk to be the one delivering it. The German's remarkable season in a 2008 car continued, as he climbed from 10th to the podium,

minimising the points loss to Spengler as the Canadian re-took the championship lead. Norisring has never been kind to Tomczyk, and he was pretty clear with his thoughts on Audi's troubles.

"We don't know what the problem is, otherwise we would have done something

...over Tomczyk, who was best Audi in P3



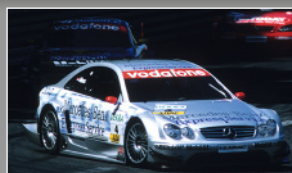
RACE RATING

★★★★☆

Edgy stuff throughout, but red flag prevented any chance of late drama at the front

MILESTONE

Ninth Norisring win in a row for Mercedes. Christijan Albers started that run in 2003



REPORT DTM NORISRING

GLENN FREEMAN
reports



Ekstrom (Red Bull Audi) put up a fight early on

Spengler splashes to success on the streets

BRUNO SPENGLER DESCRIBED HIS VICTORY on Sunday as one of the most difficult races of his career. The Canadian led the way throughout as a wet track changed to a damp one, and then to a flooded one. Yet he didn't put a wheel wrong, preventing second-placed Jamie Green from getting a chance to make it four Norisring victories in a row.

Spengler had the race under relative control when Gary Paffett's car bizarrely straightened up in the middle of Turn 3 with an unidentified steering problem, firing the Briton into the wall. It was just the latest instalment in the 2005 champion's miserable season. At that point Green was nearly five seconds back, but as the track dried he and Mattias Ekstrom ate into Spengler's lead.

Spengler then secured his position with some stunning laps following his pitstop, as the rain fell to save him from the greasy conditions where he had started to struggle. Ekstrom's charge faded all together in the heavy rain – at one point he wondered if he had slicks on the car – while Green had to be

satisfied with second place when the red flags were thrown early as conditions became undrivable.

"It would have been nice to get four in a row, but I'm still pleased," said Green. "The main thing is I've been competitive and got my first podium of the year."

Audi's stars of the race ended up being those in older machinery. Martin Tomczyk used a clever strategy of pitting twice in three laps to build on a very strong first stint, the result of which was that he climbed from 10th to third. Two places behind him, rookie Edoardo Mortara kept everything under control in his first wet DTM race to take a very impressive fifth.

Another man to keep a cool head in a frantic midfield battle was David Coulthard, who was rewarded with his first point of the year in eighth.

"I just decided to be conservative rather than go for outright pace and it worked," said the Scot. "I was able to pass a lot of cars and so I'm very happy."

about it by now," he said. "Mercedes just manage to get better traction somehow. But in the wet it is the other way around which is strange. We are always in the hunt though, and I think third was the maximum that was possible today so I'm happy."

Tomczyk's view supports a common theory: that Audi usually generates more of its performance through aerodynamics, while Mercedes has the better mechanical grip. There is certainly more to it than one car being better at blasting down the straights, as DTM veteran Gary Paffett pointed out.

"We used to have a straightline speed advantage with our car a few years ago, but Audi tends to be faster than us now," said the former champion. "We just have a car that is easy to find a good set-up with on this track, and it's a car that rewards you with laptime if you do a solid job."

Spengler, who now has

three Norisring wins to his name after swimming to victory on Sunday, was still at a loss to understand his employer's remarkable run.

"It's difficult to explain why we always win here," he said. "You can't call it dominance, because Audi is always very close. We have a good package for this track, but we always have to be careful when we come here, because it is so tight that one small change could switch it around."

The margins were as tight as ever this year, particularly in qualifying. Series returnee Mike Rockenfeller started on the back row of the grid despite being just four tenths of a second off the outright pace in Q1, while you needed to do a lap within 0.114s of the quickest Q2 lap to make it into the third segment of qualifying for the top eight.

If Audi had really been that far behind on this track, it would have been blown away in a field that closely matched... ☹

Top-three cars ran under safety car until the finish



RESULTS

DTM, Norisring (D), July 1-3, round 5 of 10

GRID	
1 SPENGLER 48.222	2 PAFFETT 48.418
3 GREEN 48.532	4 EKSTROM 48.593
5 SCHUMACHER 48.124	6 ENGEL 48.189
7 SCHEIDER 48.214	8 MORTARA 48.257
9 MOLINA 48.332	10 TONCZYK 48.353
11 JARVIS 48.398	12 VIETORIS 48.415
13 COULTHARD 48.527	14 V D ZANDE 48.575
15 STODDART 48.552	16 A'QUERQUE 48.600
17 R'FELLER 48.617	18 FREY 48.907

64 LAPS, 91.465 MILES

POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID
1	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	1h04m43.617s	1
2	Jamie Green (GB)	HWA	Mercedes C-class (2009)	+0.499s	3
3	Martin Tomczyk (D)	Phoenix Racing	Audi A4 (2008)	+1.493s	10
4	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+2.760s	7
5	Edoardo Mortara (I)	Team Rosberg	Audi A4 (2008)	+4.725s	8
6	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+6.098s	5
7	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	+7.022s	4
8	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	+9.672s	13
9	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+11.320s	6
10	Renger van der Zande (NL)	Persson Motorsport	Mercedes C-class (2008)	+12.773s	14
11	Christian Vietoris (D)	Persson Motorsport	Mercedes C-class (2008)	+14.112s	12
12	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	+15.459s	9
13	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	+17.515s	15
14	Mike Rockenfeller (D)	Abt Sportsline	Audi A4 (2009)	+21.030s	17
15	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+21.556s	11
16	Filipe Albuquerque (P)	Team Rosberg	Audi A4 (2008)	+22.394s	16
17	Rahel Frey (CH)	Phoenix Racing	Audi A4 (2008)	-1 Lap	18
R	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	15 laps - accident	2

CHAMPIONSHIP TABLE

POS	DRIVER	PTS
1	Spengler	39
2	Tomczyk	36
3	Scheider	24
4	Green	21
5	Schumacher	17
6	Rockenfeller	14
7	Ekstrom	11
8	Jarvis	10
9	Paffett	9
10	Mortara	7

KEY R=Retired
Winner's average: 84.786mph.
Fastest lap: Green, 54.588s,
94.250mph.



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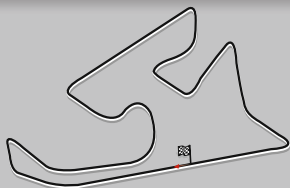
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NAVARRA

 SPAIN

July 2-3
World GT1
Round 6/10



AT A GLANCE

- Qual race M Winkelhock/M Basseng
- Champ race N Pastorelli/D Schwager
- Pole position Winkelhock
- Fastest lap Pastorelli/Schwager

REPORT WORLD GT1 NAVARRA

JAMES GENT
reports



Schwager/Pastorelli
Lambo won main race

WORLD GT1 NAVARRA (E), JUL 2-3, RD 6/10

Lamborghini lads reign in Spain

JUST 0.04S SPLIT THE

All-Inkl.com Lamborghinis on the front row, the Murcielagos' awesome traction around Navarra's technical second sector leaving the rest more than a second behind. The writing was on the wall for a Lamborghini whitewash from the get-go.

Markus Winkelhock and Marc Basseng got the ball rolling in the qualifying race, securing a dominant lights-to-flag victory from pole ahead of their stable-mates. Yet the Murcielago's temperamental reliability – coupled with a drive-through penalty for Winkelhock and Basseng late on – meant Dominik Schwager and Nicky Pastorelli's victory in the championship race would be tougher. Their Italian bull had revved the remaining life out of its engine at Silverstone, the resultant change landing the pair with a five-place grid drop for the main event.

Gearbox issues

preventing any warm-up running didn't stop Winkelhock once again holding track position into Turn 1. The fast-starting Sumo Nissan GT-R of Jamie Campbell-Walter moved into second, with Peter Dumbreck's JR example latching on behind.

From seventh, Schwager was already up three places by the end of the second lap. Passing Dumbreck was a different matter however, the grunt of the Nissan engine enough to keep the Lambo at bay on the main straight. In the scorching Spanish heat, and with oil-pressure and water-temperature gauges already in the red, running in the hot exhaust fumes of the car in front was too risky, and the German would have to wait for the pit window to open.

Campbell-Walter (who by now was 4s down on Winkelhock), Dumbreck and Schwager came in together. Pitting both Nissans simultaneously in

the tight Navarra pitlane proved to be their downfall, and a livid Campbell-Walter saw all his hard-work destroyed when JR Motorsport released Richard Westbrook right into the path of JC-W's team-mate David Brabham. Pastorelli (in for Schwager) was through and into the pound seats.

Marc VDS Racing Team's Maxime Martin was now in hot pursuit of the trio. The Ford GT proved strong at Navarra, securing Martin and debutant Bertrand Baguette third in the qualifying race after a fighting drive. Only problems closing the drivers' door on pitroad robbed the pair of challenging for second. A poor start from the front row the following day dropped Baguette to seventh early on, but the Belgian soon perfected his late-braking lunges on his way back up the field. Post-pitstop, Martin would eventually despatch Westbrook for fourth when the Nissan received a drive-through penalty for his car's unsafe release.

Up front, Basseng led Pastorelli by 14s. Ironically, the enormous gap was the key to the race's close finish. Despite the All-Inkl.com

crew blitzing their stops, Basseng inadvertently ran over a wheel gun line in his haste to get back out. Cue a drive-through penalty.

Pastorelli was paying the price for the car's earlier midfield battles. Its brakes were cooked, as several big lock-ups into Turn 1 showed. After serving the penalty, Basseng exited the pits just behind Pastorelli. With mechanical maladies befalling the pair so close to home several times before, victory came as a relief to Schwager: "For some reason, it feels unreal! It feels like we should have been here already at least once or twice this year."

Brabham kept the leaders honest, but couldn't bridge the one-second gap ahead. Third place, coupled with fourth the day before, cemented a strong weekend for the Brabham/Campbell-Walter duo. But what might have been had the Nissan – a difficult car to overtake – kept ahead of the Lamborghini on pitroad?

Navarra was a race to forget for erstwhile championship leaders Michael Krumm and Lucas Luhr. Krumm received heavy damage to his exhaust when the JRM Nissan was hung out to dry by the late-braking

(and sideways!) Martin in Turn 3 on the opening lap. Luhr suffered similar problems – again in Turn 3 – in the second race after he was knocked into a spin by Tomas Enge's Aston Martin on the opening lap.

"Some guys think that by driving into somebody they can move up," said Luhr.

Eight points was a poor return for their efforts.

RESULTS

QUALIFICATION RACE 1 Markus Winkelhock/Marc Basseng (Lamborghini Murcielago),

36 laps in 1h00m33.245s; 2 Dominik Schwager/Nicky Pastorelli (Lamborghini), +3.304s; 3 Bertrand Baguette/Maxime Martin (Ford GT); 4 Jamie Campbell-Walter/David Brabham (Nissan GT-R); 5 Christian Hohenadel/Andrea Piccini (Aston Martin DBR9); 6 Darren Turner/Stefan Mucke (Aston Martin).

CHAMPIONSHIP RACE 1 Schwager/Pastorelli,

36 laps in 1h00m35.244s; 2 Winkelhock/Basseng, +2.328s; 3 Campbell-Walter/Brabham; 4 Baguette/Martin; 5 Hohenadel/Piccini; 6 Lucas Luhr/Michael Krumm (Nissan); 7 Dimitri Enjalbert/Michael Rossi (Chevrolet Corvette); 8 Clivio Piccione/Stef Dusseldorp (Aston Martin); 9 Richard Westbrook/Peter Dumbreck (Nissan); 10 Bas Leinders/Marc Hennerici (Ford). **POINTS 1 Winkelhock/Basseng, 93;** 2 Krumm/Luhr, 78; 3 Hohenadel/Piccini, 73; 4 Schwager/Pastorelli, 65; 5 Dusseldorp/Piccione 60; 6 Mucke/Turner 57.

NURBURGRING

GERMANY

July 1-3
Formula 2
Round 4/8



AT A GLANCE

- Race 1 **Mirko Bortolotti**
- Race 2 **Bortolotti**
- Poles **Bortolotti x 2**
- FLs **Bortolotti x 2**



Bratt (left) made race-two podium

Bortolotti wins a lotti

The resurgent Italian makes it three victories in a row to move clear in the title race



SOMETIMES, A DRIVER comes to a race track and everything just clicks. Mirko Bortolotti had never set foot on the Nurburgring GP circuit before Friday's free practice sessions, but looked like a veteran of the German venue as Formula 2 made its first visit for 28 years last weekend.

The GP3 refugee, who is looking to rebuild his reputation after a tough past couple of seasons, collected a clean sweep of poles, wins and fastest laps to firmly establish himself as the man to beat as the championship reached its halfway stage.

"The first session is really important if you don't know the track," said the

2008 Italian F3 champion, who didn't top either of Friday's practice sessions, but was ahead of the rest when it mattered most. "You just have to stay out as long as you can and learn as much as you can."

Bortolotti learned a lot and learned quickly. He was only fourth fastest in the dry second run on Friday, but came out fighting on Saturday and was untouchable in first qualifying. He credited the series' policy of making the data and on-board video of the fastest driver in each session available to the rest as a key component in his overnight upswing in form. Bortolotti topped the times by three tenths of a second

and never looked back.

"We improved the car a lot from Friday to Saturday and I improved myself as well," said the Italian. "Both things together made the good results possible."

The first of those good results was achieved in some style. Bortolotti scampered away from pole, as scorching starts from Jack Clarke (row three) and Christopher Zanella (row four) vaulted them up into second and third.

Zanella demoted Clarke on the next lap before setting off after Bortolotti. The Swiss could manage the odd quicker lap, but the Italian usually had a few tenths in hand and crossed the line 6.7s clear.

When asked where he had the edge over the rest, the winner replied: "It's difficult to say. I managed to do the fast chicanes quite good, so maybe that, but not only that made the difference. You have to put everything together when it counts."

Zanella and Britain's Will Bratt were the two closest

challengers to Bortolotti over the course of the meeting, but neither enjoyed the serene progress of the man at the front.

Though he raced exceptionally well, Zanella made life more difficult for himself by underperforming in qualifying, while Bratt made a bad start to the first

Zanella raced well to two podium finishes



RACE RATING

★★★★☆

The circuit's layout was not conducive to classic wheel-to-wheel action

MILESTONE

Last weekend was European Formula 2's first visit to the Nurburgring since 1983, when Beppe Gabbiani took victory



REPORT F2 NURBURGRING

BEN ANDERSON
reports



Bortolotti dominated on first visit to Nurburgring

race, which ultimately led to a costly tangle with Alex Brundle. Their contact on the exit of the final corner broke Brundle's front suspension and turned Bratt across his bows as he tried to drive around the outside. Bratt was fortunate to stay out of the pitwall and nurse his battered car home seventh with a broken floor and a slow puncture.

Sunday went much better for the man who began to turn his season around with a win at Spa last time out. Bratt qualified third for race two, as Bortolotti just edged local hero Tobias Hegewald for pole in a session in which just over a second blanketed the top 16 drivers.

Bratt made an excellent start this time and was able to put Bortolotti under a little pressure in the early running, but the Italian still always had the edge. Even F2's first safety-car period of the season (triggered

seven laps into the 20-lap race when Johannes Theobald rolled at the final chicane following contact with Brundle) failed to knock him off his stride.

Bratt tried to take the fight to Bortolotti again in the second half of the race, but fading rear tyres eventually curtailed his efforts and he was forced to focus on securing second.

"I lost the rear tyres towards the end," said Bratt. "I had a lot of oversteer!"

Zanella once again fought his way through to finish on the podium and at least keep in touch as Bortolotti looks to sprint clear in the title race.

"The goal is to win the title," said the double race winner of his make-or-break season. "But there's a long way to go." There's a growing distance for his rivals to travel too, if they are to stop Bortolotti waltzing off with the crown. ☘



Brundle tips Johannes Theobald into a roll

Mixed fortunes for F2 Brits



Clarke took first podium of 2011

THERE'S A SOLID BRITISH CONTINGENT IN FORMULA 2 again this year, with Spa winner Will Bratt and returnees Alex Brundle and Jack Clarke joined by Frenault UK racer Jordan King and 2009 British FFord champ James Cole.

Bratt and Brundle came together in the first race, while Clarke was busy scoring his first podium of the season after a tough start to the year. Clarke had failed to finish inside the top six in any of the preceding races, but qualified sixth for race one at the Nurburgring and leapt straight into second, thanks to a blistering getaway. After being demoted to third by Christopher Zanella on lap two, Clarke maintained good pace to keep clear of Miki Monras.

"My starts this year have been really good, so I was expecting to make a jump, but I wasn't expecting four places at the first corner," said Clarke. "It's been a poor start to the season, so it's nice to have a bit of a springboard."

As Bratt chased winner Bortolotti home in race two, Clarke followed up with a seventh. He finished 1.5 seconds clear of King (ninth), who continued his impressive early run in this series by adding to a strong fifth in race one.

Having retired following his race-one incident with Bratt, Brundle was fortunate to survive more contact in race two. A collision with Johannes Theobald pitched the German into a roll at the final chicane, but Brundle escaped to take fifth. Cole, meanwhile, endured another scoreless weekend.

RESULTS

FIA Formula 2 Championship, Nurburgring (D), July 2-3, round 4 of 8

GRID	DRIVER	TIME
1	BORTOLOTTI	1:48.288
2	MARINESCU	1:48.616
3	BRATT	1:48.725
4	BRUNDLE	1:48.858
5	PINEIRO	1:48.917
6	CLARKE	1:49.024
7	ZANELLA	1:49.065
8	MONRAS	1:49.156
9	KING	1:49.254
10	MAC	1:49.416
11	HEGEWALD	1:49.435
12	LARICHE	1:49.451
13	JO T'BALD	1:49.463
14	EBRAHIM	1:49.670
15	STORZ	1:49.692
16	SNOEKS	1:49.766
17	SNEGIREV	1:50.173
18	JU T'BALD	1:50.308
19	COLE	1:50.527
20	MUN	1:50.532
21	KRALEV	1:51.011
22	S'WAREN	1:51.037
23	GAMBERINI	1:51.284

POS	NAME	TIME	GRID
1	Mirko Bortolotti (I)	36m53.111s	1
2	Christopher Zanella (CH)	+6.705s	7
3	Jack Clarke (GB)	+15.068s	6
4	Miki Monras (E)	+16.535s	8
5	Jordan King (GB)	+27.425s	9
6	Kelvin Snoeks (NL)	+32.115s	16
7	Will Bratt (GB)	+37.178s	3
8	Mikkel Mac (DK)	+37.757s	10
9	Thimo Storz (D)	+38.384s	15
10	Johannes Theobald (D)	+42.267s	13
11	Max Snegirev (RUS)	+43.462s	17
12	Tobias Hegewald (D)	+44.387s	11
13	Benjamin Lariche (F)	+45.486s	12
14	Ramon Pineiro (E)	+45.498s	5
15	Armaan Ebrahim (IND)	+46.569s	14
16	Julian Theobald (D)	+49.227s	18
17	Plamen Kralev (BG)	+57.311s	21
18	James Cole (GB)	+1m01.936s	19
19	Sung Hak Mun (ROK)	+1m02.508s	20
20	Fabio Gamberini (BR)	+1m23.062s	23
R	Alex Brundle (GB)	5 laps-acc damage	4
R	Mihai Marinescu (RO)	3 laps-spun off	2
NS	Parthiva Sureshwaren (IND)	gearbox	22

GRID	DRIVER	TIME
1	BORTOLOTTI	1:47.906
2	HEGEWALD	1:47.920
3	BRATT	1:47.922
4	JO T'BALD	1:47.942
5	MONRAS	1:48.007
6	MAC	1:48.048
7	ZANELLA	1:48.120
8	CLARKE	1:48.132
9	BRUNDLE	1:48.157
10	STORZ	1:48.348
11	KING	1:48.537
12	LARICHE	1:48.604
13	MARINESCU	1:48.633
14	PINEIRO	1:48.637
15	JU T'BALD	1:48.738
16	SNOEKS	1:48.977
17	SNEGIREV	1:49.218
18	EBRAHIM	1:49.224
19	COLE	1:49.681
20	MUN	1:50.140
21	GAMBERINI	1:50.146
22	S'WAREN	1:50.485
23	KRALEV	1:50.496

POS	DRIVER	TIME/REASON	GRID
1	Bortolotti	38m18.950s	1
2	Bratt	+4.140s	3
3	Zanella	+8.265s	7
4	Hegewald	+10.878s	2
5	Brundle	+11.494s	9
6	Mac	+11.902s	6
7	Clarke	+13.607s	8
8	Monras	+14.264s*	5
9	King	+15.153s	11
10	Pineiro	+15.485s	14
11	Marinescu	+21.970s	13
12	Lariche	+24.720s	12
13	Ebrahim	+26.164s	18
14	Cole	+28.614s	19
15	Storz	+34.148s	10
16	Gamberini	+34.516s	21
17	Kralev	+35.508s	23
18	Snegirev	+1m07.245s	17
19	Snoeks	18 laps-DNF	16
R	Jo Theobald	5 laps-accident	4
R	Sureshwaren	3 laps-accident	22
R	Mun	3 laps-accident	20
R	Ju Theobald	2 laps-acc damage	15

POS	DRIVER	PTS
1	Bortolotti	159
2	Zanella	137
3	Monras	94
4	Bratt	92
5	Hegewald	66
6	Brundle	59
7	Marinescu	46
8	Clarke	42
9	Pineiro	29
10	Snoeks	16

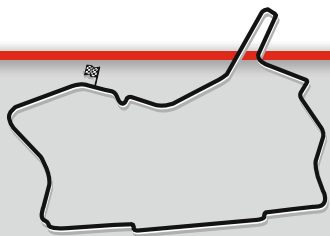
Race 1 Winner's average speed 104.07mph. Fastest lap: Bortolotti, 1m49.685s, 104.99mph.
Race 2 Winner's average speed 100.18mph. Fastest lap: Bortolotti, 1m50.639s, 104.08mph.
*includes 1-second penalty.



PORTO

PORTUGAL

July 2-3
WTCC
Round 6/12

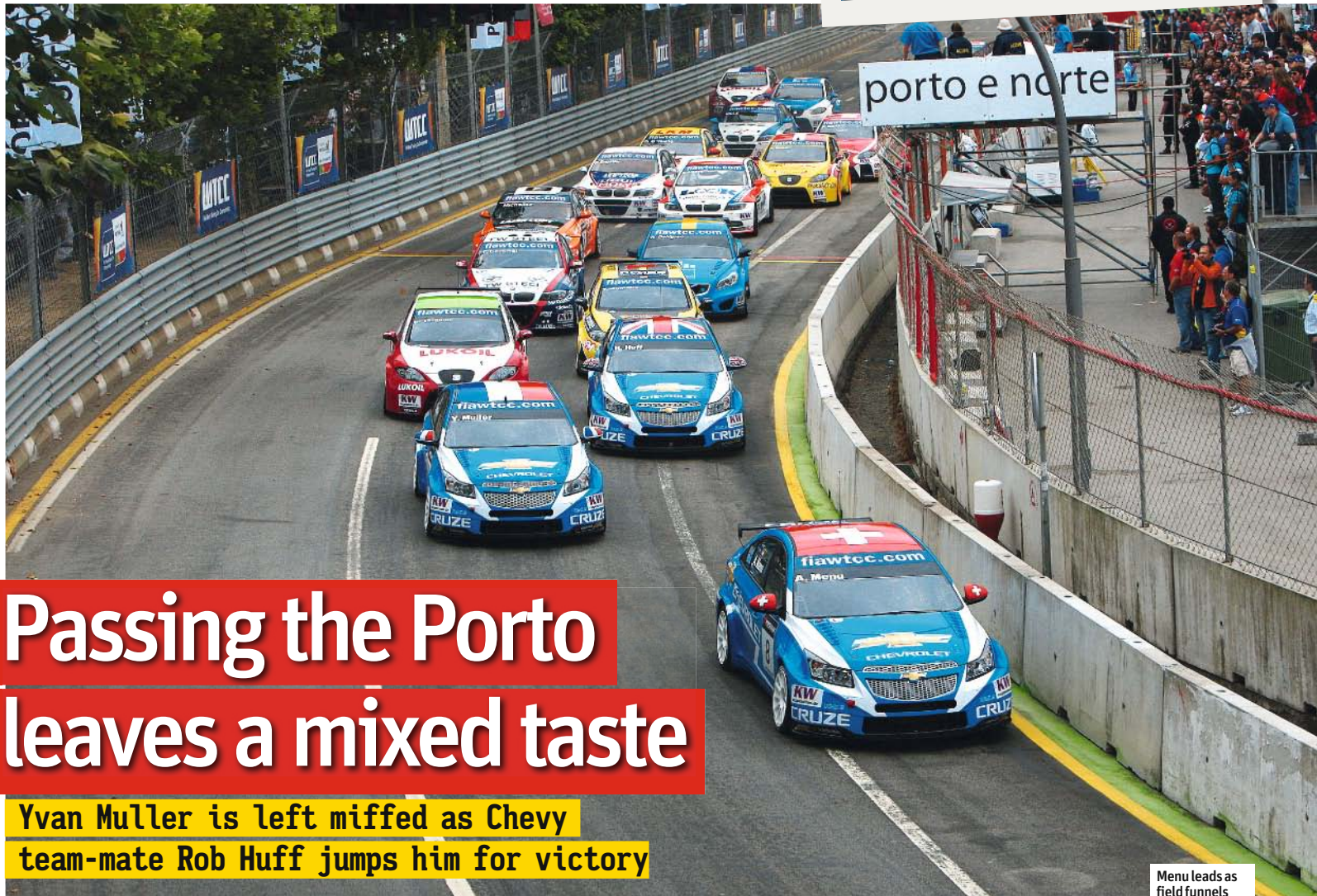


AT A GLANCE

- Race 1 Alain Menu
- Race 2 Rob Huff
- Pole position Menu
- Fastest laps Menu/Huff



Menu fails to bring peace to the WTCC



Passing the Porto leaves a mixed taste

Yvan Muller is left miffed as Chevy team-mate Rob Huff jumps him for victory

Menu leads as field funnels

WITH 11 WINS FROM 12 races, nobody is pretending that the 2011 World Touring Car Championship season is about anybody other than the works Chevrolets. BMW privateer Tom Coronel remarked on Sunday that it's "the Chevrolet championship, and the actual WTCC starts from fourth".

But even a one-team show can produce its share of twists and, although the racing in Porto last weekend was a mixed bag, the championship battle took a few turns.

You had Alain Menu looking morose despite a lights-to-flag win in the opening race, the Swiss driver having already calculated that his weekend was screwed because he was destined to start the second

race three rows behind his rivals due to the tremendously unpopular new qualifying system.

Then you had Rob Huff close down a seemingly unbreachable gap to Yvan Muller in race two, and hijack victory with a controversial pass that left the Frenchman trying to walk the line between irritation and diplomacy.

The second race was the one that shaped the weekend. Series returnee Stefano d'Aste started from

pole in his Wiechers-Sport BMW, with Muller alongside him and Huff immediately behind. The Italian capitalised on his advantage to lead early on, and he wasted little time in reviving his reputation for being erratic, his car leaping over kerbs and sliding furiously. He seemed to be following different lines on every lap, which left Muller needing to stay close enough to get past without risking getting involved in an accident that permanently seemed

moments away. One exploratory lunge failed, when d'Aste simply cut the chicane to remain ahead, but next time around Muller managed to get a run and pass the BMW.

With a clear track ahead, Muller took off and left Huff to deal with the Italian. This only took him a lap, but by then Muller was already 2.5s up the road. At that point it seemed that the race had been decided, but it later transpired that Muller's car was turning into a bit of a handful.

"During the first race I was struggling with understeer," he said. "It was a problem with the diff. We did something to it between the races, but step by step the problem came back, so I was struggling with understeer again, and

every time I braked I was locking the fronts."

