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PLUS

Exclusive interview

Button aims to end Brit GP jinx

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*Tests conducted in 2009 by Germany's independent TÜV SÜD Automotive centre using 245/40 ZR 18 Y tyres. Compared with the MICHELIN Pilot Sport PS2.
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PEFC

The future's bright for the British Grand Prix



THIS TIME last year we were looking ahead to what was supposedly the final British Grand Prix at Silverstone for a generation, possibly ever.

While it's easy to look wise in hindsight, it's fair to say that a great many of us at AUTOSPORT doubted the ability of Donington Park to host the race – and we were unsure that a deal could be reached that would safeguard the event at all.

But things worked out better than expected, with an amazing 17-year deal giving Silverstone the security to make the investment the track had been crying out for. This weekend we'll get to see the first stage of the fruits of their labours.

While there have been many memorable British Grands Prix over the past decade, few of the dry ones will be remembered for an abundance of overtaking. Whether the redesign will address that will only be known once the red lights go out for the 24 F1 cars on Sunday afternoon.

Those who venture to the south side of the track will see the skeleton of the impressive new pit and paddock complex. It's a tantalising glimpse into the exciting future of the British GP.

Andrew van de Burgt, editor

BAMBER'S WEEK





GOODWOOD

Centenary super-structure sparkles at Goodwood

Alfa Romeo celebrated its 100th birthday at the recent Goodwood Festival of Speed with this Gerry Judah-inspired creation. The Cloverleaf metal pipework featured the Italian firm's 1925 P2 Grand Prix racer and 8C Competizione road-going supercar. *Belissimo!*

➔ P72 FESTIVAL OF SPEED



McLaren update raises stakes in Red Bull battle

Points leader to introduce exhaust-blown diffuser at Silverstone in bid to stay ahead of big rivals in title race. EDD STRAW reports

Hopes for a home grand prix victory at Silverstone for Lewis Hamilton or Jenson Button this weekend have been boosted by a major McLaren upgrade package.

The raft of updates had originally been scheduled for introduction at the German GP in two weeks' time, but were fast-tracked in an attempt to get ahead of Red Bull. They include an exhaust-blown diffuser that uses waste gases to increase downforce. The exhaust directs

accelerated air into the diffuser, which has also been modified for Silverstone to optimise the exhaust concept. It is anticipated that this will lead to what McLaren engineering director Paddy Lowe has described as "quite a significant performance step".

Junior driver Oliver Turvey, the 2006 McLaren AUTOSPORT BRDC Award winner, tried the updated MP4-25 at the IDIADA Proving Ground near Barcelona on Sunday.

The focus of the straightline test was to ensure that the upgrade package did not cause any damage to parts around the rear of the car.

Rival team Mercedes suffered with this problem when it introduced the design concept

at Valencia's European GP last month, forcing modifications to parts at the rear of the car. But AUTOSPORT understands that, despite requiring minimal tweaks, the McLaren system did not cause any major problems.

PRACTICE MAKES PERFECT

The upgraded McLaren will have its first serious track run in first practice for the British Grand Prix tomorrow (Friday).

Button described the package as "very important for the rest of our season", while Hamilton emphasised that it's vital for McLaren to get the updates to work in free practice.

World title leader Hamilton added that it will also require some change in driving style owing to the effect that throttle usage has on the intensity of the exhaust gases blown into the diffuser.

"We have to make sure we make these components work this weekend," he said. "We haven't had time to test them so there will have to be some adjustments made to the car and how we have to drive it

to get the optimum. We don't know how much the package will deliver – it doesn't always bring what you expect – so we have to see which parts work well and which don't."

LITMUS TEST FOR McLAREN

If McLaren is able to outpace, or even match, Red Bull for speed at Silverstone it would make Hamilton and Button clear favourites for the world championship.

Red Bull expects the high-speed track to bring out the best in its car, just as it did 12 months ago when Sebastian Vettel led Mark Webber to a team one-two. But McLaren team principal Martin Whitmarsh is optimistic of challenging the Milton Keynes squad on pure pace thanks to the improvements.

"At a lot of the races this year, Red Bull has had the quickest car," Whitmarsh told AUTOSPORT. "At some of the races, we have been as quick or quicker in the race but they have had an edge in qualifying. Hopefully we can put that right at Silverstone."



HAMILTON'S SPECIAL-EDITION LID
Lewis Hamilton will sport a new helmet livery at Silverstone featuring a Grenadian and UK flag



FERRARO/LAT

McLaren's MP4-25 gets Brit GP boost

**THE TOP SIX...
Home British GP winners**

British drivers have a proud record in their home grand prix. Here are the most successful ones:

1 JIM CLARK (FIVE WINS)
A force of nature from 1962-1965, leading 251 out of 254 laps for four in a row. Jack Brabham's dominance put the Lotus man out of contention in 1966, but he won yet again in 1967.



2 NIGEL MANSELL (FOUR WINS)
'Our Nige' was a perfect storm of inspiration and pure theatre. Who can forget his 1986 win in the spare Williams, his 1987 pass on Piquet at Stowe or Mansell-mania in 1991 and 1992?



3 STIRLING MOSS (TWO WINS)
Already the first home driver to win the British GP two years earlier (pictured), Moss's 1957 drive was inspired. Down in ninth in Tony Brooks's Vanwall after his own hit trouble, he charged back to win.



4 JACKIE STEWART (TWO WINS)
Stewart's battle with Jochen Rindt at Silverstone in 1969 was one for the ages (left), and he dominated the race two years later for Tyrrell after passing Clay Regazzoni in the early laps.



5 DAVID COULTHARD (TWO WINS)
Had to rely on McLaren team-mate Mika Hakkinen hitting trouble to win in 1999, but his victory a year later was built on a stunning move around the outside of Rubens Barrichello at Stowe Corner.



6 JAMES HUNT (ONE WIN)
Statistically a one-time British GP winner, but morally a double victor. After being stripped of his 1976 win for failing to complete a full tour after a first-lap red flag, he fought past Jody Scheckter, Niki Lauda and John Watson to win a year later.



BUTTON: I'M READY FOR TITLE FIGHT

The experience of a title-chasing second half of the 2009 season means that Button is in good shape for the rest of the 2010 fight

Jenson Button is adamant that he is better-equipped to deal with a tense championship run-in than he was last year.

The 30-year-old is only six points behind championship leader and team-mate Lewis Hamilton heading into the British Grand Prix, a race that last year marked the start of a 10-race run to the end of the season during which Button made the podium only twice.

Despite admitting he was often too conservative in qualifying during 2009, Button believes that the experience of defending a championship lead stands him in good stead for the

Button is fighting Hamilton for the crown



ETHERINGTON/LAT

rest of the season.

"I gained a lot of experience from that and, if I was in that situation again, I'd be able to cope better," he told AUTOSPORT. "We were very cautious at a few races [last year] and you could say that was a mistake on my part and on the team's part."

P50

**BUTTON ON
LIFE AT
McLAREN**



ETHERINGTON/LAT

Hot air from Merc should be fixed for Silverstone

Merc admits to a step too far

Blown diffuser in Valencia did not work out, but team prepares modification for this weekend's British GP

Mercedes has admitted that it was too aggressive with the upgrade package that it introduced for the European Grand Prix in Valencia.

The MGP W01 featured Mercedes' take on the exhaust-blown diffuser principle, but the result was that hot gases damaged parts at the rear of the car.

It also meant an increase in the level of insulation, which compromised rear-end aero efficiency and downforce.

The team will try a modified version of the exhaust-blown diffuser during Friday practice for this weekend's British Grand Prix at Silverstone.

Mercedes motorsport boss Norbert Haug told AUTOSPORT: "In the last race we handicapped ourselves with a step too far. If you have no testing, Friday is your test day, but it isn't guaranteed that everything works out. Sometimes by trying to take two steps forward, you go one step backwards.

"This is not incompetence, it's the name of the game if you are in a

catch-up process. We are prepared to take criticism – if you don't get criticism then it means people don't expect things from you."

Team principal Ross Brawn has prioritised understanding the tyre problems that the team has had this season, which he believes has hit the car's one-lap pace in particular.

"We get to the stage where we have to find the performance on new tyres and we have struggled," said Brawn. "After three or four laps with the tyres, things settle down and everything seems to work reasonably well. But when we need to do one or two laps on low fuel, we are struggling."

Changes made at Valencia to combat the problem "didn't make a significant difference", according to Brawn. Haug hinted that the team's struggle was partly down to the stress of fighting for the title in 2009, when it was known as Brawn.

"McLaren was champion in 2008 and they did not have the best year in '09," said Haug. "That has happened to Ferrari and other teams, and now it's happening to us."

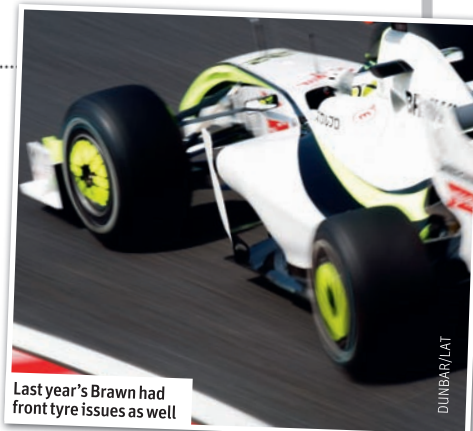
EXPERT VIEW

MARK HUGHES
AUTOSPORT GP EDITOR

The Mercedes has an anomalous performance pattern. Load everyone up with fuel and it can be very competitive. But put it in low-fuel qualifying trim and it has problems switching on its front tyres.

It's as if the extra load induced by the weight of the fuel is enough to give the front tyres the initial bite they need to begin working. If the front tyre does not load up immediately, the driver loses big chunks of time with understeer. It all suggests the car has a basic shortfall in front downforce.

The thinking behind the team's Barcelona long-wheelbase development was to take load away from the front tyres, which were thought to be overloading. The current characteristics suggest that



Last year's Brawn had front tyre issues as well

DUNBAR/LAT

this may not have been the case. There are certain parallels with the front-end issues on last year's Brawn, but that car suffered through not being able to reach the required tyre temperatures in cooler conditions. But this year, the W01's difficulties have been manifest even at high track temperatures.

Williams upgrade for British GP

WILLIAMS TEST DRIVER Valtteri Bottas shook down the team's major new upgrade package in a straight-line test on Tuesday.

The new parts, tried out at Kemble airfield in Gloucestershire, include an exhaust-blown diffuser similar in design to the one run by Red Bull. The team anticipates it could be worth upwards of half a second per lap, starting from this

weekend's British Grand Prix at Silverstone.

Williams technical director Sam Michael told AUTOSPORT: "It's quite annoying because it was an idea that our aero guys thought up in November. We didn't have time to implement it properly, but we're getting that for Silverstone.

"Our system is closer to the Red Bull system than that of other teams,

but some teams were struggling with it so maybe we will as well."

If the package is successful, it will build on the progress made at last month's European Grand Prix in Valencia, where both Rubens Barrichello and Nico Hulkenberg made it into Q3 in dry conditions for the first time this season. Barrichello went on to finish fourth in the race.

The improvement

came after changes were made to the way that the downforce was distributed around the car, based on Barrichello's recommendations, after June's Canadian Grand Prix.

"We changed the way that the downforce works in the car," said Barrichello. "Since we changed the floor and some of the parts, we made it better."

Williams was showing better in European GP



AUTOSPORT SAYS...

EDD STRAW
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Put a Kubica, an Alonso, a Hamilton or a Vettel behind the wheel, and you will know exactly what your car can do. If you're 0.5 seconds off the pace, there's a strong chance that your car is 0.5sec away from where it should be. But what if you're Mercedes?

It's still not clear at what level Michael Schumacher is operating, so Nico Rosberg has not had the opportunity to fully prove himself against a known-quantity team-mate. It's not necessarily that they're not good enough; it's that the team cannot be absolutely certain that the maximum is being extracted from the machinery.

Norbert Haug admits that the former Brawn team over-reached itself with its last upgrade, but would it have been so ambitious had the deficit been less pronounced?

I'm not saying that Rosberg and Schumacher aren't good enough, just that neither is

a cast-iron competitive certainty. Were testing permitted, a few days in the car from Nick Heidfeld would provide crucial data – and a yardstick. Surely the Merc engineers would love to have him try the car as a validation exercise, even if it were just for the odd Friday morning session.

Maybe the Merc drivers are delivering, maybe not. But creating a title-winning team on an uncertain foundation is a risky business, especially when you're under huge pressure from the board of a major car manufacturer.



Schumacher is an unknown quantity

Renault eyes Raikkonen deal

FORMER WORLD champion Kimi Raikkonen has emerged as a contender for a Renault Formula 1 seat next year.

The Enstone-based team is working on a deal to keep star driver Robert Kubica on board for 2011, but could run the Finn alongside him thanks to a potential sponsorship deal from Mastercard.

It is understood that there has been contact between the two parties, but only at a very tentative level.

Raikkonen, the 2007 world champion, is competing for the Citroen Junior team in this year's World Rally

Championship.

The 30-year-old has yet to decide whether to return to F1 next year, and Renault is the only team currently with a seat available that he would consider sufficiently competitive.

Raikkonen, an 18-time grand prix winner, would also require a high retainer. That would mean significant investment from Mastercard both to cover paying Raikkonen, and to make up for losing sponsorship revenue drawn in this year by Russian Vitaly Petrov.



Will he be tempted back?

AUTOSPORT understands that Renault is also considering other options for next year. Timo Glock, who came close to joining the team

last year before accepting Virgin's offer amid uncertainty over the French marque's F1 future, is among the names on its shortlist.

STREAKS

...SCHUMACHER'S RUN WITHOUT A PODIUM

Michael Schumacher's 15th place at Valencia extended his podium drought to 11 races – the longest of his career. Prior to his comeback, his longest dry spell was seven races across 1991-92 (below).





MEET YOUR MAKER

Adrian Newey tried out his Red Bull RB5 at last week's Goodwood Festival of Speed. The team's technical chief was presented with the 2009 machine in recognition of his contribution to the team's success.

Whitmarsh hails first forum

Fans ask the questions in London, but FOTA chief is unsure how feedback can be put into action

FOTA chairman and McLaren team principal Martin Whitmarsh has hailed last week's first-ever F1 fan forum a success, but has admitted that he is unsure how much of the fans' feedback can realistically be put into action.

The event, which was held in London last Thursday, allowed fans to address a panel comprising

Whitmarsh, Lotus team principal Tony Fernandes, Ferrari PR manager Luca Colajanni, Mercedes engineer Jock Clear and Force India reserve driver Paul di Resta.

Around 150 fans were given the opportunity to ask questions during the 90-minute event, and Whitmarsh said that it had been a valuable step in breaching the gulf between the



Panel of six fielded questions

sport and its supporters.

"It's important that we are more relevant and more engaged," he said. "That's what we're endeavouring to do. But we have to recognise that there are a lot of constraints to what the teams can do – it's difficult because it takes a lot of time."

Questions addressed themes ranging from the fan experience

The forum's key themes

The fan forum answered questions for 90 minutes. Here are some of the highlights:

What is FOTA doing to reduce the cost of ticket prices?

MARTIN WHITMARSH: The teams have no control over that in a direct sense. It's clear that we need to be more engaged with the fans and we need to consider the show and make sure that when people get there, there's value.

How do you see the teams using technology to improve the show?

LUCA COLAJANNI: It's not that the teams don't want to share information. We have to consider that there are agreements – the Concorde Agreement – which put some limits on the usage of the information that we have available.

Will it have an adverse effect if there are more than 20 races?

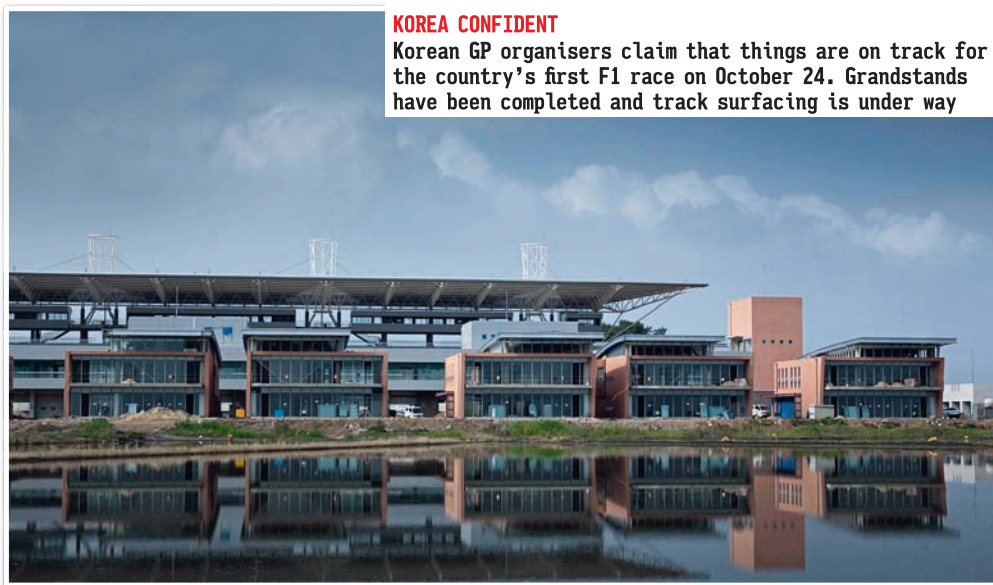
TONY FERNANDES: I think 20 races is fine, but what's important is to work those races. Turkey could be huge if effort was put into it. You can't just put on a race, have 12 teams turn up and expect it to be full. You need proper marketing.

Is there a solution to the overtaking problem?

PAUL DI RESTA: The drivers are very keen to be able to overtake, but we don't want to see what happens in America, where every lap you see somebody slipstreaming by. You want to be able to overtake someone by putting them under pressure.

Is it not unfair to only allow the following driver the chance to adjust his rear wing?

JOCK CLEAR: What we tend to do in F1 is to impose a possible change on the format that we see at that moment. We have to look beyond that and see which direction that change will force development to go.



KOREA CONFIDENT

Korean GP organisers claim that things are on track for the country's first F1 race on October 24. Grandstands have been completed and track surfacing is under way

F1 teams aim to cut down on hot air

FORMULA 1 is aiming to slash its carbon emissions over the next two years.

Teams' group FOTA is confident that, by 2012, overall carbon emissions will have reduced by 12.4 per cent

compared with 2009.

This process, assisted by the return of KERS hybrids next season, will act as a precursor to the gains expected in 2013, when smaller-capacity turbo engines are reintroduced to F1.

Further hybrid usage and turbo compounding are also expected to be introduced.

FOTA has based its programme on conclusions drawn by environmental research analysis organisation Trucost.

to the role of technology, but Whitmarsh said that an underlying point was that the sport was not being proactive enough in selling itself.

"Everyone is talking about how we share the money out, but we have to look at what is being reinvested back into the sport," said Whitmarsh.

"There's no central marketing of F1 at the moment, which there clearly should be. There are lots of ideas and we have to engage with all of the parties to make sure that collectively we're doing a better job of developing and improving our sport."

DID IT WORK?

WAS THE FAN FORUM A SUCCESS?

The fan forum's success depends on how you measure it. For FOTA it was an open goal. F1 fans have long felt marginalised by the sport and any effort to address that will be welcomed, even if it comes in the form of a moderated press conference. FOTA knows the

power of new media, so it also knows that the gratitude of the attendees will be blogged and tweeted to those who weren't able to make it. In the eyes of a lot of F1's electronically-active supporter base, the FOTA men have established themselves as the good guys. That the

organisation can't address a lot of their concerns is beside the point. But it's easy to be too cynical. No matter what comes out of the forum, there was recognition that change is needed in some areas of the sport. From small acorns...
Mark Glendenning

Do you think it's wise that the people who design the cars also design the rules?

MARTIN WHITMARSH: There isn't a viable alternative. F1 designers are extraordinarily clever and motivated, and I think it would be virtually impossible to find a body to out-think their ingenuity.

Does the restricted role of the test driver get frustrating?

PAUL DI RESTA: The teams are as frustrated as the drivers are. What Force India put in place for me is the best role that any test driver has. And for safety, it would be better if the guys could test a part before they put it on the car.

Is there a realistic chance of a fundamental change like the environmentally-friendly engine for 2012, considering that FOTA derailed the FIA's last attempt to alter the sport with the budget cap?

MARTIN WHITMARSH: There is, because this one's a good idea.

Has F1 always been more about technology than driver skill?

JOCK CLEAR: There is no substance to that whatsoever. Every sport has a lot of technology, even skiing and tennis. We have a technology-heavy sport, but to use that takes a huge amount of skill.

THIS WEEK IN F1



MERCEDES Mercedes motorsport boss Norbert Haug has ruled out focusing the team's full resources on the 2011 car. "We certainly will develop this year's car further and we will have better results," he said.



RED BULL Mark Webber is to switch to the chassis raced by Sebastian Vettel up to and including the Monaco Grand Prix. The team is confident that chassis 3, which replaces the car Webber crashed in the European GP, has been repaired after Vettel's earlier problems.



McLAREN Lewis Hamilton believes that "things are cool" between himself and former team-mate Fernando Alonso after the European Grand Prix safety-car controversy. The Spaniard had hit out at Hamilton after the race.



FERRARI The Scuderia remains keen to field extra Ferraris in F1. Ferrari confirmed at last week's FOTA Fans' Forum that it would like to supply cars to other teams. The Concorde Agreement currently prevents this.



SAUBER The Swiss team has conducted an analysis of its qualifying struggles to improve its set-up for one-lap pace. It will run an updated front wing and aero tweaks in the middle of the car for Silverstone.



WILLIAMS Rubens Barrichello is due to appear on Sunday's 'Top Gear' on BBC. He will participate in the 'star in a reasonably-priced car' segment driving a Kia Cee'd.



RENAULT A decision will be made soon on whether to divert resources into developing the 2011 Renault. The team is still shooting for Mercedes' fourth place in constructor points.



FORCE INDIA The Silverstone-based team will bring a package of aerodynamic improvements to its home race this weekend. The developments are expected to boost downforce levels on the VJM03.



TORO ROSSO Sebastien Buemi is hopeful that his recent results, which include points finishes in the past two races, will boost his chances of an F1 seat in 2011. "It's important for my future," he said.



LOTUS Reserve driver Fairuz Fauzy will return to action in Friday's first free practice session at the British Grand Prix. The Malaysian, who first appeared at Sepang in April, will also drive in Hungary, Singapore and Abu Dhabi.



HRT Karun Chandhok has already had a run around the modified Silverstone Arena circuit. "I went there with my bike to learn the new circuit," said the Indian, who lives nearby.



VIRGIN Virgin will run a major aerodynamic upgrade package at this weekend's British Grand Prix. The Manor Grand Prix-run team is hopeful that it will allow its car to challenge rival Lotus for its role as best of the new teams.

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Straight talk David Coulthard

Two-time British Grand Prix winner - 1999 and 2000

It's a new-look Silverstone this weekend, and – unlike the class of 2010 – DC's already been around the revamped track in a Formula 1 car. He thinks it's got the potential to be a classic British GP weekend

Silverstone is a great challenge for a Formula 1 driver. From when you leave Luffield, the last corner, and until you arrive at Stowe you're never below 200km/h. It's a very high-speed opening to the lap, and it really sets your pulse racing.

I think we have a very high chance of seeing a British winner once again this weekend, with the current and former world champions in Jenson Button and Lewis Hamilton at McLaren. The only thing that stands between them is the form of Red Bull and Fernando Alonso's Ferrari – I can only see those five drivers with a realistic chance of victory.

give a different challenge and more overtaking opportunities. Removing Bridge corner, and the Abbey chicane, has created a very fast, flowing section.

Overall, we hope it will create even more exciting racing. It's very bumpy in places, which will make it tricky for the guys to keep their throttle open at the apexes, so that could produce some overtaking in the following slow hairpins.

It seems that the approach of modern track designers is to create overtaking by creating the potential for mistakes; personally, I don't agree with that. I think to

qualifying on Saturday to get a true picture of who this revised track suits best.

Then there's the variable of the weather – the circuit is particularly prone to being affected by windy conditions – which can make it as difficult and unpredictable as any British GP we've seen down the ages. And we've witnessed plenty of those...

WILL WEBBER BOUNCE BACK?

Mark Webber has entered a very exclusive club of those drivers who have flipped top-level racing cars more than once. That's his third time now, twice in a

“I think we have a very high chance of a British winner”

NEW TRACK, NEW CHALLENGE

Silverstone has changed a few times since I first raced there, and the latest offering is designed to

provoke overtaking you need to create corners that encourage drivers to 'have a go' – and give them enough room on the exit of the corner so they're not penalised for that. So you can still have cars running wheel-to-wheel on exits.

WHO WILL IT SUIT?

Potentially, Silverstone should be a Red Bull track, but as we saw in Canada and Valencia, things have moved on. McLaren continues to develop apace in the right direction, Ferrari had a major upgrade at the last race – okay, it didn't get the boost it was expecting, but don't forget it struggled in Turkey and then Fernando almost won in Canada.

It's an evolving picture at the moment; the expectation was that Red Bull would struggle at Valencia, and it went and won! We'll have to wait and see until

Mercedes at Le Mans and once at Valencia in a Red Bull, and I don't suppose he wants to add any more to that!

When you crash a car, and you're not hurt, you just want to get back in and get on with it. I think it was more shocking for us watching it – my adrenaline was certainly pumping as he flew through the air!

As an outsider you feel somewhat helpless, and your imagination can tell you what the outcome of a crash like that can be. It could have been a fatal crash, and none of us wants to see that. I was shocked by how calm he was afterwards, and it shows the mettle of the guys behind the wheel.

I think he'll go and deliver as usual at Silverstone. The only time he'll feel shaky is racing wheel-to-wheel with another car, but that's inevitable. ❧



DC tried out the new Silverstone in April

GIBSON/LAT

TRACK GUIDE



Barrichello's inside line

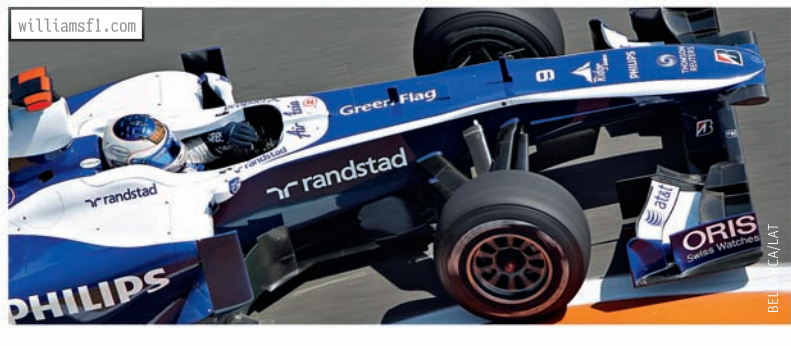
EXCLUSIVE



F1's most experienced driver shares his thoughts and memories of Silverstone

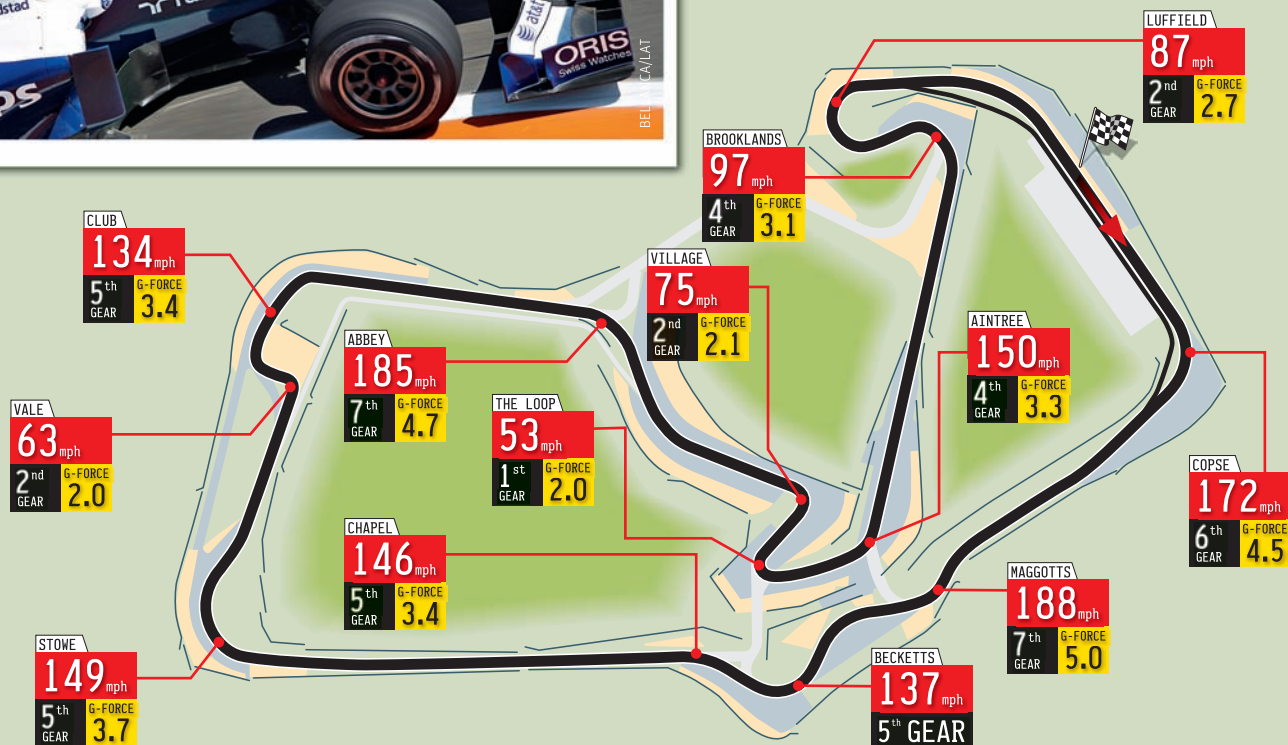
I absolutely love Silverstone and the atmosphere from the fans. I'm not English, but I have a lot of English supporters and I spent a lot of time during my earlier career in

England, so I always enjoy going racing there. The track still looks very challenging with some high-speed corners and Becketts remains one of the best corners in the world.



LOSING ABBEY AND BRIDGE

You have to welcome change. Remember, it was a shame to lose the old Stowe and the old Club, but the new Stowe was very challenging and the new Club gave you a chance to take different lines and pass into Abbey. That's the opportunity I'm looking for with the new track.



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BROOKLANDS

This corner now has a much wider entry and it makes so many different lines possible. I've seen races that use that entry and it's very good for racing because overtaking becomes more possible.



MASON/GETTY

SET-UP

Silverstone has always been a unique track because it's so high speed. That means that often the harder-tyre option works better because it offers more support laterally and less grip. But because it has more support you go into the high-speed corners with more confidence. The high-speed configuration decides the set-up, but we'll have to see how the track changes.



COATES/LAT

SILVERSTONE WEATHER

	27C FRIDAY SHOWERS
	27C SATURDAY SHOWERS
	22C SUNDAY SHOWERS

TYRE CHOICE

Super-Soft	Soft	Medium	Hard
Option	Unused	Prime	Unused

BECKETTS

This section is one of the top three in the world in F1. It's a unique and very challenging corner. It should be even faster this year and a great place for the fans to watch!



COATES/LAT

SILVERSTONE SPECIALIST

I did a lot of laps here back in my Formula 3 days and I just love the track. I've done more laps at Silverstone than at Interlagos! My 2003 win was very special because I went against the advice of Ferrari on the tyre choice. Michael Schumacher was on a different tyre and I won the race from pole.



TEE/LAT

TRACK GUIDE

NUMBER OF LAPS	52	CIRCUIT LENGTH	3.666m	RACE DISTANCE	190.612m
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2009 POLE POSITION

SEBASTIAN VETTEL
(1m19.509s)

2009 WINNER

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BRITISH GP PREVIEW



MARK HUGHES



All the leading teams made a step forward in Valencia, but what will happen at Silverstone?

Valencia told us that the exhaust-blown floor principle does work very effectively – even as an ‘add-on’. Although the picture was skewed somewhat by the vagaries of how different cars reacted to the super-soft tyre being too soft, the Ferrari and Renault were much improved. Red Bull kept one step ahead with further developments of its own – a new diffuser and a working f-duct – but the Ferrari and Renault definitely found significant performance. It was only the McLaren’s suitability to the super-soft that prevented it from being left behind (on the harder tyre it was 0.4sec adrift of Red Bull, Ferrari and Renault in Q2).

Realistically, the blown floor looked to be worth a genuine 0.5sec at Valencia. For Silverstone McLaren has its own exhaust-blown floor and that makes for a very interesting prospect: can that take it past even the Red Bull’s performance? If the MP4-25 was good enough to hang on without the blown floor, what might it do now? What’s more, good strategic calls and some Hamilton virtuosity has put McLaren ahead in the championship with a car not quite the fastest.

If Silverstone is the venue that finally puts



McLaren could usurp Red Bull at Silverstone

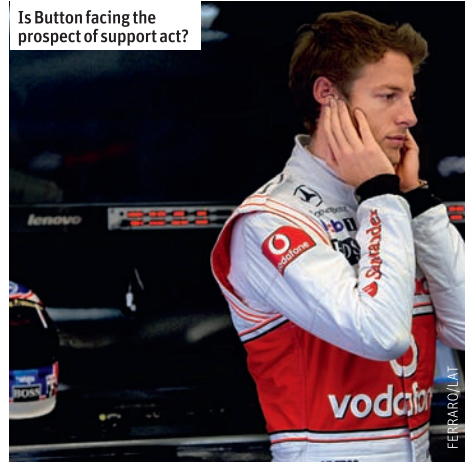
it ahead on performance, it can realistically be thinking about extending its lead into the second half of the year. That being the case, Hamilton’s recent run of brilliant form means Jenson Button is in danger of falling into the back-up role at just the wrong time.

➔ P23 THE SCHUMACHER ENIGMA

Key questions

What the British GP will tell us

- Can McLaren’s exhaust-blown floor allow it to bring an end to Red Bull’s dominance?
- Will Hamilton begin to assert himself over Button on-track?
- How will Red Bull respond?



Is Button facing the prospect of support act?

FERRAROLIAT

THE SEASON SO FAR...



BAHRAIN Fernando Alonso wins after leader Sebastian Vettel fades to fourth with a spark-plug problem



AUSTRALIA Inspired early switch to slicks in the damp and Vettel’s retirement gives Jenson Button victory



MALAYSIA Vettel ambushes Mark Webber at the first corner to take Red Bull’s first win of the season



CHINA Button stays out on slicks while the rest pit for wets, setting up a McLaren one-two



SPAIN Red Bull’s dominance stuns the field. Webber wins and Vettel salvages third after a brake problem



MONACO Webber dominates from pole with Vettel second, but third-placed Robert Kubica stars for Renault



TURKEY Vettel takes out team-mate Webber, leaving Hamilton to lead Button to another McLaren one-two



CANADA Another Hamilton-led one-two as McLaren has the edge on Red Bull for the first time this season



EUROPE Vettel wins from pole, while Webber crashes at 190mph after hitting Heikki Kovalainen’s Lotus

GARY ANDERSON TECHNICAL CONSULTANT



SET-UP GUIDE

Silverstone requires a car that is mechanically stable, and a stiffer set-up through super-quick corners Copse, Becketts and Stowe means the car will change direction more precisely. The flat-out sweeper onto the new section and the new arena will offer the possibility of overtaking as it is a switchback-styled corner, so if you are on the outside for one corner you will be on the inside for the next corner. The exit onto what was originally the Club straight is flat-out and the entry into the Brooklands complex appears much faster than before, so there's no real chance of overtaking there.

TV AND RADIO LISTINGS

- **FRIDAY JULY 9**
0955-1105 **Free practice 1 LIVE** (BBCi & Radio 5 Live Sports Extra)
1355-1535 **Free practice 2 LIVE** (BBCi & Radio 5 Live Sports Extra)
- **SATURDAY JULY 10**
1055-1205 **Free practice 3 LIVE** (BBCi & Radio 5 Live Sports Extra)
1210-1430 **Qualifying LIVE** (BBC1 & Radio 5 Live)
- **SUNDAY JULY 11**
1210-1530 **Grand Prix LIVE** (BBC1 & Radio 5 Live)

AUTOSPORT TIPSTERS

Four AUTOSPORT journalists have been given an imaginary £50 and carte blanche to bet their way through the season. The prospect of McLaren moving forward with its blown floor has appealed to our experts this week, although they've seen better value in Button than in Hamilton. Andrew van de Burgt is the exception, fancying Vettel for pole.



JONATHAN NOBLE
GROUP F1 EDITOR
£5 Button each way 13/2

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EDD STRAW
F1 EDITOR
£30 Button on the podium 7/4

CURRENT TALLY
£17



ANDREW VAN DE BURG
EDITOR
£10 Vettel on pole 13/8

CURRENT TALLY
-£41



MARK GLENDEENING
DEPUTY F1 EDITOR
£5 Button on the podium 7/4

CURRENT TALLY
£76

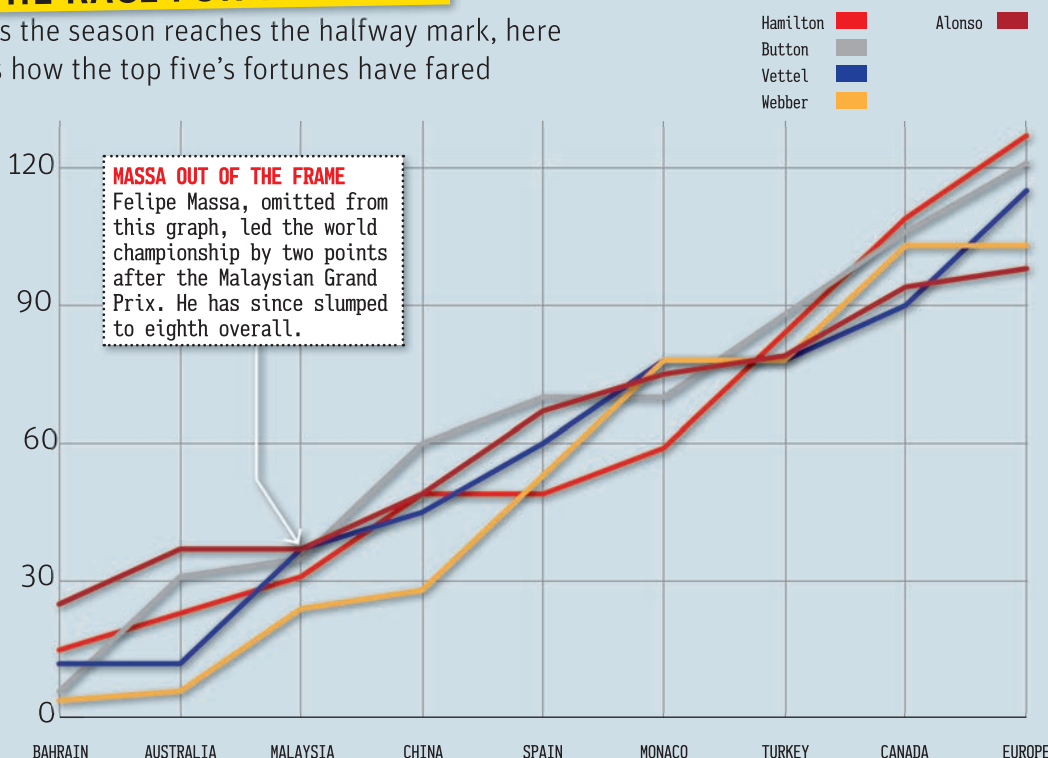
RACE ODDS

Driver	Odds
Vettel	11/5
Hamilton	3/1
Webber	7/2
Alonso	9/2
Button	13/2
Massa	16/1
Kubica	25/1
Rosberg	40/1
Schumacher	50/1
Sutil	150/1
Barrichello	150/1
Liuzzi	200/1
Hulkenberg	250/1
Petrov	250/1
Buemi	300/1
Kobayashi	400/1
De la Rosa	400/1
Alguersuari	400/1
Kovalainen	2500/1
Trulli	2500/1
Glock	4000/1
Di Grassi	5000/1
Chandhok	5000/1
Senna	5000/1

Odds supplied by William Hill

THE RACE FOR THE TITLE

As the season reaches the halfway mark, here is how the top five's fortunes have fared



2009 RESULTS

POS	DRIVER	TEAM
1	Sebastian VETTEL	Red Bull-Renault
2	Mark WEBBER	Red Bull-Renault
3	Rubens BARRICHELLO	Brawn-Mercedes
4	Felipe MASSA	Ferrari
5	Nico ROSBERG	Williams-Toyota
6	Jenson BUTTON	Brawn-Mercedes
7	Jarno TRULLI	Toyota
8	Kimi RAIKKONEN	Ferrari

POLE Sebastian VETTEL (Red Bull) 1m19.509s

Vettel dominates from pole position after Webber spends the first stint stuck behind Barrichello. Tyre trouble spoils Button's home run.

2008 RESULTS

POS	DRIVER	TEAM
1	Lewis HAMILTON	McLaren-Mercedes
2	Nick HEIDFELD	BMW Sauber
3	Rubens BARRICHELLO	Honda
4	Kimi RAIKKONEN	Ferrari
5	Heikki KOVALAINEN	McLaren-Mercedes
6	Fernando ALONSO	Renault
7	Jarno TRULLI	Toyota
8	Kazuki NAKAJIMA	Williams-Toyota

POLE Heikki KOVALAINEN (McLaren) 1m21.049s

Despite an error in qualifying handing pole to team-mate Kovalainen, Hamilton turns in one of the great wet-weather drives to take a dominant victory.

2007 RESULTS

POS	DRIVER	TEAM
1	Kimi RAIKKONEN	Ferrari
2	Fernando ALONSO	McLaren-Mercedes
3	Lewis HAMILTON	McLaren-Mercedes
4	Robert KUBICA	BMW Sauber
5	Felipe MASSA	Ferrari
6	Nick HEIDFELD	BMW Sauber
7	Heikki KOVALAINEN	Renault
8	Giancarlo FISICHELLA	Renault

POLE Lewis HAMILTON (McLaren) 1m19.997s

Raikkonen wins after jumping early leader Hamilton and then the short-stinting Alonso at his first and second pitstops respectively.

2006 RESULTS

POS	DRIVER	TEAM
1	Fernando ALONSO	Renault
2	Michael SCHUMACHER	Ferrari
3	Kimi RAIKKONEN	McLaren-Mercedes
4	Giancarlo FISICHELLA	Renault
5	Felipe MASSA	Ferrari
6	Juan Pablo MONTOYA	McLaren-Mercedes
7	Nick HEIDFELD	BMW Sauber
8	Jacques VILLENEUVE	BMW Sauber

POLE Fernando ALONSO (Renault) 1m20.253s

Alonso is utterly dominant, taking pole position, fastest lap and leading all but one lap of the race. Schumacher chases him home, but never threatens.

2005 RESULTS

POS	DRIVER	TEAM
1	Juan Pablo MONTOYA	McLaren-Mercedes
2	Fernando ALONSO	Renault
3	Kimi RAIKKONEN	McLaren-Mercedes
4	Giancarlo FISICHELLA	Renault
5	Jenson BUTTON	BAR-Honda
6	Michael SCHUMACHER	Ferrari
7	Rubens BARRICHELLO	Ferrari
8	Ralf SCHUMACHER	Toyota

POLE Fernando ALONSO (Renault) 1m19.905s

Montoya passes pole-position man Alonso at Becketts on the first lap to take his first McLaren victory despite rangelong pressure from the Spaniard.

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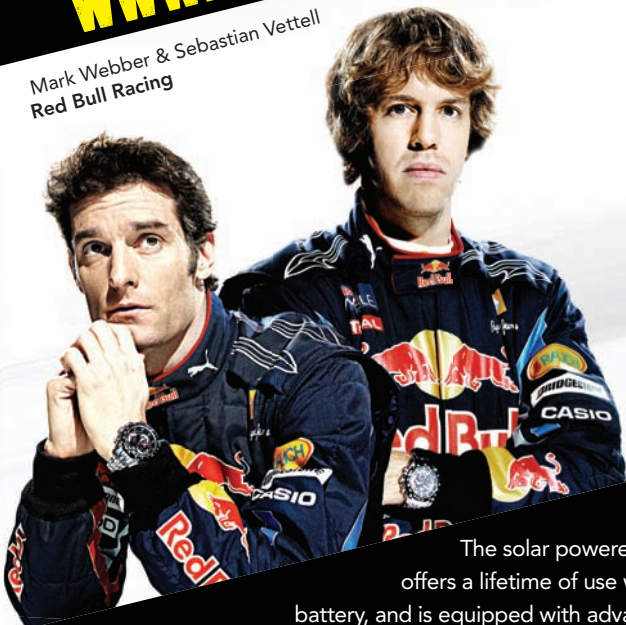
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MPH Mark Hughes

AUTOSPORT grand prix editor

Michael Schumacher's comeback has not been a success, but the weird thing is he seems to be enjoying it. Are there still questions that he is confident he can answer in a race-winning way?

The puzzling thing about the enigma that is Michael Schumacher's comeback is that, at the half-way point of the season, there is no pattern.

We know that Mercedes is a little lost on the anomalies of the car, and that its specific weakness of front-end grip on a light fuel load is preventing Michael driving the way he naturally prefers to. But even index-linking his performances to team-mate Nico Rosberg, there is no trend. At a couple of races he was marginally faster, at most he's been a little slower. But you'll look in vain for a trend. What's even more puzzling is that Michael

encountered a team-mate whose speed caused him to recalibrate and question and ultimately retire again, this time for good.

"For me there were two issues," he says. "But I think only one of them can apply to Michael. The issues only became issues because in 1984-85 Alain Prost had proved to me that someone could get in the same car and make it go faster than I could, that there was potential in the car I couldn't reach. I hated the turbo engines, where you have variable power at different times, and he was able to handle this much better than me. If I had still had John Watson as a team-mate [as in 1982-83, the first years of his comeback] I don't think it would have been an issue.

"The first thing is that you realise, without you having noticed, that a brake has come on in the back of your head while you've been away. You leave a metre to the barrier on the exit instead of skimming it. Once I realised this, I had to tell my brain to stop working against me and work with me. Back then there was a very logical reason for that caution because if you drove over the top, pushing like crazy all the time, nine times out of 10 you would be killed. Today, that doesn't apply. You can push as hard as you want and not hit anything and so I cannot see this applying to Michael.

"But the other thing was that I realised I was having to tell myself how to go quicker, as I was doing it. I had to do it through my head, not just on instinct. This guy was proving it was possible to go faster,

therefore how to do it? But the problem was Prost wasn't having to think about it, just like the Hamiltons and Vettels today are not having to think about it. A young kid has got no brake on him, just loves going faster, and I'm guessing that Michael is having to analytically look at how to go quicker. Some days everything will come together and your experience and how the tyres are all come to you, and you can beat the young guy, like with me and Prost at Zandvoort in '85. But that depends on the younger, quicker guy getting something wrong. Once you understand that, understand the speed is not there any more, then you are cured."

Is that it? Was Michael not cured because he was still demonstrably super-fast when he stopped at the end of 2006? Will this season cure him, enable him to retire peacefully? Or is there, still lurking within all the neurons, a place where – if the car can be made to drive the way he likes it – all the magic will return, without thought, without analysis? It's likely he will hang around until at least next year, in the hope that the team can build him a car with strong front-end grip in all conditions, in the hope that the Pirelli control tyre is better than the Bridgestone in this respect. Because until he feels that, he surely cannot know, not for certain. If the moment comes that he gets into a front-endy car, giving him all the messages he needs, and he sees he's still slower than his team-mate, then surely he will be cured. ☒

Does Schumacher's brain tell him he's still got it?



does not seem to be going through hell about it, and gives every appearance of a guy who is simply enjoying being back among it all.

Niki Lauda has a view on it that's quite interesting, given that he made a successful comeback after two years away, but then

“Michael will hope the Pirelli has stronger front-end grip”

NEW GEARBOX

A brand-new gearbox has been introduced in a move to reduce costs.

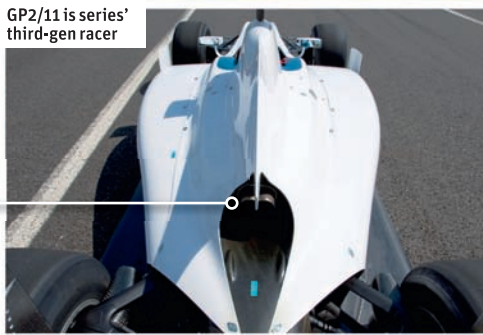
F1 AERODYNAMICS

The GP2/11 has an F1-style larger front wing and smaller rear wing. The underfloor has also changed

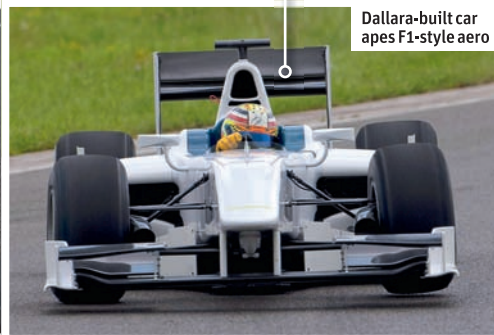
DIFFERENT EXHAUST

Part of the repackaging included moving the exhaust exits to the top of the car

GP2/11 is series' third-gen racer



Dallara-built car apes F1-style aero



Hanley shook down new GP2 car in France

STALEY/GP2

GP2

Next GP2 car to improve racing

Third-generation Dallara has been designed to maximise overtaking opportunities in F1 feeder formula

GP2 organisers believe that the series' third-generation car will increase overtaking opportunities when it is brought into active service next season.

The GP2/11, which was shaken down for the first time by former GP2 racer Ben Hanley on the Magny-Cours club circuit on Monday, takes obvious aerodynamic cues from the current breed of F1 cars, with a longer nose, larger front wing and smaller rear wing. That configuration has failed to deliver the expected improvements to the racing in F1, but GP2 technical director Didier Perrin told AUTOSPORT that GP2's status as a one-make series gives it more flexibility.

"We worked a lot with the CFD at Dallara to learn what influences overtaking," he said. "Considering that we have a single-make car, we were able to choose a solution not dictated by the ultimate aerodynamic performance. When you are in

an open formula like Formula 1, you are obliged to chase the ultimate performance, whereas we were able to keep in mind that cars overtaking each other is extremely important."

PIRELLI F1 DEVELOPMENT

This week's two-day test was primarily a shakedown and systems check but it marks the beginning of what will be an extensive testing programme, with the car scheduled to run every two weeks. Part of that will be dedicated to preparing the car for competition, but it will also be dovetailed with an extensive development programme for Pirelli. The Italian brand is taking advantage of the fact that GP2 will use F1 rubber for the first time next year as an opportunity to fast-track its own development before becoming the world championship's sole tyre supplier.

"If we were only developing

the car, we would need five two-day tests," Perrin said. "We will probably do three times that amount, because we need to run a lot for Pirelli. We're looking at track availability everywhere."

UNDERSTANDING THE CHANGES

The GP2/11 will make its race debut in the opening round of the Asia Series in Abu Dhabi at the start of 2011. The series plans to cycle through "two or three" different drivers during the testing programme in order to learn how the car behaves according to different driving styles. With teams expected to take delivery of the cars in October, the race will be on to understand the new aero.

"The teams will need to revise the way they set up the suspension to make the aero work," said Perrin. "I think we reached our target with new car while keeping a lot of common components between GP2/08 and GP2/11."

Q&A

BRUNO MICHEL GP2 ORGANISER



You must be pleased to see the new car on track.

Absolutely. The installation lap was fine, we did a few laps on the first day and everything looks promising.

How difficult is it for you to develop a new car every three years?

It is important for the teams to work on something new, and not have it like it was with some series where you had cars that were six or nine years old. And it is important to

get a car that is as close as possible to F1 within the regulations.

What were the main targets with the new car?

We need to be sure that we keep the costs low, and that's why this year we made some technical decisions like changing the gearbox, because we want to make sure that the car will be easy to manage.

GP2

Filippi stands in at Super Nova

LUCA FILIPPI will return to the GP2 grid at Silverstone this weekend as a stand-in for injured Super Nova driver Josef Kral.

Kral suffered two fractured vertebrae at Valencia two weeks ago in an accident almost identical to that suffered by Mark Webber in the grand prix the same day. The Czech was approaching Turn 15 when he hit the rear of Rodolfo Gonzalez's car, launching his Dallara into the air before it crashed down onto its gearbox and speared into the tyres.

After being kept overnight in a Valencia hospital the 19-year-old was airlifted to another

hospital near his home in Prague, where further scans revealed the full extent of the injury. While he is expected to make a full recovery, it is unlikely that he will return to the cockpit in the near future.

Four-year GP2 veteran Filippi previously ran with Super Nova in 2007 and 2009 and scored his only two series wins with the team, the latest coming in last season's final round at the Algarve. While the

Italian's deal is currently thought to be for Silverstone only it is likely to be extended, although AUTOSPORT understands that fellow ex-Super Nova racer Javier Villa is also in the frame.

Filippi won for Super Nova at the end of '09



AUTOSPORT SAYS...

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The latest idea from the DTM bosses takes thinking outside the box to new levels. Motorsport is too often set in its ways, and afraid to try anything different in a bid to engage potential new fans. So in that respect it's good to see that DTM promoter the ITR is prepared to look at radical measures, which currently includes awarding points for a Race of Champions-style event (p29). But surely this would be a step too far.

The DTM has created a highly-professional image over the past 10 years, mainly due to the high level of investment from its competing manufacturers. That image has attracted an ever-improving driver line-up, and something like this could damage a lot of that progress.

Just imagine reflecting back on a season where the title was effectively decided because Mattias Ekstrom or Bruno Spengler clipped a barrier while racing head-to-head in a stadium. It wouldn't seem right.

So far, the reaction from the teams has been measured. Everyone is saying they will see how the 2011 exhibition event goes before passing judgement. I suspect that afterwards, they will quietly suggest that the series sticks to normal races to decide its champion.

DTM hopes to wow a stadium crowd



IN BRIEF



ANDRETTI NAME FOR PRIZE

Fans have voted for the road course championship trophy in the IndyCar Series to be named after Mario Andretti (above). Two-time CART champion Alessandro Zanardi finished second in the voting.

INDYCAR DECISION TIME

The IndyCar Series has confirmed that it will reveal its 2012 chassis decision on July 14. Series boss Randy Bernard said: "A decision is imminent. We look forward to unveiling our plans at a very special event."

RH-R TO SEE OUT YEAR

Ryan Hunter-Reay will complete the IndyCar season for Andretti Autosport, it was confirmed last weekend. The American's race-by-race deal has been extended to the end of this season following input from multiple sponsors.

DTM BACK TO ADRIA...

The DTM will add a race at Adria to its 2010 schedule. The series will

return to the Italian track, at which it last raced in 2004, on October 31. The race has been added to fill the six-week gap between the Hockenheim race and the Shanghai finale on November 28.

...AND THE A1-RING

The A1-Ring is set to return to the DTM calendar in 2011. The Austrian track, which is now owned by Red Bull, is expected to be ready to re-open next year.

ISR SKIPS HUNGARY 3.5

Formula Renault 3.5 race-winning team ISR withdrew from last weekend's meeting at the Hungaroring prior to the first race. Renault deemed that the team's two cars were too heavily damaged when they went through scrutineering on Friday, and the team was unable to replace them at such short notice.

TODT HEADS STATESIDE

FIA president Jean Todt (below) attended the Daytona NASCAR race last weekend. The former Ferrari F1 boss was a guest of American Nick Crow, president of the FIA Senate. Todt presented the trophies to the Grand-AM winners.



GT OPEN

Tiemann's condition improves

Tiemann is on the road to recovery



FORMER MERCEDES and Opel factory driver Marcel Tiemann is now able to walk and talk in the wake of his accident at Imola in May that left him in a coma.

Tiemann was woken from the medically-induced coma after being transferred from hospital in Italy to Germany last month. He is now walking and talking as he continues his recovery at the University Hospital in Munich.

Dirk Theimann, whose Phoenix team ran the Audi R8 Tiemann was racing in the GT Open series at Imola, said: "Marcel appears to have full mobility and has no problems with his memory, except for the accident. The news is good, but a full recovery is going to take a long time."

Tiemann crashed at the start of the second race at Imola when he was forced off the track by another car.

QUOTE OF THE WEEK

“ Maybe the reason I'm fast here is because there are only four corners!”



Ralf Schumacher doesn't take himself too seriously after taking his first DTM pole position at the Norisring last weekend. Unfortunately, the six-time grand prix winner jumped the start...

RUSSIAN TRACK AIMING HIGH

A new circuit in Russia was officially unveiled last weekend. Construction of the Novgorod Ring is almost complete, and circuit bosses are hoping to attract international series to the 1.8-mile circuit from 2012 onwards



SPORTSCARS

Peugeot keeps Davidson for 2011

French outfit to retain its 2010 drivers, while Briton also gets extra races this year

Former grand prix driver Anthony Davidson is certain to remain part of Peugeot's Le Mans 24 Hours squad for next season.

This year's nine-driver Le Mans line-up was told last week by Peugeot Sport boss Olivier Quesnel that the intention was to retain them all for 2011. He stated that he was "pleased with the professionalism" of the drivers and will "renew his confidence in the same line-up for the 2011 season".

Davidson told AUTOSPORT: "I felt I did a good job at Le Mans, and before that at Sebring and Spa, and



I was keen to remain with Peugeot. This is the news I wanted, because I've learned over the past few years that you cannot take anything for granted."

The extent of Davidson's deal for 2011, when Peugeot will contest the

new seven-event Intercontinental Le Mans Cup, has yet to be determined. He said there were "many possibilities".

It seems likely that Davidson will have a full programme in Peugeot's new-for-2011 LMP1 contender now that he has been confirmed for two more events over the remainder of

the current season.

The Briton will, as expected, contest the AUTOSPORT 1000Km Le Mans Series round on home ground at Silverstone on September 12, where Peugeot will enter a solo 908 HDi for him and Nicolas Minassian. He will then be part of a two-car line-up at Petit Le Mans, sharing a car with Marc Gene and Alex Wurz.

Davidson said he was delighted "to end up doing five races this season" and looking forward to "getting the chance to race on the new Silverstone layout and shine in front of the British fans".

He will not be in Peugeot's line-up for the Zhuhai 1000Km ILMC event in November.

Peugeot solves Le Mans failures

CONROD FAILURE has been identified as the reason for the three engine blow-ups that thwarted Peugeot in this year's Le Mans 24 Hours.

Peugeot has revealed that the 908 turbodiesel V12s, which had new conrods for this year, were put under greater strain than had been simulated. This resulted from the engines running at full throttle for longer than expected because of high grip levels and cool conditions that aided efficient combustion.

Peugeot Sport technical director Bruno Famin explained that these factors "tipped us the wrong side of the limit".

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WORLD GT1

Chevy team's GT1 entry under threat

THE PHOENIX/CARSPORT Chevrolet squad will lose its FIA GT1 world championship points if it fails to run two cars at the next round of the series at Spa at the end of this month.

Phoenix/Carsport has fielded only one Corvette

C6.R since the car shared by Mike Hezemans and Anthony Kumpen was seriously damaged by fire at Silverstone. It has avoided sanction so far by claiming *force majeure*.

Phoenix team manager Dirk Theimann said:

"There was more damage than we thought; the chassis was warped. There is one month to go and we are looking at what we can do for Spa, but there is no other car available for us to use."

Phoenix/Carsport could also lose its

priority entry in the world championship if it misses a further round.

Series boss Stephane Ratel explained that it might be possible to allow two rather than four Chevrolets and for a new brand to join the series with two cars.



Silverstone fire has hampered the team

SPA 24 HOURS

Biela to race Audi GT3 at Spa

FRANK BIELA, a five-time Le Mans 24 Hours winner with Audi, will get another chance of round-the-clock glory with the German marque at Spa this year.

The 45-year-old will race for Vincent Vosse's World Racing Team, a regular in the French GT series, in the Spa 24 Hours on July 31/August 1.

He is part of a two-car line up of GT3-spec R8s that also includes fellow Le Mans winner Stephane Ortelli, former Spa victor Kurt Mollekens and team boss Vosse.

Ortelli, who raced Audi prototypes at Le Mans in 1999, 2000 and 2005, said: "Spa is a race I have won and like a lot, so I'm

Biela will race WRT-run Audi R8 at Spa



pleased to be doing this. I'm sure my place in the team is thanks to my

results in the French GT championship with ORECA [which also runs Audis]."

WORLD GT1

Ratel targets two races in America

F1 raced in America twice a year in the '80s



THERE WILL be two US races on the FIA GT1 World Championship schedule in 2012, if series boss Stephane Ratel's plans come to fruition.

Ratel had previously stated that a race in the US was his "top priority" for year two of the world championship in 2011. Now he has revealed that he wants one race on the east coast and one on the west coast the year after.

"We could have two races in 2012 or '13, just like there used to be with the US Grand Prix East and the US GP West in the 1980s," he said. "It is such a big and important market that we need two races there."

Ratel explained that he believed that one race next year will help pave the way for a second round of the world championship in the US.

"The biggest obstacle is crossing the Atlantic," he said. "The most difficult thing will be getting our first race there."

Ratel conceded that the onus was on him to find sponsorship to make the first US race happen. He explained that he was in discussion with a number of promoters for next year when the US event would likely be part of a North American double-header together with a race in Canada.

Plans for an event in Durban in November on a version of the street track used for A1GP in 2006-08 remain in a state of flux, Ratel explained. Revisions to the circuit layout were rejected by the FIA and had to be resubmitted last week.

IN BRIEF

FACTORY PORSCHE LINE-UP

Scuderia Italia's Porsche 911 GT3-RSR will have a line-up of four factory drivers at the Spa 24 Hours on July 31/August 1. Wolf Henzler has now been announced alongside Romain Dumas, Jorg Bergmeister and Martin Ragginger.



COLLINS REPLACES WALLACE

Former Le Mans winner Andy Wallace has been dropped by the RML prototype squad and replaced by Ben Collins. Collins will share the team's HPD-engined Lola with Tommy Erdos and Mike Newton at the Algarve Le Mans Series race later this month and, most likely, for the rest of the season.

NEW TEAM ENTERS LMS FRAY

The British Team RLR has firmed up its entry into the Le Mans Series. It will run an ex-RML Lola-MG LMP2 contender in the Hungaroring and Silverstone LMS events for SPEED series graduates Barry Gates and Rob Garofall ahead of a full programme next season.

SARRAZIN BACK TO ORECA

Peugeot factory driver Stephane Sarrazin will return to the French ORECA team for the final three Le Mans Series events. He will share the team's 908 with Nicolas Lapierre and Olivier Panis as he did at the Paul Ricard series opener.

CORVETTE PENALTY IN WORLD GT1

The #13 Phoenix/Carsport Chevrolet Corvette will drop five grid places in the main event at the next FIA GT1 World Championship at Spa later this month. Andrea Piccini's clash with Enrique Bernoldi's Vitaphone Maserati at Paul Ricard last weekend was deemed to have been avoidable.



GANASSI OVERCOMES BALLAST

The Ganassi Riley-BMW (above) won last weekend's Grand-Am event at Daytona despite the addition of 75lb (34kg) in performance ballast for all BMW-powered cars. Ganassi drivers Scott Pruett and Memo Rojas also received a 25-point penalty when their engine was found to contravene the regulations after the Mid-Ohio event.

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DTM will host its own RoC-style event



DTM Knockout event could be DTM points round

German series to run a Race of Champions-style event in Munich stadium

DTM bosses are considering awarding full championship points for a Race of Champions-style event from the 2012 season.

The series will trial the head-to-head knockout-style event in Munich's Olympic Stadium in July 2011. That could act as a precursor to it becoming a full round of the championship.

Hans Werner Aufrecht, boss of series promoter the ITR, said: "It is not going to be a championship round in the first year, but the goal is for it to be a genuine round in 2012."

"We want to bring the DTM to the fans, and this event will be all about sheer entertainment. We will decide after the first event if it should get points.

If it does, then they would be awarded as normal."

Aufrecht's idea was met with caution in the DTM paddock at the Norisring last weekend, with the majority of people deciding to reserve judgment until the first event has taken place.

Mercedes-Benz motorsport boss Norbert Haug said: "I think this is the right thing to do to give

something to the fans. This will not be the typical motor race, so we should wait and see how it goes. If we can translate it into some form of [championship] competition then this is fine."

Audi Sport boss Wolfgang Ullrich is also prepared to wait before judging the idea, but some drivers have expressed their doubts.

Race-winning Audi driver Martin Tomczyk said: "It sounds like it will be a good event, but a professional championship should be decided on proper circuits. Maybe we could give rides to sponsors and have a big prize fund as the incentive instead."

The two-lane circuit layout will be lined with Armco barriers for safety reasons.

DTM/SUPER GT

DTM closes on Japanese rules tie-up

DTM AND Super GT cars are set to be able to race together from next year as a first step towards common regulations for 2015.

Discussions that would allow DTM machinery to race in the Japanese-based Super GT Series, and vice versa, reached an advanced stage at last weekend's Norisring DTM round, where a delegation

that included representatives from the Super GT manufacturers met with DTM organiser the ITR. A broad agreement that should eventually result in one rulebook for the two series was reached.

A statement from the DTM said that talks about its new-for-2012 regulations (see AUTOSPORT, April 29) being adopted for Super GT intensified over the weekend, but ITR boss Hans Werner Aufrecht would not be drawn on specifics.

"A lot of things are going on in a direction that seems very positive," said Aufrecht. "The talks with our international colleagues are very constructive."

The talks with Super GT, and those with Grand-Am, have resulted from prospective DTM entrant BMW's insistence that it must be able to race its M3 touring car in other arenas.



Aufrecht is pleased with DTM progress

DTM

Premat's final warning

ALEXANDRE PREMAT has been told that he will lose his job if he clashes with any more of his team-mates in the DTM.

The Frenchman was fined by Audi last week for causing a multi-car incident on the first lap of last month's Lausitz round.

Audi Sport boss Wolfgang Ullrich told AUTOSPORT: "We decided at the beginning of the year the issues that there would be penalties for. Alex understood that it was wrong what he

did, and therefore I think he knows exactly how to behave. Now it's like in football – he has a yellow card."

Premat added that he accepted the warning and the fine from Audi, and he admitted that it made him more cautious at the start of last Sunday's Norisring race: "It's like in any job: if you make a serious mistake then you get a warning, and you cannot do it again. Dealing with it like this is fine."

Premat hit a Merc, not an Audi, at the Norisring



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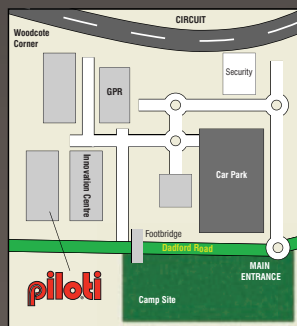
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Chevy #3 back in winner's circle

NASCAR

Earnhardt Jr honours dad with win

DALE EARNHARDT JR took an emotional victory at Daytona last weekend, winning the NASCAR Nationwide Series race driving with his late father's famous #3.

The son of the seven-time Cup champion entered the race in car #3 as a one-off tribute to his father, who was killed at Daytona in 2001 and will be inducted into the NASCAR Hall of Fame this year. Earnhardt raced the car in the Wrangler colours made famous by his father in the 1980s.

"I feel so lucky – I was so

worried that I wasn't going to win," said Earnhardt Jr. "I worked so hard to win for my dad, because nothing but a win was going to be good enough. If I didn't win, what a waste of time. I'm so proud of him being in the Hall of Fame, and I know he would be proud of this. This is a real emotional win."

Earnhardt led the final 32 laps of the race, which included holding off fellow Cup racer Joey Logano on a green-white-chequered finish. Afterwards, the winner

dedicated the win to the fans that still idolise his father.

"This was obviously to honour dad, but it's for his fans too," he added. "Not just my fans, he has so many of his own as well. I hope they enjoyed this."

The 35-year-old reiterated his claim before the race that he will never use his father's number again in competition.

"I really wanted to drive this car, but I will never do it again," he said. "This didn't feel like a normal victory. There wasn't

the jubilation and explosive excitement, there was just so much relief and satisfaction."



Dale Jr took an emotional win

INDYCAR

Carroll: solid on debut

ADAM CARROLL believes that he can build on his impressive IndyCar Series debut when he rejoins the field at Mid-Ohio next month.

The former GP2 and A1GP race winner made his series debut with Andretti Autosport at Watkins Glen last weekend. He qualified in the top 10, and was solid in the race before eventually finishing in 16th.

"Because the race was so long, I sometimes struggled with the balance of the car," said the 27-year-old. "But in the middle of the race I was able to run with a lot of the guys at the front, we just struggled after the last stop. It's a pretty good start, and we'll



Carroll made his debut at The Glen

come back stronger at Mid-Ohio."

Carroll made a cautious start to the weekend in practice, but he gradually improved through the weekend.

"After first practice I was pretty lost but it was a green track, and a new circuit for me. By qualifying the car was great. We know what to do now to get more speed out of the car, it's just a matter of making it work."

NASCAR

Logano praises new car

NASCAR SPRINT CUP race winner Joey Logano believes that the next-generation Nationwide Series car will help more drivers graduate to the top level of the sport.

Logano made his debut in the Cup series as an 18-year-old in 2008, and he has competed in a lot of second-tier races as well since then to gain experience. The Nationwide series raced its new car for the first time at Daytona last weekend, and Logano was impressed with the package.

"The new car drives more like a Cup car, which is good for me and young drivers that are trying to get there," said Logano. "I was able to transfer a lot of things that I learned into the Cup race this weekend, which I haven't

been able to do for a long time between Nationwide and Cup."

Logano also played down concerns that the new cars didn't have enough grip at the rear.

"When we came here to test everyone was pretty sideways, but I think all the teams have done a good job to make the cars better," he added.



New Nationwide car ran at Daytona

WRC

Mini WRC closing on first test

Prodrive's latest World Rally Car is expected to begin testing before the end of the month, ahead of its 2011 debut

The British-built Mini WRC remains on target for its debut next season with sources suggesting the car will be running before the end of July.

There had been concerns over the lack of news from Prodrive, the Banbury firm that is building the all-new Countryman-based World Rally Car, but AUTOSPORT's sources have confirmed the first 1.6-litre turbocharged engines are expected to arrive from BMW's motorsport preparation arm in Germany next week. It is reported that bodyshells for the new car have been under preparation at Prodrive for a number of weeks now and fitting the engine is the final part of the technical preparation.

A source said: "There's no doubt they're [Prodrive] getting close now. We've heard they're booking testing

time with suspension suppliers and things like that. You don't do that kind of thing unless you know where you are with the car and you have a firm picture of when the car's going to be launched."

Prodrive technical director David Lapworth remained tight-lipped on the precise identity of the project, but confirmed it remained on track.

"Our rally car development programme is progressing nicely," Lapworth said.

Given the pace at which both Ford and Citroen are now testing their 2011-specification World Rally Cars, albeit fitted with de-tuned two-litre engines, Lapworth denied the Prodrive car would be disadvantaged by a lack of running.

"We still have a good timescale to work towards for testing and we're happy where we are at," he

added. "It was not viable to produce a mule engine to get the car running earlier — it's not something we even thought about. I can see the value in Ford and Citroen doing it and I understand that temptation, but we didn't feel there was any value in us doing that. When we start testing,

we'll run an intensive programme for the rest of the season — and we expect to be testing before the end of the summer."

Speculation about who will drive the car continues, with Norwegian Mads Ostberg now believed to be in the running.



The Prodrive/Mini deal is progressing

BLOCK MONSTERS THE FESTIVAL...

American Ken Block was a big hit on his Festival of Speed debut last weekend - his Focus was rarely seen in a straight line



P77 STARS OF THE STAGE AT GOODWOOD

BRC

Higgins to miss Manx

TRIPLE BRITISH Rally Champion Mark Higgins has called time on his efforts to extend a 20-year run of competing on the Rally Isle of Man.

The Manxman has won his home international a record-breaking five times, but his efforts to go one better have stalled after he failed to secure funding for this weekend's Douglas-based BRC round.

Higgins said: "If I'd had another week, I could probably have got the deal together, but that's it. It's tough to take, but it's a sign of the times."

Higgins misses the chance to stop his old adversary Gwyndaf Evans collecting a hat-trick after the Welshman's Pirelli and Jim Clark wins.

The event starts on Friday morning and finishes on Saturday evening.

WRC

Bulgaria set to tax WRC regulars

THIS WEEK'S Rally Bulgaria will be one of the biggest asphalt challenges in the recent history of the World Rally Championship, according to Ford engineer Tim Jackson who attended the event last season.

Jackson, who works as Jari-Matti Latvala's

engineer, said the Borovets-based mountain event would be unlike any other rally in the WRC.

"The stages are very, very fast," he said. "The asphalt is broken and bumpy in places. It will be tricky for the drivers to judge the surface changes; it's different to

the asphalt the drivers have become used to. The surface is a mix of Ireland and Corsica with the speed of Spain."

Citroen's Dani Sordo said: "It's difficult to now what to expect. Everybody who's told me about this event has given me a different description!"

WRC
Fiesta WRC impresses in first gravel test

MATTHEW WILSON has revealed that the results of Ford's latest Fiesta RS WRC test couldn't be more positive after the Cumbrian completed more than 600 miles of driving in three days last week.

The Fiesta Wilson tested was still fitted with a two-litre Focus engine, but there were parts from the new 1600cc motor included in the test for the first time. All of the running was completed at M-Sport's own test venue in Greystoke Forest.

"The car is fairly awesome," said Wilson. "We actually tested for four days, but two of



Wilson put over 600 miles on new Fiesta

them were half days. The best part about the whole thing is that we didn't put a spanner on the car for the whole test. That's good news in a way, but at the same time it's good to break things to identify any weak points."

Having completed the early durability running the team is now looking to move into more

precise set-up work with the test mule.

"That's where the work gets really interesting," Wilson said. "Right now we've driven it and driven it pretty hard through some fairly rough sections of road and the car – which is still pretty much in its rawest form – has been fantastic."

Wilson added that he

was pleased with the feel of the car after its first run on gravel.

"It feels fantastic to drive," he said. "It only took me three laps or so and I was absolutely loving it. I felt so comfortable in the car for the whole of the 1000 kilometres of testing. It's great for me to spend so much time in the car ahead of 2011."

IN BRIEF



SNIJERS BACK TO MANX

Former European Rally Champion Patrick Snijers will return to the scene of one of his greatest victories tomorrow (Friday) when he takes the same Prodrive-run BMW M3 (above) he used to win the 1988 Manx Rally back to the island for a demonstration run through the Castletown stage, ahead of the main British Rally Championship field.

WILKS BACK FOR ZLIN

Given the logistical difficulties in getting to the Maderia Rally, Guy Wilks is now likely to return to the IRC for the Barum Rally at the end of next month. He will then contest Sanremo and Scotland, with his championship position being considered before Skoda UK Motorsport decides whether to commit to the final round in Cyprus. Wilks will test his new Fabia S2000 before the Czech Republic event.

STARS OUT IN FINLAND

As usual the Group N category of Rally Finland boasts one of the best entries of the season, with Anton Alen and Toni Gardemeister both

running Fiesta S2000s, while Juho Hanninen, Matti Rantanen and P-G Andersson drive Fabia S2000s. Highly-rated Finn Jarkko Nikara has secured a Peugeot 207 S2000 for his home round of the WRC.

PACE FROM PROTON

Alister McRae registered Proton's best A-PRC finish of the season on the Rally of Whangarei last weekend. The Scot was second A-PRC driver in his Satria Neo. He trailed team-mate Chris Atkinson, who enjoyed his best run to date in the Proton, but was sidelined by a broken alternator belt on the opening day.

CITROEN UNVEILS NEW DS3

Citroen has launched its latest new rally car: the DS3 R3. This is the watered-down, front-wheel-drive version of the DS3 WRC, which makes its debut next season. The R3 (below), which has completed more than 6000 miles in testing since August 2009, uses the same gearbox technology as the current C4 WRC and a 210bhp 1.6-turbocharged engine.



WRC

Tree worry threatens Rally GB

Tree trouble could hit Rally GB this year



RALLY GB could be under threat from a tree disease which is spreading through the South Wales forests.

The organisers of Britain's WRC round are in contact with the Forestry Commission to monitor the situation. One national event – this month's Swansea Bay Rally – has already been cancelled. The disease, Phytophthora Ramorum, has been found close to trees lining the Resolfen and Margam stages which are used on the final day of the November 11-14 event. It is spread by vehicles.

Rally GB co-ordinator Andrew Kellitt said: "Currently the disease is not on our route, but we are monitoring the situation. Luckily, we don't have the same reliance on South Wales we once did. This is a concern, but we have to take it as it comes. I'm not sure we have time to find an alternative route. One thing in our favour is that the affected area is on the final day, it would be more difficult if we were going from an infected area into a clean area."

AUTOSPORT SAYS...

DAVID EVANS
RALLIES EDITOR

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I'VE NEVER been to a ski resort in the summer before. I've never really seen the point, it's a bit like going to Twickenham to watch a football match: pointless.

That's all going to change this week, though. This week I'll set out for Borovets, Bulgaria's first ski resort, constructed in 1986. Holding a round of the World Rally Championship sounds like a great idea; the roads up to these places are invariably hairpin-strewn hero-makers. In the winter, that is.

This week's Rally Bulgaria represents the WRC calendar issue in a nutshell: it means well, but simply doesn't deliver on some fairly basic levels. This is no slight on promoter North One Sport, which had this year's schedule foisted upon it by the rotation-favouring FIA regime that came before this one.

I'm sure Bulgaria is a lovely place (I'll let you know next week) and it certainly paid its cash to be a Candidate round of the WRC, but Bulgaria at the expense of Argentina or Italy? Only time will tell. I remember asking similar questions about Poland last season – and then being forced to eat my words...

What chance a Ford win? Deeply unlikely. Citroen and Sebastien Loeb haven't been beaten on asphalt since 2004. And when Dani Sordo's finished an asphalt round in a World Rally Car, he's never been off the podium.



Loeb and Sordo are likely to clean up in Bulgaria

WRC PREVIEW

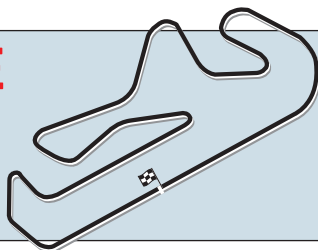
Event	Rally Bulgaria
Round	7/13
Based	Borovets
Date	July 8-11
Stages	14
Surface	Asphalt
Competitive miles	220
Championship leader	Loeb (below)
Number of entries	32



ALGARVE

Portugal

July 4
WTCC
Round 5/11



AT A GLANCE

- **Winners** Tiago Monteiro/
Gabriele Tarquini
- **Pole position** Monteiro
- **Fastest laps** Tarquini/Jordi Gene



Monteiro converted pole into victory in first race



Portuguese man o' war

SEAT's Tiago Monteiro once again used the home advantage to outscrap his WTCC rivals for a third career tin-top win

Monteiro kept the field behind for his third WTCC career win

QUALIFYING

Monteiro mighty for 'home' pole

⌚ **Tiago Monteiro took only one pole position in his first three and a half years in the series, but he doubled that tally on home soil last weekend. He was fastest in Q1 and his opening shot in Q2 proved enough for pole when Yvan Muller, Augusto Farfus and Gabriele Tarquini failed to beat it.**

British Touring Car champion Colin Turkington had an excellent session on his first appearance of the year, and was the only independent runner to make it through to the top-10 shootout. Among the frontrunners, Tom Coronel missed out, languishing in 15th place after his SEAT sprung an oil leak.

Monteiro doubled his career pole tally



Tiago Monteiro doesn't just raise his game when racing in Portugal, it's as though he's playing a whole new one.

The former grand prix driver has been in the WTCC since 2007 and, prior to Portimao, had just one pole position and two victories to his name. He added one of each last weekend and has now scored two of his three wins at home and hasn't finished outside the top eight in six Portuguese races.

A fixture inside the top five during the practice sessions, he set the fastest times in both segments of qualifying and went into the race looking pretty hard to beat. He held his lead from

the rolling start, while fellow front-row starter Yvan Muller just about fended off Gabriele Tarquini's advance from fourth on the grid. Rob Huff and Augusto Farfus filed in behind, while the other BMW of Andy Priaulx was the race's first victim a lap later – the Briton retired in the pits with left-rear bodywork damage following contact with Fredy Barth's SEAT.

Monteiro initially built himself a decent lead, while Tarquini pressed Muller for second and Farfus did the same to Huff for fourth. But Monteiro was made to work for his victory in the closing stages when a couple of mistakes allowed Muller onto his bumper. But the only real chance Muller had to attack was tranquillised

when a half-look up the inside into the Turn 5 hairpin forced the former champion into defensive mode from Tarquini behind. Farfus had more luck with Huff three laps from home when the Chevrolet picked up a left-front puncture and flew off into the tyres.