Huff, meanwhile, had the hammer down, and within just two laps was able to try a lunge around the outside of the first chicane. He was about two-thirds of the way past his team-mate when Muller tapped his rear and sent him skating across the chicane and into the lead.

"I had nowhere to go other than straight because I was completely sideways," Huff shrugged. "It was just one of those things."

Muller seemed less convinced, opting simply to remark that "I was inside the chicane, Rob was outside the chicane, and next time I think we can overtake like this I will do the same." But on this occasion Huff had him beaten, and deep down the



Monteiro fan cheers on the local hero

RACE RATING

★★★★☆

Dull opening race, but weekend rescued by Huff's dramatic race-two win

MILESTONE

Monteiro's first podium at his local track, although he's won at Estoril and Algarve



REPORT WTCC PORTO

MARK GLENDENNING
reports



Huff took an audacious win...



...after this daring move

Improvements in shabby end of town

AS AN EVENT THAT ONLY MAKES IT ONTO the calendar once every two years, the Porto street race around the Circuito da Boavista tends to be one that the WTCC paddock particularly relishes.

Like Valencia, the circuit is set up in one of the less attractive parts of the city, although the beach that frames a section of the track does make for a good backdrop. But it draws an enthusiastic crowd of locals wearing Tiago Monteiro T-shirts, and the drivers enjoy the challenge of a tricky circuit that seems permanently covered in sand. There was an additional sense of anticipation this time around due to changes that had been made to parts of the circuit. (Different sections of the roads that make up the

track are owned by the national and local governments, and bureaucracy prevented work being done to the entire track.)

Tweaks included two-thirds of the circuit being widened and resurfaced, a second chicane being added to the back straight, and the final chicane being reprofiled. The new version is faster – Alain Menu's 2m04.946s was more than 4s quicker than the old record – and, while the new engines play a part in this, Rob Huff said that the updated track was a definite improvement.

"It's definitely a better circuit now," he said. "It was always good, but now it's something special. It has still kept a lot of the old character too – where it used to be bumpy, it's still bumpy."

experienced Frenchman probably knew it.

Menu, meanwhile, was back in sixth, which was about as much as he could have hoped for after starting ninth. He'd dominated the opening race, opening a gap to Muller at the start and maintaining the buffer to head a Chevrolet 1-2-3, but still finds himself a massive 60 points off Huff's championship lead. The friendly-fire incident with Muller that derailed his Monza weekend, coupled with the race-two crash in Hungary, are starting to hurt.

"I need the other two to have some bad luck," he admitted. "Without that, it's going to be tough to

catch them."

Tiago Monteiro delighted the enthusiastic home crowd by finishing third in his SEAT in the second race, a result he described as "feeling like a win". He'd spent most of the race coked up behind d'Aste until the Italian entered the pits to serve a drive-through for a jumped start. He provided a final bit of drama when he was punted through some bollards by Mehdi Bannani on the last lap.

The races passed without any serious incidents, although Robert Dahlgren had a lucky escape when his Volvo bogged down at the start of race two, forcing the field to swerve around him. ❌

O'Young leads Coronel 'downtown'



RESULTS

World Touring Car Championship, Porto, July 2-3, round 6 of 12

RACE 1 - 11 LAPS, 32.808 MILES						RACE 2 - 11 LAPS, 32.808 MILES						CHAMPIONSHIP TABLE		
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS		
1	MENU	Alain Menu (CH)	Chevrolet (RML) Chevrolet Cruze 1.6T	23m22.763s	1	1	Huff	23m24.533s	3	1	Huff	227		
2	MULLER	Yvan Muller (F)	Chevrolet (RML) Chevrolet Cruze 1.6T	+1.262s	2	2	Muller	+1.797s	2	2	Muller	198		
3	HUFF	Rob Huff (GB)	Chevrolet (RML) Chevrolet Cruze 1.6T	+1.519s	3	3	Monteiro	+8.728s	4	3	Menu	167		
4	TARQUINI	Tiago Monteiro (P)	SUNRED Engineering SEAT Leon 1.6T	+5.710s	5	4	Michelisz	+9.752s	7	4	Monteiro	101		
5	MONTEIRO	Gabriele Tarquini (I)	Lukoil-SUNRED SEAT Leon 1.6T	+10.457s	4	5	Coronel	+10.059s	8	5	Coronel	100		
6	CORONEL	Tom Coronel (NL)	ROAL Motorsport BMW E90 320 TC	+12.237s	6	6	Menu	+11.114s	9	6	Tarquini	99		
7	DAHLGREN	Robert Dahlgren (S)	Polstar Racing Volvo C30	+16.693s	7	7	Tarquini	+12.849s	10	7	Michelisz	66		
8	MICHELISZ	Norbert Michelisz (H)	Zengo Dension Team BMW E90 320 TC	+17.256s	8	8	Engstler	+19.474s	6	8	Poulsen	57		
9	D'ASTE	Michel Nykjaer (DK)	SUNRED Engineering SEAT Leon 1.6T	+17.724s	11	9	O'Young	+24.147s	12	9	Villa	44		
10	ENGSTLER	Stefano d'Aste (I)	Wiechers-Sport BMW E90 320 TC	+18.232s	9	10	Barth	+25.787s	13	10	O'Young	39		
11	NYKJAER	Franz Engstler (D)	Liqui Moly Team Engstler BMW E90 320 TC	+20.360s	10	11	d'Aste	+30.250s	1					
12	O'YOUNG	Darryl O'Young (PRC)	Bamboo Engineering Chevrolet Cruze 1.6T	+25.778s	12	12	Nykjaer	+34.399s	11					
13	BARTH	Pepe Oriola (E)	SUNRED Engineering SEAT Leon 1.6T	+27.343s	16	13	Dudukalo	+37.373s	17					
14	VILLA	Kristian Poulsen (DK)	Liqui Moly Team Engstler BMW E90 320 TC	+48.801s	15	14	Oriola	+37.950s	16					
15	POULSEN	Yukinori Taniguchi (J)	Bamboo Engineering Chevrolet Cruze 1.6T	+55.046s	17	15	Taniguchi	+38.735s	18					
16	ORTOLA	Mehdi Bannani (MA)	Proteam Racing BMW E90 320 TC	+56.084s	19	16	Dahlgren	+39.365s	5					
17	DUDUKALO	Javier Villa (E)	Proteam Racing BMW E90 320 TC	6 laps-accident	14	17	Villa	+41.084s	14					
18	TANIGUCHI	Fredy Barth (CH)	SEAT Swiss Racing by SUNRED SEAT Leon 1.6T	-8 laps	13	18	Bannani	+58.161s	19					
19	BENNANI	Aleksei Dudukalo (RUS)	Lukoil-SUNRED SEAT Leon 2.0 TDI	0 laps-accident	18	19	Poulsen	+1m53.447s	15					

INDEPENDENTS		
POS	DRIVER	PTS
1	Michelisz	74
2	Poulsen	69
3	Villa	64

Race 1 Winner's average: 84.09mph. Fastest lap: Menu, 2m06.815s, 84.66mph. Race 2 Winner's average: 83.98mph. Fastest lap: Huff, 2m05.846s, 85.32mph.

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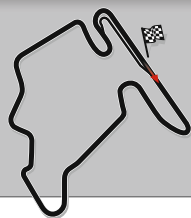
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HUNGARORING

HUNGARY

July 2-3
Renault 3.5
Round 6/9



AT A GLANCE

- Race 1 Jean-Eric Vergne
- Race 2 Jean-Eric Vergne
- Pole position Vergne/Sergio Canamasas
- FL Jake Rosenzweig/Canamasas

REPORT RENAULT 3.5 HUNGARY

PETER MILLS
reports



Double helping for Hungary Vergne

Carlin's Jean-Eric Vergne upstaged his F1-bound Red Bull Junior rival Daniel Ricciardo with a double victory at the Hungaroring

Two wins propelled Vergne into series lead

ISR DRIVER DANIEL

Ricciardo's graduation to Formula 1 with Hispania Racing may have dominated the pre-event build up, but the Australian's Red Bull Junior stable-mate Jean-Eric Vergne somewhat stole Ricciardo's thunder at the Hungaroring last weekend. Carlin's reigning British F3 champ registered a near-perfect result, becoming the first driver this season to do the double in one weekend.

Both Ricciardo and, to a lesser extent, Vergne's erstwhile championship leading team-mate Robert Wickens struggled to find any competitive pace on

new tyres in qualifying.

Although Marussia Virgin third driver Wickens demonstrated a strong turn of speed on race day, it was insufficient to prevent Vergne from storming into the championship lead. The Canadian had held top spot in the standings at an opportune time, though, as he was rewarded with a Lotus Renault GP demo run in Hungary as a prize for leading the championship at its midway point.

Mofaz Racing's Fairuz Fauzy, an official Lotus Renault third driver, showed that the F1 exhibition runs weren't to be treated lightly by crashing on a wet track

in a run prior to Saturday's opening race. Although the track was dry enough for slick tyres to be fitted on the grid, the conditions were still treacherous in places. Mofaz man Jake Rosenzweig and Ricciardo spun on the way to the grid.

A stunning second place in qualifying from the previously unfancied Sergio Canamasas overshadowed reigning champion Mikhail Aleshin's return to the series, in place of Anton Nebylitskiy at KMP, and former A1GP champion Adam Carroll's debut in the category subbing for the injured Walter Grubmuller at P1 Motorsport.

Sadly for Canamasas, a four-place grid penalty held over from the preceding meeting in Germany meant he was unable to challenge pole-man Vergne in Saturday's low-aero race. Instead, series veteran Daniil Move overtook Vergne on the run down to Turn 1 from his inherited outside front-row starting position. Move's glory

ended when he caught a damp patch on the exit of the corner, allowing Vergne to recover a lead that increased until the end.

With Vergne uncatchable up front, the race was enlivened by a three-car battle between Move, Brendon Hartley and Alexander Rossi for P2. On lap 12, Hartley's front endplate brushed against Move's rear tyre at Turn 1. Move was forced to pit with a deflation, while the left side of Hartley wing broke apart five laps later.

Rossi's patience was rewarded by picking up second place. Hartley finished third on the road, but the Kiwi was hit by a 10-second penalty that promoted Canamasas into a maiden podium appearance.

Vergne jumped pole-sitter Canamasas into Turn 1 in race two. Canamasas stayed in contention for victory until the mandatory pitstops, when it was his turn to receive a 10-second penalty after his BVM Target crew was judged

to have made an unsafe release. Team boss Trevor Carlin felt a miscarriage of justice occurred when Wickens also had a penalty for an unsafe release into the path of Alexander Rossi.

Spaniard Albert Costa inherited second position when Canamasas' and Wickens' penalties were applied. Carroll was also radioed the race officials' decisions and sped up in order to deny Canamasas third place by 0.01s.

RESULTS

Race 1 Jean-Eric Vergne, 29 laps in 47m07.493s; 2 Alexander Rossi, +17.437s; 3 Sergio Canamasas; 4 Adam Carroll; 5 Robert Wickens; 6 Kevin Korjus; 7 Nelson Panciatici; 8 Brendon Hartley; 9 Nathanael Berthon; 10 Cesar Ramos. **Race 2 1 Vergne**, 28 laps in 46m37.271s; 2 Albert Costa, +11.738s; 3 Carroll; 4 Canamasas; 5 Rossi; 6 Hartley; 7 Wickens; 8 Aleshin; 9 Daniel Zampieri; 10 Berthon. **Points 1 Vergne, 152**; 2 Wickens, 148; 3 Korjus, 110; 4 Rossi, 101; 5 Costa, 100; 6 Daniel Ricciardo, 89; 7 Hartley, 59; 8 Panciatici, 48; 9 Van der Drift, 43; 10 Ramos, 41.

Move (front left) briefly led Vergne in the opening race



NURBURGRING

GERMANY

JULY 1-3
British F3
Round 5/10



AT A GLANCE

- R1 winner **Kevin Magnussen**
- R2 winner **Jack Harvey**
- R3 winner **Felipe Nasr**



Harvey took maiden win in reversed-grid race



Heartbreak for Magnussen

Jan's boy looked set to score a richly-deserved double success on the Nurburgring GP circuit until mechanical misfortune intervened

Magnussen led Nasr until engine went sick

IS KEVIN MAGNUSSEN THE unluckiest man in British Formula 3? He certainly must feel that way after yet another engine misfire derailed what had been shaping up as the perfect weekend at the Nurburgring.

Instead of leaving Germany a deserved double winner, the Dane was left to rue what might have been. Having controlled the 40-minute feature race from the outset, Magnussen looked set to notch his fourth victory of the season and thus match runaway championship leader Felipe Nasr's wins tally for the year.

Then, with less than three laps to run, his Carlin Dallara's Volkswagen engine lapsed into a familiar power-starved gurgle. "I couldn't believe it," said Magnussen, who was powerless to prevent his tumble to fifth.

"I knew what it was

straight away because we have heard it a few times this year. From that moment, I knew I wasn't going to win. I feel like the unluckiest man in the world."

Whether he is the most unfortunate man on the planet is debatable, but there can be no denying the fact that Magnussen was the fastest man at the Nurburgring last weekend. The circuit is king in motor racing, and he was a man totally at ease with this one. He has found success here in Formula Renault and German F3 in the past, and put the knowledge gained from previous visits to good use as British F3 returned to the German GP venue for the first time since 2005.

He looked comfortable and quick from the moment the cars first turned a wheel in Friday's free practice sessions and duly went on to notch his first pole positions

in the category in qualifying.

"It's difficult to get everything together here," explained Magnussen, whose aggressive style seemed well suited to the varying demands of the circuit's layout. "But that's why I like this track. It has a bit of everything. A good driver is good here."

Magnussen was certainly good at the Nurburgring. In fact, he was very good. Having claimed those maiden poles, he converted the first into his third win of the year in race one. The fight with fellow front-row man Nasr was tight, but Magnussen had the edge — particularly in the final left-right sequence in the Mercedes Arena — and that allowed him to keep his rival at arm's length.

"He was consistently quicker than me at the exit of Turn 4," said Nasr, who could gain time back on

team-mate Magnussen at other parts of the circuit. "I think he knows this place quite well and knows where to put the car, so he has a little advantage."

Behind these two, F3 rookie Harry Tinncknell led the Fortec Motorsport charge and followed up his maiden win in the reversed-grid race at Brands Hatch last time out with a podium here. The start procedure was a little rushed, but Tinncknell reacted better than most to launch from eighth

on the grid to third. He even briefly challenged Nasr on the run down into Turn 1.

"I don't know what happened, I was just going past them like they were standing still!" confessed Tinncknell, who felt he and Fortec had gone the wrong way on set-up in qualifying. "It means more than the reversed-grid win because it was more down to me and less down to luck."

Fellow rookie Jack Harvey starred in the reversed-grid race this time, beating

Tinncknell scored Fortec's best result of the meeting



RACE RATING

★★★★☆

No overabundance of overtaking, but the battles of nerves between Magnussen and Nasr enthralled

MILESTONE

This was British Formula 3's first visit to the Nurburgring since 2005, when James Walker took his only win

REPORT BRIT F3 NURBURGRING

BEN ANDERSON
reports



Felix da Costa had eventful BF3 debut

polesitting Carlin team-mate Rupert Svendsen-Cook away from the line and capping his maiden win in the series with two bonus points for fastest lap.

Neither driver featured in the lead battle in the finale though, as focus again shifted to Magnussen versus Nasr: Part Two.

Behind them, GP3 racer Antonio Felix da Costa capped an eventful British F3 debut for Hitech by racing through from a grid-penalty-affected eighth to

best of the rest behind the lead pair. He jumped Carlin's Carlos Huertas on the final lap, which would have been a pass for third but for Magnussen's misfortune.

Despite qualifying so well, Magnussen had refused to feel confident before the race: "I could have a bad start, the others could crash into me, or I could have a misfire..." He was partly joking of course, but little could the young Dane have known how prophetic that prediction would prove. ☹

A ride around the real 'Ring

AS BRITISH F3'S CLASS OF 2011 got to grips with the Nurburgring's Grand Prix loop last weekend, a far more daunting driving challenge lay in the surrounding countryside.

No trip to the 'Ring is complete without a visit to the hallowed asphalt of the fearsome Nordschleife, so AUTOSPORT jumped at the chance to ride shotgun with former BF3 racer Bruce Jouanny in his BMW 3-series.

These days Jouanny can be found working as a driver coach for Jazeman Jaafar, who kindly agreed to let AUTOSPORT sit in the front seat. Jouanny recently made his Nordschleife debut at the 24 Hours, sharing a Peugeot RCZ with Alexandre Premat

Nordschleife: this'd sort men from the boys!



and Jonathan Cochet.

"I would say it took me 12 laps before I was confident to push 100 per cent," says Jouanny, as we set off on a fabulous journey of bumps, kerbs and blind crests.

"After the race [in which Jouanny drove around 20 laps in two 1hr45m stints] I felt confident I knew the track and my braking points.

"You never do a full lap here without traffic – it doesn't exist! When you learn a new track it's usually about 5km. Let's say you're learning that track and somebody adds another track onto it and another and another – five tracks that you have to learn with traffic – and blind! That is what the Nordschleife is like."

RESULTS

British Formula 3 International Series, Nurburgring (D), July 1-3, round 5 of 10

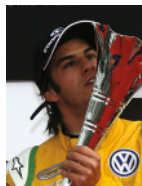
RACE 1 - 15 LAPS, 47.985 MILES					RACE 2 - 10 LAPS, 31.99 MILES					RACE 3 - 20 LAPS, 63.98 MILES				
GRID	POS	DRIVER	TEAM	CAR	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	TIME	GRID
1	1	Magnussen	Carlin	DVW F308	28m49.811s	1	1	Harvey	21m18.954s	2	1	Nasr	40m45.907s	3
2	2	Nasr	Carlin	DVW F308	+0.544s	2	2	Svendsen-Cook	+2.800s	1	2	Da Costa****	+6.964s	8
3	3	Jaafar	Fortec Motorsport	DMB F311	+13.072s	8	3	Nunes	+6.910s	10	3	Huertas****	+7.576s	5
4	4	Huertas	Carlin	DVW F308	+13.622s	3	4	Nasr	+7.319s	7	4	Foresti	+9.974s	4
5	5	S-Cook	Fortec Motorsport	DMB F311	+21.916s	6	5	Jaafar	+10.021s	5	5	Magnussen	+16.152s	1
6	6	Buller	Hitech Racing	DVW F310	+22.234s	9	6	Magnussen	+10.820s	8	6	Svendsen-Cook	+16.779s	7
7	7	Foresti	Carlin	DVW F308	+22.379s	11	7	Da Costa	+11.443s	3	7	Buller	+17.867s	6
8	8	Tincknell	Carlin	DVW F308	+23.578s	5	8	Tincknell	+14.181s	6	8	Svendsen-Cook	+17.867s	6
9	9	Da Costa	Fortec Motorsport	DMB F311	+29.747s	7	9	Derani	+16.009s	14	9	Fantini	+18.772s	13
10	10	Pedro Nunes	Hitech Racing	DVW F310	+30.230s	15	10	Pye	+16.439s	12	10	Nunes	+21.387s	10
11	11	Harvey	Hitech Racing	DVW F308	+31.368s	10	11	Foresti	+18.234s	9	11	Jaafar	+22.075s	2
12	12	Pietro Fantini	Double R Racing	DMB F308	+34.585s	17	12	Fong	+20.710s	15	12	Pye	+22.854s	11
13	13	Scott Pye	Fortec Motorsport	DMB F311	+38.932s	19	13	Lloyd	+21.499s	16	13	Derani	+28.403s	12
14	14	Fahmi Ilyas	Double R Racing	DMB F308	+43.830s	16	14	Cunha	+25.381s	18	14	Harvey	+28.684s	15
15	15	Pipo Derani	Sino Vision Racing	DMB F308	+47.953s	14	15	(R) Hylkema	+30.812s	17	15	Fong	+30.346s	21
16	16	Adderly Fong	Sino Vision Racing	DMB F308	+54.104s	18	16	(R) Ilyas	+39.872s	20	16	Cunha	+32.043s	18
17	17	Hywel Lloyd	DMB F307	+55.633s	13	17	(R) Sakurai	4 laps-collision	19	17	(R) Hylkema	+37.684s	19	
18	18	(R) Bart Hylkema	DVW F311	+56.230s	21	18	R Huertas	4 laps-collision	21	18	(R) Sakurai	+1m09.544s	20	
19	19	Yann Cunha	DVW F311	+59.013s	12	19	R Buller	4 laps-puncture	4	19	Lloyd	-1 lap	14	
20	20	Menasheh Idafar	DMH F307	+1m00.144s	20	20	R Fantini	0 laps-collision	11	20	R Ilyas	16 laps-in pits	16	
21	21	(R) Kotaro Sakurai	DVW F308	0 laps-damage	4	21	R Ilyas	0 laps-collision	13	21	Idafar	5 laps-off	17	

CHAMPIONSHIP		
POS	DRIVER	PTS
1	Nasr	196
2	Foresti	121
3	Jaafar	110
4	Huertas	107
5	Magnussen	96
6	Svendsen-Cook	79
7	Buller	75
8	Tincknell	63
9	Jaafar	58
10	Christodoulou	51

CHAMPIONSHIP (ROOKIE CUP)		
POS	DRIVER	PTS
1	Hylkema	214
2	Sakurai	159

Key: D=Ballara; VW=Volkswagen/Brown; MB=Mercedes-Benz/HMA; MH=Mugen Honda/Brown; (R)=Rookie Cup. *5-place grid penalty; **10-place grid penalty; ***30s penalty; ****3-place grid penalty.

Race 1 Winner's average: 99.86mph. Fastest lap: Magnussen, 1m54.673s, 100.42mph.
Race 2 Winner's average: 90.04mph. Fastest lap: Harvey, 1m54.831s, 100.28mph.
Race 3 Winner's average: 94.17mph. Fastest lap: Magnussen, 1m55.818s, 99.43mph.



2012 Sunoco Rolex 24 At Daytona Challenge

After a great race weekend at the Nurburgring for the British F3 boys, Felipe Nasr maintains his advantage in the Sunoco Daytona Challenge. Nasr scored points for a second place in the first race and for his fifth win of the season in the last race. Keep up to date with the latest news at www.sunocodaytonachallenge.com

1	Felipe Nasr	Carlin/F3	92.00	6	Lucas Foresti	Fortec Motorsport/F3	56.00
2	Marcus Clutton	A.B.G Motorsport/GT4	68.75	7	Peter Belshaw	A.B.G Motorsport/GT4	53.75
3	Javier Morcillo	Azteca/Britcar	61.50	8	Allan Simonsen	Rosso Verde/GT3	47.50
4	Matthew Bell	United Autosports/GT3	57.50	9	Glynn Geddie	CRS Racing/GT3	47.50
5	Michael Guasch	United Autosports/GT3	57.50	10	Jay Shepherd	Hawthorns/Britcar	45.50



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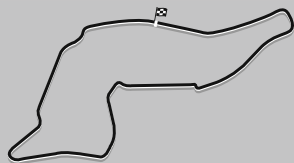
IMOLA

ITALY

July 1-3

ILMC, round 4/7

LMS, round 3/5



AT A GLANCE

- **Winners** Sebastien Bourdais/
Anthony Davidson
- **Pole position** Davidson
- **Fastest lap** Bourdais



French flags flew on the podium

Peugeot turns up the heat

Balmy conditions play into the hands of the cars that were vanquished by Audi last month at Le Mans



Davidson/Bourdais Peugeot took victory

ANOTHER PLACE, ANOTHER time and, most significantly, another set of track-and-weather conditions, handed Peugeot the advantage in its ongoing battle with Audi. Three weeks on from the Le Mans 24 Hours, it was the French manufacturer that had the faster and more-consistent car through last weekend's Imola 6 Hours. The result was a dominant one-two, with Sebastien Bourdais and Anthony Davidson leading the way, in the latest round of the Intercontinental Le Mans Cup.

Hotter temperatures

allowed Peugeot to unlock the performance of its 908 turbodiesel around the 3.05-mile Autodromo Enzo & Dino Ferrari in a way it hadn't at Le Mans. That gave it a narrow edge over the Audi, one which turned into a significant advantage as the race wore on.

The two R18 TDIs suffered a braking issue resulting from the front brake-cooling ducts becoming clogged with track debris. That sent the temperatures up and forced the Audi drivers to wind the brake bias to the rear, and with that the balance of the

car disappeared along with any chance of victory.

"We know we're quick when we find the sweet spot," said Davidson after the race. "The temperatures were hot enough for us to switch the tyres on. If it had been much colder, like Le Mans, we probably wouldn't have won today."

Peugeot Sport technical boss Bruno Famin speculated that the new Audi coupe doesn't like the hot temperatures. That's probably not correct; it's more that warmer conditions allow his car to match or surpass the pace of its German rival.

Audi was very much in the mix until the R18's braking issues began to manifest themselves. Marcel Fassler, who had qualified second to Davidson, was only a couple of tenths behind Bourdais at the first round of stops and was still within a handful of seconds of the Peugeots in third when he handed over



Audi had to be content with third and fourth

to team-mate Timo Bernhard. The Joest Audi crew took its first look at the brake ducts at this stop, and it was during the following stint that Audi's challenge began to falter.

Bernhard was 40s in arrears by the end of it, with the other Audi – in Tom Kristensen's hands – the better part of half a minute behind him. The race appeared to be over.

"We had to wind back the brakes to the rear and that affected the balance," explained Bernhard. "Remember, braking here, for the chicanes and into

downhill corners like Rivazza, is vital."

Exactly why the problem came up wasn't clear after the race. Joest technical director Ralf Juttner could only point to the new high-downforce aero configuration the R18 was running for the first time.

There was a battle between the Peugeots, however. At least briefly.

Bourdais had the edge over Franck Montagny over the opening double stint, just as pole winner Davidson had the advantage in qualifying. Bourdais was 14s ahead when he pitted,



Montagny/Sarrazin car led for a while

RACE RATING

★★★★☆

Peugeot's superiority at Imola meant there was to be no repeat of the thrilling Le Mans battle

MILESTONE

A first-time victory for the new partnership of Bourdais and Davidson bodes well for the remainder of the ILMC

REPORT ILMC/LMS IMOLA

GARY WATKINS
reports



yet his team-mate was 10s behind Stephane Sarrazin after the stop, which was best described as shambolic.

The tight pitlane meant that the #7 Peugeot was always going to have to be dragged back into its refuelling slot. The only problem was that Bourdais jumped out with the car still in gear.

"Everyone was screaming and I jumped in with my left leg stretched out and hit the clutch," explained Davidson. "The next problem was the car was actually in second, which meant I stalled as I tried to leave the pits."

Davidson closed down the deficit to just a few tenths before the next round of stops, and was just ahead when they were complete. At this juncture, Peugeot froze the positions

at the head of the field because, said Famin, "#7 was the faster car today".

There were still a couple of twists and turns to come, however.

Bourdais sustained a puncture after minor contact in the penultimate hour, and thought that his and Davidson's good work had been undone. A trip off line for Montagny also resulted in a punctured tyre, which restored the status quo.

It was a vital win for Peugeot, not that it in any way made up for its narrow defeat at Le Mans.

"It was important to win after losing at the 24 Hours," said Famin. "It was good for the championship and good to let Audi know that we are still right there." ❧

BMW loses out in Melo ending

BMW should have walked the GTE class at Imola. The V8-powered M3 has prodigious straight-line speed, good downforce and could run the kerbs like none of its rivals. Yet the German manufacturer ultimately failed to exploit its superiority.

The BMW pairing of Jorg Muller and Augusto Farfus were ahead for most of the race until a puncture brought Muller into the pits with almost exactly an hour to go. His presence caught the team unawares because radio contact had been lost and, in the confusion, there was no mechanic with an extinguisher in the pitlane when the fuel went in. The



Melo/Vilander
kerb-hop to win

result was a one-minute stop-go penalty.