Race two was set up to be a thriller before the start, with the SEATs of Barth and Norbert Michelisz on the front row, and Tom Coronel, Alain Menu and Farfus ahead of the championship frontrunners.

Barth made a terrible start and fell to eighth within half a lap. By contrast, Michelisz made a fine getaway and swept into the first corner well ahead of Menu.

Tarquini made a brilliant job of the standing start to

RACE RATING

★★★★★

A popular home win for Monteiro in race one and a non-stop thrash to the flag in race two



It seems to help me to race at home - maybe the bit of extra support makes a little difference"

Tiago Monteiro on success on his doorstep

REPORT WTCC ALGARVE



Steven English reports

KEY MOMENTS

Qualifying Monteiro pinging himself to the top of the times with his first Q2 effort
Race 1 Monteiro holding off Muller's advances early on
Race 2 Micheliz's SEAT failing handed Tarquini his chance

turn into the first corner in third – from sixth on the grid – ahead of team-mate Coronel. Muller held sixth, then came Farfus and Monteiro. Huff, who had started down at the back following his first-race puncture, had a supreme first lap and was already 11th by the time the train thundered past the pits. Up front, Micheliz's

defence held firm under pressure from Menu, but only for the first three laps. Over the line for the fourth time, he slowed suddenly and was bundled down to eighth in a handful of corners. Next time round he peeled off for the pitlane and his race was run – some sort of engine/water pressure problem to blame. That handed Menu the

lead for just one corner, until Tarquini surprised him with an excellent pass up the inside into Turn 2. Once in the lead, Tarquini stretched clear seemingly effortlessly and wasn't seen by his pursuers again. His fourth win of the season helped to propel him back in the direction of Muller at the head of the title race.

"I was really surprised at how consistent my pace was," Tarquini admitted afterwards. "It is normal that in this temperature [pushing on towards 40C, with a track temp of 55C] we drop off, but it was okay. I had the option to start on new tyres but chose used ones and this was the right decision."

Muller – now ahead of Coronel – inched up behind



A puncture caught out Rob Huff in the opening salvo

his team-mate and later bumped his way through on the inside of the Turn 5 hairpin a couple of laps later, just as Huff arrived on the scene behind. He'd already dispatched the squabbling Farfus and Monteiro.

Tarquini was gone, and the three Chevrolets stretched themselves out in a line, before Huff slipped at the hairpin on the final lap. Though the Briton was later penalised and dropped to 15th following a stewards' investigation into a clash with Farfus.

Behind, both BMWs mugged Coronel and Monteiro for what would become fourth and fifth, with Priaux – also on his way up from the back – having passed Farfus a couple of laps earlier to lead the convoy over the line.

Colin Turkington had a

fine first WTCC outing of the year in his WSR-run BMW. He was well clear in the lead of the independent class in race one – even encroaching on the tail of the premier-class cars. He nipped ahead of Barth for eighth, but his hopes of a reversed-grid pole didn't last long. Barth shoved him off just a few corners later and he fell to 15th. He got up to 12th by the finish but it was still only fourth in class.

Turkington was back in the mix at the start of race two, but was tapped into a spin and dropped to sixth in class. He charged back past Franz Engstler, Mehdi Bennani, Stefano D'Aste and Harry Vaulkhard for P2 behind Darryl O'Young's Bamboo Engineering Chevrolet Lacetti. ❏

NEXT ROUND

Brands Hatch (GB) July 18



Tarquini held off Muller for race-two victory

RESULTS

FIA World Touring Car Championship, Algarve (P), July 3-4, round 5 of 11

GRID		RACE 1 - 11 LAPS, 31.804 MILES						RACE 2 - 11 LAPS, 31.804 MILES				CHAMPIONSHIP TABLE				
POS	DRIVER (NATIONALITY)	TEAM	CAR	WEIGHT	TIME	GRID	POS	DRIVER	TIME	GRID	POS	DRIVER	PTS			
2	MULLER	1:55.425	1	Tiago Monteiro (P)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+21m38.194s	1	1	Tarquini	21m49.935s	6	1	Muller	164
1	MONTEIRO	1:55.372	2	Yvan Muller (F)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+1.032s	2	2	Muller	+1.736s	7	2	Tarquini	149
4	TARQUINI	1:55.709	3	Gabriele Tarquini (I)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+1.587s	4	3	Menu	+3.244s	4	3	Priaux	117
3	FARFUS	1:55.675	4	Augusto Farfus (BR)	BMW Team RBM	BMW 320si	1175kg	+1.826s	3	4	Priaux	+3.570s	19*	4	Huff	104
6	MICHELIZ	1:55.991	5	Alain Menu (CH)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	+8.807s	9	5	Farfus	+4.094s	5	5	Monteiro	99
5	HUFF	1:55.934	6	Tom Coronel (NL)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	+11.723s	14	6	Coronel	+6.201s	3	6	Menu	86
8	PRIAUX	1:56.141	7	Norbert Michelisz (H)	Zengo-Dension Team	SEAT Leon TDI	1210kg	+12.562s	6	7	Monteiro	+6.513s	8	7	Coronel	78
7	GENE	1:56.104	8	Fredy Barth (CH)	SEAT Swiss Racing by SUNRED	SEAT Leon TDI	1210kg	+20.173s	13	8	Barth	+10.207s	1	8	Farfus	75
10	TURKINGTON	1:56.696	9	Sergio Hernandez (E)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+23.113s	15	9	O'Young	+12.751s	10	9	Barth	41
9	MENU	1:56.246	10	Darryl O'Young (PRC)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+23.245s	12	10	Turkington	+13.609s	12	10	Gene	36
12	O'YOUNG	1:56.766	11	Kristian Poulsen (DK)	Poulsen Motorsport	BMW 320si	1155kg	+23.642s	16	11	Vaulkhard	+14.857s	20*			
11	NYKJAER	1:56.517	12	Colin Turkington (GB)	eBay Motors/WSR	BMW 320si	1155kg	+25.738s	10	12	Bennani	+18.100s	21*			
14	CORONEL	1:56.946	13	Franz Engstler (D)	Liqui Moly Team Engstler	BMW 320si	1155kg	+26.845s	18	13	d'Aste	+19.125s	14			
16	POULSEN	1:57.578	14	Stefano D'Aste (I)	Scuderia Proteam Motorsport	BMW 320si	1155kg	+27.248s	20	14	Engstler	+21.271s	13			
15	HERNANDEZ	1:57.502	15	Harry Vaulkhard (GB)	Bamboo Engineering	Chevrolet Lacetti	1120kg	+29.295s	17	15	Huff	+32.587s	18*			
18	ENGSTLER	1:57.803	16	Andrei Romanov (RUS)	Liqui Moly Team Engstler	BMW 320si	1155kg	+44.117s	21	16	Romanov	+35.977s	15			
17	VULKHARD	1:57.628	17	Michel Nykjaer (DK)	SUNRED Engineering	SEAT Leon TDI	1210kg	+49.343s	11	17	Hernandez	-1 lap	9			
20	D'ASTE	1:58.008	18	Rob Huff (GB)	Chevrolet (RML)	Chevrolet Cruze LT	1190kg	-1 lap	5	18	Gene	9 laps-puncture	17			
19	BENNANI	1:57.867	R	Jordi Gene (E)	SR-Sport (SUNRED)	SEAT Leon TDI	1210kg	7 laps-puncture	7	R	Micheliz	5 laps-engine	2			
21	ROMANOV	2:00.413	R	Mehdi Bennani (MA)	Wiechers-Sport	BMW 320si	1155kg	4 laps-differential	19	R	Nykjaer	3 laps-radiator	16			
			R	Andy Priaux (GB)	BMW Team RBM	BMW 320si	1175kg	3 laps-acc damage	8	R	Poulsen	1 laps-acc damage	11			

INDEPENDENTS' TROPHY

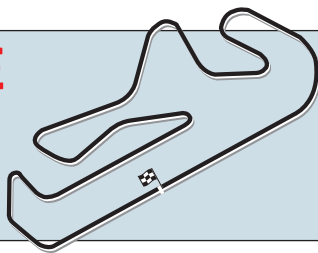
POS	DRIVER	PTS
1	Hernandez	73
2	O'Young	56
3	d'Aste	51
4	Bennani	46

KEY R=Retired; *grid penalty. Race 1 Winner's average: 88.15mph. Fastest lap: Tarquini, 1m56.984s, 88.97mph. Race 2 Winner's average: 87.35mph. Fastest lap: Gene, 1m57.902s, 88.28mph.

ALGARVE

Portugal

July 3-4
Formula 2
Round 5/9



AT A GLANCE

- Winners **Palmer/Stoneman**
- Pole positions **Palmer x 2**
- Fastest laps **Palmer/Stoneman**



Jack Clarke took a podium on Saturday

Stoneman and Palmer share spoils

Two Englishmen were on form, but only one got involved in a post-race spat...



Stoneman beat Palmer into Turn 1

QUALIFYING

For he's a Jolyon good fellow

➡ Zolder winner Benjamin Bailly had dominated the running up until the end of first qualifying, when Jolyon Palmer left it late to pip him for the top spot. Palmer didn't look back from there and, fresh from Saturday's victory, took another pole on Sunday morning.

His nearest challenger then was Philipp Eng, but the Austrian was demoted 10 places on the grid after clashing with Dean Stoneman during and after Saturday's race. That left Stoneman alongside Palmer for race two.



Palmer managed to take pole twice

Championship protagonists Jolyon Palmer and Dean Stoneman may have shared the honours at

Portimao's Autodromo do Algarve, but Palmer extended his lead from eight points to 26 thanks to Stoneman posting a costly non-score in the first race of the weekend.

Palmer had every reason to be confident of increasing his margin after taking both pole positions, while Stoneman was playing catch-up after stumbling to ninth in first qualifying — he would be made to pay for that slump into the midfield.

Palmer settled quickly into his lead, followed by Benjamin Bailly, Jack Clarke and Kazim Vasiliauskas. None of these pursuers looked like troubling the car until a mid-race safety-car period.

After the restart,

fourth-placed Vasiliauskas had a go at Clarke for third. That move was unsuccessful and backed the Lithuanian into Philipp Eng, who in turn came under pressure from Stoneman and Nicola de Marco.

As Stoneman made his move on Eng, de Marco had a run at both and jumped from seventh to fifth. Eng tried to follow de Marco down the inside of Stoneman at the Turn 5 hairpin, but it was over-optimistic and he pitched the Briton into a spin.

Eng continued in sixth as Stoneman rejoined in 12th, out of the points.

After the finish, Stoneman charged round the slow-down lap to catch up with Eng and display his frustration at the initial contact. While gesturing at each other, the pair's wheels tangled and Stoneman spun over the front of Eng's car. He gathered it up on the

grass and drove back to the pits, while Eng was stranded on the track with broken suspension.

Eng was hit with a 20-second time penalty for the race contact, and both were given suspended 10-place grid penalties. With Eng already serving a suspended grid penalty from a crash he caused during the previous round at Zolder, he still had to drop five rows on Sunday.

The Austrian's grid penalty for race two gave Stoneman some satisfaction as it elevated him to the front row, alongside Palmer.

It was Stoneman who got the jump at the start, and he didn't think twice before throwing it down the inside into Turn 1. There was nothing Palmer could have done about it even if he had been willing to take a risk to keep him behind.

While Stoneman pulled into a four-second lead,

RACE RATING

★★★★★

Quickly strung out up front, the best bit of action came after the flag



“Unfortunately Phil and I had a little fight on the track, but we’ll put it behind us and move forward”
Dean Stoneman gets into hot water

REPORT F2 ALGARVE



Steven English reports

De Marco leads Bailly, but would get penalty



Stoneman was taken out by Eng



the wheelnut was undone at the time. I just knew it was terrible in fast corners and I couldn't get enough lock on in the slow corners. I couldn't wait to see the chequered flag.”

De Marco's penalty handed Bailly his second podium of the weekend and promoted Mihai Marinescu to fourth, Will Bratt to fifth and Eng to sixth after his charge from 12th on the grid. He gained two places off the line, passed Sergei Afanasiev on lap two and Bratt on lap three. But Bratt took the place back on the next lap and held him off for the rest of the way, despite carrying damage to his front wing.

The race finished in drama as Plamen Kralev, Sergei Afanasiev and Ricardo Teixeira spun off at the last corner after a course vehicle had dragged gravel onto the asphalt. Kralev's car was in the process of being cleared when the next two arrived and narrowly missed a collision.

With five of nine rounds gone, Stoneman is running out of time to redress the balance. Palmer, meanwhile, just needs to continue his run of consistency to remain in the driving seat over his fellow Englishman. ❏

the championship leader fell into the clutches of de Marco and Bailly as he struggled with misaligned steering due to a loose wheelnut.

“I only used three boosts so I still had five left at the end,” said Stoneman of his seemingly easy victory. “I knew I was edging away and could afford to look after the tyres from the start.”

Bailly flattered to deceive with his challenge to de Marco, the Belgian repeatedly closing in the final part of the lap but slipping back again in the first sector. Once de Marco

had assured himself that attack from behind was unlikely, the Italian began to think about challenging Palmer for second.

He was never close enough and settled for a podium – or so he thought. Hours after the end of the race it was declared that he had exceeded the track's limits at the first corner and then impeded Bailly when he rejoined. De Marco was slapped with a 20-second time penalty that dropped him to seventh.

“That was a hard race,” Palmer said after holding onto second. “I didn't know

NEXT ROUND Brands Hatch (GB) July 17-18

KEY MOMENTS

Race 1 Eng hits Stoneman in the fight for fifth

After race 1 Stoneman and Eng tangle on their in-lap

Race 2 Stoneman passes Palmer on the inside at the first corner

RESULTS

FIA Formula 2, Algarve (P), July 3-4, round 5 of 9

GRID	
2 BAILLY	1:35.915
4 DE MARCO	1:35.957
6 ENG	1:36.012
8 SARANIN	1:36.296
10 TEIXEIRA	1:36.442
12 LARTCHE	1:36.502
14 AFANASIEV	1:36.788
16 EBRAHIM	1:37.031
18 KRALEV	1:37.769
1 PALMER	1:35.700
3 CLARKE	1:35.933
5 VASILY*KAS	1:36.009
7 BRATT	1:36.172
9 STONEMAN	1:36.382
11 SNOEKS	1:36.495
13 KOWALSKA	1:36.550
15 MARINESCU	1:36.855
17 SURESH*EN	1:37.068

RACE 1 - 22 LAPS, 63.607 MILES			
POS	NAME	TIME	GRID
1	Jolyon Palmer (GB)	37m35.402s	1
2	Benjamin Bailly (B)	+2.626s	2
3	Jack Clarke (GB)	+4.327s	3
4	Kazim Vasiliasukas (LT)	+5.761s	5
5	Nicola de Marco (I)	+6.763s	4
6	Ricardo Teixeira (AO)	+10.784s	10
7	Armaan Ebrahim (IND)	+11.297s	16
8	Benjamin Lariche (F)	+14.298s	12
9	Sergei Afanasiev (RUS)	+15.589s	14
10	Natalia Kowalska (PL)	+22.622s	13
11	Dean Stoneman (GB)	+25.088s	9
12	Mihai Marinescu (RO)	+26.386s	15
13	Ivan Samarin (RUS)	+27.429s	8
14	Parthiva Sureshwaren (IND)	+27.860s	17
15	Philipp Eng (A)	+29.538s	6
NC	Will Bratt (GB)	-6 laps	7
R	Kelvin Snoeks (NL)	15 laps-spun off	11
R	Plamen Kralev (BG)	9 laps-spun off	18

GRID	
2 STONEMAN	1:35.473
4 LARTCHE	1:35.681
6 SNOEKS	1:35.724
8 BRATT	1:35.760
10 SARANIN	1:36.241
12 ENG	1:35.362*
14 AFANASIEV	1:36.294
16 VASILY*KAS	1:37.113
18 SURESH*EN	1:37.415
1 PALMER	1:35.193
3 DE MARCO	1:35.541
5 BAILLY	1:35.691
7 CLARKE	1:35.731
9 MARINESCU	1:36.024
11 KOWALSKA	1:36.249
13 TEIXEIRA	1:36.286
15 EBRAHIM	1:36.670
17 KRALEV	1:37.398

RACE 2 - 19 LAPS, 54.933 MILES			
POS	DRIVER	TIME/REASON	GRID
1	Stoneman	31m37.784s	2
2	Palmer	+4.098s	1
3	Bailly	+4.964s	5
4	Marinescu	+15.048s	9
5	Bratt	+19.432s	8
6	Eng	+19.919s	12
7	de Marco	+24.583s	3
8	Samarin	+26.786s	10
9	Kowalska	+27.129s	11
10	Lariche	+28.455s	4
11	Sureshwaren	+36.230s	18
12	Afanasiev	+41.114s	14
R	Teixeira	16 laps-spun off	13
R	Kralev	14 laps-spun off	17
R	Vasiliasukas	0 laps-accident	16
R	Snoeks	0 laps-accident	6
R	Clarke	0 laps-accident	7
R	Ebrahim	0 laps-accident	15

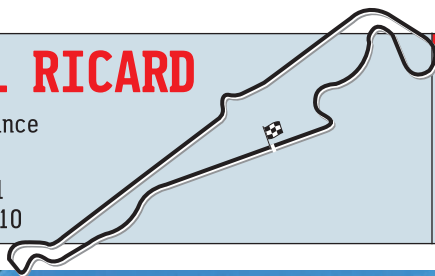
CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Palmer	182
2	Stoneman	156
3	Eng	88
4	Bailly	82
5	Bratt	80
6	Vasiliasukas	77
7	Afanasiev	65
8	Ebrahim	48
9	Marinescu	44
10	Clarke	39

KEY R=Retired.
Race 1 Winner's average speed 101.50mph. Fastest lap: Palmer, 1m37.707s, 106.52mph.
Race 2 Winner's average speed 104.17mph. Fastest lap: Stoneman, 1m39.223s, 104.90mph.

PAUL RICARD

France

July 3-4
World GT1
Round 4/10



AT A GLANCE

- Qualifying race
Bartels/Bertolini
- Championship race
Bertolini/Bartels



Bertolini was the man, taking pole and two wins with Bartels



German Vitaphone squad celebrates Ricard victory

Vitaphone team leaves them flagging

Maserati's Andrea Bertolini and Michael Bartels became the first men to claim a GT1 World Championship double in the searing heat of Paul Ricard

QUALIFYING

Bertolini blows their minds

There's nothing unusual in Andrea Bertolini claiming pole in a Vitaphone Maserati, but the lap that claimed him that honour at Ricard left his pursuers flabbergasted, and put him half a second clear. "Absolutely mindblowing," was how Michael Krumm, who qualified third, described it. The Sumo Nissan driver, who topped Q1, reckoned he should have been closer but was prepared to admit that Bertolini's time was out of range. Bertolini, never one to get too excited, merely shrugged his shoulders and said: "The car was good, the lap was good." That must have infuriated his rivals even more.



Vitaphone Racing's class shone as brightly as the Mediterranean sun at Paul Ricard. The

Maserati squad dominated proceedings, team leaders Andrea Bertolini and Michael Bartels becoming the first duo to win both races on an FIA GT1 World Championship weekend. And the reason for their domination owed much to the ferocity of the sun.

Ambient temperatures in excess of 35C made Ricard all about tyre conservation, a game Vitaphone played better than anyone else. Sure, the mid-engined Maserati MC12 looks after its tyres better than its rivals, but the German team had one goal

from the moment practice began: minimal stress to the four sets of new Michelins allowed each weekend.

Bertolini and Bartels perfected the set-up of their MC12 with minimal track time. They completed just 27 laps before qualifying, the majority of those on an extra fifth, used set of tyres now allowed to be carried over from the previous event.

"Never in all my career have I gone into a race with so few laps under my belt," said team boss Bartels. "We did our homework and arrived with an almost perfect set-up."

The lack of track time made Bertolini's pole position all the more stunning (see left), and the two one-hour races around the 3.63-mile Circuit Paul

Ricard, this layout hosting its first world championship car event since the 1985 French Grand Prix, proved that Vitaphone had also nailed the perfect race set-up, despite the addition of 20kg in Balance of Performance ballast since the previous round.

Bartels briefly lost out to the Reiter Lamborghini, qualified second by Peter Kox, at the start of Saturday evening's Qualification race. Christopher Haase got the jump on the Maserati at the start but was unable to hold off his experienced rival for more than eight laps.

"I could see his tyres were degrading more than mine and decided to wait for my chance," said Bartels. "Our strategy definitely worked."

The main event on

RACE RATING

★★★★★

Vitaphone was too dominant for this to ever be a great race



Fourth is no surprise: we planned for this"

Ford driver Bas Leinders explains that, with two good sets of tyres saved up, 20th on the grid for the main race was little handicap

REPORT GT1 PAUL RICARD



Gary Watkins reports

Sunday followed a similar pattern. Kox got the jump on Bertolini, though this time the Lamborghini was adjudged to have jumped the start. That meant that the Maserati only had to wait until Kox took his drive-through penalty on lap four

that Bertolini suckered him into jumping first. The Dutchman accelerated out of the final corner, only for the Maserati to back off. So much did Bertolini come off the power that he lost second to the Sumo Power Nissan driven by Warren

"I could see his tyres were degrading more than mine and decided to wait for my chance. Our strategy definitely worked"

Michael Bartels played it safe as Christopher Haase led



to move into a lead that stood at more than seven seconds once the pitstop sequence was complete.

The lead Reiter Lambo ended up down in 18th. That was a disappointment for a team that was at its most competitive yet this year, thanks to some aero tweaks resulting from a test at the Salzburgring and the high temperatures that addressed the age-old Lambo problem of getting heat into the front tyres.

Kox held his hand up and admitted his mistake, though there was little doubt

Hughes into the first corner.

The Lamborghini driver's error undoubtedly eased Vitaphone's path to victory on Sunday, as did another mistake by a potential winner later on.

The solo Phoenix/Carsport Chevrolet Corvette had the pace on Sunday, at least in late stand-in Andrea Piccini's hands, to challenge the MC12s. The Italian and team-mate Marc Hennerici had finished sixth on Saturday and an overnight set-up tweak made the car at least a match for the Maserati.

Piccini was the fastest man on the track when he lunged down the inside of Enrique Bernoldi's Vitaphone Maserati for second into the final bend. The Chevrolet only just made the corner, got on the kerbs and skimmed back across the track into the side of the Maserati.

Bernoldi crabbed to a halt at the end of the main straight with a broken left-rear wishbone, while Piccini continued in second. Hennerici looked safe in the runner-up spot, only to be brought in for a drive-

through as a result of his team-mate's misdemeanour.

That penalty dropped the car to fifth and allowed the Sumo Power Nissan driven by Michael Krumm and Peter Dumbreck to claim a second consecutive championship race podium.

Sumo's fortunes perhaps best exemplified what was going on with tyres at Ricard. On the worn tyres heavily used in practice, Dumbreck had no chance of maintaining the third spot in which Krumm had qualified, their GT-R ending up only ninth. On rubber

used only in qualifying, Dumbreck got to fourth before the pitstops. Krumm then had no problem passing the Matech Ford in which Thomas Mutsch was struggling on tyres already used in the first race, and then inherited second when Hennerici came in.

Sumo came close to getting it right but, in truth, the whole grid was taught an object lesson by Vitaphone at Ricard. The result was a first championship race victory in the new world series for the German team. It is unlikely to be the last. ❧

RESULTS

GT1 World Championship, Paul Ricard (F), July 3-4, round 4 of 10

28 LAPS, 101.641 MILES

POS	DRIVERS	TEAM	CAR	TIME
1	Andrea Bertolini (I)/Michael Bartels (D)	Vitaphone Racing	Maserati MC12	1h00m30.245s
2	Michael Krumm (D)/Peter Dumbreck (GB)	Sumo Power GT	Nissan GT-R	+7.057s
3	Altfried Heger (D)/Alex Margaritis (GR)	Hegersport (Vitaphone)	Maserati MC12	+24.633s
4	Bas Leinders (B)/Maxime Martin (B)	Marc VDS Racing	Ford GT	+26.209s
5	Andrea Piccini (I)/Marc Hennerici (D)	Phoenix Racing/Carsport	Chevrolet Corvette C6.R	+29.670s
6	Mike Hezemans (NL)/Xavier Maassen (NL)	Mad-Croc Racing (DKR)	Chevrolet Corvette C6.R	+35.824s
7	Romain Grosjean (F)/Thomas Mutsch (D)	Matech Competition	Ford GT	+46.178s
8	Warren Hughes (GB)/Jamie Campbell-Walter (GB)	Sumo Power GT	Nissan GT-R	+54.364s
9	Frederic Makowiecki (F)/Thomas Accary (F)	Hexis AMR	Aston Martin DBR9	+56.699s
10	Ricardo Zonta (BR)/Rafael Daniel (BR)	Reiter Engineering	Lamborghini Murcielago R-SV	+57.226s
11	Matteo Bobbi (I)/Bert Longin (B)	Hegersport (Vitaphone)	Maserati MC12	+1m04.943s
12	Dominik Schwager (D)/Nicky Pastorelli (NL)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+1m05.405s
13	Jonathan Hirschi (CH)/Clivio Piccione (MC)	Hexis AMR	Aston Martin DBR9	+1m11.342s
14	Markus Palttala (FIN)/Renaud Kuppens (B)	Marc VDS Racing	Ford GT	+1m14.776s
15	Karl Wendlinger (A)/Henri Moser (CH)	Swiss Racing Team	Nissan GT-R	+1m17.780s
16	Darren Turner (GB)/Tomas Enge (CZ)	Young Driver AMR (Fischer)	Aston Martin DBR9	+1m23.897s
17	Christophe Bouchut (F)/Marc Basseng (D)	All-inkl.com Munnich	Lamborghini Murcielago R-SV	+1m26.100s
18	Peter Kox (NL)/Christopher Haase (D)	Reiter Engineering	Lamborghini Murcielago R-SV	+1m47.230s
19	Oliver Gavin (GB)/Pertti Kuismanen (FIN)	Mad-Croc Racing (SRT)	Chevrolet Corvette C6.R	+1m47.240s
20	Christoffer Nygaard (DK)/Stefan Mucke (D)	Young Driver AMR (Fischer)	Aston Martin DBR9	+1m53.704s
R	Olivier Panis (F)/Natacha Gachnang (CH)	Matech Competition	Ford GT	17 laps-gearbox
R	Enrique Bernoldi (BR)/Miguel Ramos (P)	Vitaphone Racing	Maserati MC12	10 laps-acc damage
R	Seiji Ara (J)/Max Nilsson (S)	Swiss Racing Team	Nissan GT-R	9 laps-gearbox

GRID

1 BERTOLINI 2:03.511	2 KOX 2:04.028
3 KRUMM 2:04.392	4 HEZEMANS 2:04.438
5 HUGHES 2:04.701	6 BOUCHUT 2:04.993
7 SCHWAGER 2:05.058	8 NYGAARD no time
9 MARGARITIS 2:05.202	10 RAMOS 2:05.206
11 HENNERICI 2:05.360	12 LONGIN 2:05.664
13 DANIEL 2:06.058	14 GACHNANG 2:06.110
15 MUTSCH 2:06.414	16 NILSSON 2:07.320
17 TURNER 2:05.189	18 LEINDERS 2:05.262
19 MAKOWIECKI 2:05.330	20 GAVIN 2:05.334
21 WENDLINGER 2:05.387	22 HIRSCHI 2:05.637
23 KUPPENS 2:05.703	

QUAL RACE: 28 LAPS, 101.641 MILES

POS	DRIVERS	TIME
1	Bartels/Bertolini	1h00m31.919s
2	Haase/Kox	+5.569s
3	Campbell-Walter/Hughes	+7.798s
4	Maassen/Hezemans	+10.639s
5	Ramos/Bernoldi	+12.821s
6	Hennerici/Piccini	+16.527s
7	Mutsch/Grosjean	+31.121s
8	Margaritis/Heger	+35.443s
9	Dumbreck/Krumm	+37.236s
10	Enge/Turner	+45.843s
11	Accary/Makowiecki	+46.941s
12	Nilsson/Ara	+46.362s
13	Daniel/Zonta	+59.155s
14	Longin/Bobbi	+1m03.030s
15	Pastorelli/Schwager	+1m12.297s
16	Basseng/Bouchut	+1m13.153s
17	Piccione/Hirschi	+1m20.561s
18	Gachnang/Panis	+1m43.947s
19	Kuismanen/Gavin	+1m52.246s
20	Martin/Leinders	+2m18.943s
21	Moser/Wendlinger	-1 lap
22	Kuppens/Palttala	-1 lap
R	Mucke/Nygaard	5 laps-propshaft

CHAMPIONSHIP TABLE

POS	DRIVER	PTS	POS	DRIVER	PTS
1	Bartels/Bertolini	77	6	Makowiecki	30
2	Grosjean/Mutsch	62	7	Accary	28
3	Hennerici	40	8	Zuber	26
4	Dumbreck/Krumm	37	9=	Heger/Margaritis	25
5	C-Walter/Hughes	33	9=	Piccini	25

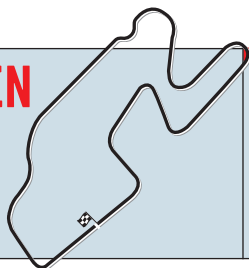
KEY R=Retired. Winners' average: 100.79mph. Fastest lap: Nygaard, 2m05.972s, 103.74mph. Qualification race winners' average: 100.75mph. Fastest lap: Hughes, 2m05.805s, 103.87mph. Driver listed on grid set qualifying time. First-named driver in each car in table started the race. Finishing order of qualification race determined grid for main race.



WATKINS GLEN

USA

July 4
IndyCar Series
Round 9/17



AT A GLANCE

- Winner **Will Power**
- Pole position **Power**
- Most laps led **Power**
- Lead changes **5**



Power with Briscoe and Franchitti...



...after leading for most of the race

Power breaks Penske's Glen hoodoo

Roger Penske's team had always been fast but fragile in IndyCar races at Leafy Watkins Glen. Last weekend, Will Power was fast - and resolute - to win

QUALIFYING

Top-three sweep led by Power

History dictates that Penske monopolises pole position at 'The Glen', but this year it did it in style with a clean sweep of the top three positions. Will Power set his best time early on, and nearest rival Helio Castroneves skittered into the Turn 8 gravel trap trying to match it. His previous time was better than the third of the Penske Dallaras, that of Ryan Briscoe, who beat Dario Franchitti by a couple of thousandths. Takuma Sato pipped Justin Wilson to fifth, while Scott Dixon started seventh after failing to make the cut for the shootout. Adam Carroll impressed with 10th on his first qualifying attempt.



Carroll started 10th on his IndyCar debut

Will Power finally kicked the jinx that has hung over Team Penske every time it has started an IndyCar Series race at Watkins Glen from pole. This was the fifth such occasion, but - unlike all the other events - this time it was converted into victory. And, to top it all, Power led a one-two finish.

Power fended off the challenge of team-mate Ryan Briscoe as well as Chip Ganassi Racing's Dario Franchitti to score his third win of the season and extend his points lead. Briscoe would lead him twice, however.

Briscoe dived past him at Turn 2 on lap one, until

Power boosted past him on the back straight into the Bus Stop chicane. When Briscoe beat Power in a sprint off pitlane later in the race, once more Power would repeat his Bus Stop move just after a restart.

"I just knew the restart was going to be my only chance to get past him, before we had to get back to saving fuel," he said. "I just went for it, used my push-to-pass and got a great run. I just wanted to win so bad. I hate getting pole and not winning!"

As usual, fuel mileage would be key in the final analysis, but Power insisted: "I had it under control, they gave me a number and I went for it. I had to push hard to get the laptime as

well as the fuel number. It was a difficult race, but it was good - I loved it. It's been too long since I was last in Victory Lane."

Franchitti had his own designs on victory. He dropped to fourth after the first restart, thanks to being stuck behind the lapped (what else?) Milka Duno, but the Scot repassed an inspired Raphael Matos by eking out an extra lap of fuel mileage before his second pitstop. That was perfectly timed, as he was in the pits when Simona de Silvestro crashed at Turn 7 to bring out the day's second caution.

Franchitti passed Briscoe for second with 15 laps to go, and had more push-to-pass availability over Power, who was 0.7sec in front at

RACE RATING

★★★★★

Tense battle up front, plus loads of passing in the midfield



There are 15 corners on this track, and she's the 16th. There's no way we should have someone that slow in this series"

Ryan Hunter-Reay's measured opinion of Milka Duno

Chuck Bradbury Jr
reports

KEY MOMENTS

- Lap 7 Castroneves is clipped by Dixon, forcing both to pitlane**
- Lap 43 Power outrags Briscoe to take lead into Bus Stop chicane**
- Lap 59 Franchitti runs wide at final turns, Briscoe grabs second**

this point. Despite his best efforts, however, Dario was soon more concerned about the Penske behind him than the one in front, as he'd asked too much of his final set of 'red' tyres.

They cried enough with just over a lap to go, and two sideways moments were enough for Briscoe to jump past him as the white flag flew to signify the final lap.

"I pushed the reds too hard, and that was it," said the Scot. "I could see the cords on my right-front, and I just understeered, got up on the kerb and off the throttle. That allowed Ryan to pass, so it was a shame to miss out on second."

On the popular subject of Duno-bashing, he added: "The Citgo car was in the way on one of the restarts,

doing about 5mph at the line, so as usual the mobile chicane gets involved in other people's races. I don't know what the hell was going on, but nothing surprises me with that car."

Briscoe was delighted to grab second, to make it a Penske one-two, but lamented his higher level of downforce that he reckoned cost him "about 4mph" on the back straight and lost him vital track position. Even race officials wanted to award him the win, as they mistakenly pushed his car into Victory Circle thinking his car was Power's!

The other members of the Penske/Ganassi quintet didn't get to play with their pals as usual. Helio Castroneves, who made a

poor start and delayed the left side of the grid, was clipped by Scott Dixon as they crested the hill at 160mph on lap seven, shredding Dixon's right-front wing and Castroneves's left-rear tyre. "He probably could have made the pass without causing that contact," moaned Helio.

They ran out of sequence for the rest of the race, and a badly-timed second yellow resigned them to eighth (Dixon) and ninth (Castroneves).

Into the open door – and fourth place – leaped Matos, despite his car-to-pit telemetry having packed up just before the first pitstop. Some great guesswork by the De Ferran Dragon Racing crew in the pits meant he didn't run out of fuel before the flag, although he admitted "my fuel light came on my dash at the end – thank God everything worked out".

Mario Moraes was right behind him at the finish in the first of the KV Racing cars, but comeback of the day had to be from Dan Wheldon, whose camouflaged National Guard-liveried Panther Racing machine stealthily climbed to sixth after being

punted into a spin by Alex Lloyd early on and causing the first yellow.

"The car was so good I was able to overtake cars on the track and the team did a fantastic job to get me some spots in the pits," he said.

Long Beach winner Ryan Hunter-Reay finished seventh, storming back after stalling in the pits. Justin Wilson could only manage 10th, last year's winner here suffering graining on the softer 'red' tyres and a poor first pitstop. Adam Carroll finished 16th on his debut, losing places with a sticking left-rear wheel in his final pitstop.

Takuma Sato ran as high as fourth for KV, but slumped to 15th after a disastrous second pitstop.

Power's present form is ominous, and even Roger Penske – who's seen a lot in his illustrious career – was moved to point out: "I tell you what, Will Power is pretty tough."

I'll wager 'The Captain' is glad he's on his crew. ☒



Matos leads Kanaan on way to impressive fourth

NEXT ROUND

Toronto
July 18



RESULTS

IndyCar Series, Watkins Glen (USA), July 3-4, round 9 of 17

GRID	
2 CASTRONEVES 1:29.4609	1 POWER 1:29.3164
4 FRANCHITTI 1:29.9601	3 BRISCOE 1:29.9346
6 WILSON 1:30.2667	5 SATO 1:30.1410
8 ANDRETTI 1:30.2042	7 DIXON 1:30.1389
10 CARROLL 1:30.4886	9 MORAES 1:30.2644
12 TRACY 1:30.8414	11 MATOS 1:30.5276
14 MUTOH 1:31.1723	13 KANAAN 1:31.1934
16 H-REAY 1:31.4333	15 SILVESTRO 1:31.3268
18 ROMANCINI 1:31.5797	17 MEIRA 1:31.4088
20 WHELDON 1:31.5988	19 TAGLIANTI 1:31.5218
22 LLOYD 1:33.9832	21 PATRICK 1:31.5329
24 DUNO 1:40.4911	23 BAGUETTE 1:32.1888
	25 VISO no time

60 LAPS, 202.20 MILES				
POS	DRIVER (NATIONALITY)	TEAM	CAR	TIME
1	Will Power (AUS)	Team Penske	Dallara-Honda	+1h40m27.4391s
2	Ryan Briscoe (AUS)	Team Penske	Dallara-Honda	+1.2181s
3	Dario Franchitti (GB)	Chip Ganassi Racing	Dallara-Honda	+2.6754s
4	Raphael Matos (BR)	De Ferran Dragon Racing	Dallara-Honda	+8.0208s
5	Mario Moraes (BR)	KV Racing Technology	Dallara-Honda	+9.3229s
6	Dan Wheldon (GB)	Panther Racing	Dallara-Honda	+9.7523s
7	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	+10.5003s
8	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	+12.0546s
9	Helio Castroneves (BR)	Team Penske	Dallara-Honda	+12.9834s
10	Justin Wilson (GB)	Dreyer & Reinbold Racing	Dallara-Honda	+13.5635s
11	EJ Viso (YV)	KV Racing Technology	Dallara-Honda	+18.7591s
12	Hideki Mutoh (J)	Newman/Haas Racing	Dallara-Honda	+20.2279s
13	Marco Andretti (USA)	Andretti Autosport	Dallara-Honda	+26.6965s
14	Paul Tracy (CDN)	Dreyer & Reinbold Racing	Dallara-Honda	+27.7310s
15	Takuma Sato (J)	KV Racing Technology	Dallara-Honda	+28.8774s
16	Adam Carroll (GB)	Andretti Autosport/AFS	Dallara-Honda	+29.3624s
17	Alex Taglianti (CDN)	FAZZT Race Team	Dallara-Honda	+35.3753s
18	Bertrand Baguette (B)	Conquest Racing	Dallara-Honda	+36.5350s
19	Vitor Meira (BR)	AJ Foyt Racing	Dallara-Honda	+36.9869s
20	Danica Patrick (USA)	Andretti Autosport	Dallara-Honda	+38.2675s
21	Tony Kanaan (BR)	Andretti Autosport	Dallara-Honda	+38.6700s
22	Mario Romancini (BR)	Conquest Racing	Dallara-Honda	-1 lap-out of fuel
23	Milka Duno (YV)	Dale Coyne Racing	Dallara-Honda	-3 laps
24	Simona de Silvestro (CH)	HVM Racing	Dallara-Honda	38 laps-crash
25	Alex Lloyd (GB)	Dale Coyne Racing	Dallara-Honda	22 laps-steering

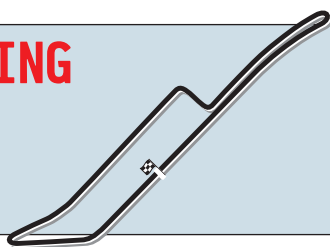
CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Power	327
2	Franchitti	295
3	Dixon	287
4	Briscoe	280
5	Castroneves	273
6	Hunter-Reay	251
7	Kanaan	241
8	Wilson	211
9	Wheldon	211
10	Andretti	201

Winner's average: 120.768mph.
Fastest lap: Power, 1m31.0496s, 133.249mph.
Qualifying: field divided into two groups for qualifying. The fastest six from each move into a 12-car second round. The fastest six from this move into the Firestone Fast Six pole shootout.

NORISRING

Germany

July 4
DTM
Round 4/11



AT A GLANCE

- Winner **Jamie Green**
- Pole position **Ralf Schumacher**
- Fastest lap **Schumacher**



Di Resta smacks the wall in chase of Cheng

Green basks in the glory of his Norisring hat-trick



Green reuses and recycles

That's three times in a row that Jamie Green has won on the Norisring street circuit, and each time it has been in the same 2008-spec Mercedes

QUALIFYING

Schumacher's shocker!