Muller got the car back to second, but the early stop for the puncture ensured that he needed a late-race splash of fuel. That left the car an unrepresentative third.

The AF Corse Ferrari 458 driven by Giancarlo

Fisichella and Gianmaria Bruni would have taken the win had it not been afflicted by the same misfire that robbed it of victory at Le Mans. That allowed the second AF Ferrari, shared by Jaime Melo and Toni Vilander, to come through to claim the laurels.

RESULTS

Imola (I), July 1-3, Intercontinental Le Mans Cup, round 4 of 7
Le Mans Series, round 3 of 5

GRID

1 DAVIDSON 1:31.736	2 FASSLER 1:32.354
3 SARRAZIN 1:32.732	4 MCNISH 1:32.974
5 MOREAU 1:34.746	6 JANI 1:35.047
7 BELICCHI 1:35.700	8 COLLARD 1:35.996
9 CORTES 1:36.084	10 BECHE 1:37.208
11 KRATINMER 1:37.476	12 WATTS 1:38.118
13 AYART 1:38.351	14 K-SMITH 1:38.533
15 BOUCHUT 1:38.959	16 WEICHTRY 1:38.991
17 PREMAT 1:39.130	18 KAFFER 1:39.198
19 ROSIER 1:39.848	20 BARLESI 1:40.146
21 GARDFALL 1:40.543	22 ERDOS 1:40.642
23 MARROC 1:42.755	24 SIMON 1:43.285
25 MULLER 1:44.468	26 WERNER 1:44.683
27 MELO 1:44.691	28 MAKOWIECKI 1:44.725
29 BELL 1:44.730	30 LIETZ 1:44.895
31 FISICHELLA 1:45.130	32 FARNBACHER 1:45.384
33 PILET 1:45.467	34 LONG 1:45.650

220 LAPS, 671.067 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME	GRID
1	Sebastien Bourdais (F)/Anthony Davidson (GB)	Peugeot Sport Total	Peugeot 908	LMP1	6h01m01.623s	1
2	Franck Montagny (F)/Stephane Sarrazin (F)	Peugeot Sport Total	Peugeot 908	LMP1	+1m08.688s	3
3	Marcel Fassler (CH)/Timo Bernhard (D)	Audi Sport Team Joest	Audi R18 TDI	LMP1	-1 lap	2
4	Allan McNish (GB)/Tom Kristensen (DK)	Audi Sport Team Joest	Audi R18 TDI	LMP1	-1 lap	4
5	Andrea Belicchi (I)/Jean-Christophe Boullion (F)	Rebellion Racing (Sebah)	Lola-Toyota B08/60	LMP1	-7 laps	7
6	Neel Jani (CH)/Nicolas Prost (F)	Rebellion Racing (Sebah)	Lola-Toyota B10/60	LMP1	-7 laps	6
7	Christophe Tinseau (F)/Emmanuel Collard (F)/Julien Jousse (F)	Pescarolo Team	Pescarolo-Judd 01	LMP1	-13 laps	8
8	Tom Kimber-Smith (GB)/Karim Ojje (SA)/Olivier Lombard (F)	Greaves Motorsport	Zytek-Nissan Z11SN	LMP2	-15 laps	14
9	Soheil Ayari (F)/Franck Mailleux (F)/Lucas Ordenez (E)	Signatech Nissan	ORECA-Nissan 03	LMP2	-17 laps	13
10	Scott Tucker (USA)/Christophe Bouchut (F)/Joao Barbosa (P)	Level 5 Motorsports	Lola-HPD B11/40	LMP2	-19 laps	15
11	Pierre Kaffer (D)/Matias Russo (RA)/Luis Perez Companc (RA)	Pecom Racing (AF)	Lola-BMW/Judd B11/40	LMP2	-19 laps	18
12	Alexandre Premat (F)/Jacques Nicolet (F)	OAK Racing	OAK Pescarolo-BMW/Judd P01	LMP2	-20 laps	17
13	Jaime Melo (BR)/Toni Vilander (FIN)	AF Corse	Ferrari 458 Italia	GTE	-22 laps	27
14	Danny Watts (GB)/Jonny Kane (GB)/Nick Leventis (GB)	Strakka Racing	HPD ARX-01d	LMP2	-23 laps	12
15	Giancarlo Fisichella (I)/Gianmaria Bruni (I)	AF Corse	Ferrari 458 Italia	GTE	-23 laps	31
16	Jorg Muller (D)/Augusto Farfus (BR)	BMW Motorsport (Schnitzer)	BMW M3	GTE	-23 laps	25
17	Richard Lietz (A)/Marc Lieb (D)	Team Felbermayr-Proton	Porsche 911 GT3-RSR	GTE	-24 laps	30
18	Patrick Pilet (F)/Wolf Henzler (D)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GTE	-24 laps	33
19	Kyle Marcelli (USA)/Chapman Ducote (USA)/Nicolas Marroc (F)	JMB Racing	ORECA-Chevrolet FLM09	FLM	-25 laps	23
21	Jody Firth (GB)/Mathias Beche (CH)/Pierre Thiriet (F)	TDS Racing	ORECA-Nissan 03	LMP2	-26 laps	10
22	Nicolas Armindo (F)/Raymond Narac (F)	Imsa Performance Matmut	Porsche 911 GT3-RSR	GTAm	-26 laps	40
24	Patrick Long (USA)/Gianluca Roda (I)	Proton Competition	Porsche 911 GT3-RSR	GTAm	-26 laps	34
26	Gabriele Gardel (CH)/Patrick Bornhauser (F)/Julien Canal (F)	Larbre Competition	Chevrolet Corvette C6.R	GTAm	-27 laps	41
29	Marco Holzer (D)/Marc Goossens (B)	ProSpeed Competition	Porsche 911 GT3-RSR	GTE	-29 laps	35
31	Sam Hancock (GB)/Simon Dolan (GB)	Jota	Aston Martin Vantage	GTE	-29 laps	37
33	Guillaume Moreau (F)/Pierre Ragues (F)	OAK Racing	OAK Pescarolo-BMW/Judd P01	LMP1	-32 laps	5
35	Tommy Erdos (BR)/Mike Newton (GB)/Ben Collins (GB)	RML	HPD ARX-01d	LMP2	-34 laps	22
37	Dirk Werner (D)/Pedro Lamy (P)	BMW Motorsport (Schnitzer)	BMW M3	GTE	-38 laps	26
R	Ralph Firman (GB)/Anthony Beltoise (F)/Francois Jakubowski (F)	Luxury Racing	Ferrari 458 Italia	GTE	189 laps-suspension	36
R	Maximo Cortes (E)/Ferdinando Geri (I)/Giacomo Piccini (I)	MIK Corse	Zytek 09	LMP1	157 laps-acc damage	9
R	Rob Bell (GB)/James Walker (GB)	JMW Motorsport	Ferrari 458 Italia	GTE	143 laps-gearbox	29
R	Dominik Farnbacher (D)/Allan Simonsen (DK)	Hankook Team Farnbacher	Ferrari 458 Italia	GTE	101 laps-withdrawn	32
R	Jonathan Hirschi (CH)/James Rossiter (GB)/Johnny Mowlem (GB)	Lotus Jettalliance	Lotus Evora	GTE	8 laps-engine	48
R	Frederic Makowiecki (F)/Stephane Ortelli (MC)	Luxury Racing	Ferrari 458 Italia	GTE	1 lap-electronics	28

ILMC LMP1 MANUFACTURERS

POS	DRIVER	PTS
1	Peugeot	132
2	Audi	89

ILMC GTE MANUFACTURERS

POS	DRIVER	PTS
1	Ferrari	98
2	BMW	87
3	Corvette	73
4	Porsche	64
5	Aston Martin	11

ILMC LMP1 TEAMS

POS	DRIVER	PTS
1	Peugeot Sport Total	65
2	Audi Sport Team Joest	61
3	Team ORECA Matmut	34
4	Rebellion Racing	33

ILMC LMP2 TEAMS

POS	DRIVER	PTS
1	Signatech Nissan	62
2	Level 5 Motorsports	42

ILMC GTE-PRO TEAMS

POS	DRIVER	PTS
1	AF Corse	68
2	BMW Motorsport	62

Winners' average: 111.526mph. Fastest lap: Bourdais, 1m33.112s, 117.934mph. LMP2: Beche, 1m38.596s, 111.375mph. GTE: Muller, 1m45.515s, 104.071mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. There were 48 starters.

FORMULA 3 EURO SERIES NORISRING (D), JULY 2-3, RD 5/9

Rain or shine it's fine for Wittmann

MARCO WITTMANN made ground in the Formula 3 Euro Series title race with two wins from three starts at the Norisring.

As ever, the low-downforce street circuit created some of the best F3 racing of the year, and changeable weather added to the drama.

Signature Dallara-VW driver Wittmann had been in the hunt for a race-one victory as he chased the Prema Powerteam Dallara-Mercedes of Roberto Merhi while both charged off into the distance on rain tyres, with most of the field behind opting for slicks despite a pre-race shower.

Slicks proved to be the right call, as those on wets were forced to make a costly pitstop mid-race. Wheel changes in F3 – there are no airguns for the nuts – are not the work of a moment and, while Wittmann

jumped Merhi, their lead of around 40 seconds was not enough to prevent them falling down the order.

They recovered to second and fourth by the flag, with Laurens Vanthoor taking a first Euro Series victory despite a late-race assault from Signature team-mate Daniel Abt. But his joy was short-lived, as every driver bar third-place finisher Nigel Melker was penalised for improving sector times under yellow flags. That gave the Mucke Motorsport man a surprise victory.

In the reversed-grid race two, Wittmann and Merhi quickly worked their way to the front, and the German survived a last-corner lunge from his pursuer to take the win. Abt was the centre of controversy again, this time being stripped of third place for punting Melker out of the way at Turn 1 two laps from the end.



Wittmann leads Abt through the spray

With that in mind, the German opted for a sensible approach to race three, where he followed the experienced duo of Wittmann and Merhi home for a safe podium.

Wittmann was delighted to get a 'proper' victory at his home track, while Merhi was frustrated by the fact that his wet-weather prowess from earlier in the weekend had deserted him for Sunday's event. "When

you don't win races that you should, it's really bad," said the championship leader, who now has Wittmann moving up as his closest challenger.

● Glenn Freeman

RESULTS

Race 1 1 Nigel Melker (Dallara-Mercedes-Benz F308), 45 laps in 40m22.445s; 2 Laurens Vanthoor (Dallara-Volkswagen F309), +12.595s; 3 Marco Wittmann (Dallara-Mercedes-Benz F308), +12.595s; 4 Roberto Merhi (DMB

F308); 5 Jimmy Eriksson (Dallara-Mercedes-Benz F308); 6 Kimiya Sato (Dallara-Mercedes-Benz F308).

Race 2 1 Wittmann, 24 laps in 19m44.437s; 2 Merhi, +0.941s; 3 Daniel Juncadella (DMB F309); 4 Eriksson; 5 Felix Rosenqvist (DMB F308); 6 Gianmarco Raimondo (DMB F308). **Race 3 1 Wittmann**, 40 laps in 40m02.955s; 2 Merhi, +2.252s; 3 Daniel Abt (Dallara-Mercedes-Benz F308); 4 Vanthoor; 5 Rosenqvist; 6 Kuba Giermaziak (Dallara-Mercedes-Benz F308). **Points** 1 Merhi, 200; 2 Wittmann, 169; 3 Melker, 150; 4 Juncadella, 141; 5 Vanthoor, 114; 6 Rosenqvist, 108.

EUROPEAN GT3 NAVARRA (E), JULY 2-3, RD 3/6

Two princes – just go ahead now

EUROPEAN GT3 produced two dramatic races at Navarra, with both decided on the final lap – and the first decided by a clash between royalty!

Prince Albert von Thurn und Taxis had a 10-second lead in his Lamborghini

following the pitstops, despite nearly swiping the rear wing off Dominik Baumann's Mercedes SLS as he took over from co-driver Nikolaus Mayr-Melnhof.

But the German's Michelins soon began to deteriorate in the searing heat, and Saudi prince

Abdulaziz Al Faisal started chomping into the gap ahead. On the penultimate lap the BMW Z4, which had been started by Edward Sandstrom, was just 1.9s behind. One lap later, Al Faisal pounced when the understeering von Thurn und Taxis ran wide. The

door was slammed shut, hard, as the Lambo held on.

Former British F3 racer Francesco Castellacci took pole in his Ferrari 458, but was outdragged into Turn 1 at the start by Mayr-Melnhof and then spun.

Rain early the next morning meant the second race started behind the safety car. Jeroen den Boer (Z4) kept polesitting DB Motorsport team-mate Nick Catsburg honest in the early stages before spinning out.

Following the stops Catsburg's team-mate Harrie Kolen enjoyed a nine-second gap back to the two Audis of Dino Lunardi and Enzo Ide.

Soon Ide, driving the R8 started by Greg Franchi, started to reel in the leader. With one lap to run, Kolen's advantage was down to just 0.6s. And just six corners from the flag Ide made the

move to secure his second Euro GT3 win of the season.

● James Gent

RESULTS

Race 1 1 Nikolaus Mayr-Melnhof/Albert von Thurn und Taxis (Lamborghini Gallardo LP560), 35 laps in 1h01m12.769s; 2 Edward Sandstrom/Abdulaziz Al Faisal (BMW Z4), +0.459s; 3 Hovert Vos/Jeroen den Boer (BMW Z4); 4 Dominik Baumann/Brice Bosi (Mercedes SLS); 5 Filip Sladecka/Patrick Hirsch (Mercedes SLS); 6 Enzo Ide/Greg Franchi (Audi R8 LMS). **Race 2 1 Ide/Franchi**, 33 laps in 1h00m10.541s; 2 Harrie Kolen/Nicky Catsburg (BMW Z4), +0.801s; 3 Philippe Giaque/Mike Parisy (Mercedes SLS); 4 Jerome Demay/Dino Lunardi (Audi R8 LMS); 5 Gael Lesoudier/Maxime Martin (Aston Martin DBRS9); 6 Duncan Cameron/Matt Griffin (Ferrari 458). **Points** 1 den Boer/Vos, 67; 2 Al Faisal/Sandstrom, 63; 3 Ide/Franchi, 60; 4 Castellacci/Leo, 49; 5 Martin/Lesoudier, 49; 6 Parisy/Giaque, 46.

Ide's Audi passed Kolen's BMW to win



SCANDINAVIAN TOURING CARS FALKENBERG (S), JULY 2, RD 5/9

Everybody's talking as Nilsson hits right note

WITH ITS LIGHT TURBO

pressure, the VW Scirocco is the fastest car in this year's STCC series.

Triple champion Fredrik Eklblom demonstrated this by winning the first round at the fast Falkenberg circuit from pole position. But he was hard pressed by Richard Goransson's BMW towards the end and won by less than half a second.

Goransson is back in good form after his enormous crash in the opening round in Denmark, but his driving couldn't overcome his 320si's lack of grunt on the straights. Veteran Rickard Rydell secured more good points with third place in his Chevrolet Cruze. He was chased home by fellow ex-British Touring Car champion Colin Turkington in his BMW, who raced well from eighth on the grid.

Turkington's team boss Jan 'Flash' Nilsson was in inspired form, climbing from 15th to eighth, while former champion Tommy Rustad was pushed onto the grass and finished last

in his Volvo C30.

Starting from pole in the second race, Nilsson withstood the pressure from a close-knit chasing pack to score his 35th touring car victory, equalling Goransson's tally. It was a BMW 1-2-3, with privateer Johan Stureson next ahead of Turkington and the rest in close formation – the first eight covered by 7.7 seconds after tactical driving in the pack. Rustad climbed to seventh from 14th on

the grid and set fastest lap.

James Thompson had a troubled weekend, qualifying ninth in his Volvo. He was pushed off on the opening lap of the first race, but in the second he climbed from 18th on the grid to ninth at the flag and was rewarded with two points. This dropped him to seventh in the championship standings, which are now led by Eklblom, with Rydell just two points adrift in second. ● Tege Tornvall

RESULTS

Race 1 1 Fredrik Eklblom (VW Scirocco), 25 laps in 19m50.37s; +0.312s; 3 Rickard Rydell (Chevrolet Cruze); 4 Colin Turkington (BMW 320si); 5 Patrik Olsson (VW Scirocco); 6 Tobias Johansson (SEAT Leon).

Race 2 1 Jan Nilsson (BMW 320si), 25 laps in 21m23.05s; 2 Johan Stureson (BMW 320si), +0.455s; 3 Turkington; 4 Olsson; 5 Rydell; 6 Goransson.

Points 1 Eklblom, 129; 2 Rydell, 127; 3 Tommy Rustad, 96; 4 Stureson, 91; 5 Nilsson, 82; 6 Turkington, 76.



Joyful Nilsson beat Stureson and Turkington

IN BRIEF



FRENAULT ALPS

Tech 1 Racing's teenaged Spaniard Javier Tarazon moved to the head of the Formula Renault ALPS standings with a win and a second place at the Hungaroring. The 19-year-old led home Cram Competition's Henrique Martins in race one, and followed home team-mate Paul-Loup Chatin in the second encounter. ARTA's Yann Zimmer, the previous points leader, took a fifth and a fourth.

MEGANE TROPHY

Niccolo Nalio ended Oregon team-mate Stefano Comini's incredible Megane Trophy winning streak in race one at the Hungaroring. Comini took second ahead of leading gentlemen driver David Dermont, before returning to his winning ways in race two. Bas Schothorst and Dermont completed the remaining podium positions on Sunday for TDS.

GERMAN CARRERA CUP

Championship leader Sean Edwards took his first win of the German season in wet conditions at the Norisring. The Briton moved from fifth on the grid to the front in five laps, eventually leading home fellow third-row starter Nicki Thiim by just over one second. Thiim had stolen second place from Rene Rast just four laps from the end.

US F2000

Americans Chris Livengood and rookie Kyle Connery shared the spoils in the last US F2000 meeting at Mid-Ohio. Remy Audette retains a substantial points lead over Connery.

SPEED EUROSERIES

Soloist Ivan Bellarosa was a double winner at Imola. The Wolf driver beat the WFR of Brits Warren Hughes and Nigel Moore in race one. He repeated the feat over another Wolf, shared by Brits Dean Stirling and Matt Draper, in race two.

BRAZILIAN STOCK CARS RIO DE JANEIRO (BR), JULY 3, RD 6/12

It's carnival time for Bueno brothers in Rio

CACA BUENO WON HIS home race at the former Brazilian GP venue in perfect style. He started from pole position with younger brother Popo by his side, led all the laps until the pitstops started and after they were done, and set fastest lap while chased home by Popo.

It means he has jumped to second in the standings, making sure he will be one of the 10 drivers who will fight for the title in the final four-round shoot-out. Points leader Thiago

Camilo came home third after a race-long battle with Marcos Gomes, while Max Wilson rounded out the top five. ● Lito Cavalcanti

RESULTS

1 Caca Bueno (Peugeot 408), 33 laps in 51m03.345s, 80.39mph; 2 Popo Bueno (Chevrolet Vectra), +0.828s; 3 Thiago Camilo (Chevy); 4 Marcos Gomes (Peugeot); 5 Max Wilson (Chevy); 6 Allam Khodair (Chevy). **Points** 1 Camilo, 97; 2 C Bueno, 83; 3= Atila Abreu & Wilson, 71; 5 Ricardo Mauricio, 62; 6 P Bueno, 59.

FORMULA RENAULT EURO CUP HUNGARORING (H), JULY 2-3, RD 4/7

Frijns to the fore again

REIGNING FORMULA BMW

Europe champion Robin Frijns led from start to finish to claim his second Eurocup victory of the season at the Hungaroring on Saturday.

Frijns' team-mate Oscar Andres Tunjo completed a Josef Kaufmann Racing one-two from polesitter Daniil Kvyat, while runaway FRenault UK series leader Alex Lynn claimed sixth.

Frijns took the points lead from Carlos Sainz Jr by finishing second to polesitter Timmy Hansen (Interwetten.com Junior Team) on Sunday. KTR's Stoffel Vandoorne finished third. ● Peter Mills

RESULTS

Race 1 1 Robin Frijns, 14 laps in 25m48.734s; 2 Oscar Andres Tunjo, +2.314s; 3 Daniil Kvyat; 4 Stoffel Vandoorne; 5 Javier Tarancon; 6 Alex Lynn. **Race 2 1 Timmy Hansen**, 15 laps in 28m15.335s; 2 Frijns, +2.113s; 3 Vandoorne; 4 Alex Riberas; 5 Tarancon; 6 Paul-Loup Chatin. **Points** 1 Frijns, 136; 2 Carlos Sainz Jr, 123; 3 Kvyat, 93; 4 Will Stevens, 75; 5 Hansen, 66; 6 Tunjo, 44.

Frijns locks up as he leads pack



NASCAR SPRINT CUP DAYTONA (USA), JULY 2, RD 17/36

Redemption for presidential Ragan

IN FEBRUARY'S DAYTONA 500, David Ragan made the costliest mistake of his young career when he got overanxious at a late restart and was banished to the back of the pack for his impatience. Last Saturday night he survived two green-white-chequer attempts to win the second-most important Daytona race of the year, his first-ever Sprint Cup victory.

It was another restrictor-plate success for Ford's impressive Roush-Yates engine programme, and that supreme horsepower – added to the pushing efforts of loyal bump-draft partner Matt Kenseth – put Ragan out front to outrun the swift Toyota duo of Joey Logano/Kasey Kahne to the finish line, as all hell let loose behind them.

"It was a tough one in February but I learned from my mistake," said Ragan. "I knew we'd have a shot to

win tonight and this win does ease the pain. I said [on the radio] on that last caution, 'If we don't win this tonight, I won't wanna talk to anyone afterwards.' It woulda been tough to lose another one here.

"I made a pact with my team-mate Matt Kenseth that we'd work together through thick or thin. The bottom line was our car was fast, and I had a good pusher in Matt behind me, and that's what wins races here."

Third-placed Logano said: "We tried to get a run going on the back stretch but just rode along there doing the same speed as them [Ragan and Kenseth]. Our last hope was that they'd race each other at the finish line, but they didn't because they're team-mates."

Jeff Gordon – who made a jaw-dropping save earlier in the race – pushed Kyle Busch to fifth. Behind them,



Regan (6) and Kenseth take the flag

Jamie McMurray moved down on Dale Earnhardt Jr, causing a massive pile-up off the final corner that involved Juan Pablo Montoya, Jimmie Johnson, Denny Hamlin and Jeff Burton, and scrambled the finishing order in the very last few yards.

The first green-white-chequer attempt was ended when Logano spun Mark

Martin, causing another huge multi-car wreck.

Daytona 500 winner Trevor Bayne only completed a handful of laps before a misjudgement by drafting partner Brad Keselowski fired him into the wall at Turn 2. Erstwhile points leader Carl Edwards spun into the inside wall exiting Turn 4 early on.

● Chuck Bradbury Sr

RESULTS

1 David Ragan (Ford Fusion),

170 laps in 2h39m53s; 2 Matt Kenseth (Ford), +0.059s; 3 Joey Logano (Toyota Camry); 4 Kasey Kahne (Toyota); 5 Kyle Busch (Toyota); 6 Jeff Gordon (Chevrolet Impala); 7 Kevin Harvick (Chevy); 8 Paul Menard (Chevy); 9 Juan Pablo Montoya (Chevy); 10 AJ Allmendinger (Ford). **Points** 1 Harvick, 586; 2 Carl Edwards, 581; 3 Kyle Busch, 576; 4 Kurt Busch, 570; 5 Kenseth, 564; 6 Jimmie Johnson, 564.

NASCAR NATIONWIDE DAYTONA (USA), JULY 1, RD 17/34

Logano uses his Busch-to-pass

JOEY LOGANO WON THE Daytona Nationwide Series race on Friday night, despite clashing with Joe Gibbs Racing team-mate Kyle Busch at the finish line after Busch had pushed him from sixth to first on the last lap.

Logano, who survived a spin early on, and Busch raced Jason Leffler and Reed

Sorenson to the finish. As Busch attempted to nick the win, Logano blocked and shoved him into the wall.

Behind them, Danica Patrick – who had led with four laps remaining – sparked a multiple pile-up, which led to the lower half of the top 10 spinning across the line.

RESULTS

1 Joey Logano (Toyota Camry),

100 laps in 1h49m57s; 2 Jason Leffler (Chevrolet Impala), +0.04s; 3 Reed Sorenson (Chevy); 4 Kyle Busch (Toyota); 5 Justin Allgaier (Chevy); 6 Michael Annett (Toyota).

Points 1 Sorenson, 610; 2 Elliott Sadler, 601; 3 Ricky Stenhouse Jr, 578; 4 Allgaier, 573; 5 Leffler, 537; 6 Aric Almirola, 529.



Patrick (7) shunts with Sadler (2) and Almirola



1	Sebastian Vettel	◇	29,658
2	Mark Webber	◇	21,014
3	Fernando Alonso	◇	19,916
4	Sebastien Loeb	◇	19,869
5	Lewis Hamilton	◇	18,368

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

David Ragan scored a maiden NASCAR Sprint Cup victory at Daytona to improve nine places to 58th, while Matt Kenseth's (20) second place helps him to his best ever Rankings spot. Danica Patrick's (54) last-lap Nationwide clash couldn't prevent a rise of one place.

To see the full list, visit castroldriverrankings.com

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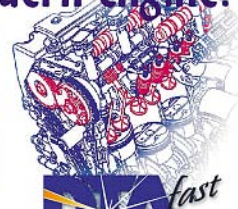


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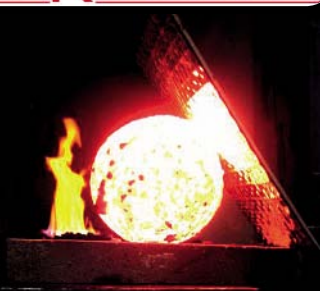


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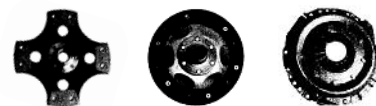
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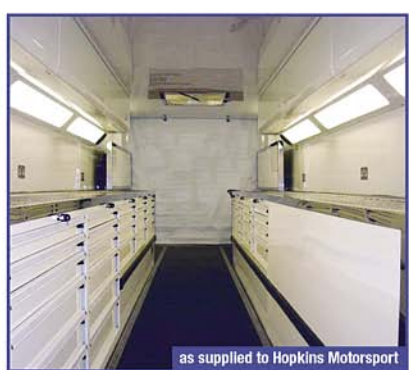


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 Castleham Industrial Estate, Stanier Road, St Leonards on Sea, East Sussex, TN38 9RF

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To apply, please visit our website at Williamsf1.com and select the Recruitment option under the Team heading.

Closing date: Friday 22 July 2011.



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Production Coordinator **Ref: LRGP-PRO02**

Reporting to the Production Department Manager, this role will be responsible for processing design release and coordinating manufacture to ensure all targets are met.

We are looking for a dedicated, enthusiastic individual with strong communication and interpersonal skills who is able to work well within the existing team. The successful candidate will also have a flexible approach to working hours.

The successful candidate will be proactive, have strong basic engineering skills and a good understanding of machining or composite processes will be a definite advantage.

Please apply in writing with current CV, salary expectations and quoting job reference number to:

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Email hr@lotusrenaultgpc.com

Closing date **22nd July 2011**

ALL THE RIGHT MOVES

Marussia Virgin Racing is expanding in order to bring the design of our Formula 1 car 'in house' while working with new technical partner, McLaren, to achieve the team's long-term ambitions.

Based in Banbury, Oxfordshire our new design group will be responsible for all aspects of the chassis, transmission, power train installation and aerodynamics. Our existing powerful CFD capability will be reinforced by a new experimental aerodynamic group who will be using a world-class wind tunnel to validate the CFD work and further develop aerodynamic performance.

As part of this expansion, we are seeking engineers who are creative and individualistic in their thinking but who are also excellent team players. They will be able to demonstrate sufficient experience but also possess a desire to grow with the team.