⌚ Nobody paid much attention when Ralf Schumacher topped the times in Q1. Then he was third in Q2, and fourth in Q3. That got him through to Q4 – the top-four pole shootout. He ran first, and then watched as Martin Tomczyk, Jamie Green and Bruno Spengler all failed to beat his Mercedes' time.

Schumacher was as surprised as everyone else afterwards. Further back, the likes of usual frontrunners Mattias Ekstrom, Gary Paffett, Paul di Resta and Timo Scheider were all just as baffled by their lack of pace.



First pole for Ralf since 2005 Japan GP

This could have been Ralf Schumacher's breakthrough weekend in the DTM. But instead

Jamie Green took all the plaudits for a remarkable achievement of his own: the Briton made it a hat-trick of wins at the Norisring, and all three have been scored with the same Mercedes.

In the early stages it seemed that Green was cruising to his incredible feat, and he easily opened up a lead once polesitter Schumacher had served a jumped-start penalty. But the second half of the race was all about fending off Mattias Ekstrom, who set about closing a five-second gap in the final 40 laps.

The Audi man spent the

last 14 laps within a second of the blue Mercedes, but he was never quite close enough to attack. He kept the pressure up, hoping for a mistake from the leader, but Green wasn't going to crack.

"Mattias is the last guy you want closing the gap at the end of the race," said Green. "But I just focused on not overdriving. My pace had been enough in the first stint to pull away, and then it wasn't quick enough when Mattias was closing. But I didn't go looking for more speed, because every time I tried going any faster the car would start sliding. I knew that if Mattias got close it would still be hard for him to pass me."

Ekstrom got the gap down to as little as half a second, but he decided

against anything risky. The Swede hinted that his approach might have been more robust if he was racing a potential championship rival, but against Green he was happy to play safe.

"I could have made a move any time – just braked late and hit him," said Ekstrom. "But I wasn't prepared to do that. I just wanted to keep the pressure up. He didn't make a mistake, so he deserves it."

While second was a good result for Audi, there was a tinge of disappointment that the manufacturer had let a golden opportunity slip through its fingers.

"I realised pretty quickly that we had a really good car in the race," Ekstrom added. "But we struggled in qualifying, and this is

RACE RATING

★★★★★

Not much wheel-to-wheel at the front, but it was tense all the way to the flag



Yes, I f*cked it up. Next question?"

Ralf Schumacher pre-empts the first question he'll get asked post-race following his jumped start

REPORT DTM NORISRING



Glenn Freeman reports

KEY MOMENTS

Lap 1 Poleman Schumacher jumps the start. Green passes Spengler

Lap 39 Ekstrom jumps Spengler during first round of pitstops

Lap 56 Paffett exits pits and doorbangs Scheider, who passes

the price we pay?"

Had the race been a few laps longer, then Ekstrom would have had to defend as well as attack, because championship leader Bruno Spengler was making up ground. The Canadian had lacked pace earlier on, allowing Green to pull away and enabling Ekstrom to pass during the pitstops. In the end he just ran out of time to get the place back.

The fact that Green led to the end made the light of six-time grand prix winner Schumacher all the more painful. In the seven laps he spent out front, the German had already opened out a 1.5sec lead. Green claimed that he was saving

his brakes and tyres because he knew Schumacher had jumped the start, but that was of little consolation to the poleman.

"It was my mistake," said Schumacher. "I moved, then stopped, then the lights went out. So it didn't help me on the start, but under the rules it is a penalty. The pace was there, which makes it even more difficult for me to take. There was a very good chance of being on the podium."

Schumacher continued to run a good pace after his penalty, setting the fastest lap and chasing down HWA team-mate Paul di Resta to the flag. But this will have to go down as the



Schumacher leads as Green (blue Merc) passes Spengler

one that got away.

Di Resta and Gary Paffett didn't enjoy the same level of performance as HWA team-mates Spengler and Schumacher this weekend. They were towards the bottom of the speed traps all weekend, and both struggled with braking stability. The fact that Spengler – who has a 10-point lead in the table – is so happy with a car that clearly doesn't work for his British team-mates is cause for concern.

"Something isn't working for Paul and I at the moment; it could be something to do with the [new-for-2010] tyres," said Paffett. "Maybe we need to try something different. All I could do today was defend my position from Timo [Scheider], but he was faster so he got us in the pitstops."

Scheider made it three

Audis in the top five behind Oliver Jarvis, who had a lonely race to fourth as he scored his first points of the season. Paffett had to make do with sixth, which he held onto mainly due to avoiding Alexandre Premat every time the Audi driver made a lunge for the position in the closing stages. The Frenchman had plenty of attempts, and did get past once, but he went sailing past the corner as well as the Mercedes and couldn't make it stick.

Di Resta hadn't been so fortunate in his dice with the blue Audi on lap one. The pair touched going into the esses, which forced the Scot into a spin and ruined his chances of a good result.

Premat raced on to seventh, just days after being given a final warning by Audi following the

multi-car accident he triggered at Lausitz.

He wasn't the only Audi driver to hit a Mercedes, as Markus Winkelhock slammed into the side of David Coulthard while the pair were dicing with a recovering Martin Tomczyk early on. The contact was so hard that it forced Winkelhock to retire, while Coulthard raced on without his driver's-side door.

Tomczyk went on to complete the points, but the German had little to smile about. His brake valve didn't release at the start, causing him to stall from fourth. He was disappointed, but he'll get over his botched start sooner than Schumacher. ☒

David Coulthard, DC draughty without door



NEXT ROUND
Nurburgring (D)
August 8

RESULTS

DTM, Norisring (D), July 2-4, round 4 of 11

GRID	DRIVER	TIME
1	SCHUMACHER	48.721
2	SPENGLER	48.790
3	GREEN	48.950
4	TOMCZYK	48.970
5	EKSTROM	48.525
6	JARVIS	48.586
7	PAFFETT	48.588
8	DI RESTA	48.671
9	ENGEL	48.580
10	SCHNEIDER	48.640
11	PREMAT	48.650
12	WINKELHOCK	48.674
13	COULTHARD	48.708
14	CHENG	48.848
15	LEGGE	48.782
16	RUEFFEL	48.832
17	STODDART	48.863
18	MOLINA	48.915

82 LAPS, 117.190 MILES						
POS	DRIVER (NATIONALITY)	TEAM	CAR	RESULT	GRID	
1	Jamie Green (GB)	Persson Motorsport	Mercedes C-class (2008)	1h08m05.282s	3	
2	Mattias Ekstrom (S)	Abt Sportsline	Audi A4 (2009)	+0.591s	5	
3	Bruno Spengler (CDN)	HWA	Mercedes C-class (2009)	+1.910s	2	
4	Oliver Jarvis (GB)	Abt Sportsline	Audi A4 (2009)	+9.946s	6	
5	Timo Scheider (D)	Abt Sportsline	Audi A4 (2009)	+12.315s	10	
6	Gary Paffett (GB)	HWA	Mercedes C-class (2009)	+14.521s	7	
7	Alexandre Premat (F)	Team Phoenix	Audi A4 (2008)	+15.834s	11	
8	Martin Tomczyk (D)	Abt Sportsline	Audi A4 (2009)	+16.100s	4	
9	Maro Engel (D)	Mucke Motorsport	Mercedes C-class (2008)	+22.154s	9	
10	Paul di Resta (GB)	HWA	Mercedes C-class (2009)	+31.536s	8	
11	Ralf Schumacher (D)	HWA	Mercedes C-class (2009)	+31.979s	1	
12	Mike Rockenfeller (D)	Team Rosberg	Audi A4 (2008)	+34.790s	13	
13	David Coulthard (GB)	Mucke Motorsport	Mercedes C-class (2008)	+35.751s	16	
14	Cong Fu Cheng (PRC)	Mucke Motorsport	Mercedes C-class (2008)	-1 lap	14	
15	Susie Stoddart (GB)	Persson Motorsport	Mercedes C-class (2008)	-1 lap	17	
16	Katherine Legge (GB)	Team Rosberg	Audi A4 (2008)	-1 lap	15	
R	Miguel Molina (E)	Abt Sportsline	Audi A4 (2008)	29 laps - accident	18	
R	Markus Winkelhock (D)	Team Rosberg	Audi A4 (2008)	16 laps - accident	12	

CHAMPIONSHIP TABLE		
POS	DRIVER	PTS
1	Spengler	32
2	Green	22
3	Ekstrom	21
4	Paffett	19
5	di Resta	17
6	Rockenfeller	12
7	Scheider	12
8	Premat	8
9	Jarvis	5
10	Tomczyk	4

KEY R=Retired
Winner's average: 103.270mph.
Fastest lap: Schumacher, 48.616s, 105.828mph.

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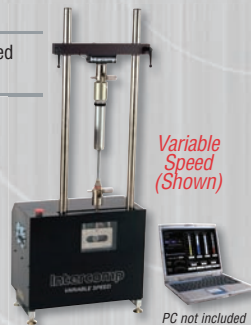
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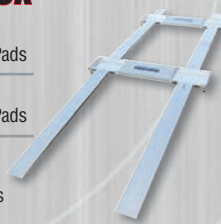
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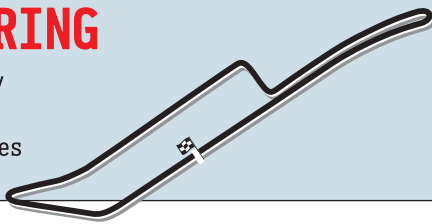
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July 3-4
F3 Euro Series
Round 4/9



RACE RATING

★★★★★

Entertaining by F3 standards, but not as action-packed as usual for Norisring

REPORT EURO F3 NORISRING



Glenn Freeman reports

Bottas makes his points pay

He's won the F3 Masters race twice, but a championship-race victory had eluded Valtteri Bottas for 18 months. Until now



Bottas finally broke his F3 Euro Series duck

After 18 months of trying, Valtteri Bottas finally got his maiden F3 Euro Series victory at the Norisring on Sunday. It's remarkable to think that the Finn, who became the first driver to win the F3 Masters event twice last month, had never won a points-paying race. That was mainly down to the dominance of Jules Bianchi in 2009, and the upturn in fortunes for the Volkswagen-powered Signature team this year.

But on a weekend when the ART-Mercedes package was not quite a match for its fellow French team, Bottas somehow managed to break free of the pack in

race two and get himself out of striking distance.

"It's taken one and a half years, so it feels good to finally win one," said the Williams F1 test driver. "I've waited a long time for this, but I tried not to think about it during the race."

Bottas grabbed the lead from team-mate Alexander Sims after the pair had dealt with Roberto Merhi early on. Sims struggled for pace all weekend, but Bottas "found something" after the first race that enabled him to stay out front. Sims fell back into the clutches of Signature pair Edoardo Mortara and Marco Wittmann, who had started

from the fourth row of the grid after their one-two finish on Saturday. The Briton did his best to keep them at bay, but he was undone when Mortara lost control under braking and ran into him. That allowed Wittmann through into second, and Mortara took third soon after.

"I have to apologise, the incident with Sims was my fault," said Mortara, who extended his championship lead again with a win and a third place. "I was having problems under braking. I'm a bit disappointed, because we had the car to win both races"

Mortara had made the first race look easy, as he edged away from Bottas until a late-race safety car period. That should have been the ART man's chance to go for the lead, but instead he let another couple of points slip away as Wittmann got a run on him and stole second place.

The weekend offered a snapshot of how the season is panning out. The two

leading cars from Signature and ART were a cut above the rest, but the difference in speed between the two teams was just as apparent. Whenever an ART driver chased one from Signature, he could make no progress in its slipstream. But when the roles were reversed, the VW-powered cars were often ahead before they reached the braking zones.

That might not all be down to engine power, as Signature has had an aggressive windtunnel development programme since last year as well.

After losing more ground in the title race, Sims just had to shrug this weekend off as one to forget. And after the second race, he held his hands up.

"I was leading by a couple of seconds and they all caught me," he said. "It's okay blaming the engine, but Valtteri is in the same car and he won. So I'm not looking for excuses."

Those further back might be though. While the same drivers occupied the top

four spots in both races, those from Mucke, Prema and Motopark were left fighting over scraps. With such a gulf in what is just a 12-car field, it means that even if Mortara slips up, he won't lose much of his championship lead.

RESULTS

Race 1 Edoardo Mortara (Dallara-Volkswagen), 35 laps in 30m27.998s; 2 Marco Wittmann (D-V), +1.068s; 3 Valtteri Bottas (Dallara-Mercedes); 4 Alexander Sims (D-M); 5 Roberto Merhi (D-M); 6 Carlos Munoz (D-M); 7 Antonio Felix da Costa (D-V); 8 Mathias Laine (D-V); 9 Laurens Vanthoor (D-V); 10 Nicolas Marroc (D-M).

Race 2 Bottas, 48 laps in 39m42.130s; 2 Wittmann +1.937s; 3 Mortara; 4 Sims; 5 Laurens Vanthoor (D-V); 6 Daniel Juncadella (D-M); 7 Laine; 8 Jim Pla (D-M); 9 Carlos Munoz (D-M); 10 Nicolas Marroc (D-M). **Points** 1 Mortara 54; 2 Wittmann 39; 3 Bottas 32; 4 Sims 28; 5 Merhi 27; 6 Juncadella 14

Mortara (centre) and Bottas (l) won races



NEXT ROUND

Nurburgring (D), Aug 7-8

HAMILTON CHALLENGING FOR RANKINGS TOP SPOT

Button and Hamilton help Britain to top the Nations Rankings as F1 heads to Silverstone



The British Grand Prix is upon us again, and Britain's best drivers are doing their country proud in the Castrol Rankings.

The recent form of McLaren F1 duo Lewis Hamilton and Jenson Button has launched Britain back to the number-one position in the Castrol Nations Rankings, ahead of Australia and Germany.

Two wins and a second place in June elevated Hamilton to second place in the driver rankings, and he has a great chance of stealing the top spot from Sebastian Vettel if he can win at Silverstone. Meanwhile, three podiums in a row have halted Button's slide from the number-one spot. He lies seventh.

Castrol EDGE Fast Facts

4252 British Grand Prix laps have been run since 1950.

JIM CLARK is the most successful driver in British GP history, having won from pole five times and led 365 laps between 1962 and 1967.



146.274 MPH

The fastest British Grand Prix in history, won in 1985 by Alain Prost's McLaren-TAG



Castrol Rankings CURRENT STANDINGS

1	↔	Sebastian Vettel		F1	21,396
2	↔	Lewis Hamilton		F1	20,550
3	↔	Mark Webber		F1	20,452
4	↔	Jimmie Johnson		Sprint Cup, Grand Am	18,492
5	↔	Sebastien Loeb		WRC	18,433
6	↔	Mikko Hirvonen		WRC, IRC	17,413
7	▲	Dario Franchitti		IndyCar, ALMS, Grand Am	16,638
8	▼	Jenson Button		F1	16,614
9	▼	Ryan Briscoe		IndyCar	15,527
10	↔	Scott Dixon		IndyCar, ALMS, Grand Am	15,367

DATA CORRECT AS OF JULY 5 2010

BRITISH GRAND PRIX WINS PER NATION

	Britain	21	
	Germany	5	Others: Italy 3; Switzerland,
	France	5	Canada, Finland 2;
	Australia	4	USA, South Africa,
	Argentina	4	Colombia, Spain 1
	Austria	4	* World
	Brazil	4	Championship
			British GP only

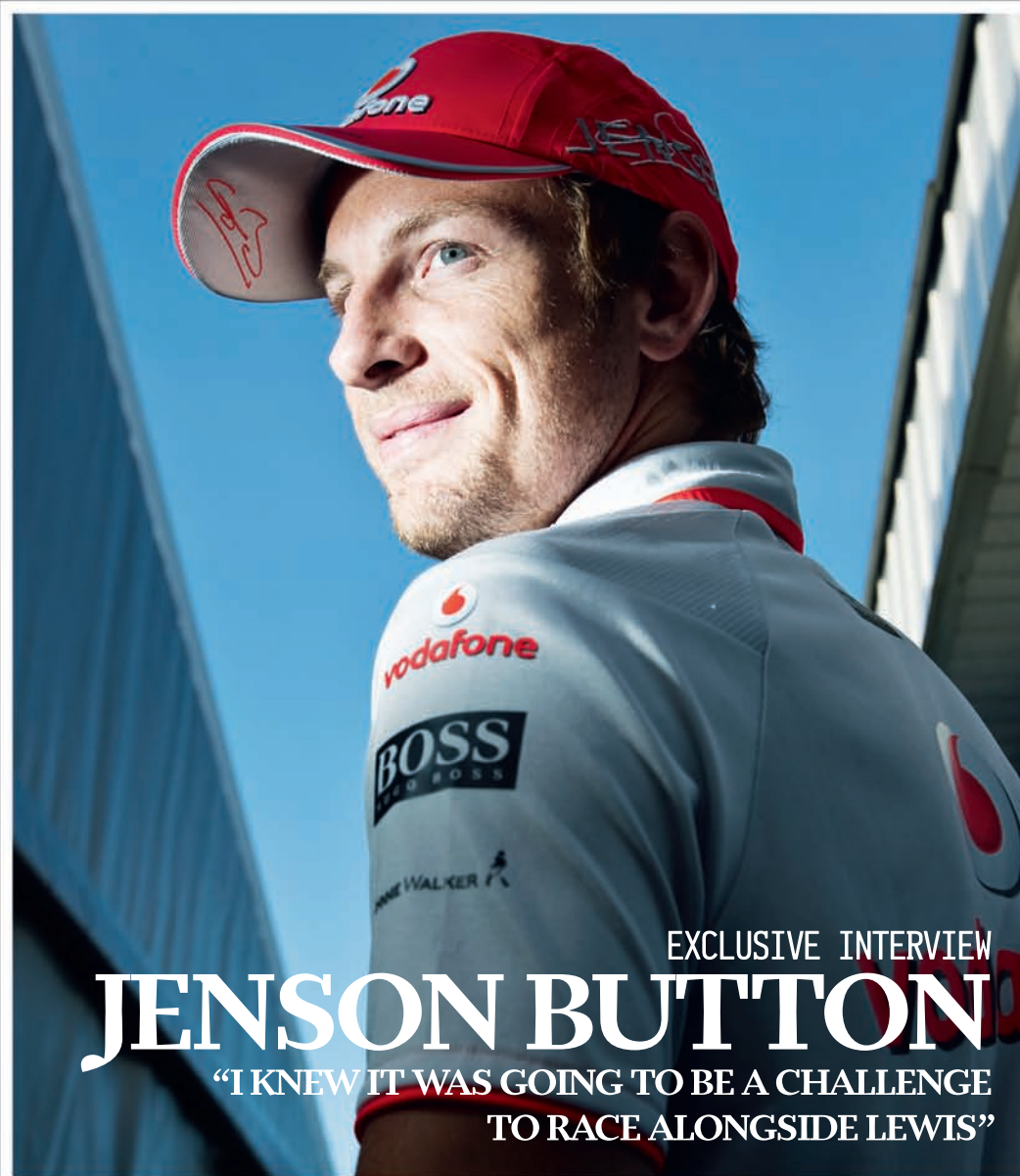
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BRITISH GRAND PRIX

2010
GETTING SET
FOR THE
BIG EVENT

16-PAGE SILVERSTONE SPECIAL



EXCLUSIVE INTERVIEW

JENSON BUTTON

"I KNEW IT WAS GOING TO BE A CHALLENGE
TO RACE ALONGSIDE LEWIS"



CHASING SCHUMACHER



DAVIDSON ON NEW TRACK



NEW FACE OF SILVERSTONE



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VODAFONE McLAREN MERCEDES

26 TORQUE 35Nm
(25 lbf.ft)

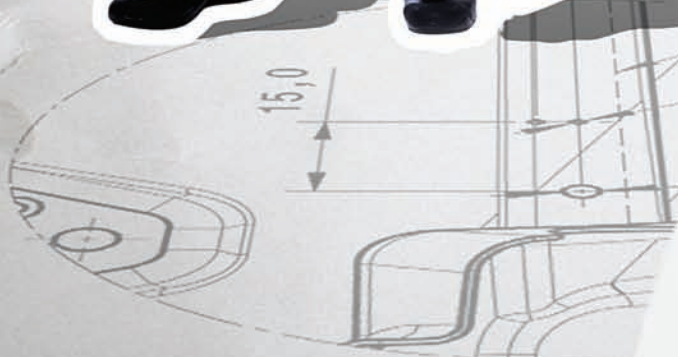
38 REF: SEE
BRAKE CALIPER
OPTIONS TABLE

CLIPPED VIEW
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(22 lbf.ft)
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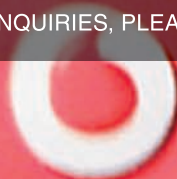


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BRITISH
GRAND PRIX
2010

JENSON BUTTON COOL AND QUICK AND OH SO CLEVER

But don't be fooled by that laid-back manner of his...
Silverstone is the one he really wants. *By EDD STRAW*

The draft script for last year's British Grand Prix read like a feel-good celebration of Jenson Button's world championship dominance. But, then, after winning six of the first seven races in 2009, the gods turned against him and ordered a rewrite.

In place of a triumphant homecoming for a Jenson-come-lately who had finally found himself in machinery worthy of his talents, the Brawn team's tyre warm-up crisis hit hard, then Red Bull emerged as a serious title rival, and team-mate Rubens Barrichello got the upper hand for the first time. This triple threat to the Button fairytale hung over him all the way to Sao Paulo, where he finally clinched the title – and the weight of expectation that had, at times, threatened to cripple him, was lifted for good.

So what of this year's script? Button's Silverstone backstory is one of disappointment at a track where his finest hour dates back

12 years to his clinching the British Formula Ford crown. The 30-year-old has never won the British Grand Prix. Or even set foot on the Silverstone rostrum in 10 attempts. Perhaps last year's failure is just part of an epic trajectory that will see Button dismiss all those years of hurt with victory in 2010. There's something Homeric about his situation, and perhaps beating Britain's other legendary warrior – Lewis Hamilton – in equal machinery will be the final thread that completes his dramatic arc.

Although last year's British Grand Prix marked Button's transition from walkover to backs-to-the-wall battle for survival, now that he has become world champion he is better equipped than ever to win at home. The line in the world champions' roll of honour reading "2009 Jenson Button" can never be erased, so he can afford to be more sanguine about the Silverstone-shaped void in his CV.

"Winning the championship ►



McLaren fits him well, to the surprise of many



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ETHERINGTON/LAT

Unflashy, but still getting the job done

◀ is the most important thing in my career,” says Button, running through his career goals checklist. “That’s what I always dreamed about and what I have already achieved. Hopefully it’s something I’ll achieve again. Winning Monaco last year was special, and then there’s your home grand prix. If, at the end of my career and I still haven’t won Silverstone, I’ll certainly wish I had, of course, but I’ve still won the world championship.

“I haven’t even been on the podium and it’d be great to do it this year. It’s a special race for a British driver as we’re very lucky to be from the UK where you get so much support. It was a sell-out crowd last year and looks like being the same this year.”

Don’t mistake Button’s casual words for indifference. He has a burning desire to win the British Grand Prix, but it’s no longer tinged with desperation. That way madness lies and the kind of trajectory he found himself on in the second half of 2009 as he hauled a car to the title that had lost its edge.

The new, improved, reigning world championship-specification Button is as relaxed as any driver on the grid, and that has been one of the foundation stones of the superb start he’s made to his

McLaren career – it’s unlikely he’d have made those two inspired tyre calls that helped him to victory in Australia and China if he’d been in late-2009 trim.

“Winning the championship fills you with confidence because it’s never easy,” he says. “I’m now more relaxed in a positive way. I don’t mean that I don’t want to challenge for a title again, but I’m more relaxed knowing that I’ve won one. You put so much pressure on yourself the first time, and last year I found it difficult at times. If I win the world championship again, it’ll be out of this world, but I also need to ensure I’m enjoying myself.

“I now look at F1 as my life. Everything I do is to do with racing and developing as a driver. But I also realise that I don’t want to race if I’m not having fun. I’m enjoying myself now and I think possibly it’s because there’s not that pressure to win a title. I wouldn’t be second in the championship if I wasn’t fully focused, but I’m a lot more relaxed because I haven’t got the pressure of needing that first title.”

That attitude is fundamental to how quickly and effectively Button has settled in, chez McLaren. Many expected him to struggle in Hamilton’s back yard

LEWIS JOINS THE BUTTON MASTERCLASS

Martin Whitmarsh has a stark warning for Formula 1’s top guns. The McLaren team principal, the man who recruited Button, believes that the 2009 world champion’s presence is turning Lewis Hamilton into an even better driver. That’s bad news for the Fernando Alonsos of the F1 world.

Hamilton enjoyed two relatively easy years paired with Heikki Kovalainen in 2008-2009, but he now has a team-mate in Button who really makes him think. It isn’t the fact that Hamilton has to push the limits to match or beat him on speed; instead, the real gains are in making him think more deeply about other aspects of a grand prix driver’s art.

“Lewis can probably learn more from Jenson than he expected,” says Whitmarsh. “Jenson has seven more years of F1 experience and has made some quite brilliant calls. Lewis knows that he himself is a fantastic hard-charging racing driver but that there

is still scope for him to learn. He also has the intellect and humility to accept it and become stronger. That Lewis is going to become stronger is a frightening prospect for everyone else in F1.”

Nowhere has this been more apparent than in the two races Button has won in 2010. Both came off the back of inspired tyre calls in damp conditions – circumstances in which Hamilton has usually bowed to the pit-wall’s better judgement. The Australian Grand Prix victory, in particular, highlighted the contrast. Hamilton was left enraged as the team forced him to pit for new slicks late in the race when he was sure that they would last – even though Bridgestone begged to differ.

But if Hamilton can absorb the knowledge Button has accumulated over a decade of hard knocks and glory, Whitmarsh’s prophesy may well be fulfilled.

Great body language of a team pulling together



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Never more relaxed,
and never happier



10th
Button is now the
10th highest points
scorer in world
championship
history

and risk losing his way, but that simply hasn't happened. Although the competitive pattern was anticipated – Button often lacking that final, balls-out tenth-of-a-second that Hamilton can conjure up – he has more than compensated for it with a more cerebral approach to his racing. Melbourne and Shanghai are testimony to that, as is the

current championship table which reads: Hamilton 127pts, Button 121pts.

At the heart of the matter is the realisation that it isn't about whether Button is slightly faster or slightly slower than Hamilton in qualifying. Whereas last year, the title-chaser felt frustrated on the occasions that Barrichello got more out of the Brawn, Button

remains absolutely focused on doing his own job. It's precisely because he no longer has anything to prove that he doesn't get distracted by the days when the pace doesn't come as easily as it should. Could it be that he is finding a way genuinely to revel in his battle with Hamilton that Fernando Alonso didn't in 2007?

“That was one of the things

that was exciting for me,” says Button. “I knew it was going to be a challenge to race alongside Lewis because when you're on track you want to beat your team-mate. So far, we've worked very well together and every race, every qualifying session, is a challenge because it's never easy against someone like Lewis.

“We push each other on. He's ▶

FERRAROLI/AT



◀ an exceptional talent and has been at this team for many years, but I've got a lot of experience from working with other teams and that helps both of us. We race hard – we showed that in Turkey – but there's also mutual respect. There were millimetres between our cars in Turkey, but we didn't touch and had a great fight.

“We're both enjoying life. It's an important time of our lives and we're giving everything to this sport. We get on well, but we don't spend a lot of time together away from the circuit because Lewis lives in Switzerland and I'm between Monaco and Guernsey. But we got to know each other very quickly and that was good for the relationship.”

Things might have been a little different had Button not wisely given Hamilton – in maximum attack – the space to retake the lead in Turn 1 in Turkey, but take that as a sign that both grasp how vital it is to stay “on message” and not fuel a destructive rivalry. Much was made of their demeanour in parc ferme immediately after the race and on the podium, but in the post-race press conference they were laughing and joking off-mic while Mark Webber was grilled about Red Bullageddon.

But it takes just one explosion to turn a good relationship into a war – as we saw with Alain Prost and Ayrton Senna who fell out so publicly over a breach in their no-overtaking agreement at Imola in 1989 – and Button and Hamilton are well aware of that. They probably also grasp the old saying that “to conquer the enemy without resorting to war is the most desirable route”. For sure, there is a battle of sorts here, but it's very much under control.

Team principal Martin Whitmarsh deserves much of the credit for this. Before the season started he sat the pair of them down and warned that the world would be watching for any sign of cracks in the relationship. He didn't read the riot act or order them to stay on good terms, but did make emphatically clear what the consequences of a McLaren civil war would most probably be for all their chances. Allow themselves to be divided, and the likelihood of them being conquered by the Red Bulls and Ferraris of the F1 world would multiply.

With such potential flashpoints carefully avoided, the pair find



And, yes, the podium smiles are genuine...

33%
Button and Hamilton have finished a third of their races as teammates running first and second

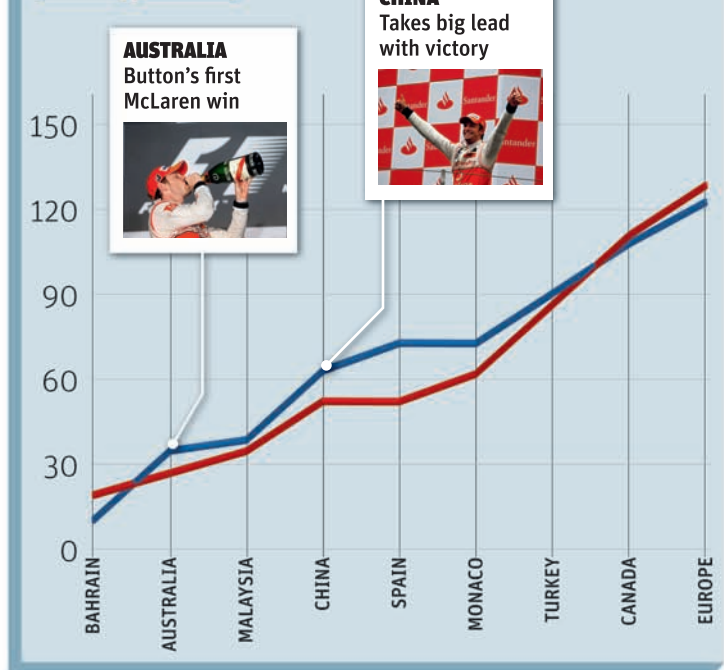
JENSON MAKES HIS POINTS

Just six points separate Lewis Hamilton and Jenson Button at the top of the championship after nine races. Rest assured, there will be plenty more twists in the tale before the final race in Abu Dhabi on November 14

BUTTON HAMILTON

AUSTRALIA
Button's first McLaren win

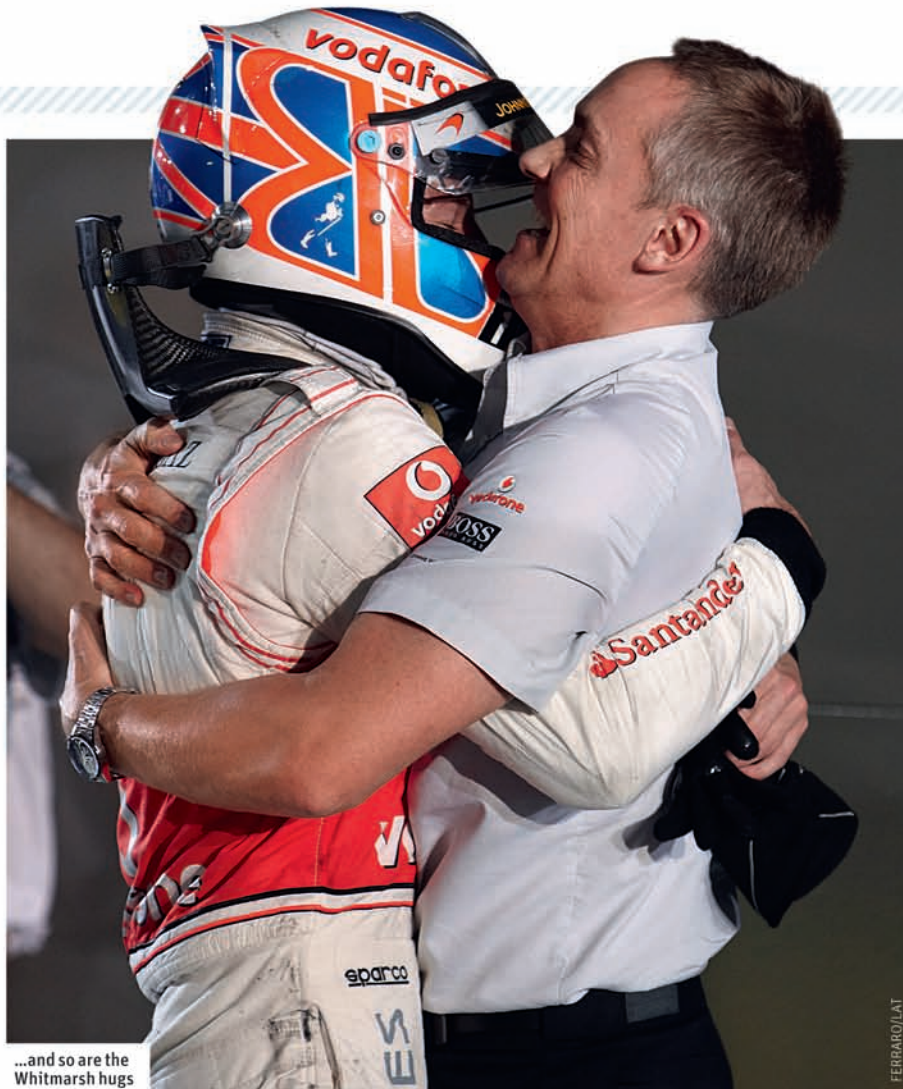
CHINA
Takes big lead with victory



themselves complementing each other probably even better than Whitmarsh had dared to hope, fully justifying McLaren's decision to gamble on pairing two world champions. It was the sort of wager that McLaren have lengthy experience of, and which you might have expected would frighten them off. However, there has been no repeat of the 2007 Hamilton/Fernando Alonso disaster, although Whitmarsh is quick to point out that, on paper at least, the risk this time round was never as great.

“A lot of people question Jenson's judgement and McLaren's judgement, but he has proven everyone wrong,” says Whitmarsh. “He has done a great job so far. There is an element of risk in putting two top drivers together, but remember that in 2007 we were putting a world champion with a rookie. Our job is to get the two best drivers available in our team and they just happened to be British and successive world champions.

“I was talking to Kimi, but we were struggling a bit in those negotiations. I saw an opportunity with Jenson that frankly we didn't



...and so are the Whitmarsh hugs

think would be successful, but felt that it wouldn't have been duly diligent of me not to pursue the opportunity. I'm delighted that we did.

"I didn't really know Jenson before. His first run in an F1 car was when he won the McLaren AUTOSPORT BRDC Award [in 1998] and I've found him to be a very smooth, intelligent, relaxed driver. He's very comfortable in his own skin and the impressive thing about him is how unaffected he has been by his achievements and his fame. He's just come into this team, kept his feet on the ground and won the respect and admiration of everyone, including Lewis. He's exceeded everyone's expectations, but it's early days

yet and he'll be driving with us for many days to come."

For Button's part, there have been things about McLaren that have surprised him too. Of all the teams in F1, McLaren has a reputation for being a precise, austere, clinical environment and Button wasn't sure what to expect. When he chose to sign for the team after quickfire negotiations last November, he wasn't sure about what he was letting himself in for.

"With any new team you're always a bit uncomfortable because you never know what to expect," he says. "All teams work in different ways, and when you've been with the same team for as many years as I was [with

BAR/Honda/Brawn] it's strange, and it is a change that can be difficult for a lot of us. But everyone in the team welcomed me in and I feel very much at home. From the outside, this is one of the teams you'd least expect that from. From the outside you'd look at it and say, 'this is a very regimented team, but I have fitted in very well.'

Of course, he would say that wouldn't he? But Button's off-track demeanour these days, and his success on it since he's already been part of three one-two finishes for McLaren, suggests that this mutual admiration exercise is genuine rather than the bland puffery of PR doubletalk. One thing's for sure, though – if Hamilton and Button both remain in title contention down to the wire, the rosy promise of their extended honeymoon may be sorely tested.

But for now, Button can relax into enjoying his British Grand Prix weekend and hope that, at last, he'll get himself onto that podium – and preferably at least one step higher than Hamilton and two ahead of any driver draped in a Red Bull livery. ☹



Dicing at McLaren is close, keen and clean

BUTTON'S BRITISH GPs

2000



5th in only his fourth grand prix start

2001



15th during dismal season for Benetton

2002



12th Stops late on with a wheel problem

2003



8th Great drive from last on the grid

2004



4th Best finish to date with BAR

2005



5th after starting third for BAR

2006



DNF after starting last on the grid

2007



10th No chance in the dismal Honda

2008



DNF Flew in the wet, then went off

2009



6th Tyre trouble wrecked his weekend



BRITISH
GRAND PRIX
2010

IN THE WHEELTRACKS OF THE F1 GIANTS

What happens when an ordinary mortal is given the chance to compare his data with that of Michael Schumacher and Sebastian Vettel in a kart? Only one way to find out... *By PAOLO BOMBARA*

It was a strange, long-distance duel, separated by space and time. In one corner of the ring, Michael Schumacher and Sebastian Vettel, national icons spanning two different generations of Formula 1. In the opposite corner, us, the ordinary men in the street.

It's not every day that the average fan gets an opportunity to measure themselves against the sport's giants on reasonably equal terms, but celebrated Italian firm Tony Kart decided to do something about that. Which is how our tester – an amateur with some karting experience as both a driver and world championship-level mechanic – was able to test the same karts as Schumacher and Vettel, in the same conditions, on the same track and with access to all of the data logging, in order to make an in-depth and professional comparison.

The track is an extremely demanding one: Lonato, close to Brescia and the famous Lake Garda in northern Italy. It's the day after the WSK Euro Series round, so the circuit will be well rubbered in after several days of heats and races. The asphalt will provide maximum grip, and therefore speed.

This unique exercise will allow us to compare ourselves with Schumacher and Vettel, even though their visits to Lonato came on a different day. But measuring up to their data has got to be a once-in-a-lifetime chance.

COMPARISON ONE:

Sebastian Vettel,
Tony Kart Vortex KF2

Our tester's best time: 45.41s

Vettel's best time: 44.18s

Difference: 1.23s

First up, it's time to take on Vettel's times with a KF2 Tony Kart Racer EVR-Vortex RAD,



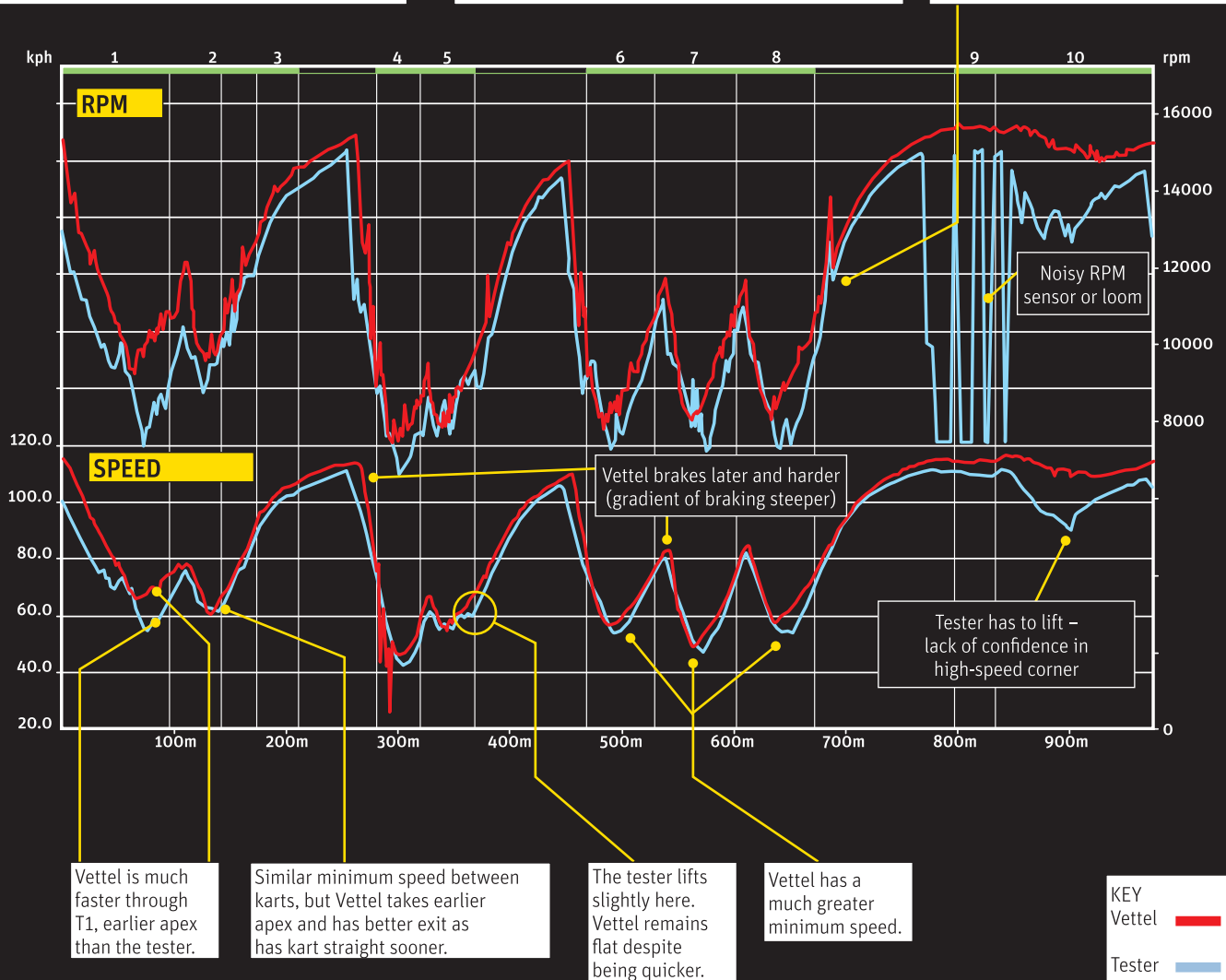
Schumacher's dad ran a kart track. It shows

VETTEL v TEST DRIVER

Having access to the data logging is one thing, but what does it tell us? We gave the traces from both comparisons to Toro Rosso engineer Jason Mowbray to get his thoughts:

Vettel's speed and RPM (dark blue lines) are always higher than the other driver's (light blue), but the test driver is closer to Vettel than he is to Schumacher, suggesting that he is not used to the geared kart.

Bump on track, wheelspin (rear wheels off ground). Much more with this kart, so lighter or stiffer compared to other kart.



Vettel is much faster through T1, earlier apex than the tester.

Similar minimum speed between karts, but Vettel takes earlier apex and has better exit as has kart straight sooner.

The tester lifts slightly here. Vettel remains flat despite being quicker.

Vettel has a much greater minimum speed.

boasting a 125cc 35bhp engine complete with a bi-phase valve that delivers maximum power at 12,000rpm. There are no gears and there's a 15,000rpm electronic rev limit. Braking is supplied by a manual system to the front wheels.

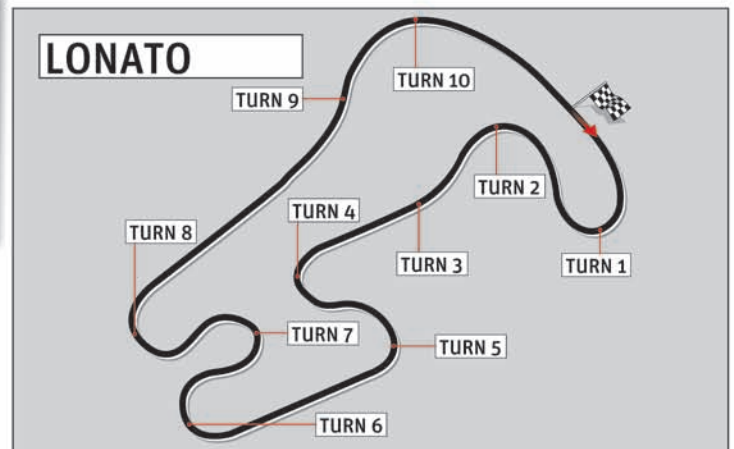
Our tester stops the clock in 45.41s: practically the same time – give or take a couple of hundredths – as two-time FIA GT champion Matteo Bobbi, who has also been invited to test the KF2. The stopwatch is less kind when it comes to a comparison with Marco Ardigo, who sets a



Vettel was a benchmark

43.7s time – but he's a two-time karting world champion and therefore in a different league. As for Vettel, his best time was 44.18s, before being forced to stop due to blistered hands.

"I realised that there was still plenty of margin for me to ▶





Tester looks at data with
Tony Kart engineer...



...and then shoots the
breeze in the paddock



Busman's holiday for
the Formula 1 elite



**“Schumacher comes off
the brakes later, entering
the corner while still
braking hard. He’s often still
braking right at the apex”**

◀ improve,” admits our tester Stephane. “I wasn’t really on top of it. The only thing I was lacking was a bit of confidence. For example, at the fast right-hander after the start-finish straight – which is taken at about 120km/h in a KF2 kart – I instinctively lifted off slightly, even though I actually wanted to take it flat.”

**COMPARISON TWO:
Michael Schumacher,
Tony Kart Vortex KZ**

Our tester’s best time: 47.39s
Schumacher’s best time: 42.25s
Difference: 5.14s

The Tony Kart Racer EVR-Vortex RVXX KZ is an entirely different

kettle of fish. Our tester has never driven a gearbox kart, so the prospect of a direct comparison with Michael Schumacher is made all the more daunting. The stopwatch takes no prisoners: our tester clocked up a best time of 47.39s as opposed to 42.25s for Schumacher.

This latest kart is much more powerful than the KF2, with 45bhp at 13,900rpm. The delivery is also a lot more brutal, meaning that the kart has to be driven much more aggressively, making full use of the gearbox.

“The truth is that I simply didn’t have the confidence that you need at the wheel of his kart,” Stephane says. “The acceleration is quite explosive over 8000rpm, but there’s really nothing at all below that. So you need to bear that in mind and incorporate this into your driving style, particularly

when it comes to using the gears. “You also need to get used to the sheer speed of the kart. You arrive at the big corner after the straight very quickly – at about 140km/h – and it really jumps out at you, so you treat it with a bit of caution. The result was that I was maybe backing off too much.”

Formula 1 drivers tend to feel more comfortable in this type of kart, as the characteristics are quite similar to those of a single-seater. Michael Schumacher is no exception: it was at the wheel of a kart like this that he tested for Tony Kart a few times last year in Italy, as well as back at his home track of Kerpen.

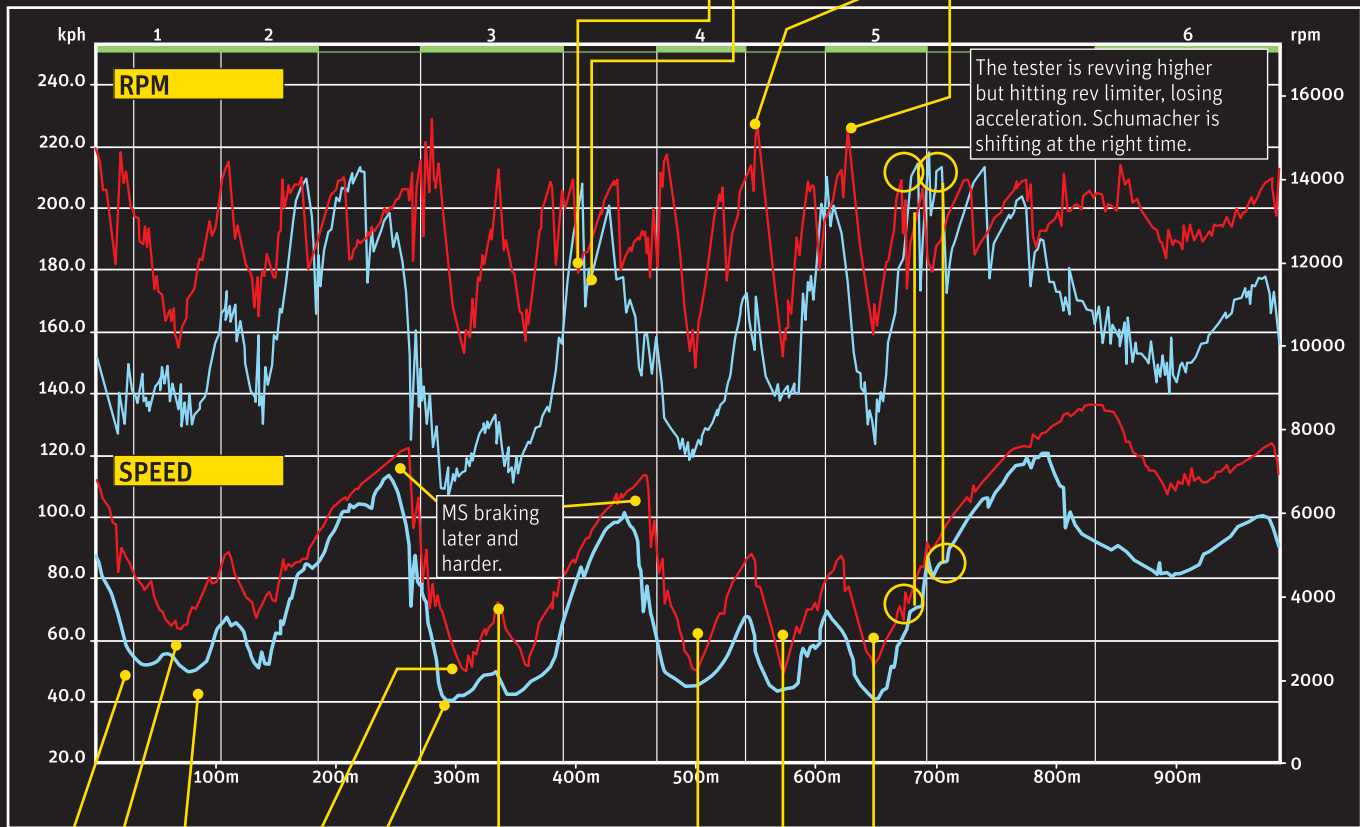
Schumacher’s driving style is quite specialised, especially under braking. The telemetry reveals the same characteristics as he displays in F1: he puts a huge amount of load at the front, braking two or

SCHUMACHER v TEST DRIVER

Schumacher's speed is always higher than the tester's. Average RPM is much higher also, as he keeps engine within power band.

Schumacher has much cleaner gearshift (greater minimum RPM across shift from second to third).

Schumacher overrevving on downshift (can give additional engine braking).



MS makes Turn 1 into a single apex; tester makes two.

Schumacher's min speed is 50km/h, tester's min speed is 40km/h.

Schumacher maximising speed between two close corners.

Schumacher braking to apex then straight on power (sharp apices). Tester braking earlier and later on throttle, coasting mid-corner.

KEY
 Schumacher —
 Tester —

Vettel in action, and no Hamilton to bother him



three metres later than the professional karters. The distance used for braking is more or less similar, but Schumacher comes off the brakes later, entering the corner while still braking hard. He's often still braking right at the apex, but his exit speed is still not compromised. The brakes are certainly worked hard with Schumacher at the wheel, which is why Tony Kart frequently makes use of the German's expertise when it tests new developments in this area.

Schumacher is quicker everywhere compared to our tester, but he particularly makes the difference in the fast corner after the main straight, which is in fact two corners joined together. For a quick lap, you

need to enter the first corner practically flat-out, braking only at the apex at around 87mph. On his fastest lap, our tester scrubs off too much speed at the first corner (registering 76mph) but maintains a fluid line. On another lap he enters the corner at 86mph but shortly afterwards makes a mistake that cost him slightly.

Schumacher also makes a difference by consistently holding the engine at much higher revs than our tester, especially at Turn 5, and also at the approach to the following corner. These tenths of a second all stack up and contribute to a great lap time.

The moral of the story is that you don't become a seven-time world champion by accident. 🏆



BRITISH
GRAND PRIX
2010

FLAT-OUT ON NEW LAYOUT...

...well, sort of. *ANTHONY DAVIDSON* drove the revised Silverstone on an F1 simulator. Now the Radio 5 Live pundit wants to do it in the real thing

Silverstone has been brought up to the standards of other modern circuits out there, and now it can hold its head up high.

They've added another ballsy high-speed corner – which Silverstone is famed for – and there's now a technical section,

which was missing in the past.

So in terms of pure driving enjoyment, and for the fans being able to see more of the track, it's better. It looks nicer too, and it feels modern.

The new circuit is an improvement, so Britain can feel proud that we've still got one of the best circuits in the world.

"My Super Aguri would never be flat here"



GIBSON/LAT

GIBSON/LAT

OVERTAKING

I'm doubtful that any of the new sections will help overtaking, but I hope I'm wrong. They haven't added any passing opportunities, but they haven't taken any away either. I'd liked to have seen Brooklands made into a hairpin, but I assume there are reasons why it couldn't be done – maybe there's not enough room. Brooklands is third gear, so it's nice to drive, but it's too quick to pass at. You only roll onto the brakes, so even if you had a good run onto the previous straight there's not a lot you can do.



STANLEY

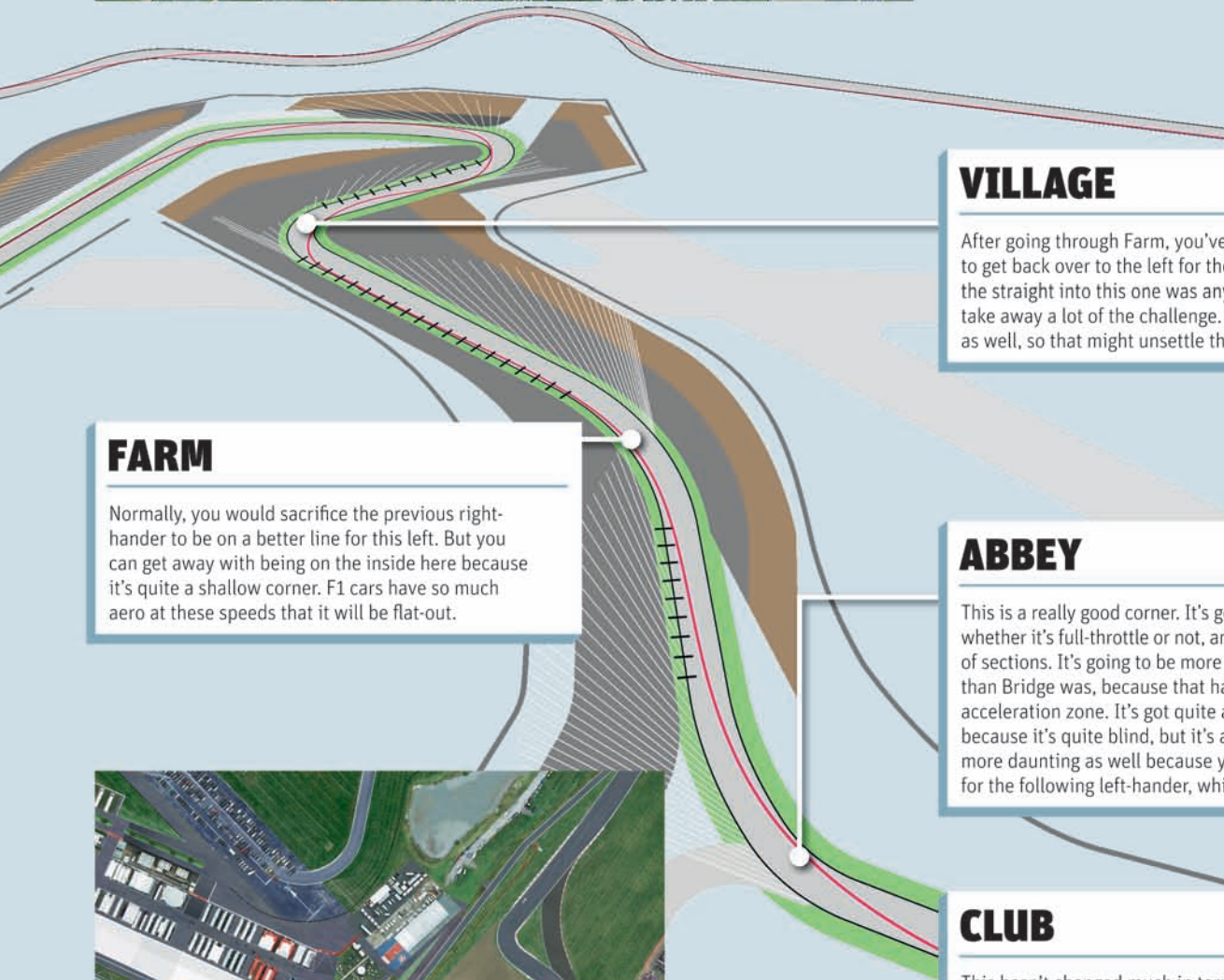


AINTREE

As soon as you get these cars into third gear, you're safe. The aero takes over, so they don't snap on you in corners like this one.

THE LOOP

This whole section reminds me of an elongated version of the new Bus Stop chicane at Spa. The left-hander releases you earlier than you expect, so you have to start accelerating while the car's still turning. That will be an advantage to any cars that have superior traction. This adds a technical section to Silverstone now, which I really like. You have to be delicate with the car – it's fingertip stuff.



VILLAGE

After going through Farm, you've got just enough time to get back over to the left for the next right-hander. If the straight into this one was any longer, then it would take away a lot of the challenge. It's quite bumpy here as well, so that might unsettle the car.

FARM

Normally, you would sacrifice the previous right-hander to be on a better line for this left. But you can get away with being on the inside here because it's quite a shallow corner. F1 cars have so much aero at these speeds that it will be flat-out.

ABBEY

This is a really good corner. It's going to be touch and go whether it's full-throttle or not, and it's not the smoothest of sections. It's going to be more of a challenge than Bridge was, because that had just become an acceleration zone. It's got quite a similar feel to Copse because it's quite blind, but it's a bit more open. It's more daunting as well because you end up on the inside for the following left-hander, which just feels wrong.



CLUB

This hasn't changed much in terms of racing line, but they've made it less of a frustrating corner. When it was just one long right-hander, you used to get wheelspin and snap oversteer. Now the first part is tighter, and with the straight in between the two parts it really helps with traction. The second part is just a kink, where it's all about easing the car round and not losing momentum.



SILVERSTONE HEADS INTO A NEW ERA

Silverstone and the British Grand Prix. They go together like fish and chips or chicken tikka masala and pilau rice.

Yet for year after year, 'The Home of British Motorsport' seemed on the brink of losing its biggest race. The full reason behind the animosity between Formula 1 boss Bernie Ecclestone and Silverstone owner the BRDC will probably never be known, but Ecclestone's long-running criticism of Silverstone's pits and paddock were justified, his exorbitant race fee arguably less so.

Either way, matters came to a head in 2008 when, on the eve of Silverstone's 60th birthday bash, it was announced that Donington Park would be staging the GP from 2010 onwards.

The sad case of Donington's failure to transform itself into the world-class facility needed to host a GP has been well documented. Meanwhile at Silverstone, with its biggest earner seemingly having gone elsewhere, a deal was arranged to bring the British Motorcycle GP to Northamptonshire for the first time since 1986.

During the previous decade, numerous proposals for the redevelopment/reshaping of Silverstone's layout were put forward but, with the bike deal in place for 2010, changes had to be made to satisfy the two-wheel contingent.

But before the plans were rubber-stamped, the Donington project collapsed and an unprecedented 17-year deal to stage the British GP at

So, the British GP didn't go to Donington. But it didn't end up on the familiar Silverstone either.

By ANDREW VAN DE BURGT

Silverstone was in place. Now the requirements of the reprofiled circuit were different.

Populous, a global design agency that's been involved in projects as diverse as transforming the Millennium Dome into the O2 Arena and building the Dubai Autodrome, won the contract to carry out the works, and its motorsport specialist Drew MacDonald was entrusted with reshaping Britain's most famous circuit.

"We had lots of feedback from drivers, the MotoGP riders and, of course, the FIA," he says. "The drivers? Well. Everyone had their own idea, and just like engineering a car it was up to me to try to interpret what they really wanted."

"We listened to everybody's ideas – the bike guys like the fast stuff, the cars like corners that are fast and tighten up. It's about finding a middle ground between what they both want that's also a

challenge and creates opportunities for different lines, slipstreaming etc."

The original bike-track design featured an 'M' shape linking the new corner at Abbey to Brooklands, which remains in its original configuration. A layout that added some much-needed gradient at Silverstone and created a blind crest/apex on the run into the new complex was also investigated. Like the 'M', it was ultimately discarded in favour of the 'arrowhead' that the 24 F1 cars will tackle for the first time this weekend.

By next year's British Grand Prix the impressive new pits and paddock, situated between Vale and new-look Abbey, will be opened and the traditional start/finish straight moved to the other side of the circuit.

Copse will no longer be the first corner, so special attention had to be paid to Abbey, bearing in mind that the pack will now be thundering into this turn





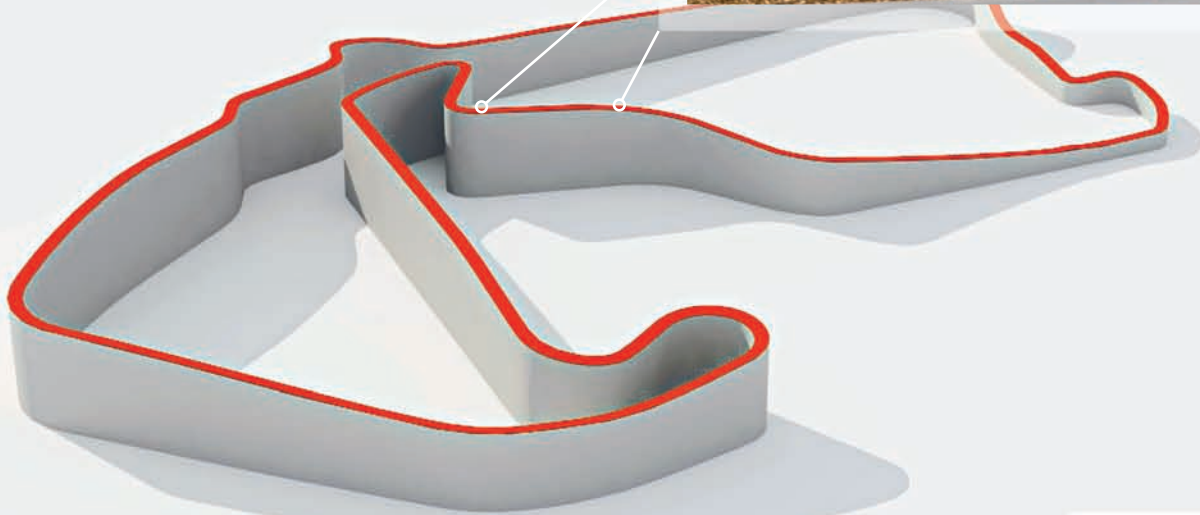
Entering Village at start of 'arrowhead' complex

GIBSON/LAT

World GT1 round christened new Farm



GIBSON/LAT



POPULOUS

Latest major evolution to Silverstone layout

after lights-out at the start. As a result, the designers opened up the new Abbey to make it faster.

"We had a simulator at the British GP last year and the consensus was that the first corner was too slow," says MacDonald, who remains convinced that the cars that have raced on the new-look track so far are yet to find the ideal line through the new 'arrowhead'

Village/Loop complex.

Initial feedback has been positive, with British F3 having one of its best Silverstone encounters in years at the track in May. One complaint has been common, however: the bumps...

"The bumps were not intentional," MacDonald claims. "It's bumpy on parts of the old circuit, which is exaggerated by the new asphalt, but also there

are bumps on the new surface. But you have to remember they were laying it during the worst winter we've had in about 50 years! I think it adds character. A lot of the experienced engineers I speak to say, 'Keep the bumps!'"

It's not just the drivers who will have a different sensation this weekend, as a host of new grandstands have been added – not just at the new complex

– and these promise to offer a much better view of the action.

"In the Arena we have two new grandstands that are really high, and you can see through to Maggotts, Becketts, Chapel," says MacDonald. "Becketts is great now. We moved the grandstand forward and built it higher."

Has all this time and effort been spent wisely? We'll know for sure at 2.30pm on Sunday. ❧



SPOTTERS GUIDE

FRI PRACTICE 1 1000-1130
FRI PRACTICE 2 1400-1530

SAT PRACTICE 1000-1100
SAT QUAL 1300-1400
SUN GP 1300 (52 LAPS)

McLAREN-MERCEDES

JENSON BUTTON



LEWIS HAMILTON



MERCEDES

MICHAEL SCHUMACHER



NICO ROSBERG



RED BULL-RENAULT

SEBASTIAN VETTEL



MARK WEBBER



FERRARI

FELIPE MASSA



FERNANDO ALONSO



WILLIAMS-COSWORTH

RUBENS BARRICHELLO



NICO HULKENBERG



RENAULT

ROBERT KUBICA



VITALY PETROV



FORCE INDIA-MERCEDES

ADRIAN SUTIL



VITANTONIO LIUZZI



TORO ROSSO-FERRARI

SEBASTIEN BUEMI



JAIME ALGUERSUARI



LOTUS-COSWORTH

JARNO TRULLI



HEIKKI KOVALAINEN



HRT-COSWORTH

KARUN CHANDHOK



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* Marenello Excursion option, visit Museum & Test Track' | |

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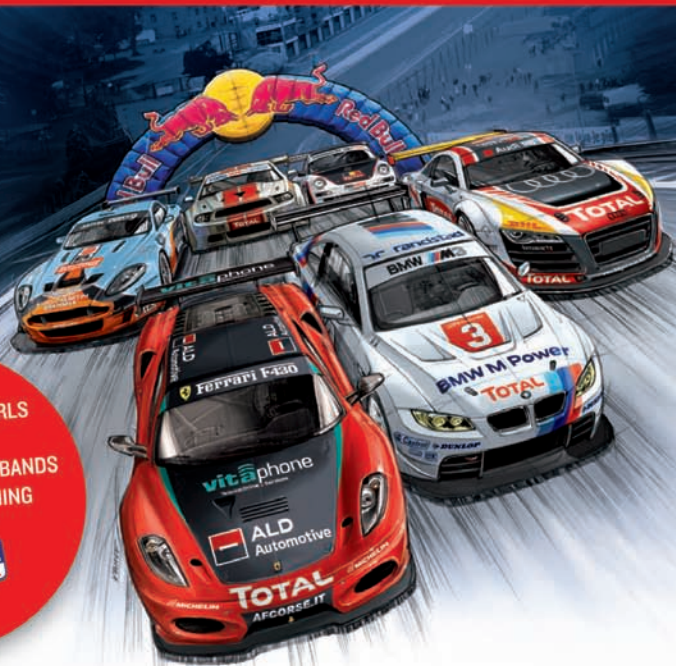
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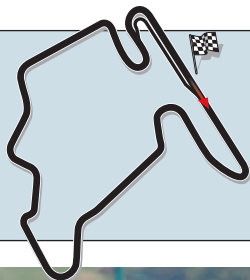
HUNGARORING

Hungary

July 2-3

Formula Renault 3.5

Round 6/9



AT A GLANCE

- Race 1 **Daniel Ricciardo**
- Race 2 **Sten Pentus**
- Pole positions **Ricciardo/Pentus**
- Fastest laps **Ricciardo/Mikhail Aleshin**

REPORT FR 3.5 HUNGARORING



Peter Mills reports

Every second counts for Ricciardo and Pentus

Tech 1's Daniel Ricciardo and Fortec's Sten Pentus both took their second wins of the year in Hungary



Ricciardo on his way to easy victory in race one

Frank Sinatra may have met city girls whose hair came undone when he was 21, but if Daniel Ricciardo can reproduce performances similar to those at the Hungaroring on Saturday, good things should be coming the Perth racer's way, too. Having turned 21 last Thursday, the Tech 1 driver took pole, victory and fastest lap in the Hungaroring's opening, low-aero race – and achieved the honours by a towering margin.

Sten Pentus's win in race two was equally emphatic. The Fortec driver regains third place in the points race, albeit assisted by the withdrawal from the meeting of Esteban Guerrieri's ISR team. Scrutineering revealed

cracks in the Argentinian's and team-mate Filip Salaquarda's chassis, and with Renault unwilling to sign-off the cars on safety grounds, the team returned home to Prague.

A double podium allowed Mikhail Aleshin to eke out another two points over Ricciardo at the head of the points race. The Russian was best of the rest in race one, although hounding the British F3 champion into Turn 1 at the start would be the closest he would come to taking the lead.

A final chance for Aleshin to take the spoils presented itself on lap eight following a restart from a safety-car period. Ricciardo defended well from the alert Muscovite into the first two corners, and built up a sufficient cushion over the

following half a lap to survive running off the road at Turn 10. As the track temperature escalated to some 46C, the Australian pulled away to claim his second victory of the season by over 13 seconds.

The battle for third proved more diverting. Ricciardo's team-mate Brendon Hartley narrowly missed out joining his fellow Red Bull F1 reserve driver on the podium. Despite enjoying a clear speed advantage, Hartley was unable to recover the position lost to Pentus on the run down to Turn 1. Separated by little more than a second for the whole race, Pentus made a small mistake exiting the final corner on the penultimate lap. It was the prelude to a colossal last-lap scrap, in which the Estonian just held on for a podium slot.

Having become slightly lost regarding set-up direction in practice and qualifying, Formula Renault 2.0 Eurocup champion Albert Costa charged through from 16th on the grid to reach the gearbox of fifth-placed Nelson Panciatici at the end. In

a season in which he has already endured a broken hand and a spell of illness, Costa confirmed that he was back to the fore by qualifying on the front row for Sunday's pitstop race.

Rocked by the speed advantage of the Tech 1 cars, Pentus had set about analysing his telemetry on Saturday night. The 28-year-old would not reveal what he had found, only that he had discovered something, and duly delivered his maiden pole position for race two.

Sadly, the top two positions would be just as static in the second encounter. Pentus built a 3.5-second lead over Costa in just four laps, prompting the Spaniard to stop for his mandatory tyre change as soon as the pit-window opened on lap five. Although the gap was reduced to just over a second when Pentus emerged from his own stop three tours later, the Estonian was once more able to extend his lead with little apparent effort.

The race was enlivened by a three-way fight for third between Aleshin and two

drivers overdue a good day at the office: Italian F3 champion Daniel Zampieri and Comtec's Greg Mansell. Wily Aleshin eventually claimed the position having jumped Mansell with an early tyre change. Zampieri would be denied a last-ditch shot at passing Aleshin as the race was red-flagged owing to Hartley's machine stopping in a dangerous position at Turn 3. ❧

Results

Race 1 Daniel Ricciardo, 28 laps in 47m14.151s; 2 Mikhail Aleshin, +13.758s; 3 Sten Pentus; 4 Brendon Hartley; 5 Nelson Panciatici; 6 Albert Costa; 7 Jan Charouz; 8 Jake Rosenzweig; 9 Keisuke Kunimoto; 10 Anton Nebylitskiy. **Fastest lap** Ricciardo, 1m36.613s, 101.408mph.

Race 2 Pentus, 24 laps in 39m00.851s; 2 Costa, +6.292s; 3 Aleshin; 4 Daniel Zampieri; 5 Greg Mansell; 6 Ricciardo; 7 Nebylitskiy; 8 Rosenzweig; 9 Hartley; 10 Coletti. **FL** Aleshin 1m35.251s, 102.900mph. **Points** 1 Aleshin, 97; 2 Ricciardo, 86; 3 Pentus, 69; 4 Esteban Guerrieri, 58; 5 Costa, 53; 6 Hartley, 50.

Pentus took second win of '10 for Fortec



NEXT ROUND

Hockenheim (D), Sep 4-5



Harvick will have enjoyed July 4

NASCAR SPRINT CUP DAYTONA (USA), JULY 3, RD 18/36

Revvin' Kevin leads them home

Kevin Harvick knows his way to Daytona's Victory Lane, having secured passage there on a regular basis throughout his career.

After winning Saturday night's race, the final Sprint Cup event on the legendary Florida oval before it is resurfaced for the first time since 1978, he was more interested in securing a slice of Daytona in perpetuity than in his Independence weekend silverware.

"I don't really care about the trophy – I want some of that pavement from the start/finish line," he said.

Harvick's 13th win at this level deserves second billing only to his 2007 Daytona 500 triumph. All too often

superspeedway races, which Harvick has made his calling card in recent years, come down to a big slice of luck. On this occasion there was a pile-up with 18 laps to go that was huge even by 'Big One' standards, but the Richard Childress Racing Chevrolet driver was the class of the field anyway.

While the shunt, which was triggered by contact between Jeff Burton and Kurt Busch, didn't create the circumstances for Harvick's win, it did set the stage for it.

The red flags flew for 20 minutes to clear up the detritus of sundry Toyotas, Fords, Chevrolets and Dodges, after which Harvick, RCR team-mate

Clint Bowyer, Jeff Gordon and Kasey Kahne emerged as the main men.

After Gordon had made his move to the front, passing both RCR cars, Harvick then bumped Bowyer and himself clear at the front. With seconds to go before taking the chequered flag, Sam Hornish Jr had a wobble on the middle lane and took out Kurt Busch and Elliott Sadler. Cue the inevitable green-white-chequer finish.

This was a double blow for the RCR pairing, who found themselves on separate rows of the double-file restart. Bowyer initially pulled away, but Gordon's attempt to go around the outside cost

the high line momentum and allowed Harvick, pushed by Kahne, to take the flag unchallenged.

Gordon ended up third ahead of Dale Earnhardt Jr, but the final lap turned to disaster for Bowyer. After getting drawn into the clutches of the pack, he was spat onto the infield on the last lap after being nudged by Kurt Busch. This put him among the massed ranks of frustrated possible winners, which included Jimmie Johnson and Tony Stewart, both caught up in the Big One, and Kyle Busch, who was put in the wall by Juan Pablo Montoya just after the 100-lap mark.

None could begrudge Harvick a win that extends

his lead beyond 200 points. Pity The Chase only has one superspeedway.

● Ted Hay

RESULTS

1 Kevin Harvick (Chevrolet Impala), 166 laps in 3h03m18s; +0.092s; 3 Jeff Gordon (Chevy); 4 Dale Earnhardt Jr (Chevy); 5 Jeff Burton (Chevy); 6 Carl Edwards (Ford); 7 Kurt Busch (Dodge Charger); 8 Reed Sorenson (Toyota Camry); 9 Mike Bliss (Chevy); 10 Scott Speed (Toyota). **Points** 1 Harvick, 2684; 2 J Gordon, 2472; 3 Jimmie Johnson, 2459; 4 Kurt Busch, 2439; 5 Denny Hamlin, 2400; 6 Kyle Busch, 2376; 7 Matt Kenseth, 2322; 8 Burton, 2319; 9 Tony Stewart, 2251; 10 Greg Biffle, 2234; 11 Earnhardt, 2177; 12 Edwards, 2170.



CURRENT
STANDINGS

- | | | | |
|---|------------------|---|--------|
| 1 | Sebastian Vettel | ◇ | 21,396 |
| 2 | Lewis Hamilton | ◇ | 20,550 |
| 3 | Mark Webber | ◇ | 20,452 |
| 4 | Jimmie Johnson | ◇ | 18,492 |
| 5 | Sebastien Loeb | ◇ | 18,433 |

Ranking the world's best drivers

WHAT HAPPENED THIS WEEK

Kevin Harvick's Daytona win brought him up three spots to 18th, his highest position yet, while a Nationwide win for Dale Earnhardt (51) gained him 12 places. Memo Rojas and Scott Pruett (80=) could not prevent a one-place drop, despite a Grand-Am win at the same track.

To see the full list, visit castroldriverrankings.com

ROLEX GRAND-AM DAYTONA (USA), JULY 3, RD 8/12

Penalty can't stop Rojas and Pruett

If any of the Chip Ganassi team's rivals are serious about trying to wrest away the title from Scott Pruett and Memo Rojas, they will need to do a much better job than they managed collectively last Saturday.

The door had been thrown wide open by a decision to strip the pair of 25 championship points and add 75lb of ballast to all Riley-BMW entries due to a rules infraction (see news), but no-one could take advantage. Even worse, most of their nearest challengers hit their self-destruct buttons.

Ricky Taylor initially set an impressive pace for his father Wayne's SunTrust team, leading comfortably from pole in the early stages. Soon after the first

full-course caution, however, an overaggressive move by Jon Fogarty at the West Horseshoe sent Taylor spinning. The impact cost the Dallara-Ford several laps in the pits while repairs were carried out and ensured a drive-through penalty for the Gainsco Riley-Chevrolet. Another penalty for exceeding the pitlane speed limit ended any hopes of a good result for Fogarty and Alex Gurney.

By then, AIM Autosport's Mark Wilkins and Burt Frisselle were already out of contention too. Wilkins took umbrage at being nudged in the pitlane by Rojas as they resumed after making scheduled stops under caution. When the Canadian retaliated, the entire nose section flew off his Riley-Ford, causing



Pruett/Rojas walk on water

another lengthy pit visit.

Even the usually solid Brumos team made a mistake, forcing David Donohue, who had taken over from Darren Law, to make an additional pitstop to tighten the right-front wheel.

The various dramas enabled Ryan Dalziel to assume the lead in the

Starworks Riley-BMW he shared with Mike Forest, although the Scotsman's car was no match for Pruett in the final stages as the American forged past to take a comfortable win.

● Jeremy Shaw

RESULTS

1 Memo Rojas/Scott Pruett (Riley-BMW MkXX), 83 laps in

2h31m40.326s; 2 Mike Forest/Ryan Dalziel (Riley-BMW), +24.304s; 3 John Pew/Oswaldo Negri (Riley-Ford); 4 Darren Law/David Donohue (Riley-Porsche); 5 Tracy Krohn/Nic Jonsson (Lola-Ford B08/70); 6 Dion von Moltke/Memo Gidley (Dallara-Ford DP-01). **Points** 1 Rojas/Pruett, 235; 2 Dalziel, 222; 3 Burt Frisselle/Mark Wilkins, 213; 4 Ricky Taylor/Max Angelelli, 210; 5 Pew/Negri, 208; 6 Forest, 206.

FIA GT3 PAUL RICARD (F), JULY 3-4, RD 4/6

Callaway Corvette unstoppable at Ricard

Not even the addition of another 40kg of ballast could stop the Chevrolet Corvette steamroller in the FIA GT3 European Championship at Paul Ricard. The American

muscle car dominated the 60-minute races, claiming a one-two finish on both Saturday and Sunday.

Championship leaders Daniel Keilwitz and Christian Hohenadel

extended their lead at the top of the points table with a maximum score in France. The Callaway Competition pairing dominated the Saturday race and came from behind to win a much closer affair on Sunday.

Keilwitz converted pole position into the lead of the opening race and built up a commanding over lead over Joakim Lambotte in the

similar Graff Racing Corvette before the pitstop sequence began. Hohenadel emerged with a handy lead after the driver changes were complete and pulled away from the Graff car, now driven by Mike Parisy. He extended a 1.5s lead to more than six by the time the chequered flag fell.

The Callaway duo had to fight much harder for their victory on Sunday. Hohenadel brought the car from seventh on the first lap to fifth by the time he made an early stop. Keilwitz held fourth after the pitstop window closed and then fought his way past three cars to take a narrow victory.

The German overtook Patrick Soderland's Schubert BMW Z4 on lap 16 of 25 and closed down a four-second deficit to Paul van Splunteren's ProSpeed Porsche 911 GT3 Cup in the space of three laps to move into second. He then swept around the outside of leader Lambotte into Turn 1 to seal a double victory with

three laps to go.

Lambotte held off van Splunteren, who shared the ProSpeed entry with Porsche Junior Marco Holzer, over the closing laps to hang onto second and complete Chevrolet's second one-two of the weekend.

● Gary Watkins

RESULTS

Race 1 Daniel Keilwitz/Christian Hohenadel (Chevrolet Corvette Z06R), 25 laps in 1h01m12.220s; 2 Joakim Lambotte/Mike Parisy (Corvette), +6.652s; 3 Gilles Vannelet/Antoine Leclerc (Porsche 911); 4 Patrick Soderlund/Edward Sandstrom (BMW Z4); 5 Csaba Walter/Claudia Hurlgen (BMW); 6 Paul van Splunteren/Marco Holzer (Porsche). **Race 2** **1 Keilwitz/Hohenadel**, 25 laps in 1h00m16.352s; 2 Lambotte/Parisy, +1.420s; 3 van Splunteren/Holzer; 4 Walter/Hurlgen; 5 Niels Lagrange/Siso Cunill (Lamborghini Gallardo LP56); 6 Toni Seiler/Dino Lunardi (Corvette). **Points** 1 Hohenadel/Keilwitz, 138; 2 Lambotte/Parisy, 87; 3 Walter/Hurlgen, 66; 4 Philip Geipel, 57; 5 Cunill, 52; 6 van Splunteren/Holzer & Seiler/Lunardi, 51.