Senior Design Engineers (Mechanical and Composite) (1_MVR.JOBS.07)

Senior design engineers will be expected to follow a concept from scheming through layout and refinement to detail specification including considerations of tooling and manufacturing. Meeting acceptable stress and weight targets will also be in their remit as will problem solving any difficulties that may arise. They must possess outstanding communication skills, liaising as easily with the chief designers as with the rest of the design group, production and race team staff.

Candidates will have an excellent degree in engineering or a related discipline and be able to show sufficient experience in top-level motor sport to tackle demanding design tasks in a structured and logical manner. They will also be expected to be proactive in managing the work of more junior members of the design team.

Design Engineers (Mechanical and Composite) (2_MVR.JOBS.07)

Design engineers will be able to demonstrate that they can detail designs from schemes and layouts. They should be able to undertake simple layout work and follow their designs through to production. Experience of jig and tool design and design for manufacture is an essential part of this role, as is the ability to liaise

with external suppliers and work effectively with test technicians and the race team. Ideally the successful candidates will be educated to degree level in Mechanical Engineering or equivalent.

Deputy Head of Aerodynamics (3_MVR.JOBS.07)

This demanding senior position requires an individual who can harmonise the results of CFD simulations with those of the experimental aerodynamics group. They will be responsible, along with the Head of Aerodynamics, for organising the aerodynamic development of the car in a coherent manner using the tools at their disposal and ultimately ensure that theoretical performance is realised on the track. Forging cohesive internal relationships, particularly with the vehicle performance group, is a key to this position. The reporting of findings in a clear and consistent manner to the chief designer and technical management is essential. The successful candidate will also be able to show proven ability of team leadership in a previous role

Head of CFD (4_MVR.JOBS.07)

The Head of CFD will ensure our powerful computing cluster is used to maximum effectiveness to explore both concepts and details of aerodynamic development. They must have an excellent degree in aerodynamics or equivalent and be accomplished in the efficient application of all aspects of CFD codes. Knowledge of optimisation techniques and Design of Experiments are desirable as are a proven ability to manage a small team.

CFD Aerodynamicists (5_MVR.JOBS.07)

Applications are invited from both experienced CFD engineers and recent graduates with some experience of CFD for a number of roles within our aerodynamics department. Candidates will have experience of generating aerodynamic surfaces within CAD, checking them for legality and running flow solutions for assemblies incorporating the designed surfaces. They must be able to critically analyse the results and report them in a clear and comprehensive manner.

Head of Experimental Aerodynamics (6_MVR.JOBS.07)

Reporting directly to the Head of Aerodynamics, the Head of Experimental Aerodynamics will take full



responsibility for all aspects of the teams wind tunnel programme. This will include scheduling model design as well as the interpretation and reporting of the results of wind tunnel sessions. They will be responsible for ensuring the quality of both the model itself and the experimental techniques applied. Significant experience of wind tunnel testing and an excellent degree in a relevant discipline will be essential for this position as will a proven ability to manage a small team.

Experimental Aerodynamicists (7_MVR.JOBS.07)

We have a number of positions for experimental aerodynamicists experienced in all elements of wind tunnel data analysis and interpretation and the application of that data to enhanced vehicle performance. Applicants must be skilled in using 3D CAD to be able to specify scheme modifications and will be expected to have a good degree in aerodynamics or a similar relevant subject.

Track Support Aerodynamicist (8_MVR.JOBS.07)

This post requires someone experienced in the collection and analysis of aerodynamic data from the cars during tests and Grand Prix weekends. The successful applicant will be a qualified aerodynamicist but will be able to work with the race engineers to ensure that the aerodynamic quality of the cars is maintained. They will be expected to develop innovative methods of data analysis and presentation and must be able to communicate well both verbally and by means of written reports. This post will involve substantial travel.

Model Designers (9_MVR.JOBS.07)

Working with both our experimental and CFD aerodynamicists you will be responsible for the design and development of parts for the wind tunnel model. A good level of surfacing experience is required and candidates will also be expected to maintain and improve the mechanical systems associated with the model.

Model Makers (10_MVR.JOBS.07)

As part of our experimental aerodynamics team, we are seeking experienced wind tunnel model makers. Candidates will be expected to manufacture model parts to high levels of accuracy using a number of manufacturing techniques. They will also be responsible for assembly of the model to rigorous standards and

support of wind tunnel test sessions that will require occasional periods of flexible working.

Candidates must have a methodical approach to their work and a basic understanding of CAD.

Stress Analysis Engineers (11_MVR.JOBS.07)

The successful candidates will have a strong background in structural analysis of both metallic and composite structures using one of the common FEA solvers and associated tools. They should be able to demonstrate a strong working knowledge of practical stress analysis and FEA codes in order to achieve performance targets of strength, stiffness and fatigue life.

Successful candidates will possess at least a good degree in Mechanical Engineering or equivalent with experience in a similar role and must be capable of producing clear technical reports. They must also have a proven ability of working effectively with design teams to develop solutions within a given time frame. It is expected that they will also be able to support their CAE results with basic calculations on individual parts or assemblies.

HPC Systems Engineer (12_MVR.JOBS.07)

In order to support our 40+ Tflop high performance cluster we require a systems engineer with experience of supporting standard and Blade servers as well as Infiniband / high performance networks. They should be familiar with Linux and high performance clustered file systems. Knowledge of CFD processes and the technical requirements of each part of the process would be advantageous. The successful candidate will have experience of managing contacts with vendors and will be expected to maintain an up to date knowledge of industry trends and developments in the HPC environment.

Applicants for all design related positions must have extensive postgraduate 3D CAD ability. All the positions offer a competitive salary and 25 days annual holiday.

To apply for any of these positions please email your CV and covering letter to jobs@marussiavirginracing.com detailing your salary expectations. Please use the code in brackets to reference your application in the subject of the email.

APPOINTMENTS



Ilmor Engineering has a successful track record in designing and manufacturing racing engines for the very highest levels of motorsport, including Indy Car, Moto GP and Nascar. In recent years the business has been successfully expanding into new markets including mainstream automotive, aerospace, marine and defence. As a consequence we are now seeking the following people to join our team:

DEVELOPMENT ENGINEER

As a Development Engineer at Ilmor you will be involved in a diverse and challenging range of projects.

To be successful in the first stage of an application you must have a good degree in Mechanical or Automotive Engineering and have at least three years post graduate experience in the field of engine development.

The following skills and experience will be required –

- An ability to design prototype components (CAD training will be provided)
- A high level of competence in planning and executing testing activities, analysing data and reporting findings in a clear and succinct manner
- A good knowledge of full engine dynamometer testing and sub-system rig testing

ENGINE TEST TECHNICIAN

As an Engine Test Technician you will be responsible for operating a wide variety of engine types on Ilmor's in-house dynamometers.

In addition to engine testing, your duties will involve fitting and removal of engines, engine instrumentation, fitting of prototype engine components, system fault finding and plant maintenance.

The following skills, experience and personal attributes are required –

- At least 2 years engine test experience, preferably with AVL Puma systems
- Self motivated and the ability to work to a high standard without supervision
- Good computer skills

In addition to an attractive salary, the above positions carry a range of benefits including performance related bonus, non-contributory pension scheme, life assurance and private medical insurance.

Please respond by **July 18th 2011** to the address below with your CV and a covering letter stating the position for which you are applying.

hr@ilmor.co.uk

HR Manager

Ilmor Engineering Ltd,
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delta motorsport



Delta Motorsport is looking to fill the following positions to support its rapidly-growing portfolio of race car and innovative road car project work.

SENIOR DESIGN ENGINEER - Ref. 0711/SNR

The successful candidate will ideally have broad "whole vehicle" experience allowing them to take responsibility for leading motorsport or niche automotive projects.

They will have built a wide range of design and engineering knowledge in road and / o race car projects, including as many as possible of the following:

- Whole vehicle concept and layout
- Suspension geometry and component design
- Design of composite structures (structural / non-structural) and associated tooling
- A broad understanding of exterior aerodynamics and CFD
- Experience of managing FE analysis exercises
- Powertrain integration (IC engine and potentially electric / hybrid / KERS)

The role will involve leading others in a small team and customer-facing activities but will still be heavily biased towards CAD design on Catia V5.

COMPOSITES DESIGN ENGINEER - Ref. 0711/COMP

The successful candidate will have had 3-5 years' experience in a race or high-performance road car environment designing pre-preg composite components (and associated tooling) for structural and non-structural applications. Experience should include creation of initial surfaces (potentially in a wind tunnel model environment), component modelling from aero / styled surfaces and tooling design. Catia V5 experience essential.

MECHANICAL DESIGN ENGINEER - Ref. 0711/MECH

The successful candidate will have had at least 5 years' experience in a race or high-performance road car environment scheming assemblies and designing components. Experience in disciplines such as suspension, engine installation, chassis (spaceframe or panelled aluminium), would all be advantageous, as would experience of KERS or similar HV systems. Previous execution or management of structural analysis programs would also be an advantage. Catia V5 experience essential.

GRADUATE ENGINEER - Ref. 0711/GRAD

Having worked in a motorsport or high-performance road car environment for 2-3 years, the successful candidate will now have a desire to progress their engineering career on a variety of race and road car projects.

Please apply via e-mail sending your CV and a covering letter in pdf format (with salary expectations) to: jobs@delta-motorsport.com

Closing date for applications Friday 15 July 2011

Sports Extra

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Tatuus enjoyed long Renault partnership

Tatuus tipped for Formula Renault comeback in 2013

Door left open for Italian constructor to return with update kit for racer

ITALIAN CONSTRUCTOR
Tatuus appears to be moving into a strong position to revive its former role in producing Formula Renault chassis for the worldwide market.

Tatuus, which built the previous FRenault spec car from 2000-09, lost the deal for the latest-generation chassis from '10, for which production was taken in-house with collaboration from Barazi-Epsilon and Caparo.

The transition to the new car has not gone smoothly, with FRenault UK teams complaining about the cost of spare parts and their availability. At recent rounds, some teams have resorted to fabricating wooden front-wing endplates.

An update kit for the existing Barazi-Epsilon chassis is expected for 2013, and Tatuus continues to be tipped to produce it – as predicted in AUTOSPORT (March 10).

The head of Renault's customer motorsport department did not rule out the Tatuus scenario. Renault Sport Technologies boss Emmanuel Esnault said: "I would say, 'Why not?' But it is still one year from when such a project should be discussed."

Esnault stressed that there would not be a completely new design, but added: "We plan always to improve, considering

the feedback we get from teams and drivers, but there is no plan for a new car."

Such remarks tie in with increasing speculation in the FRenault UK paddock that the mechanicals of the existing car will be retained, but with revised chassis and bodywork – most likely from Tatuus.

UK SERIES TO ZANDVOORT

Meanwhile, the UK championship has landed a date for 2012 at Dutch circuit Zandvoort, where it will collaborate with the North European Cup for a round supporting the blue-riband Masters of Formula 3 event.

Series boss Lisa Crampton said: "I sat with both the management of the circuit and of Renault NEC to sort this out and we think it will be a fantastic event. A lot of our drivers will step up to F3 and this gives them the benefit of learning the

circuit so that they can compete with their European counterparts."

TRIPLE-HEADER FUTURE

Crampton added that the UK championship could feature fewer race weekends next season, depending on the outcome of discussions with the teams.

She also said that it is now "more than likely we'll go to three races per weekend". The series would drop its current system of two qualifying sessions in favour of a single session, with the fastest and second-fastest times deciding grids for two of the races.

The third race, which Crampton describes as "a super-Saturday-sprint race", could feature a reversed grid of between six and 10 cars and count for half-points, as do the reversed grid races in British F3, which she also organises.

New Barazi-Epsilon car has had supply issues



AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



I MUST ADMIT THAT WHEN I

first heard of the CSCC's plan to gather together Modsports, Super Saloons and the like at Mallory I had my doubts about the size of the grid.

The popularity of the spectacular cars has always been high and the idea was appealing, but how many of them had really survived? And how many of the owners would be willing or able to get their machines ready to hit the track?

Well, if the test day last week and provisional entry is anything to go by (see page 84), the answer is 'a lot'.

An entry of around 40 means that, even with the big disparity in performance, there's likely to be some good racing around the small but challenging Leicestershire venue. The quality of competition was another one of my concerns (see AUTOSPORT, February 3), so perhaps I shouldn't worry so much!

The only problem I can see now is that it clashes with the Oulton Park Gold Cup. The test day turn-out indicates that won't be a problem for the committed competitors, but it does pose an issue for enthusiasts.

Then again, the trip from Cheshire to Mallory is only a couple of hours, so maybe the answer is to be at Oulton on the Sunday before taking a look at something a little bit different the following day?

Extra contact details

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ben.anderson@haymarket.com

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Renault Clio Cup

Rockingham offers Clio Cup prize

Circuit offers chance to win drive in BTCC support series as part of its 10th-anniversary celebrations

▶ A MOTORSPORT FAN WILL get the chance to race in the Renault Clio Cup this season thanks to a new Rockingham competition.

To celebrate its 10th anniversary, the Northamptonshire venue is providing training, an ARDS test and a race weekend in the Clio Cup to the winner of its Rockingham Clio Dream Drive contest.

Anyone purchasing an advance ticket for Rockingham's British Touring Car

Championship round on September 17-18 will get the chance to answer a multiple-choice question and enter.

After the closing date on August 22, 10 entrants will be picked at random to attend a training and selection day. Relevant skills, including on-track performance, will be assessed and a winner chosen.

The victor will then be given circuit tuition and an ARDS test with

Rockingham's Racing School. They will take part in the official Clio Cup test at the circuit on Friday September 16, before competing on the BTCC support card over the weekend. The total prize is worth more than £5000.

No team has yet been finalised, but Rockingham confirmed it will be with a frontrunning squad.

Circuit chief executive Charlotte Orton said: "We wanted to celebrate

Rockingham's 10th anniversary in style, so what better way than giving one of our customers this opportunity.

"It's every fan's dream to race and the magic of this competition is that the winner really could be anybody.

"It will be a great showcase for the winner, in front of 10,000 fans, as well as being broadcast live on ITV4."

For more information, visit www.rockingham.co.uk/dreamdrive.

European Rallycross

Hansen second on DS3's debut

RALLYCROSS LEGEND KENNETH

Hansen will concentrate on developing the new Citroen DS3 this season after an encouraging debut last weekend.

The multiple champion battled his way to second in the A final at Swedish track Holjes, finishing ahead of his team's current C4s, but he has no definite plan to race the new Supercar again this season.

Hansen, who was driving in his first event since last September, was pleased with the performance of the DS3 after just 10km of testing.

"There was never any plan to race the DS3 this year," said Hansen, who suffered clutch problems in the final.

"The point of bringing it here was that it allowed us to finance the build as well as giving us a fixed date to complete it.

"It has enormous potential and I think with three or four test days we could make it into a decent racecar."

Hansen's regular drivers, Briton Liam Doran and Russian-Tatarstan Timur Timerzyanov, are also expected to test the DS3, while the squad will send a C4 to the X Games at the end of this month for Doran to race.



Renault Clio Cup

Legend Belcher heads for Clios

LEGENDS RACER SIMON

Belcher has quit the championship to prepare for a graduation to the Renault Clio Cup.

Belcher spoke to ex-Legends competitor and reigning Clio Cup champion Dave Newsham before making the move. He plans to make his debut in the Clio Cup 'money race' at Silverstone in August, before racing at the Brands Hatch season finale.

Belcher said: "We've already been out testing and plan to debut at Silverstone. Our [ultimate] aim is touring cars."

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Formula Ford Festival

Team USA plots Duratec FFord prize for 2011 scholarship winner

THE TEAM USA SCHOLARSHIP

could place one of its winners in the Duratec element of the Brands Hatch Formula Ford Festival this season.

Now in its 22nd year, the scholarship aims to support young American drivers and has brought its winners to the Kent-engined part of the Festival and Silverstone's Walter Hayes Trophy in recent years.

Scholarship winner Josef Newgarden won the Kent Festival in 2008 before moving into British Formula Ford, while Conor Daly ('08) and Connor de Phillippi ('09) also won the WHT

as part of the scheme.

Now this year's winners could race in the main category at the Brands Hatch Festival. Scholarship founder Jeremy Shaw said: "There is a rich vein of talented young drivers in North America. Our intention this year is to field cars in both the Formula Ford Kent Festival and the Walter Hayes Trophy, as well as an additional entry in the premier Duratec division of the Festival.

"Running one of the winners in a Duratec has always been on the radar but it's been dependant upon budget, the availability of competitive cars and the level of experience of the drivers.

"There's no point in doing it with someone who would be out of their depth. We will be taking experience into account before deciding the most appropriate arena in order to give them the best chance to shine."



Newgarden shone in FFord

Radical Masters/UK Cup

Radical spoils shared at Imola

ROGER BROMILEY AND SHAUN Balfe were among the victors as the Radical Masters and Radical UK Cup supported the Imola 6 Hours last weekend.

Having taken a third in race one, which was won by Per Staaf Jr, the duo took victory in the second encounter. Former British GT champ Alex Mortimer led early on, but co-driver Chris Hyman lost out during the stops and fell to fourth.

The Ross Kaiser/Terrece Woodward SR8, which had lost second in race one after a late off by Woodward, then led, only to be overcome by Bromiley/Balfe and Thomas Meidinger/Giorgio Rosa.

After finishing third in race one to Bernardo Pellegrini and David

Thorburn/Rob Wheldon, Mark Smithson and Stuart Moseley took the SR3 class second time out.

Lolas topped the 38-car Classic Endurance field. After poleman Michel Quiniou's T280 failed to start with a broken clutch, the T298s of Patrice Lafargue and Frederic da Rocha came through to finish first and second.



Radicals get going at Imola

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Donnelly was reunited with his 'old wife' at Goodwood

Goodwood's Festival of Speed is like a Cordon Bleu version of those 'eat-as-much-as-you-like' restaurants where, no matter how hard you try, unless you are Monty Python's Mr Creosote there is no way you can taste every mouthwatering dish on the menu at one sitting.

The event has grown year on year since punters stood at trackside in 1993, 'protected' by sagging tape hung from iron spikes (no half-ton straw bales then). There is now too much to see in one day.

Those with time, or without a battle plan, lock out two or more in their diaries when dates are announced. As usual, I worked three days at the 19th edition and thought the balance of hillclimb entries was better than for some time.

Returning to that menu analogy, you can have too much of one thing, but the diversity of Indycars was always going to delight. I regret missing Smokey Yunick's weird Hurst Floor Shifter Special among the static displays, but I've now seen a gas turbine-engined motorcycle!

If the concept of building a bike around a kerosene-guzzling power unit from a Jet Ranger helicopter sounds misguided, some 17 souls in the US (where else?) have bought MTT Street Fighters at £200k apiece - with lifetime repair warranties! The bold Zef Eisenberg can now claim, having dropped his

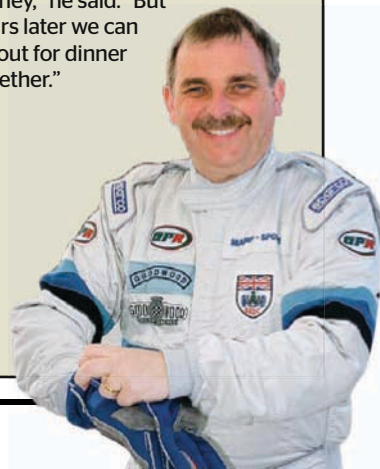
420bhp version at Turn 1.

My favourite machine was also gas-turbine powered - the Pratt & Whitney-engined Lotus 56 'wedge', in which Joe Leonard came within an ace of winning the 1968 Indy 500. I had a Hot Wheels model of it as a lad. Goodwood host Lord March got to drive it - my garden's not big enough, drat it! - and Jim Hall's fabulous high-winged Chaparral 2E, of which he made a [Cox] kit in his youth.

Classic Team Lotus boss Clive Chapman was so enamoured with the 56 that he has resolved to source a similar engine to make the 56B Formula 1 car, dormant in Worldwide Racing's black and gold since it last raced in 1971, a runner. Dave Walker and Reine Wisell should be on alert. Goodwood regular Emerson Fittipaldi will be queuing already.

But my moment of the 2011 Festival was seeing Martin Donnelly drive a Lotus 102 for the first time since his appalling accident at Jerez in 1990. At that year's AUTOSPORT Awards we watched harrowing footage of Martin's early rehabilitation, shot from his hospital bedside. "The chapter's [now] closed, but being back in a 102 was like meeting an old wife who's divorced me and taken all the money," he said. "But years later we can go out for dinner together."

“My moment of the Festival was Martin Donnelly driving a Lotus 102 for the first time since his accident”



AUTOSPORT
GOLDEN HELMET

THEY'RE NOT GOING TO GET any DTM drives, but a clutch of BMW racers - headed by the talented Garrie Whittaker - are kings of their clubbie fiefdoms as they dominate our winners' table for UK and Ireland this year. Tom Roche has made a valiant effort to split them during his Ma5ca exploits, while Formula Ford star Scott Malvern is on seemingly unstoppable momentum.

POS	DRIVER (CAR/CARS)	O/ALL	CL	TOT
1	Garrie Whittaker (BMW E36 M3)	13	0	13
2	Tom Roche (Mazda MX-5 Mk1/Mk3)	12	0	12
3	Paul Bellamy (BMW 318is)	1	11	12
4	Adam Sharpe (BMW M3)	11	0	11
5	Stephen Treherne (Ford Coupe)	11	0	11
6	Scott Malvern (Mygale SJI1)	10	0	10
7	Mark Burton (Jade Trackstar)	10	0	10
8	Rob Boston (Mazda MX-5 Mk3)	9	0	9
9	Dominic Evans (Caterham CSR 260)	9	0	9
10	Russell Paterson (Morgan Plus 8)	8	1	9
11	John Marshall (Ford Escort Mk1/Ford Coupe)	5	4	9
12	Leo Voyazides (Ford Falcon/Cortina/Lola T70)	8	0	8

Repechage, consolation, overflow entry and handicap races not included. Races/classes must have minimum six starters, and be scheduled for a minimum distance of 10 miles. Overall wins take precedence in the event of a tie, followed by average grid size. For any queries, email us at autosporteditorial@haynet.com



Impressive turnout for test day

MALLORY PARK SELECTED ENTRIES

Joe Ward	Vauxhall 'Baby Bertha'
David Taylor	VW Beetle-Chevrolet
Peter Stevens	Vauxhall Carlton TS
David Tetley	Opel Manta 400
Pat Thomas	Lotus Elan GT
Patrick Smyth	Lotus Elan
Martin Brockhouse	Skoda 110R
Bob Claxton	Skoda 110R
Tony Davies	Transpeed Firenza
Jonathan Mann	Vauxhall Calibra V8
TBC	DAF V8

Super Saloons pack grows

NEARLY 40 CARS HAVE BEEN ENTERED FOR THE Classic Sports Car Club's Modsports revival event at Mallory Park on August Bank Holiday Monday. Last Wednesday's test day for the initiative – which is for former Modsports, Special and Super Saloons, Thundersaloons and Donington GT contenders – attracted over 30 cars. The CSCC is now planning to run three races on August 29 to cater for demand.

Vauxhall's 'Baby Bertha', the ex-Mick Hill VW Beetle-Chevy and the DAF V8 were confirmed early, but have now been joined by the ex-John Cleland Vauxhall Carlton and the Stars-and-Stripes Opel Manta of David Tetley. Vince Woodman's Ford Capri and Simon Allaway's Lotus Esprit Silhouette are also expected, along with Lotus Elans, Skoda 110Rs and a number of Imp-based specials.

Brands Hatch Superprix

Japanese ace stuns at Brands



Yamauchi beat more-modern F1 cars in Kubota's March 761

JAPANESE FORMULA 3 TITLE

contender Hideki Yamauchi won two races on his British racing debut at the Brands Hatch Superprix last weekend.

The 22-year-old was brought over by countryman and historic racer Katsu Kubota to share his Colin Bennett-tended Nissan R90C in Group C and to take over Kubota's ex-Ronnie Peterson March 761 in Historic F1.

Yamauchi's first experience of both

cars came in the practice sessions on Friday. He sat out the second F1 qualifying session, having been quickest by 3.2 seconds in the first.

His pace in the one-hour Group C event handed Kubota such an advantage that his rivals were unable to peg back the Nissan. Yamauchi then drove within himself in taking a 6.7s victory in the F1 race, lapping some 2.5s off his best qualifying pace.

Locost

Locost ace in red-flag fury

LOCOST FRONTRUNNER ALEX

von Ehrheim was left fuming after a decision to restart a red-flagged race resulted in him losing the championship lead at Donington Park last weekend.

The second final of the weekend was halted at around the halfway mark, while von Ehrheim was leading, so marshals could treat a fuel spill.

Von Ehrheim hit problems soon after the restart,

when his engine overheated and cut out on the run to Redgate. He was able to restart the car and climbed to 24th at the end of lap two. At this point the chequered flags were shown, despite drivers being told the race would last five

minutes plus a lap.

"Sam Bradley [who was second] and myself both asked for the result to be called," said von Ehrheim, who won three of the first four rounds of the 750 Motor Club championship.

"The engine was massively overheating while we were waiting for the restart and lo and behold it cut out on the way to Redgate."

Motor Sports Association regulations state: "Any race stopped after the leader has completed more than two laps but less than 75 per cent of its duration will be considered as the first part of a two-part race."



Red flags and overheating hurt von Ehrheim in Locost

IN BRIEF

PORSCHE CARRERA CUP GB POINTS

leader James Sutton leads the series' contingent in this weekend's Supercup round at the British Grand Prix meeting. Joining Sutton (left) at Silverstone are RedLine Racing team-mates Michael Meadows, Ben Hetherington, Ahmad Al Harthy and Keith Webster, plus Team Parker Racing's Sam Tordoff.



GINETTA ACE GEORGE MURRELLS

and Lee Mowle were second overall and class winners on their GT Trophy debut in an Optimum Motorsport Ginetta G50 at Oulton Park last weekend. The team plans to run Mowle, Stewart Linn, Joe Osborne and Gary Simms in the Silverstone 24 Hours this year.

THE FIRST CHINESE FORMULA

Abarth race was held last weekend. Matheo Tuscher, a 14-year-old Swiss, led home Romania's Robert Visoiu at Guangzhou in a one-two for the Jenzer Welch Asia Racing team run by Briton Andy Welch. Tuscher also won race two, from Austrian Lucas Auer.

REIGNING FORMULA 4 CLASS C

champion Paul Presgraves finally made his debut in Class A of the 750 Motor Club's single-seater series at Donington Park last weekend. The 28-year-old finished fifth in his opening race. "I have had so little time in the car, it has been more like a shakedown or a test, but I'm pleased with how it has gone," he said.

DESIRE WILSON, THE ONLY WOMAN

to ever win a Formula 1 race, returned to racing at Brands Hatch last weekend. Her Jaguar E-type (right) proved problematic and failed to finish both E-type Challenge races.



THE HONDA V-TEC CHALLENGE WAS

added to the BARC North West Sports/Saloons grid at Anglesey last weekend, after only three drivers entered. The Open Production Sports were cancelled completely, when the one entered competitor withdrew before race day.

LOCOST RACER JAMES MILLMAN

had to retire when red flags brought an early halt to last Saturday's heat race at Donington Park, as he needed to leave the circuit and compete in a horse race in Leicester. The professional jockey, who has won 110 times in his six-year riding career, rode the family-trained second favourite Icebuster to a victory by a short head, after foregoing his chance of qualifying for the Locost final.

VW Racing Cup

Chaplin takes title lead with Dutch double

SECOND AT ZANDVOORT LAST

year, reigning champion Steve Chaplin bettered that not once but twice to claim the VW Racing Cup championship lead last weekend.

Brands Hatch winner Kieran Griffin started race one from pole in his Scirocco and led the opening laps. He was judged to have anticipated the start lights, however, and was handed a drive-through penalty. He never got to take it: Golf driver James Walker forced him into an error on the second lap and the Scirocco went off into a tyrewall.