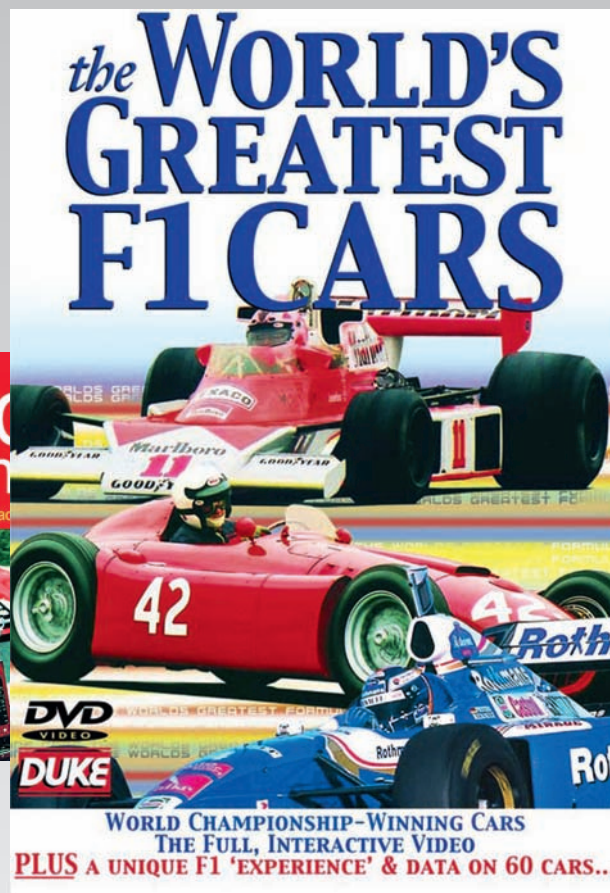


Keilwitz/Hohenadel Corvette on top again

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INTERNATIONAL RACES & RESULTS

INDY LIGHTS

Watkins Glen, 6/13

QUICK RESULTS

- Winner **JK Vernay**
- Pole **James Hinchcliffe**
- Fastest lap **Hinchcliffe**

RACE RATING

★★★★★

Enthralling race-long battle between Vernay and Hinchcliffe

REPORTS WORLD OF SPORT

IN BRIEF



NASCAR NATIONWIDE

Dale Earnhardt Jr picked up his first Nationwide Series win of the year at Daytona after fighting off Joey Logano. Earnhardt was running the number 3 (above) in tribute to his father, who was killed at the track in 2001.

EUROCUP MEGANE TROPHY

Pierre Thiriet led TDS Racing's first top-three sweep in race one at the Hungaroring. Jean-Philippe Madonia was second, while Nick Catsburg was third after being penalised for speeding in the pitlane. Catsburg took revenge in the race two, winning ahead of Madonia.

CARRERA CUP GERMANY

Frenchman Nicolas Armindo moved into the series lead with a comfortable win over Uwe Alzen at the Norisring. Main rival Nick Tandy was 16th after being forced to make two pitstops due to left-rear punctures.

ITALIAN GT

AF Corse Ferrari 430 pairing Michele Rugolo and Giuseppe Ciro won both races in last weekend's round at Imola. Both victories were secured by comfortable margins, with Emanuele Mancini and Andrea Montermini taking second in race one, and Massimiliano Mugelli and Andrea Palma finishing second in race two.

ITALIAN F. ABARTH

Riccardo Agostini and Brandon Maisano each took a win and a second place at Imola. The event featured some heavy accidents involving Maisano's fellow Ferrari protege Raffaele Marciello and Jordi Cunill.

VLN

Marc Lieb and Arno Klasen combined to win in their Manthey Racing Porsche 911 GT3R at the Nurburgring, finishing 7.8s ahead of the Phoenix Audi R8 LMS shared by Frank Stippler and Hans Stuck.

INDY LIGHTS WATKINS GLEN (USA), JULY 4, RD 6/13

Vernay triumphs in thriller at the Glen

JK Vernay fought off James Hinchcliffe for the win at Watkins Glen last Sunday.

Hinchcliffe started on the pole and led the first two-thirds of the race before Vernay took the lead. The Frenchman passed the Canadian going into the Bus Stop chicane, but Vernay's Sam Schmidt Motorsports car was never really able to shake off the TMR car of Hinchcliffe.

The two cars raced to the chequered flag, with Vernay winning by 0.2135s, the closest victory margin of the season up to this point, and the second-closest on a street/road course in series history (Wade Cunningham's 0.0758s defeat of Hideki Mutoh at the Watkins Glen in 2007 remains the benchmark).

"James did a little mistake and I was able to close enough to overcome him," Vernay said. "I had less wing than him. The car was great, except for the first corner because of the downforce, but I did my best."

Hinchcliffe was in the top five for the fifth straight race. "I don't think it's unfair to say that we had the best car out there today," he said. "When I was out front I was pulling away, and when I was behind I was all over him, but he just had a couple degrees less wing than us and up that straightaway I just couldn't do anything with it."

Indy 500 starter Sebastian Saavedra was third, followed by Martin Plowman, who headed the sizeable British contingent.



Vernay stretched Indy Lights lead

Of the other UK racers, James Winslow came from last to fifth, Stefan Wilson caused one of the two yellow-flag periods when his car dropped fluid onto the track, while ex-Champ Car racer Dan Clarke and Pippa Mann were eliminated when they made contact with each other on the opening lap.

British-born American Charlie Kimball, who had been second in the points going into the weekend,

finished 11th after losing several laps having a broken fuel relay switch repaired.

● Bruce Martin

RESULTS

1 Jean-Karl Vernay, 30 laps in 58m48.4946s; 2 James Hinchcliffe, +0.2135s; 3 Sebastian Saavedra; 4 Martin Plowman; 5 James Winslow; 6 Philip Major; 7 Adrian Campos Jr; 8 Rodrigo Barbosa; 9 Gustavo Yacamán; 10 Anders Krohn. **Points** 1 Vernay, 242; 2 Hinchcliffe, 207; 3 Saavedra, 195; 4 Plowman, 192; 5 Charlie Kimball, 188; 6 Stefan Wilson, 146.

ITALIAN F3 IMOLA (I), JULY 4, RD 3/8

Another for Mancinelli

Series leader Daniel Mancinelli added another win to his 2010 tally at Imola last weekend, but it wasn't enough to stop main rival Cesar Ramos reducing his advantage in the standings to just two points.

Team Ghinzani driver Mancinelli enjoyed a win from pole in the opening race, with the similar Dallara of Brazilian Ramos, run by the BVM-Target team, in second.

Mancinelli could manage no better than fifth in the reversed-grid second race. This one was won by the Lucidi Motors Dallara of Stephane Richelmi. The Monegasque started fifth on the grid but, helped by Sergio Campana and Frederic Vervisch tangling in front of him, he picked his way through the field to take the lead from Edoardo Liberati.

Ramos took advantage to also pass Liberati, who fell back after contact with Finn Jesse Krohn, as Ramos took the fight to Richelmi.

RESULTS

Race 1 Daniel Mancinelli (Dallara F308), 18 laps in 31m09.384s; 2 Cesar Ramos (D F308), +0.602s; 3 Frederic Vervisch (D F310); 4 Stephane Richelmi (D F308); 5 Jesse Krohn (D F310); 6 Sergio Campana (D F308). **Race 2** 1 Richelmi, 18 laps in 31m24.075s; 2 Ramos, +0.488s; 3 Krohn; 4 Andrea Caldarelli (D F308); 5 Mancinelli; 6 Edoardo Liberati (D F308). **Points** 1 Mancinelli, 65; 2 Ramos, 63; 3 Richelmi, 54; 4 Caldarelli, 47; 5 Christopher Zanella, 37; 6 Krohn, 37.



Mancinelli leads Ramos in first race

FORMULA RENAULT 2.0 HUNGARORING (HU), JULY 3-4, RD 5/8

Bacheta breaks through

Luciano Bacheta soaked up pressure from Arthur Pic to claim his maiden Formula Renault Eurocup win at the Hungaroring.

Bacheta appeared set for second in race one prior to his gearbox developing an electronic fault three laps from home. Kevin Korjus ran into the Italo-Romford racer, putting both out.

Aaro Vainio took pole for both races, but both he and Korjus made poor starts and allowed Pic to take the lead. Bacheta held second ahead of visiting Formula Renault UK frontrunner Will Stevens, who capitalised on Bacheta's and Korjus's retirements to pick up second ahead of Vainio.

At the start of race two, Vainio was jumped by Bacheta and Pic, while Adam Kout was pitched upside down at Turn 5 and forced a spell behind the safety car. Bacheta



Bacheta's first win for Interwetten

maintained his composure at the restart to hold Pic off for the win, as Vainio picked up another third. ● Peter Mills

RESULTS

Race 1 Arthur Pic, 16 laps in 28m24.981s; 2 Will Stevens, +5.117s; 3 Aaro Vainio; 4 Genis Olive; 5 Marlon Stockinger; 6 Giovanni Venturini; 7 Adam Kout; 8 Sandro Lukovic; 9 Bart Hylkema; 10 Alex Riberas. **Race 2** Luciano Bacheta, 15 laps in 28m01.051s; 2 Pic, +0.697s; 3 Vainio; 4 Stevens; 5 Hylkema; 6 Kevin Korjus; 7 Olive; 8 Stockinger; 9 Tamas Pal Kiss; 10 Venturini. **Points** 1 Korjus, 100; 2 Pic, 89; 3 Bacheta, 79; 4 Venturini, 46; 5 Vainio, 45; 6 Olive, 44.

Let's do the timewarp again

Mega cars and legendary drivers starred again at Goodwood's Festival of Speed. *MARCUS PYE* picks out the highlights



Jim Clark's 1965 Indianapolis 500-winning Lotus 38 had not run for 45 years prior to the 18th Goodwood Festival of Speed. Thus it was utterly magical when his great friend and rival Sir Jackie Stewart – unfamiliar in dark blue tribute helmet – reclined left of centre in the offset chassis and drove it up the tortuous hillclimb course, methanol-burning quad-cam

Ford V8 engine engulfed in heat haze and shrieking through double-barrelled shotgun exhausts. Unarguably the most poignant highlight of another wonderful weekend.

To Lord March, promulgator of this petrolhead's paradise in 1993, fell the priceless honour of piloting the Ford-owned icon that finally nailed the antediluvian US-built roadsters

at the Brickyard. But triple world champion Stewart summed up the experience eloquently.

"Jimmy was the master, so this is a privilege, a thrill. I couldn't have asked for a better gift. When you see cars like this, you just have to hold your breath."

As ever, there were extraordinary machines by the acre at the annual confluence of motorsport's diverse worlds,

where heroes of car racing, rallying and motorcycle sport rub shoulders with today's aspirants to their crowns with a common quest: to entertain tens of thousands of knowledgeable fans daily.

'Viva Veloce! – the passion for speed' focused the action, with the centenary of Alfa Romeo – inextricably linked with 60 years of the Formula 1



JYS was thrilled to pedal Jim Clark's Lotus-Ford 38

world championship – the most evocative and visible of many subplots.

The minimalist beauty of Gerry Judah's feature installation (see page 8), in which 1925 Alfa P2 and current 8C Competizione were suspended on a giant red liquorice bootlace, its steel core elegantly twisted into quadrifoglio shape, reflected milestones in the Milanese marque's DNA as its

greatest cars howled past and the new Giulietta took its UK bow.

That the great event – prefaced for the first time by a 'Moving Motor Show,' a fourth day embraced wholeheartedly by industry and invitees alike – remains fresh and at the top of its form was evidenced by the rapturous reception for Britain's reigning F1 champion Jenson Button, his predecessor [current

world championship leader] Lewis Hamilton and adopted son Mark Webber. Five current F1 teams ran cars in the run-up to this weekend's Silverstone race, while Lotus's Heikki Kovalainen (whose T127 was a static exhibit) and Hispania Racing twins Karun Chandhok and Bruno Senna explored history elsewhere.

With John Surtees, Emerson Fittipaldi and Mika Hakkinen

also headlining a stellar driver line-up – and a much appreciated cameo appearance by Sir Stirling Moss, who cast aside his sticks to chauffeur a Mercedes-Benz SLS AMG to the summit – plus double world rally champion and Goodwood debutant Miki Biasion among the legends on Hannu Mikkola's devilishly slippery forest stage, sensory overload was guaranteed. ▶



BLOXHAM/LAT

100 years of Alfa Romeo

FEW MARQUES stir the soul like Alfa Romeo, thus the 100th birthday of Società Anonima Lombarda Fabbrica Automobili – founded at Portello outside Milan in 1910, and absorbed into industrialist Nicola Romeo's empire five years later – was not going to pass unnoticed by a motorsport world shaped by its most iconic machine.

The earliest racer present was marque stalwart Giuseppe Campari's six-litre 1913 40/60HP Corsa, although it did not run. Vittorio Jano's supercharged two-litre straight eight P2 design masterpiece perched proudly on the sculpture outside Goodwood House reminded historians of Antonio Ascari, and Count Brilli-Peri's '25 Italian GP victory that brought Alfa Romeo the world champion cachet.

A flashback to grands prix of the thirties, and fearless titans Tazio Nuvolari and Achille Varzi, brought rich red pickings, although the decade increasingly saw the silver of Germany dominant. The era was illustrated with a wondrously sonorous blown P3 (Tipo B Monoposto) and the sole surviving

4.5-litre V12-engined 12C-37, although it was a great pity that Julian Majzub's hairy 308C was damaged when it understeered into the bales at Molecomb corner – apparently with throttle jammed wide open – on Friday.

Pre-war biposti sports-racers, typified by Klaus Werner's 8C 2300 Monza – of the type which cleaned up at Le Mans – and Burkhard von Schenk's ex-Enzo Ferrari 8C 2600 Spider, were joined by the glorious full-bodied 8C 2900B coupe and Chris Mann's superbly reconstructed 3000 Disco Volante. But all eyes were on the staggering mid-engined 6C 2900B Aerodinamica Spider – secretly developed by Jano and the Jankovits brothers – which never got the intended V12 power.

The immortal Tipo 159 'Alfetta' GP car, which carried Giuseppe Farina and Juan Manuel Fangio to the first two Formula 1 world titles in '50-'51, sounded wonderful. Its whining supercharger boosted the 1500cc straight eight's output to a prodigious 425bhp, giving its heroic drivers a thorough workout during gruelling competition.

A fabulous set of Tipo 33 sports-prototypes traced the evolution of the family from the curvaceous 'Periscopica' of '67 (brought by Scuderia del Portello boss Marco Cajani) into the '70s, coda tronca and coda lunga bodies, two litres to three and eight to 12 cylinders. Numerous touring cars spanned screaming GTA and GTAm models to 155 DTM and BTCC winners, while Klaus Fiedler's ex-Andrea de Cesaris V12 182 marked the pinnacle of its own F1 involvement in '82.

Yet more fascinating, but unraced, Alfas lurked dormant in the paddocks. The stillborn Tipo 512 –

almost an Auto Union clone in red – the V10-engined, 210mph 164 Procar muletta of '88 and the sleek Group C SEO48 of '91 (never seen outside Italy) commanded attention and endless photographs.

Like many of their siblings, and five takes on the T33 racer by coachbuilders – spanning the instantly recognisable Stradale Prototipo and futuristic Carabo to Pininfarina's awesome 33.2 aerodyne – these ill-starred racers came from the sensational Museo Storico dell'Alfa Romeo at Arese.

"This was not the weekend to visit it," suggested one veteran marshal drily...



BLOXHAM/LAT

Stillborn SEO48 made its first trip out of Italy

Mark Walker thrilled in 1905 Darracq leviathan



BLOXHAM/LAT

Extraordinary cars

AUTOMOTIVE EXCELLENCE spanning 108 years – from the lofty 1902 Mercedes Simplex that raised the Land Speed Record to 97mph to the current Williams-Cosworth FW32 grand prix car – embraced countless motorsport milestones, and oddities, on the 1.18-mile hill.

The raw speed of Mark Walker's latest Edwardian behemoth, the incredibly spartan 1905 Darracq 200bhp, left the audience gaping with disbelief. With a massive V8 engine straddling its flimsy cart-sprung frame, and its extrovert handler hunched over the wheel, the wagon (which hit 125mph on Saltburn sands in 1925), reached the summit in 74.81s.

Bugattis were among the stars of the Pre-war GP class. Goodwood medic Jonathan Botting had 'permabeam' after exercising David Hands 1925 Type 39, sole survivor of five built, in accomplished style. Walter Rothlauf's T35B, Alberto Divo's '29 Targa Florio winner, was subsequently ice-raced in Scandinavia by Eugen Bjornstad.

Classic Endurance Racers included house debuts for two unique 1954 cars. Ralph Dolega's Colli-bodied Panhard 750 Sport Spider ranged nicely with the slippery Emil Pupulidy-built Porsche Special of Americans Robert and Travis Howard.

Sixty Years of La Carrera Panamericana road-race showcased European finesse and US muscle, but the ex-Manfredo Lipmann Porsche 356

of Richard Clark and preparer Andy Prill emerged quickest. The priceless Uhlenhaut Mercedes-Benz 300SLR (essentially a GT-packaged GP car that remained untraced), had Jackie Stewart waxing lyrical after his runs.

Triple Indy 500 winner Bobby Unser described driving the Maserati 8CTF 'Boyle Valve Special' in which Wilbur Shaw won the 1939 and '40 races (the latter when Unser was six!) as "one of the highlights of my life". Emanuele Pirro and Jochen Mass later enjoyed turns.

Perhaps the most bizarre racer was the Marcos Mantis, seen only at Spa in '68 with Repco V8 power. Now road-registered and Buick-powered,

this Jules Verne-esque brainchild of Dennis Adams was brought by American Ned Morris.

Big-banger tin-tops came from Australia, to celebrate 50 Years of Bathurst's great enduro, and the USA. While his team was racing at Daytona, NASCAR ace Michael Waltrip demonstrated the speed and tyre-frying abilities of his NAPA Auto Parts Toyota Camry spectacularly on his Goodwood debut. Returnee Mike Skinner went one better on Sunday, laying rubber continuously in his Red Bull version until a tyre exploded near the finish!

Intriguing creative thinking was rife among the Open Racing Prototypes. Clever Argentinian engineer Oreste Berta's machines were successful at home, but Torquato Iriarte's '69 LR model – powered by a 380bhp straight-six SOHC Tornado engine – provided

the marque's European debut.

Having enjoyed Dennis Loshier's exploits in its steroidal superkart predecessor last year, Porsche design chief Harm Lagaaij's first outing in his "knee high" AVS Shadow of 1970 went down well. As did the constant 8000rpm note of the Cosworth BDA engine in the Huron that Jean-Louis Haxhe drove to the '72 Belgian hillclimb title, courtesy of owner Paul van Doorne's grandfather Hub's DAF Variomatic transmission.

Of the Landmark Endurance Racers, Carlos Monteverde's ex-Scuderia Filipinetti Ferrari 512S transported Derek Bell back to his sportscar roots, while the Silk Cut Jaguar XJR14 was the ultimate Group C missile two decades on. BMW's loud (in every sense) M3 GT2 'Art Car,' which debuted at Le Mans last month, starred in the modern set with Dirk Muller and Steve Soper up. ▶



BLOXHAM/LAT

Only surviving Bugatti T39 raced Down Under



Michael Waltrip smoked US stockcar



Paul van Dorne drove Huron BDA



Harm Lagaaij brought ultra-low AVS Shadow

Grand prix glory

Formula 1 continues to be vitally important to the Festival as true enthusiasts' unique conduit to its stars, long cocooned from the paying public at grands prix. With homegrown heroes Lewis Hamilton and Jenson Button tenuously atop this season's gripping title fight, the McLaren-Mercedes teamsters both thrilled anew.

Jenson saddled Alain Prost's '86 world championship-winning McLaren MP4/2C on Saturday, and discovered the 1000bhp TAG turbo V6 engine's startling boost characteristics. "The amount of power is unbelievable. And it comes in all at once," he said goggle-eyed.

Lewis took over on Sunday, treating onlookers to several precision doughnuts – exiting one-handed with a regal wave – in his '08 title-winner. Like Button, Hamilton signed countless autographs, their smiles and relaxed

banter lighting the lives of fans young and old.

Red Bull's air ace Mark Webber also delighted in huge ovations on day two, driving last year's RB5 with which British F3 points leader Jean-Eric Vergne (on his first Festival visit) was entrusted on the final day.

Returnees Nico Rosberg and Nick Heidfeld shared Button's dominant Brawn BGP 001 of last year, cunningly disguised in current Mercedes-Benz team attire. Both Nico and team tester Heidfeld, whose



Button sampled 1986 McLaren-TAG MP4/2C

hill record of 41.6s dates back to 1999 with McLaren, gave it plenty.

Marc Gene, back for a sixth time, showed off last year's sleek Ferrari F60 to great effect with some fast passes, while Sam Bird enjoyed the latest Williams-Cosworth FW32, which the Grove team had been granted dispensation to run.

Formula 1 debutant Lotus Racing was a popular addition to the paddock, although its T127 car remained silent. Classic Team Lotus found slots for Heikki Kovalainen and Jarno Trulli in JPS-liveried 72E and 79 respectively.

Hispania Racing's Bruno Senna was back in one of uncle Ayrton's McLaren-Ford MP4/8s, courtesy of Aaron Hsu and the Lanzante equipe. Team-mate Karun Chandhok was enchanted by Keke Rosberg's '82 world title-winning Williams FW08.

"I'm an old-school fan of the sport, so I've asked Jonathan Williams to sign me for the next 20 years," said the charming Indian.

Turning back the clocks, John Surtees rekindled an affair with

his scarlet Ferrari 158 winner of '64 (from the USA's Barber Vintage Motorsports Collection) and Emerson Fittipaldi replayed his golden '72 and '74 seasons in Lotus 72 and Richard Meins's McLaren M23 – which he last drove in '75 – respectively. Mark Stewart shared his "pride and joy" Tyrrell 006 with his father and brother Paul. Brilliantly, Jackie's period crew chief Roy Topp was there to run it.

Among the fabulous machines that traced F1's history from its birth in 1950, Arturo Merzario got his hands on the Alfa Romeo Alfetta and Mika Hakkinen gave the Mercedes-Benz W196 a jolly good workout. Roger Wills, who with Joe Twyman debuted the '77 Tyrrell P34 six-wheeler now escaped from the Donington Collection, won Sunday's shootout (for the 20 quickest drivers going for times) in his Williams FW05 with a 47.15s climb, having earlier set the weekend's best of 45.81s.

"These cars won nothing when they were new, but it's never too late," said the bold New Zealander.

'Emmo' was back in his title-winning Lotus 72



BLOXHAM/LAT

Hamilton ruined his McLaren's tyres early



BLOXHAM/LAT



BLOXHAM/LAT

Senna and McLaren!
This is Bruno in MP4/8

Stage fright

MASSIMO BIASION never really got Britain's round of the world rally championship. All that mud, rain and misery. It just wasn't Miki. He managed a podium on his debut here, in the Lancia Delta HF Integrale in 1990. But that was as good as it got. He ended his WRC career here four years later when the engine in his Ford Escort Cosworth went pop leaving him in a dark Grizedale to ponder a steady day in Yorkshire.

Last weekend, Britain was forgiven. The man who dominated the 1988 and '89 seasons to take back-to-back titles had a ball first time out at the Festival. He loved it, and West Sussex loved him.

"Eez fantastic," he smiled, allowing a moment's peace to descend after he'd stood and watched another supercharged pre-war Alfa thunder up the hill. "To see all these cars, eez just incredible."

He was right. Then he strapped himself into a Group A Delta and gave us something to marvel at. Biasion's arrival at Goodwood was long overdue, but he made up for it with some stunning runs through the forest stage.

Ken Block was another newcomer. He too, was bowled over by the place. Unfortunately, his 800bhp Fiesta Gymkhana car couldn't be shipped from America in time, but the Monster World Rally Team driver took a forceful approach to pretty much every run at the hill in his Focus RS WRC.

"I just love driving this car," he said. "It doesn't matter where I'm driving it, any day I get in it is going to be a good day."

Aside from those two superstars of our sport, there were the usual Goodwood suspects thrilling an ever-increasing crowd in the woods at the top of the hill. Defending Intercontinental Rally Challenge champion Kris Meeke was back for a second season in his Peugeot 207 S2000, with recent Ypres Rally winner Freddy Loix stepping in to Guy Wilks' Skoda UK Motorsport Fabia S2000 to deputise for the injured Darlington driver. Estonian Ott Tanak was another driver worth watching in MG's S2000 motor, but it was his countryman and mentor Markko Martin who probably got more cheers than anybody. He hurled a snarling 555-liveried Subaru Impreza around the stage and it went down well – even if it was the 1995 Carlos Sainz car that tried to stand in the way of Colin McRae and his moment in history.

It wasn't just about modern rallying either. There was Rauno Aaltonen bouncing the same Mini Cooper S the original flying Finn used to win the 1965 RAC – and a similar car being driven by TV chief James Martin.

Both of Britain's world champions were remembered by the presence of the Colin McRae Vision and Richard Burns Foundation stands. Both provided stirring memories of the heady days when we ruled the world.

David Evans



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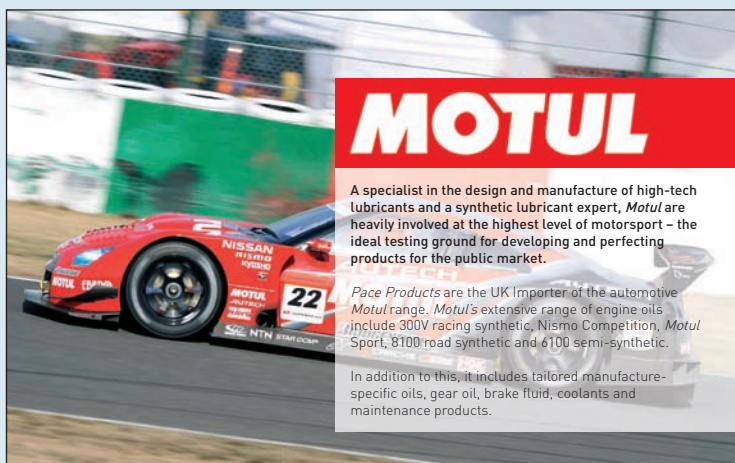


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Renault supports F3 Masters at Zandvoort

AUTOSPORT SAYS...

KEVIN TURNER
NATIONAL EDITOR

kevin.turner@haymarket.com



LAST WEEK we ran a story on the Snetterton crash that could have finished Jordan Williams's Formula Palmer Audi season. Having now seen some remarkable footage of the accident, I think it needs further discussion.

It's clear that, having pressed his boost button, Williams was carrying much more speed down the Revett Straight than Maxime Jousse. Whether Jousse didn't see Williams coming or waited to make his 'one permitted move' is not clear - I have yet to make contact with him - but what is certain is that his move to defend the left is too late to be safe.

Williams had no time to react before being launched into a series of terrifying rolls. He was lucky not to hit the bridge.

Clerk of the course David Scott gave Jousse a £500 fine, but says he can't give the title leader any points on his licence as Jousse is a French FFSA licence holder and they don't have the same system. This seems a little unfair - does that mean those with foreign licences can get away with more than those with British MSA ones?

Beyond that, this sort of driving needs to be treated more seriously. That is difficult when those in F1 - whom young drivers aspire to - sometimes get away with dubious moves, but bans and harsher championship penalties are needed before somebody's luck runs out.

Extra contact details

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ben.anderson@haymarket.com

Formula Renault to get festival event at Zandvoort

Renault Sport plans to bring competitors from its different European series together for end-of-season contest at former Dutch Grand Prix venue

» **FORMULA RENAULT** teams have welcomed a move by Renault Sport to introduce a Formula 3 Masters-style event at Zandvoort this season.

The Renault Sport Masters meeting will take place at the former home of the Dutch Grand Prix on October 30-31. It will be open to both the new Formula Renault and the old Tatuus chassis, running to 2009 specification.

The aim of the event is to attract drivers from the various European Formula Renault series, including the Eurocup and UK championships. It will be promoted by Mick de Haas, who has experience in Formula 1 and the Le Mans 24 Hours.

The final structure of the festival - which could include qualifying races - is expected to be finalised at a meeting at Hockenheim in September.

Formula Renault UK promoter Simon North said: "Calendar clashes with the Eurocup mean drivers from Britain can't do a dual programme. This will hopefully get the best drivers from Renault together

and give British drivers the chance to compete on a European stage.

"Some of our drivers go on to F3, so this will give them experience of Zandvoort before the F3 Masters."

The announcement comes as part of a number of changes by Renault Sport. The new car will be introduced to the Italian and Swiss series in 2011, there are plans to relaunch a French competition, and drivers will now be allowed to compete in two championships. This season a controversial new rule limited them to one.

TEAM REACTION

UK teams have welcomed the Masters event and hope to compete, providing drivers can be found.

Fortec Motorsport team manager Dave Moore said: "I think it's a good idea and we'd be looking to run a few cars, old and new, but it depends on drivers and budgets.

"Second and third-year Renault drivers are likely to be doing F3 or GP3 tests by that stage of the year - you won't get the cream of the crop - but if Renault can get

people in from karting and the lower formulas it'll work. Zandvoort is a good track and it gets us out of the UK."

Atech GP principal David Hayle added: "It'd be fantastic to get all the European teams together. If they did one or two events that would be great."

CRS Racing boss Andrew Kirkaldy believes it is not the teams that will determine the success of the event. "It's a good idea as long as the drivers want to do it - you need them to fund it," he said.

EUROCUP FOR CLIOS

Renault Sport has also announced a four-round Eurocup Clio series for 2011, with a pilot contest to be held at Hockenheim on September 4/5, although unfortunately for UK teams this clashes with a domestic round at Knockhill.

North said: "It gives the Clio Cup an aspirational aspect - it's a good move."

The Eurocup Clio calendar has yet to be finalised, but will be part of World Series by Renault weekends. North confirmed that it is likely to include the UK's WSR round, at Silverstone.

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Brits star in Hungary



Bacheta wins, while Stevens leads UK series regulars in Hungaroring Eurocup round

LUCIANO BACHETA scored his maiden Formula Renault Eurocup victory at the Hungaroring last Sunday on a good weekend for British drivers.

The Essex racer is a Eurocup regular and is now third in the drivers' standings, 21 points behind leader Kevin Korjus. Bacheta's success is also the first win in the category for his rookie Interwetten

team, staffed by several former members of A1GP Team Switzerland.

"Every weekend we've had very strong pace, but we just hadn't been able to get the win before," said Bacheta. "This weekend we have been very unlucky, as we had a problem with the gearbox with two laps to go in race one. It could have been a second and a win, but these things happen in racing."

The 20-year-old ex-Formula Palmer Audi racer has confirmed that he will compete as a wildcard entry in the Formula Renault UK races at Silverstone's World Series by Renault meeting on September 18-19.

Manor Competition's Will Stevens topped the UK series regulars guesting in Hungary, finishing second on his Eurocup seasonal debut. UK points leader Tamas

Pal Kiss had mixed fortunes at his home event. The Atech GP racer suffered electrical gremlins in qualifying and race one, but charged from 26th to 10th, with fastest lap, in race two.

Stevens said: "We feel that the British championship is very strong this year, and hopefully we have proved it by coming over here and finishing on the podium."



Bacheta won; Stevens (left) took a second

Formula Renault UK

New car safe, says Renault

RENAULT HAS reacted swiftly to concerns regarding the safety of the 2010 Formula Renault 2.0 car, following the removal of the rollhoop during Fortec Motorsport driver Alex Lynn's accident at Oulton Park last month.

Renault Sport Technologies' Benoit Dupont told AUTOSPORT that the company had spent €34,000 investigating the incident.

"Even though we spent so much time during the development of the car working on safety, we didn't want to leave it by saying the car's fine and we've proved that it complies with the new FIA's new F3 crash regulations," he said. "We wanted to examine what

happened, so that we could present our findings to the MSA and FIA and reassure them that the car is safe.

"We found that the rollhoop was on for the first two impacts during the roll. In the third impact, the car slid against the ground and that generated a force that took the hoop off. Fortunately the

driver was safe. That impact would have caused the same result to, I think, a lot of other cars. There were teams quite understandably shouting about what happened and I understood completely the concerns. But if the same thing happened to a Dallara, it wouldn't have raised so much of an alarm."



Lynn's rollhoop failure sparked investigation

Future Festival

F1 test prize for new series

A FORMULA 1 test drive is the prize for one of two new race initiatives launched last week.

The enviorSports car and Star of Tomorrow series will form part of the Future Festivals, aimed at supporting the development of green fuels and young drivers.

The ESC will combine circuit and drag racing, and fuel efficiency, while SoT organisers will invite leading F3 drivers to compete in the same class of car. It is planned the winner will get the test drive.

The first Festival will be held at Rockingham in August 2011.

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Ginetta Junior

Howard's way to Tollbar after split with TJ Motorsport squad

GINETTA JUNIOR frontrunner Tom Howard has switched from TJ Motorsport to rival squad Tollbar Racing for the rest of the season.

Howard has been a race winner with TJM and currently lies sixth in the title race, but has decided to leave after a clash with team-mate Jody Fannin. He will now race alongside friend and championship leader Jake Hill.

"I've had some great results this year and thank TJ Motorsport for looking

after me since I started racing cars in 2008," said the 16-year-old. "But Tollbar have done such an amazing job with Jake, who has been the pacesetter so far this year, so we felt that as they had a second car available it would be a great opportunity to join them."

Team boss Mike Flounders added: "Tom has been a frontrunner for quite some time now, so there's no doubt that as a pairing I think we've now got the strongest line-up in the championship."

TJM's Trevor Griffiths confirmed that the squad is now looking for a replacement. "I'm surprised Tom's left and it's a blow for us, but I'm sure we can fill the seat," he said. "We're still talking to people and we've got a couple of drivers already interested."



Howard (left) leaves TJM after bruising Croft round

British GT

Geddie joins Ashburn's title charge

PORSCHE CARRERA Cup frontrunner Glynn Geddie will race for Trackspeed in British GT for the rest of the season to aid team owner David Ashburn's title attack.

Geddie, who currently lies fifth in the Carrera Cup with Team Parker Racing, made his British GT debut in a Trackspeed Porsche at Knockhill in May. He took a third, and will now join Ashburn for the rest of 2010.

"I really enjoyed working with the team

at Knockhill and I feel we should have a good chance in the remaining races," said the 20-year-old Aberdonian.

"It will be nice to mix it up with the sprint races of the Carrera Cup this year. British GT has

always been appealing for me, so this gives me the best opportunity to gain more experience and fight for race wins."

Ashburn is currently only two points behind GT leaders Matt Griffin and Duncan Cameron.



Geddie made Brit GT debut at Knockhill

Renault Clio Cup

Renault lifts Clio Cup testing ban

RENAULT SPORT UK has temporarily lifted the in-season testing restrictions on the Clio Cup in a bid to attract new drivers.

Clio grids have fallen to mid-teen levels in 2010 and until now championship regulations have strictly prohibited private testing outside of official test days in order to cap costs. But following recent discussions with teams, the regulation has been provisionally lifted in order to let drivers test during the current

seven-week break for the World Cup.

Drivers can now test at two agreed venues - Oulton Park and Rockingham - until the end of July.

Renault Sport UK is also offering the upgraded bodykit and the new, more powerful engine at 2009 prices.

Championship promoter Simon North said: "It was felt that this would tempt new drivers to the series. We're also hoping the upgrades offer will help make the series even more accessible to newcomers."

MARCUS PYE

HUMBLE PYE

The voice of club motor racing



Skinner smokes some NASCAR rubber

The already peerless Goodwood Festival of Speed has been elevated to another plane in its 18th year by the addition of last Thursday's Moving Motor Show, before three days of sporting nirvana. It is now, quite simply, the world's greatest motoring event, one so richly populated with star names and vehicles - and now boasting so many facets - that a magazine could be devoted to it.

The *Sunday Times* Supercar runs have in recent years showcased an ever-expanding roster of mindblowing 200mph-plus roadburners aimed at those for whom the term 'recession' barely blips the radar. Fortunately for the majority, for whom *Top Gear's* 'reasonably-priced' cars will have to suffice for a lifetime or two yet, we enthusiasts can look forward to seeing 592bhp McLaren MP4-12Cs or £1million Aston Martin One-77s in greater numbers than our ancestors did Alfa Romeo 8C 2300s or Ferrari 250 GTOs. But there's always the 'affordable' Lotus Evora or Ginetta G400 to aspire to...

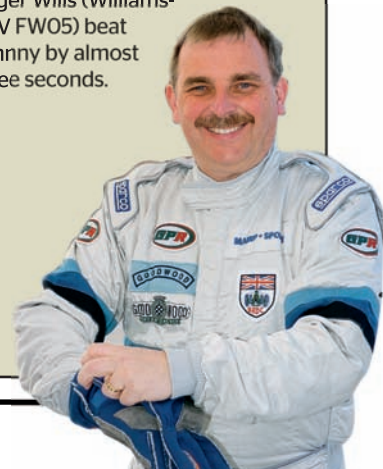
For the beleaguered-but-battling-on industry, though, the opportunity to demonstrate everyday motors and a new breed of eco-warriors to serious punters in perfect sylvan surroundings - with an 'in-house' test track - renders dormant cars at the NEC or Earls Court of yore a distant memory. Goodwood wins every time for the try-then-buy brigade!

The sheer size of the Festival is staggering now, and its expanding paddocks, Forest Rally Stage, four-wheel-drive rides, acres of manufacturer pavilions and sideshows mean that many folk set aside two days or more to take it in. I've not seen as many people there before, and I'm only trying to follow the sporting elements.

Michael Waltrip and Mike Skinner were this year's showboating kings on the hillclimb course in their NASCAR stockers, Skinner's blow-out on Sunday coming after a basecamp-to-summit burnout attempt that had everybody cheering to the growling Toyota V8 soundtrack. As Waltrip said, after leaving a molten Goodyear trail of his own, "first there's rubber, then there's cords, and when there's no more cords left there's air!"

The timed single-run shootout - televised live on Sky Sports 2 - proved a damp squib, no matter how hard multiple BTD setter Justin Law (the ultimate White Van Man, who cut a staggering sub-minute qualifying time, back in the Jaguar XJ220-underpinned Ford Transit) or double British rally champion Johnny Milner (720bhp 4WD nitrous oxide-boosted Toyota Celica Sprint turbo) tried. Once hot rival Anthony Reid (Lola-Chevrolet Vega T290) had spun at turn one, Roger Wills (Williams-DFV FW05) beat Johnny by almost three seconds.

“The sheer size of the Festival is staggering now - I've not seen as many people there before”



European Rallycross

Alamaki to make Rallycross return

RALLYCROSS LEGEND Matti Alamaki will make his first appearance in the European championship since 1991 this weekend when he drives a Division One Honda Civic in his home round in Finland.

Alamaki used Porsches to win the 1981 and '85 European Rallycross titles, before scoring a hat-trick in a Peugeot 205 T16 E2 from 1988-90.

Although he has not raced so far this year, Alamaki was drawn back to rallycross in 2008, driving a few events in the Finnish championship and then switching to the Honda

in the newly formed Pakkala Motorsport team last year.

Alamaki, 53, will be joined by former World Rally driver Jani Paasonen, who will drive a Skoda Fabia in Division One.

The event, at Kouvola (100 miles north-east of Helsinki), is the first time that the ERC has appeared in Finland since 1999. It is the latest step in re-establishing rallycross in Finland.

The country's national championship has been saved by promoter Aviator, which is also responsible for the ERC round.



Alamaki was a force in 205 T16



Formula Academy attracted seven entries

Formula Academy

Formula Academy plan

New single-seater series kicks off at Rockingham with seven cars and immediately looks to join with Formula Ford competitors

THE NEW Formula Academy initiative could combine with other series in order to boost grids after the inaugural event at Rockingham last weekend.

The series, which aims to provide drivers with a first step into car racing, attracted seven entries for its first event. Series boss Ken Bowes is confident the grid will grow, but believes FAcademy's maximum capacity – 15 – leaves scope for amalgamation with other series.

"It was a thin grid, but I've been working on it for such a long time so it was important for our credibility to get started," he said.

"There's a lot of interest in it – a lot of potential drivers want to finish their exams before joining so I'm reasonably confident it will grow.

"We only have 15 cars available so the chances are

we'll combine with something else."