The Golf of Aaron Mason took over in the lead, with Beetle man Chaplin hot on his heels after a brief safety-car period while Griffin's car was retrieved. Their battle for victory was settled at Tarzan just before half-distance, where Chaplin challenged and Mason counter-attacked with a very late braking manoeuvre that sent him spinning off sideways into the gravel.

This handed Chaplin his second win of the season by 5.8 seconds over the Bora of his championship-winning predecessor Joe Fulbrook, who had

battled through from sixth on the grid. Dutch driver Peter Lettinga made good use of his local knowledge to follow Fulbrook through from seventh. He demoted Walker from third on the final lap to secure his maiden podium.

Tim Snaylam's Golf started race two from pole, with youngest competitor Zoe Wenham alongside. Their Golfs duelled for six laps until Wenham managed to nose ahead.

Her tenure of the lead did not last the lap. Chaplin, up from sixth on the grid, swept by both Snaylam and Wenham to capture top spot.

"It was hard work today with all the passing, but two wins is a great reward," said Chaplin, who played his points-doubling Joker card in race one to establish a 70-point lead over Mason.

Wenham was close behind Chaplin on the line to secure second and her first podium, while Snaylam held Fulbrook off to take third.



Chaplin was on form in VW Cup at Zandvoort

P97 RESULTS ROUND-UP

Ford Fiestas

Fiesta frontrunner considers future

FORD FIESTA ST RACE

winner Jason Cooper is considering abandoning his 2011 title assault following exclusion from the second race of the series' double-header at Brands Hatch last month. The ECU on 2009 Castle Combe Saloons champion Cooper's Fiesta was found to be illegal during post-race checks. Officials disqualified Cooper from his seventh in race two, but he was allowed to keep his second from race one.

"I would take no pride

in achieving any championship position knowing the ECU was illegal," said Cooper. "It certainly was not my intention to run an illegal ECU, but it is my responsibility to run a legal car and I did not.

"I'm planning to have the engine stripped and checked by the eligibility scrutineer, Bob Blackmore, to confirm it is legal and instal a checked ECU, then compete in selected events for the remainder of 2011 in preparation for a title assault in '12."

Guards Trophy

Rawlson wins on return

THE UNIQUE RAWLSON CR6 took sixth overall and won its class in the Guards Trophy race at the Brands Hatch Superprix last Saturday.

The team survived a late scare when a problem with reverse gear in the assembly area made the car late out.

Owner Jeremy Deeley had

to start the 1600cc car's first race for over 40 years from the pitlane. He drove a solid stint before former British Touring Car racer Charlie Butler-Henderson took over and rose up the order.

"Other than the gearbox drama, the car ran beautifully," said Deeley.



Rawlson was rapid on its race comeback

Historics

Ex-Royale boss to provide parts for historics

Royales are still active



FORMER ROYALE BOSS ALAN Cornock is reviving the parts side of the business to cater for demand in historic motorsport.

Royale produced a range of single-seaters and sportscars between the late 1960s and '80s. Although no cars have been produced for nearly a quarter of a century, Royals are active in historic racing, including FF1600, FF2000 and Sports 2000.

Cornock, who confirmed many parts will be kept in stock while others could be made to order, said: "Due to the increasing popularity of historic racing, I'm receiving a large amount of enquiries from existing owners and prospective owners of Royale cars who require genuine, good-quality parts.

"I feel therefore that the time is right to expand the business and cater for these customers."



Fleming won Guards Trophy race



HSCC SUPERPRIX, JULY 1-3

Formula Junior racers star in Brands extravaganza

Roach (69), Tonetti (99) and Murray (68) put on great display

GORGEOUS CARS, some superb racing in great weather, a strong crowd and a new-to-the-UK hero in young Japanese charger Hideki Yamauchi combined to make this one of the most memorable Historic Superprix events ever.

Best entertainment came in the brace of FIA Lurani Trophy races, with the Formula Juniors providing stunners on both days.

Just a third of a second covered Stuart Roach, Pierre Tonetti and James Murray on Saturday. Roach (Alexis Mk4) had to go ultra-defensive on the run to the flag as a combination of Tonetti's speed into Clearways and his Brabham's potent engine threatened to snatch away his hard-earned advantage.

The same top three featured again on Sunday, although this time it was Murray who trod the top step of the podium. Roach led early, but a trip through the Paddock Hill gravel trap dropped him to eighth.

Once ahead on lap three, Murray edged away while Roach soon fought back to

press Tonetti for second. He got past at around two-thirds distance, but Tonetti retaliated on the last lap with a daring dive into Clearways to regain second. Murray's winning margin was enough to give him the aggregate victory.

The Historic FF1600s set the scene early on Saturday morning, with Benn Simms and Robert Wainwright flashing past the flag in a photo finish. Disappointment awaited Wainwright at post-race scrutineering, his car, like that of sixth-place finisher Ian Ashley, failing ride-height checks.

Paul Anderson took 70s Road Sports honours, the polesitter using his Porsche 928's V8 grunt to keep squabbling TVR duo Peter Shaw (Griffith) and Julian Barter (3000M) at a safe distance.

Paul Tooms (Lotus Elan) was a runaway winner in Historic Road Sports, but the fight behind between the Lotus of Frazer Gibney (Elan) and Robert Barrie (7), won by Gibney, more than compensated.

There was no stopping

Martin Stretton on his way to topping both Historic F2 encounters. The misfiring Darwin Smith chased him on Saturday, but Andrew Smith turned around form with his unrelated namesake on Sunday as Marches dominated.

Points leader Diogo Ferrao suffered his first defeat of the season in the 1600cc F2 class on Saturday at the hands of Katsu Kubota. Undaunted, the Portuguese bounced back on Sunday, although Kubota wasn't far away.

One of the spectacles of the weekend was Richard Trott taking his non-ground-effect Chevron B43 all around the outside of

Geoff Hoodless's ground-effect March 803 through Clearways during the Classic F3 race. Trott was charging from 38th to fifth following a troubled qualifying session.

Up front it was Jamie Brshaw (March 793) who took the spoils from Italian Valerio Leone's Ralt RT3.

Hideki Yamauchi starred in – and won – both the Group C and disappointingly-thin Historic Formula 1 encounters. Yamauchi set a searing pace in Group C, handing compatriot and co-owner Katsu Kubota a near-unassailable lead in their Nissan R90C.

Bob Berridge (Mercedes

C11) was reeling in Kubota but time ran out. Even more spectacular was Andy Meyrick, who lapped faster than Yamauchi having taken over from dad Peter in the family-owned Spice SE89.

Yamauchi barely broke sweat in the F1 race, lapping the Kubota-owned March 761 well off his qualifying pace as he kept John Wilson at bay. Yamauchi moved clear in the closing stages.

Michael Lyons followed up his Oulton Park victories by winning both the Derek Bell Trophy races. New Zealand visitor Andrew Higgins led the distant chase in a similar



Yamauchi/Kubota Nissan topped Group C

E-TYPE CHALLENGE QUICK RESULTS

- Race 1 Graeme Dodd
- Race 2 Jon Minshaw

“It was extremely hard work, but I set him up at Paddock”

Dodd got the better of Minshaw in race one



Minshaw won second E-type event

JAGUAR E-TYPE CHALLENGE BRANDS HATCH GP, JULY 2-3

Dodd defies Minshaw before stepping aside

THE HSCC'S 50th-birthday celebration series for the iconic Jaguar E-type kicked off in style at Brands with Graeme Dodd and Jon

Minshaw starring. Dodd outdragged polesitter Minshaw to lead Saturday's race, in which Gary Pearson made it a threesome. Minshaw

eventually ousted Dodd at half-distance, but Dodd fought back to retake a three-wheeling Minshaw at Paddock on the penultimate lap. He was still ahead when Pearson's car, having shed its fan belt, spat out its water, causing him to spin into the gravel at Sheene Curve on the final tour.

Pearson's mishap elevated the colourfully-liveried car of Marcus Oeynhaus to the final step of the podium where, looking across at Minshaw, Dodd quipped: "Extremely hard work but I set him up at Paddock".

Pearson didn't appear on Sunday, when Dodd handed the winning car over to Stephen Skipworth, but the owner was nothing like as fast as its Saturday incumbent.

Minshaw therefore made light work of winning, his margin of victory extending to some 18 seconds when the chasing Oeynhaus pitted with an ever-worsening misfire.

That left Pearson's brother John to claim second place, having shaken off the earlier attentions of Mark Clubb. Martin O'Connell (in Sandy Watson's car)

was fourth.

On Saturday, Class B honours (for cars running to an earlier, less-tweaked, homologation) had fallen to Roger Cope, but he was denied a double when his gearbox jammed a day later. His misfortune promoted Alan Minshaw (father of race winner Jon) to make it a memorable weekend for the Demon Tweeks-owning family, as father and son finished side-by-side, albeit a lap apart.

RESULTS (BOTH 15 LAPS)

RACE 1 1 Graeme Dodd; 2 Jon Minshaw +2.291s; 3 Marcus Oeynhaus; 4 John Bussell; 5 Jason Minshaw; 6 John Pearson. **CW** Roger Cope. **FL** Jon Minshaw 1m43.893s (79.73mph).

RACE 2 1 Jon Minshaw; 2 Pearson +18.731s; 3 Mark Clubb; 4 Martin O'Connell; 5 Chris Scragg; 6 Dave Coyne. **CW** A Minshaw. **FL** Jon Minshaw 1m45.320s (78.65mph).

F5000 Lola. Greg Thornton and Frank (father of Michael) Lyons traded the final step of the podium on successive days.

Old stager John Burton crushed some much-younger rivals in both Martini Trophy races. He headed a Chevron one-two on Sunday (Martin O'Connell next best) but

it had been Osella driver Richard Evans who led the chasers on Saturday.

Nick Fleming (Chevron B8) took Guards Trophy honours, although his forceful style earned him few friends along the way.

Dan Cox (Lotus Cortina) made a mighty effort to stay with Leo Voyazides (Ford Falcon) in the

Historic Touring Cars, but V8 power told and by the close Cox was having to keep out Cortina-mounted Steve Shuttleworth.

Martin Anslow (Brabham BT21) was gifted his first-ever victory in Historic Racing Cars after the Ians, Gary and Jones, collided at Surtees on the opening lap.

● Dud Candler

Hans Peter leads, but Stretton (second) would win



FIA LURANI TROPHY (15 LAPS)

1 Stuart Roach (Alexis Mk4); 2 Pierre Tonetti (Brabham BT6) +0.039s; 3 James Murray (Lola Mk5A); 4 Marc Amez-Droz (Brabham BT6); 5 Pete Morton (Lightning Envoyette); 6 Richard Smeeton (Lotus 22). **CLASS WINNERS** James Hicks (Caravelle Mk3); Robert Barrie (Lotus 18); Andrew Tart (Bond); Dick van Amsterdam (Belgica); Jan Biekens (Stanguellini). **FL** Roach 1m40.905s (82.09mph).

RACE 2 (15 LAPS) 1 Murray; 2 Tonetti +2.640s; 3 Roach; 4 Amez-Droz; 5 Phillippe Buhoffer (Lola Mk5A); 6 Smeeton. **CW** Hicks; Barrie; David Hall (BMC Mk1); van Amsterdam; Biekens. **FL** Tonetti 1m41.115s (81.92mph).

AGGREGATE 1 Murray; 2 Tonetti; 3 Roach; 4 Amez-Droz; 5 Morton; 6 Buhoffer.

HISTORIC FF1600 (12 LAPS) 1 Ben Simms (Alexis Mk14); 2 David Wild (Lola T200) +6.650s; 3 Simon Toyne (Lola T200); 4 Benjamin Mitchell (Merlyn Mk20); 5 Stephen King (Macon MR8); 6 Stuart Baird (Merlyn Mk1A). **CW** John Slack (Lola T200). **FL** Simms 1m38.639s (83.97mph).

70s ROADSPORTS (8 LAPS) 1 Paul Anderson (Porsche 928); 2 Peter Shaw (TVR Griffith) +0.856s; 3 Julian Barter (TVR 3000M); 4 Charles Barter (Datsun 240Z); 5 Adam Bagnall (Jaguar E-type);

6 Alan Harper (Lotus Elan). **CW** Shaw; Harper; John Thomason (Triumph GT6); Ralph Harwood-Penn (MG Midget); Johan Denekamp (Lancia Beta Monte Carlo). **FL** Anderson 1m47.330s (77.17mph).

HISTORIC ROAD SPORTS (11 LAPS) 1 Paul Tooms (Lotus Elan); 2 Frazer Gibney (Lotus Elan) +16.630s; 3 Robert Barrie (Lotus 7); 4 Patrick Ward-Booth (Ginetta G4); 5 Larry Kennedy (Lotus Elan); 6 Alan Harper (Lotus Elan). **CW** Nigel Webb (Jaguar XK120); Colin Sharp (Triumph TR5); Mike Eagles (De Tomaso Mangusta); Peter Bornhauser (Ginetta G15); Richard Owen (Triumph TR2); Johan Denekamp (Alfa Romeo GTV). **FL** Tooms 1m48.017s (76.68mph).

HISTORIC F2 (18 LAPS) 1 Martin Stretton (March 742); 2 Darwin Smith (March 722) +13.230s; 3 Andrew Smith (March 79B); 4 Hans Peter (Ralt RT1); 5 Ian Ashley (March 79B); 6 Katsu Kubota (March 712). **CW** A Smith; Kubota. **FL** Stretton 1m24.310s (98.25mph).

RACE 2 (18 LAPS) 1 Stretton; 2 A Smith +2.006s; 3 D Smith; 4 Peter; 5 Diogo Ferrao (March 712); 6 Kubota. **CW** A Smith; Ferrao. **FL** Stretton 1m24.371s (98.18mph).

CLASSIC F3 (13 LAPS) 1 Jamie Brashaw (March 793); 2 Valerio Leone (Ralt RT3) +1.520s; 3 Keith White (Ralt RT1); 4 Paul Smith (Ralt RT3); 5 Richard Trott (Chevron B43); 6 Geoff Hoodless (March 803). **CW**

Leone, Albert Clements (Lotus 69). **FL** Trott 1m31.625s (90.40mph).

GROUP C (41 LAPS) 1 Hideki Yamauchi/Katsu Kubota (Nissan R90C); 2 Gareth Evans/Bob Berridge (Mercedes C11) +8.080s; 3 Peter & Andy Meyrick (Spice SE89P); 4 Stefano Rosina (Spice SE89P); 5 Kent Abrahamsson (Nissan R90C); 6 Martin Stretton/Steve Tandy (Nissan R90C). **CW** Meyrick/Meyrick. **FL** A Meyrick 1m17.948s (106.27mph).

HISTORIC F1 (18 LAPS) 1 Hideki Yamauchi (March 761); 2 John Wilson (Tyrrrell 011) +6.730s; 3 Richard Eyre (Williams FW08); 4 Peter Wuensch (Wolf WR1); 5 Richard Barber (Pittipaldi F5); 6 John Delane (Tyrrrell 002). **CW** Wilson; Delane; Terry Sayles (Osella FA1). **FL** Yamauchi 1m22.314s (100.63mph).

DEREK BELL TROPHY (14 LAPS) 1 Michael Lyons (Lola T400); 2 Andrew Higgins (Lola T400) +1m04.063s; 3 Gregory Thornton (Chevron B24); 4 Frank Lyons (Gurney Eagle FA74); 5 Mark Charteris (Mallock Mk20/21); 6 Jamie Brashaw (March 793). **CW** Charteris; Brashaw; Valerio Leone (Ralt RT3); Paul McMorran (Crossle 22F); Wil Arif (Royale RP30); Warwick Mortimer (Surtees TSS); Colin Gray (Brabham BT30). **FL** M Lyons 1m23.646s (99.03mph).

RACE 2 (15 LAPS) 1 M Lyons; 2 Higgins +52.521s; 3 F Lyons; 4 Thornton; 5 Mark Dwyer (Lola T400); 6 Neil Glover (Lola T330/332). **CW** Charteris; McMorran; Paul Smith (Ralt RT3); Arif; Mortimer; Gray. **FL** M Lyons 1m23.546s (99.15mph). **MARTINI TROPHY (7 LAPS) 1 John Burton (Chevron B26);** 2 Richard Evans (Osella PA1) +18.384s; 3 Steve Hodges (Chevron B31); 4 Charlie Kemp (Lola T210); 5 Hugh Price (Chevron B21); 6 Sandy Watson (Chevron B19). **CW** Kemp. **FL** Burton 1m28.068s (94.05mph).

RACE TWO (17 LAPS) 1 Burton; 2 Martin O'Connell (Chevron B26) +16.336s; 3 Evans; 4 Doug Hart (March 75S); 5 Kemp; 6 John Sheldon (Chevron B19). **CW** O'Connell. **FL** Burton 1m26.977s (95.23mph).

GUARDS TROPHY (20 LAPS) 1 Nick Fleming (Chevron B8); 2 Sandy Watson/Martin O'Connell (Chevron B8) +26.394s; 3 James Schryver (Chevron B8); 4 Stuart Tizzard (Lenham Spider); 5 Charlie Allison (Chevron B8); 6 Jeremy Deeley/Charlie Butler-Henderson (Rawlinson CR6). **CW** Deeley/Butler-Henderson; John Bussell/Chris Scragg (Jaguar E-type); Martin Halliday (Lotus 23B); Peter Thompson (Marcos 1800GT); Craig Davies (Chevrolet Corvette); Tom Smith (MGB); Juerg Tobler (Lola Mk1); Mark Hoble (Morgan +4). **FL** O'Connell 1m36.221s (86.08mph).

HISTORIC TOURING CARS (10 LAPS) 1 Leo Voyazides (Ford Falcon); 2 Dan Cox (Lotus Cortina) +18.827s; 3 Steve Shuttleworth (Lotus Cortina); 4 James Dodd (Ford Mustang); 5 Mark Garritt (BMW 1800T1); 6 John Pugsley (Ford Anglia). **CW** Cox; Shuttleworth; David Heale (Hillman Imp); Roger Cope (BMW 1800); Roger Godfrey (Mini Cooper S); Neil Brown (Lotus Cortina); Colin McKay (Jaguar S-type); Chris Scragg (Jaguar Mk2); James Seckel (Mini Cooper). **FL** Voyazides 1m47.672s (76.93mph).

CLASSIC RACING CARS (12 LAPS) 1 Martin Anslow (Brabham BT21); 2 Michael Scott (Brabham BT30) +11.25s; 3 Nigel Bancroft (Chevron B17); 4 Richard Kendle (Brabham BT21B); 5 Roland Fischer (Tecno); 6 Chris Holland (Brabham BT21). **CW** Scott; Bancroft; John Bladon (Merlyn Mk1A); John Elliott (Lotus 18). **FL** Anslow 1m38.848s (83.80mph).

HISTORIC FF2000 (13 LAPS) 1 Russell Love (Reynard SF79); 2 James Murray (Reynard SF77) +0.404s; 3 Peter Denham (Reynard SF78); 4 Simon Toyne (Reynard SF79); 5 Roger Price (Delta T79); 6 Andrew Huxtable (Lola T580). **CW** Andrew Park (Reynard SF81); Antony Raine (Merlyn Mk28); Martyn Donn (Supernova BHS). **FL** Toyne 1m35.621s (86.63mph).

QUICK RESULTS

- 750 Formula **Chris Gough**
- Kit Car/SRGT **Nick Taylor**
- RGB **John Cutmore**



Inaugural BMW Compact contest gets underway

750MC DONINGTON PARK, JULY 2-3

Gough is top 750 survivor



Simpson leads, but crazy race would fall to Gough (6)

ONLY FIVE DIFFERENT drivers had featured on the podium in the opening five races of the 750 Formula Championship, but at Donington Park the formbook was torn apart as a new cast filled the top three in an incredible encounter.

Mallory Park winner Bill Rutter was absent (Jon Lee took over his Darvi), as was reigning champion Roger Rowe. And, on the first lap of the race, points leader Nathaniel Cooper opened the door wider still by launching his Davis over the kerbs and into the gravel at the chicane, bringing out the reds.

The 2009 title winner, Dave Robson, pulled off at McLeans, handing the lead briefly to 10-time champ Mick Harris – but he, too, was out by the chicane.

Bob Simpson (SS/F) had charged from row seven to lead, but he tangled with Lee as they ran abreast through Schwantz and both found the barriers.

Robin Gearing took the helm with a lap and a half to run, but forays through

the gravel stymied his chances of a maiden victory and promoted Chris Gough's CGR2 to an unlikely win. Darvis filled the next two places, with the downcast Gearing heading Andrew Gent, who had no idea he had finished on the podium in his first race for two years.

Nick Taylor comfortably won the SRGT/Kit Car thrash in his Cobra replica, but he missed opposition from Cheng Lim, whose 'fake snake' popped a driveshaft en route to the grid. Andy Hiley (Taydec) was best of the Kits, and he extended his points lead after nearest rival Anton Landon retired his Class B Cyana. Behind Jon Milicevic (Caterham), Paul Boyd won the battle of the Eclipses with Clive Hudson to take third.

RGB championship-topper Paul Rogers was too keen in his getaway, earning a 10-second penalty. John Cutmore's Spire ousted the Contour at Old Hairpin on the opening lap anyway, but the Suffolk builder

relinquished the position on the eighth lap after a brilliant switchback move from Rogers at Redgate. Cutmore kept Rogers in his sights, which was enough to take the win after the penalty was applied.

Alastair Boulton (STM Phoenix) added another class win to his Snetterton double after a feisty dice with Derek Jones (Fury), who rallied through the gravel and out of contention three laps from the end.

Michael Epps (GAC) took full advantage of Martin Farmer's engine failure in qualifying, but his win came the hard way. For a long time it looked like an AHS Dominator might finally claim its first win, either in the hands of youngster Fraser O'Brien or the more experienced Steve Ough. But O'Brien was hung out when Epps made a bold move at the chicane, while Ough was shuffled back by Peter Belsey (Spyder) on his

season debut. Ough even lost a podium spot to Paul Taylor on the run to the line.

Epps passed O'Brien through the Craner Curves on lap two to easily win Sunday's encounter. O'Brien promptly spun out of contention, leaving Belsey (who passed Keith Farrance on lap three) to take second. From the back, Farmer reached fourth.

Ray Moore pulled out a near two-second advantage in Irish Formula Vee, but Kevin O'Hara reeled him



Eclectic RGB field takes off

“Where the bloody hell did they all go?”

Andrew Gent was stunned to be on the 750 Formula podium



Knighton won Allcomers

REPORTS
SPORTS EXTRA



O'Hara topped Irish Vee contingent in race one

in and passed him at the chicane with a lap to run. His victory over Moore and Lee Newsome came despite a late-race oil leak.

It was a lack of brakes that troubled O'Hara in the second race, and on successive laps he lost places to Moore and Newsome at the chicane to drop to third. Novice Ian Campbell was a potential winner until a gravelly spin.

Simon Knighton's incredible bike-engined Stratos clone easily topped the Allcomers, although John Powis (Radical) was closer than Knighton's 3.4-second qualifying advantage suggested. The hapless Ed Ives retired from third after his Global Light blew its engine, while Mike Webb (Focus) was the handicap winner.

The remarkable talent of Will Davison was overshadowed by the soporific nature of the first

Saxmax race, which he won by 13 seconds. He had to work harder in race two, as Shane Stoney defended hard for the first three laps. But Davison lined him up at Coppice to grab the lead down Dunlop Straight, with Stoney getting out of shape at the end of it to allow Jordan Willson through for second – but only for five laps.

Alric Kitson twice had to overcome team boss Patrick Mortell to win the MR2 Super GT double-header. The MR2 Championship half-hour race on Sunday was reduced to a five-lap sprint by red flags, with James Cross a commanding winner as Roland Wilkinson and Paul Hinson fell over one another.

Locost had two first-time winners in the form of Richard Jenkins and Sam Bradley. On Saturday, Jenkins emerged from the

pack at the final corner as the top six were blanketed by six-tenths of a second. Sunday's restarted race was run over just two laps, much to the chagrin of championship leader Alex von Ehrheim, who was fighting back after his engine cut out en route to the first corner.

Mike Field (Stohr) and Jon-Paul Ivey (Radical) took a Bikesports win apiece, while in Formula 4 Robbie Watts fended off Jonny Weston-Taylor brilliantly throughout the second race. Earlier, a brush at the first corner had deranged Watts' front wing, dropping him down the pack while JW-T dominated proceedings.

Mark Hales was the first winner of a BMW Compact Cup race, but Kevin Denwood's invited E30 won the later bout from series instigator Paul McErlean.

● Ian Sowman

STOCK HATCH DONINGTON PARK, JULY 2-3

Nova man beats Fiestas in older tin-top thrash

PIP HAMMOND TOOK his second win of the season in the Pre-1992 'Classic Hatch', to move to second in the championship chase.

The Vauxhall Nova driver's fine getaway was negated by a stoppage, but fortunately he was able to repeat it at the restart. Poleman Andy Philpotts (Ford Fiesta) went past him at Coppice but he was wild at the chicane and dropped to third.

Hammond fended off Martin Cayzer's Fiesta until it expired on the last lap, leaving Philpotts and points leader Matt Rozier (Peugeot 205) to chase the Nova home.

Jake Farndon blitzed the Citroen Saxo-dominated Class A race, although his exuberant driving style meant there was always a chance that he would throw it away. Martin Ward was delighted with

second given the amount of success ballast that he was forced to carry.

Patrick Fletcher took fourth place from Jeff Humphries (Peugeot 106) at Redgate on lap eight, and was gifted third position on the final lap when Carl Swan's big moment at the Old Hairpin let both of them through.

RESULTS – CLASS B (8 LAPS)

1 Pip Hammond (Vauxhall Nova); 2 Andy Philpotts (Ford Fiesta) +0.79s; 3 Matt Rozier (Peugeot 205); 4 Edward Cooper (Vauxhall Nova); 5 Andrew Lightfoot (Ford Fiesta); 6 Martin Cayzer (Ford Fiesta). FL Cooper 1m28.02s (80.08mph).
CLASS A (10 LAPS) 1 Jake Farndon (Citroen Saxo); 2 Martin Ward (Citroen Saxo) +4.51s; 3 Patrick Fletcher (Citroen Saxo); 4 Jeff Humphries (Peugeot 106); 5 Carl Swan (Citroen Saxo); 6 Matt Digby (Peugeot 106). FL Farndon 1m26.24s (81.73mph).



Philpotts has moment as winner Hammond looks on

750 FORMULA (9 LAPS) 1 Chris Gough (CGR2 Evo); 2 Robin Gearing +712s; 3 Andrew Gent (Darvi 88G); 4 David Facer (Mallock Mk16); 5 Sue Harris (Darvi 5/97); 6 Huw Davies (Phasar Three). **Fastest lap** Gough 1m20.84s (87.19mph).

KIT CAR/SRGT (12 LAPS) 1 Nick Taylor (GD 427 Cobra); 2 Andy Hiley (Taydec Mk2) +554s; 3 Jon Millicevic (Caterham 7); 4 Paul Boyd (Eclipse); 5 Clive Hudson (Eclipse); 6 John Moore (Sylva).

Class winners Hiley; Millicevic; Ian Wale (Caterham 7); David Caldecourt (Sylva Phoenix); Trevor Clarke (Westfield Zetec); Ken Culverwell (Mamba 23); Martin Tyman (Taydec Mk2); Charles Best (Westfield II). FL Taylor 1m16.04s (92.69mph).

RGB (11 LAPS) 1 John Cutmore (Spire GT3); 2 Paul Rogers (Contour) +837s; 3 Alastair Boulton (STM Phoenix); 4 Derek Jones (Fisher Fury); 5 Matthew Green (Spire GTR); 6 Paul Rickers (Phoenix). CW Boulton; Steve Robinson (Genesis). FL Rogers 1m13.07s (96.46mph).

750MC FORMULA VEE (11 LAPS)

1 Michael Epps (GAC); 2 Peter Belsey (Spyder Mk2) +378s; 3 Paul Taylor (GAC); 4 Steve Ough (AHS Dominator); 5 Keith Farrance (GAC); 6 Ian Buxton (GAC). FL Belsey 1m18.82s (89.42mph).

RACE 2 (11 LAPS) 1 Epps; 2 Belsey +3.92s; 3 Farrance; 4 Martin Farmer (GAC); 5 Buxton; 6 Tim Probert (Storm). FL Farmer 1m19.34s (88.84mph).

IRISH FORMULA VEE (11 LAPS)

1 Kevin O'Hara (Leastone); 2 Ray Moore (Leastone) +0.64s; 3 Lee Newsome (Sheane) +0.44s; 4 Ian Campbell (Sheane); 5 Daniel Polley (Leastone); 6 Robert Casey (Sheane). FL O'Hara 1m19.82s (88.30mph).

RACE 2 (11 LAPS) 1 Moore; 2 Newsome +0.44s; 3 O'Hara; 4 Polley; 5 Campbell; 6 Casey. FL Newsome 1m19.69s (88.45mph).
ALLCOMERS (10 LAPS) 1 Simon Knighton (Knightsport Stratos); 2 John Powis (Radical PR6) +4.62s; 3 Paul Rickers (Phoenix); 4 David Wale (BDN S2); 5 Austen Greenway (Q20 Fury); 6 Mike Webb (Ford Focus). **Handicap winner** Webb. FL Knighton 1m13.86s (95.43mph).

SAXMAX (10 LAPS) 1 Will Davison; 2 Shane Stoney +1341s; 3 Jordan Willson; 4 Jordan Annells; 5 Kristian Jennings; 6 Henry Gilbert. FL Davison 1m28.16s (79.95mph).

RACE 2 (10 LAPS) 1 Davison; 2 Stoney +7.29s; 3 Willson; 4 Will Plant; 5 Gilbert; 6 Jonathan Brown.

FL Davison 1m28.20s (79.91mph).

MR2 SUPER GT (10 LAPS) 1 Alric Kitson;

2 Patrick Mortell +300s; 3 Alex Lennon;

4 Russell Hennessy; 5 Rob Horsfield;

6 John Wilson. CW Lennon; Horsfield.

FL Kitson 1m21.04s (86.97mph).

RACE 2 (11 LAPS) 1 Kitson; 2 Mortell +514s;

3 Lennon; 4 Hennessy; 5 Roland

Wilkinson; 6 Horsfield. CW Lennon;

Horsfield. FL Kitson 1m18.99s (89.23mph).

TOYOTA MR2 (6 LAPS) 1 James Cross;

2 Roland Wilkinson +6.29s; 3 Paul Hinson;

4 Simon Phillips; 5 George Robinson;

6 Alex Lennon. CW Phillips.

FL Cross & Phillips 1m26.21s (81.76mph).

LOCOST FINAL 1 (10 LAPS) 1 Richard

Jenkins; 2 Nicholas Morley +0.03s;

3 Robert Kerkhoven; 4 Sam Bradley;

5 Scott Mittell; 6 Alex von Ehrheim.

FL Matt Cherrington 1m28.27s (79.85mph).

HEAT 1 (7 LAPS) 1 Paul Bryant; 2 James

McAllister +0.31s; 3 Matthew Gilmour;

4 Richard Lee; 5 Mark Gogle; 6 Nick Selby.

FL Lee 1m29.90s (78.40mph).

FINAL 2 (2 LAPS) 1 Bradley; 2 Matt

Cherrington +1.40s; 3 Morley; 4 Lee

McNamara; 5 Jenkins; 6 Nick Selby.

FL Von Ehrheim 1m28.11s (80.00mph).

HEAT 2 (10 LAPS) 1 McAllister; 2 Bryant

+0.58s; 3 Max Lees; 4 Selby; 5 Steven Wells;

6 Gilmour. FL Wells 1m29.92s (78.39mph).

BIKESPORTS (16 LAPS) 1 Mike Field

(Stohr DSR); 2 Mark Boot (Radical PR6)

+3.33s; 3 Bill Henderson (Radical PR6); 4

Richard Stables (Radical PR6); 5 Christian

Enderby (Radical SR4); 6 David Frankland

(Radical SR3). CW Enderby; Callum

Mackillop (Radical Clubsport); Simon Ray

(ADR). FL Field 1m07.62s (104.24mph).

RACE 2 (17 LAPS) 1 Jon-Paul Ivey

(Radical PR6); 2 Field +1.16s; 3 Boot;

4 Stables; 5 Henderson; 6 James Breakell

(Radical PR6). CW Enderby; McKillop.

FL Field 1m07.51s (104.41mph).

FORMULA 4 (7 LAPS) 1 Jonny

Weston-Taylor (Mygale); 2 Jenny Scott

(Van Diemen) +11.22s; 3 Erwin Smiech

(Van Diemen); 4 Bryn Tootell (Van

Diemen); 5 Paul Presgraves (Van Diemen);

6 Amnon Needham (Van Diemen).

CW Simon Davey (Swift). FL Ollie Sirrell

(Van Diemen) 1m10.35s (100.19mph).

RACE 2 (12 LAPS) 1 Robbie Watts (Van

Diemen); 2 Weston-Taylor +8.07s; 3 Sirrell;

4 Tootell; 5 Jenny Scott; 6 Malcolm Scott

(Van Diemen). CW Davey. FL Watts

1m10.09s (100.56mph).

BMW COMPACT (10 LAPS) 1 Mark Hales

(E36); 2 Kevin Denwood (E30) +3.79s;

3 Kevin Maxted (E30); 4 Andrew Tsang

(E36); 5 Mark Tsang (E36); 6 Elliot

Dunmore (E36). CW Denwood.

FL Hales 1m27.61s (80.45mph).

RACE 2 (10 LAPS) 1 Denwood; 2 Paul

McErlean (E36) +3.24s; 3 Maxted; 4 Mark

Tsang; 5 Andrew Tsang; 6 Simon Nunn

(E36). CW McErlean. FL McErlean

1m28.60s (79.55mph).



BRITISH HILLCLIMB CHAMPIONSHIP HAREWOOD, JULY 2-3

Moran hits back with a Harewood double win

DOUBLE CHAMPION

Scott Moran returned to winning ways at Harewood after a victory-free June.

Moran, who is now the third-most-successful hillclimber of all time with 69 successes, won on a day when the V8 cars dominated. But the 1600cc cars were always there. Lee Adams was again the best of them, gaining a fourth then sixth in the tiny Raptor.

Trevor Willis recovered from a less-satisfactory month with two second places, one jointly with Moran's father Roger, who was always in contention.

Moran Jr was satisfied, but cautious about the next events. “I was pleasantly surprised by my times, but will need to take the right tyres to the Channel Islands

where no replacements will be available,” he said. “Today's tyres had done only one run-off before but are now only fit for qualifying. This weekend's heat has taken its toll.”

No positions in the top eight of the points table changed, but Wallace Menzies closed to within one point of Chris Merrick, with the following week's Channel Islands hills set to suit his light-and-agile DJ Firestorm versus Merrick's bulkier Gould-Judd.

Of the rest, there was a great performance from Harewood specialist Richard Spedding in his Force, while a pointless weekend for Will Hall means he is now equal on points with fellow Force driver Eynon Price.

● Eddie Walder



Moran moved yet further clear in points table

ROUND 15 1 Scott Moran (3.5 Gould-NME GR61X) 50.12s; 2 Trevor Willis (3.2 OMS-Powertec) 50.32s; 3 Roger Moran (3.5 Gould-NME GR61X) 50.50s; 4 Lee Adams (1.6 GWR-Suzuki Raptor Extreme) 50.63s; 5 Richard Spedding (1.6 Force-Suzuki PC) 50.70s; 6 Wallace Menzies (3.2 DJ-Cosworth Firestorm) 50.79s; 7 Eynon Price (1.6 Force-Suzuki PC) 51.21s; 8 Tom New (4.0 Gould-Judd EV GR55) 51.31s; 9 Chris Merrick (3.5 Gould-Judd GR55) 51.38s; 10 John Bradburn (3.5 Gould-Cosworth HB GR55) 51.41s; 11 Jos Goodyear (1.6 DJ-Suzuki

Firehawk) 51.67s; 12 Will Hall (1.6 Force-Suzuki PC) 51.71s.

ROUND 16 1 S Moran 49.68s BTD;

2= R Moran & Willis 50.38s; 4 Menzies 50.54s; 5 Merrick 50.86s; 6 Adams 50.92s; 7 Spedding 50.96s; 8 Bradburn 51.09s; 9 New 51.37s; 10 Goodyear 51.65s; 11 Price 52.35s; Oliver Tomlin (4.0 Pilbeam-Judd MP97) DNS.

Class winners Paul Webster (2.0 New Techniques Mazda MX5) 67.66s **record**; David Warburton (1.8 Caterham-Vauxhall) 59.74s **record**; Andrew Russell (1.1 Ginetta-Imp G15) 67.31s; Ralph Pinder (2.0 Peugeot 205)

66.01s; Richard Hargreaves (2.0 Mitsubishi EVO6) 61.78s **record**; Haydn Spedding (4.2 Jaguar E-type) 63.82s **record**; Ben Johnson (1.7 Mallock Mk20X) 58.36s; Mark Dempster (2.0 Imagination-Vauxhall) 54.88s; Mike Manning (2.1t Ford-Cosworth Puma 4WD) 58.39s; David Uren (1.1 Force-Suzuki HC) 55.16s; Adams 50.97s; Morgan Jenkins (2.0 Pilbeam-Vauxhall MP97) 53.25s; S Moran 50.59s. **POINTS** 1 S Moran, 146; 2 R Moran, 111; Willis, 98; 4 Adams, 84; 5 Merrick, 70; 6 Menzies, 69; -7 Hall & Price, 46; 9 New, 43; 10 R Spedding, 38.



Foust leapt to the top of the standings

EUROPEAN RALLYCROSS HOLJESBANAN, JULY 2-3

Foust takes second victory to move to top of the table

AMERICAN RACER

Tanner Foust became the first driver to take two wins in this year's FIA European Rallycross Championship by driving his Ford Fiesta to victory in an incident-packed Swedish round.

Title holder Sverre Isachsen strolled through

the qualifying heats, setting the fastest times in the first and second to put his Focus on pole for the A final.

Foust's progress to the front row of the grid alongside Isachsen was helped in part by what Liam Doran admitted was a stupid mistake in the

second heat. Doran had taken 11th in the first day's opening heat, run on a drying track, so was under pressure to post a good time. He led his race from start to finish, but forgot to take the Joker Lap and picked up a 30-second penalty. The error handed Foust the race win and took Doran out of the A-final equation.

Making the most of the leg-up, Foust was fastest in the third heat, shading team boss Andreas Eriksson.

Isachsen led the A final, but the race was halted on the second lap when Eriksson clattered over the first-corner kerbs and tipped his Fiesta into a series of rolls. Ludvig Hunsbedt was also out, the Norwegian's best event of the year ending early after he too hit the first-corner kerbs heavily, although his Volvo escaped with nothing more than broken steering.

When the A final was restarted there were just four cars left and again Isachsen led. Foust took the Joker Lap on the opening tour, a move that worked perfectly for him as he moved ahead of Kenneth Hansen when the Swede pointed his new Citroen DS3 into the detour on the second lap. At the end of the second lap Isachsen's Focus suffered a puncture to its left-rear tyre, the champion falling easily to Foust midway through the third lap.

As far as the lead position was concerned that was it, Foust going

clear as Isachsen battled on in second place, containing Hansen, who had a clutch issue that slowed the DS3.

The duel of the wounded allowed Toomas Heikkinen – who had stalled his Saab on the grid – to catch up, and entering the last lap the three were tied together. Just as it looked as though Isachsen would hold onto second, the ECU and engine in the Focus stopped communicating and the car virtually stopped at the last corner. Hansen and Heikkinen both squeezed by to flank new championship points leader Foust on the podium.

● Tim Whittington

RESULTS – SUPERCAR A FINAL

1 Tanner Foust (Ford Fiesta VII), 3m56.00s; 2 Kenneth Hansen (Citroen DS3) +11.01s; 3 Toomas Heikkinen (Saab 93); 4 Sverre Isachsen (Ford Focus II); 5 Andreas Eriksson (Ford Fiesta VII) DNS; 6 Ludvig Hunsbedt (Volvo C30) DNS. **POINTS** 1 Foust, 62; 2 Isachsen, 60; 3 Mats Lysen, 55; 4 Timur Timerzyanov, 54; 5 Liam Doran, 48; 6 Heikkinen, 47.

PRODUCTION TOURING CARS ROCKINGHAM, JULY 2-3

Duckman and Churchill double up

WITH THE RAINED-OFF Thruxton race added to the format, the PTC field lined up for four hard-fought thrashes at Rockingham.

It only took until the first corner for the quick runners to emerge, led by ex-Porsche racer Gary Duckman in his SEAT Leon and reigning champ Adrian Churchill's Astra VXR.

They edged away from the rest, with Duckman holding his nerve to secure his maiden series win, as SEAT racer Liam McMillan leapfrogged Josh Cook (Renault Megane) for third.

Roles were reversed in race two as Churchill led, with Duckman pursuing closely before pushing too hard and dropping back.

McMillan once more got

the better of Cook for third. Undeterred by his earlier slip, Duckman snatched the lead of race three from Churchill at the lights and pushed to make a break.

But another mistake, this time at Tarzan, meant he spent the rest of the race staring at the back of Churchill's Astra. While those two escaped, third went McMillan's way.

The top six qualifying order for the final race was reversed, with Cook drawing pole spot and establishing a lead he held for all but the final lap.

With victory almost in sight, Duckman outraked him into Deene to steal the glory.

Churchill didn't fare so well this time. Having



Duckman drove SEAT to two wins

dropped to sixth at the lights, he was dicing with Tom Carnaby when he lost his front bumper, forcing him to pit and ending hopes of a fightback.

● Oliver Timson

RESULTS – RACE 1 (14 LAPS)

1 Gary Duckman (SEAT Leon); 2 Adrian Churchill (Vauxhall Astra VXR) +2.684s; 3 Liam McMillan (SEAT Leon); 4 Josh Cook (Renault Megane); 5 Dan Malone (SEAT Leon Cupra); 6 Joseph Girling (Vauxhall Astra). **CW** Alice Powell (Fiat

Abarth). **FL** Duckman 1m31.251s (76.53mph). **RACE 2 (14 LAPS)**

1 Churchill; 2 Duckman +5.495s; 3 McMillan; 4 Cook; 5 Girling; 6 Maurice Hayden (Renault Megane). **CW** Powell. **FL** Duckman 1m30.834s (76.88mph). **RACE 3 (14 LAPS)**

1 Churchill; 2 Duckman +2.204s; 3 McMillan; 4 Cook; 5 Girling; 6 Malone. **CW** Powell. **FL** Churchill 1m30.535s (77.14mph). **RACE 4 (13 LAPS)** **1 Duckman;** 2 Cook +0.669s; 3 McMillan; 4 Girling; 5 Malone; 6 Thomas Carnaby (Vauxhall Astra VXR). **CW** Powell. **FL** Duckman 1m31.001s (76.74mph).



Walker leads InterSteps field through Yentwood

INTERSTEPS ROCKINGHAM, JULY 2-3

Walker gets back on track as title rival Dennis slips up

A FIELD OF 10 YOUNG drivers all hoping to be stars of the future put on a great display as they contested an InterSteps triple-header at Rockingham last weekend.

In the opener, polesitter James Peace grabbed an early lead, but advancing on him fast was three-time winner and Junior World Karting champion

Jake Dennis, with a pack of cars in tow.

Dennis bided his time, before challenging into Deene and then sweeping into a decisive lead at Yentwood.

Also working his way up was Snetterton winner Ed Jones, who dropped to last after a first-lap mistake, before setting a scintillating

pace to burst back up the pecking order.

He completed his comeback by snatching second when Peace ran wide at Pif-Paf.

One driver conspicuous by his absence from race one was Alex Walker (Dennis's closest title rival), who retired on the warm-up lap when his gearbox exploded.

A marathon overnight session from his Fortec team got Walker out again for Sunday's races, and he paid them back by dominating both, setting a

flurry of fastest laps on his way to lights-to-flag wins.

Behind him, Jones and Peace completed the top three for race two, while Dennis recovered from a slow start to bag fourth.

In the final, a delighted Ash Robinson scored his maiden podium, holding second almost to the finish before a flying Jones relieved him of the place.

By contrast, Dennis's day ended in disappointment, after an off at Yentwood consigned the Racing Steps Foundation-backed driver to last. Walker thus closed to within two points heading to Donington Park.

● Oliver Timson

RESULTS – RACE 1 (15 LAPS)

1 Jake Dennis; 2 Ed Jones +0.622s; 3 James Peace; 4 Ash Robinson; 5 Patryk Szczerbinski; 6 James Nutbrown. **FL** Jones 1m22.386s (84.77mph). **RACE 2 (15 LAPS)**

1 Alex Walker; 2 Jones +6.794s; 3 Peace; 4 Dennis; 5 Robinson; 6 Szczerbinski. **FL** Walker 1m21.483s (85.71mph).

RACE 3 (15 LAPS) **1 Walker;** 2 Jones +8.901s; 3 Robinson; 4 Peace; 5 Nutbrown; 6 Sarah Moore. **FL** Walker 1m21.568s (85.62mph).

ROCKINGHAM IN BRIEF



KUMHO BMW

Garrie Whittaker's winning run in Kumho BMW finally came to an end, but not before he added a 12th victory in the first race of the double-header. He controlled the gap to closest challenger David Kempton, but suspected electrical problems in race two left him struggling for power in third, while Kempton and Tom Knight disputed top spot. Knight briefly got within half a second, before backmarkers helped Kempton (above) pull clear.



CLUBMANS CUP

When Paul Gibson's Nemesi suffered a fuel fire, Russell Munns inherited victory in the first race. Meanwhile, Dutchman Onno Zuidema completed a stirring comeback from an early off to snatch second from Steve Everson. There was a dream debut for Adrian Lester's Honda-powered Mallock in race two (above). It led throughout, finishing just clear of a closing Everson. Dan Gibson bounced back from throttle-cable failure in race one to finish third.



PICKUPS

Despite modest grids, the action in Pickups was still intense. In race one, Steve Dance used all his experience to climb from the back of the grid to lead, before the hard-charging Carl Boardley braved it around the outside of Turn 4 to claim victory. In race two, oval rookie Paul Tompkins (above) survived contact with Boardley while disputing the lead into Turn 4 to take the win.



GT TROPHY OULTON PARK, JULY 2-3

Ferrari combo continue to dominate GT Trophy

THE FERRARI 458 pairing of Rob Barff/Leon Price continued to dominate the GT Trophy at Oulton Park. After winning the previous rounds at Donington Park and Snetterton, the immaculate machine again proved to be in a class of its own after qualifying over four seconds quicker than the rest.

Just eight cars lined up for the first of the two one-hour legs after a qualifying off had forced the withdrawal of the Marcos Mantis of Chris Beighton and Jon Finemore, and ABS failure had led to the Ferrari 430 GT3 of David Back and Michael Broadhurst starting late from the pitlane.

Barff sprinted into an immediate lead and set

about building an ever-increasing cushion at the front of the field. To his rear, Alex Martin was the best of the rest in his 430 GT, ahead of the pursuing 430 GTC of Gary Eastwood. Colin Broster soon moved his Porsche 996 into fourth after usurping George Murrells' Ginetta G50.

Following the compulsory pitstops, Price reached the chequered flag at the end of the first leg a lap clear of the second-placed 430 driven by Eastwood's team-mate Ian Hartley and the Ginetta, now driven by Lee Mowle.

When Dave Rothwell took over from Broster the pitstop proved too short, resulting in a penalty.

Price occupied the 458 for the opening stint in the



Barff/Price Ferrari dominated GT enduro

second leg and pulled clear. However, a short safety-car period followed when Fiona James put her Lambo into the barriers exiting Old Hall.

Price handed over to Barff and their winning margin extended to two laps over the Ginetta.

“We wanted to know what the car would be like after two hours on the rubber we used and we

found out,” said Barff, whose team is using the GT Trophy to prepare for international races.

The final podium position was occupied by the Eastwood/Hartley Ferrari, after the former overcame Chris Bentley (in the Porsche he shared with Phil Borough) with seven tours remaining.

● Graham Read

RESULTS (67 LAPS AFTER TWO 1-HOUR RACES) 1 Leon Price/Rob Barff (Ferrari 458); 2 Lee Mowle/George Murrells (Ginetta G50) -2 laps; 3 Gary Eastwood/Ian Hartley (Ferrari 430 GTC); 4 Chris Bentley/Phil Borough (Porsche 996 GT3); 5 Colin Broster/Dave Rothwell (996 GT3); 6 Richard Bramham/Phil Andrews (430 GTC). **Class winners** Mowle/Murrells; Eastwood/Hartley; Bentley/Borough. **Fastest lap** Barff 1m39.302s (97.59mph).



Sharp twice beat Smith

PROJECT 8 RACING SALOONS OULTON PARK, JULY 2

Smith challenges, but Sharpe makes his point

ADAM SHARPE CLAIMED his 10th and 11th wins from 12 races so far this season, but they differed greatly in terms of how they were achieved.

In the first encounter fellow BMW M3 racer Rob Smith made an excellent start to head Sharpe into Old Hall for the first time, but Sharpe quickly re-asserted his authority.

Smith reclaimed the lead as Sharpe slowed temporarily, but the title leader swept back ahead on the fifth lap as they approached the

chicane. From here to the close Smith pressurised Sharpe, but had to settle for second place.

“I only made an average start and missed a gear, but recovered before clutch problems started to trouble me,” said Sharpe.

Further back, there had been a tremendous scrap for third between Roger Kneebone's M5 and the M3s of Mike Dugdale and Lawrie Dunster. Kneebone held the early advantage before Dugdale and then Dunster ran third. Dugdale it was

who finally secured the place.

Next time out the task was far easier for Sharpe, as he claimed a lights-to-flag victory, finishing 18 seconds clear of Smith.

There wasn't a contest for the final podium spot either, as Dugdale made the position his own from the opening lap onwards. George Haynes was also secure in fourth, ahead of Don Hughes, who had only finished a lowly 21st in the earlier event, but fared far better later on by taking fifth and a class victory.

● Graham Read

RESULTS (BOTH 12 LAPS) - RACE 1

1 Adam Sharpe (BMW E36 M3); 2 Rob Smith (E36 M3) +1.501s; 3 Mike Dugdale (E36 M3); 4 Lawrie Dunster (E36 M3); 5 Roger Kneebone (BMW M5); 6 George Haynes (E36 M3). **CW** Stephen Primett (Ford Escort); Stuart Tranter (Rover Tomcat), James Christie (Hillman Avenger); Ravi Rameyad (BMW 320i). **FL** Sharpe 1m54.829s (84.39mph). **RACE 2** 1 Sharpe; 2 Smith +18.801s; 3 Dugdale; 4 Haynes; 5 Don Hughes (Peugeot 306 s16); 6 Jason Christie (Ford Escort RS2000). **CW** Hughes; Tranter; James Christie; Rameyad. **FL** Sharpe 1m55.213s (84.11mph).

PRODUCTION BMW OULTON PARK, JULY 2

Tovey takes it twice

MIKE TOVEY HELPED himself to a brace of Production BMW victories, but he was made to work hard for each of them.

The Bristol-based racer made the most of his pole for the opening race, but he was kept honest throughout by championship leader Tim Wilson and Liam Crilly, as the trio fought hard for lap after lap.

On the penultimate tour Wilson had to focus more on defending from Crilly than challenging Tovey, which gave the latter a little breathing space and he reached the chequered flag three seconds clear. Crilly was right on the bumper of

Wilson at the close, but had to settle for third, comfortably ahead of longtime fourth-placed runner Stuart Waite.

The finishing order of the top four in the second encounter was exactly as earlier, but that belied the fact that the four drivers had a highly entertaining battle from start to finish.

Crilly swept up the inside of Waite to snatch third at Old Hall on the second tour and then Tovey usurped Wilson for the lead two laps later and held on to the close.

● Graham Read

RESULTS (BOTH 7 LAPS) - RACE 1

1 Mike Tovey (320i); 2 Tim Wilson (320i) +3.535s; 3 Liam Crilly (320i); 4 Stuart Waite (320i); 5 Simon Glenn (320i); 6 Rob Smith (320i). **FL** Tovey 2m07.082s (76.26mph). **RACE 2** 1 Tovey; 2 Wilson +0.527s; 3 Crilly; 4 Waite; 5 Smith; 6 Matthew Parkes (320i). **FL** Crilly 2m07.377s (76.08mph).



Tovey won twice



Hopkins twice beat Bark at Oulton

NORTH WEST SPORTS/SALOONS ANGLESEY, JULY 2-3

Spencer and Allaway share the wins



Allaway's modified Lotus leads Keenan

ROBERT SPENCER AND Simon Allaway took a win apiece after terrific scraps in both North West Sports/Saloon races at Anglesey last weekend.

Allaway's Esprit V8 had battled for the lead during the opening laps of race one with Danny Keenan's MK Indy, but when Keenan ran wide at Church on lap three, both Allaway and Spencer's Locosaki went by. As

Allaway edged away, Spencer and Keenan shared two exchanges before contact sent Keenan to the pits with a blown fuse.

Spencer closed the gap to the leader and took Allaway around the outside at the Corkscrew, but Allaway's V8 power returned his advantage on the exit. Two laps later Spencer did the same again and held it.

"My chance was with the

backmarkers — he had so much power," said Spencer.

Allaway retired from second, with broken front suspension after colliding with a backmarker during lappery, which handed second to Peter Davies' Caterham. Cam Forbes (Westfield) took third after recovering from a spin.

Spencer made the best start in race two, on the International layout rather than the Coastal, but Allaway surged ahead under braking for the Hairpin on lap three and Keenan followed with an identical manoeuvre two laps later.

"I missed a gear at the start, so it took a few laps to learn where to get by," said Allaway after easing home by over four seconds from Keenan and Spencer.

● Peter Scherer

RESULTS – RACE 1 (18 LAPS OF COASTAL CIRCUIT) 1 Robert Spencer (Stuart Taylor Locosaki);

2 Peter Davies (Caterham R400) +28.047s; 3 Cam Forbes (Westfield SEIW); 4 Daniel Wainwright (MK Indy); 5 Kevin Cryer (Caterham Seven); 6 Chris Allanson (Z Cars Mini). **CW** James Auckland (Ford Capri); Davies; Mike Hurst (Vauxhall Vectra); Michael Ellis (Ford Fiesta); Paul Ingram (Ford Fiesta); Richard Chilton (Honda Integra); Andy Smith (Honda Accord); Mark Chese (Honda Civic Type R). **FL** Danny Keenan (MK Indy) 1m11.200s (78.37mph).

RACE 2 (14 LAPS OF INTERNATIONAL CIRCUIT) 1 Simon Allaway (Lotus Daytona Esprit V8);

2 Danny Keenan (MK Indy) +4.820s; 3 Spencer; 4 Davies; 5 K Cryer; 6 Paul Dobson (Mazda RX7). **CW** Davies; Keenan; Dobson; Ellis; Jamie Cryer (Ford Fiesta); Chilton; Smith; Chese. **FL** Allaway 1m31.604s (82.52mph).

IN BRIEF



MONOPOSTO

Formula Renault racer Kourosh Khani was the first larger-capacity car across the line at Oulton after points leader Tristan Cliffe left the track exiting Old Hall, but he was then excluded on eligibility. That left Malcolm Scott to win. The Jedi of Dan Clowes (above) won the other Mono event from Adrian Wright, with Dax Ward climbing from last to third.

GOLF GTI

After an early safety-car period in the first contest Lewis Hopkins held off the chasing James Bark to claim his second victory of the year and repeated the feat later.