Formula Academy uses Zetec-engined Van Diemen RF97s, and Bowes confirmed the most likely to join it are Zetec Formula Ford runners, who have had limited opportunities to race in recent years, and BRSCC FF1600, which has sometimes struggled for numbers in 2010.

"We're trying to keep costs down and it helps if we can split them with others," said Bowes. "I've had quite a positive response from Zetec drivers."

The next Formula Academy round takes place at Mallory Park later this month and could run alongside BRSCC FF1600 racers.

The Rockingham races were won by Formula Academy Scholarship winner Jack Drinkall, in his first car race, and Cavan Corcoran, returning to racing for the first time since his Ginetta Junior crash in 2007.

Kent Capri gets back on track at Kent circuit

Historic racers Douglas Titford and Trevor Reeves gave this Cologne Capri RS2600 a run-out at Brands Hatch last week. The ex-Kent Frami Racing machine scored European Touring Car successes in 1972



GARY HAWKINS

British Hillclimb

New OMS makes hillclimb debut

STEVE OWEN'S latest OMS machine broke cover at Harewood last weekend, driven by Owen and wife Lynn.

The new OMS25 hillclimb challenger has a Suzuki Hayabusa powerplant, but the model will feature a number of engine options in the range.

Owen, who is based in the Boroughbridge area of North Yorkshire, said: "There is a great deal of interest in this car – I have nine orders. In addition to this car, two more are in my works approaching completion and three

more will be starting construction soon.

"In addition to the regular Hayabusa, Steve Broughton will have a supercharged Hayabusa in his and one will have a two-litre Duratec. This new car is the future of OMS."

OMS has now produced more than 200 cars and is the only chassis manufacturer with cars competing in all five classes of single-seaters in British hillclimbs. Trevor Willis currently lies third in the British championship with his OMS Powertec-SBD.



New OMS appeared on Harewood hill

IN BRIEF

A RARE Unipower GT raced in Britain for the first time since 1986 in the Historic Sports Car Club's Superprix at Brands Hatch last weekend. Gerry Hulford, who has owned the car since 1976, endured mechanical woes in the Guards Trophy race (left).



JONATHAN FAIRLEY'S ex-Jack Brabham 1965 BT11 failed to race at Brands following a shunt in testing. A driveshaft failed as he exited Druids, the flailing item breaking the rear suspension and causing Fairley to lose control. He hit the barrier, tearing off two wheels.

LYNN WELCH, wife of former British Rallycross champion John, died last Saturday at the age of 57 after a long battle with cancer. AUTOSPORT sends its condolences to John, and children Sara and Daniel.

McLAREN'S FIRST single-seater, the unique 4.5-litre Oldsmobile-engined M3A (left) that Patsy Burt commissioned for 1966 and drove to the inaugural RAC British Sprint crown in '70, broke a long competition lay-off at Goodwood, driven by historic racer Julia de Baldanza.



FORD GT40 MkII chassis XGT-2, one of the eight seven-litre cars entered for the 1966 Le Mans 24 Hours, ran for the first time since a complete rebuild at Goodwood. Run for Graham Hill and Brian Muir by Alan Mann Racing at La Sarthe, it was driven up the hill by Gregor Fiske, Stuart Graham and Mick Walsh.

ARGENTINIAN MARQUE Berta made its first UK appearance at Goodwood. The 1969 Tornado-engined, straight-six four-litre 380bhp sports-racer (right) was driven up the hill by Torquato Iriarte.



TRAVIS DRUMMER and historic sportscar racer Neil Primrose secured his first outright win at Croft last weekend in the Chevron GR8 Challenge.

SNETTERTON OPENED its gates last Sunday with a free show aimed at local drivers, organised by the police and fire brigade. In attendance were the Sporting Car Club of Norfolk, Eastern Counties Motor Club and the Bigpower Club. Winner of the test by almost three seconds was first-timer Simon Rout with his Peugeot 205 GTi.

European Rallycross

Isachsen overcomes illness and ERC rivals

DESPITE SUFFERING from illness throughout the weekend, Sverre Isachsen claimed his third European Rallycross Championship win of the year in Sweden. The Norwegian, who claimed to have pneumonia, started the weekend in such poor health that, before free

practice, he was unsure he could drive his Ford Focus. Isachsen set fastest time in the first qualifying heat on the Holjes circuit on Saturday. By Sunday evening he had completed a remarkable performance, winning the event from pole and extending his series

lead as the season reached its halfway point. "I don't know how I did that," he said. "Out of the car I can hardly breathe and I can't talk for more than a few seconds, but when I'm in the car I cannot think about that - I just drive it." Having run free in the first

two qualifiers, Isachsen was worked hard in the early stages of the A final, Kenneth Hansen challenging but never quite finding enough space to force his Citroen alongside. When Hansen dropped into the Joker Lap section, Isachsen was able to concentrate on attack and established a margin that allowed him to retain the lead when he completed the Joker Lap section. Hansen was third before Frode Holte, giving the new Volvo C30 an impressive debut, took the Joker Lap section, at which point he returned to second. The leading Brit was Liam Doran. He was set to win the B final until the engine in his Citroen faltered on the last lap and he ended up seventh.



Isachsen overcame illness to win in Sweden

HSCC

Greenway and Britten honoured by awards

TWO NEW trophies were presented for the first time at Brands Hatch last weekend, both in memory of motorsport personalities who have recently passed away. The Motorsport Norm trophy commemorates Norman Greenway, who was familiar as the voice of Brands Hatch and Snetterton. He also commented on the very first Formula Ford race at Brands in 1967 and, fittingly, his trophy was awarded to Historic FF1600 race winner

Darren Burke on Sunday. The trophy will be awarded at an HSCC event at Snetterton next year and alternate between the two circuits. Also presented for the first time was the John Britten Trophy. Along with Jonathan Palmer and Sir Peter Ogden, Britten formed track owner MotorsportVision. The trophy was awarded to 70s Road Sports winner Alan Harper and will be presented annually at the HSCC Superprix meeting.

Historic Road Sports

Elford 911 returns to racing

AN EX-VIC ELFORD Porsche, the first 911 to race in the UK, returned to action at Brands Hatch last Saturday. Now owned by Peter Russell, GVB 911D made its race debut at Brands in 1967. It was used as a press car and Elford also used it to win the first rallycross event, held at Lydden Hill, in February 1967.

Elford then drove the car to third overall in the British Saloon Car round at Brands. Elford also campaigned the car in the European Touring Car Championship before Nick Faure raced it in the 1970s. Russell acquired it in 1982 and his son, sometime Caterham racer Rob Russell, drove the car at Brands last weekend. In its first race for three decades, the car was qualified 28th for the Historic Road Sports event and finished 23rd overall, third in Class D. "I was nine when dad bought the car and I've often dreamt of being allowed to race it," said Rob. "This is fantastic."

Ex-Vic Elford 911 returned at Brands



Goodwood Festival of Speed

Goodwood crash for restored F1 Lotus



Griffiths had off in rare Lotus

SPORTSCAR RACER Steve Griffiths took a front corner off his newly restored 3.5-litre Formula 1 Lotus-Judd 101 at the Goodwood Festival of Speed last Sunday. The Welshman, who had rebuilt the ex-Nelson Piquet/Satoru Nakajima car prior to running it at Classic Team Lotus's recent Snetterton festival, lost control and hit the straw bales

lining the hillclimb course. Current Lotus Racing driver Jarno Trulli had already had a run in it at Goodwood. The only remaining 101 in Europe, chassis 3 of the four built scored its best race result with fourth in the 1989 season-closing Australian GP with Nakajima. It was subsequently tested by Johnny Herbert in January 1990, then retired until last month.

Verdon-Roe takes GP win at Brands birthday bash



Verdon-Roe took second F1 win of 2010

FIFTIETH ANNIVERSARY celebrations and the return of grand prix cars to Brands Hatch drew a much bigger than expected crowd to savour a feast of action on one of the most revered ribbons of asphalt in motor racing.

Round four of the FIA Historic Formula 1 Championship topped proceedings, and reigning champion Bobby Verdon-Roe didn't let his fans down. He took victory, but he had to do it the hard way to beat Monza race winner Katsu Kubota.

The Japanese driver was narrowly heading Verdon-Roe's McLaren MP4/1B when red flags flew (no safety car in HF1) for Peter Wuensch's Wolf, which was stuck on the edge of the gravel at Clearways.

Problems starting engines in the heat led to several pitlane starts in the re-run, in which Kubota's Williams FW07C was just able to hold Verdon-Roe's ballsy opening-lap shot into Druids. Gradually they dropped Rowland Kinch (Arrows A4) and for seven

laps Kubota just held sway.

Then backmarkers played their part and Verdon-Roe pounced. Despite some lurid slides out of Graham Hill Bend he soon put space between himself and the unlucky Kubota to take an aggregated victory.

Kinch was third, while Steve Hartley ran fourth until his A4 began jumping out of gear, handing the place to Spa race winner Joaquin Folch (Brabham BT49C) who was strangely off the pace all weekend.

A mouthwatering and even more eclectic field contested the HGPCA double-header, Mark Piercy (Lola Mk4) taking Saturday's race, its progress easily plotted by the glorious exhaust note of his car's Coventry Climax V8 unit.

Sadly, it didn't sound quite as crisp on Sunday and Piercy proved easy pickings for Peter Horsman's Lotus 18/21 to go one better than its race-one result. Piercy survived an anxious moment at the top of Paddock, but later pitted, promoting Ian

Ashley's LDS, which again shrugged aside the Cooper of Sid Hoole. It was a delighted Horsman's first HGPCA victory.

The Guards Trophy race provided a thrilling finish to Saturday, with Graeme Dodd's Ginetta ousting Steve Hodges on the penultimate lap to inflict a rare defeat on the Chevrons.

A safety car split the field and though Edward Lovett finished a distant third, he will rue the time wasted recovering from a spin while in second. Martin O'Connell fared even worse: he led until his Sandy Watson-owned

Chevron refused to start after the pitstop.

The British rounds of the FIA Lurani Trophy Formula Junior championship provided Michael Hibberd with a brace of wins, despite finishing second on the road in Sunday's race. On Saturday, he cleverly used a backmarker at the end of a safety car period to break clear and rebuild his lead. Urs Eberhardt, Philipp Buhofer and Peter Morton were next, covered by 0.6 seconds.

Hibberd had no answer to Callum MacLeod's pace once headed on Sunday, the rising star passing Hibberd and a backmarker around

the outside at Graham Hill Bend. But a nasty surprise awaited McLeod in post-race scrutineering: his Caravelle failed ride-height and weight checks, thus promoting Hibberd to number one spot, ahead of Eberhardt.

When Alan Harper (Lotus Elan) spun while trying to grab fourth in the '70s Roadsports race, any thoughts of winning must have been a million miles away. But like a parting of the Red Sea, those four rivals ahead either spun or broke down, and Harper found himself in front on the penultimate lap.

If Harper enjoyed good



Dodd's TVR (64) won, while Lotus of Tooms failed



MacLeod (148) lost win to Lotus pair

GARY HAWKINS

fortune, so too did Historic Road Sports winner Julian Dodd, who escaped punishment for overtaking erstwhile leader Paul Tooms before the line at a safety car restart.

Things got worse for Tooms, first in an incident with David Randall at Surtees and later coasting into retirement. James Paterson's Morgan and the Lotus of Andy Shepherd traded second spot on each of the last four laps, Paterson emerging ahead.

March F2 driver Martin Stretton won both Formula

5000/F2 races, the first being rich reward for an unstinting effort to oust Mark Dwyer's big F5000 Lola. Stretton hit the front on the last lap when Dwyer got well out of shape through Surtees.

The same two contested the top spots on Sunday, although once headed Dwyer then tumbled down to fourth. He pitted with a loose rear wing stay and a gearbox that was refusing to remain in any gear.

Points leader Ben Simms had far too much pace for Simon Hadfield in Classic

F3, but Simms then had the tables turned on him in the Historic FF1600 encounter. Darren Burke skipped clear to make it seven wins from seven rounds. Simms just held Ian Ashley for second.

Ian Gray was an all-the-way leader ahead of David Methley in the Classic Racing Cars encounter, which was concluded a couple of minutes early. Polesitter Harry Wyndham (Ford Falcon) took Sunday's Historic Touring Car race without breaking sweat.

■ By Dud Candler

BRANDSHATCH EURO HISTORIC F2 July 3-4



GARY HAWKINS

Stretton hunts down Meyrick

Euro F2 tide finally turns for Stretton

SO FAR this year, defending champion Martin Stretton has endured a torrid time in Historic F2. He got his win at Brands last weekend, but he had to wait until Sunday as Peter Meyrick took Saturday's race and Stretton's character-testing season continued.

Things started with a bang on Saturday as third-row starter Darwin Smith stalled and prompted mayhem. The ensuing six-car coming-together prompted red flags within seconds.

Polesitter Stretton failed to fire up for the re-run and he was pushed off the grid. His crew got it going, but he now had to start stone last. From 20th grid spot, he was up to ninth in a lap!

Up front, Meyrick led the squabbling Hans Peter (Ralt) and Andrew Smith (March). Smith was a giant-killer in his 1600cc Class B-winning car on his way to third overall.

Stretton showed his pace by climbing back to fourth. Championship leader Daryl Taylor was a retirement, a fine boost for the Class A winning Katsu Kubota (eighth)

who leapfrogged him in the points table.

Sunday's grid was based on qualifying times, so Stretton again was on pole, but a hiccup at the start left him playing catch-up. "My mirror dropped down on the grid, I took the car out of gear to adjust it, then selected third," he said.

His slow getaway allowed Meyrick, Smith and Peter to take advantage, but Stretton soon hit back and was third at the end of lap one. He ousted Smith at Hawthorns on lap four.

Meyrick held firm until lap eight when Stretton pounced on the run into Westfield. Once ahead, Stretton kept the race-one winner at arm's length.

They were well clear of Smith, who in turn was equidistant to Peter, the Swiss driver winning a three-car Ralt RT1 scrap with Philip Harper and Peter Wuensch.

Kubota initially headed Class A, but surrendered maximum points to Diogo Ferrao at around half-distance. Erstwhile points leader Taylor salvaged something with second place in Class B.

FIA HISTORIC FORMULA 1 (16 LAPS)

1 Bobby Verdon-Roe (McLaren MP4/1B); 2 Katsu Kubota (Williams FW07C) +2423s; 3 Rowland Kinch (Arrows A4); 4 Joaquin Folch (Brabham BT49C); 5 Richard Eyre (Williams FW08); 6 Peter Meyrick (March 761). **Class winners** Meyrick; John Delane (Tyrell 002); Terry Syles (Osella FA1D). **Fastest lap** Verdon-Roe 1m19.940s (103.62mph).

HGPCA (12 LAPS)

1 Mark Piercy (Lola Mk4); 2 Peter Horsman (Lotus 18/21) +5569s; 3 Ian Ashley (LDS F1); 4 Sid Hoole (Cooper T66); 5 Peter Studer (Lotus 32); 6 Alan Baillie (Cooper T71/73). **CW** Horsman; Ashley; Tony Smith (Ferrari Dino); James Willis (Cooper T45); Hubert Fabri (Aston Martin DBR4); Paul Grant (Cooper Bristol Mk2); Marc Valvekans (Gordini T16). **FL** Piercy 1m41.967s (81.23mph).

RACE TWO (12 LAPS)

1 Horsman; 2 Ashley +14.506s; 3 Hoole; 4 Baillie; 5 Studer; 6 Smith. **CW** Ashley; Hoole; Smith; Willis; Fabri; Grant; David Bennett (Maserati A6GCM). **FL** Horsman 1m41.481s (81.62mph).

GUARDS TROPHY (19 LAPS)

1 Graeme Dodd (Ginetta G16); 2 Steve Hodges (Chevron B8) +1333s; 3 Edward Lovett (Chevron B8); 4 Stuart & George Tizzard (Lenham Spider); 5 Ian Jones (Chevron B6); 6 Andrew

Hill (Chevron B8). **CW** Tizzard/Tizzard; Richard Evans/Andrew Smith (Marcos 1800GT); Clive Wilson (Elva Mk7); Harry Wyndham (Jaguar E-type); Paul Smeeth (Elva Mk7S); Peter & Jan Boyes (MGB); Peter Aylett/Steven Farrall (Divia GT); Nigel Bancroft/Andy Somerville (Triumph TR4). **FL** Lovett 1m38.372s (84.20mph).

FORMULA JUNIOR (13 LAPS)

1 Michael Hibberd (Lotus 27); 2 Urs Eberhardt (Lotus 27) +5177s; 3 Philipp Buhofner (Lola MK5A); 4 Peter Morton (Lightning); 5 Marcus Mussa (Brabham BT2); 6 James Claridge (Lola MK5A). **CW** James Hicks (Caravelle); Stuart Roach (Alexis Mk2); John Delane (Lotus 18); Michael Ashley-Brown (Volpini). **FL** Hibberd 1m43.008s (80.41mph).

RACE TWO (14 LAPS)

1 Hibberd; 2 Eberhardt 37991s; 3 Claridge; 4 Mussa; 5 John Fyda (Lotus 22); 6 Marc Amez-Droz (Brabham BT16). **CW** Roach; Delane; Hicks; Jan Biekens (Stanguelini). **FL** Hibberd 1m42.093s (81.13mph).

AGGREGATE

1 Hibberd; 2 Ueberhardt; 3 Mussa; 4 Claridge. **70s ROAD SPORTS (11 LAPS)**

1 Alan Harper (Lotus Elan); 2 Peter Shaw (TVR Tuscan) +17796s; 3 Mark Brown (TVR 3000M); 4 Jai Sharma (Ferrari 308GTB); 5 Paul Stafford (Datsun 240Z); 6 Richard Armstrong (Porsche 928). **CW** Shaw; Armstrong; Ralph

Harwood-Penn (MG Midget); Bob Trotter (Jensen Healey); Alex Childs (Alfa Romeo Junior). **FL** Julian Barter (TVR 3000M) 1m49.723s (75.49mph).

HISTORIC ROAD SPORTS (9 LAPS)

1 Julian Dodd (TVR Griffith); 2 James Paterson (Morgan Plus 8) +1578s; 3 Andy Shepherd (Lotus 7); 4 Dave Randall (Ginetta G4); 5 Frazer Gibney (Lotus Elan); 6 Oliver Phillips (Morgan Plus 8). **CW** Shepherd; Mike Eagles (Milano GT); Patrick Ward-Booth (Ginetta G4); Nigel Webb (Jaguar XK120); Steve Winter (Porsche 911); Peter Shaw (Alfa Romeo Guilletta Sprint). **FL** Shepherd 1m47.684s (76.92mph).

HISTORIC F5000 & F2 (11 LAPS)

1 Martin Stretton (March 742); 2 Mark Dwyer (Lola T400) +1722s; 3 Richard Meins (March 762); 4 Frank Lyons (Gurney Eagle FA74); 5 Darwin Smith (March 722); 6 Peter Wuensch (Ralt RT1). **CW** Dwyer; Michel Ghio (Lotus 69); Keith Norris (Chevron B49); Laurent Fort (Brabham BT30); John Rand (Lola T460). **FL** Wuensch 1m26.967s (95.25mph).

RACE TWO (14 LAPS)

1 Stretton; 2 Lyons +30.363s; 3 Smith; 4 Neil Daws (Lola T332); 5 Neil Glover (Lola T332); 6 Fort. **CW** Lyons; Fort; Rand. **FL** Stretton 1m25.606s (96.76mph).

CLASSIC FORMULA 3 (13 LAPS)

1 Benn Simms (March 803B); 2 Simon Hadfield (March

743) +8.013s; 3 Hugh Price (Chevron B38); 4 Oliver Thorpe (Royale RP27); 5 Tom Thornton (Argo JM3); 6 Marcus Mussa (Modus M1). **CW** Thorpe; Albert Clements (Lotus 69). **FL** Simms 1m31.275s (90.75mph).

HISTORIC FF1600 (13 LAPS)

1 Darren Burke (Macon MR8); 2 Benn Simms (Alexis Mk14) +12.744s; 3 Ian Ashley (Lola T200); 4 Benjamin Mitchell (Merlyn Mk20); 5 Simon Toyne (Lola T200); 6 David Wild (Lola T200). **CW** Paul Goldfinch (Merlyn Mk20). **FL** Burke 1m38.541s (84.06mph).

CLASSIC RACING CARS (8 LAPS)

1 Ian Gray (Brabham BT16); 2 David Methley (Merlyn Mk14A) +2.355s; 3 Laurie Bennett (Elfin 600); 4 Richard Kendle (Brabham BT21B); 5 Tony Steele (Palliser WDB3); 6 John Waggett (Brabham BT18). **CW** Methley; Bennett; Westie Mitchell (Merlyn Mk20); Ashley Waller (Sadler FJ). **FL** Gray 1m37.844s (84.66mph).

HISTORIC TOURING CARS (11 LAPS)

1 Harry Wyndham (Ford Falcon); 2 Graeme Dodd (Jaguar Mk2) +5.948s; 3 Steve Shuttleworth (Lotus Cortina); 4 John Dunham (Lotus Cortina); 5 Roger Godfrey (Mini Cooper S); 6 Peter Hore (Lotus Cortina). **CW** Dodd; Shuttleworth; Dunham; Godfrey; Colin Gunton (Hillman Imp). **FL** Wyndham 1m52.424s (73.68mph).

HISTORIC FORMULA 2 (11 LAPS)

1 Peter Meyrick (March 782); 2 Hans Peter (Ralt RT1) +1.149s; 3 Andrew Smith (March 79B); 4 Martin Stretton (March 742); 5 Peter Wuensch (Ralt RT1); 6 Richard Meins (March 762). **Class winners** Smith; Katsu Kubota (March 712). **Fastest lap** Stretton

1m25.089s (97.35mph).

RACE TWO (14 LAPS) 1 Stretton; 2 Meyrick +1.145s; 3 Smith; 4 Peter; 5 Philip Harper (Ralt RT1); 6 Wuensch. **CW** Smith; Diogo Ferrao (March 712). **FL** Stretton 1m25.587s (96.82mph).

Whittaker and Kempton star in BMW battles

ONE OF THE strongest UK saloon car series away from British Touring Cars is the Kumho BMW Championship. Former champions Martyn Bell and Rick Kerry have both moved onto the larger stage, and there is no reason why some of the drivers from the current campaign can't emulate them. Foremost among them are championship stalwarts Garrie Whittaker and David Kempton, who proved the point with their victories at Croft. In Saturday's race Whittaker's E36 M3 was able to make an early but decisive break as the battles behind raged. Kempton slotted into second, with both James and Tom Webb in his wake.

James had some tentative looks at second, as their three-way fight allowed Tom Knight to join in too. Kempton received a couple of taps, but it was Knight who was first to progress, taking fourth into the Hairpin on lap seven and third a lap later into Sunny. Kempton's hold on second became ever more tenuous and into the chicane with three laps left Knight went by. Whittaker cruised to the flag with over eight seconds in hand, but Kempton retook the runner-up place as Knight slowed. "I was losing gears from lap four and only had a couple to choose from at the end," he explained after dropping to third on the last lap. Tom Webb clinched fourth after



Whittaker leads bustling BMW pack

ousting brother James with three laps remaining. Having led as far as the chicane on the opening lap, Whittaker was out of race two with a broken wheel, leaving Kempton at the helm before red flags brought a four-lap restart. Kempton kept his cool and was never headed. Ian

Crisp, Stephen Pearson and Colin Whitmore followed. James Theodore claimed his maiden victory in a lights-to-flag Formula Renault BARC race. Joseph Reilly lost second to Alice Powell at the Complex on lap three, then conceded third to Luke Wright. Wright put in a determined challenge for second place, but overshot after going wheel-to-wheel with Powell into Sunny. Both Josh Webster and Kasper Krogh got by, while Wright recovered fifth on the penultimate lap when Mitchell Hale spun at Clervaux. Wright made a flying start in the second encounter, as Theodore stalled on pole, and Powell, Reilly and Webster tucked in behind. Powell had started to make inroads by mid-race, but then the

safety car was called upon after Jake Rattenbury had crashed out. Powell put in a determined last-lap effort, but Anglo-Swede Wright claimed his maiden victory with only 0.130sec to spare. "I knew if I could hold Alice off at the green flag I was in with a good chance," he said. Reilly survived a spin at the Complex to retain third over Webster, while Theodore's recovery netted him fifth in the closing laps at Hale's expense. Although David Headen's Caterham had a brief taste of leadership, Bill Addison's R400 was dominant in both Northern Sports Saloons races. Headen was caught by Simon Blanckley's SEAT and Sam Arrenberg (R400) halfway into race one. Blanckley nipped past but Headen claimed the place back, leaving Arrenberg to edge out the SEAT for third.

Addison led throughout race two as the SEATs of Blanckley and Andrew Morrison fought Arrenberg. The Caterham had the edge at the start, but Blanckley went by into Tower on the third lap and Morrison followed a lap later. After Arrenberg retired in the closing stages, Blanckley held off a Morrison challenge to secure second. Chris Davison remains unbeaten after another double win in the



Theodore took first Formula Renault win

OLIVER READ

KUMHO BMW (13 LAPS)

1 Garrie Whittaker (E36 M3); 2 David Kempton (E36 M3) +8.314s; 3 Thomas Knight (E36 M3); 4 Tom Webb (E36 M3); 5 James Webb (E36 M3); 6 Ian Crisp (E36 M3 Evo). **Class winners** Richard Marsh (E36 M3); Jason Holyhead (E36 318is). **Fastest lap** Whittaker 1m32.731s (82.49mph). **RACE TWO (4 LAPS)** **1 Kempton**; 2 Crisp +3.696s; 3 Stephen Pearson (E36 M3); 4 Colin Whitmore (E36 M3); 5 Colin Wells (E36 M3); 6 T Webb. **CW** Des Thresh (E30 M3); Holyhead. **FL** Kempton 1m34.112s (81.28mph). **FORMULA RENAULT BARC (16 LAPS)** **1 James Theodore**; 2 Alice Powell +2.744s; 3 Josh Webster; 4 Kasper Krogh; 5 Luke Wright; 6 Mitchell Hale. **FL** Theodore 1m21.649s (93.69mph).

RACE TWO (16 LAPS)

1 Wright; 2 Powell +0.130s; 3 Joseph Reilly; 4 Webster; 5 Theodore; 6 Hale. **FL** Wright 1m21.881s (93.42mph). **DDMC NORTHERN SPORTS SALOONS (11 LAPS)** **1 Bill Addison (Caterham R400 Superlight)**; 2 David Headen (Caterham R400 Duratec) +9.982s; 3 Sam Arrenberg (Caterham R400); 4 Simon Blanckley (SEAT Leon Cupra); 5 Andrew Morrison (SEAT Leon Cupra); 6 Cam Forbes (Westfield SeiW). **CW** Blanckley; Forbes; Mark Benson (Renault Clio); Paul Moss (Citroen Saxo); Alan McPherson (Ford Formula 27); Brian Morris (Datsun 240Z). **FL** Addison 1m29.045s (85.91mph). **RACE TWO (11 LAPS)** **1 Addison**; 2 Blanckley +5.467s; 3 Morrison;

4 David Botterill (Porsche 944 Turbo); 5 David Brewis (Suzuki SC100); 6 Kyle Murchie (Stuart Taylor Locoblade). **CW** Blanckley; Ian Humpish (VW Beetle RSi); Benson; Moss; McPherson; Morris. **FL** Arrenberg 1m30.693s (84.35mph). **WESTFIELDS (10 LAPS)** **1 Chris Davison**; 2 Martin Gartside +27.692s; 3 Mark Pasquill; 4 Harry Gordon-Finlayson; 5 Chris Gould; 6 John Gordon-Finlayson. **FL** Davison 1m34.730s (80.75mph). **RACE TWO (10 LAPS)** **1 Davison**; 2 H Gordon-Finlayson +18.527s; 3 Gartside; 4 Pasquill; 5 Gould; 6 J Gordon-Finlayson. **FL** Davison 1m34.490s (80.96mph). **NORTH WEST SPORTS SALOONS (15 LAPS)** **1 Peter Davies (Caterham R400)**; 2 Robert Chalmers

(Caterham R400) +0.890s; 3 Simon Allaway (Lotus Daytona Esprit V8); 4 Wayne Schofield (Suzuki Cappuccino); 5 Chris Maries (MK Indy Busa); 6 Cam Forbes (Westfield SeiW). **CW** Allaway; Schofield; John Garnett (Porsche 911 GT3 Cup); Kingsley Ingram (Mazda 323F); Paul Ingram (Ford Fiesta). **FL** Chalmers 1m29.201s (85.76mph). **RACE TWO (15 LAPS)** **1 Chalmers**; 2 Robert Spencer (Stuart Taylor Locosaki) +0.474s; 3 Allaway; 4 Simon Blanckley (SEAT Leon Cupra); 5 Danny Keenan (MK Indy Busa); 6 Maries. **CW** Allaway; Spencer; Blanckley; K Ingram; Phil Hall (Banks Europa). **FL** Blanckley 1m29.764s (85.22mph). **2CV (12 LAPS)** **1 Wayne Cowling**; 2 Steve Panas +0.429s; 3 Nick Paton;

4 Sammie Fritchley; 5 Lewis Hopkins; 6 Alec Graham. **FL** Panas 2m04.186s (61.60mph). **RACE TWO (12 LAPS)** **1 Phil Myatt**; 2 Paton +0.092s; 3 Simon Clarke; 4 Ainslie Bousfield; 5 Graham; 6 Richard Hollis. **FL** Paton 2m04.594s (61.40mph). **CHEVRON GR8 CHALLENGE (25 LAPS)** **1 Mark Hales**; 2 Jordan Witt +12.979s; 3 Jeff Hodgson/John Murphy; 4 Lee Maxted-Page; 5 David Witt; 6 Adam Lippitt/Matthew Round. **FL** Hodgson/Murphy 1m31.880s (83.26mph). **RACE TWO (26 LAPS)** **1 Neil Primrose**; 2 Hales +1.113s; 3 J Witt; 4 Hodgson/Murphy; 5 D Witt; 6 Lippitt/Round. **FL** Primrose 1m31.185s (83.89mph).



OLIVER READ

Westfields. Martin Gartside made it hard work for himself after two poor starts. He fought back to second in race one, aided by Harry Gordon-Finlayson spinning at the Complex with a lap to go. Mark Pasquill took his first podium in third.

It was wheel-to-wheel for second in race two between Gartside and Gordon-Finlayson. Gartside went ahead into Tower, but his rival got alongside exiting the Hairpin and clinched the place in the dash to the flag.

Once defending champ Robert Spencer had made an uncharacteristic mistake by throwing his Locosaki off at the chicane, the North West Sports Saloons event became a duel between the Caterhams of Robert Chalmers and Peter Davies. Chalmers seemed set for his first win, but Davies snatched it with a lap to go. Simon Allaway's

brutish V8 Esprit had to hold off Wayne Schofield's Suzuki Cappuccino for third.

Chalmers finally claimed his elusive first win at the second attempt. After trailing Spencer for seven laps he eased ahead into the Complex. Spencer remained a close second.

Davies pulled off at Sunny from a safe third, promoting Allaway, who managed to escape from Simon Blanckley after the SEAT spun at Clervaux.

Wayne Cowling and Steve Panas were nose-to-tail for the entire 2CV opener, while in the second race Phil Myatt won a dash for the line from Nick Paton by 0.092 seconds.

After taking an easy win in the first Chevron GR8 Challenge race, Mark Hales lost out to Neil Primrose at the Hairpin, in the closing minutes of race two.

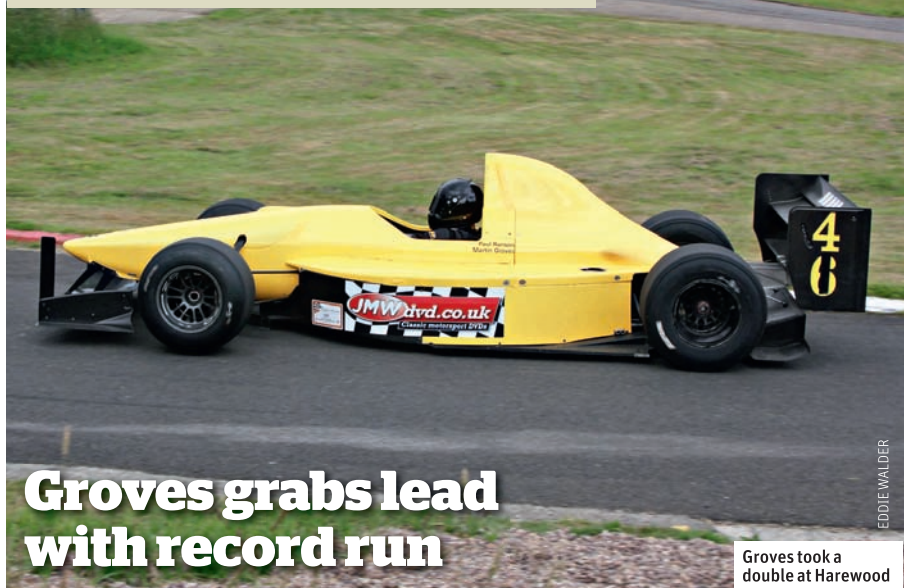
■ **By Peter Scherer**



Primrose was the man who took GR8 victory

OLIVER READ

HAREWOOD HILLCLIMB July 4
Groves continues his comeback



EDDIE WALDER

Groves grabs lead with record run

Groves took a double at Harewood

FOR THE FIRST time in over 12 months, Martin Groves leads the British Hillclimb Championship after a stunning Harewood display. Two wins and a bonus point for a new outright hill record have elevated him ahead of arch rival Scott Moran.

The three-time champ hopes the event marks a change in his fortunes. "I believe our two years of bad luck are now behind us and see no reason why I can't capture a fourth Championship and take my 100th run-off victory very soon," said Groves.

Current champion Moran could do nothing to halt Groves's progress, but second in each run-off leaves him a meagre three points behind. With half a season still to run – including four off-shore run-offs on the Channel Islands and the notorious Wiscombe within the month of July – the title fight is finely poised.

Roger Moran backed up

his son with fifth and third, but Trevor Willis outscored him by a point to break their tie for third in the overall standings and move in front.

Behind the leading players there were star performances from Wallace Menzies and local hero Richard Spedding. Scotsman Menzies continued where he left off at Doune by taking a fifth in the shrieking DJ-Cosworth, but had slipped up in the first run-off. Spedding was on form in his tiny Force-Suzuki, netting six points across the day, but had to sacrifice his class record to Will Hall's similar machine.

The expected run-off challenge by Eynon Price

failed to materialise and Lee Adams could not get near a run-off in his GWR Raptor, but his time must come soon.

Deryk Young contest only about half of the championship due to business commitments, but proved just how fast he still is with a storming fourth in the first run-off.

Paul Haimes made a rare 2010 championship entry and managed to squeeze into both run-offs but could only secure one scoring position in his Formula 3 Dallara.

John Bradburn had a similar experience and, despite a surfeit of horsepower, only took one ninth place.

■ **By Eddie Walder**



Menzies was fast in DJ-Cosworth

EDDIE WALDER

ROUND 13 1 Martin Groves (3.5 Gould-NME GR55) 49.13s BTD & record; 2 Scott Moran (3.5 Gould-NME GR61X) 49.82s; 3 Trevor Willis (2.8 OMS-Powertec) 50.31s; 4 Deryk Young (4.0 Gould-Judd GR51b) 50.35s; 5 Roger Moran (3.5 Gould-NME GR61X) 50.43s; 6 Chris Merrick (3.5 Gould-Judd GR55) 50.59s; 7 Richard Spedding (1.6 Force-Suzuki PC) 50.91s; 8 Paul Ranson (3.5 Gould-NME GR55) 50.99s; 9 John Bradburn (3.5 Gould-Cosworth HB GR55) 51.21s; 10 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 51.37s; 11 Wallace Menzies (2.65 DJ-Cosworth Firestorm) 51.87s;

12 Paul Haimes (2.0 Dallara-Opel F301) 52.36s.
ROUND 14 1 Groves 49.80s; 2 S Moran 49.85s; 3 R Moran 50.12s; 4 Willis 50.17s; 5 Menzies 50.35s; 6 Ranson 50.77s; 7 Merrick 50.79s; 8 Haimes 51.18s; 9 Spedding 51.43s; 10 Tom New (3.5 Gould-Judd GR55) 51.45s; 11 Will Hall (1.6 Force-Suzuki PC) 52.12s; 12 Bradburn 52.20s.
Class winners Eric Morrey (0.9t Clan Crusader) 65.87s; Paul Webster (1.8 Mazda MX5) 72.28s; Dave Wilson (2.0 Caterham Seven XE) 60.43s record; Andrew Russell (1.1 Ginetta G15) 66.24s; Ralph Pinder (1.9 Peugeot

205GT) 63.85s; Keith Edwards (2.1t Audi Quattro Sport) 62.05s; Peter Herbert (1.4 Westfield-Cosworth-BDG SE) 59.92s; Tim Elmer (1.7 Mallock-Ford Mk27SG) 58.84s; Mark Dempster (2.0 Imagination-Vauxhall PHI) 56.41s; Mark Goodyear (0.6 OMS-Suzuki Hornet) 56.71s record; John Rutland (1.0 Force-Suzuki PC) 55.30s; Hall 51.44s record; Haimes 51.74s record; Willis 50.30s.
POINTS 1 Groves, 111; 2 S Moran, 108; 3 Willis, 94; 4 R Moran, 93; 5 Ranson, 57; 6 New, 56; 7 Merrick, 55; 8 Young, 42; 9 Rob Turnbull, 24; 10 Eynon Price, 19.

Dagg defeats the Dalys for Dallara double

PAUL DAGG starred as an Irish racing package visited North Wales for the Leinster Motor Club's annual Anglesey meeting.

Driving his Formula 3 Dallara, Dagg won both Formula Libre races on a weekend that featured sunshine, rain, wind speeds of over 50mph and plenty of action.

A fast start from Dan Daly in his Reynard allowed him to briefly take the lead from Dagg in the first race. But Dagg regained the advantage on lap one and pulled away to take victory.

Daly spun his Formula Holden Reynard at the Corkscrew while under pressure from the Tatuus Formula Renault of son Stephen. That dropped Daly Sr to fourth, though he recovered to take the final podium spot.

Dagg emerged in the lead

from a frantic first lap in Sunday's encounter, and then pulled away to take his second victory of the weekend. It was role reversal with the Dalys, as this time it was Stephen who spun, leaving Dan to take second. Daly Jr eventually held on to third after a charge from John Downey's Reynard.

In the Libre shootout, Stephen Daly took his first win of the weekend, Dagg was second and Dan Daly third, with just half a second covering all three.