LEGENDS

Title leader Stephen Treherne cleaned up in Saturday's races at Anglesey. The first of Sunday's heats was red-flagged after John Mickel helped Treherne into the pitwall. Nick Brace was declared victor, while Mickel won heat two and Treherne the final.

2CVs

The first of the weekend's races at Anglesey became a three-way battle, with Nick Paton holding off Sammie Fritchley over the closing laps, after Peter Rundle dropped back in third. Once Simon Clarke had pitted from the lead battle in race two, Neil Thompson assumed control.

WELSH SPORTS/SALOONS

Dom Evans was the man to beat in the three Pembrey races as no one could match his pace. Ex-champion Russell Haggerty suffered clutch gremlins.

ALFA ROMEO

Neil Smith was the pacesetter in both Pembrey races (below). He took consecutive lap records as Stephen Dymoke was unable mount an attack in his similar machine, suffering transmission failure after one second place.



EURO SALOONS AND SPORTS PEMBREY, JULY 2-3

Trouble for Butcher hands chance to Squibb

DRAMA HIT THE FINAL Euro Saloon and Sports Car race when Keith Butcher's Nissan Primera, having pulled out a healthy lead, came to a smoky halt after ridding itself of a conrod.

Butcher had dominated race one from David Krayem (Ginetta G50), but his race-two retirement didn't help the G50 driver. Krayem and Richard Hawken (Nissan Primera) spectacularly crashed out together exiting Spitfires, gifting the lead to Ilsa Cox (SEAT Leon Cupra).

However, after the red flag restart, Barry Squibb (who had retired from the first race with bent

suspension following a minor shunt) grabbed the lead and held off Cox to win in his Mitsubishi.

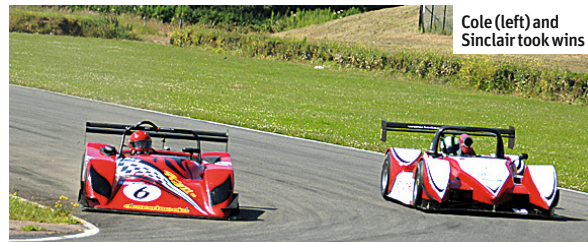
● Ben Bostock

RESULTS – RACE 1 (24 LAPS)

1 Keith Butcher (Nissan Primera); 2 David Krayem (Ginetta G50) +24.24s; 3 Derek Hale (Honda Accord); 4 Richard Hawken (Nissan Primera); 5 John Wilson (TVR Cerbera); 6 Ilsa Cox (SEAT Leon Cupra). **CW** Hale; Nick Hayes (SEAT Leon Cupra), Nick Boon (Honda Civic), Andy Jordan (Renault Clio). **FL** Krayem 1m01.90s (84.67mph).

RACE 2 (5 LAPS) 1 Barry Squibb (Mitsubishi Evo 9);

2 Cox +2.31s; 3 Hale; 4 Wilson; 5 Jordan; 6 Hayes. **CW** Cox; Jordan; Hayes; Boon. **FL** Hale 1m03.55s (82.47mph).



Cole (left) and Sinclair took wins

OSS PEMBREY, JULY 2-3

Cole wins as rivals flag

A BLACK FLAG AFFECTED the first Open Sportscar Series race and helped Jade driver Graham Cole to win.

Tony Sinclair was denied victory when he was called in after smoke was spotted emanating from his Jade 3. And three other top drivers were affected as they mistakenly headed to the pitlane having seen the black flag that was only meant for the leader!

Andrew Kimpton's Jade 3 V6 and Cole therefore both surged from the back of the field to battle it out at the front, with Cole forcing Kimpton into a mistake. Kimpton then tangled with Jonathan Hair, allowing Altay Ali (Radical) to take second

and Ginger Marshall (Bowlby Mark 2) third.

Sinclair (Jade 3) made amends in the second encounter, pulling out a lead of more than 13 seconds over Cole, who had missed qualifying due to a brake caliper issue.

● Ben Bostock

RESULTS – RACE 1 (22 LAPS)

1 Graham Cole (Jade Trackstar); 2 Altay Ali (Radical PR6) -1 lap; 3 Ginger Marshall (Bowlby Mark 2); 4 Ake Bornebusch (Radical Pro 6); 5 Clive Hayes (MCR S2); 6 John Gray (Jade). **CW** Ali; Bornebusch. **FL** Cole 53.15s (98.60mph).

RACE 2 (15 LAPS) 1 Tony Sinclair (Jade 3);

2 Cole +13.28s; 3 Ali; 4 Bornebusch; 5 Marshall; 6 Hayes. **CW** Ali; Bornebusch. **FL** Sinclair 53.22s (98.47mph).



Butcher set pace, but lost out in second race



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- Heat 1 Carol Brown
- Heat 2 Carol Brown
- Final Ross Marshall



Bruce had the power to win

KNOCKHILL IN BRIEF



SCOTTISH MINI COOPERS

Tim Sleigh (above) took another two wins from three Mini races. Sleigh's win in the second came under great pressure from Vic Covey Jr, before Chris Smiley took victory in the finale.

SCOTTISH FIESTAS

Russell Milloy put his season back on track with two wins following a troubled start to the year. Peter Cruickshank twice kept Dave Colville at bay as the pair completed the podiums.

CLASSIC SPORTS/SALOON

John Marshall took another double win after fighting back from a slow getaway to blast his Escort past Stan Bernard's Porsche on lap two. Shonny Paterson had a great run to third from fifth on the grid in race two.

LEGENDS ENDURO

The Legends drivers enjoyed a 14-lap 'endurance' race. The INEX (the international sanctioning body for Legends) qualification event was run to rules that will allow Scottish runners to enter international events in America. Ross Marshall won, with Carol Brown retiring with an engine problem.

SCOTTISH FF1600

Kenneth Thirlwall overcame poleman Alistair Dow to win the first Scottish Formula Ford race with a bold move on lap two. Thirlwall also won Sunday's extended 20-lap event.

NSSCC

Jeff Wilson returned in style by winning both NSSCC races at Knockhill (below), having missed the previous round at Cadwell Park. Bill Addison retired after damaging his oil sump on a kerb while chasing Wilson in race two.



MA5DA Mk1s KNOCKHILL, JULY 2-3

Stilp and Roche star in Scotland

HAVING MADE IT TO the winner's circle for the first time at Oulton Park a fortnight ago, 16-year-old Jordan Stilp carried his good form to Knockhill and grabbed two wins during the Ma5das' first foray north of the border.

Stilp's pace in the opening race on Saturday afternoon was immediately obvious, and his victory was sealed with a bold move on Alan Henderson at Scotsman on lap two.

Championship leader Tom Roche scored three wins to move further ahead in the standings and he also left Knockhill as the lap-record holder.

Saturday's action was

overshadowed by an accident for Amy Barker in the Group D/A race after she spun exiting the chicane on lap two. The chasing midfield pack had little time to avoid the stranded car and Barker was T-boned heavily by a helpless Piers Chandler. Barker suffered a broken leg and the meeting was delayed by an hour while she was extracted.

Many drivers felt the wrath of the stewards for corner cutting. A large number of drive-through and stop-go penalties were applied to over-aggressive drivers during some hard-fought battles.

● Jonathan Crawford



Roche landed Ma5da hat-trick

RESULTS - GROUP B/C (19 LAPS)

1 Jordan Stilp; 2 Alan Henderson +3.055s; 3 Paul Sheard; 4 Rhys Jenkins; 5 Wayne le Montais; 6 Jonathan Blake. **FL Stilp 1m04.097s (71.89mph).**

GROUP D/A (14 LAPS)

1 Tom Roche; 2 Tom Davis +1.140s; 3 Ben Short; 4 Matthew Davies; 5 Andy Coombs; 6 Brian Chandler. **FL Roche 1m03.467s (72.62mph)**

GROUP A/C (19 LAPS)

1 Roche; 2 Henderson +5.035s; 3 Davis; 4 Matthew Lambert; 5 Short;

6 le Montais. **FL Roche 1m03.758s (72.27mph).**

GROUP B/D (18 LAPS)

1 Stilp; 2 Adam Gore +3.880s; 3 Jenkins; 4 Davies; 5 Chandler; 6 Michael Rich. **FL Gore 1m04.018s (71.98mph).**

GROUP A/B (20 LAPS)

1 Roche; 2 Stilp +3.282s; 3 Davis; 4 Jenkins; 5 Short; 6 Sheard. **FL Roche 1m03.920s (72.09mph).**

GROUP C/D (18 LAPS)

1 Henderson; 2 Gore +0.141s; 3 le Montais; 4 Davies; 5 Chandler; 6 Blake. **FL le Montais 1m04.284s (71.68mph).**



Marshall took the final Legends race

SCOTTISH LEGENDS KNOCKHILL, JULY 2-3

Stunning Brown just loses out on Legendary hat-trick

FORMER CHAMPION Carol Brown continued her successful full-time return to the Scottish Legends.

For the past few seasons the top runners have been chasing an elusive hat-trick of wins in one weekend, a feat last achieved by Ben Mason, and Brown ultimately fell just short in the final last weekend.

The highlight of the meeting was the race-winning move by Brown on Ross Marshall around the outside of the first corner in Saturday's second heat.

Brown pulled the same stunning move on Marshall in Sunday's final, but her

fellow former champion fought back valiantly and denied Brown a third win with a great retaliation at the hairpin.

● Jonathan Crawford

RESULTS - HEAT 1 (8 LAPS)

1 Carol Brown; 2 Ross Marshall +0.021s; 3 Ross Mickel; 4 Gerard McCosh; 5 Glen Burtenshaw; 6 Robbie Burgoyne. **FL Brown 1m01.354s (75.11mph).**

HEAT 2 (8 LAPS)

1 Brown; 2 Mickel +2.620s; 3 McCosh; 4 David Hunter; 5 Burtenshaw; 6 Billy Wait. **FL Marshall 1m01.495s (74.93mph).**

FINAL (10 LAPS)

1 Marshall; 2 Brown +0.083s; 3 Scott Hynds; 4 Mickel; 5 McCosh; 6 Burgoyne. **FL Brown 1m01.040s (75.49mph).**

SCOTTISH SALOONS AND SPORTSCARS KNOCKHILL, JULY 2-3

Evo and Westfield battle

A DEMON START FROM James Bruce's Mitsubishi turned the series formbook on its head as the normally dominant Garry Watson's Westfield ended up in the gravel after a rangelong scrap.

The Saloon and Sportscar battles often ebb and flow at different stages, but this time it appeared the differing strengths of the Evo and the Westfield combined to give a very evenly-matched lead fight.

Watson's ultimate pace was faster, but Bruce was able to combine his straight-line speed with tactical driving to keep the former champion behind.

Watson's desperation was apparent, and locked tyres were one clue to his effort. On the penultimate lap Bruce missed a gear on the straight, allowing Watson by but, so keen was he to seize the opportunity that he spun down the hill at the first corner.

Bruce outbraked himself at the same moment and ran down the grass, but was able to rejoin in the lead,

just ahead of Philip Duncan.

Having retired from race one, Watson started at the tail of the field on Sunday, but was up to second by the end of lap one. From here he found himself in the same position as Saturday, with Bruce's car just wide enough to keep the nimble Westfield behind.

Watson became impatient and made a lunge at the first corner with disastrous results. On the last lap Bruce picked up a misfire, allowing an ecstatic Duncan through for his first win.

● Jonathan Crawford

RESULTS (BOTH 10 LAPS) - RACE 1

1 James Bruce (Mitsubishi Evo 7); 2 Philip Duncan (Westfield) +0.490s; 3 Chris Reid (Escort Cosworth); 4 Graham Wait (Sierra Cosworth); 5 Andrew Morrison (SEAT Cupra); 6 Alex Dobbie (Mallock Mk20). **CW Duncan; Reid. FL Bruce 55.359s (83.24mph).**

RACE 2

1 Duncan; 2 Bruce +0.836s; 3 Garry Watson (Westfield); 4 Wait; 5 Morrison; 6 Paul Nevill (Escort Cosworth). **CW Bruce; Watson; Tracey-Louise Muir (Citroen AX). FL Watson 53.541s (86.07mph).**



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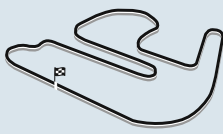
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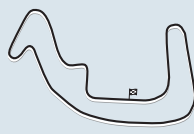
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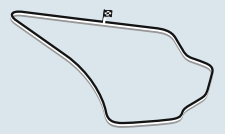
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Anglesey International



Pembrey



Knockhill



Kempton ended Whittaker's winning run at Rockingham

ZANDVOORT VW RACING CUP, JULY 1-3

VW RACING CUP (12 LAPS)
1 Steve Chaplin (Beetle 3.2 RSD); 2 Joe Fulbrook (Bora 1.8T) +57/83s; 3 Peter Lettinga (Golf Mk5 GTI); 4 James Walker (Golf Mk5 GTI); 5 Zoe Wenhham (Golf Mk5 GTI); 6 Tim Snaylam (Golf Mk5 GTI). **Fastest lap** Chaplin 1m58.157s (81.54mph) **RECORD** **RACE 2 (13 LAPS)**
1 Chaplin; 2 Wenhham +1.485s; 3 Snaylam; 4 Fulbrook; 5 Walker; 6 Lettinga. **FL** Chaplin 1m58.640s (81.21mph).

ROCKINGHAM BARC, JULY 2-3

KUMHO BMW (14 LAPS) 1 Garrie Whittaker (E36 M3); 2 David Kempton (E36 M3) +1.795s; 3 Thomas Knight (E36 M3); 4 Richard Marsh (E36 M3); 5 Stephen Pearson (M3); 6 James Card (E46 M3). **Class winners** Knight; Marsh; Simon Hudson (E30); Paul Bellamy (318is). **FL** Whittaker 1m29.853s (77.72mph). **RACE 2 (13 LAPS)** 1 Kempton; 2 Knight +0.639s; 3 Whittaker; 4 Pearson; 5 Card; 6 Marsh. **CW** Knight; Marsh; Hudson; Bellamy. **FL** Knight 1m31.502s (76.32mph). **CLUBMANS CUP (12 LAPS)** 1 Russell Munns (Mallock Mk28/30); 2 Onno Zuidema (Mallock Mk20) +78.65s; 3 Steve Everson (Mallock Mk30 EB); 4 Adrian Langridge (Mallock Mk27); 5 Ian Crombie (Mallock Mk28B); 6 Barry Webb (Mallock Mk23B). **CW** Zuidema. **FL** Paul Gibson (Nemesis K11) 1m20.895s (86.33mph). **RACE 2 (12 LAPS)** 1 Adrian Lester (Mallock Mk35 S2000); 2 Everson +2.164s; 3 Daniel Gibson (Nemesis); 4 Munns; 5 Alex Champkin (Phantom P94/11); 6 Peter Richings (Mallock Mk30PR). **CW** D Gibson. **FL** Everson 1m23.583s (83.55mph). **PICKUPS (25 LAPS)** 1 Carl Boardley; 2 Steve Dance +1.910s; 3 Paul Tompkins; 4 Michael Smith; 5 Neil Tressler; 6 Charlie Weaver. **FL** Dance 40.082s (132.83mph). **RACE 2 (26 LAPS)** 1 Tompkins; 2 Dance +0.710s; 3 Tressler; 4 Weaver; no other finishers. **FL** Smith 40.511s (131.42mph).

OULTON PARK MSVR, JULY 2

MONOPOSTO 2000/CLASSIC 2000 (8 LAPS) 1 Malcolm Scott (Dallara F398) +1.886s; 2 Richard Purcell (Dallara F301); 3 Ollie Sirrell (Van Diemen RF98); 4 David Marshall (Van Diemen RF00); 5 Anthony Bishop (Dallara F397); 6 Adrian Holely (Dallara F398). **CW** Sirrell. **FL** Purcell 1m38.877s (98.01mph). **MONO 1800/1600/1400/1000 (9 LAPS)** 1 Dan Clowes (Jedi Mk6); 2 Adrian Wright (GEM AW3) +6.588s; 3 Dax Ward (Jedi Mk6); 4 Jason Timms (Speads RM07); 5 John Rawlings (Speads RM07); 6 Stephen Brooks (JKS 03). **CW** Geoff

Fern (JKS TFR 11); Peter Bragg (Mygale SJO0); Jeremy Timms (Van Diemen RF87). **FL** Clowes 1m40.405s (96.52mph). **GOLF GTI (7 LAPS)** 1 Lewis Hopkins; 2 James Bark +0.784s; 3 Jamie Martin; 4 James Colbourne; 5 John Mawdsley; 6 Darren Bedford. **CW** Clive Belton. **FL** Hopkins 2m04.551s (77.80mph). **RACE 2 (8 LAPS)** 1 Hopkins; 2 Bark +5.877s; 3 Martin; 4 Mawdsley; 5 Peter Milne; 6 Colbourne. **CW** Guy Stevens. **FL** Hopkins 2m04.259s (77.99mph).

ANGLESEY COASTAL/INTERNATIONAL BARC, JULY 2-3

LEGENDS - HEAT 1 (8 LAPS) 1 Stephen Treherne; 2 John Mickel +5.894s; 3 Ben Power; 4 Dean Brace; 5 Lawrence Davey; 6 Peter Morton. **FL** Treherne 1m20.606s (69.22mph). **HEAT 2 (8 LAPS)** 1 Treherne; 2 Mickel +4.079s; 3 Stephen Whitelegg; 4 Morton; 5 Davey; 6 D Brace. **FL** Treherne 1m20.881s (68.99mph). **SATURDAY FINAL (11 LAPS)** 1 Treherne; 2 Nick Brace +3.444s; 3 Morton; 4 Power; 5 Elliot Bunn; 6 Nathan Anthony. **FL** Treherne 1m20.589s (69.24mph). **HEAT 1 (6 LAPS)** 1 N Brace; 2 Morton +0.797s; 3 Davey; 4 D Brace; 5 James Holman; 6 Whitelegg. **FL** Treherne 1m44.572s (72.29mph). **HEAT 2 (7 LAPS)** 1 Mickel; 2 Treherne +0.422s; 3 Bunn; 4 Morton; 5 N Brace; 6 Chris Bell. **FL** Morton 1m45.853s (71.41mph). **SUNDAY FINAL (10 LAPS)** 1 Treherne; 2 D Brace +0.838s; 3 Mickel; 4 Power; 5 Bunn; 6 Morton. **FL** N Brace 1m45.203s (71.86mph). **2CV (13 LAPS)** 1 Nick Paton; 2 Sammie Fritchley +0.365s; 3 Peter Rundle; 4 Wayne Cowling; 5 Alec Graham; 6 Ainslie Bousfield. **FL** Paton 1m36.663s (67.72mph). **RACE 2 (10 LAPS)** 1 Neil Thompson; 2 Paton +3.697s; 3 Graham; 4 Simon Turner; 5 Lien Davies; 6 Michael Fox. **FL** Paton 2m09.012s (58.59mph). **CHEVROLET GR8/CROSSELE CHALLENGE (32 LAPS)** 1 John Murphy/Jeff Hodgson (Chevrolet GR8); 2 David Witt (Chevrolet GR8) +51.869s; 3 Arnie Black (Crossele 9S); 4 Mark Hobbs (Crossele 9S); 5 Andrew Todd (Crossele 9S); 6 Garry Wilson/Ian Wilson (Crossele 9S). **CW** Black. **FL** Jordan Witt (Chevrolet GR8) 1m10.460s (79.19mph). **RACE 2 (25 LAPS)** 1 Hodgson; 2 Murphy +2.417s; 3 Black; 4 Todd; 5 Wilson/Wilson; 6 Eamonn Ledwidge (Crossele 9S). **CW** Black. **FL** Hodgson 1m32.619s (81.62mph).

PEMBREY BRSCC, JULY 2-3

ALFA ROMEOS (8 LAPS) 1 Neil Smith (156); 2 Stephen Dymoke (156) +4.214s; 3 Sarah Heels (147 GTA); 4 Louise West (33); 5 Emma Karwacki (147); 6 James Thomas (146). **CW** Dymoke; Heels; West; Karwacki. **FL** Smith 1m02.910s (83.31mph). **RACE 2 (23 LAPS)** 1 Smith; 2 Nick

Anderson (33) -1 lap; 3 Heels; 4 West; 5 Robin Eyre-Maunsell (75); 6 Karwacki. **CW** Anderson; Heels; West; Karwacki. **FL** Smith 1m03.355s (82.73mph).

WELSH SPORTS AND SALOONS (13 LAPS) 1 Dom Evans (Caterham); 2 David Krayem (Ginetta G50) +29.626s; 3 Neil Watts (Westfield SEW); 4 Russell Haggerty (Raw Striker); 5 Mike Woods (Honda Civic); 6 Brian Heitkotter (Nissan 370Z). **CW** Watts; Woods. **FL** Evans 1m00.142s (87.15mph). **RACE 2 (16 LAPS)** 1 Evans; 2 Krayem +38.272s; 3 Watts; 4 Neil Trainer (Mitsubishi Evo 8); 5 Heitkotter; 6 Jann Mardenborough (Nissan 370Z). **CW** Trainer. **FL** Evans 1m00.661s (86.40mph). **RACE 3 (16 LAPS)** 1 Evans; 2 Watts +23.231s; 3 Mardenborough; 4 Heitkotter; 5 Woods; 6 Trainer. **CW** Mardenborough; Woods. **FL** Evans 1m01.186s (85.66mph).

KNOCKHILL SMRC, JULY 2-3

SCOTTISH MINI COOPER CUP (8 LAPS) 1 Tim Sleight; 2 David Sleight +0.439s; 3 Vic Covey Jr; 4 Chris Smiley; 5 Jamie Cleland; 6 Steven Brewster. **FL** T Sleight 1m03.837s (72.18mph). **RACE 2 (8 LAPS)** 1 T Sleight; 2 Covey +0.491s; 3 Cleland; 4 Smiley; 5 Brewster; 6 D Sleight. **FL** Covey 1m03.738s (72.30mph). **RACE 3 (10 LAPS)** 1 Smiley; 2 Covey +0.477s; 3 T Sleight; 4 D Sleight; 5 Brewster; 6 Adam Leitch. **FL** Covey

David Witt took a Chevron podium at Anglesey



Ford fights Porsche, Datsun and Triumph at Knockhill



Khani 'won' at Oulton, but was then disqualified

1m03.969s (72.04mph). **SCOTTISH FORD FIESTAS (10 LAPS)** 1 Russell Millroy; 2 Peter Cruickshank +7.101s; 3 Dave Colville; 4 Mike Strong; 5 Blair Murdoch; 6 Greg Graham. **FL** Scott Robertson 1m02.774s (73.41mph). **RACE 2 (10 LAPS)** 1 Millroy; 2 Cruickshank +3.009s; 3 Colville; 4 Wayne MacCauley; 5 Strong; 6 Graham. **FL** Murdoch 1m02.369s (73.88mph). **SCOTTISH CLASSIC SPORTS AND SALOONS (10 LAPS)** 1 John Marshall (Ford Escort Mk1); 2 Stan Bernard (Porsche 911) +4.405s; 3 Willie Robertson (Datsun 240Z); 4 Raymond Boyd (Porsche 911); 5 Shonny Paterson (Triumph TR8); 6 Robert Marshall (Escort Mk2). **CW** Bernard; Harry Simpson (Davrian). **FL** J Marshall 59.436s (77.53mph). **RACE 2 (10 LAPS)** 1 J Marshall; 2 Bernard +2.735s; 3 Paterson; 4 Robertson; 5 Boyd; 6 Olly Ross (Lotus Europa). **CW** Simpson; Bernard; Paterson. **FL** Marshall 59.448s (77.51mph). **SCOTTISH LEGENDS INEX**

QUALIFICATION RACE (14 LAPS) 1 Ross Marshall; 2 Ross Mickel +0.048s; 3 Scott Hynds; 4 Gerard McCosh; 5 Jeff Pritchard; 6 Robbie Burgoyne. **FL** McCosh 1m01.529s (74.89mph). **SCOTTISH FF1600 (10 LAPS)** 1 Kenneth Thirwall (Van Diemen RF92); 2 Alistair Dow (Ray GRS09) +0.944s; 3 Jordan Gronkowski (Van Diemen); 4 Ross McEwan (Van Diemen); 5 Michael Gray (Vector); 6 Jonathan Sinclair (Van Diemen). **FL** Thirwall 56.115s (82.12mph). **RACE 2 (20 LAPS)** 1 Thirwall; 2 Dow +5.961s; 3 Gronkowski; 4 Scott Fraser (Swift); 5 McEwan; 6 Sinclair. **FL** Thirwall 56.145s (82.07mph). **NORTHERN SALOONS AND SPORTSCARS (18 LAPS)** 1 Jeff Wilson (Lotus Elise); 2 Bill Addison (Caterham R400) +20.634s; 3 Andrew Morrison (SEAT Cupra); 4 David Botterill (Porsche 944); 5 Michael Cull (BMW M3); 6 Alan McPherson (Formula 27). **CW** Morrison; Cull; Paul Moss (Citroen Saxo). **FL** Wilson 54.386s (84.73mph). **RACE 2 (17 LAPS)** 1 Wilson; 2 Morrison +16.503s; 3 Botterill; 4 Cull; 5 McPherson; 6 Ken Hall (Metro 6R4). **CW** Morrison; Cull; McPherson; Richard Ralsto (Renault Clio). **FL** Wilson 54.756s (84.16mph). **MASDA MX5 CUP MK3 (21 LAPS)** 1 Robert Boston; 2 Chrissy Palmer +2.349s; 3 Jim Edwards Jr; 4 Tom Roche; 5 Adam Gore; 6 Luke Herbert. **FL** Edwards Jr 1m01.569s (74.84mph) establishes record. **RACE 2 (20 LAPS)** 1 Boston; 2 Gore +0.240s; 3 Palmer; 4 Edwards Jr; 5 Roche; 6 Paul Sheard. **FL** Gore 1m01.727s (74.65mph). **RACE 3 (20 LAPS)** 1 Gore; 2 Boston +0.525s; 3 Palmer; 4 Herbert; 5 Edwards Jr; 6 Roche. **FL** Palmer 1m01.692s (74.69mph).



Kravitz tries his hand with the flags

Orange appeal

BBC reporter Ted Kravitz spent a day as a marshal. KEVIN TURNER was there



Ted received expert advice from colleagues

We all know how important marshals are to motorsport, but how many of us understand what being one of the most essential elements of any racing weekend is actually like? Thanks to a feature for the BBC's British Grand Prix qualifying show this Saturday, F1 pitlane reporter Ted Kravitz now has a pretty good idea.

At the start of May, Kravitz made the trip to Thruxton's British Touring Car round to get a taste of the various jobs the force of motorsport volunteers gets up to, and AUTOSPORT was there.

"The first thing that strikes you is that it's a way of life," says Kravitz after he meets his new colleagues. "All the marshals gathered at the Dunlop cafe, got free tea and coffee, and found out who'd been posted where."

After signing on, and being equipped with the ever-fetching and important orange overalls and fireproof gloves, Kravitz gets a briefing and starts his day at the infamous chicane.

"The chief marshal took me through things and I had some advice at the post," adds Kravitz, who soon had to look at the race meeting in a different way to that of his usual reporting duties.

"There's a hierarchy and you look at

things from a completely different point of view. The best advice I got was if something happens in front of you, head towards the accident. If you go towards the point of impact debris will go past you.

"The second best was to wait for the dust to settle and count two or three seconds before you go to the car. The driver is in the safest place and those seconds let all the damage settle.

"At first, you wonder if it's all a bit too safety-conscious, but I'd never realised how exposed you feel."

It's not long before Kravitz gets to see things up close and personal. Reigning BTCC champion Jason Plato suffers a tyre failure approaching the chicane and the Chevrolet Cruze crashes right in front of him, giving Kravitz an insight into a driver's immediate reaction.

"He was absolutely furious. I've known him for years, but didn't want to talk to him then!

"He started ranting about a bit of barrier, but he was nowhere near it. The driver is very hot in that situation, but the marshals don't take it personally."

Rather less dramatically, Kravitz also gets to do the time-honoured marshals' job of covering dropped oil with cement dust, though it is – apparently – not as easy as it looks. "You have to keep it

Formula Renault racers kept Kravitz and co busy



MARSHALLING AN ARMY: GETTING MORE ON BOARD



MAKING SURE THERE ARE enough marshals has been one of motorsport's problems for years. And in the UK the large number of meetings requiring volunteers places pressure on those already signed up.

Fortunately, thanks to the work of British Motorsport Marshals Club national recruitment officer Peter Wilson and his team, there is hope. Wilson has used BTCC meetings for a recruitment drive in recent years and has signed up over 5000 potential new marshals.

"It seemed everyone was complaining there weren't enough marshals," says Wilson.

"I was marshalling at Cadwell Park and Martyn Bell was on the same post as me. He was entering the BTCC [in 2006] so I asked if there was anything we could do."

To begin with Wilson signed people up during the pitlane walkabout. He got the names of 120 people in that first year but, with a footfall of around a quarter of a million at BTCC events, he wanted more.

"We were in the wrong

place, so the club purchased a gazebo and we moved to the outside of the track," Wilson recalls. "We approached all the circuits and they all offered a free pitch."

The result was immediate. "At the first round at Brands Hatch in the trade area, we signed up more people in the first day than the whole of the previous year," he says. "We knew we were in the right place."

The details of those who sign up are sent to the Motor Sports Association, which began to provide funding in 2008. The MSA then sends the details to the relevant marshal clubs.

In the second year, 1300 people signed up. Leading figures in the sport have now stepped in to help, including BTCC/MSA boss Alan Gow, who purchased a new gazebo and arranges transport to take it to meetings.

The BMMC now has taster days, giving you the chance to experience the various marshalling roles available at any meeting. Take a look at www.marshals.co.uk.

quick otherwise it sets and forms little lumps," he says. "There's a technique to it, which I definitely did not master!"

As well as clearing up after the drivers, marshals are also integral to incident reporting. At the chicane there's plenty of corner-cutting that needs recording, and that's before people inevitably start driving into each other.

"There's a very fine line between giving a factual report and having an opinion," reckons Kravitz. "All you're doing is providing facts for race control and the stewards, who can argue with the drivers later. But the evidence comes from the marshals."

Fittingly, Kravitz then moves on to race control to see life on the other side of the incident reports: "With the marshals and safety car calling in, they have to make some split-second decisions. It was great to see which bits of information they look at."

There's one more piece of responsibility Kravitz gets to experience. Everyone knows to look for the marshal at the back of the grid with the green flag to see when a race is ready to begin, but it's rather more nerve-racking when you are the marshal doing the job.

"Someone lined up in the wrong place so we waved him into his correct grid slot," says Kravitz after doing the deed for one of the Formula Renault UK races.

"I waved the green flag, while 'running like a girl' according to my cameraman. Then I stood close to the

"You get free entry and you're closer to the cars than anyone else"

Kravitz is now a fan of marshalling

pitwall as the race started – that was one of the 'what-am-I-doing-here?' moments."

Unsurprisingly, Kravitz goes away with a new appreciation for the men and women in orange.

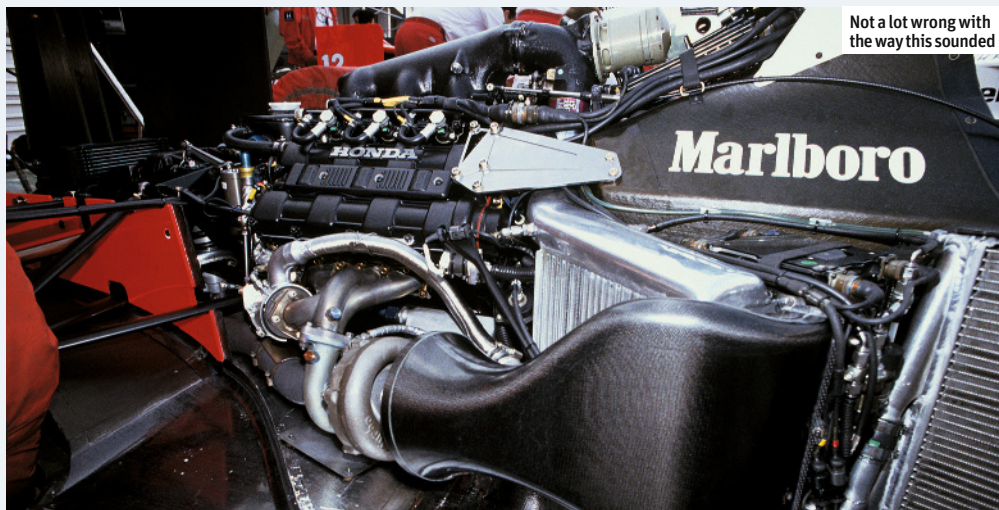
"It was a great experience," he says. "You learn so much about how the race programme comes together. And it is fun. For anyone who loves motorsport, you get free entry and you're closer to the cars than anyone else."

"There's no such thing as a dull race when you're a marshal and I can't think of a better way of attending meetings." ❄



YOUR SAY

What you think of the motorsport news of the past week



Turbo moans are just a lot of hot air

I fail to understand all the dissent about the new F1 engines; why the worry about the sound? The normally-aspirated cars of recent years, both V8 and V10, are painful to hear, even with earplugs.

The old 1.5-litre turbos sounded great. No one complained about the sound then and I can't see that the 21st century V6 1.6Ts will be any different. Let's sort out the regulations and let the engineers get on with it.

Richard Hargrave, Hitchin

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I see Sebastian Vettel has begun a charm assault on the British prior to the grand prix at Silverstone, saying: "They support their own people of course, but they really know so much about our sport and are really fair when it's about acknowledging performance and achievement."

The irony is, he doesn't need to charm us – he's easily the most affable, charming, funny and likeable German in sport. I hope he kicks Lewis's petulant arse!
Simon Mylria
Godalming, Surrey

With two hugely talented British world champions on the F1 grid, and one super-rookie Paul di Resta, this year's British Grand Prix at Silverstone is sure to be a huge event for the fans.

I can't wait to see all the work that's been done there, be proud of our event and indeed walk on the old bit of track. Might even give it a kiss!
Brendan Budgen
Woodley, Berkshire

It's easy to see why Edd Straw thinks politics is the biggest stumbling block in F1. But to say "the sooner F1 learns to think of itself as one entity rather than teams versus the FIA versus Bernie Ecclestone, the better" is too simplistic.

Don't forget that within this political paradigm the F1 teams were able to make their feelings clear on the Bahrain GP and as a result a sensible decision was made about the future of the race. The last thing F1 needs is an autocratic system like FIFA!
Laura Bayntun
Saffron Walden, Essex

Yet another fabulous Goodwood Festival of Speed!

The highlight for me was a brief chat with a very down-to-earth Martin Donnelly, who not only was brave enough to get back into the car that almost took his life, but was also willing to explain in detail what had caused his accident.

Absolute hero.
Charles Cowley
Ashted, Surrey

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

- 1. BLOCK'S F1 PLANS HIT EARLY SNAG**
- 2. DIFFUSER BAN TO COST RED BULL 0.5S**
- 3. PORSCHE TO MAKE LE MANS LMP1 RETURN**
- 4. RED BULL EYEING NEW RENAULT ENGINE DEAL**
- 5. HRT CONFIRMS RICCIARDO'S RACE DEBUT**

AUTOSPORT.COM PLUS

TOP STORY ONLINE

WHY VALENCIA MUST CHANGE TO BE AN F1 HIT

To read this exclusive feature and many others like it, log on to autosport.com/plus and choose which package you'd like. A month will cost £5.50, a year £46. Includes access to Forix – the ultimate stats website.

WIN!

ROAD ANGEL VANTAGE

This week's star letter will receive a Road Angel Vantage – a dedicated safety camera and blackspot locator that displays the legal speed limit of every road you drive, automatically and wirelessly updating its database every few minutes as you drive. For more details on Road Angel visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● On page 85 of last week's magazine we carried a picture of the Lotus 58, captioned "Rare outing for Lotus F1 car that never raced". Patrick Doyle points out that the 58 is a Formula 2 car; it was designed in 1967 for the 1968 season, but was not raced.

It is the policy of AUTOSPORT to correct significant errors as soon as possible. Please note the issue date and page number when contacting us on autosport.editorial@haynet.com

THE LATEST GEAR

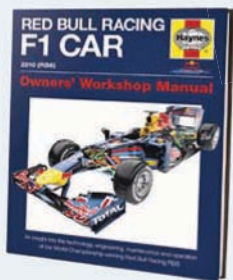
The most desirable new releases for motor racing fans: books, DVDs, models, art and gifts



'CARS 2' MOVIE BOARD GAMES

From £2.99
cartamundi.co.uk

Disney's *Cars 2* automotive animation blockbuster that charts the exploits of NASCAR ace Lightning McQueen is due out in the UK on July 22, and the merchandise on offer is, as you might expect, extensive. These card games are good fun for very young AUTOSPORT readers – or the children of slightly older regulars – and are available from all good retailers. For more information check out the cartamundi website.



RED BULL HAYNES MANUAL
£19.99 (978 0857 3309 94)
autosport.com/shop

Formula 1 gets the Haynes Manual treatment with this under-the-skin book on the world title-winning Red Bull RB6 and the factory where it was made. Offering unprecedented insight into the technology behind a world-beater, it's a fresh approach. Just don't expect to learn all of Adrian Newey's secrets.



SENNA 'S' T-SHIRT
£34.99
autosport.com/shop

Officially licenced by the Ayrton Senna Foundation, this short-sleeved Double-S driver's top is made from a heavyweight 220gsm cotton jersey fabric and features a high-collar neck – ideal for comfort under racing overalls. A long-sleeved version is available, at £39.99.



PORSCHE SAFARI MODEL
£149.99
autosport.com/shop

Spark's 1:18-scale model of Bjorn Waldegaard's 1978 Safari Rally Porsche 911SC is exquisite and more than a match for replicas made by big-scale aces AUTOart and Minichamps. Details include fire extinguishers in the back, rock guards on the front bumper and bracketry that aided windscreen removal (on the real thing!).

HOT ON THE WEB THIS WEEK

YOUTUBE: PORSCHE BACK TO LE MANS IN 2014



SEARCH FOR: Porsche Returns to Le Mans (0:58)
Not for Porsche the unveiling of a mock-up, or a soundbite of corporate spiel on the back of its return-to-Le-Mans announcement last week. Instead, old footage of 917s, 935/6s, 956/62s and 911 GT1s. Perfect.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online



Arena section follows Abbey opening turn

SILVERSTONE

British Grand Prix

July 8-10

Admission **£56.17 Friday, £76.60**

Saturday, £274.72 Sunday

Tel: 0844 3728 200

The new £27million 'Wing' pit building is up and running, so this year's British GP will use its new start-finish straight and

reprofiled Abbey as the first turn for the first time. The circuit's high-speed nature is bound to suit Red Bull, so unstoppable Sebastian Vettel is overwhelming favourite for victory, but don't rule out team-mate Mark Webber, Ferrari's feisty Fernando Alonso, or McLaren's home heroes Lewis Hamilton and Jenson Button. Support races include GP2, GP3 and the Porsche Supercup.

SPA

Speedworld

July 8-9

www.vwfuncup.be

If the British GP isn't your thing and you fancy a road trip to Belgium, then get yourself to Spa this weekend. The VW Fun Cup's 25-hour race is the headline act and there are also races for British GT, British Formula Ford and the Aston Martin GT4 Challenge, as well as some domestic Belgian and Dutch support categories.

CADWELL PARK

CSCC

July 10

Admission **£13 on the gate,**

£10 online

Tel: 01507 343248

Many clubs try to avoid holding race meetings on the same weekend as the British GP, meaning a day out for club-racing enthusiasts can be hard to find. The CSCC has the answer, holding races for Tin Tops, Future Classics, Magnificent Sevens, Jaguar Saloons/

XJS, Sports Car v Saloons/JEC Jaguars and the Morgan Challenge on the beautiful Lincolnshire circuit.

LYDDEN

SEMSEC

July 9

Admission **£12**

Tel: 01304 830557

The South East Motor Sport Enthusiasts' Club has endured some tough times recently, so it's good to see its meetings still going ahead. If you want club racing at its unpretentious best then get yourself to Kent on Saturday to see the club's usual host of single-seater, saloon and sportscar championships, mixed in with the Kit Car Challenge/South East Challenge, Meridian 14/16 Challenge, the John Taylor Handicap, an Invitation race and 'King of the Kentish Mile'.

MAASMECHELEN

British Rallycross

July 10

www.duivelsbergcircuit.be

GP2 SERIES

Rd 5/9

Silverstone, GB

July 9-10

gp2series.com



Sam Bird will be hoping to fly on home ground

GP3 SERIES

Rd 4/8

Silverstone, GB

July 9-10

gp3series.com

PORSCHE SUPERCUP

Rd 5/9

Silverstone, GB

July 10

porsche.com/motorsport

INDYCAR SERIES

Rd 10/18

Toronto, Ontario, Canada

July 10

indyracing.com

INDY LIGHTS

Rd 7/14

Toronto, Ontario, Canada

July 10

indyracing.com/roadtoindy

AMERICAN LE MANS SERIES

Rd 3/9

Lime Rock, Connecticut, USA

July 9

americanlemans.com

GRAND-AM

Rd 8/12

Laguna Seca, California, USA

July 9

grand-am.com

V8 SUPERCARS

Rd 7/14

Townsville, Queensland, Australia

July 9-10

v8supercars.com.au

SUPERSTARS SERIES

Rd 5/8

Misano, Italy

July 10

superstars.it

NASCAR SPRINT CUP

Rd 18/36

Kentucky Speedway, USA

July 9

nascar.com

NASCAR NATIONWIDE

Rd 18/34

Kentucky Speedway, USA

July 8

nationwide.nascar.com

Television

THURSDAY JULY 7

1000-1100 **ESPN**
DTM: Norisring
1100-1200 **ESPN**
F3 Euro Series: Norisring
1200-1300 **ESPN**
VW Scirocco Cup: Norisring

FRIDAY JULY 8

0855-1035 **BBCi LIVE**
F1: British GP first practice
1255-1435 **BBCi LIVE**
F1: British GP second practice

SATURDAY JULY 9

0400-0500, 0900-1000, 1830-1930 **ESPN**
WRC: Mid-season review
0700-0725 **Channel 4**
British F3: Nurburgring
0725-0755 **Channel 4**
The Grid
0900-0955 **ITV4**
Motorsport UK
0955-1105 **BBCi LIVE**
F1: British GP third practice
1210-1430 **BBC1 LIVE**
F1: British GP qualifying
1300-1400 **Bloomberg**
FIA GT1: Navarra highlights
1540-1645 **Eurosport 2 LIVE**
GP2: Silverstone race one
1545-1650 **Motors TV**
F2: Nurburgring
1650-1755 **Motors TV**
British F3: Nurburgring
1755-1850 **Motors TV**
ILMC: Imola

1850-2215 **Motors TV LIVE**
ALMS: Lime Rock
1900-2000 **Eurosport 2**
GP2: Silverstone race one
2230-0300 **Premier Sports UK LIVE**
NASCAR: Kentucky

SUNDAY JULY 10

0800-0900 **Eurosport 2**
GP3: Silverstone
Race one coverage followed by race two live.
0900-1000, 2305-0010 **Motors TV**
F2: Nurburgring
1000-1100, 1300-1400, 1600-1805 **Motors**
Superstars: Misano
1045-1130 **Eurosport LIVE**
Porsche Supercup: Silverstone
1210-1530 **BBC1 LIVE**
F1: British GP
1300-1400 **Bloomberg**
FIA GT1: Navarra highlights
1530-1630 **Eurosport 2**
GP2: Silverstone race two
1540-1640 **BBCi LIVE**
F1: British GP post-race forum
1900-2000 **Bloomberg**
FIA GT3: Navarra highlights
1930-2200 **Sky Sports 2 LIVE**
Indycar: Toronto
2000-2100 **BBC3**
F1: British GP highlights

MONDAY JULY 11

1230-1430 **Sky Sports 3**, 1000-1200 **Sky Sports 4 & 1600-1800 Sky Sports 2**
Indycar: Toronto highlights
1800-1900, 2200-2300 **Sky Sports 2**
NASCAR: Kentucky highlights

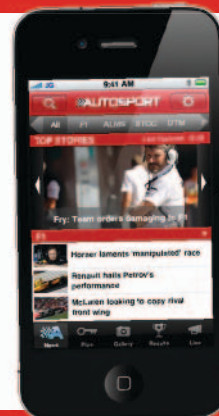
Online

AUTOSPORT.COM

Coming up on the web this week

BRITISH GRAND PRIX

It's July, and in Formula 1 circles that can only mean Silverstone and the British Grand Prix. As ever, AUTOSPORT.com will have its expert team on the ground to bring you all the latest news, reports and features over the weekend. Edd Straw names his top 10 British F1 drivers of all time, while there's also a look back to the 1991 grand prix with Adam Cooper.



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REVVED UP OVER WHAT'S ON THE BOX

We cast a critical eye over the best and worst of this week's TV coverage

"Question 2: when was the last time you paid tax in the UK?"



THE BIG SET PIECE OF last year's BBC British GP build-up was the pub quiz, hosted by The Pub Landlord (Al Murray) and featuring Lewis Hamilton, Jenson Button, David Coulthard, Eddie Jordan and DLT's spiritual successor Chris Moyles.

In between *Top Gear* repeats, Dave has taken the idea and created *Compete For The Meat*, which is basically that quiz with normal punters. Which got me thinking: surely there's a gap in the market here for game shows featuring F1 stars...

For example, take *Takashi's Castle*. Instead, we'd have *Kobayashi's Castle*. Reserve driver

Esteban Gutierrez takes on a variety of impossible physical challenges to become his team-mate, only to fail and force Peter Sauber to call up Pedro de la Rosa (again).

Ferrari could appear on *Play Your Cars Right*, so Stefano Domenicali guesses which position Felipe Massa will be in each race, to keep Fernando Alonso one place higher. "Higher or lower than a McLaren, Stefano? Nothing for a 2-1? Not in this game!"

Jenson and Lewis put their harmonious relationship to the test in *Mr and Mrs*, where Jenson has to guess who Lewis would most like to be

trapped on a desert island with: Adrian Sutil, 50Cent or Ron Dennis?

Adrian Newey's *Krypton Factor* would feature mindbogglingly-difficult mental agility, an assault course based on competing in a club race without crashing, a memory test of every other team's diffuser designs and a challenge to lap the Red Bull simulator quicker than Sebastian Vettel.

Eddie Jordan's *Catchphrase* would be just

as difficult, for totally different reasons, as no-one would have a clue what the hell he means.

Then there's Bernie Ecclestone's *Who Wants To Be A Billionaire?*, Rene Arnoux's *Total Wipeout*, *Family Fortunes* (Andretti v Brabhams), *Indoor League* with Virgin's John Booth and *Winner Takes All* with Dietrich Mateschitz.

And if you're feeling uncharitable, how about HRT on *Give Us A Clue? Revved Up*

"Eddie Jordan's *Catchphrase* would be just as difficult, as no-one would have a clue what the hell he means"

THE WEEK IN PICTURES

Our lensmen pounding the beat from Florida to West Sussex, via Sweden

BRING OUT THE BRANSON - IT'S TIME FOR A PHOTOSHOOT

Virgin boss Richard Branson and daughter Holly pose with the MVR-02 and 'Lightning McQueen' from Disney's *Cars 2* following a recent tie-up. Wonder if Lightning was also designed by CFD?



LOGANO SPOILS MARTIN'S EVENING AT DAYTONA

Joey Logano (orange car, second in pic) biffed Mark Martin (#5, backwards!) into the wall at Daytona last Saturday night and completely got away with it



ERIKSSON TESTS STRENGTH OF RALLYCROSS VOLVO

Swede Andreas Eriksson barrel-rolls his Volvo C30 out of contention in the European championship round at Holjes



MOSS BACK IN WORLD'S FASTEST TRACTOR

Sir Stirling Moss saddled the Ferguson P99 at Goodwood last weekend. He won the 1961 Oulton Park in the very same car



FROM THE ARCHIVE

David Coulthard's British Grand Prix double, 1999-2000



"It's always nice to win your home grand prix, and it was nice to do it like that"
David Coulthard

DC hunted down – and passed – Barrichello

DAVID COULTHARD REMAINS THE LAST BRITISH driver to become a multiple winner of his home grand prix – a feat he achieved with back-to-back wins in 1999 and 2000.

And it is the second of those two wins that really sticks in the Scot's mind, as it was one of his most hard-earned victories.

"I'll be honest, I'm punch drunk from my career, so much went on," says Coulthard. "So I don't remember much, but that second Silverstone win is one of the few I do have some recollection of. I had to race my way to that win, I didn't just inherit it."

Having qualified fourth, Coulthard picked off McLaren team-mate Mika Hakkinen at the start. Once Heinz-Harald Frentzen's Jordan was out of the way having made a pitstop, the McLarens had a clear run at polesitter and race leader Rubens Barrichello in the Ferrari.

On lap 30 the Brazilian – who would later claim he was already suffering mechanical problems by this point – was slow onto the Hangar Straight, giving Coulthard the slim chance of attacking around the outside into Stowe.

But it was a risk he was willing to take on home soil,

and he made the crowd-pleasing pass for the lead.

"Back then in Formula 1, overtaking was quite tricky, so anything that involved an overtake was quite a big deal," says Coulthard.

"Those things stick in your memory. It's always nice to win your home grand prix, and it was nice to do it like that, as maybe I was a wee bit lucky the year before when Michael had his [leg-breaking] crash and Mika had a wheel fall off.

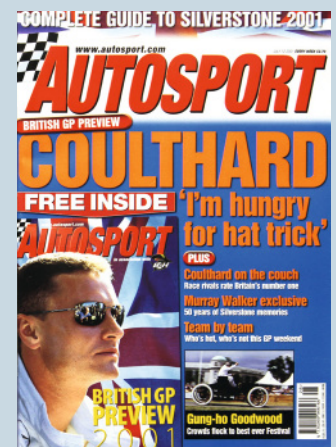
"In outright pace I was never as strong at Silverstone as I was at some other tracks, but I was consistent, kept out of trouble and picked up some good results."

While he was pleased with the manner of the second win, he certainly makes no apologies for being in the right place at the right time a year earlier when he took his maiden success.

"They all count in the end," he says of his victories. "I also lost wins that I should have had, where I was leading and I had to move over or something blew up. So there's no question in my mind that I should have had more than 13 victories in my career.

"Honestly, relative to Mika and Michael I wasn't quite good enough, so it didn't cost me a championship. But I was good enough to win more races." ❄

THIS WEEK IN...



JULY 12, 2001

DAVID COULTHARD WAS TARGETING a British GP hat-trick, having won the previous two editions of the race.

The Scot trailed reigning world champion Michael Schumacher by 31 points heading into the event and faced the prospect of Ferrari racing its more powerful qualifying engine (up to 840bhp from 820) for the first time.

Victory for Schumacher would tie him with Alain Prost in the all-time wins list at 51, while Coulthard would become only the second Brit, after Jim Clark, to win three consecutive British GPs if he took the race.

'Sparks flew' at the Goodwood Festival of Speed, as American Bob Riggie's 1966 Plymouth Barracuda 'Hurst Hemi Under Glass' pulled jaw-dropping wheelies on Lord March's driveway (below). The usual array of past and present stars and cars were on hand to celebrate "the will to win" at the ninth edition of the pageant.



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ENRIQUE MANSILLA

■ Formula Ford 1600, Mallory Park ■ March 22 1981 ■ Van Diemen RF81 ■ Beating a young lad called Senna



Mansilla and Senna had a big scrap at Mallory

WELL IT WOULD HAVE TO BE the race I beat Ayrton Senna at Mallory Park, wouldn't it?!

We were comfortable, my team-mate Alfie [Alfonso Toledano] and me at Van Diemen and one day Ralph Firman said to us, 'Right, I'm bringing another South American into the team for Brands Hatch [opening round of the P&O Ferries FF1600 series] – and he's called Ayrton Senna da Silva.'

We thought this was OK, he'll be just another driver and he would learn from us – ha ha! – as the year went on. Plus, Van Diemen only had an old car for him at that meeting.

I won that race at Brands, while Ayrton was only fifth. At Thruxton a week later [opening round of the rival Townsend Thoresen series] I fell off and broke my car so I was able to observe Ayrton. He took some funny lines but he was quick. Alfie and I thought, 'OK, we had better be prepared because this guy is good. He has come from karts, where he has raced for many years, so he will be good.'

When we came to Mallory for

"I knew he'd have a look at the Esses. We touched and he went off. He later accused me of pushing him off. I saw the ruthless side of Ayrton that day, he was quite rude"

the third Townsend Thoresen race, Ayrton had finally won – at Brands the week before – and he was on pole for this one. I was only third on the grid, but made a great start and took the lead. I ran away with it, while Ayrton battled with Alfie and Ricky [Morris].

As the race went on, though, Ayrton started to catch me at three-tenths per lap – a lot at Mallory. When he caught me up, we had a great dice and, coming into the Esses near the end – I knew he'd have a look there – we touched and he went off. I just

touched his nose but he later accused me of pushing him off.

I came to see the ruthless side of Ayrton that day – he was quite rude and we didn't talk for months. We had many incidents together and Ralph would often scream, 'You guys are finished!'

We made peace later on, but Ralph split us up – Ayrton concentrating on the Townsend Thoresen [winning seven of the 13 races and the title] and RAC series [four from seven, plus the title] and me doing the P&O [11 from 20 races and the title].

It was a pleasure, really, to race against him – and it was no problem because I decided quite early that he was better than me! ✘ Enrique Mansilla was talking to Henry Hope-Frost

IN PROFILE

ARGENTINIAN ENRIQUE MANSILLA

cut his racing teeth in Britain, winning the 1981 P&O Ferries Formula Ford 1600 title, and then finishing runner-up in British F3 for West Surrey Racing the following year. The Falklands War stymied his career progression but he did race in European F2, Can-Am and Indycar. Now back in his native Argentina, the 53-year-old promotes the Formula Panam series with former FF1600 team-mate Alfonso Toledano.



NEXT
WEEK

Thomas
RADSTROM





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SIZE SHAPE SPEED AND SPIRIT

ABARTH PUNTO EVO

1.4 TURBO MULTIAIR
POWER OUTPUT 165BHP (121KW) AT 5,500RPM
PEAK TORQUE 250NM AT 2,250RPM
ACCELERATION 0 - 62 MPH 7.9 SEC
TOP SPEED 133MPH

FUEL CONS MPG (L/100KM): URBAN 35.3 (8.0) /
EXTRA-URBAN 56.5 (5.0) / COMBINED 46.3 (6.1),
CO₂ EMISSIONS: 142G/KM.

ABARTH 500

1.4 16V TURBO T - JET
POWER OUTPUT 135HP (99KW) AT 5,500RPM
PEAK TORQUE 206NM AT 3,000RPM
ACCELERATION 0 - 62 MPH 7.9 SEC
TOP SPEED 127MPH

FUEL CONS MPG (L/100KM): URBAN 33.2 (8.5) /
EXTRA-URBAN 52.3 (5.4) / COMBINED 43.5 (6.5),
CO₂ EMISSIONS: 155G/KM.

ABARTH 500C

1.4 16V TURBO T - JET
POWER OUTPUT 140HP (103KW) AT 5,000 RPM
PEAK TORQUE 206NM AT 2,000RPM
ACCELERATION 0 - 62 MPH 8.1 SEC
TOP SPEED 127MPH

FUEL CONS MPG (L/100KM): URBAN 33.6 (8.4) /
EXTRA-URBAN 52.3 (5.4) / COMBINED 43.5 (6.5),
CO₂ EMISSIONS: 151G/KM.



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