Barry Hallion took the honours in Saturday's Fiat race in his Punto, after starting from fourth. Barry Travers started from pole but fell to seventh on the opening lap. He fought his way back through the field to second overall, but Hallion was already clear. An amazing drive from Mark Snelling in his Uno



Dagg took F3 Dallara to two Libre victories

BOURNE PHOTOGRAPHIC



Hallion (leading) and Travers (6) shared Fiat wins

BOURNE PHOTOGRAPHIC

FORMULA LIBRE (15 LAPS) 1 Paul Dagg (Dallara F304); 2 Stephen Daly (Tatuus Renault) +3.690s; 3 Dan Daly (Reynard 92D); 4 John Downey (Reynard 93D); 5 Dermot Nolan (Reynard 873); 6 Eamon Matheson (Mission T5) **Fastest lap** Dagg 1m05.075s (85.74mph). **RACE TWO (15 LAPS)** 1 Dagg; 2 D Daly +13.662s; 3 S Daly; 4 Downey; 5 John Daly (Lola 93/50); 6 Nolan. **FL** Dagg 1m05.654s (84.99mph). **SHOOTOUT (1 LAP)** 1 S Daly; 2 Dagg +0.398s; 3 D Daly; 4 Matheson; 5 Downey; 6 J Daly. **FL** S Daly 1m08.559s (81.39mph). **FIAT MOTORSPORT CHALLENGE (12 LAPS)** 1 Barry Hallion (Punto); 2 Barry Travers (Punto) +2.916s; 3 Mark Snelling (Uno); 4 John McCormack (Punto); 5 Mark McCormack (Punto); 6 Paul Flanagan (Punto). **FL** Travers 1m23.148s (67.10mph). **RACE TWO (11 LAPS)** 1 Travers;

2 J McCormack +4.666s; 3 Hallion; 4 M McCormack; 5 Flanagan; 6 Simon Edwards (Punto). **FL** Travers 1m28.742s (62.87mph). **FORMULA SHEANE (14 LAPS)** 1 Tristan Quinn; 2 Brian Hearty +2.961s; 3 Keith Hogg; 4 Anton Savage; 5 Kevin Sheane Jr; 6 Kevin Sheane Sr. **FL** Savage 1m11.840s (77.67mph). **RACE TWO (12 LAPS)** 1 Sheane Jr; 2 Quinn +2.106s; 3 Hogg; 4 Savage; 5 Hearty; 6 Chris McCabe. **FL** Savage 1m24.787s (65.81mph). **IRISH FORMULA VEE (13 LAPS)** 1 Daniel Polley (Sheane); 2 Robert Casey (Sheane) +5.773s; 3 Robbie Allen (Sheane); 4 Lloyd Murphy (Sheane); 5 Ray Moore (Leystone); 6 Adam MacAulay (Sheane). **FL** Polley 1m15.351s (74.05mph). **RACE TWO (13 LAPS)** 1 Polley; 2 Allen +5.777s; 3 Moore; 4 Brian Kelly (Sheane); 5 MacAulay; 6 David O'Brien

(Sheane). **FL** Polley 1m15.535s (73.87mph). **HISTORICS (13 LAPS)** 1 Stephen Doyle (Lola T212); 2 Philip Jones (Porsche 996 Turbo) +48.669s; 3 Jackie Cochrane (Sunbeam Tiger); 4 Pat O'Sullivan (Porsche 996); 5 Clive Brandon (Lotus Type 47); 6 Edmund Cassidy (Sunbeam Tiger). **FL** Doyle 1m14.121s (75.28mph). **RACE TWO (12 LAPS)** 1 Doyle (Porsche 996); 2 Cochrane +57.155s; 3 Brandon; 4 Colin Rooney (Sunbeam Imp); 5 Vinny O'Reilly (MG Midget); 6 Matt Dunne (MG Midget). **FL** Doyle 1m21.850s (68.17mph). **ABARTH CUP (8 LAPS)** 1 Clive Pratt; 2 John Denning +0.642s; 3 Alastair Kellett; 4 Gary Miller; 5 Noel Greene; 6 Nigel Pratt. **FL** C Pratt 1m22.233s (67.85mph). **RACE TWO (12 LAPS)** 1 A Kellett; 2 Gordon Kellett +2.438s; 3 Denning; 4 Miller; 5 C Pratt; 6 Barry McMahon. **FL** Denning 1m22.171s

(67.90mph). **RACE THREE (12 LAPS)** 1 C Pratt; 2 Miller +0.741s; 3 A Kellett; 4 G Kellett; 5 Simon Quinn; 6 Denning. **FL** Kellett 1m22.324s (67.78mph). **RACE FOUR (12 LAPS)** 1 A Kellett; 2 Arthur McMahon +0.940s; 3 C Pratt; 4 N Pratt; 5 Roger McMahon; 6 B McMahon. **FL** A Kellett 1m26.247s (64.69mph). **INVITATION SALOON (9 LAPS)** 1 Vinny O'Reilly (MG Midget); 2 Matt Dunne (MG Midget) +2.027s; 3 Megan Kessie (Ginetta G20 Coupe); 4 Barry Smith (MG Midget); no other finishers. **FL** Colin Rooney (Sunbeam Imp) 1m24.175s (66.29mph). **INVITATION OPEN WHEEL (11 LAPS)** 1 Dermot Nolan (Reynard 873); 2 David Parks (Sheane Rover) +31.709s; 3 Ray Moore (Leystone); no other finishers. **FL** Nolan 1m10.526s (79.12mph).

dived for the lead at Peel Corner but didn't make it, leaving Quinn to win, with Hearty second and Keith Hogg third. Sunday's race, which was run in trying weather conditions, fell to Kevin Sheane Jr.

From a huge grid of Formula Vees, Daniel Polley led all the way to take a deserved victory in race one. Robert Casey battled hard from sixth to take second, while Robbie Allen took the final podium spot. Polley made it a clean sweep in Sunday's race, taking another victory from pole. Allen took another podium, while Ray Moore provided the charge from seventh to take third.

Stephen Doyle's mighty Lola T212 took a fine victory in the first historic race. Philip Jones in his Porsche 996 Turbo came through the field after starting at the back and snatched second from Jackie Cochrane's Sunbeam Tiger on the final lap. Doyle took his second race victory of the weekend on Sunday, this time in his Porsche 996. Cochrane was unable to keep pace in the driving rain on his way to second, while Clive Brandon completed the podium with a spirited drive in his Lotus 47.

Clive Pratt claimed victory in the first of four Abarth races after a hard-fought battle with John Denning and Alastair Kellett. The race was cut short after an incident at Rocket involving Barry-John McHenry, Noel Greene and Nigel Pratt.

In the second race on Saturday, Kellett took a victory by over two seconds. On Sunday, Pratt and Kellett took a second victory apiece. Vinney O'Reilly came out on top in the invitation race for closed-wheel cars in his MG Midget. Reynard racer Dermot Nolan took the win in the invitation race for open-wheelers, after two red flags.

■ By Andy Wycherley

ROCKINGHAM BRSCC July 3-4
Doubles for O'Malley and Webb



Jostling pack couldn't stop O'Malley double

O'Malley celebrates at Caterham Festival

ALMOST 150 Caterhams graced Rockingham last weekend as part of the circuit's Caterham Festival – an event that also delivered the track debut of the Formula Ford-based Formula Academy.

Caterham Roadsport A kicked off the race action, with a pair of hard-fought and well-deserved wins for JJ O'Malley.

The first encounter was the most competitive of the two, Jonathan Ramsay pushing O'Malley hard from lap four onward. Securing a new lap record as he piled on the pressure, Ramsay had to settle for second, with Richard Boughton taking third by just 0.1 seconds after

fending off the attentions of Magd Mohaffel at Brook Chicane on the final lap.

Race two was an altogether different prospect for O'Malley. Although a seven-car train contested the lead for the first two-thirds of the encounter, from lap 14 onward O'Malley was able to press home a significant advantage as Ramsay and Boughton battled. Leaving everyone trailing in his wake, O'Malley won from Boughton, who sealed second late on after a spin for Ramsay.

Jeremy Webb followed O'Malley's lead in Roadsport B by taking a pair of fine wins. The move of the weekend came in the shortened second outing



Williams won Metro Cup encounter

courtesy of a fast-starting Reece Somerfield. Into Deene Hairpin on the first lap, Somerfield positioned himself on the outside and, as the pack tightened up on the inside, he sliced his way around the bunch from eighth to second.

Pressuring Webb hard, Somerfield did manage to get ahead on lap nine but his hard work was quickly undone when the race was stopped due to a patch of coolant on the track. Webb therefore won on countback ahead of Somerfield and Steve Day.

In the Superlight R300 contests, champion

Jonathan Walker took three well-crafted victories. Race one, which was rescheduled from the rain-affected Silverstone meeting earlier in the year, produced a hard-fought victory for Walker after he saw off the attentions of Andrew McMillan.

With a similar outcome following in race two, the third instalment provided a less nailbiting conclusion with Walker winning by eight seconds after pulling clear of the squabbling pack of cars behind. Trevor Fowell emerged in second ahead of Paul Wilson.

James Maclachlan,

Robert Smith and Paul Begley diced hard and fair in both Caterham Supersports outings and delivered some of the best wheel-to-wheel action of the event. Maclachlan won the opener, while Smith was victorious in race two. Begley's podium result from race one couldn't be replicated when he was forced to retire from the lead trio on lap eight.

Jon Mortimer won the Caterham Academy Group 1 race, while in the Group 2 round Martin Pass earned the spoils. His cause was helped when challenger Chris Bingham went off.

Away from the Caterham action, Formula Academy had its inaugural races and only seven Zetec-engined Van Diemens were entered, the new category being a 2010 version of the former BRDC Single-Seater Championship. Newcomers Jack Drinkall and Cavan Corcoran shared the wins.

In the sole Metro Cup race, Mike Williams edged victory ahead of Andrew Ashton by 0.3sec. Williams dominated for the majority and held a substantial lead until a problem with his gears led to his advantage being gobbled up.

By Marc Orme

CATERHAM ROADSPORT A (19 LAPS)

1 JJ O'Malley; 2 Jonathan Ramsay +0.367s; 3 Richard Boughton; 4 Magd Mohaffel; 5 Graham Johnson; 6 Stephen Tucker. **Fastest lap** Ramsay 1m34.690s (73.75mph). **RACE TWO (19 LAPS)** 1 O'Malley; 2 Boughton +8.233s; 3 Mohaffel; 4 Ian Payne; 5 Tucker; 6 Mike Steadman. **FL** Antony Sidney-Woollett 1m35.319s (73.26mph). **ROADSPORT B (13 LAPS)** 1 Jeremy Webb; 2 Lee Wiggins +2.837s; 3 Steve Day; 4 Chris Lay; 5 Carlton Brown; 6 Ben Whibley. **FL** Brown 1m36.798s (72.14mph). **RACE TWO (8 LAPS)** 1 Webb; 2 Reece Somerfield +0.221s; 3 Day; 4 Whibley; 5 Lay; 6 Brown. **FL** Day

1m37.308s (71.77mph). **SUPERLIGHT R300 (20 LAPS)** 1 Jonathan Walker; 2 Andrew McMillan +0.159s; 3 Jamie Ellwood; 4 Trevor Fowell; 5 Ollie Taylor; 6 Simon Young. **FL** Paul Wilson 1m29.952s (77.64mph). **RACE TWO (19 LAPS)** 1 Walker; 2 McMillan +0.205s; 3 Fowell; 4 Ellwood; 5 Mark Shaw; 6 Plick Haigh. **FL** Fowell 1m29.336s (78.17mph). **RACE THREE (20 LAPS)** 1 Walker; 2 Fowell +8.228s; 3 Wilson; 4 Paul Fleury; 5 Young; 6 Haigh. **FL** Fowell 1m30.168s (77.45mph). **SUPERSPORT (19 LAPS)** 1 James Maclachlan; 2 Robert Smith +0.282s; 3 Paul Begley; 4 Iain Forsyth; 5 Nathan Lindop;

6 Robert Cooper. **FL** Smith 1m35.355s (73.24mph). **RACE TWO (19 LAPS)** 1 Smith; 2 Maclachlan +1.597s; 3 Forsyth; 4 Donald Lamb; 5 Lindop; 6 Cooper. **FL** Maclachlan 1m35.039s (73.48mph). **ACADEMY GROUP 1 (9 LAPS)** 1 Jon Mortimer; 2 Mike Hart +0.873s; 3 Wesley Fox; 4 Blaize Rhodes; 5 James Bishop; 6 Merlin Edwards. **FL** Edwards 1m39.963s (69.86mph). **GROUP 2 (9 LAPS)** 1 Martin Pass; 2 Kurt Brady +1.477s; 3 Spencer Horgan; 4 James Needham; 5 Tim Abbott; 6 Andrew Firth. **FL** Brady 1m40.733s (69.33mph). **FORMULA ACADEMY (10 LAPS)** 1 Jack Drinkall; 2 Cavan Corcoran +3.804s; 3 Peter

Daly; 4 David Pittard; 5 Rafael Hidalgo; 6 Jake Jackson. **FL** Corcoran 1m29.042s (78.43mph). **RACE TWO (10 LAPS)** 1 Corcoran; 2 Drinkall +1.338s; 3 Pittard; 4 Daly; 5 Hidalgo; 6 Jackson. **FL** Corcoran 1m29.111s (78.37mph). **METRO CUP (12 LAPS)** 1 Mike Williams (Rover Metro); 2 Andrew Ashton (Metro GT) +0.383s; 3 Tony Howe (MG Metro); 4 David Jayes (MG Metro); 5 James Dunkley (MG Metro); 6 Lee McNamara (MG Metro). **Class winners** McNamara; Terry Bracey-Wright (MG Metro). **FL** Williams 1m41.629s (68.71mph).

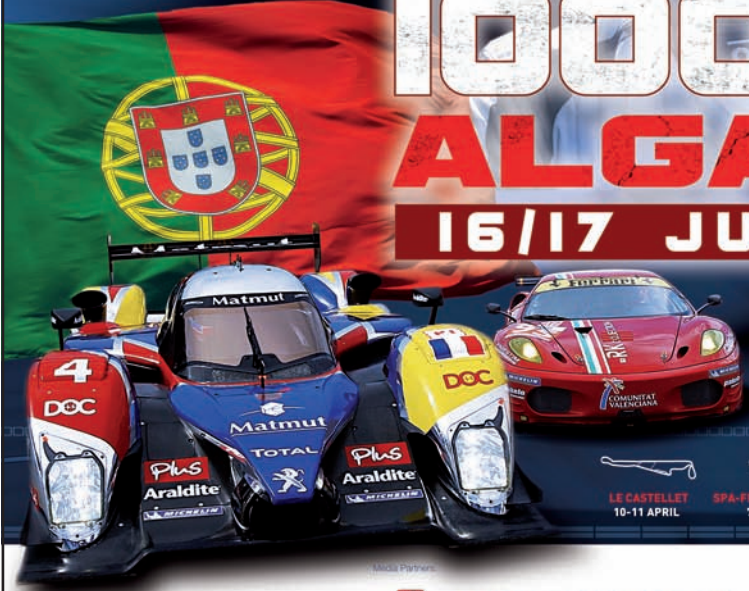
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- SILVERSTONE 10-11-12 SEPTEMBER



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Racer's diary

Ben Anderson

The trials and tribulations of AUTOSPORT's resident racer

The season has reached its halfway stage and our Formula Vee racer will have to raise his game to win the championship

Martin Farmer is enjoying the sort of season where he must feel like nothing can go wrong. I bet if it rains for this weekend's races at Cadwell Park, the water will touch his hands and immediately turn to wine – causing the meeting to be suspended until it dries out...

Farmer has won four of the first seven races in Formula Vee and will rightly feel he had a genuine

If not, they deserve to beat me!

In motor racing, only a fool would leave their fate up to chance, so how to turn the tide heading into the second act? The natural temptation is to forage ever further in search of extra speed. That desire and need to strive, while lying at the heart of the sport and what makes it great, can also be a competitor's greatest enemy.

In the most recent round at Brands, we broke our own golden rule and altered a faultless car between Friday morning's test and Sunday's race. As a result, our engine ran too hot and our tyres misbehaved. I also experimented with a new line through Clearways, which worked well on Friday but became less effective on race day. The result was a taxing drive to third, rather than a fight with Farmer and Sutton at the front.

So why look so hard for something that might not be there, especially when I was on the pace during April's races at Brands? Well, apart from the natural desire to improve, perhaps I simply felt some extra pressure to perform well after running off the pace and finishing fourth at Combe (a circuit I now know rewards bravery and confidence above much else).

There were perfectly valid reasons for this, but they were small consolation. My only previous experience of Wiltshire's finest was a Superkart race in 2002, and I didn't enjoy the benefit of any pre-race testing for the Vee round, so instead I accepted a kind invitation from former Clubmans champion Dan Eagling to try iSport's GP2 simulator – in hope of



Anderson gets crossed-up in Brands battle

GARY HAWKINS

chance of taking all of them. But for on-track clashes with me (in the season opener at Snetterton) and Ashley Sutton (at Brands Hatch in April), and the return of reigning champion Sam Oliveira to ride shotgun for Sutton at Castle Combe on May Bank Holiday Monday, he might have remained unbeaten throughout the first half of the season.

By contrast, I have won only one of the first seven races and can claim to have genuinely been in the fight for victory at just two others (race two at Snett and April's Mallory Park round).

I've now slipped to third in the points table, after finishing behind Farmer and Sutton in the most recent race at Brands Hatch.

Both have yet to lose a race to FVee's infamous mechanical misfortune, and I feel their luck has to run out at some stage.

Sutton (middle) and Farmer (right) have come on strong



STEVE JONES

Einstein said the definition of insanity is to do the same thing over and over again and expect a different result, but sometimes perhaps just doing the same thing repeatedly, but well, is a more effective way of gaining a superior outcome. After all, consistency is a much-vaunted quality in motorsport, even though it doesn't sit easily with that urge to expand the boundaries of possibility and go ever faster.

(re)learning the circuit beforehand.

Simulators are in vogue at the moment, so I was curious to see what all the fuss is about. Although I sat ensconced in a genuine GP2 cockpit, the simulator still looked and felt like a computer game. It can't have done me any harm during that first actual lap out of the pits, but I feel there's still some way to go before simulators can become a genuine substitute for the real thing. 🏎️



The Anderson equipe will keep on pushing

GARY HAWKINS

750 Motor Club Formula Vee Championship

1	Martin Farmer	GAC O1	147
2	Ashley Sutton	Storm 2007	132
3	Ben Anderson	GAC O1	130
4	Peter Belsey	Spyder MK2	120
5	Declan McDonnell	GAC O3	99
6	Paul Taylor	GAC	97
7	Paul Smith	AHS Dominator	74
8	Ian Jordan	Sheane	64
9	Tim Probert	Storm SF1	48
10	David Townrow	Leystone	45

Next round: Cadwell Park, July 10-11

YOUR SAY

What you think of the motorsport news of the past week



Debt of gratitude to Sir Jackie

Having watched with horror Mark Webber's crash and felt the relief of seeing him climb out of the car, it struck me that we should all be expressing our thanks to Sir Jackie Stewart. If he had not had the courage of his convictions to stand firm against the insults and criticism he received, then we would most certainly have lost our sport to the health and safety lobby.

Without his tireless efforts we would have lost many more drivers over the years and the politicians would have been forced to act by the uninformed sensationalist press.

David Stublely, Prestwick, Ayrshire

EDITORIAL CONTACT mail@autosport.com

Christian Horner is starting to sound more and more like a whinger, banging on about wanting engine equalisation.

The Red Bull has been fast for the last two seasons and proves that the Renault engine is not the handicap he makes it out to be.

Grand prix racing has never been a level playing field – that's what makes it fascinating.

If I was Renault I'd pull the engine supply and leave him to find someone else.

Richard Hargrave
By email

In 2006 I had a letter published in AUTOSPORT in which I said I was saddened to see F3 slowly becoming another single-make series. Now I read that the very future of F3 is being called into question; this is truly shocking.

F3 has always been and remains an excellent training school not only for drivers, but engineers and teams as well. It is vital F3 survives because of the very nature of being a multi-car/engine formula.

Michael Skeet
Eastleigh, Hampshire

The moveable rear wing concept being considered for next season may be a welcome introduction if it helps drivers overtake at the most difficult circuits, but perhaps other rules need examining to ensure the sport does not descend into farce.

With the arguably questionable one-move rule in place, how will this improve the sport when the car in front will be passed nine times out of 10? Overtaking may be 'improved', but not racing.

David Herron
Washington, Tyne & Wear

So Bernie Ecclestone thinks there is no need for HD in F1 until 2012?

In recent days I have watched World Touring Cars, Indycar, F2, Speedway, NASCAR and World Series by Renault in HD.

Wake up, Bernie, the fans are ready for HD and HD should be ready for us now!

David Holmes
Lincoln

AUTOSPORT.COM

TOP FIVE ON OUR WEBSITE

1. GREEN TAKES ANOTHER NORISRING WIN
2. STONER BLAMES HIMSELF FOR INCIDENT
3. BRAWN DEFENDS MOVEABLE WING
4. NEWEY GIFTED RB5 BY RED BULL
5. LORENZO TAKES DOMINANT HOME WIN

WIN!



ROAD ANGEL PROFESSIONAL CONNECTED

This week's star letter will receive a Road Angel Professional Connected – the world's only safety camera alert device to use GPRS/GSM update technology while you drive.

For more details on Road Angel please visit www.roadangelgroup.com Please ensure that your full address is included on all correspondence.

CORRECTIONS AND CLARIFICATIONS

● In *Race of My Life* last week (p102) we stated that Manuel Reuter won the ITC title at Hockenheim that weekend. He actually won it next time out at Suzuka.

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



TAMIYA WOLF WR1 RADIO-CONTROL RACER

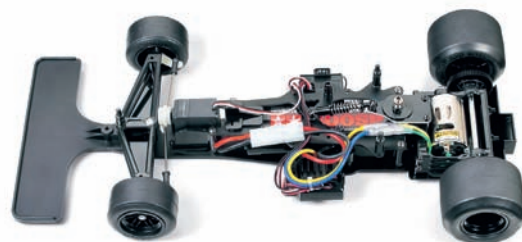
£275 (kit)
hobbyco.net

Walter Wolf's eponymous team famously won its maiden grand prix, in Argentina in 1977 with Jody Scheckter. The black-and-gold racer became a bit of an icon as a result, so this all-new radio-controlled WR1 from kings of the art

Tamiya is bound to be a big hit. The 1:10-scale kit is made of polycarbonate – strong enough to withstand massive scale-speed shunts.

Super-soft slick tyres will help you stay on, while the addition of a plastic front bumper will help cut down on bodyshop repairs in the (probable) event of understeer offs – even if the aesthetics are marginally compromised.

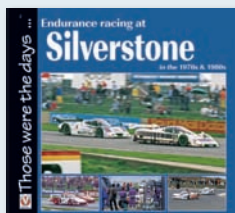
All you'll need is a controller and a battery.



THE BIRTH OF F1 DVD

£16.99 (63 minutes)
dukevideo.com

Using evocative footage from the BP video library, this film charts the early years of F1, now in its 60th season. Marvel at action from the inaugural race – at Silverstone in 1950 – and selected races from '51, '53 and '54. The '51 GPs, at Reims, Silverstone and the 'ring, are the best, thanks to use of full-colour.



ENDURANCE RACING BOOK

£14.99 (978 1 845842 77 2)
C Parker (veloce.co.uk)

Packed with personal memories and pics (as good as any pro snaps from the period), this quirky look-back at Silverstone's enduros between 1976 and '88 is infectious.

Potted race reports come with shots of random racers – ACR Longines 80 or Alba-Giannini 001 Group C2 anyone?



RED BULL RB5 1:18 MODEL

£59.99
autosport.com/shop

Minichamps' 1:18 scale Red Bull RB5 – the team's 2009 F1 challenger – is now available in either Sebastian Vettel or Mark Webber specification.

The livery is that used by the pair en route to the team's first one-two in the Chinese GP and the highly detailed models come with driver figures.

HOT ON THE WEB THIS WEEK

YOUTUBE: KOVALAINEN FRENAULT CRASH 2001



SEARCH FOR: Danny Watts – Formula Renault crash Oulton Park (0:33)
The European Grand Prix at Valencia wasn't the first time Heikki Kovalainen used his car as a ramp, as Danny Watts found to his cost during this 2001 Formula Renault race at Oulton Park.

WHAT'S ON...

Your guide to the best events taking place in the UK and around the world this week – plus TV and online

SILVERSTONE

British Grand Prix supports
July 9-11
For British GP information, see p18-21 and p47-64
www.silverstone.co.uk
Tel: 0844 3728 250

Don't miss the action on the support card to the grand prix. The GP2, GP3 and Formula BMW Europe categories all race on Saturday and Sunday, while the Porsche Supercup boys strut their stuff on Sunday. Top UK drivers in each series are Sam Bird (GP2), James Jakes (GP3), Jack Harvey (FBMW) and Nick Tandy (Porsche Supercup).



Jack Harvey is BMW championship leader

BMW

CADWELL PARK

750MC
July 10-11
Admission £12 each day
Tel: 01507 343248

If the GP isn't for you – or is a tad too expensive – the 750 Motor Club will provide its usual action with a bumper 24-race programme for a fraction of the cost. Finding space on the bank at Cadwell will be easier too, and it's certainly much leafier. There'll be close racing in Formula Vee, Stock Hatch and Locost at the very least around the sweeps and swoops of the Lincolnshire venue.

LYDDEN

SEMSEC
July 10
Admission £12
Tel: 01304 830557

MAASMECHELEN (NL)

British Rallycross
July 11
www.rallycrossuk.com

Sportscars spanning the ages return to Le Mans



FRIEDMAN/LAT

LE MANS CLASSIC

July 9-11
Admission Sunday €33, weekend €55
Tel: +33 (0)892 697 224

It only comes round once every two years, so if

you fancy seeing historic sportscars around the Circuit de la Sarthe it's worth making the trip to the Le Mans Classic this weekend. Six eras will be catered for, from the pre-war racers to the sports-prototypes of the 1970s.

WORLD RALLY CHAMPIONSHIP

Rd 7/13
Rally Bulgaria
Borovets, Bulgaria
July 9-11
www.wrc.com

GP2

Rd 5/10
July 10-11
Silverstone, GB
gp2series.com

PORSCHE SUPERCUP

Rd 5/9
Silverstone, GB
July 11
www.porsche.com

GP3

Rd 4/8
Silverstone, GB
July 10-11
gp3series.com

FORMULA BMW EUROPE

Rd 4/8
Silverstone, GB
July 10-11
www2.bmw-motorsport.com/ms_en

NASCAR SPRINT CUP

Rd 19/36
Chicagoland, Illinois, USA
July 10
www.nascar.com

AMERICAN LE MANS SERIES

Rd 4/9
Miller M'sports Park, Utah, USA
July 11
www.americanlemans.com

SWEDISH TOURING CARS

Rd 5/9
Falkenberg, Sweden
July 10
www.stcc.se

V8 SUPERCARS

Rd 9/15
Townsville, Queensland, Australia
July 10-11
www.v8supercars.com.au

AUTO GP

Rd 4/6
Magny-Cours, France
July 10-11
www.autogp.org

Television

FRIDAY JULY 9

0955-1135 **BBCi LIVE**

F1: British GP first practice

Press your red button to see F1 cars in action around the new Silverstone.

1100-1200, 1835-1940 **Motors TV**

Formula Palmer Audi: Snetterton

Including Jordan Williams's scary shunt from on-board. Lucky boy!

1355-1535 **BBCi LIVE**

F1: British GP second practice

2220-2325 **Motors TV**

WRC: Rally Bulgaria day 1

SATURDAY JULY 10

0955-1105 **BBCi LIVE**

F1: British GP third practice

1210-1430 **BBCi LIVE**

F1: British GP qualifying

Join Jake Humphrey and co for qualifying.

1210-1430 **BBCi LIVE**

F1: British GP qualifying

Press the red button for David Croft/Anthony Davidson audio option.

1330-1435 **Motors TV LIVE**

Auto GP: Magny-Cours race 1

1435-1530 **Motors TV LIVE**

European Open F3: Magny-Cours race 1

1530-1700 **Motors TV**

International GT Open: Magny-Cours race 1

1715-1815 **Eurosport**

GP2: Silverstone feature race

1815-1900 **Eurosport**

GP3: Silverstone race 1

2045-2220 **Motors TV**

Le Mans Classic

2220-2325 **Motors TV**

WRC: Rally Bulgaria day 2

2330-0400 **Open Access 3 LIVE**

NASCAR Sprint Cup: Chicagoland

SUNDAY JULY 11

0830-0900 **Eurosport 2 LIVE**

GP3: Silverstone race 2

0935-1025 **Eurosport LIVE**

GP2: Silverstone sprint race

1200-1310 **Motors TV LIVE**

International GT Open: Magny-Cours race 2

1210-1540 **BBCi LIVE**

F1: British GP

The big race from Silverstone.

1210-1530 **BBCi LIVE**

F1: British GP

Press the red button for options of on-board channel and 5 Live commentary.

1340-1425 **Motors TV LIVE**

European Open F3: Magny-Cours race 2

1530-1630 **BBCi LIVE**

F1: British GP post-race forum

1700-1745 **Eurosport 2**

Porsche Supercup: Silverstone

1800-1900 **Dave**

World Rally: Bulgaria

1800-1815 **Eurosport**

Motorsports Weekend

1900-2000 **BBC3**

F1: British GP highlights

2045-2220 **Motors TV**

Le Mans Classic

2220-2325 **Motors TV**

WRC: Rally Bulgaria day 3

MONDAY JULY 12

1900-2000 **Sky Sports 2**

NASCAR Sprint Cup: Chicagoland

Highlights of the LifeLock.com 400.

Online

AUTOSPORT.COM

Coming up on the web this week

BRITISH GRAND PRIX

It's British Grand Prix week, and AUTOSPORT.com will be in the paddock from Thursday bringing you all the latest developments. Follow the sessions with our live commentary and check back for the news and analysis. There's even more to the weekend than the British GP, though, with the World Rally Championship in Bulgaria – Kimi Raikkonen's first all-asphalt rally – and NASCAR and the ALMS also in action.



Read this week's AUTOSPORT magazine in full on the internet

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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

Like the 'Wiggly Path', just a little bit faster



A MEANDERING strip of asphalt divided the estate Revved Up grew up on. The 'Wiggly Path', as it was known, was the first hillclimb I ever attended. When I say attended, I really mean competed in, as I raced the other local boys downhill as fast as my little legs could move my Raleigh Chipper.

It probably wasn't much fun to watch, but it was great to be a part of, just like Sky Sports' Goodwood Festival of Speed coverage last weekend.

Keith Huewen was seconded from IndyCar duties to front up the show, the star of which was clearly Lewis

Hamilton and "his first-ever appearance on Sky". Keith was so excited at having the 2008 world champion on his comfy studio sofa he totally forgot to ask him any interesting questions.

In the commentary box, Radio 5 Live's excellent F1 pairing of David Croft and Anthony Davidson were left floundering. Davidson straight up admitted he knew nothing about bikes, while Croft proved he didn't by repeatedly stating that the legendary Giacomo 'Aggo' Agostini was riding his 1969 MV Agusta when he was very clearly on a mid-2000s Ducati superbike.

The lovely Charlie

Webster, in her little red vest top, was the roving reporter. She visited the junior festival, the rally stage, and got a ride up the hill with Jarno Trulli in a Lotus Evora that provided Keith with the best line of the day: "That's the only time Charlie's been impressed by a man in 45 seconds..." When he wasn't chumming it with the glitterati, Keith was joined in the studio by Tony Jardine, but TJ's attempts at one-liners fell well short of the mark.

"Most of the show was devoted to interviews with celebrities, while the real stars blasted up the hill"

"This is not Pink Floyd hole-in-the-wall type of thing," he bemusingly opined at one point. I think you mean Dale Winton, Tony.

Most of the show was devoted to interviews with celebs such as James Martin or Chris Evans, while noisy and far more interesting cars – surely they were the true stars? – blasted up the hill in the background. A curious way to cover probably the biggest motorsport meeting in Britain.

Revved Up

THE WEEK IN PICTURES

The lensmen pounding the beat, from the south of England to the south of France



TIPTOE THROUGH THE TREE-TOPS

The only flightworthy Vulcan bomber proved to be a star turn at the Goodwood Festival of Speed - especially when it was flown just above the heads of the assembled throng!



KNIGHTS OF THE WORLD GT1 TABLE

To show they don't take prisoners in the new sprint-format World GT1 Championship, leading drivers from each of the six marques donned suits of armour at Paul Ricard last weekend



LOOKS FAMILIAR, DOESN'T IT?

Bruno Senna gets set to take his uncle Ayrton's old Toleman for a blast at Goodwood



DAYTONA: NASCARS AT THE SPEED OF NIGHT

Dusk descends on Florida's cathedral of speed during Friday night's Nationwide race. Brad Keselowski and Kevin Harvick head Dale Earnhardt Jr's retro-liveried Chevrolet



FROM THE ARCHIVE

Nick Heidfeld, 1999 Goodwood Festival of Speed



Heidfeld gunned McLaren up in 41.6s

"I thought what I did was unfair to Nick, and told Lord March we can never race up the hill again"
Martin Whitmarsh

LAST WEEKEND'S Goodwood Festival of Speed featured the usual plethora of Formula 1 machinery old and new, but there was a time when contemporary grand prix cars ran there in anger. So it's no surprise that the record for Goodwood's hillclimb is held by an F1 machine – an ex-Mika Hakkinen McLaren MP4/13.

Test driver Nick Heidfeld, then a 22-year-old F3000 ace, was the man behind the wheel in 1999. On his final run on the Sunday, he put in a stunning run of 41.6s to smash the previous record. He was trying hard, as McLaren team principal Martin Whitmarsh, then the operation's managing director, recalls.

"It was a very special run," he says. "It was starting to get very serious as we were using qualifying tyres, tyre warmers and running maximum downforce. You couldn't help yourself – you had to go out and win it.

"I stood on the line and spoke to Nick, who was a very good young driver at the time, and gave him the lecture about it being inherently dangerous for him and for the spectators and to be careful and cautious. But then I said, 'Just

make sure that you're quickest up the hill!"

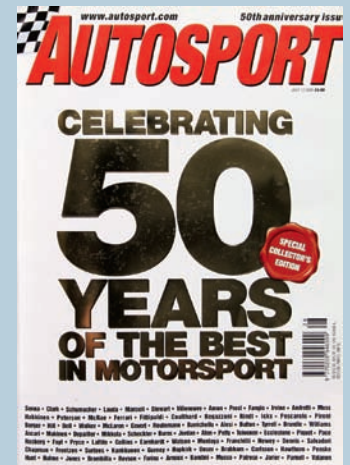
The German took Whitmarsh's final point on board as he launched into a stunning run, visibly having to fight to keep the McLaren pointing the right way on the bumpy hill.

Whitmarsh continues: "He really hung it out in the first corner and I remember standing there and thinking, 'How irresponsible am I talking to a young driver like that, because I wanted us to win?'"

Fortunately, Heidfeld kept the McLaren out of the trees, the crowd and the walls to set the record, but the death knell had been sounded for such runs. "I thought what I did was very unfair on Nick so I went to Lord March and said that we can never race up the hill again," says Whitmarsh. "I would continue to bring cars, but it can't be timed and we couldn't have a McLaren doing a demo when the others are timed."

So the hill record stands to this day, and probably for a good few years yet. And it remains as one of the most spectacular moments of the past two decades for a contemporary grand prix car away from the world championship. 🏁

THIS WEEK IN...



JULY 13 2000

AUTOSPORT CELEBRATED its 50th anniversary (six weeks early) with a bumper issue and a track test by Marcus Pye of the ERA R5B 'Remus' that had a hand in the creation of the magazine; had John Bolster not rolled the car during the 1948 British Grand Prix, he would probably never have played a part as one of our founders.

Champ Car announced it would hold rounds at Britain's new Rockingham oval and Lausitz in Germany in 2001. Legendary driver Bobby Rahal insisted that Europe could handle Champ Car and F1.

There was tragedy in the US. NASCAR driver Kenny Irwin lost his life after crashing in practice for the Cup race at New Hampshire, at the same turn that claimed young Adam Petty's life only eight weeks earlier.



NEXT WEEK



The highlight of our motorsport calendar
BRITISH GP
All the action at Silverstone *On sale July 15*

PLUS
Not just F1 – support races from Silverstone; WRC Rally Bulgaria



OLIVER GAVIN

■ Sebring 12 Hours ■ March 17, 2001 ■ Saleen S7R-Ford ■ Career-boosting class victory in America



Sebring '01 was pivotal point in Gavin's career

THE 2001 Sebring 12 Hours – opening round of that year's American Le Mans series – was the race that really put me on the international sportscar map.

I got a last-minute call-up to do the race with Franz Konrad and Terry Borcheller in Franz's Saleen S7R in the GT1 class, or GTS as it was called then. I didn't appreciate it at the time, but it was the race at which the works Corvette Racing team first noticed me...

The Konrad Saleen was part-run by Darryl Couzens of Ray Mallock Limited fame, and it was Darryl who was instrumental in me getting that career-changing ride.

Before Sebring I think the most the car had run was three hours and here we were about to try to do 12 hours around the car-busting bumps of Sebring! Things didn't bode well, but we were quickest straight away and qualified on the class pole ahead of the Chevy Corvettes and Chrysler Vipers.

Franz insisted on starting the race and immediately got involved in some on-track argy-bargy with the 'Vettes. To the extent that, quite soon, the rear deck was almost completely hanging off

"Things didn't bode well but we qualified on pole and managed to stay ahead, the big Saleen holding together"

the car. It was being held on by a single catch. Franz hadn't noticed and we were screaming at him on the radio to come in. He soon got the message and pitted. In typical Franz style, he jumped out of the car and got to work on the flapping bodywork himself, with Terry and me open-mouthed.

Franz and the boys got it reattached again and off he went back into the race. He's such a

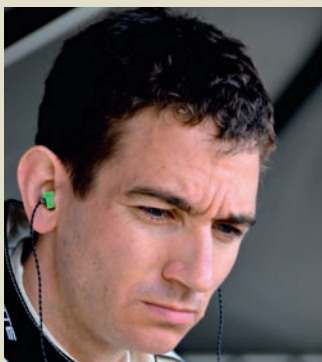
character! The race settled down, and Terry and I took our turns. We eventually hit the front, with the big Saleen V8 holding together. There was high attrition – as there always is at Sebring – but even with a few more problems of our own, we managed to stay ahead.

Doug Fehan and Gary Pratt from the crack Pratt & Miller Corvette squad came down to our pit to watch our final stop, so I think

we had them rattled! I climbed out to hand over to Terry for the final stint, but he was on pitwall without his helmet on shouting at me to get back in. I was exhausted but *had* to do the final 55 minutes to nail my first big ALMS win against much bigger, better-funded teams.

It's funny to think now that if that rear deck hadn't held on (we didn't have a spare) things might have been so different for me. Later that year, we finished third behind the Corvettes at Le Mans and it was then that I remember thinking it was all great fun with Franz and co, but I needed to move on. The professionalism of Corvette Racing was too much to ignore. And here I am still with them nine years on! **✂** *Oliver Gavin was talking to Henry Hope-Frost*

IN PROFILE



OLIVER GAVIN began his career in British single-seaters, winning the 1991 Formula First title. A race winner in FVauxhall in '92, he graduated to British F3 for '93, finishing second. A tough F3000 season in '94 brought him back to F3 for '95 and he took the title. More F3000 outings, a spell in the DTM for Opel and some F1 testing gave way to US sportscar racing in 2000. A decade on, 37-year-old Gavin has racked up numerous race wins and class titles for the works Chevrolet Corvette squad at Le Mans, Sebring and in the ALMS.

NEXT WEEK

Johnny RUTHERFORD



British F3> NEWS

Ups and downs

Marc Hayek and Peter Kox stole the show in their Lamborghini Gallardo at Spa. Ashburn/Westbrook were second in their Porsche GT3R and Dick / Stanley won G4. In British F3 Oli Webb owned Magny Cours but Jean-Eric Vergne dominated at Hockenheim. Menasheh Idafar excelled in the National class and is now 8 points behind James Cole.



Next race: Rockingham 17-18th July



Sunoco Drivers of the Weekend
 British F3 – Jay Bridger & Oli Webb
 Paul Whight – British GT



Part of the



Who can challenge Jean-Eric in the Sunoco Daytona Challenge? Be rest assured that the other 94 challengers are keen to race the

Daytona Prototype at the 2011 Rolex 24 At Daytona®.

Driver standings – average per race

1	J Vergne	Carlin/F3	98.13
2	R Kaiser	360 Racing/Radical	86.25
3	J Firth	Team WFR/Speed	72.75
4	M Griffin	Mtech/GT	72.00
5	O Webb	Fortec/F3	71.88
6	S Dolan	Jota/Speed	63.75
7	D Cameron	Mtech/GT	60.00
8	S Hancock	Jota/Speed	60.00
9	J Calado	Carlin/F3	51.88
10	T Woodward	360 Racing/Radical	51.25



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THE SEAT IBIZA SC IS BURSTING WITH EXTRA

We've packed the SEAT Ibiza SC 1.4 16v 85PS Good Stuff with an incredible range of extras worth £1,200*

PRICE FROM £12,180_{RRP}

Go to seat.co.uk/goodstuff to book a test drive today

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Model shown is the new Ibiza SC 1.4 16v 85PS Good Stuff. Retail sales only. Subject to availability. Offer may be varied or withdrawn at any time. £1200* worth of extras based on RRP and includes climate control (£250); 16" alloy wheels (£140); CUP (£95); dark tinted windows (£70); Bluetooth (£70.50); Tom Tom V5 (£150); Tom Tom pre installation (£35); iPod nano 8GB (£100); docking station (£78); unique upholstery (£211.50). Prices correct at time of print. iPod nano is a trademark of Apple, Inc., registered in the US and other countries. Apple is not a participant in or sponsor of this promotion.

Official fuel consumption for the SEAT Ibiza SC 1.4 16v 85PS Good Stuff in mpg (litres per 100km); urban 34.9 (8.1); extra-urban 58.9 (4.8); combined 47.1 (6.0). CO2 emissions 142 g/km.

over to you